

NORFOLK & WESTERN RAILWAY

Mileage Analysis

Taken from current working timetables (sometimes showing older schedules), the 1969 Station Book and 1963 (or later) Track Charts.

Many mileposts - particularly on the main lines - are not true. In a few instances the amount of shortage is indicated. Most of the discrepancies are measured only with ruler, and may not be absolutely correct. For this reason the w.t.t. actual mileages may be more correct - particularly since they show both milepost and actual distances. There is room for variance on the charts; differences of 0.1 mile or so can be ignored - particularly if subsequently picked up or dropped back. Still, they show where there are obvious discrepancies.

Main lines	pages 1-18
Roanoke Terminal	19
ex-Virginian main lines	20-21
Branches (see note page 22)	22-32

Miles of former Nickel Plate (NYC&StL) and Wabash are in separate analyses.

RLT
2/25/71

Portsmouth	1 p	3 p
Kenova	405 p	415 p
ft 641	505 p	515 p
WIL	700 p	

NORFOLK DIVISION

Norfolk - Crows

	W.T.T.		Old		Book	Chart		Notes
	MP	Actual	W.T.T.			MP	Actual	
Lambert's Pt.	0.0		-4.73	-1.04	1.20	*0.0		*End of pier
Norfolk-Psgr.Sta.	1.2	0.0		0.00	0.00	#1.2	0.0	#-Approximate
Jct. ex-PRR	not					3.8	2.6	MP 0-1 is 1.2
Old Sta.Switch	cont.					5.1=1.1	3.9	
old Norfolk U.S.			0.00				0.00	
Main Line Switch							0.35	from Moody
Old Sta.Switch					3.87	1.1	3.9	
Bridge #5-Draw						1.2	4.0	Elizabeth River
NS Jct.(& xg)	2.5	5.3	1.76	5.46	5.10	2.5	5.3	
old S.Norfolk Sta.			2.15					
S.Norfolk Tower*	3.5	6.2		6.37	6.11	3.5	6.3	* formerly Vgn.Xing
Portlock					6.39	5.0	7.8	as marked on chart
						x5.4	8.2	x-Crossovers west
M&PB Crossing						6.4	9.2	
Bridge #7-Draw						6.7	9.5	Elizabeth River
Gilmerton	7.5	10.3	6.77	10.46	10.50#	*7.5	10.3	*-Rd.Xg. #Yard limit
Yadkin					13.11	10.5	13.3	
Juniper	17.0	19.8	16.19	19.88	19.62	16.9*	19.7	*Center siding
ACL (SQL) Xing						22.5	25.3	
A&D Crossing						22.6	25.4	
Suffolk	22.7	25.5	21.91	25.60	25.71	22.8	25.6	
Kilby					28.15	25.5*	28.3	*-Crossover
Myrtle	30.2	33.2		33.28	32.86	#30.2	33.0	#-Center siding
Windsor	34.1	37.0		37.11	36.77	34.1	36.9	
Zuni	40.5	43.3		43.50	43.15	40.4	43.2	
Ivor	44.9	47.7		47.89	47.54	44.9	47.7	MP 40-41 is 1.1;43-45 is 1.9
Wakefield	51.6	54.5		54.63	54.28	51.8	54.6	
Waverly	59.1	61.9		62.05	61.70	59.2	62.0	MP 60-62 is 2.1)
Disputanta	68.8	71.8		71.82	71.47	68.8	71.6	MP 64-66 is 1.9) Even
Poe	77.7	80.5		80.72	80.35	77.9	80.6	MP 75-76 is 0.9) 1/2-Pt.Sw.
City Pt.Br.Jc.	80.9	83.7		83.76	84.09	80.9	83.7	MP 77-80 id 3.1) Even
ACL (SQL) Xing						81.5*	84.3	*-Approx. 81.54
Petersburg	81.6	84.4		84.55	84.24	*81.7	84.5	*-Approx. 81.69
Addison	87.5	90.3		90.43	90.08	#87.4	90.2	#-Old station
Jack	88.3	91.1		91.28	90.93	x88.2	91.0	x-88.15 pt.switches
						88.3	91.1	Crossovers.
Poe	0.0	81.9		80.72	0.00	77.81	80.6	
		(Lamb.Pt.)				= 0.0	80.6	
Conn. to ex-ACL					4.23	4.2	84.8	
Seacoast	4.9	86.1		84.95		4.9	85.5	
Conn. to ex-SAL					5.38	5.4	86.0	
Jack	8.4	90.8		89.59	8.87	*8.87	89.5	Actual marked
						=88.32	89.5	
Jack	88.3	91.1		91.28	90.93	88.3	91.1	At cross-overs.

- con. -

Norfolk - Crewe (Concluded)

	<u>W.T.T.</u>		<u>Old</u>		<u>Chart</u>		<u>Notes</u>
	<u>MP</u>	<u>Actual</u>	<u>W.T.T.</u>	<u>Book</u>	<u>MP</u>	<u>Actual</u>	
Jack	88.3	91.1	91.28	90.93	88.3*	91.1	*-At crossovers
Sutherland	92.4	95.3	95.43	95.08	92.4	95.2	
Church Road	96.0	98.8	99.01	98.61	96.0	98.8	
Ford	101.9	104.7	104.90	104.55	101.9	104.7	MP 102-103 is 1.1, 104-105 is 1.1, 105-106 is 1.1, 106-107 is 1.1
Wilson	108.9	112.2	112.39	112.14	108.9*	112.1	*-At old water sta.
Camp Pickett (sw?)				118.88			
Lipco	115.1	118.4	118.56	118.21	115.1#	118.3	#-E. wye: west wye 115.4
Blackstone	118.4	121.7	121.87	121.52	118.5	121.7	MP-119 to 121 is 2.1; several others slightly over, so say MP 122-128 is 6.1
Crewe	128.9	132.3	132.47	132.13	128.8	132.2	

There is a lot of confusion in the start at Norfolk. Old station shown from Moodys, to give an idea of old mileages. And to come up with something with which to work, it was necessary to approximate the actual location of the "new" passenger station, although from personal observation, this would seem about correct.

Note discrepancies between present and old (several years back) w.t.t. While the chart comes out even with book at end, they are seldom in agreement over the route.

Petersburg Belt Line (Poe-Jack) is cut-off avoiding the main part of Petersburg, as well as some stiff grades. But the main freight yard is on the Petersburg proper route, with the ex-ACL and SAL interchanges on the Belt.

Moody treats this part of the line in through mileage to Roanoke, and the comparison is set-down on the Crewe-Roanoke sheets.

ELT
2/15/71

NORFOLK DIVISION

Crewe - Roanoke

	<u>W.T.T.</u>		<u>Old</u>		<u>Chart</u>		<u>Notes</u>
	<u>MP</u>	<u>Actual</u>	<u>W.T.T.</u>	<u>Book</u>	<u>MP</u>	<u>Actual</u>	
Crewe	128.9	0.0	0.00	0.00	128.8	0.0	
Burkeville	*131.2	4.4	4.41	4.40	133.2	4.4	*-Perhaps they mean 133.2.
Junction Switch				4.62	133.5	4.7	
Rice	141.7	12.9	12.88	12.87	141.6	12.8	MP 133-134 is 0.8; 140-141 1.2
Farmville	150.1	21.4	21.36	21.03	150.2	21.4	MP 150-151 & 151-152 are 0.9 MP 152-153 & 153-154 are 0.8 MP 154-155 & 155-156 are 0.9 MP 156-158 is 1.7; 158@159 0.9
<i>High bridge. 145.</i>							
Prospect	160.8	30.7	30.66	30.65	160.8	30.6	MP 159-160 is 0.8 MP 160-161 & 161-162 are 0.9
<u>Pamplin</u>	<u>169.3</u>	<u>38.4</u>	<u>38.40</u>	<u>38.40</u>	<u>169.1</u>	<u>38.5</u>	<u>MP 163-168 is 4.8</u>
Burkeville	0.0	0.0	4.41	0.00	133.46	0.0	At station
					= 0.36	0.3	Crossover switch at 0.1
Jct. Switch				0.22			
Green Bay	6.2	6.2	10.88	6.45	6.3*	6.2	*-Center siding
Virso Connection	12.1	12.1	16.50	12.31	12.1	12.0	(Conn.track 0.27)
Virso	13.8	13.8	18.41	13.98	#	#	#-Sta. on Sou. & ex-Virginian ^{137 c.s.}
Abilene Connect.	21.3	21.3	25.88	21.48	#21.2	21.1	#-Box. Switch to ex-Vrgn. at 21.4 (Conn.track 0.33)
Pamplin	37.0	37.0	41.56	36.94	x36.8	36.7	x-At station
				XX	36.88	36.8	Jct. switch & end of cut-off
							XX Book shows sta. 0.02 past junction switch *-Jct.sw.
Pamplin	169.3	38.4	38.40	*38.42	169.1	38.5	MP 169-170 0.9; 170-174 3.7
Evergreen	175.6	44.5	44.48	44.49	175.6	44.5	MP 174-175 0.9; 175-176 0.7
Appomattox	181.2	49.3	49.29	49.27	181.2	49.4	MP 177-181 <u>each</u> 0.9 MP 185-190 <u>each</u> 0.9
Phoebe	189.7	57.1	57.11	56.99	189.7*	57.2	*1st switch; 2nd sw. 189.8
Equation				57.60	189.88		
				as jct.	= 0.0	57.4	
Posm	*11.6	68.6	68.57	68.56	*11.5	68.9	*-Center siding
Durmid			East Jc.	71.27	x14.2	71.6	x-Switch to go south (out ?). Over Durham line is 14.5; line joins from south in siding opposite 15.0
			West Jc.	72.32			
Kinney (old)			72.94#	72.93#			# Both probably refer to yard
Kinney (Psgr)##	P 16.3	73.4		73.42	16.2	73.6	#/-New Lynchburg Psgr. Sta.
Kinney				73.56	*16.4	73.8	*-Southern conn. switch
Forest	214.5	79.5	79.47	79.47	#22.5	79.9	#-Switch; approx. 22.45.
					=214.5	79.9	Junction-old sta. app. 214.6 MP 216-217 is 0.9
Goode	220.6	85.4	85.51	85.51	220.6	85.9	MP 221-222 1.1; 222-223 0.9
Lowry	223.2	88.1	88.18	88.18	223.1	88.4	MP 223-224 is 0.9
Bedford-East End					226.5	91.7	
Bedford	228.9	93.9	93.84	93.78	228.9	94.1	

Crews - Roanoke (concluded)

	<u>W.T.T.</u>		Old		<u>Chart</u>		<u>Notes</u>
	<u>MP</u>	<u>Actual</u>	<u>W.T.T.</u>	<u>Book</u>	<u>MP</u>	<u>Actual</u>	
Bedford	228.9	93.9	93.84	93.78	228.9	94.1	
Bedford-West End					230.8	96.0	
Thaxton	234.0	98.8	98.92	98.91	233.9	99.1	
Montvale	239.0	104.0	103.79		*239.0	104.2	*-Beginning double track
			105.72	105.72	#241.1	106.0	#-Old station. MP 240-241 is 0.7; 241-242 is 0.8 and 242-243 is 0.9
Blue Ridge	246.1	110.3	110.54	110.53	246.1	110.7	
Webster				112.78	248.4	113.0	
Bonsack	251.7	116.2	115.92	115.91	*251.2	115.8	*-Center siding is 251.7 Cross-overs at 252.6
Vinton	255.0	119.6	119.53	119.52	255.0	119.6	
Division Point					*255.60	120.2	*-Actual marking
Tinker Creek Jc.				120.63	%256.02	120.6	%-Marked. MP 255-257 is 2.1
Roanoke	257.4	122.0	121.93	121.92	*257.4	122.1	*-Nearer 257.45

Old Line via Lynchburg former Union Station

Phoebe			57.11	56.99	189.7*	57.2	*1st Sw.; 2nd at 189.8
Junction					57.60	189.88	MP 190-191 is 0.9
Concord			58.11	58.60	<u>191.0x</u>	58.4	x-Approximate
	Line <u>OUT</u> to Leets - approx. 5 miles						MP 191-195 is 31.8
Leets				0.00	196.3*	63.4	**El of sid. may not be actual start of track.
Leptic				4.31	201.4	68.4	MP 195-196 & 198-199 are 0.9
Island			69.90	(Yd) 6.18*	203.4#	70.3	#Opp. scale. MP 201-202 is 0.9
O&O Crossing					204.0	70.9	*This (not w.t.t.) as yd.
Lynchburg			70.91	%7.01	204.4	71.3	%Frt. Sta. MP 204-205 is 0.9
Southern Crossing					204.5	71.4	
Durham Jct.			71.92		<u>205.5</u>	72.3	<u>OUT</u> to near Halsey
Halsey			74.51	#0.52	208.0	74.9	# from lto. MP 205-206 is
Forest			81.07	7.08	214.5	81.4	1.2 & 206-207 is 0.9
					Jct. SW.		

Moody said Lamberts Point to west of Gilmerton was 11.83
 west of Gilmerton to East Roanoke was 245.26
 255.09

Using the old line through Lynchburg, track chart adjusted comes up to 253.9 from new Norfolk station to Division point, or about 255.3 from Lambert's Point. With so many mileposts in error, this seems to come out very well.

