NORFOLK SOUTHERN

POCAHONTAS DIVISION

Eastern Region

Timetable Number

4

In Effect

At 12:01 AM

Sunday, January 25, 2004

Eastern Standard Time

For The Government of Employees Only

DO YOUR PART TO ACHIEVE DOUBLE ZEROS

ZERO INJURIES

ZERO INCIDENTS

TABLE OF CONTENTS
POCAHONTAS DIVISION TIMETABLE

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TIMETABLE
GENERAL INFORMATION

A. STATION PAGE

Each station page will contain the following information:

1. Method of Operation
2. Maximum Speeds
3. Checking Locomotive Speed Indicator
4. Diesel Unit Ratings
5. Locomotive and Car Restrictions
6. Switches and Derails
7. Communication Information
8. Detector Instructions
9. District Instructions

B. EXPLANATION OF CHARACTERS

Symbols:

Ⓐ — Automatic Interlocking
Ⓒ — Control Point
Ⓒ — Controlled Interlocking
CS — Controlled Siding
626 — Dispatcher Radio Call-in Code
Ⓓ — Drawbridge
Ⓝ — Non-Interlocked Crossing at Grade
N/S — Non-Signaled
S — Stop Sign
SS — Signaled Siding
- - - - — Trackage Rights
Y — Wye
Ⓨ — Yard Limit

Train Inspection Detectors:

DED — Dragging Equipment Detector
EHD — Excessive Height Detector
HBD — Hot Box Detector
HCD — High Car Detector
HWD — Hot Wheel Detector

TIMETABLE
GENERAL INFORMATION (CONT.)

C. DIESEL UNIT GROUPS

GROUP 1 = GP-38-AC, GP-38-2, GP-40, GP-38, B-23-7
2 = GP-40X, GP-49, GP-50, GP-59, GP-60, D8-32-B, B-30-7A, B-36-7
3 = SD-40, SD-40-2, C-30-7
4 = C-36-7, SD-50
5 = C-39-8, D8-40-C, D9-40-C, SD-60, SD-70
6 = SD-80, C-44-AC, C-60-AC, SD-70-MAC, SD-80-MAC, SD-90-MAC

D. DIVISION SPECIAL INSTRUCTIONS

1. All instructions have reference to a rule and are numbered or lettered as shown in the following examples:

   PO-14-1 — Refers to NS Operating Rule 14 concerning Engine Whistle Signals.

   PO-1080-1— Refers to NS Safety and General Conduct Rule 1080 concerning working on or about Locomotives, Cars or Trains.

   PO-GR-7-1— Refers to NS Safety and General Conduct Rule GR-7 concerning Availability for Duty.

   PO-L-210 — Refers to NS-1 Rule L-210 concerning use of Dynamic Brake.

   NOTE: • All Rules referenced in the Special Instructions section can be found in the Operating Rules, Safety and General Conduct and NS-1 books.
   • PO indicates the Special Instruction is specific to the Pocahontas Division.

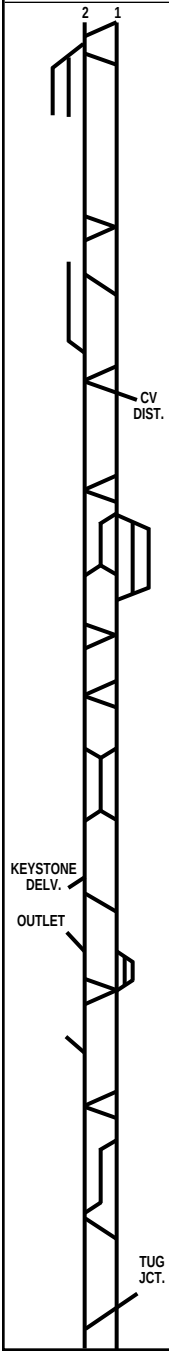
2. **DEFINITION:**

   Control Point (CP): A station designated in the Timetable where signals are remotely controlled from the control station. Unless otherwise noted on the station pages, the Train Dispatcher controls all main tracks and controls all CP's.

POCAHONTAS DIVISION
STATION PAGES

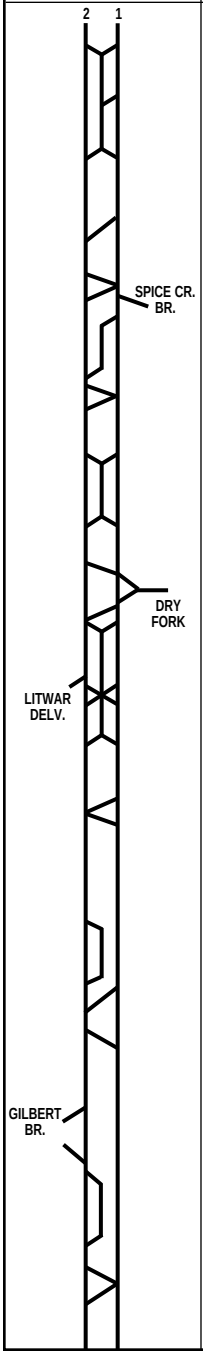
POCAHONTAS DIVISION
STATION PAGES (CONT.)

POCAHONTAS DISTRICT



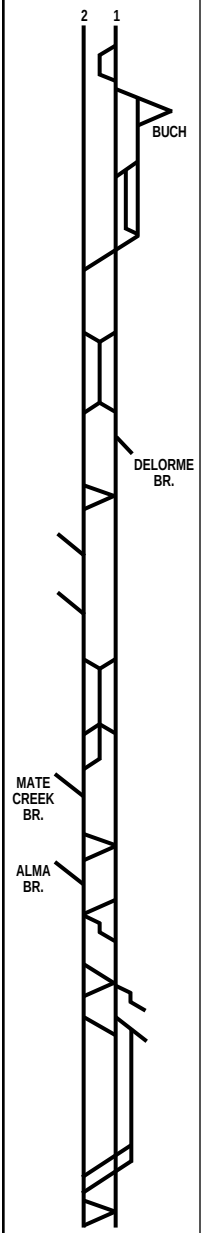
SIDINGS IN FEET	MP	STATION	NOTE
		POCA DISPATCHER 623	
	N 360.5	**EAST BLUEFIELD** ..... (CP)	
	N 361.9	**MOORES** ..... (YL) (CP)	2
	N 363.4	**MERCER STREET** ..... (CP)	1
	N 363.6	**ALLEN STREET** ..... (YL) (CP)	2
	N 364.4	**ARCH** ..... (CP)	
	N 365.4	WV/ VA STATE LINE	
	N 365.6	**WEST YARD PULL-OUT** ..... (CP)	1
	N 366.3	**BLUEFIELD, VA** ..... (CP)	
	N 368.8	HBD-DED *(Falls Mills, VA)*	
	N 369.3	**FALLS MILLS** ..... (CP)	
	N 370.6	**FLAT TOP, WV** ..... (CP)	2
	N 370.8	VA/WV STATE LINE	
	N 371.8	**NEMOURS** ..... (CP)	
	N 373.6	**BLUESTONE** ..... (CP)	
	N 378.2	**MAYBEURY** ..... (CP)	
	N 381.0	HBD-DED *(Elkhorn, VW)*	
SS 7100	**N 381.9**	**CROZIER** ..... (CP)	
	N 383.5	**POWHATAN** ..... (CP)	
	N 384.3	**NORTH FORK** ..... (CP)	3
	N 387.3	**KEYSTONE** ..... (CP)	
	N 388.3	**ECKMAN** ..... (CP)	
	N 390.8	**Vivian**	
	N 393.7	**BIG FOUR** ..... (CP)	
	N 396.0	**Huger**	
	N 396.7	HBD-DED *(Maitland, VW)*	
	N 398.1	**WELCH** ..... (CP)	
	N 400.0	**HEMPHILL** ..... (CP)	

POCAHONTAS DISTRICT



SIDINGS IN FEET	MP	STATION	NOTE
		POCA DISPATCHER 623	
SS	N 401.1	FARM ..... CP	
7000	N 401.4	WHARF ..... CP	2
	N 402.8	CAPLES ..... CP	
	N 403.1	MOHEGAN ..... CP	
	N 406.7	DAVY ..... CP	
	N 410.3	Claren	
	N 412.6	RODERFIELD ..... CP	
	N 413.0	HBD-DED *(Roderfield, WV)*	
SS	N 417.0	WILMORE ..... CP	
11120	N 419.3	SANDY HUFF ..... CP	
	N 421.9	HBD-DED *(Panther, WV)*	
CS	N 422.3	IAEGER ..... Y CP	
		CP	
20300	N 424.7	HULL	
	N 426.4	KROLITZ ..... CP	
	N 429.7	PANTHER ..... CP	
	N 432.5	Alnwick	
	N 434.6	WAR EAGLE ..... CP	
	N 437.5	OLD JOE ..... CP	
	N 437.8	MINGO ..... Y CP	3
	N 438.2	WHARNCLIFFE ..... CP	3
	N 438.4	Ben	
	N 440.7	GLEN ALUM ..... CP	

POCAHONTAS DISTRICT



WEST	SIDINGS IN FEET	MP	STATION	NOTE
			POCA DISPATCHER 623	
		N 441.6	HBD-DED *(Lindsey, WV)*	
		N 445.0	**OUGHT-ONE** CP	
		N 445.8	**DEVON** CP	2
		N 447.5	**BEECH CREEK** CP	
	12850	**N 451.5**	**Vulcan**	
		N 453.4	**ARROW** CP	2
			KENOVA DISPATCHER 621	
		N 454.2	**DELORME** CP	
		N 455.3	Lick Fork Jct.	
		N 455.4	HBD-DED *(Lick Fork, WV)*	
		N 456.4	Thacker Spur	
	SS 11150	**N 457.6**	**WHITE** CP	
		N 460.0	**McCARR** CP	
		N 460.5	**MATE CREEK JCT.** CP	
		N 461.2	**MATEWAN** CP	
		N 462.7	**SPRIGG** CP	
		N 466.3	**RAWL** CP	
		N 467.5	**SYCAMORE** CP	
		N 468.2	**NORTH YARD** CP	
		N 469.7	**WILLIAMSON** CP	
		N 470.4	**GATE** CP	

POCAHONTAS DISTRICT

STATION PAGE INFORMATION

NOTE 1: Control Point for westward No. 2 Track only.

NOTE 2: Control Point on Main 1 only.

NOTE 3: Control Point on Main 2 only.

1. METHOD OF OPERATION

From	To	Tracks	Signals	Authority
East Bluefield MP N 360.5	Allen Street MP N 363.6	Main 1	ABS	TC
East Bluefield MP N 360.5	Moores MP N 361.9	Main 2	ABS	TC
Moores MP N 361.9	Allen Street MP N 363.6	Main 2		YL (Note)
Allen Street MP N 363.6	Williamson MP N 470.0	BOTH	ABS	TC

NOTE: Before entering Yard Limits authority must be obtained from the Bluefield Yardmaster or the Mercer Street Switch Tender.

POCAHONTAS DISTRICT

2. MAXIMUM SPEEDS

Between	Main Track MPH
MP N 360.3, Bluefield Yard and MP N 364.0	25
Except:	
Virginia Division Pull-In Track	20
MP N 364.0 and MP N 366.2	35
MP N 366.2 and MP N 374.8	30
Except:	
MP N 365.9, Through East Crossover	25
MP N 366.2, Through West Crossover	30
MP N 369.3, Falls Mills, Through Crossovers	30
MP N 372.3 to MP N 372.7, Curves	25
MP N 373.6, Bluestone, Through Crossovers	25
MP N 373.8, Curve	25
MP N 374.8 and MP N 386.3	40
Except:	
MP N 378.1, Maybeury, Through Crossovers	35
MP N 381.9 to MP N 383.4, Powhatan, Through Turnouts and Middle Track	25
MP N 383.9, Curve	35
MP N 384.7, Curve	35
MP N 386.3 and MP N 394.2	30
Except:	
MP N 386.4 to MP N 387.1, Curves	25
MP N 388.2, Eckman, Through Crossovers	25
MP N 389.6 to MP N 390.4, Curves	25
MP N 393.7, Big Four, Through Crossovers	25
MP N 394.2 and MP N 467.8	35
Except:	
MP N 396.8, Curve	30
MP N 398.1, Welch, Through Crossovers	25
MP N 400.0, Hemphill, Through Crossover	15
MP N 401.1, Farm to MP N 402.9, Through Middle Track	10
MP N 403.3, Mohegan, Through Crossover	15
MP N 406.7, Davy, Through Crossovers	25
MP N 412.8, Roderfield, Through Crossovers	25
MP N 417.0, Wilmore to MP N 419.2, Through Turnouts and Middle Track	25
MP N 422.3, Iaeger to MP N 426.2, Krolitz, Through Middle Track	20
MP N 422.5, Curve	25
MP N 422.7 and MP N 425.0	30

POCAHONTAS DISTRICT

2. MAXIMUM SPEEDS (CONT.)

Between	Main Track MPH
MP N 425.0 and MP N 467.8	35
Except:	
MP N 426.4, Krolitz, Through Turnout to Middle Track	20
MP N 429.8, Panther, Through Crossovers	35
MP N 431.9, Curve	30
MP N 434.7, War Eagle, Through Crossover	25
MP N 435.1 to MP N 437.4, Curves	30
MP N 437.6, Old Joe, Through Crossover	35
MP N 440.7, Glen Alum, Through Crossovers	35
MP N 445.0, Ought-One, Through Crossover	25
MP N 445.1, Curve	25
MP N 445.6, Devon and Buch Main Track, Through Turnout	15
Buch Main between Ought-One to Beech Creek	15
MP N 446.4, Curve	30
MP N 447.5, Beech Creek, Through Crossover	15
MP N 449.6 to MP N 450.6, Curves	25
MP N 453.6, Curve	25
MP N 454.2, Delorme, Through Crossovers	35
MP N 461.1, Matewan, Through Crossovers	25
MP N 462.7, Sprigg, Through Crossover	35
MP N 466.2, Rawl, Through East Crossover	25
MP N 466.2, Rawl, Through West Crossover	35
MP N 467.8 to MP N 469.5	30
Except:	
MP N 469.7, #2 Station Track Turnout	10
MP N 469.5 to MP N 470.0	25
Except:	
MP N 469.6, Through City Hall Crossover	25
MP N 469.7, Through Beckett Crossover	25

POCAHONTAS DISTRICT

3. CHECKING LOCOMOTIVE SPEED INDICATOR

Tests for accuracy will be made at the following locations and Engineers will adjust speed in accordance with any inaccuracy.

LOCATION OF TEST MILE SIGNS:

WESTWARD	EASTWARD
MP N 368.8 to MP N 369.8	MP N 464.7 to MP N 463.7
MP N 411.9 to MP N 412.9	MP N 458.2 to MP N 457.3
MP N 428.8 to MP N 429.8	MP N 429.8 to MP N 428.8
MP N 449.5 to MP N 450.5	MP N 380.0 to MP N 379.0
MP N 463.7 to MP N 464.7	MP N 369.8 to MP N 368.8

4. DIESEL UNIT RATINGS

	DIESEL UNIT RATINGS IN TONS					
	Group 1	**Group 2**	**Group 3**	**Group 4**	**Group 5**	**Group 6**
Westward						
Bluefield to Maybeury	3500	4650	5600	6930	7700	9086
Maybeury to Williamson	7500	10000	12000	14850	16500	19470
Eastward						
Williamson to Farm	3250	4300	5200	6435	7150	8437
Farm to Flat Top	1550	2050	2450	3060	3400	4012
Flat Top to Bluefield	2050	2750	3250	4050	4500	5310

POCAHONTAS DISTRICT

5. LOCOMOTIVE AND CAR RESTRICTIONS

A. WEIGHT RESTRICTIONS

Loaded 4-axle cars may be handled up to the weight shown provided the stenciled Load Limit (Weight of car and lading) is NOT exceeded.

286,000 lbs.

B. EQUIPMENT RESTRICTIONS

Trailing tonnage must be limited on line segments as shown below, behind the following equipment:

1. Empty Multi-level cars.
2. Empty Intermodal single-platform flats and such loaded with empty trailers or containers.
3. Empty 85-foot-long or longer flats and such flat cars when loaded with empty trailers or containers, or loaded with only one trailer or container.
4. Empty Intermodal single-axle truck flat car or such cars loaded with empty trailers or containers.
5. Empty single or multiple-unit double-stack (well) cars, or articulated single-platform (spine) cars. Be governed by Appendix 1 in Eastern and Western Region System Timetables.

Maximum safe trailing tonnage behind Restricted Equipment between Bluefield and Williamson is as follows:

Eastward — 5100
Westward — 4500*

*__EXCEPT:__ 4100 tons westward Bluefield to Williamson behind empty TTOX (single-axle truck) flat cars.

4200 tons eastward Williamson to Bluefield behind empty TTOX (single-axle truck) flat cars.

These instructions do not apply to radio trains or to a flat car loaded with more than one trailer or container, one of which is loaded.

POCAHONTAS DISTRICT

6. SWITCHES AND DERAILS

A. MAIN TRACK SWITCHES NOT EQUIPPED WITH ELECTRIC LOCKS:

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

MP N 380.1 — Crozier Delivery Track
MP N 429.3 — Panther Station Siding

B. SPRING SWITCHES

Spring switches are located as follows:

Location	Normal Position
MP N 365.4, Bluefield Yard — West End Long 8	Long 4
Bluefield Yard (Derail) — South Incoming	No. 3 Shop
Bluefield Yard (Derail) — North Incoming	No. 3 Shop
MP N 468.8, Williamson Yard — East End of Poca Outbound Track	Middle Yard Lead
MP N 469.2, Williamson Yard — West End of the Scioto Outbound Track	Middle Yard Lead

7. COMMUNICATION INFORMATION

RADIO

Emergency				Code 911
CYO				Code 628
Pocahontas Dispatcher	CH-6:	TX = 36	RX = 36	Code 623
Kenova Dispatcher	CH-2:	TX = 76	RX = 76	Code 621
Williamson Yard	CH-1:	TX = 72	RX = 72	Code 622

TELEPHONE

CYO	7-589-5987 (Bluefield)	Phone:	1-800-898-4296
	7-589-5963 (Williamson)	Fax:	1-800-476-0147
			1-800-589-5757

8. DETECTOR INSTRUCTIONS

None.

POCAHONTAS DISTRICT

9. DISTRICT INSTRUCTIONS

GENERAL INSTRUCTIONS

Bluefield

The assigned direction of traffic on Virginia Division Pull-In Track is westward. Eastward movement must not be made on this track without permission of the Bluefield Yardmaster. Before granting such permission, the Yardmaster must ascertain that the track is clear, and is maintained clear, of opposing movements. When such instructions are received, they must be repeated to the Yardmaster.

Virginia Division crews will be informed by the Bluefield Yardmaster as to where they will relieve Pocahontas Division Crews between Bluefield and Bluestone. Upon arrival at the location, they are to immediately notify the Bluefield Yardmaster.

Tri-levels and other over dimensional loads are prohibited on Bluefield Yard Tracks 1 through 8 at MP N 363.2, Belcher Street Bridge.

Employees must not operate Grant Street switches #2, #3, #4, #5 and #11 lead, in the vicinity of MP N 363.0, when a train is on Poca Main No. 2 Track, and must contact the Bluefield Yardmaster before operating the switches to ensure a movement is not approaching on Poca Main No. 2 Track.

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

Eastward two-position advance indicators are in service at east end of tangent track west of MP N 361.0, East Bluefield Forwarding Yard. These indicators are installed on right side of track for which they give indication.

Aspects displayed by these indicators are as follows:

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

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

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

Operating Rule 104(g) “Exception”. The following permanent “blue signal” derails are under the exclusive control of the Mechanical Department:

#1 Shop Track — 88 ft. west of Shop, 89 ft. east of Shop, 763 ft. east of Shop
#2 Shop Track — 88 ft. west of Shop, 89 ft. east of Shop, 763 ft. east of Shop
#3 Shop Track — 150 ft. west of Shop
West End of Bluefield Car Shop — 50 feet east of the entrance switch (Note)

NOTE: This is an automatic derail equipped with a blue signal, which will light and flash when the derail is in derailing position. This derail will be controlled by Shop Track personnel. Notify Shop Track personnel or Service Building personnel if Shop Track personnel are not available for permission to enter the Shop Track.

POCAHONTAS DISTRICT

9. DISTRICT INSTRUCTIONS (CONT.)

GENERAL INSTRUCTIONS (CONT.)

Engine Service Tracks

South Incoming — 568 ft. west of Service Bldg.
North Incoming — 568 ft. west of Service Bldg.

Sand Track — At east end of Sand Track switch
Gate Track — 682 ft. east of Gate Track switch

NOTE: Split point derail (spring loaded) west end of Poca Outgoing and yard Engine tracks.

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

Tracks in eastward Forwarding Yard and Main Track east of MP N 362.0	100 cars or more	Apply 35 hand brakes
	Less than 100 cars	Apply hand brakes on 1/3 of the cars

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

Tracks in Grant Street Yard and Main Track west of MP N 362.0	100 loads or more	Apply 25 hand brakes
	Less than 100 loads	Apply hand brakes on 1/4 of the cars
	100 Empties or more	Apply 20 hand brakes
	100 Empties or less	Apply 18 hand brakes

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

Tracks in Allen Street Yard and Main Tracks at Allen Street Yard	100 cars or more	Empties — apply 15 hand brakes Loads or loads and empties — apply 20 hand brakes
	Less than 100 cars	Empties apply hand brakes on 1/6 of the cars Loads or loads and empties — apply hand brakes on 1/5 of the cars
Tracks in westward Forwarding Yard and Main Tracks at westward Forwarding Yard	100 cars or more	Empties — apply 20 hand brakes Loads or loads and empties — apply 25 hand brakes
	Less than 100 cars	Empties — apply hand brakes on 1/5 of the cars Loads or loads and empties — apply hand brakes on 1/4 of the cars.

9. DISTRICT INSTRUCTIONS (CONT.)

GENERAL INSTRUCTIONS (CONT.)

Applicable to All Tracks in Bluefield Yard

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

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

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

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

When train has been precharged and pretested, inspectors shall inform enginemen that the test has been made and the amount of brake pipe leakage noted.

When train is not precharged and pretested, enginemen shall perform all requirements of rules pertaining to initial terminal Road Train Air Brakes Test, and after completion will follow all instructions of Part No. 1 or Part No. 2, whichever is applicable to the operation. If road locomotive clears yard track derail after coupling to pickup or main train, derail will be restored to derailing position until pickup or train is ready to move east.

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

Part No. 1

WHEN TRAIN IS ON ONE TRACK

1. 35 anchor hand brakes will be applied at the east end of the train when train is being assembled.
2. After road locomotive is coupled to train, trainmen will commence to release all hand brakes, other than the 35 anchor brakes. If train consists of more than 200 cars, trainmen will leave hand brakes set on eight cars on rear of train.
3. When brake pipe pressure supply from road locomotive releases air brakes on train and after proper signal is given, enginemen will make a full service brake pipe reduction with automatic brake valve. When it is noted that the full service reduction applied air brake on the rear car, release signal will be given to the enginemen by the inspector.

9. DISTRICT INSTRUCTIONS (CONT.)

GENERAL INSTRUCTIONS (CONT.)

4. After release signal is given and air brake has released on rear car, rear end inspector will note brake pipe pressure on the rear gauge. When rear gauge pressure rises to 65 pounds and remains 65 or higher for a period of twelve minutes by watch, inspector will signal engineman to apply holding brake. A holding brake is a service brake pipe reduction of 12 pounds.

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

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

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

   Any cases of roll-out must be reported to the Virginia and Pocahontas Division Superintendents and to the Division Manager Mechanical Operators at Bluefield.

Part No. 2

WHEN TRAIN IS ON MORE THAN ONE TRACK

1. 35 anchor hand brakes will be applied at the east end of the main train when the train is being assembled.

2. Required number of anchor hand brakes will be applied at the east end of the pickup when pickup is being assembled.

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

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

9. DISTRICT INSTRUCTIONS (CONT.)

GENERAL INSTRUCTIONS (CONT.)

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

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

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

When an eastward train being dispatched from the eastward Forwarding Yard is ready for the route at 'RD' to be lined, a crew member on the head end will communicate directly with the New River Dispatcher; advising as to which track that head end of train is occupying and requesting that the route at 'RD' be lined for the intended movement. If the Train Dispatcher cannot be contacted, this may be handled through the Bluefield Yardmaster.

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

Regardless of instructions received, if the governing eastward two-position advance indicator signal (located approximately 35 car lengths west of 'RD') displays a yellow aspect, or if the signal is blacked out, the train must be stopped and the Bluefield Yardmaster contacted for further instructions, unless crew is advised that derails are being controlled manually and Signal personnel or a supervisor advises that derails are lined for movement.

Following are instructions for hand operation for power switches at RD and returning such switches to normal position.

To place on hand throw, pull the ring on the outside of the lever latch rod toward the handle of the lever. At the same time, raise the lever to the horizontal position and release the ring. It may be necessary to move the lever over to the opposite position before the latch rod will engage for the hand-throw operation. With the latch rod engaged, operate by hand as required.

To return the switch machine to power operation when the hand throw lever is in its horizontal position, pull the ring and allow the lever to drop into the stand. Release the ring, the lever will drop to its lowest point in the stand and thereby close the hand throw switch.

Switch must be left on power operation to replace the switch lock and for safe train movement over it.

On eastward solid coal, solid grain or combined coal and grain trains, the retaining valve must be turned to the SD-Slow Direct Exhaust position (45 Degrees above horizontal) before departing Bluefield as outlined below:

140 cars and above — 20 retainers
139 cars to 110 cars — 10 retainers
109 cars or less — 0 retainers (unless necessary)

9. DISTRICT INSTRUCTIONS (CONT.)

GENERAL INSTRUCTIONS (CONT.)

Due to the construction of permanent freight car work platforms (scaffolds), close clearance conditions exist on No. 2 and No. 3 Shop Tracks, Bluefield Car Shop, Bluefield, WV, immediately east of the Car Shop Building, and employees are prohibited from riding sides or end of equipment on these tracks. Only NW Open Top system hoppers should be spotted on No. 3 Track. Close clearance signs have been erected.

Close clearance exists between the following tracks in Bluefield Yard when cars or equipment are on adjacent tracks:

Tracks 5 through 10	Grant Street Yard
Tracks 1, 2, 3	Pocket located just east of East Yard signal

Employees should not ride on sides or ends of equipment in these tracks.

In Bluefield Yard, between Arch Crossover, MP N 364.6, and Mercer Street, MP N 363.4, normal position for switches on Motor Car Track is lined for movement on the Motor Car Track. Between these points on Track No. 1, normal position for switches is lined for movement on Track No. 1. All switches on the Motor Car Track and Track No. 1 between Arch Crossover and Mercer Street, after being used, must be left lined in normal position.

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

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

While passing Shop Tracks on the Radford Pull-In, Engine Running Track and #8 Grant St. Yard, engine bell must be rung continuously to warn shop employees of movement.

Pocahontas District

All eastward trains and engines stopping to change crews, or held by signal indication or Train Dispatcher at Falls Mills Road Crossing, must stop west of the Begin Test Mile Sign, MP N 369.8, and remain there until instructed by Train Dispatcher to proceed. Orange painted rubber “stops”, approximately 6 inches by 8 inches, are attached to the crosstie on Main 1 immediately adjacent to the Begin Test Mile Sign. Trains and engines should not stop between the orange “stops” and Falls Mills Road Crossing.

When snow or ice is present, trains and engines stopping to change crews may disregard rubber “stops” and are permitted to stop within short walking distance of Falls Mills Road Crossing to swap crews. A distance approximately 100 feet west of the crossing when snow and ice is present will allow crossing gates to time out and raise.

Engineers of westward trains stopped at Stop signal on Main 2 at North Fork, will stop their trains to clear crossing at MP N 384.3. Westward crews setting off empties in the vicinity of North Fork will leave detached portion of train east of highway crossing to avoid blocking same.

9. DISTRICT INSTRUCTIONS (CONT.)

GENERAL INSTRUCTIONS (CONT.)

Pocahontas District (Cont.)

All Pocahontas District Conductors will contact Yardmaster at Auville Yard Office, laeger, WV, prior to setting off any and all non-coal traffic cars destined within the Wilcoe-Auville Territories. Examples of such non-coal traffic cars are:

1. Empty gondolas of any type
2. Company material
3. Covered hoppers, either loaded or empty, and
4. Any other non-coal traffic cars not herein listed.

Engines must not be operated under overhead tipple at:

Dans Branch Tipple, MP ED 0.4, Dans Branch.

Flag protection must be provided when trains or engines are operated over Rt. 52/ Sec. 9 crossing, MP ED 0.0 + 390 feet, Dans Branch.