Moody said N&W had trackage on Southern from Montview to Lynchburg, and based on the old Southern switch, and since it is 1.6 Lynchburg-Montview (although showing 1.4 in Southern w.t.t.), this leaves 0.84 for the connecting track at Kinney. To actual feet, this measurement once supplied as 0.87, which seems to dovetail fairly well.

ELT
 2/15/71

NORFOLK DIVISION

Lynchburg - Durham

	<u>W.T.T.</u>		<u>Old</u>		<u>Chart</u>	<u>Notes</u>
	<u>MP</u>	<u>Actual</u>	<u>W.T.T.</u>	<u>Book</u>	<u>MP*</u>	
Lynchburg %				3.38	-2.2	*No milepost adjustments; MP figures are actual miles
Durham Jct.				2.17	-1.2x	
Kinney #	0.0	0.0	0.00		0.0x	%Old Un.Sta. #Also shown as 12 St
Durmid				0.00	0.8c	x-MP 0 is 206.80.
Durmid Y	0.9	0.7	0.67		*0.9	c Belt o.h. & west.conn.to Durham
Rustburg	10.9	10.7	10.66	9.99	10.9	*-Belt Connection
Winfal	15.4	15.2	15.19	14.52	15.4	spur
Gladys	19.7	19.6	19.57	18.90	19.7	
Naruna	25.8	25.7	25.63	24.96	25.8	spur
Brookneal	31.3	31.1	31.10	30.43	31.3	
Vabrook	33.5	33.4		32.70	33.5	Interch.sw. OH Crossing 33.4
Clarkton	36.9	36.8	36.70	36.03	36.9	
Nathalie	41.7	41.5	41.49	40.82	41.6	
Lennig	45.2	45.1	45.08	44.41	45.2	
Crystal Hill	48.0	47.9	47.89	47.22	48.0	sidings
Halifax	55.8	55.7	55.66	54.99	55.8	
South Boston	61.0	60.9	60.86	60.23	61.0	Southern xing 61.1
Denniston	70.1	70.0	69.99	69.32	70.2	
Va.-NC Line				71.60	72.4	
Hycoc Jct.	73.1	73.0	*	72.39	*	to Hycoc
Woodsdale	76.1	75.9	75.92	75.25	76.1	Relatively new spur (not shown) 7.55 (Poc)
Roxboro	83.2	83.0	83.00	82.33	83.1	Spur & More like 76.05 or 76.06.
Helena	91.1	91.0	90.95	90.28	91.1	
Rougemont	96.0	95.9	95.84	95.17	96.0	
Bahama	100.5	100.4	100.39	99.72	100.5	
Duke	112.3	112.2	112.20	111.53	112.3	Yard limit sign
					114.1	Jct. SAL-End NEW Passgr line
Freight Station				113.66	(112.3	Beginning Dukes Belt Line
Durham					114.5	End - Main Street

Old Public timetable said Bahama-Durham passenger station 14.2. There is either 0.13 or 0.21 trackage to reach passgr. station, or net 114.3 with 13.8 from Bahama. Must be something else here. Also, old public t.t. said Lynchburg at 0.0, 12th St. 2.3 and Rustburg 13.2. Chart works these same figures out as 0.0, 2.2 and 13.1, or fairly close. Also, it would be 2.3 from MP 0 to the old station, instead of 2.2 as shown above.

Moody said Durham district connection is 1.33, then Lynchburg-Durham is 114.19; also shows Southern trackage at Durham (of which route is this a part?) 0.08 and Durham Union Station trackage of 0.13. Note chart shows 12th St. to end of passenger line as 114.1, which seems nearly in line.

ELT
2/15/71

SHENANDOAH DIVISION

Hagerstown - Roanoke

	<u>W.T.T.</u>		Old <u>W.T.T.</u>	<u>Book</u>	<u>Chart</u>		<u>Notes</u>
	<u>MP</u>	<u>Actual</u>			<u>MP</u>	<u>Actual</u>	
Hagerstown	0.0	0.0	0.00	0.00	0.0	0.0	
Hager	0.6	0.6	0.61		0.7	0.7	
End PRR trackage				0.84			
Vardo	2.1	2.1	2.14		*2.1	2.1	*Yard office
Shomo				2.33			
Md.-W.Va. Line				16.34	16.2	16.2	
Shepherdstown	16.5	16.4	16.40	16.52	16.5	16.5	
Main Line switch					22.7	22.7	MP 22-24 is 1.2 (on M.L.)
Shenandoah Jo.	22.5	22.2	22.16		23.0	23.0	
Main Line Sw.				22.75	22.7	23.3	Pick up again at 22.7
Belt Line Conn.				26.91	27.5	26.8	
B&O Crossing					28.0	27.3	
Charles-Town	28.4	27.5	27.51	27.76	28.4	27.7	
W.Va.-Va. Line				34.82	35.45	34.75	
Rippon	33.7	32.9	32.85	33.08	33.7	33.0	
Berryville	40.0	39.1	39.12	39.12	40.0	39.3	
White Post	49.2	48.3	48.32	48.54	49.1	48.4	
Ashby	53.1	52.3	52.25	52.46	53.0	52.3	
Riverton	59.0	58.2	58.18	58.52	59.0	58.3	Southern King
Front Royal	60.5	59.7	59.89	59.89	*60.6	59.9	*Before '52, was 62.0
Bentonville	72.9	72.0	72.00	72.22	72.9	72.2	
Vaughn	82.4	81.5	81.51	81.74	82.5	81.8	
Luray	88.8	87.9	87.85	87.91	88.8	88.1	
Stanley	95.5	94.6	94.58	94.80	95.5	94.8	
Shenandoah	106.7	105.7	105.68	105.81	106.7	106.0	
Elkton	112.5	111.5	111.47	111.62	112.5	111.8	
Lynnwood	124.8	123.8	123.78	123.99	124.8	124.1	
Grottoes	129.1	128.0	128.02	128.26	129.1	128.4	
Sampson	135.5	134.5	134.51		*135.8	135.1	*Center siding
Waynesboro	143.0	141.9	141.94	142.18	143.1	142.4	
Lyndhurst		n.s.	146.88	147.12	148.0	147.3	
Stuarts Draft	153.0	151.9	151.94	152.18	153.0	152.3	
Pkin	165.5	164.4	164.53	164.63	165.6	164.9	No. End double track
Vesuvius	168.8	167.7	167.70	166.76	168.8	168.1	(Old Vesuvius 167.6-166.9)
Midvale	174.9	173.9	173.88	174.10	174.9	174.2	
Buena Vista	185.0	183.9	183.93	184.37	185.0	184.3	
Loch Laird *	186.5	185.5	185.45	185.69	186.6	185.9	*-C&O Connection
C&O Switch					195.0	194.3	
Glasgow	195.1	194.0	193.96	194.20	195.1	194.4	
Natural Bridge	198.6	197.5	197.50	197.74	198.6	197.9	
Solitude	207.0	205.9	205.89	206.13	*207.0	206.3	*-No. End siding
Buchanan	214.2	213.1	213.11	213.35	214.2	213.5	

Hagerstown - Roanoke (concluded)

	W.T.T.		old	Book	Chart		Notes
	MP	Actual	W.T.T.		MP	Actual	
Buchanan	214.2	213.1	213.11	213.35	214.2	213.5	
Lithia	219.2	218.1	218.14	218.37	219.2	215.6	
Troutville	227.9	226.8	226.80	227.04	227.9	227.2	
Clov. Br. switch				231.08	*231.93	231.2	*-Marked
Cloverdale	232.1	231.0	231.04	231.28	232.0	231.3	
Hollins	233.7	232.6	232.59	232.83	233.7	233.0	
Yard limit				235.09			
Division Point					*236.94	236.2	*-Marked
No. End double tr.					237.0	236.3	
North Roanoke	237.8	236.7	236.72		not marked		
Roanoke	239.2	238.1	238.12	238.35	239.3	238.6	

Moody says PRR trackage is 0.83 and Hagerstown-North Roanoke is 235.18, or total of 236.01. Adjusting for this in w.t.t. gives a total of 235.8. On the other hand, adjusting for the track chart gives 236.2. The w.t.t. picks up 0.8 on the Shenandoah Jct. swing-in, and then 0.3 more along the way. It is entirely possible they reflect later line changes, but note they are from the same total as old w.t.t., and Moody applied them.

Note the only change is recognized on the chart where there is a spur into Shenandoah Jct., and mileposts reflect going in and out. There is 0.8 saving on the mileposts, but only marked as 0.7. If we treat this as 0.8 (and this is entirely feasible), we come up with 238.5, or almost matching the Book. Some valuation figures on this line should prove of interest.

ELT
2/15/71

SHENANDOAH DIVISION

Roanoke - Winston Salem

	<u>W.T.T.</u>		<u>Old</u> <u>W.T.T.</u>	<u>Book</u>	<u>Chart</u>		<u>Notes</u>
	<u>MP</u>	<u>Actual</u>			<u>MP</u>	<u>Actual</u>	
Roanoke					0.0		260.60)
Leave Main					3.3		Norwich marked 3.33(MP/
Ex-Vgn. Crossing					3.7		
South Roanoke					*7.1#		*Wye sw,6,92 #-App.7.15
Roanoke	-	0.0	0.00	0.00	<u>257.17</u>	0.0	Roanoke 257.4,jct.0.2 east of
JK	-	1.0	0.95		0.95	1.1	station. This is start MP-0
Belt Line Jct.	7.2	2.3	1.16		2.2	2.3	%-See note at bottom.
End Roanoke Term.					<u>2.36</u>	2.5	MP 7.26 equals 2.32 direct
Yard Limit				2.81			
Starkey	11.8	6.9	6.88	7.25	11.8	7.0	
Boones Mill	20.4	15.4	15.38 ⁹	15.76	20.3	15.4	
Wirtz	25.6	20.6	20.64	21.01	25.6	20.7	
Rocky Mount	32.0	27.0	27.05	27.42	32.0	27.1	
Ferrum	41.6	36.7	36.73	37.09	41.7	36.8	
Henry	48.7	43.7	43.73	44.10	48.7	43.8	
Jondee	55.5	50.5	50.55	-	55.5	50.6	
Bassett	56.6	51.6	51.60	51.97	*56.5	51.6	*-App. 56.54
Payne	61.6	56.6	56.60	56.97	#61.1	56.2	#-Tel.Office. Ctr sid. 61.4
Fieldale	63.3	58.3	58.30	58.67	63.2	58.3	
Martinsville	66.5	61.6	61.58	61.89	66.5	61.6	
Fontaine	71.2	66.2	65.83	66.55	x71.2	66.3	x-Ctr.sid. Old shelter 70.8
Ridgeway	76.5	71.5	71.48	71.83	76.5	71.6	
Va.-NC Line				75.97	80.6	75.7	
Price	81.1	76.1	76.09	76.46	81.1	76.2	
Stoneville	86.5	81.5	81.52	81.88	86.5	81.6	
Mayodan	92.6	87.6	87.60	87.96	92.6	87.7	
Madison	94.6	89.5	89.53	89.90	*94.6	89.7	*-Approximately 94.55
Walnut Grove	108.8	103.8	103.79	104.16	108.9	104.0	
Fulp	111.7	106.7	106.70	107.06	111.7#	106.3	#-Center siding
Walkerton				112.80	117.6	112.7	
No. End Yard					123.0	118.1	
No. Winston	123.9	118.9	118.90	119.26	*123.5	118.6	*-Center of yard
					x123.9	119.0	x-South end of yard
Freight Sta.				121.45	126.1	121.2	
W.S.-Old Yard	126.3	121.3	121.30	121.66			
End N&W track					<u>*126.55</u>	121.65	*-Marked
Winston-Salem	126.9	121.9	121.88		# 0.37	122.02	#-From Moody
End N&W track					*0.00 WSS		*Same as 126.55 above
Southern King					0.2		
S.Winston-Salem					2.0		
Yard Limit					3.3		End joint facilities WSS

Moody said Roanoke (North End) to W.S. District was 2.37; S. Roanoke-Winston Salem was 119.15, and W.S. Un. Sta. tracks 0.37, or 121.98. This comes within 0.04 of the adjusted chart, although 0.1 more than w.t.t. Seems good. Moody also said WSS RR at Winston Salem of 0.09, but apparently they didn't show the joint track marked on the chart. NOTE from above - The 2.3 figure adjusted only 0.1 a/c using west wye to reach this line.