When delivering empties to Lake Superior, MP N 396.5, observe the following instructions:

1. Do not take units more than 1 car length above the drop-in switch
2. Empty steel coal hoppers are limited to 50 car cuts
3. Empty aluminum coal hoppers are limited to 40 car cuts
4. Do not handle any cars other than empty coal hoppers across the main line delivery switch when delivering empties
5. Do not make abrupt throttle changes when moving through the main line delivery switch.

When delivering Keystone Mine, MP N 387.0, do not take units west of orange painted tie, just west of the derail in the delivery track, when spotting empties. It is permissible to leave cars less than one car length from the clearance point.

Eastward trains stopping at Davy, MP N 406.7, should arrange to stop approximately 250 feet west of School St. Road Crossing, MP N 407.0. If signal cannot be viewed after stopping, request Train Dispatcher to notify crew when ready for train to proceed east, being governed at Davy.

Crews picking up empty boxcars for Gilco Lumber will make certain that they are double-doored cars. Gilco Lumber cannot load single-doored boxcars account they cannot get their forklift inside car. Notify Yardmaster on duty if you are instructed to pick up cars at a specific location that are single-doored for disposition of such cars.

All eastward trains approaching Alnwick having a mixed consist of (3) Hi-Ad units GE-EMD combination, will reduce the throttle setting to 7th notch between MP N 434.0 and MP N 432.5.

Cars or engines left standing in Vulcan Middle Track must not be left less than 250 feet from the crossing at MP N 451.3. Yellow markings have been painted to indicate this clearance limit.

9. DISTRICT INSTRUCTIONS (CONT.)

GENERAL INSTRUCTIONS (CONT.)

Pocahontas District (Cont.)

Eastward train or engine movements on Main 2 receiving Approach Diverging at MP N 462.8 and Diverging Approach at signal located at MP N 461.2 will proceed preparing to take the diverging route onto Mate Creek Branch at a speed not exceeding 15 MPH, unless diverging route is taken onto Main 1 at the Matewan Crossover at a speed not to exceed 25 MPH.

Reference NS-1 Rule A-31 concerning requirements for Two-Way End-Of-Train-Devices. The following sections of track have an average grade of 2 percent or greater over a distance of two continuous miles, or an average grade of 1 percent or greater over a distance of three continuous miles.

Pocahontas District Milepost	Length (Miles)	Grade-Avg%
N 360.3 to N 363.3	3.0	1.40
N 363.2 to N 366.2	3.0	1.11
N 375.1 to N 385.0	9.9	1.27

Williamson Yard

An electric control derail is in service at MP N 469.3. Derail is located between the Middle Yard Lead and Inbound Service Tracks 1, 2 & 3.

Three electric control derails are in service, one at east end of Scioto Inbound Track, located 150 feet west of No. 1 Shop Track switch, one at east end of East Middle Track, located 180 feet west of Middle Track switch and one at the Poca Outbound Spark Track, located 150 feet west of the Poca Outbound Switch. Control of these derails will be made by contacting Williamson Service Building by radio.

Operating Rule 104(g) “Exception”. The following permanent “blue signal” derails are under the exclusive control of the Mechanical Department.

When leaving cars on the west end of, 2 in the north, you are instructed to leave the cars east of, 3 & 4 in the north, switches.

Close clearances exist between Tracks 8 & 9 in the east yard located between 9 & 10 switch on the east end. Exercise due caution when working in this area.

ATTENTION — Remote Control Locomotives operate in this area. Locomotive cabs may be unoccupied. When working in Williamson Yard, handling switches other than those on approved route must be cleared with Yardmaster.

POCAHONTAS DISTRICT

9. DISTRICT INSTRUCTIONS (CONT.)

GENERAL INSTRUCTIONS (CONT.)

Power Derails

#3 & #4 Shop Track	100 ft. west of #3 Shop Track Switch
#2 Shop Track	50 ft. west of #2 Shop Track Switch
#1 Shop Track	50 ft. west of #1 Shop Track Switch
West End Service Track	50 ft. east of Spark Track Switch
Poca Inbound Service Track	50 ft. west of East Middle Track Switch
Poca Outbound Service Track	50 ft. west of Poca Outbound Switch
Poca Middle Outbound Service Track	50 ft. west of East Middle Track Switch

Hand Throw Derails

#5 Shop Track	50 ft. west of #5 Shop Track Switch
Wreck Car Track	100 ft. west of East Wreck Car Track Switch
Wreck Car Track	50 ft. east of West Wreck Car Track Switch

Power Derails

#25 Shop Track	50 ft. east of #25 Shop Track Switch
#24 Shop Track	50 ft. east of #24 Shop Track Switch
#23 Shop Track	50 ft. east of #23 Shop Track Switch
#22 Shop Track	50 ft. east of #22 Shop Track Switch
#21 Shop Track	50 ft. east of #21 Shop Track Switch
#17 Shop Track	50 ft. east of #17 Shop Track Switch

Inbound crews must contact Motive Power on yard channel #3 to have derail removed. The derail is equipped with blue and yellow lights.

Trains and engines will ring bell while moving between MP N 469.4 and MP N 470.0.

Account close clearance, crews are prohibited from riding on sides of cars on SV return lead (also known as the Turkey Trot) when cars are standing on old main line.

The west end of #1 and #2 Pocket is to be left lined for movement on the Middle Yard Lead.

When operating over a power switch equipped with switch indicator lights, T&E crews must ensure that proper indication is given for train movement. When encountering a switch indicator with a light malfunctioning, crews should contact the Control Station to ascertain that an indication is present for their move. After verification that the indication is present, crews are required to see that the switch is lined for intended movement.

TUG FORK BRANCH

WEST ⇩	SIDINGS IN FEET	MP	STATION	NOTE
			POCA DISPATCHER 623	
		N 400.0 / T 0.0	HEMPHILL	1
		T 3.5	WILCOE ..... YL	2
		T 6.8	GARY ..... Y YL	2
		T 12.4	SOUTH FORK	
		T 15.0	PAGETON	

STATION PAGE INFORMATION

NOTE 1: At Hemphill use the single tone for the Pocahontas Dispatcher. Use the double tone for the Auville Yardmaster.

NOTE 2: Authority to occupy the Main Track within Yard Limits at Wilcoe must be obtained from the Auville Yardmaster.

Trains clearing Wilcoe Yard Limits will report clear to the Auville Yardmaster.

1. METHOD OF OPERATION

From	To	Tracks	Signals	Authority
Hemphill MP T 0.0	Wilcoe MP T 3.5	Main	N/S	TWC
Wilcoe MP T 3.5	Gary MP T 6.8	Main	N/S	YL
Gary MP T 6.8	South Fork MP T 12.4	Main	N/S	TWC
South Fork MP T 12.4	Pageton MP T 15.0			105

2. MAXIMUM SPEEDS

Between	Main Track MPH
MP T 0.0 and MP T 4.0	15
MP T 4.0 and MP T 15.0	10

3. CHECKING LOCOMOTIVE SPEED INDICATOR

Tests for accuracy will be made at the following locations and Engineers will adjust speed in accordance with any inaccuracy.

LOCATION OF TEST MILE SIGNS:

None.

TUG FORK BRANCH

4. DIESEL UNIT RATINGS

	DIESEL UNIT RATINGS IN TONS					
	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
Westward						
Wilcoe to Hemphill	5000	6650	8000	9900	11000	12980

5. LOCOMOTIVE AND CAR RESTRICTIONS

EQUIPMENT RESTRICTIONS

Plate “C” and cars exceeding Plate “C” must not be handled on Tug Fork Branch.

6. SWITCHES AND DERAILS

None.

7. COMMUNICATION INFORMATION

Auville Yardmaster	CH-6:	TX = 36	RX = 36	Code 631
Pocahontas Dispatcher	CH-6:	TX = 36	RX = 36	Code 623

8. DETECTOR INSTRUCTIONS

None.

9. DISTRICT INSTRUCTIONS

Division Wide Instruction PO-L-245[1]-(1) for trains operating on heavy descending grades applies.

SAND LICK BRANCH

WEST ⇩	SIDINGS IN FEET	MP	STATION	NOTE
TUG FORK			POCA DISPATCHER 623	
		T 6.5/ SL 6.7	SAND LICK ..... Y (YL)	1
		SL 10.2	FILBERT	

STATION PAGE INFORMATION

NOTE 1: Yard Limits begin at Sand Lick, MP SL 6.7 to Wilcoe, MP T 3.5.

1. METHOD OF OPERATION

From	To	Tracks	Signals	Authority
Sand Lick MP SL 6.7	Filbert MP SL 10.2	Main	N/S	TWC

2. MAXIMUM SPEEDS

Between	Main Track MPH
MP SL 6.7 and MP SL 10.2	10

3. CHECKING LOCOMOTIVE SPEED INDICATOR

Tests for accuracy will be made at the following locations and Engineers will adjust speed in accordance with any inaccuracy.

LOCATION OF TEST MILE SIGNS:

None.

4. DIESEL UNIT RATINGS

None.

SAND LICK BRANCH

5. LOCOMOTIVE AND CAR RESTRICTIONS

None.

6. SWITCHES AND DERAILS

None.

7. COMMUNICATION INFORMATION

CH-6: TX = 36 RX = 36

8. DETECTOR INSTRUCTIONS

None.

9. DISTRICT INSTRUCTIONS

GENERAL INSTRUCTIONS

When pulling cars from U.S. #8, MP SL 8.7, crew members will pull all cars east of the road crossing to U.S. #6, MP SL 7.4, after brake test. The remaining loads located west of the road crossing will be pulled to U.S. #6 for building of train after brake test. The crossing should only be blocked when traveling across to couple or departing.

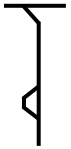
When loading more than 40 cars at Top Gun, MP SL 9.0, crews will load all excess over 40 cars, separate train and place loads in U.S. #6, MP SL 7.4, resume loading at Top Gun and reassemble train at U.S. #6 when loading is complete.

Division Wide Instruction PO-L-245[1]-(1) for trains operating on heavy descending grades applies.

Reference NS-1 Rule A-31 concerning requirements for Two-Way End-Of-Train-Devices. The following sections of track have an average grade of 2 percent or greater over a distance of two continuous miles, or an average grade of 1 percent or greater over a distance of three continuous miles.

Sand Lick Branch Milepost	Length (Miles)	Grade-Avg%
SL 8.7 to SL 10.8	2.1	2.4

SOUTH FORK BRANCH

WEST ⇩	SIDINGS IN FEET	MP	STATION	NOTE
TUG FORK 			POCA DISPATCHER..... 623	
		T 12.3/ SF 0.0	SOUTH FORK	
		SF 3.8	MUNSON	
		SF 5.3	END OF LINE	

1. METHOD OF OPERATION

From	To	Tracks	Signals	Authority
South Fork MP SF 0.0	Munson MP SF 3.8	Main	N/S	TWC
Munson MP SF 3.8	End of Line MP SF 5.3			105

2. MAXIMUM SPEEDS

Between	Main Track MPH
MP SF 0.0 and MP SF 5.3	10

3. CHECKING LOCOMOTIVE SPEED INDICATOR

Tests for accuracy will be made at the following locations and Engineers will adjust speed in accordance with any inaccuracy.

LOCATION OF TEST MILE SIGNS:

None.

4. DIESEL UNIT RATINGS

None.

5. LOCOMOTIVE AND CAR RESTRICTIONS

None.

SOUTH FORK BRANCH

6. SWITCHES AND DERAILS

None.

7. COMMUNICATION INFORMATION

CH-6: TX = 36 RX = 36

8. DETECTOR INSTRUCTIONS

None.

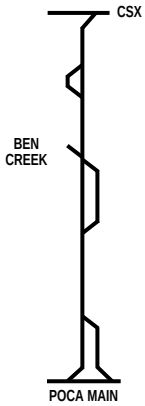
9. DISTRICT INSTRUCTIONS

GENERAL INSTRUCTIONS

Reference NS-1 Rule A-31 concerning requirements for Two-Way End-Of-Train-Devices. The following sections of track have an average grade of 2 percent or greater over a distance of two continuous miles, or an average grade of 1 percent or greater over a distance of three continuous miles.

South Fork Branch Milepost	Length (Miles)	Grade-Avg%
SF 0.0 to SF 5.7	5.7	1.74

GILBERT BRANCH



SIDINGS IN FEET	MP	STATION	NOTE
		POCA DISPATCHER 623	
	GR 42.5/ W 11.4	NEDS ..... CP	
	W 7.7	Scaggs	
SS 5000	W 4.2	BEN CREEK ..... CP	
	W 3.2	PEKIN ..... CP	
	W 0.6	JERRY ..... CP	
	W 0.0/ N 438.2	WHARNCLIFFE ..... CP	

1. METHOD OF OPERATION

From	To	Tracks	Signals	Authority
Neds MP W 11.4	Wharncliffe MP W 0.0	Single	ABS	TC

2. MAXIMUM SPEEDS

Between	Main Track MPH
MP W 0.0 and MP W 3.0	25
MP W 3.0 and MP W 11.4	20

3. CHECKING LOCOMOTIVE SPEED INDICATOR

Tests for accuracy will be made at the following locations and Engineers will adjust speed in accordance with any inaccuracy.

LOCATION OF TEST MILE SIGNS:

None.

4. DIESEL UNIT RATINGS

	DIESEL UNIT RATINGS IN TONS					
	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
Westward Gilbert to Staggerweed	2500	3350	4000	4950	5500	6490
Eastward Wharncliffe to Staggerweed	1600	2150	2550	3150	3500	4130

GILBERT BRANCH

5. LOCOMOTIVE AND CAR RESTRICTIONS

WEIGHT RESTRICTIONS

Loaded 4-axle cars may be handled up to the weight shown provided the stenciled Load Limit (Weight of car and lading) is NOT exceeded.

286,000 lbs.

6. SWITCHES AND DERAILS

MAIN TRACK SWITCHES NOT EQUIPPED WITH ELECTRIC LOCKS:

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

MP W 0.3 — Wharncliffe Sta. Sdg.
MP W 6.0 and MP W 7.8 — Scaggs

7. COMMUNICATION INFORMATION

CH-6: TX = 36 RX = 36

NEDS Station — EB under control of PD Dispatcher and
WB under control of Poca Dispatcher

8. DETECTOR INSTRUCTIONS

None.

9. DISTRICT INSTRUCTIONS

GENERAL INSTRUCTIONS

Reference NS-1 Rule A-31 concerning requirements for Two-Way End-Of-Train-Devices. The following sections of track have an average grade of 2 percent or greater over a distance of two continuous miles, or an average grade of 1 percent or greater over a distance of three continuous miles.

Gilbert Branch Milepost	Length (Miles)	Grade-Avg%
W 0.8 to W 4.4	3.6	1.00

BEN CREEK SPUR

WEST ⇩	SIDINGS IN FEET	MP	STATION	NOTE
			POCA DISPATCHER 623	
		W 4.2 / BS 0.0	BEN CREEK ..... CP	
		BS 1.5	TIMBAR	

1. METHOD OF OPERATION

From	To	Tracks	Signals	Authority
Ben Creek Jct. MP BS 0.0	Timbar MP BS 1.5	Main	N/S	TWC

2. MAXIMUM SPEEDS

Between	Main Track MPH
MP BS 0.0 and MP BS 1.5	15

3. CHECKING LOCOMOTIVE SPEED INDICATOR

Tests for accuracy will be made at the following locations and Engineers will adjust speed in accordance with any inaccuracy.

LOCATION OF TEST MILE SIGNS:

None.

4. DIESEL UNIT RATINGS

None.

5. LOCOMOTIVE AND CAR RESTRICTIONS

None.

BEN CREEK SPUR

6. SWITCHES AND DERAILS

None.

7. COMMUNICATION INFORMATION

CH-6: TX = 36 RX = 36

8. DETECTOR INSTRUCTIONS

None.

9. DISTRICT INSTRUCTIONS

None.

BRIAR MOUNTAIN BRANCH

WEST ⇩	SIDINGS IN FEET	MP	STATION	NOTE
POCA MAIN			POCA DISPATCHER..... 623	
		N 440.3/ BM 0.0	GLEN ALUM	
		BM 1.9	LIGHT	

1. METHOD OF OPERATION

From	To	Tracks	Signals	Authority
Glen Alum MP BM 0.0	Light MP BM 1.9	Main	N/S	TWC

2. MAXIMUM SPEEDS

Between	Main Track MPH
MP BM 0.0 and MP BM 1.9	15

3. CHECKING LOCOMOTIVE SPEED INDICATOR

Tests for accuracy will be made at the following locations and Engineers will adjust speed in accordance with any inaccuracy.

LOCATION OF TEST MILE SIGNS:

None.

4. DIESEL UNIT RATINGS

None.

5. LOCOMOTIVE AND CAR RESTRICTIONS

None.

BRIAR MOUNTAIN BRANCH

6. SWITCHES AND DERAILS

None.

7. COMMUNICATION INFORMATION

CH-6: TX = 36 RX = 36

8. DETECTOR INSTRUCTIONS

None.

9. DISTRICT INSTRUCTIONS

GENERAL INSTRUCTIONS

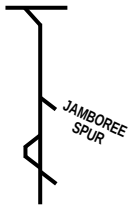
Division Wide Instruction PO-L-245[1]-(1) for trains operating on heavy descending grades applies.

Switch Point Derail at MP BM 2.3 may be left locked in non-derailing position when not protecting unattended equipment. Crews must approach this location expecting to find the derail in derailing position.

Reference NS-1 Rule A-31 concerning requirements for Two-Way End-Of-Train-Devices. The following sections of track have an average grade of 2 percent or greater over a distance of two continuous miles, or an average grade of 1 percent or greater over a distance of three continuous miles.

Briar Mtn. Branch Milepost	**Length (Miles)**	**Grade-Avg%**
BM 0.0 to BM 3.9	3.9	2.21

DELORME BRANCH

WEST ⇩	SIDINGS IN FEET	MP	STATION	NOTE
			POCA DISPATCHER..... 623	
		N 453.4 / DB 0.0	ARROW	
		DB 5.5	PHELPS	
		DB 9.0	THOMAS	

1. METHOD OF OPERATION

From	To	Tracks	Signals	Authority
Arrow MP DB 0.0	Thomas MP DB 9.0	Main	N/S	TWC

2. MAXIMUM SPEEDS

Between	Main Track MPH
MP DB 0.0 and MP DB 2.0	15
MP DB 2.0 and MP DB 6.4	20
MP DB 6.4 and MP DB 9.0	15

3. CHECKING LOCOMOTIVE SPEED INDICATOR

Tests for accuracy will be made at the following locations and Engineers will adjust speed in accordance with any inaccuracy.

LOCATION OF TEST MILE SIGNS:

None.

4. DIESEL UNIT RATINGS

None.

DELORME BRANCH

5. LOCOMOTIVE AND CAR RESTRICTIONS

None.

6. SWITCHES AND DERAILS

None.

7. COMMUNICATION INFORMATION

CH-6: TX = 36 RX = 36

8. DETECTOR INSTRUCTIONS

None.

9. DISTRICT INSTRUCTIONS

GENERAL INSTRUCTIONS

Division Wide Instruction PO-L-245[1]-(1) for trains operating on heavy descending grades applies.

JAMBOREE SPUR

WEST ⇩	SIDINGS IN FEET	MP	STATION	NOTE
			POCA DISPATCHER..... 623	
		DB 5.5/ JB 0.0	PHELPS	
		JB 6.0	CHISHOLM	

1. METHOD OF OPERATION

From	To	Tracks	Signals	Authority
Phelps MP JB 0.0	Chisholm MP JB 6.0	Main	N/S	TWC

2. MAXIMUM SPEEDS

	Main Track
Between	**MPH**
MP JB 0.0 and MP JB 6.0	15

3. CHECKING LOCOMOTIVE SPEED INDICATOR

Tests for accuracy will be made at the following locations and Engineers will adjust speed in accordance with any inaccuracy.

LOCATION OF TEST MILE SIGNS:

None.

4. DIESEL UNIT RATINGS

None.

5. LOCOMOTIVE AND CAR RESTRICTIONS

WEIGHT RESTRICTIONS

Loaded 4-axle cars may be handled up to the weight shown provided the stenciled Load Limit (Weight of car and lading) is NOT exceeded.

286,000 lbs.

JAMBOREE SPUR

6. SWITCHES AND DERAILS

None.

7. COMMUNICATION INFORMATION

CH-6: TX = 36 RX = 36

8. DETECTOR INSTRUCTIONS

None.

9. DISTRICT INSTRUCTIONS

GENERAL INSTRUCTIONS

All train and engine employees should be on lookout for privately owned locomotive operating at the Chisholm Mine Operations. Crews are to contact Chisholm Mine operators to ensure understanding of moves to be made by both crews.

Division Wide Instruction PO-L-245[1]-(1) for trains operating on heavy descending grades applies.

Reference NS-1 Rule A-31 concerning requirements for Two-Way End-Of-Train-Devices. The following sections of track have an average grade of 2 percent or greater over a distance of two continuous miles, or an average grade of 1 percent or greater over a distance of three continuous miles.

Jamboree Spur Milepost	Length (Miles)	Grade-Avg%
JB 2.0 to JB 6.8	4.8	1.38

LICK FORK BRANCH

WEST ⇩	SIDINGS IN FEET	MP	STATION	NOTE
			KENOVA DISPATCHER..... 621	
		N 455.3/ TE 0.0	LICK FORK JCT.	
		TE 2.6	OLD BEN	

1. METHOD OF OPERATION

From	To	Tracks	Signals	Authority
Lick Fork Jct. MP TE 0.0	Old Ben MP TE 2.6			105

2. MAXIMUM SPEEDS

Between	MPH
MP TE 0.0 and MP TE 2.6	10

3. CHECKING LOCOMOTIVE SPEED INDICATOR

Tests for accuracy will be made at the following locations and Engineers will adjust speed in accordance with any inaccuracy.

LOCATION OF TEST MILE SIGNS:

None.

4. DIESEL UNIT RATINGS

None.

5. LOCOMOTIVE AND CAR RESTRICTIONS

None.

LICK FORK BRANCH

6. SWITCHES AND DERAILS

None.

7. COMMUNICATION INFORMATION

Pocahontas Dispatcher	CH-6:	TX = 36	RX = 36	Code 623
Kenova Dispatcher	CH-2:	TX = 76	RX = 76	Code 621

8. DETECTOR INSTRUCTIONS

None.

9. DISTRICT INSTRUCTIONS

GENERAL INSTRUCTIONS

Division Wide Instruction PO-L-245[1]-(1) for trains operating on heavy descending grades applies.

A blue derail has been installed 150 feet west of the split point derail on Lick Fork Branch Main Line at MP TE 0.2. This derail will be operated by mine personnel only. When derail is in the derailing position, train crews are not permitted to work loads. When derail is in the non-derailing position, mine personnel will not be permitted to drop cars.

Flag protection must be provided when trains or engines are operated over State Route 49 Crossing, MP TE 0.1.

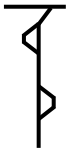
Reference NS-1 Rule A-31 concerning requirements for Two-Way End-Of-Train-Devices. The following sections of track have an average grade of 2 percent or greater over a distance of two continuous miles, or an average grade of 1 percent or greater over a distance of three continuous miles.

Lick Fork Branch is out of service from MP TE 1.52 to end of line.

Lick Fork Branch Milepost	**Length (Miles)**	**Grade-Avg%**
TE 0.0 to TE 3.0	3.0	1.38

When delivering empties to Little Boyd, in addition to existing securement rules, three hand brakes will be placed on the east and west ends and sufficient additional brakes throughout cars to ensure safe securement.

MATE CREEK BRANCH

WEST ⇩	SIDINGS IN FEET	MP	STATION	NOTE
			KENOVA DISPATCHER..... 621	
		N 460.5/ MC 0.0	MATE CREEK JCT.	
		MC 6.3	MABLEY	

1. METHOD OF OPERATION

From	To	Tracks	Signals	Authority
Mate Creek Jct. MP MC 0.0	Mabley MP MC 6.3	Main	N/S	TWC

2. MAXIMUM SPEEDS

Between	Main Track MPH
MP MC 0.0 and MP MC 6.3	15

3. CHECKING LOCOMOTIVE SPEED INDICATOR

Tests for accuracy will be made at the following locations and Engineers will adjust speed in accordance with any inaccuracy.

LOCATION OF TEST MILE SIGNS:

None.

4. DIESEL UNIT RATINGS

None.

5. LOCOMOTIVE AND CAR RESTRICTIONS

None.

MATE CREEK BRANCH

6. SWITCHES AND DERAILS

None.

7. COMMUNICATION INFORMATION

Kenova Dispatcher CH-2: TX = 76 RX = 76 Code 621

8. DETECTOR INSTRUCTIONS

None.

9. DISTRICT INSTRUCTIONS

GENERAL INSTRUCTIONS

Division Wide Instruction PO-L-245[1]-(1) for trains operating on heavy descending grades applies on Track “C”.

ALMA BRANCH

WEST ⇩	SIDINGS IN FEET	MP	STATION	NOTE
			KENOVA DISPATCHER..... 621	
		N 462.5/ AL 0.0	ALMA JCT.	
		AL 1.6	SPROUSE CREEK	

1. METHOD OF OPERATION

From	To	Tracks	Signals	Authority
Alma Jct. MP AL 0.0	Sprouse Creek MP AL 1.6	Main	N/S	TWC

2. MAXIMUM SPEEDS

Between	Main Track MPH
MP AL 0.0 and MP AL 1.6	15

3. CHECKING LOCOMOTIVE SPEED INDICATOR

Tests for accuracy will be made at the following locations and Engineers will adjust speed in accordance with any inaccuracy.

LOCATION OF TEST MILE SIGNS:

None.

4. DIESEL UNIT RATINGS

None.

5. LOCOMOTIVE AND CAR RESTRICTIONS

None.

ALMA BRANCH

6. SWITCHES AND DERAILS

None.

7. COMMUNICATION INFORMATION

Kenova Dispatcher CH-2: TX = 76 RX = 76 Code 621

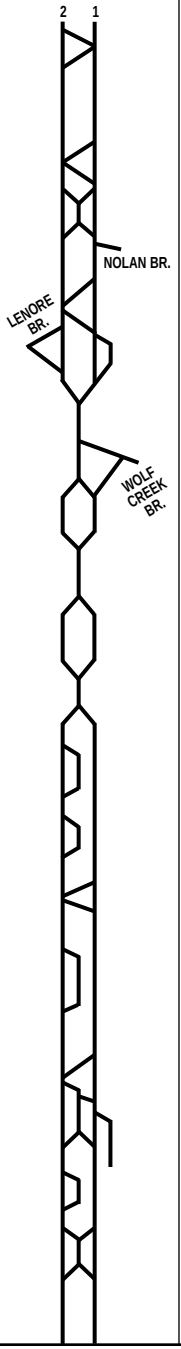
8. DETECTOR INSTRUCTIONS

None.

9. DISTRICT INSTRUCTIONS

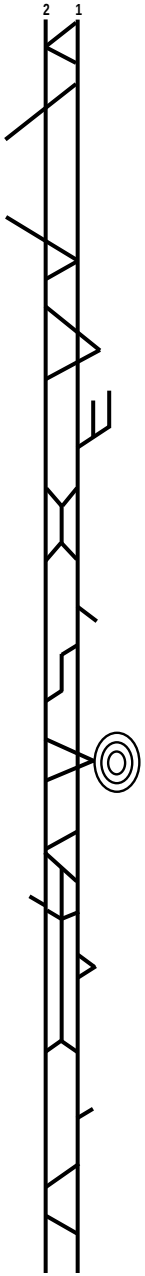
NS locomotives must not operate over or through the rotary dumper at Sprouse Creek, MP AL 1.8.

KENOVA DISTRICT



WEST	SIDINGS IN FEET	MP	STATION	NOTE
			KENOVA DISPATCHER 621	
		N 470.3	**GATE** ..... CP	
		N 471.3	**COLLEGE** ..... CP	
		N 475.6	**BORDERLAND** ..... CP	
	4000			
		N 477.6	**NOLAN** ..... CP	
		N 482.9	HBD-DED *(Maher, WV)*	
		N 484.3/ NA 0.0	**NAUGATUCK** ..... Y CP	
		NA 3.0	**PANCO** ..... CP	1
		NA 4.2	**WOLF CREEK** ..... Y CP	2
		NA 6.4	**GREY EAGLE** ..... CP	1
		NA 6.8	HBD-DED *(Grey Eagle, WV)*	
		NA 7.4	**STEPTOWN** ..... CP	2
		NA 12.4	**TUNNEL 4** ..... CP	1
		NA 16.0	**TUNNEL 7** ..... CP	2
		NA 18.2	Webb	
		NA 24.7	Glen Hayes	
		NA 27.9	HBD-DED *(Columbia Coal)*	
		NA 31.0	**SEE** ..... CP	
		NA 31.7	HCD *(See, WV)*	
		NA 33.8	Fort Gay	
		NA 39.2	Hewlett	
		NA 40.1	HBD-DED *(Hewlett, WV)*	
		NA 43.5	**DEAN** ..... CP	
		NA 46.5	SCALES **PRICHARD** ..... CP	
		NA 49.1	**CYRUS** ..... CP	
		NA 51.1	HBD-DED *(Cyrus, WV)*	
		NA 54.1	**NEAL** ..... CP	

KENOVA DISTRICT



SIDINGS IN FEET	MP	STATION	NOTE
		KENOVA DISPATCHER 621	
	NA 57.0	**57 CROSSOVER** ..... CP	
	NA 58.8	**KENOVA** ..... CP	
	NA 59.13/ N 567.9	Kenova Yard	
	N 568.3	WV/OH STATE LINE	
	N 569.1	**COACH TRACK** ..... CP	
	N 569.1	HBD-DED *(South Point, OH)*	
	N 570.0	**SOUTH POINT, OH** ..... CP	
	N 579.5	**IRONTON** ..... CP	
	N 579.9	HBD-DED *(Ironton)*	
	N 585.2	**UNION** ..... CP	
	N 587.0	**LAWRENCE** ..... CP	
	N 588.8	Haverhill	
	N 590.2	**GENNETTS** ..... CP	**3**
	N 592.0	HBD-DED *(Franklin Furnace, OH)*	
	N 596.2	WHEELERSBURG TERMINAL	
		COLUMBUS DISTRICT DISPATCHER 925	
	N 602.1	**STAR YARD** ..... YL CP	**4**
	N 603.9	**WEST AVENUE** ..... CP	
	N 605.0	**Portsmouth Yard**	
	N 605.9	**GALIA STREET** ..... YL CP	**4**
	N 606.9	**15TH STREET** ..... YL CP	**4**
	N 607.5	**SPRING LANE** ..... CP	
	N 608.5	**VERA** ..... YL CP	**4**

KENOVA DISTRICT

STATION PAGE INFORMATION

NOTE 1: Control Point eastward on Main 1 only. Control Point westward on Main 1 & 2.
NOTE 2: Control Point eastward on Main 1 & 2. Control Point westward on Main 1 only.
NOTE 3: Control Point eastward and westward on Main 1 only.
NOTE 4: Yard Limit on Main 2 only.

1. METHOD OF OPERATION

From	To	Tracks	Signals	Authority
Williamson MP N 470.0	Signal W-4 Williamson Yard	Pull-In	ABS	105
Williamson MP N 470.0	Vera MP N 608.5	Main 1	ABS	TC
Williamson MP N 476.0	Star Yard MP N 602.1	Main 2	ABS	TC
Star Yard MP N 602.1	Galia Street MP N 605.9	Main 2	ABS	YL
Galia Street MP N 605.9	15th Street MP N 606.9	Main 2	ABS	TC
15th Street MP N 606.9	Vera MP N 608.5	Main 2	ABS	YL

NOTE: All movements East of Star Yard, MP N 602.1 are controlled by the Pocahontas Division Kenova District Dispatcher.

All movements West of Star Yard, MP N 602.1 are controlled by the Lake Division Columbus District Dispatcher.

Within Traffic Control limits on Main 1 between Star Yard, MP N 602.1 and Galia Street, and on Main 1 and Main 2 between Galia Street and 15th Street, permission must be secured from the Columbus District Dispatcher before reversing any hand-operated switch or removing padlock from an electric lock.

2. MAXIMUM SPEEDS

Between	Main Track MPH
MP N 470.0 and MP N 471.7	25
MP N 471.7 and MP NA 9.5	35
Except:	
Scioto Pull-In Williamson	10
MP N 470.4, Williamson, Through Crossover	25
MP N 475.6, Borderland, Through Double Crossovers	35
MP N 484.1, Naugatuck, Through Crossover at West End Middle Track	35
MP NA 0.6, Through Crossover West of Naugatuck Wye	35
MP NA 3.0 to MP NA 4.2, Through Turnout East End and West End Tunnel No. 1	35
Wolf Creek Branch Jct., Eastward and Westward Connection Track	25
MP NA 5.9, No. 1 Main Track, Curve	30
MP NA 7.4, Curve	30
MP NA 6.5 to MP NA 7.5, Turnouts East End and West End Tunnel No. 3	35
MP NA 9.5 and MP NA 14.8	40
Except:	
MP NA 12.5, Turnout East End Tunnel No. 4	35
MP NA 14.8 and MP NA 22.5	35
MP NA 22.5 and MP NA 40.1	40
Except:	
MP NA 31.0, See, Through Double Crossovers	40

KENOVA DISTRICT

2. MAXIMUM SPEEDS (CONT.)

Between	Main Track MPH
MP NA 40.1 and MP NA 47.0	45
Except:	
MP NA 43.1, East Crossover	40
MP NA 43.8, West Crossover	25
MP NA 43.5 to MP NA 45.0, Prichard Middle Track, East Switch	25
MP NA 45.0 to MP NA 46.5, Prichard Middle Track, Including West Turnout	20
MP NA 44.3, No. 2 Main Track, Curve	40
MP NA 46.0, Prichard, Over Weigh-in-Motion Scales (when weighing)	8
MP NA 46.0, Prichard, Over Weigh-in-Motion Scales (when not weighing)	10
MP NA 47.0 and MP NA 52.0	50
MP NA 52.0 and MP NA 57.7	40
Except:	
MP NA 57.0, East of Kenova, Through Double Crossover	40
MP NA 57.7 and MP N 569.0	30
Except:	
All Yard Tracks Kenova Yard and Kenova Belt	15
MP N 569.0 and MP N 581.0	50
Except:	
Trains Consisting Entirety of Piggyback (TOFC/COFC) Cars, multi-levels, Triple Crown Trains or Stack Equipment	55
MP N 570.0, South Point, Through Double Crossover	40
MP N 573.8 to MP N 577.7, Curves	45
MP N 577.7 to MP N 578.1, Curves	40
MP N 578.1 to MP N 581.0, Curves	45
MP N 581.0 and MP N 602.1, East End Star Yard	50
Except:	
Trains Consisting Entirety of Piggyback (TOFC/COFC) Cars, multi-levels, Triple Crown Trains or Stack Equipment	60
MP N 600.7 to MP N 602.1, Curves	45
PORTSMOUTH TERMINAL	
MP N 602.1, East End Star Yard and MP N 605.9, Galia Street	30
Except:	
MP N 602.2, East End Star Yard, Through Crossover	25
MP N 603.7, Through No. 1 and No. 2 Storage Tracks, Star Yard to the Dwarf Signals	25
MP N 605.7 and MP N 607.1	20
MP N 607.1 and MP N 608.5, Vera	30

3. CHECKING LOCOMOTIVE SPEED INDICATOR

Tests for accuracy will be made at the following locations and Engineers will adjust speed in accordance with any inaccuracy.

LOCATION OF TEST MILE SIGNS:

WESTWARD	EASTWARD
MP N 478.0 to MP N 479.0	MP N 595.0 to MP N 594.0
	MP NA 56.0 to MP NA 55.0

KENOVA DISTRICT

4. DIESEL UNIT RATINGS

	DIESEL UNIT RATINGS IN TONS					
	Group 1	**Group 2**	**Group 3**	**Group 4**	**Group 5**	**Group 6**
Westward Williamson to Portsmouth	7500	10000	12000	14850	16500	19470
Eastward Portsmouth to Williamson	3600	4800	5750	7110	7900	9322

5. LOCOMOTIVE AND CAR RESTRICTIONS

A. WEIGHT RESTRICTIONS

Loaded 4-axle cars may be handled up to the weight shown provided the stenciled Load Limit (Weight of car and lading) is NOT exceeded.

286,000 lbs.

B. EQUIPMENT RESTRICTIONS

NS Locomotives are restricted from operating on Loop Track at Ohio River Terminal, Kenova, WV.

Six-axle units must not be operated:

Aristech Plant, Haverhill
MP N 567.0 — Allied Warehouse (Creasley), Kenova, WV

6. SWITCHES AND DERAILS

MAIN TRACK SWITCHES NOT EQUIPPED WITH ELECTRIC LOCKS:

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

MP N 473.7 — Chattaroy House Track (Goodman)
MP N 477.4 — Nolan House
MP NA 14.6 — Sloan Spur
MP NA 24.5 — Webb Stg. Track
MP NA 24.5 — Glenhayes House Track
MP NA 31.8 — Model Dredging
MP NA 33.5 — Mill Creek Spur
MP NA 33.9 — Ft. Gay House Track

KENOVA DISTRICT

7. COMMUNICATION INFORMATION

RADIO

Emergency		Code 911
CYO		Code 628
Kenova Dispatcher	CH-2: TX = 76 RX = 76	Code 621

TELEPHONE

CYO	7-589-5963 (Williamson)	Phone:	1-800-898-4296
	7-589-5994 (Kenova)	Fax:	1-800-476-0147
	7-589-5766 (Portsmouth)		1-800-589-5757

8. DETECTOR INSTRUCTIONS

A restricted High Car Detector for over height cars has been installed on the Kenova District at MP NA 31.7, See, WV. This detector will check eastward trains on both tracks for over height cars only.

The detector will announce “Norfolk Southern, MP 31.7, Track #, high car from axle ### to axle ###”, when high cars are detected. ### is the first axle with a height restricted car and ### is the last axle with a height restricted car. The cars between axle counts may or may not have height restricted cars. The train crew is not required to stop the train for inspection if their intended route does not include movement through Kenova District tunnels east of See, the restricted height obstruction. If the intended route of the train is through the restricted obstruction, they must stop their train short of the obstruction and take whatever necessary action is required to proceed. The Train Dispatcher must be notified immediately when the crew knows they are routed through the obstruction and their height is restricted.

If the height detector malfunctions while a train is passing, the message, “Norfolk Southern, MP 31.7, Track #, Detector Malfunction, call Maintainer,” will be broadcast. The train is not required to stop for inspection if their intended route does not include movement through the restricted height obstruction. However, they must contact the Train Dispatcher immediately to contact the Signal Department. If train is routed through the restriction, they must stop their train short of the obstruction and take whatever necessary action is required to proceed.

For a train with no over height cars, the detector message will announce, “Norfolk Southern, MP 31.7, Track #, no defects”.

This detector is for over height car detection only, and does not replace Hot Box Detectors or their intended function. All other radio messages from Hot Box Detectors will remain the same.

KENOVA DISTRICT

9. DISTRICT INSTRUCTIONS

GENERAL INSTRUCTIONS

Kenova District

Operation of trains, engines, and On-Track equipment **EAST** of the eastward home signals at MP N 454.2 will be under the jurisdiction of the Poca Dispatcher.

Operation of trains, engines, and On-Track equipment **WEST** of MP N 454.2 will be under the jurisdiction of the Kenova District Dispatcher at Bluefield, and all communications will be handled direct with the Kenova District Dispatcher.

A LUNAR LIGHT on the signal on Main One Track at MP N 470.5 will be used in connection with eastward movements on Main One Track eastward onto Main Two Track at new crossovers.

When a diverging approach aspect is displayed on this signal and the route is lined for movement through the crossover to Main Two Track, the LUNAR LIGHT will be lighted.

When a diverging approach aspect is displayed on this signal and the route is lined for movement through the crossover to number two station track, MP N 469.8, or the Middle Track, MP N 469.85, the LUNAR LIGHT will not be lighted.

A LUNAR LIGHT is located on the center of the bracket between existing signal masts on the westward controlled signals located at east end of Tunnel 1, approximately 4,900 feet west of MP NA 2.0 will indicate as follows:

When an Approach Diverging aspect is displayed on either signal, and route is lined for movement onto Eastward Main Track west of Tunnel 1, LUNAR LIGHT will be lighted.

When an Approach Diverging aspect is displayed on either signal, and LUNAR LIGHT is not lighted, route will be considered to be lined for movement onto Wolf Creek Branch.

A LUNAR LIGHT is located on the bracket with Signal S 401 located at MP NA 40.2, which governs westward movements on the Main Two Track. It will indicate as follows:

When an Approach diverging aspect is displayed on this signal and the route is lined for movement through the crossover onto the Main One Track at Dean, MP NA 43.1, the LUNAR LIGHT will be lighted.

When an Approach Diverging aspect is displayed on this signal and the route is lined for movement to the Middle Track at Dean, MP NA 43.1, the LUNAR LIGHT will not be lighted.

A LUNAR LIGHT is located on the bracket with Signal S 403 located at MP NA 40.1, which governs westward movements on the Main One Track. It will indicate as follows:

When an Approach diverging aspect is displayed on this signal and the route is lined for movement through the crossover onto the Main One Track at Dean, MP NA 43.1, the LUNAR LIGHT will be lighted.

When an Approach Diverging aspect is displayed on this signal and the route is lined for movement to the Middle Track at Dean, MP NA 43.1, the LUNAR LIGHT will not be lighted.

9. DISTRICT INSTRUCTIONS (CONT.)

GENERAL INSTRUCTIONS (CONT.)

Kenova District (Cont.)

A LUNAR LIGHT is located on the bracket with Signal S 413, located at MP NA 41.3, which governs westward movement on the eastward Main Track at Hubbardstown, WV will indicate as follows:

When an Approach Diverging aspect is displayed on this signal and the route is lined for movement through the crossover onto the westward Main Track at a Signal 86L, MP NA 43.1, the LUNAR LIGHT will be lighted.

When an approach diverging aspect is displayed on the same signal and the LUNAR LIGHT is not lighted, the route will be considered to be lined for movement through the crossover and onto Prichard Scale Track.

All employees within Kenova Yard Limits will operate on Channel #3.

When switching in Kenova Yard, no more than two car cuts can be cut off in motion at any time. Cuts of three or more cars are to be shoved to a coupling with locomotive.

Prichard Weigh-In-Motion Scales

1. Trains routed through Prichard Middle Track are restricted to eight (8) MPH over the scales while weighing; 10 MPH over the scales if not weighing.
2. Speed over Prichard Scales will be monitored and speed will be transmitted every five axles on Channel #1. All crews entertaining Scale Track are to monitor Channel #1 until scales are cleared.

The private grade crossing at MP NA 55.05, Neal, WV, in the vicinity of the east end of the Aristech Chemical facility will be cut in accordance with Operating Rule 103(d) in order to provide emergency access routing for the industries located south of the Main Tracks in this area.

In Ohio, rolling stock set off on line for storage must clear public crossings at grade by at least 500 feet.

Crews placing cars into South Point Ethanol (SPE), will physically check gate to ensure that is properly secured prior to starting movement into plant.

Conductor of crew picking up west coal at Gennetts will furnish Portsmouth Yardmaster the east and west car numbers of his pick up.

Do not block Upper Hayport Road Crossing at MP N 595.8, or Moore's Road Crossing, MP N 595.2.

Do not block crossings at Cyrus while setting off or picking up. Make cuts at east end.

9. DISTRICT INSTRUCTIONS (CONT.)

GENERAL INSTRUCTIONS (CONT.)

Dow Chemical Plant

NS Employees are “NOT” to operate any derails. If you find a derail on, you are to contact Dow guard on duty and notify him so he can remove.

NS Employees are not to kick and/or hump any cars inside Dow Chemical Plant.

Crews are to switch lower Dow (Styron) first. After switching Styron, the Conductor will notify guard, so he can replace derails.

Crews are not to “Build” their outbound train at Styron. After guard has replaced derails in lower Dow (Styron), their employees will be able to return to work. Previously, they waited until crews had completed switching in both lower and upper Dow. Crews will not be able to go back into Styron after derails are restored.

While switching at Dow, if cars cannot be placed or pulled, the track location, time, and reason should be noted on the switch list.

If you have any questions about spotting or pulling Dow, call 4143, on inner plant phone located at gate.

Kenova Yard

Permission must be obtained from the Kenova Yardmaster before entering Kenova Yard.

Normal position of switch east end Kenova Yard is lined for No. 3 and loop Track toward CSXT.

Do not pull empties from Transfer Terminal Dumping Tracks, unless first checking to ascertain that the car left under shaker is uncoupled.

All doors on hopper cars must be shut and latched before pulling empties out of Transfer Terminal. Please advise Yardmaster on duty if any cars are not shut and properly latched.

After placing or pulling cars in Transfer Terminal, Tracks 2, 3, or 4 always line switches on east end of Transfer for their empty Track No. 1.

Due to close clearance, do not allow units to go past the steps of loading facility at TRI-STATE REFINING (TSR), bay windows on unit will not clear walkway on TRI-STATES loading dock.

The switch off the Coach Track, which allows movement over the Diesel Track, Shop Tracks, etc., must always be left lined for the Coach Track.

The Turntable and Log Track switches are to be left lined for the movement into the Round House Lead.

When switching in Kenova Yard, no more than 2 car cuts can be cut off in motion at any time.

9. DISTRICT INSTRUCTIONS (CONT.)

GENERAL INSTRUCTIONS (CONT.)

Wheelersburg Terminal

Locomotives are not permitted to operate through the dumper.

Rotary Dumper — Wheelersburg

Dumper will no longer require the button on the exit end to be pushed before it will rotate. All concerned should expect the dumper to rotate at any time. All employees will be governed by Operating Rules and Safety and General Conduct Rules, M and GR-14, when working in the vicinity of the Rotary Dumper.

Before going on the dumper, all personnel must communicate with the dump operator to ensure that he is aware that you are entering the dumper. The emergency stop switch must be activated before you enter onto the dumper and reset only after all personnel have exited the dumper. This procedure is also necessary to shove or pull cars through the dumper, resetting the emergency switch only after movement has cleared the dumper.

NOTE: A blue light will flash on the exit end of the dumper to alert all concerned that the positioner is moving toward the dumper and while either the entry end or exit and electric eyes are fouled by moving equipment or personnel.

When dumping operations are completed and the dumper is left unattended, safety chains at each end of dump must be placed across the end of the dumper and personnel and/or equipment will not enter onto the dumper until the emergency stop switch is activated and the safety chains are taken down. At the completion of work, and/or train movement, safety chains will be replaced and emergency stop switch will be reset.

Transportation employees are required to use lockout safety tags when working on the rotary dumper facility at Wheelersburg Coal Terminal. The tags will be provided by the on-duty field supervisor. Upon receipt of the lockout tags, each employee working on the dumper must print your name and sign the tag. Tags must be retained for future use in this area.

Whenever your duties require you to go on the rotary dumper (i.e., close knuckles, uncouple cars, re-spot cars for dumping, pull cars through the rotary dumper, couple cars, etc.), the following procedure will be followed:

1. If dumper operator is on duty, notify him/her of the need to tag dumper.
2. Pull dumper stop button.
3. Apply safety lockout tag to safety switch.
4. If dumper operator is on duty, verify with him/her that dumper and positioner will not operate.
5. Once your job has been completed and you are clear of the rotary dumper, remove tags and return safety switches to the normal (operating) position.
6. If dumper operator is on duty, notify operator that you are clear of the rotary dumper area and that equipment is setup.

All rail movements through the rotary dumper must be made at slow walking speed (2 MPH). Rail movements through the rotary dumper should only be made under the direction of a Terminal Supervisor.

9. DISTRICT INSTRUCTIONS (CONT.)

GENERAL INSTRUCTIONS (CONT.)

Wheelersburg Terminal (CONT.)

Employees must not go between cars on No. 1 Track Wheelersburg Terminal between the Dumper and the Truck (No. 2) Crossing while Dumper is in operation.

Crews picking up or setting off cars at Wheelersburg Terminal must get permission from either the train crew on duty in the terminal or a terminal supervisor before lining any switches in the terminal. In the event that there is no one on duty at Wheelersburg, the Yardmaster at Kenova will give the permission to line switches in the terminal as needed.

ATTENTION — Remote Control Locomotives operate in this area. Locomotive cabs may be unoccupied.

All road crews must notify switching crew, Supervisor or Train Dispatcher before entering Wheelersburg Terminal for information on Remote Control Unit working limits.

Portsmouth Yard

All Pocahontas Division westward trains using:

Main 2 — unless otherwise instructed will stop clear of Mill Crossover Signal, MP N 603.7.

Storage Tracks No. 1 and 2 — will stop clear of dwarf signals located at the west end of these tracks, near West Avenue.

Main 1 — will stop short of East Yard Pull Out Switch, MP 603.8 near West Avenue.

All trains will be yarded beyond these points only on instructions from the Yardmaster at East Yard or other proper authority.

The assigned direction of traffic on Storage Tracks No. 1 and 2 is westward.

Movements in the opposite directions on these tracks east of the dwarf signals located at MP N 603.7 must not be made without permission of the Train Dispatcher, who must arrange for protection against opposing movements before granting such permission.

Trains arriving East Yard, West Yard, or Flat Yard should when practicable, spot the head end of train at ground air plug.

Unless governed by signal indication, all trains and engines must approach No. 19 Pull Out Switch, located on Main 1 at MP N 603.8, near West Avenue prepared to stop. The switch will be lined and locked as last used unless otherwise instructed and movements approaching it will expect to find it lined against their movement. No. 19 Pull Out Switch is a crossover switch and Rule 104(e) applies.

Westward trains approaching Portsmouth must stop short of Center Street, MP N 598.3, Wheelersburg, until authorization has been obtained from the Yardmaster on duty to proceed into Portsmouth yard.

Operating Rule 104(g) “Exception”. The following permanent “blue signal” derails are under the exclusive control of the Mechanical Department.

9. DISTRICT INSTRUCTIONS (CONT.)

GENERAL INSTRUCTIONS (CONT.)

Portsmouth Yard (Cont.)

BACK SHOP (east end)

No. 1 Back Shop	574 ft. to switch point
No. 2 Back Shop	698 ft. to switch point
No. 3 Back Shop	989 ft. to switch point

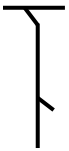
SERVICE BUILDING (east end)

No. 4 Service Bldg. (NE track into bldg.)	114 ft. from split derail to switch point
No. 3 Service Bldg. (E. end S. side of bldg.)	368 ft. from split derail to switch point
No. 2 Service Bldg. (E. end S. side of bldg.)	275 ft. from split derail to switch point
No. 1 Service Bldg. (E. end S. side of bldg.)	61 ft. from derail to switch point

SERVICE BUILDING (west end)

No. 4 Service Bldg. (W. end into bldg.)	565 ft. from derail to switch point
No. 3 Service Bldg. (W. end into bldg.)	565 ft. from derail to switch point
No. 2 Service Bldg. (W. end, S. side of bldg.)	564 ft. from derail to switch point
No. 1 Service Bldg. (W. end, S. side of bldg.)	295 ft. from derail to switch point

NOLAN SPUR

WEST ⇩	SIDINGS IN FEET	MP	STATION	NOTE
			KENOVA DISPATCHER 621	
		N 477.6 / NH 0.0	NOLAN ..... CP	
		NH 2.5	LONG FORK JCT. ..... CP	

1. METHOD OF OPERATION

From	To	Tracks	Signals	Authority
Nolan MP NH 0.0	Long Fork Jct. MP NH 2.5	Main	ABS	TC

2. MAXIMUM SPEEDS

	Main Track
Between	**MPH**
MP NH 0.0 and MP NH 2.5	15
MP NH 2.5 and End of Line	10

3. CHECKING LOCOMOTIVE SPEED INDICATOR

Tests for accuracy will be made at the following locations and Engineers will adjust speed in accordance with any inaccuracy.

LOCATION OF TEST MILE SIGNS:

None.

4. DIESEL UNIT RATINGS

None.

5. LOCOMOTIVE AND CAR RESTRICTIONS

WEIGHT RESTRICTIONS

Loaded 4-axle cars may be handled up to the weight shown provided the stenciled Load Limit (Weight of car and lading) is NOT exceeded.

286,000 lbs.

NOLAN SPUR

6. SWITCHES AND DERAILS

None.

7. COMMUNICATION INFORMATION

CH-2: TX = 76 RX = 76

8. DETECTOR INSTRUCTIONS

None.

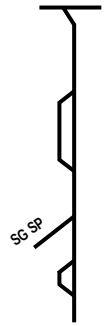
9. DISTRICT INSTRUCTIONS

GENERAL INSTRUCTIONS

On Nolan Spur, the normal position for junction switch to Long Fork Spur is lined and locked for movement on Long Fork Spur.

Division Wide Instruction PO-L-245[1]-(1) for trains operating on heavy descending grades applies.

LONG FORK SPUR

WEST ⇩	SIDINGS IN FEET	MP	STATION	NOTE
	6250		KENOVA DISPATCHER 621	
		NH 2.5/ LF 0.0	LONG FORK JCT. ..... CP	
		LF 2.1	CJC ..... CP	
		LF 3.5	DRT ..... CP	
		LF 3.9	SIDNEY GUND JCT. ..... CP	
		LF 5.8	GUND	

1. METHOD OF OPERATION

From	To	Tracks	Signals	Authority
Long Fork Jct. MP LF 0.0	Sidney Gund Jct. MP LF 3.9	Main	ABS	TC
Sidney Gund Jct. MP LF 3.9	Gund MP LF 5.8	Main	N/S	TWC

2. MAXIMUM SPEEDS

Between	Main Track MPH
MP LF 0.0 and MP LF 5.8	15

3. CHECKING LOCOMOTIVE SPEED INDICATOR

Tests for accuracy will be made at the following locations and Engineers will adjust speed in accordance with any inaccuracy.

LOCATION OF TEST MILE SIGNS:

None.

4. DIESEL UNIT RATINGS

None.

5. LOCOMOTIVE AND CAR RESTRICTIONS

None.

LONG FORK SPUR

6. SWITCHES AND DERAILS

None.

7. COMMUNICATION INFORMATION

CH-2: TX = 76 RX = 76

8. DETECTOR INSTRUCTIONS

None.

9. DISTRICT INSTRUCTIONS

GENERAL INSTRUCTIONS

Division Wide Instruction PO-L-245[1]-(1) for trains operating on heavy descending grades applies.

All crew members are to protect the leading movement over road crossing at Gund, MP LF 6.1 above loadout.

SIDNEY SPUR

WEST ⇩	SIDINGS IN FEET	MP	STATION	NOTE
			KENOVA DISPATCHER 621	
		LF 3.9/ SS 0.0	SIDNEY GUND JCT. ..... CP	
		SS 4.5	ADDINGTON	
		SS 5.6	COTTAGE	
		SS 7.2	SIDNEY	

1. METHOD OF OPERATION

From	To	Tracks	Signals	Authority
Sidney Gund Jct. MP SS 0.0	Cottage MP SS 5.6			TWC
Cottage MP SS 5.6	End of Line			105

Switch at west end of Stub Track, MP SS 7.0, is to be left lined and locked for movement into Stub Track. It will not be permissible to store cars on the Main Line east of the west end of Stub Track.

2. MAXIMUM SPEEDS

Between	Main Track MPH
MP SS 0.0 and MP SS 7.2	15

3. CHECKING LOCOMOTIVE SPEED INDICATOR

Tests for accuracy will be made at the following locations and Engineers will adjust speed in accordance with any inaccuracy.

LOCATION OF TEST MILE SIGNS:

None.

4. DIESEL UNIT RATINGS

None.

5. LOCOMOTIVE AND CAR RESTRICTIONS

WEIGHT RESTRICTIONS

Loaded 4-axle cars may be handled up to the weight shown provided the stenciled Load Limit (Weight of car and lading) is NOT exceeded.

286,000 lbs.

SIDNEY SPUR

6. SWITCHES AND DERAILS

None.

7. COMMUNICATION INFORMATION

CH-2: TX = 76 RX = 76

8. DETECTOR INSTRUCTIONS

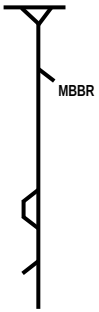
None.

9. DISTRICT INSTRUCTIONS

GENERAL INSTRUCTIONS

The switch located at the west end of siding at Sidney Coal, MP SS 6.8, is to be left lined and locked for movement onto the siding. The east end of siding is equipped with derail and the switch is to be left lined for main line movement.