RADFORD DIVISION

Roanoke - Bluefield

	<u>W.T.T.</u>		<u>Old</u> <u>W.T.T.</u>	<u>Book</u>	<u>Chart</u>		<u>Notes</u>
	<u>MP</u>	<u>Actual</u>			<u>MP</u>	<u>Actual</u>	
Division Point					255.60	-1.9#	#Or 1.8 - see Norfolk Div.
Roanoke	257.4	0.0	0.00	0.00	*257.4	0.0	* More like 257.45
West Roanoke	258.7	1.3	1.39				
Shaffers Xing					259.8	2.4	
Old WB			4.30 & 5.11%				%5.11 was the later figure
Yard Limit				4.73	262.20	4.8	
Sites Xovers				5.36	262.7	5.3	(Connection track 1.75)
End Roanoke Term.					262.93*	5.5	*Marked exactly
Catawba Br. Sw.				6.70	264.2	6.8	
Salem	264.3	6.7	6.79	7.31	264.3	6.9	
VN Crossovers			9.30	9.83	267.3	9.9	Conn. Whitethorne Dist. -0.28.
Crossovers					267.8	10.4	
Glenvar	266.8	9.2	12.15	12.15	269.6	12.2	
Singer	273.1	15.8	15.64	15.64	273.1	15.7	
Ctr Dbl Xovers					273.3	15.9	
Elliston	277.4	20.0	20.06	20.06	277.4	20.0	
Shawsville				23.56	281.0	23.6	
Arthur	282.2	24.6	24.46	26.64	283.3	25.9	
Montgomery	284.6	27.0	27.10	27.70	*285.1	27.7	*Xover east at 284.7
Blacksburg Br. Sw.				31.82	289.26	31.9	
Christiansburg	290.0	32.7	32.58	32.72	#290.0	32.6	#Actually about 290.03.
Vicker	295.4	37.7	37.93	37.93	*295.4	38.0	*Could be 295.35
Old Coaling Sta.					295.6	38.2	From 1952 chart
Old "Sheds"					297.1	39.7	From 1952 chart
Crossovers					297.6	40.2	
Old Jct. Sw. & Equation					(297.63	40.2	End d.t.
Walton	297.6	39.7	39.67	39.67	301.85		
(old) Pepper					*302.0	40.4	*-Old tower & dividing line
(old) Cowan tower				42.42	304.1	42.5	
Belspring	307.6	46.1	44.54	44.54	306.1	44.5	
(old) Dry Br. Sta.			46.10	46.10	307.8	46.2	
Eggleston	315.9	54.2	49.59	49.62	311.3	49.7	
Pembroke	320.2	58.2	54.17	54.17	315.9	54.3	
Ripplemead	323.2	61.2	58.16	58.16	320.1	58.5	
Potts Valley Conn.	324.4	62.5	61.22	61.22	323.2	61.6	
Pearisburg	330.3	68.3	62.47	62.47	324.5	62.9	0.28 to ex-Virginian
Narrows	333.6	71.6	68.32	68.32	330.3	68.7	
Lurich	338.0	75.9	71.63	71.63	333.6	72.0	
Glen Lyn	340.1	78.1	75.93	75.93	338.0	76.4	
Va.-W.Va. Line			78.08	78.08	340.1	78.5	
Wills	342.4	80.3		78.42	340.6	79.0	
E.E. Double tr.					342.5	80.9	
Kellysville	344.7	82.7		82.67	342.6	81.0	
Whitethorne Dist. Conn.					344.8	83.2	0.44 from ex-Virginian (also
Oakvale	347.0	84.9	84.89	84.89	347.0	85.4	quoted elsewhere 0.43)

Roanoke - Bluefield (concluded)

	<u>W.T.T.</u>		Old		<u>Chart</u>		<u>Notes</u>
	<u>MP</u>	<u>Actual</u>	<u>W.T.T.</u>	<u>Book</u>	<u>MP</u>	<u>Actual</u>	
Oakvale	347.0	84.9	84.89	84.89	347.0	85.4	
Ingleside	352.8	90.6	90.61	90.61	352.7	91.1	
Blake	354.2	92.0	92.05		354.2	92.6	
Ada				96.62	358.7	97.1	
E. Bluefield Yd.	360.0	97.9	97.91				
Division Point					*360.05	98.4	*Marked exactly
Pull-in switch							
& RD Tower					360.4	98.8	
old EE Yd & Div. Pt.					#361.15	99.5	#Marked exactly on old print
Bluefield	363.1	101.0	100.93	100.93	363.1	101.5	

Moody says East Roanoke to East Bluefield Yard is 100.71
 Chart indicates this to be 100.3, but East Bluefield division point presumably was moved east when yard enlarged. Old east end at RD Tower (old location) was 361.15, which then would give 101.5. On the other hand, assuming the w.t.t. right, and adjusting for old division point east of Bluefield would give 100.7 or 100.8, which seems to be correct.

Aside from the adjustment at Walton, the chart makes no recognition of any other equations, and it can be seen that the chart slides ahead to be a full half-mile further at Bluefield - 0.57 when compared to the old w.t.t. and book, which carried mileages to the hundredths. Since the w.t.t. shows both mile post and actual distances, we apparently must assume it is nearer right than the chart. But this means there have to be quite a few "short" miles. And with the way they toss around the mileages in the Walton area, one can only be skeptical as to whether the over-all is correct.

Careful checking of the chart where w.t.t. shortens distances reveals no inkling of discrepancies.

MLP
 2/17/71

RADFORD DIVISION

Walton - Bristol

	W.T.T.		Old W.T.T.	Book	Chart		Notes
	MP	Actual			MP	Actual	
Walton	297.6	0.0	0.00	0.00	297.6	0.0	See M.L. for information here.
Plum Creek	298.7	1.6	1.60		298.8	1.2	Begin dt (Plum Run Br. 298.0)
Radford	300.6	3.4	3.47	3.50	300.6	3.0	
JU	302.1	4.9	4.64		302.0	4.4	End double track
				4.95	302.1	4.5	Radford Br. switch
Dublin	308.6	11.5	11.51	11.51	308.6	11.0	
Wysor	309.6	12.5	12.41	12.52	*309.8	12.2	*-Center siding
Dora Jct.	314.2	17.1	17.25	#17.18	x314.1	16.5	#-Shown as Dora. x-No. switch
				17.48	314.5	16.9	Jct. sw.-gone-use No. switch
Pulaski	315.9	18.9	18.90	18.90	%315.9	18.3	%-Approximately 315.95
Clark	322.5	25.4	25.48		*322.6	25.0	*-Center siding
Max Meadows	328.6	31.6	31.59	31.59	328.6	31.0	MP 334-335 is 1.1
Wytheville	336.7	39.6	39.67	39.67	336.7	39.2	MP 340-341 is 1.1; 342-343 is 0.9; 343-344 is 1.1. Several others off, but about equalize to MP-349
Rural Retreat	349.6	52.6	52.59	52.59	349.6	52.2	
Atkins	358.4	61.4	61.39	61.39	358.4	61.0	
Marion	363.9	66.9	66.89	67.16	364.0	66.8	MP 359-360 is 1.2.
7-Mile Ford	371.4	74.4	74.38	74.40	371.4	74.2	
Chilhowie	374.7	77.7	77.69	77.69	374.7	77.5	MP 377-378 is 0.9.
Glade Spring	380.3	83.2	83.24	83.24	380.3	83.0	
Emory	383.8	86.7	86.69	86.69	383.8	86.5	MP 384-385 is 1.2.
Meadow View	385.8	88.7	88.78	88.78	385.8	88.7	
Abingdon	393.6	96.5	96.52	96.58	393.6	96.5	MP 395-396 is 0.9; 396-397 is 1.1 (marked 1.14); 399-400 is 1.1; 402-403 is 0.9 and 404-405 is 1.1
Bristol	408.3	111.3	111.35	111.32	*408.3	111.3	*Actual app. 408.34
State Line					408.4	111.4	End N&W-Begin Southern.

Moody said Walton Jct. to west end of Radford 4.58
 West of Radford to Bristol 106.32
 or total of 110.90

Chart works out 0.5 miles over this figure. But with the beginning at Walton, most anything can come of it. The 297.6 presumably is present junction switch; the old junction switch was 297.7, and the old tower was 0.2 further west, or net of 297.9. This could make the chart closer to Moody, but then be even further "out" with w.t.t. over to Radford. Note that even though seldom agreeing enroute, chart and w.t.t. as a matter of fact all figures - work out to the same total.

ELT
 2/17/71

POCAHONTAS DIVISION

Bluefield - Williamson

	<u>W.T.T.</u>		<u>Old</u>	<u>Book</u>	<u>Chart</u>		<u>Notes</u>
	<u>MP</u>	<u>Actual</u>			<u>W.T.T.</u>	<u>MP</u>	
Division Point					*360.05		*Formerly 361.15
Bluefield, WVa.	363.1	0.0	0.00	0.00	363.1	0.0	(NOTE-Mileages marked to
WVa.-Va. Line				2.31	363.35	2.25	hundredths are so marked on
Clinch Valley Sw.				3.20	366.15	3.05	chart).
Bluefield, Va.	366.3	3.1	3.27	3.37	366.2	3.1	
Falls Mills	369.6	6.4	6.51	6.51	369.6	6.5	
Flat Top	370.6	7.5	7.56	7.56	*370.6	7.5	*At old xovers EE yard.
Va.-WVa. Line				7.80	370.82	7.7	
Pocahontas Br.Sw.				10.76	%373.8	10.7	% Approx. 383.75
Bluestone	373.9	10.7	10.80	10.78	x373.9	10.8	x-Labelled "Jct."
Bluestone Br. Sw.				11.00	#374.1	11.0	#Approx. 374.05 or 374.06.
Eckhart Tunnel EE					375.5	12.4	7107 ft. long.-1.35 miles.
Eckhart Tunnel WE					376.9	13.8	
Maybeury	377.9	14.8	15.41	14.90	*378.0	14.9	*-Approx. 377.96
Angle Spur Sw.				15.78	378.8	15.7	
Powhatan	383.5	20.3	20.45	19.96	383.2	20.1	Siding joins 383.4.
North Fork	386.1	21.4	22.10	22.10	386.1	21.5	MP 384-386 is 0.53 (0.5).
Keystone	387.3	22.8	23.38	23.38	387.3	22.7	
Dans Br. switch				24.30	*387.3	22.7	*Actual diverge at 388.2.
Ctr Dbl.xovers					388.2	23.6	
Eckhart	388.3	23.8		24.44	388.3	23.7	
Vivian	390.8	26.3	26.93	26.93	390.8	26.2	
Kimball	391.4	27.3	27.94	%	*391.3	26.7	*Ctr of yd. %*Misprinted
Kings Br. Sw.				28.05	392.3	27.7	MP 392-393 is 0.40 (0.4), MP 393-394 is 0.9 & 394-395 is 0.8
Huger	396.0	30.5	31.16	&31.16	x396.0	30.5	x-Ex-Superior. & Super.31.19
Welch	398.7	33.1	34.23	33.76	398.7	33.0	MP 396-397 & 397-398 are 0.9 MP 398 -399 & 399-400 are 0.8 (Marked 2 miles 1.63)
Jct.Tug Fork Br.				34.34	*399.8	33.7	*-Looks like once 399.3
Tug	399.6	33.9	34.55	34.60			MP 400-401 is 0.68 (0.7).
Hemphill				34.72	\$400.0	33.9	%-At crossovers. MP 401-402 is 0.71 (0.7)
Farm	402.2	35.5	36.18	36.21	x402.0	35.3	x-At tiple. MP 402-403 is 0.9; MP 403-404 is 0.84 (0.9)
Ctr.Dbl.Xovers					406.7	39.3	MP 404-405 is 0.8; 405-406 0.7
Davy	407.1	39.3	39.92	39.92			
Jct.Superior Br.				40.01	406.8	39.4	MP 407-408 0.9; 408-409 0.7
Twin Br.-E.Jct.				41.11	408.0	40.5	
Claren	410.3	42.4	43.11	43.11	410.2	42.4	MP 410-411 & 411-412 each 0.8
Roderfield	412.6	44.3	44.90	44.91	412.5	44.3	MP 412-413 0.6; 413-414 0.4;
Jct.Spice Cr. Nr.				44.95	412.5	44.3	MP 414-415 is 0.8 **
Jct.Clear Fork Br.				47.49	416.85	46.75	MP 415-416 marked 0.33 (0.3)
Wilmore	418.1	48.0	48.32	48.28	*417.6	47.3	*Old Water Sta.; Ctr sid 418.2
Jaeger	421.9	51.7	52.41	52.41	421.9	51.8	

- con -

*-But measures 0.8, which could conceivably raise all figures 0.5 to Williamson

Bluefield - Williamson (conc.)