LENORE BRANCH

WEST ⇩	SIDINGS IN FEET	MP	STATION	NOTE
			KENOVA DISPATCHER..... 621	
		N 484.6	NAUGATUCK.....Y (CP)	
		N 485.6	MARROWBONE JCT. ..... (CP)	
		N 488.6/ L 0.0	LENORE	
		L 9.8	MILLSTONE	
		L 15.9	SCARLETT GLEN	

1. METHOD OF OPERATION

From	To	Tracks	Signals	Authority
Naugatuck MP N 484.6	Marrowbone Jct. MP N 485.6	Main	ABS	TC
Marrowbone Jct. MP N 485.6	Scarlett Glen MP L 15.9	Main	N/S	TWC

2. MAXIMUM SPEEDS

Between	Main Track MPH
MP N 484.6 and MP L 15.9	15

3. CHECKING LOCOMOTIVE SPEED INDICATOR

Tests for accuracy will be made at the following locations and Engineers will adjust speed in accordance with any inaccuracy.

LOCATION OF TEST MILE SIGNS:

None.

4. DIESEL UNIT RATINGS

None.

5. LOCOMOTIVE AND CAR RESTRICTIONS

None.

LENORE BRANCH

6. SWITCHES AND DERAILS

None.

7. COMMUNICATION INFORMATION

CH-2: TX = 76 RX = 76

8. DETECTOR INSTRUCTIONS

None.

9. DISTRICT INSTRUCTIONS

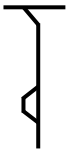
GENERAL INSTRUCTIONS

Division Wide Instruction PO-L-245[1]-(1) for trains operating on heavy descending grades applies.

Reference NS-1 Rule A-31 concerning requirements for Two-Way End-Of-Train-Devices. The following sections of track have an average grade of 2 percent or greater over a distance of two continuous miles, or an average grade of 1 percent or greater over a distance of three continuous miles.

Lenore Branch Milepost	Length (Miles)	Grade-Avg%
L 14.0 to L 17.8	3.8	1.22

MARROWBONE BRANCH

WEST ⇩	SIDINGS IN FEET	MP	STATION	NOTE
			KENOVA DISPATCHER 621	
		N 485.6 / MS 0.0	MARROWBONE JCT. ..... CP	
		MS 1.7	MARROWBONE	

1. METHOD OF OPERATION

From	To	Tracks	Signals	Authority
Marrowbone Jct. MP MS 0.0	Marrowbone MP MS 1.7	Main	N/S	TWC

2. MAXIMUM SPEEDS

	Main Track
Between	**MPH**
MP MS 0.0 and MP MS 1.7	15

3. CHECKING LOCOMOTIVE SPEED INDICATOR

Tests for accuracy will be made at the following locations and Engineers will adjust speed in accordance with any inaccuracy.

LOCATION OF TEST MILE SIGNS:

None.

4. DIESEL UNIT RATINGS

None.

5. LOCOMOTIVE AND CAR RESTRICTIONS

WEIGHT RESTRICTIONS

Loaded 4-axle cars may be handled up to the weight shown provided the stenciled Load Limit (Weight of car and lading) is NOT exceeded.

286,000 lbs.

MARROWBONE BRANCH

6. SWITCHES AND DERAILS

None.

7. COMMUNICATION INFORMATION

CH-2: TX = 76 RX = 76

8. DETECTOR INSTRUCTIONS

None.

9. DISTRICT INSTRUCTIONS

GENERAL INSTRUCTIONS

Division Wide Instruction PO-L-245[1]-(1) for trains operating on heavy descending grades applies.

While working at Marrowbone, employees on the ground must not place themselves underneath the loadout or chute at MP MS 1.8.

WOLF CREEK BRANCH

WEST ⇩	SIDINGS IN FEET	MP	STATION	NOTE
			KENOVA DISPATCHER 621	
		NA 4.2/ WC 0.0	WOLF CREEK ..... Y (CP)	
		WC 1.4	PILGRIM ..... (CP)	
	9560			
		WC 3.3	PETER CAVE ..... (CP)	
		WC 6.7	PIGEON ROOST ..... (CP)	
	9905			
		WC 8.5	McCLURE ..... (CP)	
		WC 11.8	BLUE BIRD ..... (CP)	
		WC 13.0	Pontiki	
		WC 15.3	TOPTIKI ..... (CP)	
	9700			
		WC 17.2	ROWE ..... (CP)	
		WC 22.3	PEVLER ..... (CP)	

1. METHOD OF OPERATION

From	To	Tracks	Signals	Authority
Wolf Creek MP WC 0.0	Pevler MP WC 22.3	Main	ABS	TC

2. MAXIMUM SPEEDS

Between	Main Track MPH
MP WC 0.0 and MP WC 22.3	25

3. CHECKING LOCOMOTIVE SPEED INDICATOR

Tests for accuracy will be made at the following locations and Engineers will adjust speed in accordance with any inaccuracy.

LOCATION OF TEST MILE SIGNS:

None.

WOLF CREEK BRANCH

4. DIESEL UNIT RATINGS

	DIESEL UNIT RATINGS IN TONS					
	Group 1	**Group 2**	**Group 3**	**Group 4**	**Group 5**	**Group 6**
Westward						
Wolf Creek Jct. to Rowe	2700	3600	4300	5355	5950	7021
Rowe to Pevler	1300	1750	2050	2565	2850	3363
Eastward						
Pevler to Rowe	2900	3900	4650	5715	6350	7493

5. LOCOMOTIVE AND CAR RESTRICTIONS

WEIGHT RESTRICTIONS

Loaded 4-axle cars may be handled up to the weight shown provided the stenciled Load Limit (Weight of car and lading) is NOT exceeded.

286,000 lbs.

6. SWITCHES AND DERAILS

MAIN TRACK SWITCHES NOT EQUIPPED WITH ELECTRIC LOCKS:

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

MP WC 19.4 — Bad Order Track

7. COMMUNICATION INFORMATION

CH-2: TX = 76 RX = 76

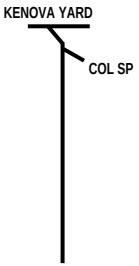
8. DETECTOR INSTRUCTIONS

None.

9. DISTRICT INSTRUCTIONS

None.

WAYNE BRANCH

WEST ⇩	SIDINGS IN FEET	MP	STATION	NOTE
			KENOVA DISPATCHER..... 621	
		WB 8.1		
		WB 7.6	EAST LYNN	
		WB 0.0/ N 544.9	WAYNE	
		N 565.6	CEREDO	

1. METHOD OF OPERATION

From	To	Tracks	Signals	Authority
East Lynn MP WB 7.6	Ceredo MP N 565.5	Main	N/S	TWC

2. MAXIMUM SPEEDS

Between	Main Track MPH
MP WB 7.6 and MP WB 4.4	15
MP WB 4.4 and MP N 544.5	20
MP N 544.5 and MP N 565.6	25

3. CHECKING LOCOMOTIVE SPEED INDICATOR

Tests for accuracy will be made at the following locations and Engineers will adjust speed in accordance with any inaccuracy.

LOCATION OF TEST MILE SIGNS:

None.

4. DIESEL UNIT RATINGS

None.

5. LOCOMOTIVE AND CAR RESTRICTIONS

EQUIPMENT RESTRICTIONS

The following 6-axle locomotives are prohibited on Wayne Branch:

SD 50, SD 60, SD 70

WAYNE BRANCH

6. SWITCHES AND DERAILS

None.

7. COMMUNICATION INFORMATION

CH-2: TX = 76 RX = 76

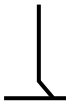
8. DETECTOR INSTRUCTIONS

None.

9. DISTRICT INSTRUCTIONS

None.

COLMONT SPUR

WEST ⇩	SIDINGS IN FEET	MP	STATION	NOTE
			KENOVA DISPATCHER 621	
		CS 3.6	COLMONT ..... YL	
		CS 1.0	..... YL	
		CS 0.0 / WB 8.1	EAST LYNN	

1. METHOD OF OPERATION

From	To	Tracks	Signals	Authority
Colmont MP CS 3.6	MP CS 1.0	Main	N/S	YL
MP CS 1.0	East Lynn MP CS 0.0	Main	N/S	TWC

2. MAXIMUM SPEEDS

Between	Main Track MPH
MP CS 3.6 and MP CS 0.0	15

3. CHECKING LOCOMOTIVE SPEED INDICATOR

Tests for accuracy will be made at the following locations and Engineers will adjust speed in accordance with any inaccuracy.

LOCATION OF TEST MILE SIGNS:

None.

4. DIESEL UNIT RATINGS

None.

5. LOCOMOTIVE AND CAR RESTRICTIONS

WEIGHT RESTRICTIONS

Loaded 4-axle cars may be handled up to the weight shown provided the stenciled Load Limit (Weight of car and lading) is NOT exceeded.

286,000 lbs.

COLMONT SPUR

6. SWITCHES AND DERAILS

None.

7. COMMUNICATION INFORMATION

CH-2: TX = 76 RX = 76

8. DETECTOR INSTRUCTIONS

None.

9. DISTRICT INSTRUCTIONS

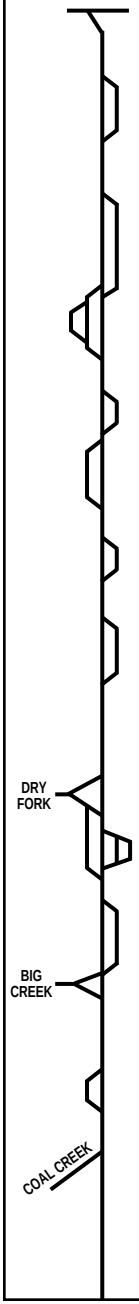
Upon arrival at Colmont, MP CS 1.1, empty trains will pull in through the loadout track, take their train to the east end, run around their train and shove above the loadout, train size permitting.

Before loading, the new crossover at MP CS 2.3 should be lined to cross over from loadout track, to run around track and the train is to load west, through the crossover.

If another train arrives for loading before the previous train is finished, they are to stay west of the new crossover at MP CS 2.3 until the previous train has cleared the loadout track.

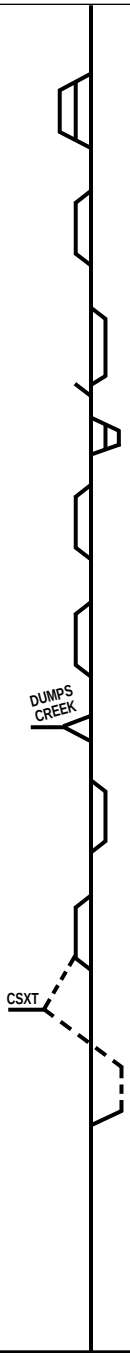
Upon arrival at MP CS 1.0, crew will ascertain if another crew is occupying the limits east of MP CS 1.0. If more than one crew will be at Colmont, they are to have a job briefing with a full understanding of all moves to be made.

CLINCH VALLEY DISTRICT



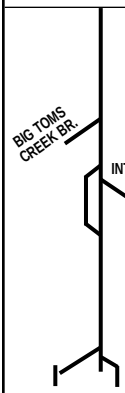
WEST	SIDINGS IN FEET	MP	STATION	NOTE
			CLINCH VALLEY DISPATCHER 625	
		N 366.3/ CV 366.3	**BLUEFIELD, VA** ..... CP	
	SS 4850	**CV 366.6**	**GRAHAM** ..... CP	
		CV 367.6	**FURNACE** ..... CP	
		CV 369.2	HBD-DED *(St. Clair, VA)*	
	SS 9031	**CV 369.8**	**ST. CLAIR** ..... CP	
	6500	**CV 371.6**	**SAM** ..... CP	
		CV 373.1	**BAILEY** ..... CP	
		CV 376.0	Tip Top	
		CV 380.6	HBD-DED *(Wittens Mill, VA)*	
	SS 8340	**CV 383.4**	**BURKS** ..... CP	
		CV 385.2	**TAZEWELL** ..... CP	
		CV 390.0	Youngs	
	SS 8525	**CV 393.3**	**CLIFFIELD** ..... CP	
		CV 395.1	**GILLESPIE** ..... CP	
		CV 397.0	Pounding Mill	
		CV 397.0	HBD-DED *(Pounding Mill, VA)*	
		CV 400.7	**CEDAR BLUFF** ..... CP	
	SS 7170	**CV 401.2**	**MAIDEN** ..... CP	
		CV 402.5	**KENT** ..... CP	
		CV 404.2	**RICHLANDS** ..... Y CP	
		CV 404.8	Alley	
		CV 407.1	**RAVEN** ..... CP	

CLINCH VALLEY DISTRICT



WEST	SIDINGS IN FEET	MP	STATION	NOTE
			CLINCH VALLEY DISPATCHER 625	
		CV 407.8	**ALFREDON** ..... CP	
		CV 409.1	**HOOPS** ..... CP	
	SS	**CV 409.7**	**DAW** ..... CP	
	5083			
		CV 410.7	**REDCUT** ..... CP	
		CV 412.9	HBD-DED *(Steels Br., VA)*	
	SS	**CV 413.8**	**SWORDS CREEK** ..... CP	
	7690			
		CV 415.5	**BOSTIC** ..... CP	
		CV 420.0	Honaker	
	SS	**CV 424.5**	**FINNEY** ..... CP	
	8520			
		CV 426.3	**SYKES** ..... CP	
		CV 428.1	HBD-DED *(Artrip, VA)*	
	SS	**CV 431.5**	**CLEVELAND** ..... CP	
	8276			
		CV 433.1	**MILL CREEK** ..... CP	
		CV 434.4	**CARBO** ..... CP	1
	SS	**CV 436.3**	**CARTERTON** ..... CP	
	10000			
		CV 438.0	**ZACK** ..... CP	
	SS	**CV 441.2**	**CLINCH** ..... CP	
	5310			
		CV 442.5	**BOODY** ..... CP	
		CV 442.9	**ST. PAUL** ..... CP	
		CV 443.5	**CSXT CONNECTION** ..... CP	
		CV 445.6	HBD-DED *(Burton Ford, VA)*	
		CV 446.7	**RUSSELL CREEK** ..... CP	
		CV 452.3	Pine	

CLINCH VALLEY DISTRICT



SIDINGS IN FEET	MP	STATION	NOTE
		CLINCH VALLEY DISPATCHER 625	
	CV 454.0	BANNER ..... (CP)	
	CV 455.6	COEBURN ..... (CP)	1
	CV 458.3	TACOMA ..... (CP)	
	CV 459.7	SPRING ..... (CP)	
	CV 460.7	HBD-DED *(Mineral, VA)*	
	CV 464.0	RAMSEY ..... (CP)	
	CV 465.4	NORTON ..... (CP)	2
	CV 466.4		2

STATION PAGE INFORMATION

NOTE 1: At Carbo and Coeburn use (630) to contact the Norton Yardmaster. To access the NA Dispatcher use 626.

NOTE 2: Yard Limits are in effect between MP CV 465.4 and MP CV 466.4. Authority for movement within yard limits will be granted verbally by the Yardmaster at Norton.

1. METHOD OF OPERATION

From	To	Tracks	Signals	Authority
Bluefield, VA MP CV 366.3	Norton MP CV 465.4	Main	ABS	TC
Norton MP CV 465.4	MP CV 466.4			105

CLINCH VALLEY DISTRICT

2. MAXIMUM SPEEDS

Between	Main Track MPH
MP CV 366.2 and MP CV 367.5	25
Except:	
MP CV 366.2, Bluefield, VA, Through Turnout	25
MP CV 367.5 and MP CV 369.9	30
MP CV 369.9 and MP CV 376.5	35
Except:	
MP CV 369.9 to MP CV 371.7, Through Sam Passing Siding	25
MP CV 376.5 and MP CV 396.1	30
Except:	
MP CV 376.8 to MP CV 378.65, Curves	25
MP CV 380.2, Curve	25
MP CV 382.9 to MP CV 383.3, Curves	25
MP CV 386.3 to MP CV 386.6, Curves	25
MP CV 389.0, Curve	25
MP CV 389.3, Curve	25
MP CV 396.1 and MP CV 416.3	20
Except:	
MP CV 414.4, Curve	15
MP CV 415.1, Bostic Siding	10
MP CV 416.3 and MP CV 435.0	30
Except:	
MP CV 420.8 to MP CV 424.1, Curves	25
MP CV 428.5 to MP CV 429.9, Curves	25
MP CV 429.9 to MP CV 431.4, Curves	20
Both Legs of Wye Carbo	15
MP CV 435.0 and MP CV 459.7	25
Except:	
MP CV 436.2 to MP CV 438.0, Through Carterton Passing Siding	25
MP CV 437.2 (Main and Siding), Curve	20
MP CV 442.9, St. Paul, Through Turnouts to CSXT Main Track	25
MP CV 443.4, St. Paul, Through NS to CSXT Connection Track	15
MP CV 444.5 to MP CV 446.4, Curves	20
Rapid Discharge Hoppers (Quick Dumps) Through Creagan Tunnel MP CV 444.6 and Through Little Bull Tunnel	
MP CV 446.7, Russell Creek Br.	10
MP CV 448.6	10
MP CV 449.5, Curve	20
MP CV 451.8, Curve	20
MP CV 452.8, Curve	20
MP CV 453.5, Little Toms Creek Br.	10
MP CV 458.6, Through Turnout to Clinch Valley Extension	15
MP CV 459.7 and MP CV 466.5	20
Except:	
MP CV 462.5, Curve	15
MP CV 464.4, Curve	15
MP CV 465.5 to MP CV 465.7, East Switching Lead Norton	10

CLINCH VALLEY DISTRICT

3. CHECKING LOCOMOTIVE SPEED INDICATOR

Tests for accuracy will be made at the following locations and Engineers will adjust speed in accordance with any inaccuracy.

LOCATION OF TEST MILE SIGNS:

WESTWARD	EASTWARD
MP CV 368.3 to MP CV 369.3	MP CV 457.9 to MP CV 456.9
MP CV 377.0 to MP CV 378.0	MP CV 434.0 to MP CV 435.0
MP CV 398.0 to MP CV 399.0	MP CV 439.0 to MP CV 438.0
MP CV 411.0 to MP CV 412.0	MP CV 423.0 to MP CV 422.0
MP CV 418.0 to MP CV 419.0	MP CV 378.0 to MP CV 377.0
MP CV 427.5 to MP CV 426.5	

4. DIESEL UNIT RATINGS

	DIESEL UNIT RATINGS IN TONS					
	Group 1	**Group 2**	**Group 3**	**Group 4**	**Group 5**	**Group 6**
Westward						
Bluefield to St. Paul	2000	2650	3200	3960	4400	5192
St. Paul to Banner	1200	1600	1900	2385	2650	3127
Banner to Norton	2000	2650	3200	3960	4400	5192
Eastward						
Norton to Finney	3300	400	5250	6525	7250	8555
Finney to Richlands	1250	1700	2000	2475	2750	3245
Richlands to Bluefield	1850	2500	2950	3645	4050	4783

5. LOCOMOTIVE AND CAR RESTRICTIONS

A. WEIGHT RESTRICTIONS

Loaded 4-axle cars may be handled up to the weight shown provided the stenciled Load Limit (Weight of car and lading) is NOT exceeded.

286,000 lbs.

B. EQUIPMENT RESTRICTIONS

Trailing tonnage must be limited on line segments as shown below, behind the following equipment:

1. Empty Multi-level cars.
2. Empty Intermodal single-platform flats and such loaded with empty trailers or containers.
3. Empty 85-foot-long or longer flats and such flat cars when loaded with empty trailers or containers, or loaded with only one trailer or container.
4. Empty Intermodal single-axle truck flat car or such cars loaded with empty trailers or containers.
5. Empty single or multiple-unit double-stack (well) cars, or articulated single-platform (spine) cars. Be governed by Appendix 1 in Eastern and Western Region System Timetables.

Maximum safe trailing tonnage behind restricted equipment between Richlands and Norton is as follows:

Eastward — 3300
Westward — 2800

CLINCH VALLEY DISTRICT

5. LOCOMOTIVE AND CAR RESTRICTIONS (CONT.)

C. HEIGHT RESTRICTIONS

Before handling cars exceeding Plate "B" on tracks other than the Main Track or Sidings, it must be determined that adequate clearance exists. Plate "C" cars and cars exceeding plate "C" dimension must not be handled between MP CV 444.0 west of St. Paul and MP CV 453.0 west of Little Tom Tunnel.

Plate "F" cars and fully enclosed auto rack cars (exceeding plate "F" but not exceeding 19'00" above top of rail) must not be handled west of Richlands.

Wreck cars of 200 tons or more capacity must not exceed a speed of 10 MPH over bridges between MP CV 449.5 and MP CV 451.0 between Russell Creek and Banner.

6. SWITCHES AND DERAILS

A. MAIN TRACK SWITCHES NOT EQUIPPED WITH ELECTRIC LOCKS:

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

MP CV 391.1 — Maxwell Spur
MP CV 417.0 — Gardner Side Track
MP CV 417.6 — Big Fork Coal Co. Track
MP CV 431.5 — Cleveland Station Siding
MP CV 447.5 — Virginia City House Track
MP CV 457.6 — No. 2 Storage Track, Tacoma

B. CONTROLLED ELECTRIC LOCK SWITCHES

The unlock must be obtained from the Train Dispatcher before the following switches can be operated:

MP CV 442.4 — Boody, West End Boody Yard

7. COMMUNICATION INFORMATION

RADIO

Emergency				Code 911
CYO				Code 628
Auville Yard	CH-6:	TX = 36	RX = 36	Code 623
CV Dispatcher	CH-5:	TX = 92	RX = 92	Code 625
Norton Yardmaster	CH-4:	TX = 56	RX = 56	Code 630

TELEPHONE

CYO	7-589-5987 (Bluefield)	Phone:	1-800-898-4296
		Fax:	1-800-476-0147
			1-800-589-5757

Enter digits 911 and your audio will be heard by the Train Dispatcher as soon as you get an answer-back tone. You may proceed with your emergency message or wait until the Train Dispatcher/Chief Dispatcher acknowledges your emergency call-in.

CLINCH VALLEY DISTRICT

8. DETECTOR INSTRUCTIONS

None.

9. DISTRICT INSTRUCTIONS

GENERAL INSTRUCTIONS

Due to rusty rail conditions, all crews will flag the Brickyard crossing when working Alley Storage.

Westward trains operating without a pusher, which have 18 or more powered Hi-Adhesion axles on line must not exceed the 7th throttle Notch between MP CV 417.0 and MP CV 417.5.

When trains or equipment are to be left in Carterton Siding, the private road crossing at MP CV 437.0 will be left open. If units with or without cars are left in Carterton Siding, they will be not less than 500 feet from the Public road crossing at MP CV 436.2.

If units are to be left attached to the train, in addition to the above, the following instructions will apply: A ground air hose has been installed through the private crossing at MP CV 437.0. This ground air hose is equipped with self-bleeding angle cocks on both ends. The glad hands on both ends of hose are secured with a switch lock to the cross-ties. After positioning cars on either side of crossing, the cars may remain charged using the air hose and aligning the angle cocks correctly after air hose couplings. A note must be placed on the controlling unit specifying that the crossing was cut, that the crossing air hose is in use and the quantity of hand brakes tied on cars. When removing the charged air hose, the air hose pressure must be reduced to “zero” by closing off the head end angle cock and opening the self-bleeding angle cock at the cross-ties. When removed from train air line, the ground air hose glad hands must be secured to the cross-ties.

When spotting loaded hopper cars at southern states, MP CV 385.4, the west hopper door of the loaded car to be placed must be spotted at the west end of the southern states building (not the old depot). The cars are dropped from east to west.

When working E. Dillon, MP CV 415.7, all empty cars labeled with a “green diamond”, located near the car number, will be placed in Track #1 (closest to the loading chute) spotted east of the loading chute.

Any empties without the “green diamond” will be placed in Tracks #2, #4, or #5. Do not leave any empties fouling the east end of the Industry Tracks, reference Operating Rule 103.

Any excess empties will be placed in Swords Creek Spur.

If you have any questions, contact CV Dispatcher or Richlands Trainmaster.

Conductors on coal trains relieved between Alfredon and Bluefield are to bring tags with them to Bluefield.

All Engineers or other crew member who either pick up and/or set off units at Richlands will be required to call the clerk at Bluefield (4214) with the following information:

Train Symbol
Unit Numbers

Track name and station where units were picked up or set off.

9. DISTRICT INSTRUCTIONS (CONT.)

GENERAL INSTRUCTIONS (CONT.)

Loaded cars exceeding 100 tons gross weight in blocks of 10 or more cars will be handled on the head end of trains.

Account close clearance conditions located at Wedron Silica Storage Tank, St. Paul, VA, MP CV 443.1, employees must not ride, walk, or stand on north side of East House Track while equipment is moving on this track.

CSXT trains will use NS Tracks between Castlewood, MP CV 440.3 and Creagan Tunnel, MP CV 444.4, under the direction of the Train Dispatcher in Bluefield. CSXT trains will be governed by NS Operating Rules, Pocahontas Division Timetable, and Train Dispatcher bulletin addressed to their train.

NS trains and engines may use CSXT Main Track between the North switch to CSXT Boody Siding and Waycross by authority and under the direction of the CSXT Train Dispatcher at Jacksonville. CSXT rules will govern NS trains on CSXT Track.

The provisions of Operating Rule 466 do not apply in approach to the interlocked Railroad Crossing at St. Paul.

Locomotives and cabooses must not be operated under the tipple at the following locations:

Tacoma Fuel.

Norton Yard

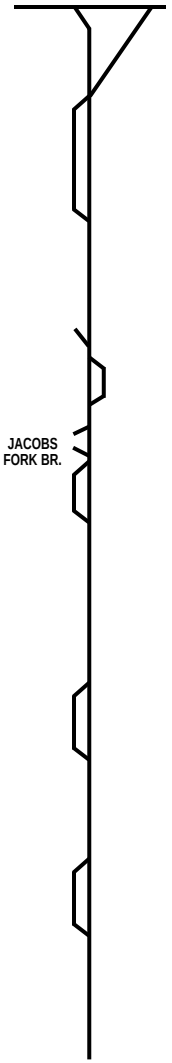
When necessary to control speed of eastward shoving movements of empty equipment moving through turnouts and crossovers, west end of Norton Yard, automatic brake reduction must not exceed 6 PSI unless additional air brake reduction is required to make final stop. In addition, tractive effort must be limited to not more than 10 powered Hi-Adhesion axles or 12 conventional powered axles.

Above does not apply when movement consists entirely of loaded equipment coupled to locomotive with or without caboose on leading end.

Reference NS-1 Rule A-31 concerning requirements for Two-Way End-Of-Train-Devices. The following sections of track have an average grade of 2 percent or greater over a distance of two continuous miles, or an average grade of 1 percent or greater over a distance of three continuous miles.

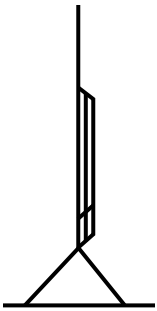
Clinch Valley District Milepost	Length (Miles)	Grade-Avg%
CV 376.4 to CV 383.2	6.8	1.00
CV 420.3 to CV 423.7	3.4	1.60
CV 446.0 to CV 449.0	3.0	1.12
CV 450.0 to CV 453.0	3.0	1.36

DRY FORK BRANCH



SIDINGS IN FEET	MP	STATION	NOTE
		CLINCH VALLEY DISPATCHER 625	
	CV 400.7/ I 44.9	**CEDAR BLUFF** ..... Y (CP)	
CS	**I 44.5**	**DRY FORK JCT.** ..... (CP)	
7300			
	I 42.8	**ASBURY** ..... (CP)	
	I 40.8	HBD-DED *(Bandy, VA)*	
	I 39.6	Bandy	
	I 31.8	**BEECH FORK** ..... (CP)	
SS	**I 25.5**	**JACOBS FORK** ..... Y (CP)	
4295			
	I 24.5	**RIFT** ..... (CP)	
	I 22.2	War	
	I 21.5	HBD-DED *(Elcesior, VA)*	
	I 20.5	**CARETTA JCT.** ..... (CP)	
SS	**I 19.8**	**LOMAX** ..... (CP)	
7550			
	I 18.4	**YUKON** ..... (CP)	
	I 16.4	Bartley	
SS	**I 15.1**	**ATWELL** ..... (CP)	
7200			
	I 13.7	**LESTER** ..... (CP)	
	I 11.6	Bradshaw	
	I 7.2	Carlos	

DRY FORK BRANCH

WEST ⇩	SIDINGS IN FEET	MP	STATION	NOTE
 POCA MAIN			**CLINCH VALLEY DISPATCHER** 625	
		I 5.1	**GARLAND** ..... CP	
			HBD-DED *(Garland, VA)*	
		I 2.5	**MILE BRANCH** ..... CP	
			POCA DISPATCHER 623	
		I 0.6	**KELLY** ..... CP	
		I 0.3	Auville Yard	
		I 0.0/ N 422.3	**IAEGER** ..... Y CP	

1. METHOD OF OPERATION

From	To	Tracks	Signals	Authority
Cedar Bluff MP I 44.9	Iaeger MP I 0.0	Single	ABS	TC

2. MAXIMUM SPEEDS

Between	Main Track MPH
MP I 44.9 and MP I 44.5, East Leg of Wye	15
MP I 44.9 and MP I 44.5, West Leg of Wye	15
MP I 44.5 and MP I 29.5	30
Except:	
MP I 35.2, Bridge 2288	20
MP I 29.5 and MP I 0.2	25
Except:	
MP I 26.7, East Switch Dawson	20
MP I 25.8, West Switch Dawson	20
MP I 24.5 to MP I 25.5, Siding	10
MP I 18.4 to MP I 19.8, Siding	10
MP I 13.7 to MP I 15.1, Siding	10
MP I 0.2 and MP I 0.0, East Leg of Wye	15
MP I 0.2 and MP I 0.0, West Leg of Wye	15

DRY FORK BRANCH

3. CHECKING LOCOMOTIVE SPEED INDICATOR

Tests for accuracy will be made at the following locations and Engineers will adjust speed in accordance with any inaccuracy.