	W.T.T.		Old		Chart		Notes
	MP	Actual	W.T.T.	Book	MP	Actual	
Iaeger	421.9	51.7	52.41	52.41	421.9	51.8	
Jct. Dry Fork Br.				52.94	*422.3	52.2	*East wye 422.25; west 422.4.
Hull	424.7	54.6	56.05	55.23	424.8	54.7	Dbl. xovers 424.8
Panther	429.5	59.3	59.94	59.93	x429.5	59.4	x-At grade xing
Jct. 4-Mile Spur				62.94	432.5	62.4	
Alnwick	434.3	64.1	64.77	64.81	a434.1	64.0	a-Approximate
Jct. War Eagle Br.				65.21	434.77	64.87	MP 436-437 is 0.9 & 437-438 is
Wharncliffe	437.9	67.5	68.26	67.99	437.9	67.8	1.1 - Equalize
Jct. Gilbert Br.				68.26	*438.0	67.9	*More like 437.95
Ben	438.8	68.6	69.26	69.20	438.8	68.7	MP 439-440 is 0.7
Glen Alum	440.2	69.7	70.30	70.30	440.2	69.8	
Jct. Brier Mt. Br.				70.44	440.3	69.9	
Lindsey	442.6	72.0	72.57	72.68	442.6	72.2	
Looney's Curve%				75.41	445.5	75.1	3-Buch. Br. Jc. 445.5 is west Y;
Devon	446.7	76.1	76.91	76.74	446.7	76.3	east lead 445.0 On branch, MP 0.0 equals 445.4
Cedar	449.9	79.4	80.17	79.89	x450.0	79.6	x-Crossover-old sta may be 449.9
Jct. Cedar Branch				80.06	450.0	79.6	
Vulcan	452.2	81.5	82.19	82.16	452.2	81.8	
Jct. Delorme Br.				83.24	453.3	82.9	
Delorme	453.7	83.1	83.72	83.69	453.7	83.3	
Jct. Lick Fork Sp.				85.35	455.37	84.97	
Jct. Thacker Br.				86.27	456.29	85.89	
Thacker	456.4	85.7	86.38	86.34	456.4	86.0	MP 456-457 <u>could</u> be 0.9-not adjusted
White	459.0	88.4	88.83	88.99	x458.9	88.5	*-Center siding
Jct. McCarr Br.				89.71	459.7	89.3	
Jct. Mate Jr. Br.				90.64	460.7	90.3	
Matewan	460.9	90.0	90.68	90.66	460.8	90.4	
WVa.-Ky. Line				92.00	462.0	91.6	
Ky-WVa Line				92.28	462.3	91.9	
Jct. Alma Spur				92.50	462.4	92.0	
Sprig	463.0	92.3	92.92	92.89	463.0	92.6	
Xover & Yd. lead					466.3	95.9	
Jct. Sycamore Br.				97.74	*467.8	97.4	Approx. 467.77 *
East Williamson	468.1	97.4	98.14		x468.2	97.8	x-estimated
Jct. Pond Cr. Br.				100.02	469.5	99.1	These are opposite each other, but
Jct. Williamson Spur					469.5	99.1	shown in book past Williamson
Williamson	469.7	98.9	99.57	99.54	469.7	99.3	
Division Point					470.0	99.6	

Moody said East Bluefield Yard (presumably old division point) to Williamson was 101.84. This compares with 101.6 shown here on charts. If w.t.t. adjusted to the division point, it would come out about 101.2.

Working timetable showed 7.7 saved on mileposts, and chart will bear out 7.3 pf it. Anyhow, there are so many mileposts "out" on this division - and look at the intermediate discrepancies - that no solid conclusions can be reached on actual distance.

POCAHONTAS DIVISION

Bluefield - Norton

	<u>W.T.T.</u>		<u>Old</u>		<u>Chart</u>		<u>Notes</u>
	<u>MP</u>	<u>Actual</u>	<u>W.T.T.</u>	<u>Book</u>	<u>MP</u>	<u>Actual</u>	
Bluefield, W. Va.	363.1	0.0	0.00	0.00	363.1	0.0	
WVa-Va. Line				2.31	365.35	2.25	
Bluefield, Va.	366.3	3.1	3.27	*3.27	%366.2	3.1	%-Jct. Sw. & Sta. *Sw. 3.20
Furnace	367.1	4.0	4.12		x367.1	4.0	*-Center siding
Sam	370.7	6.7	8.17	7.03	*370.7	7.6	*Ctr. Sid. - Begin Sid 369.8
Tip Top	376.0	12.9	13.06	13.33	376.0	12.9	
Burks Garden	383.4	20.3	20.46	20.74	383.4	20.3	
Tazewell	385.5	22.4	22.49	22.75	385.4	22.3	
Youngs	390.0	26.9	26.99	27.27	*390.0	26.9	*-Tipple & Ctr sid.
Gillespie	394.6	31.5	31.13	31.88	x394.6	31.5	x-Center siding
Pounding Mill	397.0	33.9	34.01	34.28	397.0	33.9	
Dry Fork Jct.				38.05			
Cedar Bluff	400.8	37.7	37.83	38.11	*400.8	37.7	*-App. 400.76 or .77. Wye sw. & old sta. W. Sw. 401.2
Indian	401.6	38.5	38.62	38.76	x401.6	38.5	x-Center siding
Richlands	403.8	40.7	40.82	41.10	403.8	40.7	
Big Creek Br. Jct.				41.28	404.0	40.9	
Alley	405.0	41.4	41.47	41.75	%404.9	41.8	%-Old Station
Town Hill Br. Jct.				42.85	405.6	42.5	
Cold Creek Br. Jct.				44.47	407.2	44.1	
Raven	407.0	44.1	44.20	44.57	x407.4	44.3	x-Old station
Daw	409.8	47.0	47.04	47.32	*410.2	47.1	*-Ctr. sid. No. end 409.7
Swords Creek	415.2	52.1	52.23	52.51	415.2	52.1	
Honaker	420.0	56.9	57.01	57.29	420.0	56.9	
Finney	425.3	62.2	61.02	61.90	425.6	62.5	
Cleveland	431.5	68.4	68.49	68.77	431.5	68.4	
Dumps Creek Br. Jc.				71.57	434.3	71.2	
Carbo	434.4	71.4	71.40	71.68	*434.5	71.4	*-South switch
Carterton	436.3	73.1	73.28	73.55	436.3	73.2	
Castlewood	440.3	77.2	77.33	77.60	440.3	77.2	
Boody	441.9	78.8	79.05	79.32	x441.9	78.8	x-Center siding
Clinchfield RR Jc.					442.9	79.8	Not a grade crossing.
St. Paul	443.2	80.2	80.22	80.49	#443.1	80.0	#-Approx. 443.13 or .14
Russell Creek	446.7	83.6	83.67	83.95	*446.7	83.6	*-Jct. switch
Banner	453.5	90.4	90.42	90.82	X453.5	90.4	x-This is jct. switch
Little Tom Br. Jc.				90.77			
Jct. Marion Br.				90.93	453.6	90.5	
Coeburn	455.6	92.5	92.51	92.78	455.5	92.4	
Jct. Big Toms Cr. Br.				92.90	455.6	92.5	
Tacoma	459.7	96.5	96.67	96.94	459.7	96.6	
Norton	465.8	102.6	103.06	102.98	*465.7	102.6	*-Freight station
					x466.0	102.9	#-Old passgr. station
End line-11th St.					%466.5	103.4	%-Approx. 466.47

Moody said Bluefield (presumably Virginia) to Norton was 100.29. The chart as adjusted shows 100.3, so obviously this one is right on the nose. Since present w.t.t. is "shorter" at Norton than old, obviously they probably now take the freight station as Norton.

SCIOTO DIVISION

Williamson - Portsmouth

	W.T.T.		Old W.T.T.	Book	Chart		Notes
	MP	Actual			MP	Actual	
Williamson	469.7	0.0	0.00	0.00	469.7	0.0	MP in feet not marked; measured between mileposts.
Division Point					470.0	0.3	
W. Williamson Xovers					471.1	1.3	MP 470-471 is 0.9; 471-472 is 0.8; 472-473 is 0.5
Nolan	477.6	7.3	7.21	6.73	*477.6	7.1	
Jct. Nolan Spur				7.28	477.7	7.2	*-Printed mark-app. distance
Naugatuck	484.3	13.9	13.82	13.85	484.3	13.6	MP 480-481 is 0.8
Equation	0.0				0.0	13.6	
Jct. Lenore Br.				14.09	0.2	13.8	
Kermit	5.3	19.2	19.09	18.12	5.3	18.9	
Jct. Buck Cr. Br.				20.22	6.25	19.65	
Stonecoal	8.9	22.8	22.71	21.00	*8.9	22.5	*-Printed about at this.
Webb	18.2	32.2	32.11	32.14	18.2	31.8	MP 11-12 0.9; 14-15 1.1-Even
Glenhayes	24.7	38.6	38.58	38.60	24.8	38.4	MP 24-25 is 1.05; add the 0.1 here shown MP 35-36.
Fort Gay	33.8	47.7	47.65	47.66	33.8	47.5	Some miles MP 30-35 not fully true-no adjustments made.
Hewlet	39.2	53.1	53.01	53.04	39.2	52.9	MP 35-36 about 1.05-See above.
Prichard	45.9	59.9	59.82	59.86	45.9	59.6	
Cyrus	51.2	65.1	65.03	65.06	51.2	64.9	
Neal	55.0	68.9	69.09	69.12	*55.2	68.9	*-Printed about at this.
KX Tower				x73.02	59.1	72.8	x-Wayne Br. Jct.
Kenova	59.2	73.1	73.02	73.05	59.2	72.9	
Equation	567.9				567.9	72.9	
WVa.-Ohio Line				73.74	568.6	73.6	
South Point				74.99	*570.0	75.0	%-Crossovers & old shelter
Coal Grove	575.8	80.9	80.88	80.91	x575.8	80.8	x-Printed about at this point
Coal Grove Xovers					575.9	80.9	
Etna Yd. Fr. Sta.				83.98	578.9	83.9	
Ironton Psgr Sta	579.9	85.0	84.97	85.01	579.9	84.9	
MT&I Crossing					580.0	85.0	
Union	586.0	91.1	91.11	91.14	*586.2	91.2	*-Center of siding
Cennetts	591.3	96.3	96.33	96.36	*591.3	96.3	*-Center of siding
Whealersburg	598.5	103.6	103.58	103.61	598.6	103.7	MP 594-595 is 1.1
Sciotoville	601.3	106.4	106.51	106.44	601.4	106.5	
Star Yard					#603.0	108.1	#-Marked-no other identifi.
E. Portsmouth	605.0	110.1	110.09	110.12	x		x-Center of marking is 604.9
GS Tower-Gallia St.					605.9	111.0	MP 606-607 is 1.1
Portsmouth	607.1	112.2	112.28	112.24	607.1	112.3	

Moody said 111.34; we have 112.0 to station - where did they break? Maybe 0.5? Assuming w.t.t. milepost location o.k., then chart tallies at 112.2, although certainly not equalized at intermediate stations. And again the errors in mileposts taken with ruler, and not marked in feet.

ELT
2/19/71

SIOTO DIVISION

Portsmouth - Cincinnati

	<u>W.T.T.</u>		<u>Old</u>		<u>Chart</u>		<u>Notes</u>
	<u>MP</u>	<u>Actual</u>	<u>W.T.T.</u>	<u>Book</u>	<u>MP</u>	<u>Actual</u>	
Portsmouth	106.2	0.0	0.00	0.00	106.2	0.0	(See Cols line for information) on MP in this area)
Vera	105.0	1.1	1.12	1.13	105.0	1.2	
Book	103.3	2.9	2.91	2.93	*103.2	2.9	*-Center siding
McDermott	96.8	9.4	9.38	9.40	96.7	9.5	
Brookside	93.4	12.7	12.74	12.76	*93.4	12.8	*-Center siding
Otway	87.4	18.7	18.75	18.76	87.4	18.8	
Rarden	82.5	23.7	24.04	24.06	x82.2	24.0	x-Old station:center sid 82.6
Peebles	71.9	34.0	34.24	34.26	71.9	34.3	
Lawshe	67.8	38.3	38.32	38.33	#67.8	38.4	#-Old station:center sid 67.6
Seaman	61.8	44.4	44.38	44.39	61.7	44.5	
Mt. Zion	60.5	45.6	45.59	45.60	*59.8	46.4	*-Center siding
Winchester	57.2	49.0	48.99	49.00	#57.2	49.0	# Looks like old sta. 57.7
Macon	52.6	53.5	53.55	53.56	52.6	53.6	app. 52.64.
Hillsboro Br.Jc.				58.44	47.5	58.7	Chart shows west of sta.
Sardinia	47.7	58.5	58.53	58.53	47.6	58.6	
Mt. Oreb	41.1	65.1	65.09	65.09	\$41.0	65.2	\$-Approximately 41.04
Eastwood	37.2	69.0	68.98	68.98	*37.2	69.0	*-Center siding
Williamsburg	33.4	72.8	72.81	72.82	33.4	72.8	
Afton	30.6	75.5	75.53	75.53	*30.6	75.6	*-Center siding
Batsvia	24.2	81.9	81.98	81.98	24.2	82.0	
Ancor	13.0	93.1	93.16	93.16	*12.9	93.3	*-Center siding
Newtown	10.2	96.0	96.00	96.00	x10.2	96.0	x-approximately 10.15
Clare	9.0	97.2	97.21	97.16	# 9.0	97.2	& Yd. at 97.21. #Sta.& PC Xg.
Hyde Park				100.89	x5.4	100.8	x-Old station
Norwood				102.09	x4.5	101.7	x-Old station
Idlewild				102.54	%3.8	102.4	%-Switch to joint PC track
Belt Line Jct.				102.63	x3.7	102.5	x-ex-PC Crossing
					3.6	102.6	Marking of old station
Equation					(3.0	103.2	MP 3-4 is 1.25; adj.as shown
					3.25	103.2	
Bond Hill Yard				104.50	2.0	104.5	MP 2-3 is 1.1
B&O Crossing				*104.61	1.55	105.0	*-Shown as B&O Connection
Berry Yd.Office				105.32	1.4	105.1	
MP-0					0.0	106.5	
Jct.Ivorydale Yd.				%106.57	*-0.1	106.6	*-End profile. %-PC Conn.106.28

Moody said Vera Jct.-Cincinnati is 105.64 (formerly 105.45); chart shows 105.4. Moody also said PRR-B&O Claire-Cti is 12.98 trackage. W.T.T. and chart 13.0 to Terminal Jct. Moody's reference to Cti. Terminal trackage not clear.

PC-B&O w.t.t. & charts show	Clare	0.0 w.t.t.	0.0 chart (via PC)
	Norwood	4.8	4.9
(Old N&W w.t.t. said Clare-Cincinnati was 14.03; the present w.t.t. obviously erroneous)	E.Norwood	5.4	5.4 (via B&O)
	Bond Hill	7.2	7.2
	N&W Xing		7.4
	Winton Pl.	9.4	9.4
	Term. Jc.	13.0	13.0
Book says 11.06 to Terminal and 12.80 also.	Cincinnati	14.1	14.1

SCOTTO DIVISION

Portsmouth - Columbus

	<u>W.T.T.</u>		<u>Old</u>	<u>Book</u>	<u>Chart</u>		<u>Notes</u>
	<u>MP</u>	<u>Actual</u>			<u>W.T.T.</u>	<u>MP</u>	
Portsmouth	607.1	0.0	0.00	0.00	607.1	0.0	
Vera (marked)					608.4	1.2	MP 608-612 <u>each</u> 0.9
Vera	608.5	1.1	1.12	1.13			
Crossovers					608.5	1.5	
Cti.line sw.					608.6	1.4	
Lucasville	617.6	9.5	9.51	9.72	617.6	9.8	MP 614-617 <u>each</u> 0.9
Dugan	618.6	10.6	10.62	10.58	*618.8	11.0	*-Old sid.; marked at this pt.
Sargents	626.1	18.0	18.71	18.72	*626.7	18.9	*-Old sid.; marked at this pt.
East Y Switch					630.1	22.3	
W.Y Sw-Teays Spur				22.42	630.5	22.7	
Piketon	630.8	22.8	22.78	22.79	630.8	23.0	
DT&I Switch					634.8	27.0	
Glen Jean	635.3	27.2	27.20	27.20	x635.2	27.4	x-Estimated from printing
DT&I Switch					635.2	27.4	
Waverly	636.4	28.2	28.72	27.99	635.9	28.1	
Inter. Switch					636.1	28.3	
Crossovers					636.5	28.7	
Omega	640.3	32.1	32.13	32.13	640.3	32.5	
Lunbeck	652.0	43.8	44.66	44.96	x652.5	44.7	x-Marked at old passg. siding.
Renick	655.1	46.9	46.88	46.89			
Tower & B&O Xg.					655.2	47.4	
End double tr.					655.8	48.0	
Chillicothe	656.0	47.8	47.84	47.85	%655.9	48.1	At station & B&O Crossing
Begin d.t.&					657.0	49.3	Used to be d.t. thru town.
Delano	661.5	53.3	53.26	53.19	661.3	53.6	MP 656-657 1.1; 664-665 0.8
Kingston	666.7	58.1	58.15	58.15	x666.4	58.5	x-Could be 666.35
Spur Track					672.9	65.0	Old water sta 672.6. Xover.
Dorney	673.0	64.6	64.39	64.62			
Circleville	675.7	67.2	67.25	*68.24	675.6	67.7	*-Perhaps mean to show 67.24
old PRR Xing					675.7	67.8	
Ritts	678.5	70.1	70.08	70.09	*678.5	70.6	*-Center siding
Ashville	684.5	76.0	76.05	76.05	684.5	76.6	
Dix	686.9	78.3	78.42		x686.7	78.8	x-Old siding - as marked
Miner	693.0	84.2	84.25	84.26	%692.8	84.9	%-Ot.sid.-could be 692.75
Valley Crossing	696.7	88.2	88.23	88.24	696.7	88.8	
Bannon-NYC Xg	698.8	90.4	90.33	90.40	698.8	90.9	
Over B&O-PC jt.					703.1	95.2	
JO Tower					#703.2	95.3	#-Approx., not shown on chart
Joyce Avenue	703.7	95.3	95.37				
Joyce Av.Viaduct					704.1	96.2	Yard extends 703.2-704.4.
CW Tower				95.29	704.5	96.6	N&W chart distorted-used city
St. Clair Avenue				(app)705.3	705.3	97.4	maps & PC charts from here.
Cleveland Ave.				(app)705.6	705.6	97.7	CW shown on chart as 705 MP
Columbus U.D.		98.3	98.20	*98.14		98.8	*Marked Freight Depot

For some reason, chart spreads Joyce Ave-CW Tower, but the Bellevue chart shows what apparently is true distance. PRR always said Joyce Ave. (probably CW Tower) to Columbus was 2.2, and they generally were fairly accurate.

Additional notes at bottom of page 18.

SCIOTO DIVISION

Columbus - Sandusky

	<u>W.T.T.</u>		<u>Book</u>	<u>Chart</u>		<u>Notes</u>
	<u>MP</u>	<u>Actual</u>		<u>MP</u>	<u>Actual</u>	
Joyce Ave-OW	0.0	0.0		*1.0	0.0	*In theory train out of Columbus UD would come to here first - 2.2 miles
Fields	2.1	1.8		x2.1	1.1	#-MP 704.1 at Joyce Av. OH equals 0.7
Hudson Street			74.1	3.8	2.8	x-Fields Ave. - 3.3 from Un.Depot.
Worth. Tower			7.8			%-From Cols. Yd.
Worthington	8.6	8.3	8.1	8.6	7.6	Actually 9.8 from Un.Dep.
Powell Road	13.6	13.3		#13.7	12.7	#-Crossovers
Lewis Center	16.5	16.2	15.7	16.4	15.4	
Belaware	23.8	23.5	23.0	*23.6	22.6	*-Approx.-not identified
						PRR said MP 29-30 was 0.85. N&W makes no mention - assume still same.
Troyton	31.2	30.9	30.8	x31.2	30.1	x-End double track
Waldo	35.0	34.7	34.9	35.7	34.6	
South Marion	43.0	42.7		x43.1	42.0	x- double track - begin
Marion	45.2	44.9	44.2	44.8	43.7	
AC Tower				45.1	44.0	At R.R. crossing
Harvey	51.2	50.2	48.5	x51.2	50.1	*-End double track
Bucyrus			62.2	62.9	61.8	
Colsan	62.9	62.6		63.0	61.9	φ - Crossing (D.T. starts)
Benson	75.3	65.0		*64.0	62.9	*-Approximate - not marked
End d.track				66.0	64.9	
Chatfield	73.7	73.4	72.8	*73.5	72.4	*-Approximate - not marked
Begin d.track				73.8	72.7	
Carrothers	76.6	76.3	75.6	x76.6	75.5	x-App.-not marked. PJ King at 76.5
No.Carrothers	77.9	77.6		78.1	77.0	%-End double track
Attica Jct.	83.1	82.8	82.2	*83.1	82.0	*-B&O Crossing. But marked at 84.4
Frank	90.3	90.0	89.4	x89.4	88.3	x- Center siding.
Flat Rock			92.6	93.9	92.8	φ-Begin siding
Connection				95.5	94.4	Wye to old NKP & junction
Bellevue	96.2	95.9	95.5	96.2	95.1	PRR said old sta. was at 96.8
				<u>PRR chart</u>		same MP, etc., a/c formerly their line
No.Bellevue	99.0	98.7		99.1	98.0	(N&W charts not available n.of Bellevue)
Bayside	105.9	105.6	105.0	105.9	104.8	
Bay Jct.				109.7	108.6	Begin ex-Big Four trackage
Sandusky	111.0	110.7	110.1	111.0	109.9	Actually 112.1 from Columbus Un. Depot.

ADDITIONAL NOTES from page 17. Moody said distance is 98.31 plus 0.43 of Un.Depot at Columbus, and also plus 1.65 of joint track. However, it would appear this is included in the 98.31 figure. If division point is 0.5 east of Portsmouth - and this just is a guess (former division point, that is), then the 98.8 compared favorably with the 98.74. But note that the actual distances shown in w.t.t. was 0.5 less than the chart at Bannan, so this leaves the question of what happened to the chart? Obviously there must be additional miles which are "out".

ELT
2/20/71

ROANOKE TERMINAL

MP Mileages from 1968 charts -
all miles shown even, which may
or may not be true.

*-Indicates marked figures.

Main Line - East to West

Vinton	255.0
YL & Div. Point	255.60*
Tinker Creek Jc.	256.02*
Tower & Jct. WS line	257.17*
Roanoke	257.4
W. Roanoke (w.t.t. - - - - 1.39)	
Shaffers Crossing	259.7
Belt Line Jct. (Norwich)	260.6*
Division Point	262.93*

Belt Line

Leave main	(260.60*
(Norwich)	3.33*
ex-Virginian Xg	3.7
Jct. Y Switch	6.9
Jct. WS line	7.2
Marked junction	7.26=2.32*
Yard limit	2.34*

Vinton Connection

Former Virginian Main Line

DeMuth Jct.	240.0
Old Roanoke station	243.15
(WS line crosses - JK)	
EE S. Roanoke Yard	243.3
WE S. Roanoke Yard	244.4
Belt Line Xg & Y.L.	246.8
Division Point	246.8*

DeMuth Jct.	239.97*
(1.53*
Tinker Creek Jct.	0100*
(256.02*

Shenandoah Division - North

Roanoke	239.29*
E. Roanoke (as shown)	237.6
Division Point	236.93*
Yard Limit	235.9

Shenandoah Division - South

Roanoke	257.4
Begin line	257.17*
(0.00*
ex-Virginian Xg - JK	0.9
Jct. Belt Line	2.28
but marked	2.32*

NORFOLK DIVISION

Norfolk - Roanoke (ex-Virginian)

	WTT		Book	1955 Vgn		#		WTT		Book	1955 Vgn		#
	MP	Actual		W.T.T.	W.T.T.			MP	Actual		W.T.T.	W.T.T.	
End Piers						9.0		Victoria	119.7	114.5	120.7	119.7	
Sewells Pt.	8.0	0.0	16.6	10.0	9.0			Nutbush			126.2	125.2	
End Yards								Meherrin	131.5	126.4	132.5	131.5	
last switch						7.6		Virso Conn.	132.2	127.1	133.2	132.2 → a	
West Jct.			16.1	9.5	7.2			Virso	via		134.6	133.6	
QM Jct.			14.8	8.2	5.8			Briery	N&W Belt		137.9	136.9	
Coleman Pl.	1.4	6.6	10.3	3.7	1.3			Abilene Conn	140.3x	0.0	142.6	141.6 → b	
Tidwater	0.0	8.0	8.9	2.3	0.00			Abilene	143.4	1.8	144.4	143.4	
Norfolk US	0.0	City Map	0.0			No		Cullen	150.7	9.1	151.7	150.7	
Lovitt Ave.	0.36	Moody				CHART		Terry	156.2	14.6			
Tidwater	2.2	City Map	2.3					Phenix	157.3	15.7	158.3	157.3	
Tidewater	2.3	8.0	8.9	2.3				Aspen	162.7	21.1	163.7	162.7	
Garblina	4.5	10.2	6.7	4.5				Patrick Henry				167.3	
S.Norfolk Tow.	5.1	0.0	6.11	5.1				Vabrook	168.4	26.8	169.4	168.4	
Belt Jc.-N&PB	6.5	1.4	7.5	6.5				Brookneal	170.3	28.7	171.3	170.3	
South Branch	7.4	2.3	8.4	7.4				Keever			177.5	176.5	
Sunray			14.6	13.6				Melrose			178.7	177.7	
Algren (SCL xg)	15.4	10.3	16.4	15.4				Long Island	180.7	39.1	181.7	180.7	
Magnolia			22.1	21.1				Seneca	182.6	41.0	183.6	182.6	
Suffolk	23.5	18.4	24.5	23.5				Taber	189.2	47.6	190.2	189.2	
Kenyon	27.7	22.6	28.7	27.7				Parrows			192.6	191.6	
Boaz			34.8	33.8				Mansion	195.0	53.4	196.0	195.0	
Colosse	37.2	32.1	38.2	37.2				Alta Vista	199.2	57.6	200.2	199.2	
Walters	39.0	33.9	40.0	39.0				Leesville	205.2	63.6	206.2	205.2	
Burdette	41.4	36.3	42.4	41.4				Huddleston	211.6	70.0	212.6	211.6	
Sedley	46.4	41.3	47.4	46.4				Stone Mtn.	217.7	76.1	218.7	217.7	
Morgan			48.8	47.8				Moneta	221.4	79.8	222.4	221.4	
Sebrell	54.3	49.2	55.3	54.3				Westgate	222.6	81.0	223.6	222.6	
Joyner	61.5	56.4	62.5	61.5				Meador			225.3	224.3	
Gray	66.8	61.7	67.8	66.8				Goodview	228.1	86.5	229.1	228.1	
Jarratt (xg)	73.7	68.6	74.7	73.7				Stewartsville	231.4	89.8	232.4	231.4	
Purdy	80.7	75.6	81.7	80.7				Hardy	233.8	92.2	234.8	233.8	
Adait	87.0	81.9	88.0	87.0				Niagara			239.3	238.3	
Smoky Ordinary			90.0	89.0				Demuth			240.4	239.4	
Dolphin	92.0	86.9	93.0	92.0				DeMuth Jct.	239.9	97.8	241.0	240.0 → c	
Alberta	97.9	92.8	98.9	97.9				Roanoke %	243.1	101.5	244.1	243.1	
Danielstown	102.8	97.7	103.8	102.8									
Dundas	106.5	101.4	107.5	106.5									
Kenbridge	113.4	108.3	114.4	113.4									
Victoria	119.7	114.6	120.7	119.7									

a - Connection 0.27
 b - Connection 0.33
 c - Connection 1.53

- # - The track chart shows identical mileages with the ex-Virginian w.t.t., except where marked in last column.
- x - Probably is old west connection to N&W, hence discrepancy.
- % - This now identified as South Roanoke (to differ from N&W main line station).