LOCATION OF TEST MILE SIGNS:

None.

4. DIESEL UNIT RATINGS

	DIESEL UNIT RATINGS IN TONS					
	Group 1	**Group 2**	**Group 3**	**Group 4**	**Group 5**	**Group 6**
Westward						
Cedar Bluff to Summit Tunnel	3300	4400	5250	6525	7250	8555
Eastward						
Iaeger to Berwind, MP I 28.1	2500	3350	4000	4950	5500	6490
Berwind to Summit Tunnel	1550	2100	2450	3060	3400	4012

5. LOCOMOTIVE AND CAR RESTRICTIONS

A. WEIGHT RESTRICTIONS

Loaded 4-axle cars may be handled up to the weight shown provided the stenciled Load Limit (Weight of car and lading) is NOT exceeded.

286,000 lbs.

B. EQUIPMENT RESTRICTIONS

Trailing tonnage must be limited on line segments as shown below, behind the following equipment:

1. Empty Multi-level cars.
2. Empty Intermodal single-platform flats and such loaded with empty trailers or containers.
3. Empty 85-foot-long or longer flats and such flat cars when loaded with empty trailers or containers, or loaded with only one trailer or container.
4. Empty Intermodal single-axle truck flat car or such cars loaded with empty trailers or containers.
5. Empty single or multiple-unit double-stack (well) cars, or articulated single-platform (spine) cars. Be governed by Appendix 1 in Eastern and Western Region System Timetables.

Maximum safe trailing tonnage behind Restricted equipment between Cedar Bluff and Auville is as follows:

Eastward — 4100
Westward — 5800

C. HEIGHT RESTRICTIONS

Cars exceeding Plate “E” must not be handled unless specifically authorized.

DRY FORK BRANCH

6. SWITCHES AND DERAILS

MAIN TRACK SWITCHES NOT EQUIPPED WITH ELECTRIC LOCKS:

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

MP I 25.0 — Rift Coal Wharf Trk., East End
MP I 25.5 — Jacobs Fork, both switches on East Leg
MP I 26.0 — Dawson Siding, West and East Ends
MP I 38.9 — Bandy Station Sdg.

7. COMMUNICATION INFORMATION

CH-5:	TX = 92	RX = 92	Cedar Bluff to Mile Branch
CH-6:	TX = 36	RX = 36	Mile Branch to Iaegar Yard

8. DETECTOR INSTRUCTIONS

None.

9. DISTRICT INSTRUCTIONS

GENERAL INSTRUCTIONS

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

Reference NS-1 Rule A-31 concerning requirements for Two-Way End-Of-Train-Devices. The following sections of track have an average grade of 2 percent or greater over a distance of two continuous miles, or an average grade of 1 percent or greater over a distance of three continuous miles.

Dry Fork Branch Milepost	Length (Miles)	Grade-Avg%
I 30.0 to I 38.0	8.0	1.35

Beech Fork Spur

Division Wide Instruction PO-L-245[1]-(1) for trains operating on heavy descending grades applies.

JACOBS FORK BRANCH

WEST ⇩	SIDINGS IN FEET	MP	STATION	NOTE
 DRY FORK BR.			CLINCH VALLEY DISPATCHER 625	
		JF 10.3	BISHOP	
		JF 0.0 / I 25.5	JACOBS FORK .....Y	

1. METHOD OF OPERATION

From	To	Tracks	Signals	Authority
Bishop MP JF 10.3	Jacobs Fork MP JF 0.0	Main	N/S	TWC

2. MAXIMUM SPEEDS

Between	Main Track MPH
MP JF 10.3 and MP JF 0.0	10

3. CHECKING LOCOMOTIVE SPEED INDICATOR

Tests for accuracy will be made at the following locations and Engineers will adjust speed in accordance with any inaccuracy.

LOCATION OF TEST MILE SIGNS:

None.

4. DIESEL UNIT RATINGS

None.

5. LOCOMOTIVE AND CAR RESTRICTIONS

None.

JACOBS FORK BRANCH

6. SWITCHES AND DERAILS

None.

7. COMMUNICATION INFORMATION

CH-5: TX = 92 RX = 92

8. DETECTOR INSTRUCTIONS

None.

9. DISTRICT INSTRUCTIONS

GENERAL INSTRUCTIONS

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

Branch Line	Mile Post Location	State Route Number
Jacobs Fork Branch	JF 6.0 + 1639 ft.	St. Rt. 16
Jacobs Fork Branch	JF 3.0 + 5272 ft.	St. Rt. 16
Jacobs Fork Branch	JF 10.0 + 237.5 ft.	St. Rt. 16

BIG CREEK BRANCH

WEST ⇩	SIDINGS IN FEET	MP	STATION	NOTE
CLINCH VAL.			CLINCH VALLEY DISPATCHER 625	
		CV 404.2/ R 0.0	RICHLANDS ..... Y (CP)	1
		R 1.3	CITY LIMITS ..... (CP)	
	CS 8966	R 3.4	SEABOARD ..... (CP)	
		R 5.5	LARK ..... (CP)	
		R 7.2	JEWELL ..... (CP)	
		R 8.2	BLAIR ..... (CP)	
DISMAL CREEK		R 14.8/ DC 16.1	WYATT ..... (CP)	2

STATION PAGE INFORMATION

NOTE 1: CP eastward only.

NOTE 2: Richlands to Wyatt communication controlled by Clinch Valley Dispatcher, and movements west of Wyatt controlled by PD Dispatcher.

1. METHOD OF OPERATION

From	To	Tracks	Signals	Authority
Richlands MP R 0.0	Wyatt MP R 14.8	Main	ABS	TC

2. MAXIMUM SPEEDS

Between	Main Track MPH
MP R 0.0 and MP R 0.1, East Leg Wye	15
MP R 0.0 and MP R 0.1, West Leg Wye	10
MP R 0.1 and MP R 14.8	20

3. CHECKING LOCOMOTIVE SPEED INDICATOR

Tests for accuracy will be made at the following locations and Engineers will adjust speed in accordance with any inaccuracy.

LOCATION OF TEST MILE SIGNS:

None.

BIG CREEK BRANCH

4. DIESEL UNIT RATINGS

	DIESEL UNIT RATINGS IN TONS					
	Group 1	**Group 2**	**Group 3**	**Group 4**	**Group 5**	**Group 6**
Westward Richlands to Wyatt	900	1200	1450	1755	1950	2301
Eastward Wyatt to Richlands	900	1200	1450	1755	1950	2301

5. LOCOMOTIVE AND CAR RESTRICTIONS

A. WEIGHT RESTRICTIONS

Loaded 4-axle cars may be handled up to the weight shown provided the stenciled Load Limit (Weight of car and lading) is NOT exceeded.

286,000 lbs.

B. EQUIPMENT RESTRICTIONS

Maximum safe trailing tonnage behind Restricted equipment between Richlands and Wyatt is as follows:

Eastward — 2500
Westward — 2500

6. SWITCHES AND DERAILS

None.

7. COMMUNICATION INFORMATION

CH-5: TX = 92 RX = 92

8. DETECTOR INSTRUCTIONS

None.

BIG CREEK BRANCH

9. DISTRICT INSTRUCTIONS

GENERAL INSTRUCTIONS

Division Wide Instruction PO-L-245[1]-(1) for trains operating on heavy descending grades applies.

When empties are set off at Big Creek Tiller Mine, MP R 6.8, Big Creek Branch, cars left standing will be secured with at least a hand brake applied on every other car.

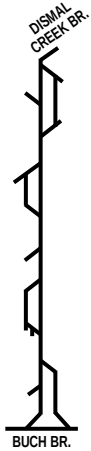
Westward empty trains on Big Creek Branch, Wyatt Cut Off, being assisted by a pusher not equipped with a cut-on-the-fly device, will stop head end of train at Blair Signal while pusher uncouples.

Employees must not ride on the outside of equipment through Blair Tunnel, MP R 7.2 to MP R 7.8, account the possibility of falling rocks.

Reference NS-1 Rule A-31 concerning requirements for Two-Way End-Of-Train-Devices. The following sections of track have an average grade of 2 percent or greater over a distance of two continuous miles, or an average grade of 1 percent or greater over a distance of three continuous miles.

Big Creek Branch Milepost	Length (Miles)	Grade-Avg%
R 1.2 to R 7.1	5.9	1.50
R 7.1 to R 15.1	8.0	1.87

DISMAL CREEK BRANCH

WEST ⇩	SIDINGS IN FEET	MP	STATION	NOTE
	CS 10600 8600 10600		PD DISPATCHER 624	
		DC 16.1	WYATT ..... CP	
		DC 14.1	WHITEWOOD ..... CP	
		DC 11.3	DWIGHT ..... CP	
		DC 5.4	LONG SPUR ..... CP	
		DC 2.5	HELEN ..... CP	
		DC 0.3	STOKES ..... CP	
		DC 0.0/ D 42.5	DISMAL ..... Y CP	

1. METHOD OF OPERATION

From	To	Tracks	Signals	Authority
Wyatt MP DC 16.1	Dismal MP DC 0.0	Main	ABS	TC

2. MAXIMUM SPEEDS

Between	Main Track MPH
MP DC 16.2 and MP DC 0.0	25
Except:	
Maximum authorized speed for train and engines at the following locations are restricted until the leading end of movement occupies the switch:	
MP DC 1.0, Over VP #1 Outlet Switch	20

3. CHECKING LOCOMOTIVE SPEED INDICATOR

Tests for accuracy will be made at the following locations and Engineers will adjust speed in accordance with any inaccuracy.

LOCATION OF TEST MILE SIGNS:

None.

4. DIESEL UNIT RATINGS

None.

DISMAL CREEK BRANCH

5. LOCOMOTIVE AND CAR RESTRICTIONS

A. WEIGHT RESTRICTIONS

Loaded 4-axle cars may be handled up to the weight shown provided the stenciled Load Limit (Weight of car and lading) is NOT exceeded.

286,000 lbs.

B. EQUIPMENT RESTRICTIONS

Maximum safe trailing tonnage behind Restricted equipment between Wyatt and Dismal is as follows:

Eastward — 2500
Westward — 2500

6. SWITCHES AND DERAILS

None.

7. COMMUNICATION INFORMATION

CH-3: TX = 22 RX = 22

8. DETECTOR INSTRUCTIONS

None.

9. DISTRICT INSTRUCTIONS

GENERAL INSTRUCTIONS

The westward signal at MP DC 16.3 in approach to Wyatt is an inoperative approach signal and does not afford automatic block protection.

The eastward and westward signals at Dwight, VA, MP DC 11.3, governing movement to and from Spruce Pine Branch are out of service account Rusty Rail. Operating Rule 249 is in effect.

Division Wide Instruction PO-L-245[1]-(1) for trains operating on heavy descending grades applies.

Close clearance exist at the following locations:

MP DC 0.3 — Jewell Smokeless No. 2 Outlet Track

COAL CREEK BRANCH

WEST ⇩	SIDINGS IN FEET	MP	STATION	NOTE
			CLINCH VALLEY DISPATCHER 625	
		CV 407.1/ RG 0.0	RAVEN	
		RG 2.8	NEW GARDEN	

1. METHOD OF OPERATION

From	To	Tracks	Signals	Authority
Raven MP RG 0.0	New Garden MP RG 2.8	Main	N/S	TWC

2. MAXIMUM SPEEDS

	Main Track
Between	**MPH**
MP RG 0.0 and MP RG 2.8	15

3. CHECKING LOCOMOTIVE SPEED INDICATOR

Tests for accuracy will be made at the following locations and Engineers will adjust speed in accordance with any inaccuracy.

LOCATION OF TEST MILE SIGNS:

None.

4. DIESEL UNIT RATINGS

None.

5. LOCOMOTIVE AND CAR RESTRICTIONS

None.

COAL CREEK BRANCH

6. SWITCHES AND DERAILS

None.

7. COMMUNICATION INFORMATION

CH-5: TX = 92 RX = 92

8. DETECTOR INSTRUCTIONS

None.

9. DISTRICT INSTRUCTIONS

GENERAL INSTRUCTIONS

When not protecting unattended equipment, the switch point derail on the main line, MP RG 2.2, may be left in the non-derailing position and the switch at the west end of New Garden Storage, MP RG 2.8, may be left lined for the main line.

When protecting unattended equipment, the Main Line switch at the west end of New Garden Storage, MP RG 2.8, will be lined for the storage track and the switch point derail on the east end of New Garden Storage Track, MP RG 2.25, will be left in the derailing position. The switch point derail on the Main Line, MP RG 2.2, may be left lined in the non-derailing position. Trains and engines approaching these locations must expect to find a switch or derail lined against the movement.

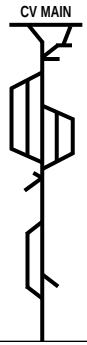
No more than 60 cars may be shoved on Coal Creek Branch without approval from the Trainmaster at Richlands.

Division Wide Instruction PO-L-245[1]-(1) for trains operating on heavy descending grades applies.

Reference NS-1 Rule A-31 concerning requirements for Two-Way End-Of-Train-Devices. The following sections of track have an average grade of 2 percent or greater over a distance of two continuous miles, or an average grade of 1 percent or greater over a distance of three continuous miles.

Coal Creek Branch Milepost	Length (Miles)	Grade-Avg%
RG 0.0 to RG 2.8	2.8	1.69

DUMPS CREEK BRANCH

WEST ⇩	SIDINGS IN FEET	MP	STATION	NOTE
			CLINCH VALLEY DISPATCHER 625	
		CV 434.3/ C 0.0	CARBO.....Y (YL) (CP)	1
		C 1.7	CARBO ..... (YL)	1
		C 2.4	LONESOME	
		C 3.8	HURRICANE	
		C 6.7	TUNNEL	
		C 7.3	WILDER	

STATION PAGE INFORMATION

NOTE 1: Yard Limits are in effect on Dumps Creek Branch Main Track between MP C 0.0 and MP C 1.7. Authority for movement within these limits will be granted verbally by the Yardmaster at Norton, VA.

1. METHOD OF OPERATION

From	To	Tracks	Signals	Authority
Carbo MP C 0.0	Carbo MP C 1.7	Main	N/S	YL
Carbo MP C 1.7	Wilder MP C 7.3	Main	N/S	TWC

2. MAXIMUM SPEEDS

Between	Main Track MPH
MP C 0.0 and MP C 0.2, Both Legs of Wye	15
MP C 0.2 and MP C 7.3	20

3. CHECKING LOCOMOTIVE SPEED INDICATOR

Tests for accuracy will be made at the following locations and Engineers will adjust speed in accordance with any inaccuracy.

LOCATION OF TEST MILE SIGNS:

None.

DUMPS CREEK BRANCH

4. DIESEL UNIT RATINGS

	DIESEL UNIT RATINGS IN TONS					
	Group 1	**Group 2**	**Group 3**	**Group 4**	**Group 5**	**Group 6**
Westward						
Carbo to Lonesome	3600	4800	5400	6480	7200	8496
Lonesome to Hurricane	1330	1775	2000	2400	2660	3138
Hurricane to Wilder	740	990	1100	1330	1480	1746

5. LOCOMOTIVE AND CAR RESTRICTIONS

None.

6. SWITCHES AND DERAILS

None.

7. COMMUNICATION INFORMATION

CV Dispatcher	CH-5:	TX = 92	RX = 92	Code 625
Norton Yardmaster	CH-4:	TX = 56	RX = 56	Code 630

8. DETECTOR INSTRUCTIONS

None.

9. DISTRICT INSTRUCTIONS

GENERAL INSTRUCTIONS

Division Wide Instruction PO-L-245[1]-(1) for trains operating on heavy descending grades applies.

Loaded cars exceeding 100 tons gross weight in blocks of 10 or more cars will be handled on the head end of trains.

The following procedure will govern crews using Clinchfield Coal Co. Tracks at the Moss No. 3 Cleaning Plant at Carbo, VA.

LOWER YARD — Crews switching in the Lower Yard will use the Lower Yard Switch Protection Control Panel and be governed by the instructions thereon.

DUMPS CREEK BRANCH

9. DISTRICT INSTRUCTIONS (CONT.)

GENERAL INSTRUCTIONS (CONT.)

1. R.R. Crew — Notify CCC Lower Car Dropper to position switches to tracks to leave "In Service". Green lights indicate switch alignment. (See Note).
2. R.R. Crew — Turn appropriate selector switch to "Out Service". Red lights will flash on selector switch.
3. R.R. Crew — Service Yard. Only enter those tracks which have been blocked "Out of Service".
4. R.R. Crew — Notify CCC Lower Car Dropper when service is complete. (See Note).
5. R.R. Crew — Turn ALL Selector Switches to "In Service".

NOTE: CCC Lower Car Dropper may be contacted using talk-back telephone located above Tag Box adjacent to Lower Yard Track No. 1. If unable to contact CCC Lower Car Dropper by talk-back telephone, a member of the crew must proceed to the loadout area located just west of the west end of Lower Yard and (1) talk personally with CCC Lower Car Dropper, or (2) determine that Moss #3 employees are not loading coal before entering any track in Lower Yard.

Whenever cars are tailed out over the power switches at the West End of the Lower Yard, Conductors will check the Control Board to assure proper switch alignment and will take all switches in the route "Out Service" before the move is made. An employee will be stationed to observe the movement over the switches.

RAW COAL YARD — When the plant is working, Conductors will contact the Engineer of the Moss No. 3 Switch Crew and will arrange for protection before placing cars into the "Raw Coal Yard".

Due to close clearance, employees must not ride sides of cars between Tracks 4 and 5, or 5 and 6, east end, first curve, MP C 3.2, Moss No. 3 Raw Coal Yard.

Empty car(s) must not be mixed within a train consist containing ten (10) or more loaded cars, or handled between locomotives and ten (10) or more loaded cars when shoving into American Electric Power Plant at Carbo, VA, MP C 0.2.

Close clearance exists at gates entering American Electric Power Plant at Carbo, MP C 0.2.

Close clearance exists between Dumps Creek Main Line and Lonesome Storage between MP C 1.8 and MP C 3.0.

Locomotive and cabooses must not be operated under the tipple at the following locations:

Banner Dock
Moss #3 Cleaning Plant
Wilder Dock

Reference NS-1 Rule A-31 concerning requirements for Two-Way End-Of-Train-Devices. The following sections of track have an average grade of 2 percent or greater over a distance of two continuous miles, or an average grade of 1 percent or greater over a distance of three continuous miles.

Dumps Creek Branch Milepost	Length (Miles)	Grade-Avg%
C 3.0 to C 7.3	4.5	1.63

BIG TOMS CREEK BRANCH

WEST ⇩	SIDINGS IN FEET	MP	STATION	NOTE
CV MAIN			CLINCH VALLEY DISPATCHER 625	
		CV 455.6 / BT 0.0	COEBURN	
		BT 0.5	FEED MILL	
		BT 0.9	BALL PARK	

1. METHOD OF OPERATION

From	To	Tracks	Signals	Authority
Coeburn MP BT 0.0	Ball Park MP BT 0.9	Main	N/S	TWC

2. MAXIMUM SPEEDS

	Main Track
Between	**MPH**
MP BT 0.0 and MP BT 0.9	15

3. CHECKING LOCOMOTIVE SPEED INDICATOR

Tests for accuracy will be made at the following locations and Engineers will adjust speed in accordance with any inaccuracy.

LOCATION OF TEST MILE SIGNS:

None.

4. DIESEL UNIT RATINGS

None.

BIG TOMS CREEK BRANCH

5. LOCOMOTIVE AND CAR RESTRICTIONS

None.

6. SWITCHES AND DERAILS

None.

7. COMMUNICATION INFORMATION

CV Dispatcher	CH-5:	TX = 92	RX = 92	Code 625
Norton Yardmaster	CH-4:	TX = 56	RX = 56	Code 630

8. DETECTOR INSTRUCTIONS

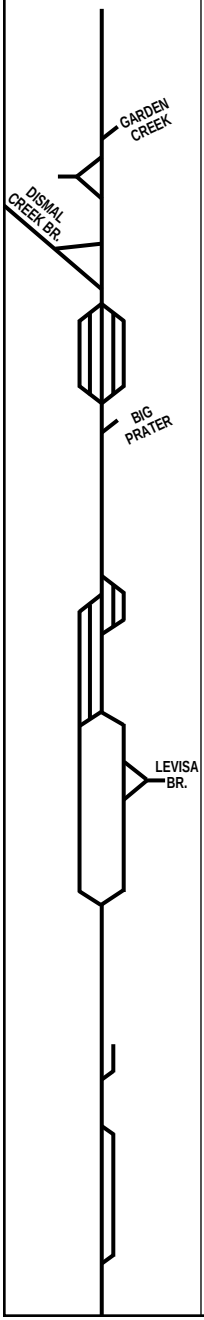
None.

9. DISTRICT INSTRUCTIONS

GENERAL INSTRUCTIONS

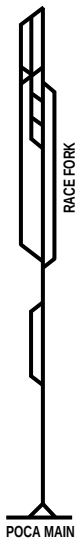
Loaded cars exceeding 100 tons gross weight in blocks of 10 or more cars will be handled on the head end of trains.

BUCHANAN BRANCH



WEST	SIDINGS IN FEET	MP	STATION	NOTE
			PD DISPATCHER 624	
		D 50.6	CONSOL	
		D 49.5	PARMAC	
		D 48.1	PAGE JCT ..... CP	
		D 46.5	HANGER ..... Y CP	
		D 42.6	WEBB ..... Y CP	
		D 42.5	DISMAL ..... Y CP	
		D 40.5	ANCHOR ..... CP	
		D 38.9	VANSANT ..... CP	
		D 34.4	GRUNDY ..... CP	
		D 33.6	HBD-DED *(Grundy, VA)*	
		D 28.4	BULL CREEK ..... CP	
		D 27.9	E. E. WELLER ..... YL CP	
		D 26.0	Weller Yard	
		D 25.8	W. E. WELLER ..... YL	
		D 25.0	THOMAS WYE ..... Y CP	
		D 24.0	LYNN CAMP ..... CP	
		D 18.5	HOME CREEK ..... CP	
		D 17.6	VIRGINIA LEE ..... CP	
		D 16.9	CARTWRIGHT ..... CP	
		D 16.3	RAITT ..... CP	
	SS	D 12.8	KNOX ..... CP	
	7620	D 12.1	MIDWAY ..... CP	
		D 11.4	HURLEY ..... CP	

BUCHANAN BRANCH



SIDINGS IN FEET	MP	STATION	NOTE
		PD DISPATCHER 624	
	D 11.1	LESTER FORK ..... CP	
	D 10.1	LUKE ..... CP	
	D 10.0	EXTENSION ..... CP	1
	D 9.6	PINEOAKS ..... CP	
	D 8.6	JUSTICE ..... CP	
	D 7.5	HBD-DED *(Kelsa, VA)*	
	D 5.3	WARD ..... CP	
	D 3.8	BURKE ..... CP	
	D 0.7	WOODMAN ..... CP	2
		POCA DISPATCHER 623	
	D 0.0/ N 445.2	DEVON ..... Y CP	

STATION PAGE INFORMATION

NOTE 1: Eastward Control Point only.
NOTE 2: Westward Control Point only.

1. METHOD OF OPERATION

From	To	Tracks	Signals	Authority
Consol MP D 50.6	Page Jct. MP D 48.1	Main	N/S	TWC
Page Jct. MP D 48.1	E. E. Weller MP D 27.9	Main	ABS	TC
E. E. Weller MP D 27.9	W. E. Weller MP D 25.8	Main	N/S	YL
W. E. Weller MP D 25.8	Home Creek MP D 18.5	BOTH	ABS	TC
Home Creek MP D 18.5	Devon MP D 0.0	Main	ABS	TC

BUCHANAN BRANCH

2. MAXIMUM SPEEDS

Between	Main Track MPH
MP D 50.6 and MP D 27.9	25
Except:	
MP D 46.5, Both Legs of Wye	15
MP D 46.5, Hanger Spur	15
MP D 42.5, Both Legs of Wye	15
MP D 28.4, Bull Creek Spur	15
MP D 27.9 and MP D 25.0	20
MP D 25.0 and MP D 0.0	25
Except:	
MP D 18.5, Through Turnout	25
MP D 3.8, Upper Elk Creek Br.	10
MP D 0.0, Both Legs of Wye	15
Maximum authorized speed for trains and engines at the following locations are restricted until the leading end of movement occupies the switch:	
MP D 40.8, Dismal and MP D 41.3, Over Engine Track Switches	20
MP D 41.4, Over Coke Plant Outlet Switch	20

3. CHECKING LOCOMOTIVE SPEED INDICATOR

Tests for accuracy will be made at the following locations and Engineers will adjust speed in accordance with any inaccuracy.

LOCATION OF TEST MILE SIGNS:

WESTWARD	EASTWARD
MP D 31.0 to MP D 30.0	MP D 22.7 to MP D 23.7
MP D 23.7 to MP D 22.7	MP D 30.0 to MP D 31.0

4. DIESEL UNIT RATINGS

	DIESEL UNIT RATINGS IN TONS					
	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
Westward Thomas to Raitt	1300	1750	2050	2565	2850	3363
Eastward Hurley to Raitt	1100	1500	1750	2160	2400	2832

5. LOCOMOTIVE AND CAR RESTRICTIONS

A. WEIGHT RESTRICTIONS

Loaded 4-axle cars may be handled up to the weight shown provided the stenciled Load Limit (Weight of car and lading) is NOT exceeded.

286,000 lbs.

BUCHANAN BRANCH

5. LOCOMOTIVE AND CAR RESTRICTIONS (CONT.)

B. EQUIPMENT RESTRICTIONS

Trailing tonnage must be limited on line segments as shown below, behind the following equipment:

1. Empty Multi-level cars.
2. Empty Intermodal single-platform flats and such loaded with empty trailers or containers.
3. Empty 85-foot-long or longer flats and such flat cars when loaded with empty trailers or containers, or loaded with only one trailer or container.
4. Empty Intermodal single-axle truck flat car or such cars loaded with empty trailers or containers.
5. Empty single or multiple-unit double-stack (well) cars, or articulated single-platform (spine) cars. Be governed by Appendix 1 in Eastern and Western Region System Timetables.

Maximum safe trailing tonnage behind Restricted equipment between Weller and Richlands is as follows:

Eastward — 2500
Westward — 2500

6. SWITCHES AND DERAILS

MAIN TRACK SWITCHES NOT EQUIPPED WITH ELECTRIC LOCKS:

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

MP D 0.9 — Woodman
MP D 10.1 — Lester Coal (Kelsa No. 2)
MP D 23.0 — Belibe
MP N 24.8 — Bear No. 1, Delivery
MP N 29.4 — Wellmore No. 4 (Primrose)
MP D 30.2 — Blue Watch No. 2 (Tiny)
MP D 33.9 — Wellmore No. 1 (Grundy Fuel)
MP D 37.1 — Edith Fay
MP D 37.4, MP D 37.8 — Tookland

7. COMMUNICATION INFORMATION

RADIO

Emergency				Code 911
CYO				Code 628
PD Dispatcher	CH-3:	TX = 22	RX = 22	Code 624

TELEPHONE

CYO	7-589-5949	Phone:	1-800-898-4296
		Fax:	1-800-476-0147
			1-800-589-5757

BUCHANAN BRANCH

8. DETECTOR INSTRUCTIONS

None.

9. DISTRICT INSTRUCTIONS

GENERAL INSTRUCTIONS

Division Wide Instruction PO-L-245[1]-(1) for trains operating on heavy descending grades.

Permission must be obtained from the Yardmaster before entering yard limits at Weller.

Permission must be obtained from Yardmaster at Weller before lining either crossover switch at the west end of Weller Yard. After use, they must be restored to normal position and Yardmaster at Weller so notified.

Transportation Department employees removing ground air from cars or trains at Weller Yard or at Dismal must allow at least 2 minutes after closing angle cock and ground air cut-out cock for pressure equalization (bleeding) in the ground air line before separating gladhands. Ground air cut out cock and gladhand are color coded. All employees must be certain color on gladhand matches color on ground air cut out lock before uncoupling ground air.

Except when used in compliance with Operating Rule 14(l) or in an emergency to ensure safety, the use of engine whistle is prohibited from 10:00PM until 7:00AM between MP D 39.0 and MP D 41.0 on the Buchanan Branch.

Operating Rule 104(g) “Exception”. At Weller Yard, the following permanent “blue signal” derails are under the exclusive control of the Mechanical Department.

Wreck Car Track	94 ft. west of east switch 123 ft. east of west switch
Shop Car Track	94 ft. west of east switch 10 ft. east of crossover switch west of shop
Incoming Spark Track	138 ft. west of east switch 10 ft. east of crossover west of shop
Outgoing Spark Track	138 ft. west of east switch 10 ft. east of crossover west of shop
Cab Track	94 ft. west of east switch 123 ft. east of west switch

Close clearance exists between No. 1 Delivery Track and the River Track, Race Fork, MP D 9.5

9. DISTRICT INSTRUCTIONS (CONT.)

GENERAL INSTRUCTIONS (CONT.)

All employees must wear a hard hat while working outside, in areas around and under load-out at Consol. Once yearly, each employee must read and sign the "Site Specific Hazard Training Sheet" located in the load-out before proceeding above the load-out. This requirement is only for the employees required to be outside the locomotive and above the loadout.

When riding the leading end of an eastbound shove movement into Weller Yard, Tracks #6, #7, #8 and #9, use extreme caution account close clearances near the east end of yard when equipment is occupying the adjacent tracks.

When placing empties on #4 Track at Buchanan #2, the empties must be spotted east of the #5 switch. Before using #5 switch, employees must insure that there is not movement in Track #4. When equipment is occupying #4 Track beside #5 switch, #5 switch must not be handled.

Reference NS-1 Rule A-31 concerning requirements for Two-Way End-Of-Train-Devices. The following sections of track have an average grade of 2 percent or greater over a distance of two continuous miles, or an average grade of 1 percent or greater over a distance of three continuous miles.

Buchanan Branch Milepost	Length (Miles)	Grade-Avg%
D 12.5 to D 17.5	5.0	1.71
D 18.6 to D 25.4	6.8	1.51
D 45.5 to D 49.7	4.2	1.03

Upper Elk Creek Spur

Division Wide Instruction PO-L-245[1]-(1) for trains operating on heavy descending grades applies.

LEVISA BRANCH

WEST ⇩	SIDINGS IN FEET	MP	STATION	NOTE
			PD DISPATCHER 624	
		D 25.3/ H 0.0	THOMAS WYE.....Y	
		H 1.0	STRICT	
		H 2.4	BEAR	
		H 4.0	VA/KY STATE LINE	
		H 8.3	FEDS CREEK JCT.	
		H 11.5	CURB	

1. METHOD OF OPERATION

From	To	Tracks	Signals	Authority
Thomas Wye MP H 0.0	Strict MP H 1.0	Main	ABS	TC
Strict MP H 1.0	Bear MP H 2.4	Main	N/S	TWC
Bear MP H 2.4	State Line MP H 4.0	Main	N/S	TWC
State Line MP H 4.0	Curb MP H 11.5	Main	N/S	TWC

2. MAXIMUM SPEEDS

Between	Main Track MPH
MP H 0.0 and MP H 11.5	20

3. CHECKING LOCOMOTIVE SPEED INDICATOR

Tests for accuracy will be made at the following locations and Engineers will adjust speed in accordance with any inaccuracy.

LOCATION OF TEST MILE SIGNS:

None.

4. DIESEL UNIT RATINGS

None.

LEVISA BRANCH

5. LOCOMOTIVE AND CAR RESTRICTIONS

None.

6. SWITCHES AND DERAILS

None.

7. COMMUNICATION INFORMATION

CH-3: TX = 22 RX = 22

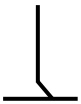
8. DETECTOR INSTRUCTIONS

None.

9. DISTRICT INSTRUCTIONS

None.

BIG PRATER CREEK SPUR

WEST ⇩	SIDINGS IN FEET	MP	STATION	NOTE
			PD DISPATCHER 624	
 BUCH MAIN		BP 3.5	KOENIG	
		BP 0.0/ D 38.9	VANSANT	

1. METHOD OF OPERATION

From	To	Tracks	Signals	Authority
Koenig MP BP 3.5	Vansant MP BP 0.0	Main	N/S	TWC

2. MAXIMUM SPEEDS

Between	Main Track MPH
MP BP 3.5 and MP BP 0.0	15

3. CHECKING LOCOMOTIVE SPEED INDICATOR

Tests for accuracy will be made at the following locations and Engineers will adjust speed in accordance with any inaccuracy.

LOCATION OF TEST MILE SIGNS:

None.

4. DIESEL UNIT RATINGS

None.

5. LOCOMOTIVE AND CAR RESTRICTIONS

WEIGHT RESTRICTIONS

Loaded 4-axle cars may be handled up to the weight shown provided the stenciled Load Limit (Weight of car and lading) is NOT exceeded.

286,000 lbs.

6. SWITCHES AND DERAILS

None.

BIG PRATER CREEK SPUR

7. COMMUNICATION INFORMATION

CH-3: TX = 22 RX = 22

8. DETECTOR INSTRUCTIONS

None.

9. DISTRICT INSTRUCTIONS

GENERAL INSTRUCTIONS

Division Wide Instruction PO-L-245[1]-(1) for trains operating on heavy descending grades applies.

Reference NS-1 Rule A-31 concerning requirements for Two-Way End-Of-Train-Devices. The following sections of track have an average grade of 2 percent or greater over a distance of two continuous miles, or an average grade of 1 percent or greater over a distance of three continuous miles.

Big Prater Creek Spur Milepost	**Length (Miles)**	**Grade-Avg%**
BP 0.0 to BP 3.5	3.5	2.0

For clear communication and cooperation concerning work performed by mine operations and NS crews the following procedure is in force at VP#5 and VP#6:

When arriving at the switch and derail for VP#5 or VP#6, train crews must tune their radios to Channel 2 on hand sets and 76 76 on locomotives. The mine operations will monitor this Channel at all times.

Before entering any track at either location, the mine operation must be notified. Once establishing communication with mine personnel, work can commence within the mine operations.

The radio will remain on Channel 2 while performing all work within the mine operation. After work is finished in the mine operation area and the access switch and derail have been restored to normal position, the radios can be tuned to Channel 1.

When delivering or pulling VP#5 and VP#6, stay in the clear of belt lines or belt structures in the area. If bills are needed, contact the Weller Yardmaster and the mine personnel will be notified.

NOTE: The mine personnel can not handle cabooses. If a problem arises trying to place a caboose on the rear of train notify the Weller Yardmaster for instructions. “No Tags” must be pulled down to the west end of occupied track but left in the clear of adjacent tracks.

GARDEN CREEK BRANCH

WEST ⇩	SIDINGS IN FEET	MP	STATION	NOTE
			PD DISPATCHER 624	
		GC 1.1	CORNELIU	
		GC 0.0 / D 48.2	PAGE JCT.	

1. METHOD OF OPERATION

From	To	Tracks	Signals	Authority
Corneliu MP GC 1.1	Page Jct. MP GC 0.0	Main	N/S	TWC

2. MAXIMUM SPEEDS

	Main Track
Between	**MPH**
MP GC 1.1 and MP GC 0.0	15

3. CHECKING LOCOMOTIVE SPEED INDICATOR

Tests for accuracy will be made at the following locations and Engineers will adjust speed in accordance with any inaccuracy.

LOCATION OF TEST MILE SIGNS:

None.

4. DIESEL UNIT RATINGS

None.

5. LOCOMOTIVE AND CAR RESTRICTIONS

WEIGHT RESTRICTIONS

Loaded 4-axle cars may be handled up to the weight shown provided the stenciled Load Limit (Weight of car and lading) is NOT exceeded.

286,000 lbs.

6. SWITCHES AND DERAILS

None.

GARDEN CREEK BRANCH

7. COMMUNICATION INFORMATION

CH-3: TX = 22 RX = 22

8. DETECTOR INSTRUCTIONS

None.

9. DISTRICT INSTRUCTIONS

GENERAL INSTRUCTIONS

Division Wide Instruction PO-L-245[1]-(1) for trains operating on heavy descending grades applies.

Close clearance exists at the following locations:

MP GC 2.0 — Island Creek, VP No. 6 Outlet Track

In an effort to increase communication between railroad employees and mine personnel, the following procedure must be performed when working VP #5 and VP #6.

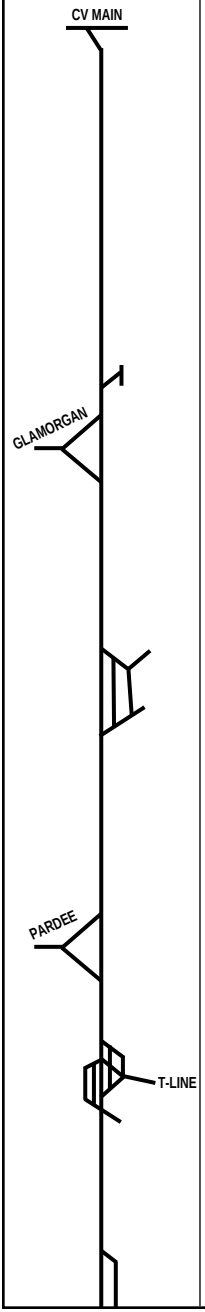
1. When arriving at the switch and derail for VP #5 or VP #6, train crews must select Channel 2 on their hand set and Channel 7676 on the Engine radio. VP #5 and VP #6 will monitor this Channel at all times.
2. Before entering any track at either location, the mine operation must be notified. Once establishing communication with the operation, you can continue with your work accordingly.
3. While you are working at either operation, you will remain on Channel 2 in order to keep communication available with the mine. If you need to talk with the Yardmaster, you can switch back over to Channel 1 to communicate.
4. Once the work has been completed and you have restored the switch and derail, you will go back to Channel 1 (7272) and be governed accordingly.

Please Note: The mine operations will no longer handle railroad cabooses. If you cannot shove back, nor drop your caboose on, notify the Weller Yardmaster for further instructions.

If there are any “no-tags” on hand, pull them down to the west end of the track in which they are located, to the clearance point and prevent from fouling adjacent tracks.

If you are working either industry with insufficient power, it may be at the Engineer’s discretion for the handling of “no-tags”.

CLINCH VALLEY EXTENSION



SIDINGS IN FEET	MP	STATION	NOTE
		NA DISPATCHER 626	
	CV 458.6 / IN 22.9	TACOMA	
	IN 20.7	DEEP	
	IN 19.7	RAMSEY	
	IN 18.5	GRAVE	
	IN 17.6	HAWTHORNE	
	IN 17.1	BOPAR	
	IN 16.7	TANK ..... Y	
	IN 16.4	MILLER	
	IN 16.2	TEXACO	
	IN 15.7	FORD	
	IN 15.4	TOP	
	IN 15.1	YARD	
	IN 14.3	DNOR	
	IN 13.0	JANE	
	IN 11.7	BLACKWOOD	
	IN 9.3	KENT ..... Y	
	IN 8.4	SAWMILL	
	IN 5.8	..... (YL)	1
	IN 4.5	ANDOVER ..... Y	
	IN 3.1	..... (YL)	1
	IN 2.4	MUDLICK	
	IN 0.8	OSAKA	
	IN 0.0	WENTZ	

CLINCH VALLEY EXTENSION

STATION PAGE INFORMATION

NOTE 1: Yard Limits are in effect at Andover, VA on main track between MP IN 3.1 and MP IN 5.8. Authority for movement within these limits will be granted verbally by the Yardmaster at Norton.

1. METHOD OF OPERATION

From	To	Tracks	Signals	Authority
Tacoma MP IN 22.9	Andover MP IN 5.8	Main	N/S	TWC
Andover MP IN 5.8	Andover MP IN 3.1	Main	N/S	YL
Andover MP IN 3.1	Wentz MP IN 1.0	Main	N/S	TWC

2. MAXIMUM SPEEDS

Between	Main Track MPH
MP IN 22.9 and MP IN 16.0	25
Except:	
MP IN 17.9 to MP IN 17.5, Curves	15
MP IN 16.0 and MP IN 2.4	20
Except:	
MP IN 6.0, Over Bridge	15
MP IN 5.9, Curve	15
MP IN 4.8, Scale Track	5
MP IN 2.4 and MP IN 1.0	15

3. CHECKING LOCOMOTIVE SPEED INDICATOR

Tests for accuracy will be made at the following locations and Engineers will adjust speed in accordance with any inaccuracy.

LOCATION OF TEST MILE SIGNS:

WESTWARD
MP IN 15.0 to MP IN 14.0

EASTWARD
MP IN 7.0 to MP IN 8.0

4. DIESEL UNIT RATINGS

	DIESEL UNIT RATINGS IN TONS					
	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
Westward						
Norton to Andover	5000	6650	8000	9900	11000	12980
Andover to Mudlick	2400	3200	3850	4725	5250	6195
Mudlick to Stonega	1200	1600	1900	2385	2650	3127
Eastward						
Andover to Kent Jct.	2000	2700	3200	3960	4400	5192
Kent Jct. to Norton	1300	1750	2050	2565	2850	3363

CLINCH VALLEY EXTENSION

5. LOCOMOTIVE AND CAR RESTRICTIONS

A. WEIGHT RESTRICTIONS

Loaded 4-axle cars may be handled up to the weight shown provided the stenciled Load Limit (Weight of car and lading) is NOT exceeded.

286,000 lbs.

B. EQUIPMENT RESTRICTIONS

Trailing tonnage must be limited on line segments as shown below, behind the following equipment:

1. Empty Multi-level cars.
2. Empty Intermodal single-platform flats and such loaded with empty trailers or containers.
3. Empty 85-foot-long or longer flats and such flat cars when loaded with empty trailers or containers, or loaded with only one trailer or container.
4. Empty Intermodal single-axle truck flat car or such cars loaded with empty trailers or containers.
5. Empty single or multiple-unit double-stack (well) cars, or articulated single-platform (spine) cars. Be governed by Appendix 1 in Eastern and Western Region System Timetables.

Maximum safe trailing tonnage behind Restricted equipment between Tacoma Jct. and Andover is as follows:

Eastward — 2800
Westward — 2800

6. SWITCHES AND DERAILS

None.

7. COMMUNICATION INFORMATION

NA Dispatcher	CH-4:	TX = 56	RX = 56		Code 626
Norton Yardmaster	CH-4:	TX = 56	RX = 56		Code 630
CYO	7-589-5979 (Andover)			Phone:	1-800-898-4296
				Fax:	1-800-476-0147
					1-800-589-5757

8. DETECTOR INSTRUCTIONS

None.

9. DISTRICT INSTRUCTIONS

GENERAL INSTRUCTIONS

Loaded cars exceeding 100 tons gross weight in blocks of 10 more cars will be handled on the head end of trains.

9. DISTRICT INSTRUCTIONS (CONT.)

GENERAL INSTRUCTIONS (CONT.)

Clinch Valley Extension Main Track switch, east leg of Norton Wye, MP IN 16.8, will be left lined and locked for movement to/from east leg Norton Wye. All movements on Clinch Valley Extension Main Track, MP IN 16.8, will proceed expecting to find main track switch lined for movement to/from east leg of Norton Wye.

Switch located at the east end of the New Connection Track, Appalachia, MP IN 5.4, will be left lined and locked for movement on the New Connection Track. Junction switch located in the vicinity of the Old Ice Plant Crossing, MP IN 5.1, will be left lined and locked for movement on the T-Line.

The main track switch for the yard lead at the west end of Andover Yard, MP IN 3.95, may be left lined as last used. All trains, engines and track equipment must approach this switch expecting to find it lined against their movement.

The normal position for the junction switch at Mudlick Junction is lined and locked for movement on the Clinch Valley Extension.

Locomotives and Cabooses must not be operated under the tipple at the following location:

Blackwood #2 (Track #2).

Reference NS-1 Rule A-31 concerning requirements for Two-Way End-Of-Train-Devices. The following sections of track have an average grade of 2 percent or greater over a distance of two continuous miles, or an average grade of 1 percent or greater over a distance of three continuous miles.

Clinch Valley Extension Milepost	Length (Miles)	Grade-Avg%
IN 9.0 to IN 15.3	6.3	1.37

Operating Rule 104(g) “Exception”. The following permanent “blue signal” derails are under the exclusive control of the Mechanical Department at Andover.

Hand Operated Derails

No. 3 Engine Track

200 ft. west of the Pit
200 ft. east of the Pit

Fuel Track

140 ft. east of the west switch
140 ft. west of the east switch

Sand Track

580 ft. west of main line switch

No. 2 Lead

1015 ft. east of the west switch

Power Operated Derails

No. 3 Engine Track

200 ft. east of west main track switch
150 ft. west of east main track switch

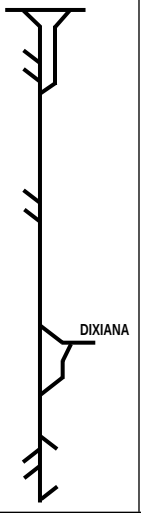
Shop Track

500 ft. east of west main track switch
150 ft. west of east main track switch

When setting off loads at Andover Yard, a minimum of 20 percent of train will have hand brakes secured.

When setting off empties at Andover Yard, a minimum of 10 percent of train will have hand brakes secured.

GLAMORGAN BRANCH



WEST ⇩	SIDINGS IN FEET	MP	STATION	NOTE
			NA DISPATCHER 626	
		IN 16.7/ G 0.0	TANK ..... Y	
		G 0.2	HOOD	
		G 0.3	BOARD	
		G 1.7	GUEST	
		G 2.5	WELLS	
		G 3.2	HOLTON ..... Y	
		G 3.5	BACK	
		G 5.8	GLAMORGAN	

1. METHOD OF OPERATION

From	To	Tracks	Signals	Authority
Tank MP G 0.0	Glamorgan MP G 5.8	Main	N/S	TWC

2. MAXIMUM SPEEDS

	Main Track
Between	**MPH**
MP G 0.0 and MP G 5.8	10

3. CHECKING LOCOMOTIVE SPEED INDICATOR

Tests for accuracy will be made at the following locations and Engineers will adjust speed in accordance with any inaccuracy.

LOCATION OF TEST MILE SIGNS:

None.

4. DIESEL UNIT RATINGS

	DIESEL UNIT RATINGS IN TONS					
	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
Westward Esserville to Norton	2000	2700	3200	3960	4400	5192

GLAMORGAN BRANCH

5. LOCOMOTIVE AND CAR RESTRICTIONS

None.

6. SWITCHES AND DERAILS

None.

7. COMMUNICATION INFORMATION

CH-4: TX = 56 RX = 56

8. DETECTOR INSTRUCTIONS

None.

9. DISTRICT INSTRUCTIONS

GENERAL INSTRUCTIONS

The junction switch at Holton, MP G 3.2 will be left lined and locked for movement to/from Dixiana Branch. All movements on Glamorgan Branch Main Track, MP G 3.2, will proceed expecting to find main track switch lined for movement to/from Dixiana Branch.

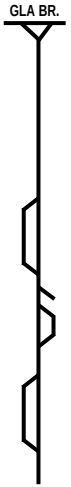
Loaded cars exceeding 100 tons gross weight in blocks of 10 or more cars will be handled on the head end of trains.

Locomotives and cabooses must not be operated under the tipple at the following locations:

Hood (No. 2 Track)
Bruton
Esserville

Crews holding a valid Track Warrant from Tank, MP G 0.0 to Board, MP G 0.3, for the Glamorgan Branch, will have permission to use both legs of the Wye. Crews cannot release these limits while occupying the Wye.

DIXIANA BRANCH

WEST ⇩	SIDINGS IN FEET	MP	STATION	NOTE
			NA DISPATCHER 626	
		G 3.2 / GD 0.0	HOLTON ..... Y	
		GD 1.5	HOLLOW	
		GD 4.1	BELL	
		GD 5.3	RIVER	
		GD 5.6	DOUG	
		GD 6.0	DUST ..... (YL)	
		GD 6.7	DIXIANA ..... (YL)	

1. METHOD OF OPERATION

From	To	Tracks	Signals	Authority
Holton MP GD 0.0	Dust MP GD 6.0	Main	N/S	TWC
Dust MP GD 6.0	Dixiana MP GD 6.7			105

2. MAXIMUM SPEEDS

Between	Main Track MPH
MP GD 0.0 and MP GD 6.7	10

3. CHECKING LOCOMOTIVE SPEED INDICATOR

Tests for accuracy will be made at the following locations and Engineers will adjust speed in accordance with any inaccuracy.

LOCATION OF TEST MILE SIGNS:

None.

4. DIESEL UNIT RATINGS

None.

DIXIANA BRANCH

5. LOCOMOTIVE AND CAR RESTRICTIONS

WEIGHT RESTRICTIONS

Loaded 4-axle cars may be handled up to the weight shown provided the stenciled Load Limit (Weight of car and lading) is NOT exceeded.

286,000 lbs.

6. SWITCHES AND DERAILS

None.

7. COMMUNICATION INFORMATION

CH-4: TX = 56 RX = 56

8. DETECTOR INSTRUCTIONS

None.

9. DISTRICT INSTRUCTIONS

GENERAL INSTRUCTIONS

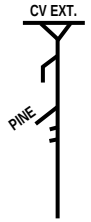
When equipment is left unattended, standing on Dixiana Branch Main Track west of Steer Branch Tipple, MP GD 6.7, the Dixiana Branch Main Track switch west end of Runaround Track, MP GD 6.7, will be left lined and locked for movement to/from Runaround Track.

The junction switch at Holton, MP GD 0.0, will be left lined and locked for movement to/from Dixiana Branch.

Loaded cars exceeding 100 tons gross weight, in blocks of 10 or more cars will be handled on the head end of trains.

Crews holding a valid Track Warrant from Holton, MP GD 0.0 to Hollow, MP GD 1.5, for the Dixiana Branch, will have permission to use both legs of the Wye. Crews cannot release these limits while occupying the Wye.

PARDEE BRANCH

WEST ⇩	SIDINGS IN FEET	MP	STATION	NOTE
			NA DISPATCHER 626	
		IN 9.3 / P 0.0	KENT ..... Y	
		P 4.4	RF JCT.	
		P 5.5	PARDEE	

1. METHOD OF OPERATION

From	To	Tracks	Signals	Authority
Kent MP P 0.0	Pardee MP P 5.5	Main	N/S	TWC

2. MAXIMUM SPEEDS

	Main Track
Between	**MPH**
MP P 0.0 and MP P 5.5	15

3. CHECKING LOCOMOTIVE SPEED INDICATOR

Tests for accuracy will be made at the following locations and Engineers will adjust speed in accordance with any inaccuracy.

LOCATION OF TEST MILE SIGNS:

None.

4. DIESEL UNIT RATINGS

	DIESEL UNIT RATINGS IN TONS					
	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
Westward Kent Jct. to Cane Patch	1300	1750	2050	2565	2850	3363

PARDEE BRANCH

5. LOCOMOTIVE AND CAR RESTRICTIONS

None.

6. SWITCHES AND DERAILS

None.

7. COMMUNICATION INFORMATION

CH-4: TX = 56 RX = 56

8. DETECTOR INSTRUCTIONS

None.

9. DISTRICT INSTRUCTIONS

GENERAL INSTRUCTIONS

Division Wide Instruction PO-L-245[1]-(1) for trains operating on heavy descending grades applies.

Loaded cars exceeding 100 tons gross weight in blocks of 10 or more cars will be handled on the head end of trains.

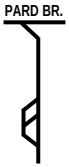
Account curvature on Pardee Branch westward shoving movements with more than 75 empty cars must not be made between MP P 0.7 and MP P 7.7 unless Helper Engine is coupled to west end of movement and being operated within one notch of the same throttle position as head end power. The combination of head end and Helper Units must not exceed the equivalent of 24 powered conventional axles. The number of equivalent powered axles on the Helper Engine must be adjusted as nearly as possible to that of the head end power.

Reference NS-1 Rule A-31 concerning requirements for Two-Way End-Of-Train-Devices. The following sections of track have an average grade of 2 percent of greater over a distance of two continuous miles, or an average grade of 1 percent or greater over a distance of three continuous miles.

Pardee Branch Milepost	Length (Miles)	Grade-Avg%
P 4.8 to P 7.7	3.2	1.84

Crews holding a valid Track Warrant from Kent, MP P 0.0 to RF Junction, MP P 4.4, for the Pardee Branch, will have permission to use both legs of the Wye. Crews cannot release these limits while occupying the Wye.

PINE BRANCH

WEST ⇩	SIDINGS IN FEET	MP	STATION	NOTE
			NA DISPATCHER 626	
		P 4.4/ PB 0.0	RF JCT.	
		PB 3.8	PINE	

1. METHOD OF OPERATION

From	To	Tracks	Signals	Authority
RF Jct. MP PB 0.0	Pine MP PB 3.8	Main	N/S	TWC

2. MAXIMUM SPEEDS

	Main Track
Between	**MPH**
MP PB 0.0 and MP PB 3.8	15

3. CHECKING LOCOMOTIVE SPEED INDICATOR

Tests for accuracy will be made at the following locations and Engineers will adjust speed in accordance with any inaccuracy.

LOCATION OF TEST MILE SIGNS:

None.

4. DIESEL UNIT RATINGS

None.

PINE BRANCH

5. LOCOMOTIVE AND CAR RESTRICTIONS

None.

6. SWITCHES AND DERAILS

None.

7. COMMUNICATION INFORMATION

CH-4: TX = 56 RX = 56

8. DETECTOR INSTRUCTIONS

None.

9. DISTRICT INSTRUCTIONS

GENERAL INSTRUCTIONS

Division Wide Instruction PO-L-245[1]-(1) for trains operating on heavy descending grades applies.

Loaded cars exceeding 100 tons gross weight in blocks of 10 or more cars will be handled on the head end of trains.

Locomotives and Cabooses must not be operated under tipple at the following locations:

Roaring Fork Tipple

RODA BRANCH

WEST ⇩	SIDINGS IN FEET	MP	STATION	NOTE
			NA DISPATCHER 626	
		IN 2.4 / RB 0.0	MUDLICK	
		RB 3.3	RODA	

1. METHOD OF OPERATION

From	To	Tracks	Signals	Authority
Mudlick MP RB 0.0	Roda MP RB 3.3			105

2. MAXIMUM SPEEDS

	Main Track
Between	**MPH**
MP RB 0.0 and MP RB 3.3	10

3. CHECKING LOCOMOTIVE SPEED INDICATOR

Tests for accuracy will be made at the following locations and Engineers will adjust speed in accordance with any inaccuracy.

LOCATION OF TEST MILE SIGNS:

None.

4. DIESEL UNIT RATINGS

	DIESEL UNIT RATINGS IN TONS					
	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
Westward Mudlick to Roda	700	950	1100	1395	1550	1700

5. LOCOMOTIVE AND CAR RESTRICTIONS

None.

RODA BRANCH

6. SWITCHES AND DERAILS

None.

7. COMMUNICATION INFORMATION

CH-4: TX = 56 RX = 56

8. DETECTOR INSTRUCTIONS

None.

9. DISTRICT INSTRUCTIONS

GENERAL INSTRUCTIONS

Division Wide Instruction PO-L-245[1]-(1) for trains operating on heavy descending grades applies.

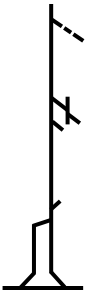
Loaded cars exceeding 100 tons gross weight, in blocks of 10 or more cars will be handled on the head end of trains.

Employees servicing Roda Tipple, MP RB 0.6, will use extreme caution and comply with the above instructions. Employees are to make sure that the tipple chute is fully retracted and clear of the tracks before passing under it. Also, employees will not allow engines or cabooses to pass under the tipple.

Reference NS-1 Rule A-31 concerning requirements for Two-Way End-Of-Train-Devices. The following sections of track have an average grade of 2 percent or greater over a distance of two continuous miles, or an average grade of 1 percent or greater over a distance of three continuous miles.