ELT
 2/20/71

RADFORD & NEW RIVER DIVISIONS

Roanoke - DB Tower (ex-Virginian route)

RADFORD DIVISION	W.T.T.		1955 Vgn		#		WTT		1955 Vgn		#
	MP	Actual	Book	W.T.T.			MP	Actual	Book	W.T.T.	
(S) Roanoke	243.1	0.0	0.0	243.1		Elmore	374.5	0.0	0.0	374.5	2
Belt Line Xg	246.8	3.7		246.8		Guyandot Jct.			0.2		
Salem	250.9	7.8	7.8	250.9	w	Gulf Jct.	376.5	2.0	2.0	376.5	
VN	253.4	10.3	10.2			Mullens			2.2	376.7	
Glenvar				255.0	y	Harmco				378.1	
Wabun	256.6	13.5	13.5	256.6		Otsego			4.8	379.3	
Kumis	260.9	17.8	17.8	260.9		Virwest	380.4	5.9	5.9	380.4	
Lafayette			18.9	262.0		Maben	381.7	7.2	7.2	381.7	
Ironto	266.3	23.2	23.2	266.3		Hotchkiss	385.6	11.1	11.1	385.6	
Fagg	269.6	26.5	26.5	269.6		Slab Fork	387.9	13.4	13.4	387.9	
Ellett	272.4	29.3	29.3	272.4		Jenny Gap	390.1	15.6	15.6	390.1	
Yellow Sulphur			33.2	276.3		Lester	392.2	17.7	17.7	392.2	
Merrimac	278.3	35.2		278.3		Surveyor	394.7	20.2	20.2	394.7	
Shelby	279.1	36.0	36.0	279.1		Glen White Jc.				- 396.3	
Pepper	284.2	41.1	41.2	284.2		Semoco				396.9	
Whitethorne	287.7	44.6	44.6	287.7		Eccles			24.7	399.2-398.6	
McCoy	292.7	49.6	49.6	292.7		Harper	400.6	26.1	26.1	400.6	
Goodwins Ferry			52.9	296.0		Sweeneyburg				404.1	
Eggleston	298.2	55.1	55.1	298.2		Cirtsville	406.4	31.9	31.9	406.4	
Pembroke	303.4	60.3	60.3	303.4		Willis Branch			33.5	408.0	
Ripplemead			63.4	306.5		Pax	409.1	34.6	34.6	409.1	
Klotz	307.3	64.2	64.2	307.3		Long Branch	409.9	35.4	35.4	409.9	
Potts Vall. Jc	308.3	65.2		- 308.3		Lively	411.6	37.1	37.1	411.6	
Norcross	309.2	66.1	66.1	309.2		Dothan				414.8	
Celco	315.1	72.0	72.0	315.1		Silver Gap	416.8	42.3	42.3	416.8	
Narrows	317.4	74.3	74.3	317.4		Oak Hill Jct.	417.7	43.2	43.2	417.7	
Rich Creek	320.8	77.7	77.7	320.8		Wriston				421.1	
Glen Lyn	323.8	80.7	80.7	323.8		Ingram Branch	422.9	48.4	48.4	422.9	
Va-WVa line			81.9	- 324.1		Hamilton	423.4	48.9		423.4	
Hales Gap			82.7	325.8		Page	426.8	52.3	52.3	426.8	
Connection			84.0	- 327.1*		Beards Fork Jc	430.3	55.8	55.8	430.3	
Kellysville	327.8	84.7	84.7	327.8		Robson	430.8	56.3	56.3	430.8	
<u>NEW RIVER DIVISION</u>						Vaco Jct.	434.1	59.6	59.6	434.1-434.0	
Oakvale				329.8		West Deepwater	434.6	60.1		434.6	
Ingleside	335.2	7.4	7.4	335.2		DB Tower	435.0	60.5	60.5	435.0	
Princeton	340.2	12.4	12.4	340.2							
Kegley	345.0	17.2	17.2	345.0							
King	348.6	20.8	20.8	348.6							
Rock	351.5	23.7	23.7	351.5							
Matoaka	356.2	28.4	28.4	356.2							
MX Tower	356.3	28.5		x355.5							
Wayanoke				357.7							
Clarks Gap	359.9	32.1	32.1	359.9	%						
Algonquin	361.3	33.5	33.5	361.3							
Micajah				363.3							
Covel	366.4	38.6		366.4							
Herndon	367.8	40.0	40.0	367.8							
Bud				371.1							
Alpoa	372.0	44.2	44.2	372.0							
Tralee			46.1	373.9							
Elmore	374.5	46.7	46.7	374.5	2						

#-Track chart identical with old w.t. exc. shown
 *-Connection track 0.44 (from Book).
 % -Chart shows Elmore as 374.7.
 % -Clarks Gap could be 360.8 as shown on chart
 x -Note new location: chart & old wtt said before

Moody says Sewells Pt.-DB is 442.11. Allowing for the discrepancy in mileposts around Norfolk, w.t.t. works out 440.4 & adding to end piers is 441.7 or certainly very close. Note line now is not through route Virso Conn.-Abilene Conn. (used as storage track). Moody also said at Norfolk 1.74 on NS and 0.35, or 2.09 vs. w.t.t. of 2.3 and city map as 2.2.

w - 1.75 connecting track joins at station.
 y - 0.28 connecting track leaves main at 253.3

BRANCHES

NOTE - Most branch listings are not shown in the working timetable. No column will be shown for w.t.t. However, on the few lines which are carried, the mileages will be shown in parentheses, with no other identification

NORFOLK DIVISION

City Point Branch

	Book	Chart	
		MP	Actual
Petersburg	0.00	81.7	0.00
City Pt. Br. Jc.		(80.9	0.8
		0.7	0.8
Ft. Lee Sw.	3.80	3.9	4.0
Hopewell	8.74	8.7	8.8
City Point		*10.0	10.1

*-End track may be past old station
Chart said 81.46 m.l. is MP-0 of br.

RADFORD DIVISION (con).

Blacksburg Branch

	Book	Chart	
		MP	Actual
Christiansburg	0.00	290.0	0.0
Jct. Main line		(289.2	0.8
		0.7	0.8
Gobblers	3.59		
Corning Glass	4.65		
Merrimac Mine (Aband)		5.0	5.1
Blacksburg	"	8.8	8.9
End track	"	8.9	9.0

Formerly track on south side of main
at mileage 0.7 & MP may have been this way.

SHENANDOAH DIVISION

Cloverdale Branch

Cloverdale		232.0	0.0
Jct. Switch	0.00	(231.9	0.1
		0.0	
End Clov. Br.		8.88	9.0
Lone Star Plant	8.88*	9.5	9.6

*-Identified this way in book
Main line chart shows 0.1 to the jct. sw.
at start, but branch shows about 0.16.

Potts Valley Branch

Potts Vy Jc.	0.00	(324.5	0.0
		0.0	0.0
Jct. ex-Vgn.	*0.28	0.3	
End ex-Vgn		1.2	
Kimballton	2.89	3.1	
Kerns	4.18	4.2	
End track '43		4.4	

Formerly to 38.25 miles, 0.75 past Paint
Bank, as far back as 1933.

(former) Narrows Branch

Narrows		333.6	
Narrows Jct.		333.9=0.0	
Present (?) end			0.88

Formerly to Suiter, 34.6, and end 34.7.
Removed 1942.

RADFORD DIVISION

Catawba Branch

Salem	0.00	264.3	0.0
Jct. Switch		(264.2	0.1
		0.0	0.1
Gen. Elec. Sw.	1.87	1.4	1.5
Hanging Rock	4.80	4.3	4.4
End track		4.4	4.5

Formerly to Catawba Sanatorium 9.1,
and then end of line 9.4

* - End may be past old station

Radford Branch

Radford	0.00	300.6	
Main Line Jc.	1.45	(302.1	
		0.0	
Miles & end	5.77		4.17 marked

To Red Limestone Co. & A.M.F. Co.

* - Book identifies this as Norcross.

BRANCHES (Con)

RADFORD DIVISION - (Concluded)

North Carolina Branch

Chart

	<u>Book</u>	<u>MP</u>	<u>Actual</u>	
North Wye		314.1		
N.C. Brt. Jct. 0.00				
Dora Jc-S.Wye		314.5	0.0	(0.0)
		(1.7		
Dora-old sta.		1.8	0.1	
Draper	4.45	6.3	4.6	(4.2)
Allisonia	10.69	12.4	10.7	(10.7)
Barren Spgs	15.90	17.5	15.8	
Foster Falls	22.10	23.8	22.1	(21.8)
Austinville	27.10	28.8	27.1	(26.8)
Ivanhoe	29.92	31.6	29.9	(29.9)
Fries Jct.	37.99	39.7	39.0	(38.0)
<u>Chestnut Creek branch (see note xx)</u>				
Fries	43.45	45.0	43.4*	
Galax	50.33	x52.1	50.4	(50.4)
End Rt.Way		52.75	app.	
End track		53.05		

It appears the south wye at NC Br. Jct. (Dora Jct.) is out, and operations must be off north wye - estimate the distance to opposite Dora 0.4.

*-MP 40-43 is 3.1. Fries app. 45.05
x-Approximately 52.05.

Numerous branches abandoned off this line - the longest being the Ivanhoe, running from that point to Speedwell 47.4 and then 0.5 past.

Saltville Branch

Glade Spring	0.00	380.3	0.0	(0.0)
Jct. sw.		(380.4		
		0.0	0.1	
Plasterco	7.58	7.4	7.5	(7.6)
Saltville	9.41	9.3	9.4	(9.5)

Tracks beyond Saltville belong to Mathieson Alkali Works.

Abingdon Branch

Chart

	<u>Book</u>	<u>MP</u>	<u>Actual</u>		
Abingdon	0.00	393.6	0.0	(0.0)	Old
		(0.0			<u>WRT</u>
Diverge		0.4	0.4		
Yard				(0.4)	0.39
Watauga	4.37	4.3	same	(4.3)	4.31
Alvorado	9.13	9.1		(9.1)	9.06
Damascus	16.10	16.0		(16.1)	16.04
Laureldale	17.88	18.0		(17.8)	17.82
Taylor's Vy.	22.84	22.8		(22.8)	22.77
Creek Jc.	26.63	26.6			26.57
Whitetop	33.58	33.6		(33.6)	33.53
Va-NC line	34.59	34.6			
NC-Va line	35.42	35.45			
Va-NC line	35.50	35.5			
Tuckerdale	43.98	44.0		(44.0)	43.94
Lansing	46.52	46.6		(46.5)	46.50
Warrensville	50.00	50.1		(50.0)	49.98
Smethport		53.0		(53.0)	52.95
W. Jefferson	55.50	55.6*		(55.4)	55.45
End		55.88	marked		

Formerly to Elkland, mileage 75.3

*-Approximately 55.55

Whitetop highest on N&W - elevation 3522' on US&GS, 3577' on N&W figures.

Green Cove 3064 307 (30.6) 3060

xx - Chart shows Chestnut Creek branch to Galax, not Fries. However the book doesn't identify either line with this name.

NEW RIVER DIVISION

Guyandot River

	1955 Vgn		#	N&W
	Book	W.T.T.		w.t.t.
Elmore	0.0	0.0		(0.0)
Itman	4.0	4.0		(4.0)
Jazbo	6.7	6.7	6.8	(6.7)
Callaway	9.2			
Pinnacle Cr. Jc (new)				(11.9)
Pineville	12.0	12.0	12.3	(12.0)
Wyoming	18.9			
Mada		18.1	18.4	(18.1)
Marianna	20.5			
Aliff	24.0	24.0	23.8	(24.0)
Beileysville	26.0			
Shannon	27.5	27.5	27.3	(27.5)
Simon	30.6	30.6	30.4	(30.6)
Simon Jc.	30.9	30.9	31.2	(30.9)
Cub Crk. Jc.	36.5	36.5	36.8	(36.5)
Justice	39.5	39.5	39.8	(39.5)
Gilbert Yd	41.4	41.4	41.7	(41.4)
Gilbert	43.5	43.2	43.9	(43.5)
W. Gilbert	43.8	43.8		
C&O Conn.	44.3		44.0	End

*correction required
new 19.6 mile line replaces this segment (eff. 7/05)*

Moody says 44.07 from Elmore, with possible 0.50 wye connection.

Morri Branch

Simon Jct.	0.0	0.0		
McLyn	6.6			
Plunkett	7.6	7.6		
Huff Cr. Jc.	9.8	9.8		
Oceana	11.6	11.6		(11.6)
Hatcher	14.0	14.0		
Kopperston	19.3	19.3	19.3	ok but
Moody says	19.33		19.6	to end

Huff Creek Branch

Huff Cr. Jc.	0.0	0.0		
Lynco	1.4	1.4	1.4	& end
Moody said	0.68	(?)		

Cub Creek Branch

Cub Crk Jc.	0.0	0.0		
Guyan	3.0			
Bradley	5.0	5.0		
Judge	5.8			
Coal Mtn. #12	7.4	7.4	7.4	(end 7.6)
Moody says	7.54			

Winding Gulf Branch

	1955 Vgn		#	N&W
	Book	W.T.T.		w.t.t.
Mallens		-0.2		
Gulf Jct.	0.0	0.0		(0.0-376.5)
Wye Jct.		0.4		
Black Eagle	1.7	1.7		(1.7)
Allen Jct.	3.6	3.6		(3.7)
Stephenson		5.9		(5.9)
Amigo	7.6	7.6		(7.6)
Helen	10.6	10.6		(10.6)
Tams	12.8	12.8		(12.9)
Slab Fork #2	13.5			(13.0)
Stotesbury	14.8	14.6		(14.7)
McAlpin	15.7			
Woodbay	15.7	15.7	15.8	(15.7)
Big Stick		16.9	17.0	
Hot Coal		17.4	17.5	
Loop Jct.		18.4		(18.4)
Sophia	21.1	21.1		(21.1)
Affinity	22.6	22.6		(22.6)
Femberton	23.6	23.6	23.7	(23.6)
McVay	25.0			
Sullivan		25.6		(25.7)
Wiley	26.4			
Bowyer	28.4	28.4	28.5	(28.2)
Whitby	28.7	28.7	28.8	
Bowyer Cr. Jc	29.3	29.3		
Jonben	29.8	29.8	29.9	
Fireco	30.5	30.5		(30.6)
Willabet	33.5	33.5		(33.5)
Moody said	33.60			but from Mallens

Allen Branch

Allen Jct.	0.0	0.0		(0.0)
Vyco	1.1	1.1	1.0	(1.1)
Lane	2.8	2.8		(2.8)
End			3.3	
Moody said	3.31			

Devils Fork Branch

Amigo	0.0	0.0		Chart
Amigo Mine	0.5			not marked
old end		1.5		
Moody said	1.48			but end at 1.4

#-Track chart same as old Virginian w.t.t. except where marked in this column.

NEW RIVER DIVISION (Concluded)

Stone Coal Branch

	1955 Vgn		#
	Book	W.T.T.	
Amigo Jct	-0.5	0.0	
Stone Coal	0.0	0.5	
Rhodell	0.9	1.4	
Francis	1.5	2.0	
East Gulf	3.0	3.4	
Wind.Gulf#4	3.2		
Killarney	3.9	4.4	
Mead	4.8	5.3	
Wind.Gulf#3	-	-	
Besoco	6.0	6.5	
Lillybrook	7.8	8.7	
End (chart)			9.3

Moody said 9.05

Bowyer Creek Branch

Bowyer Cr. Jc.	0.0	0.0	
Hunter	1.8	1.8	no intermed-
Trico	2.1	2.1	iate marks
Burma	2.7	2.7	
End			2.7

Moody said 2.78

V&W (Va. & Western) Branch ***
(also known as Glen Rogers Br.)

Virwest	0.0	0.0	
Polk Gap	4.7	4.7	
Milam	9.0	9.0	(9.0)
Revencliff	10.0		9.3 (jct)
McGraws	10.7		
Putt	12.6		
Bolt			(12.3)
Glen Rogers	14.8	14.8	14.4 (end)

(Bolt not on main line-on chart)

Moody said 14.44

Laurel Fork Branch

Milam Jct.	0.0		
Sabine	2.4		
End			3.2

(Line RETIRED)

White Oak Branch

	1955 Vgn		#
	Book	W.T.T.	
Oak Hill Jct.	0.0	0.0	(0.0)
Oak Hill	1.6	1.6	(1.6)
Summerlee		4.0	(4.0)
Lochgally #2	4.0		
Lochgally	5.7	5.7	% (5.7)

Wolf Creek Extension

Oak Hill	0.0	0.0	(0.0)
Carlisle	2.3	2.3	(2.3)

Moody said 6.92 plus 1.24 extension, or 8.16, which is about o.k. with original Vgn. w.t.t., but looks like extension has gone beyond Carlisle.

%Chart agrees, then to end at 6.0

Beards Fork Branch

Beards Fk Jc.	0.0	0.0	(0.0)
Beards Fork	2.6	2.6	(2.6)
End			3.1

Moody said 2.49

Vaco Branch

Vaco Jct.	0.0	0.0	
Deepwater	1.0	1.0	1.2x

x-O&O switch shows first at 1.4, but N&W tracks appear to end 1.3
Moody said 1.26

- Track chart same as old Virginian w.t.t. except where marked in this column.

POCAHONTAS DIVISION

Pocahontas Branch

	<u>Book</u>	<u>Chart</u>
Branch Jct.	0.00	-0.1
Bluestone	0.02	0.0
WVa-Va line	0.76	0.7
Pocahontas	1.48	1.5
Boissevain	4.73	4.6
End		5.4

Bluestone-Widemouth Branch

Bluestone	0.00 or 0.22	-0.2 adj.
Jct. Switch	0.20	0.0
Cooper	1.46	1.4
Bramwell	2.55	2.6
Simmons	3.19	
Simm, Jr. Br. Jc.	3.23	3.2
<u>Simmons Creek Br.</u>		
Orkney	1.35	1.3
Clift Yard	5.16	5.2%
Flipping Cr. Br. Jc.	7.45	7.5
<u>Flipping Creek Br.</u>		
Duhring Sid.	7.72	
Goodwill	9.40	9.3
Pocah. Fuel	10.19	10.2
Crane Crk. Br. Jc.	8.55	8.6
<u>Crane Creek Br.</u>		
Crystal	10.83	11.1T
E & W Fork Jc.	12.59	12.6
<u>E. Fork Cr. Ck Br.</u>		
McComas	12.65	12.8
Chgo Briquette	13.55	13.9 end
<u>W. Fork Cr. Cr. Br.</u>		
Poc. Fuel - Cr. Ck. Op.	13.03	13.1T & end
Montcalm	8.61	8.7
Rock	11.20	11.3m
Matoaka	15.84	15.9m
L. Fr. Bl. - Wid. Br.	16.62	16.6
<u>Left Fork, Bluestone-Widemouth Br.</u>		
Giatto	16.82	
Weyanoke	17.42	17.4T (end 17.6)
<u>Right Fork Bluestone-Widemouth Br.</u>		
Big Branch Jc.	17.66	17.8
<u>Big Branch</u>		
Widemouth	19.42	19.5-T (end 19.8)
Hiawatha	18.48	18.9-T
Springton	20.02	20.2-jct. sw.
<u>E. Prong Bluestone-Widemouth Br.</u>		
Wenonah	20.26	21.2-T
<u>R. Fork Bluestone-Widemouth Br. Jct.</u>		
	20.15	21.4 (end)
Arista	21.86	21.9-T
Kitchekan Poc. M.	22.19	22.1 end

Left Fork, Elkhorn Branch

	<u>Book</u>	<u>Chart</u>
Maybeury	0.00	no chart
Branch Jct.	0.88	est.
Angle	2.68	

North Fork Branch

North Fork	0.00	0.0
Station Siding	0.33	
Buzzard Ck. Jc.	0.66	0.7

Buzzard Creek Branch

United Poca	0.46	0.5
Coal (Algoma)		0.8 end
Jones Siding	2.19	
Arlington Mine	3.60	3.6-T
Arlington	3.99	
Ashland	5.65	
Ashland Mine	6.16	6.2-T
Drumpler	7.15	7.1
Indian Ridge	7.30	7.3
Mine		7.5 end

Dans Branch

Jct. Switch	0.00	No chart
Droit	0.41	

Kings Branch

Jct. switch	0.00	No chart
Corte Constr.	0.66	

-T indicates tipple location
 % Yard office at 4.8; 5.2 is center of yard.

m-As marked - no other identification

POCAHONTAS DIVISION (Con.)

<u>Tug Fork Branch</u>		
	<u>Book</u>	<u>Chart</u>
Welch	0.00	
Tower	0.58	0.0
Havaco	3.60	2.5m
Wilcoe Yard	5.46	4.5 (ctr)
Wilcoe	6.28	5.1
Alpheus	7.31	
Sand Lick Br. Jc	7.71	6.5
<u>Sand Lick Branch</u>		
Ream	9.15	7.9-T
Elbert	9.83	8.6-T
Filbert	11.80	10.4-T
End		10.9
Gary	7.82	6.6m
Venus	9.72	8.4 ctr sid
Thorpe Siding	10.49	9.7 ctr sid
Black Wolf	13.53	12.7m
S. Fk Tug Fk%	13.63	12.4 %Br. Jct.
<u>S. Fork of Tug Fork Branch</u>		
Skygusty	0.77	0.8
Munson	5.23	5.2-T
End		5.7
Moses	13.96	
N. Fk Tug Fk%	18.51	17.3 %Br. Jct.
<u>N. Fork of Tug Fork Branch</u>		
Anawalt Sid.	19.09	17.8 ctr sid
Jenkinjones	22.09	21.1-T
" Mine	23.15	21.8 & end
Anawalt	18.55	17.4
End		18.44

<u>Hemphill Spur</u>		
	<u>Book</u>	<u>Chart</u>
Hemphill Sp. Jc.	0.00	
" Stor. Track	0.56	No chart

<u>Superior Branch</u>		
Davy	0.00	0.0
Superior Br. Jc.	0.09	
Asco	3.12	3.0
End		3.2

<u>Twin Branch</u>		
(Davy)	-1.19	-1.1
Tw. Br. - E. Jc. Tr. A	0.00	0.0
Douglas Poca	0.74	
Amigo Smokeless"	2.79	2.7
Switch		1.5
End		2.9

<u>Spice Creek Branch</u>		
Jct.	0.00	0.0
Trin	1.85	1.8-T
Premier #8	3.91	3.9-T
Premier	4.61	
Premier #3	4.95	4.8
Premier #4	5.28	4.9-T
End		5.1

<u>Clear Fork Branch</u>		
Jct.	0.00	0.0
Gordon Stor. Sid	0.53	0.6 ctr sid
Old End		8.3
But MP 0-1 is	0.8, or	8.1 net

m-Marked; nothing else showing

T-Location of tipple

n
\$ Coal-Marytow
"-Tw.Br.Op.

POCAHONTAS DIVISION (Con.)

Dry Fork Branch

	<u>Book</u>	<u>Chart</u>	
Jaeger	0.00	-0.4	(0.0)
Dry Fork Br.Jc	0.53	0.0	(0.4)
Auville Yd.	1.37	1.4x	
Auville	1.93	1.6	(1.4)
Ritter	4.96	4.7s	(4.5)
Carlos	7.56	7.31s	(7.6)
Bradshaw	11.10	10.8s	(11.1)
Atwell	14.46	14.1cs	(14.5)
English	18.06	17.7	(18.0)
Lomax	20.18	19.7cs	(20.2)
Caretta Br.,Jc.	20.87	20.4	

Caretta Branch

Juno	1.74	1.7s	
Olga Coal Stor.	2.53	2.5	end
Susanna	20.96	20.4s	
Excelsior	21.95	21.5cs	(22.0)
War Crk Sp.,Jc.	21.98	21.6	

War Creek Branch

Jean Poca Coal	0.93	0.9-T	
End		1.5	
War	22.58	22.2	(22.6)
Jacobs FkBrJc	25.89	25.7	

Jacobs Fork Branch

Newhall Sid.	3.94	4.0s	
Squire	6.22	6.2s	
WVa-Va line	10.14	10.1	
Bishop	10.33	10.3	& end
Rift	25.91	25.7	(26.0)
Dawson	26.85	26.3cs	(26.9)
Berwind	27.29	26.8	(27.3)
Hix	30.31	29.8cs	(30.3)
Hartwell	30.83	30.5s	
Beech FkSpJc	32.19	31.8	

Beech Fork Spur Jct.-Right Fork

Poca Fuel%	1.68	1.7	
WVa-Va line	33.06	32.7	
Amonate	33.81	33.4s	(33.8)
Field	34.87	34.5cs	(35.0)
Bandy	39.25	#38.9s	(39.3)
Indian Yard	44.52	43.9ns	(44.5)
Clinch Vy Jc	45.26	44.9e	
Cedar Bluff	0.06		(45.3)

Staggerweed Tunnel, 4027'
MP 4.6 to 5.4 above.