Roda Branch Milepost	Length (Miles)	Grade-Avg%
RB 0.0 to RB 3.3	3.3	1.76

T-LINE

WEST ⇩	SIDINGS IN FEET	MP	STATION	NOTE
 CV EXT.			NA DISPATCHER..... 626	
		3.4 T	BIG STONE GAP..... (YL)	
		1.6 T/ 0.0 TB	TB LINE	
		0.6 T	APPALACHIA	
		0.0 T/ IN 5.1	ANDOVER.....Y (YL)	

1. METHOD OF OPERATION

From	To	Tracks	Signals	Authority
Big Stone Gap MP 3.4 T	Andover MP 0.0 T	Main		YL

2. MAXIMUM SPEEDS

Between	Main Track MPH
MP 3.4 T and MP 0.0 T	20
Except: MP 0.5 T to MP 0.2 T, Curve	10

3. CHECKING LOCOMOTIVE SPEED INDICATOR

Tests for accuracy will be made at the following locations and Engineers will adjust speed in accordance with any inaccuracy.

LOCATION OF TEST MILE SIGNS:

None.

4. DIESEL UNIT RATINGS

None.

T-LINE

5. LOCOMOTIVE AND CAR RESTRICTIONS

None.

6. SWITCHES AND DERAILS

None.

7. COMMUNICATION INFORMATION

NA Dispatcher	CH-4:	TX = 56	RX = 56	Code 626
Norton Yardmaster	CH-4:	TX = 56	RX = 56	Code 630

8. DETECTOR INSTRUCTIONS

None.

9. DISTRICT INSTRUCTIONS

GENERAL INSTRUCTIONS

Yard limits are in effect at Andover on main track between MP 3.4 T and MP 0.0 T. Authority for movement within these limits will be granted verbally by the Yardmaster at Norton. All movement on main track is to be made in accordance with Operating Rule 93.

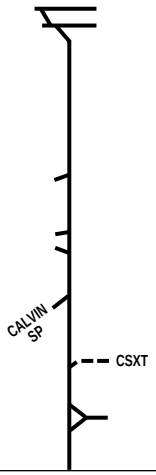
No whistling ordinance in effect through city limits of Appalachia all hours, except as may be necessary for transmission of signals, and in case of emergency, to prevent accidents.

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

The main track switch, MP 0.5 T, New Connection, may be left lined as last used. All trains, engines, and on track equipment must approach this switch expecting it to be lined against their movement.

Loaded cars exceeding 100 tons gross weight, in blocks of 10 or more cars, will be handled on the head end of trains.

ST. CHARLES BRANCH

WEST ⇩	SIDINGS IN FEET	MP	STATION	NOTE
			NA DISPATCHER 626	
		1.6 T/ 0.0 TB	ANDOVER ..... YL	
		1.0 TB	..... YL	
		2.6 TB	IMBODEN	
		4.4 TB	CREST	
		6.5 TB	KEOKEE	
		10.5 TB	BUNDY	
		19.5 TB	POCKETT	
		21.4 TB	..... YL	
		22.5 TB	ST. CHARLES ..... Y	
		25.5 TB	..... YL	

1. METHOD OF OPERATION

From	To	Tracks	Signals	Authority
Andover MP 0.0 TB	Andover MP 1.0 TB	Main		YL
Andover MP 1.0 TB	St. Charles MP 21.4 TB	Main	N/S	TWC
St. Charles MP 21.4 TB	St. Charles MP 25.5 TB	Main		YL

2. MAXIMUM SPEEDS

Between	Main Track MPH
MP 0.0 TB and MP 0.2 TB	15
MP 0.2 TB and MP 9.0 TB	20
Except: MP 0.0 TB to MP 5.0 TB, Loaded Trains	10
MP 9.0 TB and MP 18.0 TB	15
MP 18.0 TB and MP 20.3 TB	20
MP 20.3 TB and MP 23.8 TB	15
MP 23.8 TB and MP 25.5 TB	10

ST. CHARLES BRANCH

3. CHECKING LOCOMOTIVE SPEED INDICATOR

Tests for accuracy will be made at the following locations and Engineers will adjust speed in accordance with any inaccuracy.

LOCATION OF TEST MILE SIGNS:

WESTWARD	EASTWARD
MP 5.0 TB to MP 6.0 TB	MP 21.0 TB to MP 20.0 TB
MP 20.0 TB to MP 21.0 TB	MP 6.0 TB to MP 5.0 TB

4. DIESEL UNIT RATINGS

	DIESEL UNIT RATINGS IN TONS					
	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
Westward						
Andover to St. Charles	600	800	950	1170	1300	1534
Eastward						
St. Charles to Bundy	1200	1600	1900	2385	2650	3127
Bundy to Andover	1500	2000	2400	2970	3300	3894

5. LOCOMOTIVE AND CAR RESTRICTIONS

WEIGHT RESTRICTIONS

St. Charles Branch

1. AC locomotives are restricted between Norfolk Southern and CSXT at Pockett (Bridge, MP TB 19.20).
2. 6-axle DC locomotives between Pockett, MP TB 19.20 and MP TB 25.5 is increased to 432,000 lbs.
3. 6-axle locomotives between Andover, MP TB 0.0 and Pockett, MP TB 19.20 is increased from 414,000 to 416,000.
4. 4-axle locomotives between Andover, MP TB 0.0 and MP TB 25.5 is increased from 281,000 to 291,000.

6. SWITCHES AND DERAILS

None.

7. COMMUNICATION INFORMATION

NA Dispatcher	CH-4:	TX = 56	RX = 56	Code 626
Norton Yardmaster	CH-4:	TX = 56	RX = 56	Code 630

8. DETECTOR INSTRUCTIONS

None.

ST. CHARLES BRANCH

9. DISTRICT INSTRUCTIONS

GENERAL INSTRUCTIONS

Yard limits are in effect on St. Charles Branch Main Track between MP 0.0 TB and MP 1.0 TB and between MP 21.4 TB and MP 25.5 TB. Authority for movement within these limits will be granted verbally by the Yardmaster at Norton. All movement on main track is to be made in accordance with Operating Rule 93.

Descending Grade — Crest

Loaded trains descending grade between Crest, MP 4.4 TB and Andover, MP 0.0 TB, must be handled in accordance with the following instructions:

Prior to descending grade, a brake test must be made as outlined by Form NS-1, Rule A-6. Any car on which the air brake does not apply must have a hand brake set and the car number provided to the Norton YM. When inspection is completed, Engineer will recharge air brake system to 90 lbs. for five minutes as indicated by a gauge on the rear of the train. During the inspection of the release, all retaining valves must be placed in the high pressure position.

When ready to depart, Engineer will release independent brake and apply power if necessary. As soon as the train begins to move, Engineer must apply full dynamic brake and sufficient air brake applications to control speed of train not to exceed ten miles per hour. If dynamic brake becomes inoperative on one or more locomotives, hand brakes must be applied on head ten cars to control speed of train. Should the brake pipe pressure reduce below 70 lbs. on rear of train, the train must be stopped immediately, sufficient hand brakes applied to hold train and air brake system recharged before proceeding down grade.

Division Wide Instruction PO-L-245[1]-(1) for train operating on heavy descending grades applies on Benedict Spur and Mayflower Spur.

The normal position of the switch located at MP 0.05 TB will be lined toward Tracks #1 through #3, “Below Imboden”.

CSXT crews operating between Pocket, MP 19.5 TB and St. Charles will be governed by NS Operating Rules, Pocahontas Division Timetable, NS Special Instructions and Train Dispatcher Bulletin addressed to their train. While operating over NS Tracks, CSXT crews will operate on NS radio frequency.

The three switches on the Wye at St. Charles, MP 22.5 TB will be left lined as last used. All train and engines will proceed expecting to find these switches lined against their movement until determined otherwise. These switches have no normal position.

Reference NS-1 Rule A-31 concerning requirements for Two-Way End-Of-Train-Devices. The following sections of track have an average grade of 2 percent or greater over a distance of two continuous miles, or an average grade of 1 percent or greater over a distance of three continuous miles.

St. Charles Branch Milepost	Length (Miles)	Grade-Avg%
0.2 TB to 4.5 TB	4.3	2.55

CALVIN SPUR

WEST ⇩	SIDINGS IN FEET	MP	STATION	NOTE
			NA DISPATCHER 626	
		10.5 TB/ CX 0.0	BUNDY	
		CX 1.3	SIGMON	

1. METHOD OF OPERATION

From	To	Tracks	Signals	Authority
Bundy MP CX 0.0	Sigmon MP CX 1.3	Main	N/S	TWC

2. MAXIMUM SPEEDS

Between	Main Track MPH
MP CX 0.0 and MP CX 1.3	10

3. CHECKING LOCOMOTIVE SPEED INDICATOR

Tests for accuracy will be made at the following locations and Engineers will adjust speed in accordance with any inaccuracy.

LOCATION OF TEST MILE SIGNS:

None.

4. DIESEL UNIT RATINGS

None.

5. LOCOMOTIVE AND CAR RESTRICTIONS

None.

CALVIN SPUR

6. SWITCHES AND DERAILS

None.

7. COMMUNICATION INFORMATION

CH-4: TX = 56 RX = 56

8. DETECTOR INSTRUCTIONS

None.

9. DISTRICT INSTRUCTIONS

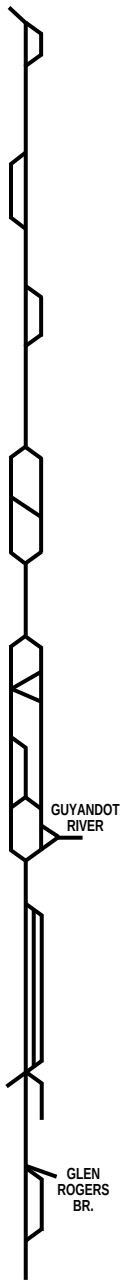
GENERAL INSTRUCTIONS

Locomotives and cabooses must not be operated under the tipple at the following locations:

Calvin (Old Tipple)

When equipment is left unattended, standing on either track west of the Calvin Flood Load Tipple, MP CX 1.8, the first switch east of the Tipple must be left lined and locked for crossover movement from the loading track to the runaround track.

PRINCETON-DEEPWATER DISTRICT



SIDINGS IN FEET	MP	STATION	NOTE
		PD DISPATCHER 624	
	N 344.1/ V 327.0	**PD JCT. (Vir. Div.)** ..... CP	1
	V 334.3	HBD-DED *(Ingleside, WV)*	
	V 339.0	**AMBROSE** ..... CP	
CS 10800	**V 339.9**	**BEGGS** ..... CP	
	V 341.9	**PRINCETON** ..... CP	
	V 344.0	HBD-DED *(Kegley, WV)*	
	V 344.2	Kegley	
	V 351.6	**ROCK** ..... CP	
	V 354.7	Matoaka	
	V 355.1	HBD-DED *(Matoaka, WV)*	
	V 358.1	**WEYANOKE** ..... CP	
	V 359.9	**CLARKS GAP** ..... CP	
	V 361.3	**ALGONQUIN** ..... CP	
	V 366.4	HBD-DED *(Herndon, WV)*	
	V 368.3	**HERNDON** ..... CP	
	V 369.8	**TIERNEY** ..... CP	2
CS 11000	**V 371.8**	**ALPOCA** ..... CP	
	V 373.6	**TRALEE** ..... CP	3
	V 374.4	**NO. 1 CROSSOVER** ..... Y CP	
	V 374.8	Elmore	
	V 375.2	**SPIDERWEB** ..... CP	
	V 376.5	**GULF JCT.** ..... CP	
	V 377.3	Mullens	
CS 6712	**V 380.4**	**VIRWEST** ..... CP	
	V 381.8	**MABEN** ..... CP	

PRINCETON-DEEPWATER DISTRICT

SIDINGS IN FEET	MP	STATION	NOTE
		PD DISPATCHER 624	
	V 388.1	SLAB FORK	
	V 390.1	JENNY GAP	
	V 392.3	LESTER	
	V 394.4	SURVEYOR	
6810	V 400.0	HARPER	
	V 408.5	PAX	
	V 411.8	LIVELY	
	V 416.5	SILVER GAP	
	V 417.7	OAK HILL JCT.	
	V 423.0	INGRAM	
11280	V 426.9	PAGE	
	V 431.0	ROBSON	
	V 434.1	VACO JCT.	
	V 435.0	D.B.	
	WV 216.2		

STATION PAGE INFORMATION

NOTE 1: Control Point for eastward traffic only.
NOTE 2: Control Point for westward traffic only.
NOTE 3: Control Point for eastward Main 2 and middle track only.

PRINCETON-DEEPWATER DISTRICT

1. METHOD OF OPERATION

From	To	Tracks	Signals	Authority
Kellysville MP V 327.0	Weyanoke MP V 358.1	Single	ABS	TC
Weyanoke MP V 358.1	Algonquin MP V 361.3	Both	ABS	TC
Algonquin MP V 361.3	Herndon MP V 368.3	Single	ABS	TC
Herndon MP V 368.3	Elmore MP V 374.8	Both	ABS	TC
Elmore MP V 374.8	Maben MP V 381.7	Single	ABS	TC
Maben MP V 381.7	D.B. MP V 435.0	Main	N/S	TWC

2. MAXIMUM SPEEDS

Between	Main Track MPH
MP V 327.0 and MP V 338.3	25
MP V 338.3 and MP V 347.6	35
Except:	
MP V 339.9 to MP V 340.0, East End Princeton (Head End Only)	20
MP V 342.4, Curve	30
MP V 347.6 and MP V 352.9	30
Except:	
MP V 349.3, Curve	25
MP V 352.9 and MP V 358.1	25
Except:	
MP V 353.7 and MP V 354.3, Curves	20
MP V 355.9 and MP V 356.6, Curves	20
MP V 358.1, Through Turnout at end of Double Track	25
MP V 358.1 and MP V 362.0	25
Except:	
MP V 361.3, Algonquin, Through Turnout	25
MP V 362.0 and MP V 368.4	20
Except:	
MP V 368.4, Herndon, Through Turnout	25
MP V 368.4 and MP V 371.9	25
Except:	
MP V 370.1, Curve	20
MP V 371.1, Curve (Main 1 Only)	20
MP V 371.9 and MP V 382.2	20
MP V 382.2 and MP V 408.9	25
Except:	
MP V 387.7 to MP V 387.9	20
MP V 393.7 to MP V 394.0	20
MP V 401.2 to MP V 401.6	20
MP V 406.4 to MP V 406.6	20
MP V 408.9 and MP V 414.2	30
MP V 414.2 and MP V 415.1	25
MP V 415.1 and MP V 420.5	20
Except:	
MP V 417.3 to MP V 417.7	20
MP V 420.5 and MP V 424.4	25
MP V 424.4 and MP V 431.8	20
MP V 431.8 and MP V 435.0	15

PRINCETON-DEEPWATER DISTRICT

3. CHECKING LOCOMOTIVE SPEED INDICATOR

Tests for accuracy will be made at the following locations and Engineers will adjust speed in accordance with any inaccuracy.

LOCATION OF TEST MILE SIGNS:

WESTWARD
MP V 350.0 to MP V 349.0

EASTWARD
MP V 349.0 to MP V 350.0

4. DIESEL UNIT RATINGS

	DIESEL UNIT RATINGS IN TONS					
	Group 1	**Group 2**	**Group 3**	**Group 4**	**Group 5**	**Group 6**
Westward						
Kellysville to Princeton	1300	1750	2050	2565	2850	3363
Princeton to Elmore	1900	2550	3050	3735	4150	4897
Elmore to Jenny Gap	1300	1750	2050	2565	2850	3363
Jenny Gap to Silver Gap	2000	2650	3200	3960	4400	5192
Eastward						
D.B. to Page	900	1200	1450	1755	1950	2301
Page to Silver Gap	1100	1450	1750	2160	2400	2832
Silver Gap to Harper	1300	1750	2050	2565	2850	3363
Harper to Jenny Gap	1700	2300	2700	3375	3750	4425
Elmore to Clarks Gap	1000	1350	1600	1980	2200	2596
Clarks Gap to Kellysville	3600	4800	5750	7110	7900	9322

5. LOCOMOTIVE AND CAR RESTRICTIONS

A. WEIGHT RESTRICTIONS

Loaded 4-axle cars may be handled up to the weight shown provided the stenciled Load Limit (Weight of car and lading) is NOT exceeded.

286,000 lbs.

5. LOCOMOTIVE AND CAR RESTRICTIONS (CONT.)

B. EQUIPMENT RESTRICTIONS

Trailing tonnage must be limited on line segments as shown below, behind the following equipment:

1. Empty Multi-level cars.
2. Empty Intermodal single-platform flats and such loaded with empty trailers or containers.
3. Empty 85-foot-long or longer flats and such flat cars when loaded with empty trailers or containers, or loaded with only one trailer or container.
4. Empty Intermodal single-axle truck flat car or such cars loaded with empty trailers or containers.
5. Empty single or multiple-unit double-stack (well) cars, or articulated single-platform (spine) cars. Be governed by Appendix 1 in Eastern and Western Region System Timetables.

Maximum safe trailing tonnage behind Restricted equipment between Elmore and Deepwater is as follows:

Eastward — 1500
Westward — 2200

Maximum safe trailing tonnage behind Restricted equipment between Kellysville and Elmore is as follows:

Eastward — 2100
Westward — 2500

C. HEIGHT RESTRICTIONS

Multi-levels and Hy-Cube cars can not be handled between Kellysville and Deepwater. Cars exceeding Plate “C” must not be handled between Kellysville and Elmore unless specially authorized.

Cars exceeding Plate “E” must not be handled between Elmore and Deepwater unless specially authorized.

PRINCETON-DEEPWATER DISTRICT

6. SWITCHES AND DERAILS

A. MAIN TRACK SWITCHES NOT EQUIPPED WITH ELECTRIC LOCKS:

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

MP V 334.5 — Ingleside
MP V 339.9 — Beggs, Yard Lead
MP V 369.8 — Keystone No. 2
MP V 376.8 — Gulf Jct. Old Wye Track

B. CONTROLLED ELECTRIC LOCK SWITCHES:

The unlock must be obtained from the Train Dispatcher before the following switches can be operated:

MP V 361.2 — Algonquin, Main 1

C. AUTOMATIC ELECTRIC LOCK SWITCHES:

Operation of automatic electric switch locks, EXCEPT those between MP GR 26.0 and MP GR 41.1, Guyandot River Branch:

1. Electric lock will release and switch can be reversed to leave main track after train or engine has occupied a short track circuit immediately ahead of switch points.
2. To enter main track, first secure permission of the Train Dispatcher. Raise lock lever handle to “B” position (45 degree angle), and wait until lock indicator is displaying “unlocked” indication. Then move lock lever handle to the unlock position. This will allow switch points to be reversed by use of the handthrow lever.
3. When entering main track from auxiliary track, no part of the fouling circuit on the auxiliary track must be occupied, or derail operated, until permission has been secured from the Train Dispatcher.

D. SPRING SWITCHES:

Spring switches are located as follows:

Location	Normal Position
MP V 374.4 — Elmore, Main 1	Main Track
MP V 374.45 — Elmore, Main 1	Main Track
MP V 374.5 — Elmore, Main Track	Main Track

7. COMMUNICATION INFORMATION

CH-3: TX = 22 RX = 22

CYO 7-589-5986 Phone: 1-800-898-4296
Fax: 1-800-476-0147
1-800-589-5757

8. DETECTOR INSTRUCTIONS

None.

PRINCETON-DEEPWATER DISTRICT

9. DISTRICT INSTRUCTIONS

GENERAL INSTRUCTIONS

Princeton-Deepwater District

Division Wide Instruction PO-L-245[1]-(1) for trains operating on heavy descending grades applies on Beard's Fork Branch.

The Radio, "Ivy Knob" in service for Emergency Only. The Access code must be sent twice to help avoid accidental use.

Operating Rule 104(g) "EXCEPTION". The following permanent "Blue Signal" derails are under the exclusive control of the Mechanical Department.

Princeton Coal Track	260 feet to switch point
Princeton — West end No. 2 and No. 7 Tracks on Lead	268 feet to switch point

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

CSXT trains may use NS trackage between MP V 433.5 and D.B. and between Oak Hill Junction and Carlisle under the direction of the NS Dispatcher in Bluefield.

NS Rules govern CSXT trains on NS Track.

Reference NS-1 Rule A-31 concerning requirements for Two-Way End-Of-Train-Devices. The following sections of track have an average grade of 2 percent or greater over a distance of two continuous miles, or an average grade of 1 percent or greater over a distance of three continuous miles.

Princeton-Deepwater District

Milepost	Length (Miles)	Grade-Avg%
V 327.8 to V 338.4	10.6	1.34
V 361.5 to V 374.0	12.5	1.44
V 385.5 to V 390.4	4.9	1.61
V 400.8 to V 406.3	5.5	1.52
V 417.0 to V 426.0	9.0	1.56
V 428.8 to V 435.0	6.2	1.3

White Oak Branch

Division Wide Instruction PO-L-245[1]-(1) for trains operating on heavy descending grades applies.

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

Branch Line	Mile Post Location	State Route Number
White Oak Branch	WL 1.0 + 528 ft.	Route 61

Old Station Siding Switch, MP WL 1.4, is used as a switch point derail. Any cars or equipment left standing must be left west of this derail.

WINDING GULF BRANCH

WEST	SIDINGS IN FEET	MP	STATION	NOTE
			PD DISPATCHER 624	
		V 376.5/ WG 0.0	GULF JCT. ..... CP	
		WG 1.4	BLACK EAGLE	
	CS 4381	WG 6.5	HORSEPEN ..... CP	
		WG 7.5	AMIGO ..... CP	
	7500	WG 9.9	HELEN	
		WG 12.1	TAMS ..... CP	
		WG 14.2	STOTESBURY	
		WG 21.1	SOPHIA	
		WG 23.6	PEMBERTON	
		WG 29.3	BOWYER	

1. METHOD OF OPERATION

From	To	Tracks	Signals	Authority
Gulf Jct. MP V 376.5	Tams MP WG 12.3	Single	ABS	TC
Amigo MP WG 7.5/MP ST 0.0	East Gulf MP ST 2.9	Main	N/S	TWC
Tams MP WG 12.3	Pemberton MP WG 22.5	Main	N/S	TWC
Pemberton MP WG 22.5	Pemberton MP WG 23.7	Main	N/S	YL
Pemberton MP WG 23.5	Bowyer MP WG 29.3	Main	N/S	TWC

2. MAXIMUM SPEEDS

Between	Main Track MPH
MP WG 0.0 and MP WG 7.5	20
MP WG 7.5 and MP WG 29.3	10
Auxiliary Tracks:	
MP WG 7.5, Stone Coal Br.	15

WINDING GULF BRANCH

3. CHECKING LOCOMOTIVE SPEED INDICATOR

Tests for accuracy will be made at the following locations and Engineers will adjust speed in accordance with any inaccuracy.

LOCATION OF TEST MILE SIGNS:

WESTWARD	EASTWARD
MP WG 2.0 to MP WG 3.0	MP WG 22.0 to MP WG 21.0
MP WG 21.0 to MP WG 22.0	MP WG 3.0 to MP WG 2.0

4. DIESEL UNIT RATINGS

	DIESEL UNIT RATINGS IN TONS					
	Group 1	**Group 2**	**Group 3**	**Group 4**	**Group 5**	**Group 6**
Westward						
Gulf Jct. to Amigo	3600	4800	5750	7110	7900	9322
Amigo to Tams	2300	3050	3650	4545	5050	5959
Tams to Sophia	1200	1600	1900	2385	2650	3127
Eastward						
Pemberton to Sophia	2600	4800	5750	7110	7900	9322

5. LOCOMOTIVE AND CAR RESTRICTIONS

HEIGHT RESTRICTIONS

Plate “C” and cars exceeding Plate “C” must not be handled on Winding Gulf Branch.

6. SWITCHES AND DERAILS

None.

7. COMMUNICATION INFORMATION

CH-3: TX = 22 RX = 22

8. DETECTOR INSTRUCTIONS

None.

WINDING GULF BRANCH

9. DISTRICT INSTRUCTIONS

GENERAL INSTRUCTIONS

Division Wide Instruction PO-L-245[1]-(1) for trains operating on heavy descending grades applies on Winding Gulf Branch, and Laurel Fork Spur.

Reference NS-1 Rule A-31 concerning requirements for Two-Way End-Of-Train-Devices. The following sections of track have an average grade of 2 percent or greater over a distance of two continuous miles, or an average grade of 1 percent or greater over a distance of three continuous miles.

Winding Gulf Branch Milepost	Length (Miles)	Grade-Avg%
WG 12.7 to WG 20.9	8.2	1.70

Stone Coal Branch

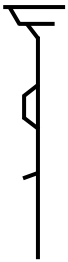
CSXT trains may use NS trackage between Stone Coal Junction and Lillybrook under the direction of the NS Dispatcher at Bluefield.

NS Rules will govern CSXT trains on NS Track.

Crews must avoid walking in area between No. 1 and No. 2 Tracks from East Gulf Tipple to a point 5 car lengths east of Tipple at East Gulf Mine due to unstable footing.

Method of Operation on Stone Coal Branch between Amigo, MP ST 0.0 and East Gulf, MP ST 2.9 will be Track Warrant Authority.

GLEN ROGERS BRANCH

WEST ⇩	SIDINGS IN FEET	MP	STATION	NOTE
			PD DISPATCHER 624	
		V 380.4/ VG 0.0	VIRWEST	
		VG 4.5	POLK GAP	
		VG 9.3	MILAM JCT.	
		VG 12.5	BOLT	

1. METHOD OF OPERATION

From	To	Tracks	Signals	Authority
Virwest MP VG 0.0	Bolt MP VG 12.5	Main	N/S	TWC

2. MAXIMUM SPEEDS

	Main Track
Between	**MPH**
MP VG 0.0 and MP VG 12.5	10

3. CHECKING LOCOMOTIVE SPEED INDICATOR

Tests for accuracy will be made at the following locations and Engineers will adjust speed in accordance with any inaccuracy.

LOCATION OF TEST MILE SIGNS:

None.

4. DIESEL UNIT RATINGS

	DIESEL UNIT RATINGS IN TONS					
	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
Westward Virwest to Polk Gap	1200	1600	1900	2385	2650	3127
Eastward Milam Jct. to Polk Gap	2100	2800	3350	4140	4600	5429

GLEN ROGERS BRANCH

5. LOCOMOTIVE AND CAR RESTRICTIONS

WEIGHT RESTRICTIONS

Loaded 4-axle cars may be handled up to the weight shown provided the stenciled Load Limit (Weight of car and lading) is NOT exceeded.

286,000 lbs.

6. SWITCHES AND DERAILS

None.

7. COMMUNICATION INFORMATION

CH-3: TX = 22 RX = 22

8. DETECTOR INSTRUCTIONS

None.

9. DISTRICT INSTRUCTIONS

GENERAL INSTRUCTIONS

Division Wide Instruction PO-L-245[1]-(1) for trains operating on heavy descending grades applies.

Reference NS-1 Rule A-31 concerning requirements for Two-Way End-Of-Train-Devices. The following sections of track have an average grade of 2 percent or greater over a distance of two continuous miles, or an average grade of 1 percent or greater over a distance of three continuous miles.

Glen Rogers Branch Milepost	Length (Miles)	Grade-Avg%
VG 0.0 to VG 4.9	4.9	1.7

VACO BRANCH

WEST ⇩	SIDINGS IN FEET	MP	STATION	NOTE
			PD DISPATCHER 624	
		V 434.1/ VC 0.0	VACO JCT.	
		VC 0.6	DEEPWATER	

1. METHOD OF OPERATION

From	To	Tracks	Signals	Authority
Vaco Jct. MP VC 0.0	Deepwater MP VC 0.6	Main	N/S	TWC

2. MAXIMUM SPEEDS

Between	Main Track MPH
MP VC 0.0 and MP VC 0.6	10

3. CHECKING LOCOMOTIVE SPEED INDICATOR

Tests for accuracy will be made at the following locations and Engineers will adjust speed in accordance with any inaccuracy.

LOCATION OF TEST MILE SIGNS:

None.

4. DIESEL UNIT RATINGS

None.

5. LOCOMOTIVE AND CAR RESTRICTIONS

WEIGHT RESTRICTIONS

Loaded 4-axle cars may be handled up to the weight shown provided the stenciled Load Limit (Weight of car and lading) is NOT exceeded.

286,000 lbs.

VACO BRANCH

6. SWITCHES AND DERAILS

None.

7. COMMUNICATION INFORMATION

CH-3: TX = 22 RX = 22

8. DETECTOR INSTRUCTIONS

None.

9. DISTRICT INSTRUCTIONS

GENERAL INSTRUCTIONS

CSXT trains may use NS trackage between Deepwater and Vaco Jct. under the direction of the NS Dispatcher in Bluefield.

NS rules govern CSXT trains on NS Track.