Four Pole Spur

	<u>Book</u>	<u>Chart</u>
Jct.	0.00	0.0
Clarmaxton	2.96	2.7s
Isaban	3.28	3.2-T
End		3.7

War Eagle Spur

Jct.	0.00	0.0
Mraw	2.43	2.1-T
End		2.3

Gilbert Branch

Jct.	0.00	0.0
Wharnccliffe		0.3(behind sta)
Pekin Siding	3.66	3.6cs
Timba and		
Ben Cr. Sp.,Jc.)	4.18	4.2

Ben Creek Spur

Timba-Upper	2.61	not shown.
Balsden	5.80	5.7-T
Ming Siding	6.24	6.3 cs
Scaggs	7.55	7.6-T
Ned Branch	11.50	
Old Station		11.9
Bilbert Yard	12.24	12.2 &
New Riv.Div.Jc	12.96	12.93 (& end)

Briar Mountain Branch

Jct.	0.00	0.0
Ames Coal #2	3.12	3.1
Light	3.90	3.9 - T
End		4.0

T-Tipple location

x-Auville Yd extends 0.6-2.2; this is center
s-siding switch cs-Center siding
ls - lap siding ns-North siding sw.
#-Bandy tunnel, 4769' - MP 37.6 to 38.5
e-East sw.of wye and station here on chart.
&-Gilbert Yard 11.6 to 12.8; 12.2 is center

POCAHONTAS DIVISION (Con.)

Buchanan Branch

	<u>Book</u>	<u>Chart</u>	
Devon	0.00		(0.0)
Buch.Br.Jct.	0.33%	0.0X	
WVa-Ky Line	1.43	0.08	
Woodman	2.13	0.8"	(2.1)
Bill	4.67	3.3	(4.7)
Up. Elk Cr Sp Jc	5.65	4.3	

Upper Elk Creek Spur

Ky-Va line	0.19	only	
Ward	1.74	sketched	
End	2.19	on chart	

Burke	5.93	4.6 cs	(5.2)
Argo	6.46	5.1	
Ky-Va line	7.10	5.74	
Kelsa	9.46	8.1	(9.5)
Luke	11.49	10.1	(11.5)
Hurley	12.66	11.1 s	(12.4)
Kopp	16.48	15.1	
Raitt	18.26	16.9 cs	(18.6)
Raitt Tunnel		17.7-18.4	(3766')
Home Creek	19.75	18.5 b	(19.8)
Lynn Camp	25.23	23.9-T	(25.6)
Thomas	26.47	25.1x	
Thomas Wye		25.4-25.5%	(26.5)
Levisa Br. Jc	26.51	25.16%	
Weller			(27.3)
Weller Yard	27.93	26.7 a	
Bull Cr. Sp. Sw	29.79	28.37	

Bull Creek Spur

Harman Min.	3.26	3.3	
Clintwood	3.75	3.87 & end	

Harman	30.08	28.7 m	
Lee Town	31.05	29.7 cs	
Looneys Crk	32.29	30.9	
Grundy	36.22	34.8	
Diamond	38.31	36.9-T	
Vansant	40.28	39.1 m	
Dismal Yard	43.89	42.5 ctr yd	
Dismal Cr. Br. Jc	43.85	42.49	

Extension

Oakwood &	47.80	46.4	
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Hanger Spur

Mills	1.96	1.7 end profile	
		2.0 Mills, 2.24 and	

Page	50.42	49.0-T	
End		49.74	

cs - center siding s-siding switch

%-Two legs of wye shown; the 25.16 figure presumably sw. to north leg of wye.

T=Triple location. b-begin double track. "-2.1 from Devon.

a-Yard facilities. Yard extends 25.9-27.9

Dismal Creeek Branch

	<u>Book</u>	<u>Chart</u>	
Dism. Cr. Br. Jct.	0.00	0.0	(42.49)
Patterson	5.61	5.56	
<u>Long Spur</u>			
Buccaneer Mine	1.7	2.0	(Patterson)
End		2.50	

Roth	6.97	6.9 cs	
Hamilton	8.26		
Coronet	15.97	15.9-T	
Whitewood (Note)	16.58	16.5-s	
Queen	16.95	16.9-T	
Seng Camp	20.36	20.0 s	
Jewell Valley	22.05	22.0	
End		23.0	///

(Note-New line from Whitewood to Jewell-stated as 8.4 miles - not in book or on chart) (New division map identifies junction as Wyatt)

Levisa Branch

Levis.Br.Jct.	0.00	0.0	
Strick	0.90	0.8-T	
Conoway	2.52	2.6	
Va-Ky line	3.76	3.76	
Mouthcard	7.09	7.1-T	
Feds Cr. Sp. Jc.	8.34	8.34 (was 1.02 to end)	
Flanary	8.83	T was on spur	
Big Crk Sp. Jct.	12.30	12.30	

Big Creek Spur Branch

Curb	0.01	0.0-T	
Dunlap	1.52	1.52-to end 1.11	
(2nd Fk. Sp. Jc.)	0.00	0.00/Dunlap Yd app.	
		at 0.5	

2nd Fork Spur

Biggs	2.06	2.1-T	
Levisa Sp. Jc.	2.37		Chart-shows end 3.29
Spruce Fl. Mine	2.50		

Levisa Spur

Spur Jct.	0.00	No chart here	
Nigh Siding	2.17	ex-C&O from here	
Bane	6.50		
Lick Crk Sid	7.43		
Woodside Sid	9.27		
Crescent Coal	10.13		

x-Crossover. % - Shows 1.33 on main line
X at Buch.Br.Jct. - M O equal 445.38 m.l.

m-marked; not otherwise identified.

POCAHONTAS DIVISION (Con.)

Cedar Branch

	<u>Book</u>	<u>Chart</u>
Jct.	0.00	0.0
WVa-Ky line	0.22	0.2
Majestic	2.02	2.0-T
End		2.3

Alma Branch

	<u>Book</u>	<u>Chart</u>
Jct.	0.00	0.0
Ude	0.47	
Lavoy	1.95	1.9-T (Lavay on chart)
Vimy	3.11	3.1-T
Cook Alma Mine	3.43	3.4-T (end 3.5)

Delorme Branch

Jct.	0.00	0.0
WVa-Ky line	0.09	0.1
Arrow	1.34	1.4
old End line		1.5
Phelps-Sp. Jc.	5.81	

Sycamore Branch

Jct.	0.00	0.0
Syc. Stor. Sid	0.40	
Jinderella	2.50	2.5-T (end 2.8)

<u>Jamboree Spur</u>		
Jamboree	3.05	no chart
Chisholm	6.04	
Thomas	8.09	

Pond Creek Branch

Jct.	0.00	0.0	Note A
WVa-Ky line	0.63	0.1	
Leckieville	0.67	0.2	sw.

Lick Fork Spur

Jct.	0.00	
Elda	2.82	No chart

<u>Leckie Spur</u>		
Aflex	1.41	1.0-T
Aflex		1.5 & end
Douglas	0.71	
Pond Crk Yd.	1.17	1.1 (s.end)
Toler	3.34	2.5
Black Br. Jct.	3.39	2.9 (n.end)

Thacker Branch

Jct.	0.00	
Thacker Store	1.95	No chart
Colonel	2.05	

<u>Blackberry Branch</u>		
Hardy	1.37	1.4 (spur)
End		1.6
Peg Spur Jc.	4.55	4.0

McCarr Branch

Jct.	0.00	0.0
WVa-Ky line	0.24	0.2
Nampa	1.46	1.5-T
Lit. Lump Coal #2	2.01	2.0-T (End 2.2)

<u>Peg Spur</u>		
Loftie Coal #3	0.20	0.3-T
Belfry	4.95	4.0x <i>x Marked ahead Jct.</i>
Sherrisdale	6.24	
Muddy	7.41	6.8 (spur)
Stone	8.06	7.6
Mullens Fk. Jc.	8.46	8.0

Mate Creek Branch

Jct.	0.00	0.0
Mitchell Br. Jc.	2.89	2.9

<u>Mullens Fork</u>		
Stone Mine	0.34	0.3-T
Pinson Fk. Jc.	9.43	9.0
<u>Pinson Fork</u>		
Morcoal	1.48	1.4-T (end 1.7)
Pinson	9.44	9.0
Peg	10.62	10.1 (end 10.9)

<u>Mitchell Branch</u>		
Mitchell Mine	1.08	1.1 (1.5 end)
Red Jacket	4.16	4.0-T
Mabley	5.31	5.3-T
End		6.2

Relocation of Tipple

Note A - Books shows Williamson as start of miles, but also says Williamson is 0.48 west of Jct. Jct. switch is 0.2 east of Williamson on chart

POCAHONTAS DIVISION (Concluded)

Clinch Valley District

Big Creek Branch

	<u>Book</u>	<u>Chart</u>
Richland	0.00	0.0
Jct.	0.18	
Richlands %	0.99	0.9 ctr sid.
Seaboard	3.87	3.9-T
Lark	5.68	
Jewell	7.19	7.1-T
Jew. Ridge Mine	7.32	(end 7.4)

Start 785

New line Jewell-Whitwood, 8.4 miles
** Division map identifies jct. as Wyatt

Russell Creek Branch

Russell Cr & Jc.	0.00	
Caledonia	0.85	no chart

Little Toms Branch

Jct.	0.00	
Dan Hall #1 Mine	0.58	no chart

Marion Branch

Jct.	0.00	
Vicco	0.66	no chart

Town Hill Branch

Jct.	0.00	0.0
Zeal	1.32	1.5-T
Red Ash Coal	1.35	(end 1.7)

Big Toms Creek Branch

Jct.	0.00	0.0
Bondstown	0.81	0.7
Dale Ridge SpJc	1.25	1.1

Coal Creek Branch

Jct.	-0.10	0.0
Raven	0.00	
Red Ash	1.74	
Graceland	2.64	2.5-T
Trion Coal	3.29	3.0-T (end 3.3)

Dale Ridge Spur

Dale Ridge	0.66	0.7-T (end 0.9)
Fuller Spur Jc	1.65	1.6
Toms Creek	2.49	2.1-T (end 2.5)

Dumps Creek Branch

Jct.	0.00	0.0
Hurricane Jc	3.61	3.7

Hurricane Branch

Moss X-5	2.20	2.2-T (end 2.4)
Sandy Ridge Tunnel	7.6-9.1	(8268')
Low Siding	9.41	9.9 ctr sid.
Tiller Sp. Jc.	12.15	12.2

Tiller Spur

Moss 3 CD	0.97	1.0-T
Dickenson Fuel	1.05	(end 1.8)
Duty-Cane Cr Sp	12.67	12.7

Cane Creek Spur

Moss 3 AB	0.89	no chart
Lamberts Fk Sp Jc	13.57	(end 13.5)

Lamberts Fork Spur

Mine 0099	2.15	no chart
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T-location of Tiple
%-full name Richlands Storage Siding

SCIO TO DIVISION

Nolan Spur

	<u>Book</u>	<u>Chart</u>
Nolan		477.6
Start	0.00	477.7=0.0
WVa-Ky line	0.19	0.2
Long Fk SpJc	2.38	
<hr/>		
Long Fork Spur		No chart
Gund	5.85	(from Jct)
Hatfield	3.45	3.2 (old sign)
		3.5-T
		4.00 ³ End

Hillsboro Branch

	<u>Book</u>	<u>Chart</u>
Branch switch		47.5=0.0
Saadinia	0.00	0.1
Mowrystown	3.73	3.7
Taylorville		6.2
East Danville	9.44	9.2
Shackleton	14.19	14.0
Hillsboro	18.85	18.7 (app.18.75)
End of line		18.8

(Boors of 1930 said 18.93 total)

Lenore Branch

			<u>net</u>
Naugatuck	0.00	484.3	0.0
Diverge		484.5	0.2
Equation		488.66	4.4
		0.0	
Lenore	4.47	0.1	4.5
Millstone Vd	13.86	#9.3	13.7
Delbarton	15.34	9.9	14.3
Ragland	18.26	%13.4	17.8
Scarlett Glen	22.27	#17.0	21.4
End of line		17.9	22.3

Joint PRR in Cincinnati

Idlewild	0.00	0.0	PRR book-0.0 \$
Avondale	0.11	1.5	1.5
Cincinnati	3.49	3.5	3.7 "
Court St.Pr.Sta.			

Teays Spur

Jct.	0.00	
Teays	2.27	no chart

Buck Creek Branch

Kernit		5.3
Begin line	0.00	6.2=0.0
WVa-Ky line	0.30	0.3
Beauty	1.53	1.53 (end)

T-location of Tipple

- #-as marked
- %-old station
- \$-PC w.t.t. and chart
- "-1922 N&W public t.t. said 3.6
- &-Switch to C&O/P&O
- e-estimated
- f-old station

Wayne Branch

			<u>net</u>
Kenova	0.00	568.0	0.0
KX Cabin		567.8	0.2
Corado	1.26	566.9	1.1
Buffalo Crk.	6.51	561.3	6.7
Iverson		557.8	10.2
Lavalette	12.30	555.6	12.4
Dickson		553.2	14.8
Ardel		549.1	18.9
County Farm	21.17	e546.8	21.2
Equation		543.1=0.0	24.9
Wayne	24.69	0.0	24.9
East Lynn	32.10	f 7.4	32.3
Campoo	32.59	8.0	32.9