GUYANDOT RIVER BRANCH

WEST ⇩	SIDINGS IN FEET	MP	STATION	NOTE
			PD DISPATCHER 624	
		V 374.5/ GR 0.0	**ELMORE** ..... Y (CP)	
	CS 10500	GR 0.5	**HOTWATER ROAD** ..... (CP)	
		GR 2.3	**PAUL GREEN** ..... (CP)	
	CS 3877	GR 4.0	**ITMANN** ..... (CP)	
		GR 4.8	**CLEVENGER** ..... (CP)	
		GR 5.2	HBD-DED *(Clevenger, WV)*	
	CS 5351	GR 6.2	**NEW RICHMOND** ..... (CP)	
		GR 7.4	**JAZBO** ..... (CP)	
		GR 11.9	**PINNACLE CREEK JCT.** ..... (CP)	
	CS 6126	GR 12.4	**PINEVILLE** ..... (CP)	
		GR 13.7	**ROCKVIEW** ..... (CP)	
		GR 16.3	HBD-DED *(Kepler, WV)*	
	CS 9000	GR 17.0	**KEPLER** ..... (CP)	
		GR 18.9	**MADA** ..... (CP)	
	CS 5764	GR 23.2	**ALIFF** ..... (CP)	
		GR 24.4	**INDIAN CREEK** ..... (CP)	
		GR 26.2	Bailysville	
		GR 26.3	HBD-DED *(Bailysville, WV)*	
		GR 27.9	Shannon	
	CS 10145	GR 28.7	**SIMON** ..... (CP)	
		GR 30.8	**MORRI BRANCH JCT.** ..... (CP)	

GUYANDOT RIVER BRANCH

WEST ⇩	SIDINGS IN FEET	MP	STATION	NOTE
	CS 6325		**PD DISPATCHER** 624	
		GR 32.7	**LINCOLN** ..... CP	
		GR 34.0	**CUB CREEK JCT.** ..... CP	
		GR 37.9	HBD-DED *(Justice, WV)*	
		GR 39.7	Justice	
		GR 41.1	**GILBERT** ..... CP	
		GR 42.5/ W 11.4	**NEDS** ..... CP	

1. METHOD OF OPERATION

From	To	Tracks	Signals	Authority
Elmore MP GR 0.0	Neds MP GR 42.5	Single	ABS	TC

2. MAXIMUM SPEEDS

Between	Main Track MPH
MP GR 0.0 and MP GR 1.4	20
MP GR 1.4 and MP GR 13.5	25
MP GR 13.5 and MP GR 17.0	30
MP GR 17.0 and MP GR 21.1	25
MP GR 21.1 and MP GR 26.0	30
Except:	
MP GR 23.0, Curves	25
MP GR 24.5, Curves	25
MP GR 24.6, Curves	25
MP GR 26.0 and MP GR 41.0	25
MP GR 41.0 and MP GR 42.5	20

GUYANDOT RIVER BRANCH

3. CHECKING LOCOMOTIVE SPEED INDICATOR

Tests for accuracy will be made at the following locations and Engineers will adjust speed in accordance with any inaccuracy.

LOCATION OF TEST MILE SIGNS:

WESTWARD	EASTWARD
MP GR 4.0 to MP GR 5.0	MP GR 34.0 to MP GR 33.0
MP GR 14.0 to MP GR 15.0	MP GR 15.0 to MP GR 14.0
MP GR 33.0 to MP GR 34.0	MP GR 5.0 to MP GR 4.0

4. DIESEL UNIT RATINGS

	DIESEL UNIT RATINGS IN TONS					
	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
Westward						
Elmore to Gilbert	4200	5600	6700	8325	9250	10915
Eastward						
Gilbert to Cub Creek Jct.	2100	2800	3350	4140	4600	5428
Cub Creek Jct. to Simon	6000	8000	9600	11880	13200	15576
Simon to Mada	4500	6000	7200	8910	9900	11682
Mada to Itmann	3900	5200	6250	7700	8550	10089
Itmann to Elmore	4900	6550	7850	9675	10750	12685

5. LOCOMOTIVE AND CAR RESTRICTIONS

A. WEIGHT RESTRICTIONS

Loaded 4-axle cars may be handled up to the weight shown provided the stenciled Load Limit (Weight of car and lading) is NOT exceeded.

286,000 lbs.

B. EQUIPMENT RESTRICTIONS

Trailing tonnage must be limited on line segments as shown below, behind the following equipment:

1. Empty Multi-level cars.
2. Empty Intermodal single-platform flats and such loaded with empty trailers or containers.
3. Empty 85-foot-long or longer flats and such flat cars when loaded with empty trailers or containers, or loaded with only one trailer or container.
4. Empty Intermodal single-axle truck flat car or such cars loaded with empty trailers or containers.
5. Empty single or multiple-unit double-stack (well) cars, or articulated single-platform (spine) cars. Be governed by Appendix 1 in Eastern and Western Region System Timetables.

Maximum safe trailing tonnage behind Restricted equipment between Elmore and Gilbert is as follows:

Eastward — 7400
Westward — 7400

GUYANDOT RIVER BRANCH

6. SWITCHES AND DERAILS

A. MAIN TRACK SWITCHES NOT EQUIPPED WITH ELECTRIC LOCKS:

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

MP GR 4.0 — Justice Mine Track

B. CONTROLLED ELECTRIC LOCK SWITCHES:

The unlock must be obtained from the Train Dispatcher before the following switches can be operated:

MP GR 41.1 — Gilbert, Guyandot River Branch

C. AUTOMATIC ELECTRIC LOCK SWITCHES:

Operation of automatic electric switch looks, EXCEPT those between MP GR 26.0 and MP GR 41.1, Guyandot River Branch:

1. Electric lock will release and switch can be reversed to leave main track after train or engine has occupied a short track circuit immediately ahead of switch points.
2. To enter main track, first secure permission of the Train Dispatcher. Raise lock lever handle to “B” position (45 degree angle), and wait until lock indicator is displaying “unlocked” indication. Then move the lock lever handle to the unlock position. This will allow switch points to be reversed by use of the handthrow lever.
3. When entering main track from auxiliary track, no part of the fouling circuit on the auxiliary track must be occupied, or derail operated, until permission has been secured from the Train Dispatcher.

D. SPRING SWITCHES:

Spring switches are located as follows:

Location	Normal Position
MP GR 0.3 — Elmore	Main Track

7. COMMUNICATION INFORMATION

CH-3: TX = 22 RX = 22

8. DETECTOR INSTRUCTIONS

None.

GUYANDOT RIVER BRANCH

9. DISTRICT INSTRUCTIONS

GENERAL INSTRUCTIONS

CSXT trains may use NS trackage between Gilbert and Pemberton under the direction of the NS Dispatcher in Bluefield. NS rules will govern CSXT trains on NS Track.

Flag protection must be provided when trains or engines are operated over Route 52 Crossing, MP GR 44.0 + 2600 feet.

When approaching Kepler, crews are to stop short of Dwarf Signal and receive permission from Train Dispatcher to enter line switch and derail for movement before proceeding. When leaving Kepler, crews must clear Dwarf Signal before restoring switch and derail to normal position.

PINNACLE CREEK BRANCH

WEST ⇩	SIDINGS IN FEET	MP	STATION	NOTE
 GR BR.			PD DISPATCHER 624	
		PC 2.6	GARY 50	
		PC 0.0 / GR 11.9	PINNACLE CREEK JCT.	

1. METHOD OF OPERATION

From	To	Tracks	Signals	Authority
Gary 50 MP PC 2.6	Pinnacle Creek Jct. MP PC 0.0	Main	N/S	TWC

2. MAXIMUM SPEEDS

	Main Track
Between	**MPH**
MP PC 2.6 and MP PC 0.0	15

3. CHECKING LOCOMOTIVE SPEED INDICATOR

Tests for accuracy will be made at the following locations and Engineers will adjust speed in accordance with any inaccuracy.

LOCATION OF TEST MILE SIGNS:

None.

4. DIESEL UNIT RATINGS

None.

5. LOCOMOTIVE AND CAR RESTRICTIONS

WEIGHT RESTRICTIONS

Loaded 4-axle cars may be handled up to the weight shown provided the stenciled Load Limit (Weight of car and lading) is NOT exceeded.

286,000 lbs.

PINNACLE CREEK BRANCH

6. SWITCHES AND DERAILS

None.

7. COMMUNICATION INFORMATION

CH-3: TX = 22 RX = 22

8. DETECTOR INSTRUCTIONS

None.

9. DISTRICT INSTRUCTIONS

GENERAL INSTRUCTIONS

When train encounters a restricting signal westward at MP PC 1.2 and train length does not permit clearing between Route #16 crossing and Pinnacle Creek Jct., train must not proceed until signal indicates approach diverging or authorization from the control station or other proper authority is received.

Close clearance conditions exist at the following locations:

U.S. Steel Gary 50 Pinnacle Creek Plant
Load Tracks No. 1, 2, 3, and 4
Main Line and Shaker Track east of the tipple

Permission must be obtained from Gary 50 Lendent Personnel before cars are moved through the loadout.

MORRI BRANCH

WEST ⇩	SIDINGS IN FEET	MP	STATION	NOTE
			PD DISPATCHER 624	
		GR 30.8/ SK 0.0	MORRI BRANCH JCT. ..... (CP)	
		SK 5.2	Toler	
		SK 7.6	PLUNKETT ..... (CP)	
		SK 11.9	OCEANA ..... (CP)	1
		SK 16.0	Hatcher	
		SK 17.5	KOPPERSTON	

STATION PAGE INFORMATION

NOTE 1: Control Point for eastward traffic only.

1. METHOD OF OPERATION

From	To	Tracks	Signals	Authority
Morri Branch Jct. MP SK 0.0	Oceana MP SK 11.9	Main	ABS	TC
Oceana MP SK 11.9	Kopperston MP SK 17.5	Main	N/S	TWC
Kopperston MP SK 17.5	MP SK 19.5			105

2. MAXIMUM SPEEDS

Between	Main Track MPH
MP SK 0.0 and MP SK 17.5	20
Except: MP SK 12.3	10

3. CHECKING LOCOMOTIVE SPEED INDICATOR

Tests for accuracy will be made at the following locations and Engineers will adjust speed in accordance with any inaccuracy.

LOCATION OF TEST MILE SIGNS:

WESTWARD
MP SK 10.0 to MP SK 11.0

EASTWARD
MP SK 11.0 to MP SK 10.0

MORRI BRANCH

4. DIESEL UNIT RATINGS

	DIESEL UNIT RATINGS IN TONS					
	Group 1	**Group 2**	**Group 3**	**Group 4**	**Group 5**	**Group 6**
Westward						
Morri Branch Jct. to Hatcher	2200	2950	3500	4365	4850	5723
Hatcher to Kopperston	900	1200	1450	1755	1950	2301

5. LOCOMOTIVE AND CAR RESTRICTIONS

None.

6. SWITCHES AND DERAILS

None.

7. COMMUNICATION INFORMATION

CH-3: TX = 22 RX = 22

8. DETECTOR INSTRUCTIONS

None.

9. DISTRICT INSTRUCTIONS

GENERAL INSTRUCTIONS

Division Wide Instruction PO-L-245[1]-(1) for trains operating on heavy descending grades applies.

Close Clearance conditions exist at the following locations:

Hatcher Lead at MP SK 14.9

Close Clearance signs have been erected at this location.

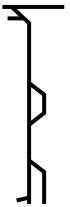
The Eastward Signal at MP SK 12.4 in approach to Oceana is an inoperative Approach Signal and does not afford automatic block protection.

Contact must be made with the T.S.I. employee at the loadout before entering the siding at Kopperston. The normal position for the switch at the west end of Kopperston Siding, MP SK 19.4, is lined and locked for movement into the siding.

Reference NS-1 Rule A-31 concerning requirements for Two-Way End-Of-Train-Devices. The following sections of track have an average grade of 2 percent or greater over a distance of two continuous miles, or an average grade of 1 percent or greater over a distance of three continuous miles.

Morri Branch Milepost	**Length (Miles)**	**Grade-Avg%**
SK 13.0 to SK 19.5	6.2	1.81

CUB CREEK BRANCH

WEST ⇩	SIDINGS IN FEET	MP	STATION	NOTE
			PD DISPATCHER 624	
		GR 34.0 / CM 0.0	CUB CREEK JCT.	
		CM 6.0	BRADLEY	
		CM 7.5	COAL MOUNTAIN	

1. METHOD OF OPERATION

From	To	Tracks	Signals	Authority
Cub Creek Jct. MP CM 0.0	Coal Mountain MP CM 7.5	Main	N/S	TWC

2. MAXIMUM SPEEDS

	Main Track
Between	**MPH**
MP CM 0.0 and MP CM 7.5	10

3. CHECKING LOCOMOTIVE SPEED INDICATOR

Tests for accuracy will be made at the following locations and Engineers will adjust speed in accordance with any inaccuracy.

LOCATION OF TEST MILE SIGNS:

None.

4. DIESEL UNIT RATINGS

	DIESEL UNIT RATINGS IN TONS					
	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
Westward Cub Creek Jct. to Coal Mountain	700	950	1100	1400	1550	1829

5. LOCOMOTIVE AND CAR RESTRICTIONS

None.

CUB CREEK BRANCH

6. SWITCHES AND DERAILS

None.

7. COMMUNICATION INFORMATION

CH-3: TX = 22 RX = 22

8. DETECTOR INSTRUCTIONS

None.

9. DISTRICT INSTRUCTIONS

GENERAL INSTRUCTIONS

Division Wide Instruction PO-L-245[1]-(1) for trains operating on heavy descending grades applies.

Slide detector indicators are located 2,800 feet west of MP CM 0.0 (on north side of track) for westward movements, and 4,430 feet east of MP CM 4.0 (on south side of track) for eastward movements.

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

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

Reference NS-1 Rule A-31 concerning requirements for Two-Way End-Of-Train-Devices. The following sections of track have an average grade of 2 percent or greater over a distance of two continuous miles, or an average grade of 1 percent or greater over a distance of three continuous miles.

Cub Creek Branch Milepost	Length (Miles)	Grade-Avg%
CM 6.0 to CM 9.4	3.4	2.27

WEST VIRGINIA SECONDARY

SOUTH ⇩	SIDINGS IN FEET	MP	STATION	NOTE
			NA DISPATCHER 626	
		RR 7.0	**REFUGEE**	
		RR 23.5	**THURSTON**	
	3958	**RR 46.7**	**LACY**	
		RR 52.2	**CLAYBANK**	
	6820	**RR 59.9**	**CORN**	
		RR 62.5	HBD-DED *(Glouster)*	
	6330	**RR 81.0**	**ARM**	
		RR 103.3	**DEXTER**	
		RR 108.7	HBD-DED *(Langsville)*	
		RR 114.8	**WINE** ..... Ⓨ	
			Hobson Yard	
		WV 116.5	**BEGIN/END CSXT/NS** ..... Ⓨ	
			CSXT Rule 93	
		WV 125.7	**CONCO—END/BEGIN CSXT/NS** ..... Ⓨ	
		WV 127.5	OHIO RIVER BRIDGE	
		WV 127.7	OH/WV STATE LINE	
		WV 133.3	**MATH**	
			HBD-DED	
	5550	**WV 142.9**	**BUCK**	
		WV 154.1	**RUM**	
		WV 167.2	**ROCK**	
	6996	**WV 169.6**	**NITRO**	

WEST VIRGINIA SECONDARY

SOUTH ⇩	SIDINGS IN FEET	MP	STATION	NOTE
			NA DISPATCHER 626	
		WV 171.8	**KAPOK**	
			HBD-DED	
	11088	**WV 175.5**	**INSTITUTE**	
		WV 182.2	**STATE**	
		WV 189.9	HBD-DED *(Port Amherst)*	
	7392	**WV 192.0**	**LEVI**	
		WV 197.1	**MAX** ..... (YL)	2
		WV 198.8	Dickinson Yard	
		WV 200.1	**DICK** ..... (YL)	2
		WV 203.5	Cedar Grove	1
		WV 212.2	**SMIT**	
		WV 214.6	**CHURCH** ..... (YL)	
			Alloy Yard	
JCT.		**WV 216.4**	**ALLOY** ..... (YL)	3
		WV 220.0	**FERRIS**	
		WV 222.7	**GAUL**	
JCT.		WV 227.6	Vaughan Railroad	
		WV 228.2	**CHAM**	
	2700	**WV 242.2**	**LOCKWOOD**	
		WV 246.9	**JONES**	
		WV 252.5	**ENON**	

STATION PAGE INFORMATION

NOTE 1: All train and engines must approach Hughes Road Crossing, MP WV 207.4, not exceeding 10 MPH until the leading end of the movement occupies the crossing.

NOTE 2: The Yard Limits between Max and Dick are controlled by the Yardmaster at Dickinson.

NOTE 3: The NA Dispatcher is in charge of the Yard Limits at Hobson and Alloy.

WEST VIRGINIA SECONDARY

1. METHOD OF OPERATION

From	To	Tracks	Signals	Authority
Bannon MP RR 0.0	Wine MP RR 114.8	Main	N/S	TWC
Wine MP RR 114.8	End NS MP RR 116.5	Main	N/S	YL
Begin CSXT MP RR 116.5	Conco MP WV 125.7	Main	N/S	CSXT Rule 93
Conco MP WV 125.7	Max MP WV 197.1	Main	N/S	TWC
Max MP WV 197.1	Dick MP WV 200.1	Main	N/S	YL
Dick MP WV 200.1	Church MP WV 214.6	Main	N/S	TWC
Church MP WV 214.6	Alloy MP WV 216.4	Main	N/S	YL
Alloy MP WV 216.4	Enon MP WV 252.5	Main	N/S	TWC

2. MAXIMUM SPEEDS

Between	Main Track MPH
MP RR 0.0 and MP RR 47.0	40
Except:	
MP RR 31.1 to MP RR 32.7	35
MP RR 35.3 to MP RR 35.8	30
MP RR 47.0, Through Turnout	25
MP RR 47.0 and MP RR 114.8	35
Except:	
MP RR 53.3 to MP RR 55.5	30
MP RR 59.5 to MP RR 73.0	30
MP RR 79.6 to MP RR 88.2	30
MP RR 88.2 to MP RR 88.4	25
MP RR 88.4 to MP RR 103.6	30
Yard Limits:	
MP RR 114.8 to MP RR 116.4 — Restricted Speed	15
CSXT Yard Limits Rule 93:	
MP RR 116.4 to MP WV 125.7 — Controlled Speed	20
MP WV 125.7 and MP WV 216.4	40
Except:	
MP WV 125.7 to MP WV 127.8	30
MP WV 139.0 to MP WV 142.3	25
MP WV 159.6 to MP WV 159.8	30
MP WV 166.1 to MP WV 166.3	30
MP WV 184.3 to MP WV 185.0	15
MP WV 190.9 to MP WV 191.1	30
MP WV 197.8, Through Turnout	25

WEST VIRGINIA SECONDARY

2. MAXIMUM SPEEDS (CONT.)

Between	Main Track MPH
Yard Limits:	
MP WV 197.1 to MP WV 200.1 — Restricted Speed	15
MP WV 205.9 to MP WV 206.0	30
MP WV 206.0 to MP WV 206.4	25
MP WV 211.5 to MP WV 220.4	30
MP WV 214.6 to MP WV 216.4 — Restricted Speed	15
MP WV 216.4, Alloy and MP WV 252.5, Enon	40
Except:	
MP WV 220.4 to MP WV 223.2	25
MP WV 223.2 to MP WV 239.0	30
MP WV 239.0 to MP WV 240.0	20
MP WV 240.0 to MP WV 241.1	10
MP WV 241.1 to MP WV 252.5	25
Sidings — Restricted Speed not exceeding	10
Jones Industrial Track	15

3. CHECKING LOCOMOTIVE SPEED INDICATOR

Tests for accuracy will be made at the following locations and Engineers will adjust speed in accordance with any inaccuracy.

LOCATION OF TEST MILE SIGNS:

MP RR 23.0 to MP RR 24.0
MP WV 136.0 to MP WV 137.0
MP WV 210.0 to MP WV 211.0

4. DIESEL UNIT RATINGS

	DIESEL UNIT RATINGS IN TONS					
	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
Southward						
Columbus to Hobson	1970	2740	2810	3530	4370	6605
Hobson to Dickinson	1970	2740	2810	3530	4370	6605
Northward						
Dickinson to Hobson	2070	2880	2950	3700	4580	6892
Hobson to Columbus	1690	2210	2270	2870	3550	5518

5. LOCOMOTIVE AND CAR RESTRICTIONS

WEIGHT RESTRICTIONS

Loaded 4-axle cars may be handled up to the weight shown provided the stenciled Load Limit (Weight of car and lading) is NOT exceeded.

286,000 lbs.

The following locations require 4-axle locomotives for switching:

Nitro Plants, Industry Tracks, Dow Chemical at Institute,
Dow Chemical North Charleston, E.I. DuPont and Cory Brothers.

WEST VIRGINIA SECONDARY

6. SWITCHES AND DERAILS

Switch Indicator: Arrow indicates the route for which the switch is lined:

MP WV 226.2 for switch at MP WV 227.6

Green Arrow ⇦ Proceed: Switch lined for Vaughan Railroad

Green Arrow ⇨ Proceed: Switch lined for West Virginia Secondary Track

MP WV 245.8 for switch at MP WV 246.8

Green Arrow ⇨ Proceed: Switch lined for Jones Industrial Track

Green Arrow ⇦ Proceed: Switch lined for West Virginia Secondary

7. COMMUNICATION INFORMATION

CH-2: TX = 64 RX = 64

CYO 7-589-5622
Phone: 1-800-898-4296
Fax: 1-800-476-0147
1-800-589-5757

CSXT BJ Dispatcher:
TX = 14 RX = 14 Tone 7

Phone: 1-800-854-5694
When on CSXT Dispatched Tracks
Radio will monitor Ch. 8. If not equipped:
TX = 64 RX = 64

8. DETECTOR INSTRUCTIONS

None.

9. DISTRICT INSTRUCTIONS

FREIGHT TRAIN HANDLING INSTRUCTIONS

All crews on duty at Hobson or Dickinson that will work between those two points must have a CSXT Bulletin addressed to their train before leaving the terminal.

All mine job crews working at Power Mountain will contact the Dickinson Yardmaster by phone to determine the status of Terry Eagle coal operation before leaving.

All mine runs operating at Power Mountain or Fola will notify the Yardmaster the time when they arrive, when half of train has been loaded and completion of loading.

The switching crews are reminded that before tying up their job that they are to contact the Yardmaster to insure that all paperwork has been processed and further instructions. Also, the switchers will not block the passing siding at Institute without permission from the NA Dispatcher.

NS trains may use the track between RQ 38.5 (New Lex) and RQ 36 (Roseville) on the OCRR under the instructions and authority from the OCRR Dispatcher. NS Operating Rule 105 will govern movements on this track section.

Division Wide Instruction PO-L-245[1]-(1) for trains operating on heavy descending grades applies.

Reference NS-1 Rule A-31 concerning requirements for Two-Way End-Of-Train-Devices.

9. DISTRICT INSTRUCTIONS (CONT.)

FREIGHT TRAIN HANDLING INSTRUCTIONS (CONT.)

The following section of track has an average grade of 2 percent or greater over a distance of two continuous miles, or an average grade of 1 percent or greater over a distance of 3 continuous miles.

Dickinson — Cornelia District

Milepost	Length (Miles)	Grade-Avg%
WV 252.0 to WV 248.0	4	2

New Yard — Institute WVA: Bytadiene or Ethylene Oxide cars cannot be stored north of the 20 foot wide orange line and the 15 foot high orange windsock pole.

All cars will be kept two car lengths away from the clearance points at Institute Yard to avoid fouling other tracks and prevent damage. This includes the northern and southern clearance points on Tracks 1–8 and the northern clearance points on Stub Tracks 9–11.

In the case that the New Yard is full and cars will not fit under these clearance point guidelines, contact Institute's IP Leader at 304-767-6226. This phone is monitored 24/7 and they will instruct you of what to do with the cars.

Alloy Yard — When trains are to be left in Alloy Yard, the Elkem Metals Crossing at MP WV 215.5 will be cut. Engines or cars left on the Interchange or Main Line Tracks must be properly secured and be at least 100 feet from the crossing in both directions.

Extension air lines are located on the North and South sides of the Elkem Metals Crossing in order to maintain air on the entire train. Do not bottle air at any time and make sure extension air lines are placed over the rails and not through the sill steps of rail cars. Crews leaving trains at Alloy should leave a note on the lead locomotive (when possible) stating that the crossing is cut, extension air is attached and the number and location of hand brakes applied.

Employees disconnecting extension air from a car must use the following procedure:

1. Close the angle cock on the equipment.
2. Bleed the air from the ground air line.

   NOTE: DO NOT uncouple air hoses before bleeding the air pressure.
3. Uncouple the air hoses and stretch the ground air line along the heads of the crossties to prevent a tripping hazard.

The trainline on the cars with the attached units may then be recoupled with the other cars at the crossing and recharged.

All employees are not to ride train movements into Cory Brothers Industry Track at MP WV 185.5 due to close clearances.

POCAHONTAS DIVISION SPECIAL INSTRUCTIONS

TABLE OF CONTENTS

POCAHONTAS DIVISION

SPECIAL INSTRUCTIONS

PO-GR-10-1. BULLETINS

All Pocahontas Division Operations Bulletins and Superintendent Notices are electrically posted in a bulletin board in the MEMO System. A Pocahontas Division master bulletin board “POBULLS” can be accessed which will contain separate bulletin boards for Operations Bulletins “POOPB” and Superintendent Notices “POGIB”.

All bulletins may be printed for your retention and future reference, but once a bulletin has expired or has been cancelled or superceded, all copies must be destroyed.

Each employee, before commencing a trip or tour of duty, must read all Operations bulletins applicable to his/her run that were posted since he/she last worked.

In the event that the MEMO System is down, the Chief Dispatcher’s Office (7-926-4239 or 304 325-4239) must be promptly contacted to secure bulletin information.

Whenever a Dispatcher’s Bulletin is received and the “time issued” on the Bulletin is greater than 3 hours prior to the reporting time of the train, the Dispatcher’s Bulletin must be verified with the Train Dispatcher on duty to ensure that their Bulletin is the most current.

PO-GR-16-1. GROUND AIR

Ground air systems at Norton, Andover, Carbo, Auville and Flat Top are equipped with self-venting cut off valves, which will allow air to vent from the hose after valve is closed. Air hoses may be separated after pressure has vented. If valve does not vent, allow 2 minutes for pressure equalization before separating hose.

At Alfredon, the ground air hoses at the end of the yard are equipped with self-venting cut off valves. The ground air hoses at the MIddle Road Crossing are equipped with a manual bleed valve on the hose gladhand which must be used to relieve air pressure from the hose after turning angle cocks and before uncoupling ground air from the train line.

Transportation Department employees removing **ground air** from cars and trains at Weller, VA, will allow 2 minutes after closing both the angle cock and ground air cut-out cock for pressure equalization (bleeding) in the ground air line before separating gladhands. The Weller ground air system (**is not**) equipped with self venting cut off valves.

PO-GR-16-2. AIR HOSES

The practice of placing yard air hoses through the sill step of cars connected to yard air is prohibited. Yard air hoses once connected to the car will be draped over the rail 5–10 feet in front of the car wheel in such a manner that the hose will be severed if the cars begin to roll.

PO-GR-21-1. LOCOMOTIVE SEATING

When occupying locomotive cab, there must be sufficient seating for all employees. Locomotive cab seats shall be securely mounted and braced. No improvised or temporary seating will be permitted.

POCAHONTAS DIVISION

SPECIAL INSTRUCTIONS (CONT.)

PO-GR-32-1. EXCESSIVE DIMENSION EQUIPMENT

Before handling cars, exceeding Plate “B” on tracks other than main tracks or sidings, it must be determined that adequate clearance exists.

1. Plate “B”, “C”, “E” and “F” freight cars.

   Freight cars stenciled “C”, “E” and “F”, and unstenciled general service equipment having dimensions within Plate “B” may be handled on all main tracks and sidings of the Pocahontas Division.

   EXCEPT:
   (a) Winding Gulf Branch
   (b) Tug Fork Branch

   Plate “C” and cars exceeding Plate “C” dimensions must not be handled between MP CV 444.0 west of St. Paul and MP CV 453.0 west of Little Tom Tunnel.

   Cars exceeding Plate “C” must not be handled between Kellysville and Elmore and on the Guyandot River Branch unless specially authorized.

   Cars exceeding Plate “E” must not be handled between Elmore and Deepwater or on Dry Fork Branch unless specially authorized.

   Plate “F” cars and multi-levels not exceeding 19'0" above top-of-rail can be handled between Bluefield and Williamson and between Williamson and Vera.

   Plate “F” cars and multi-levels not exceeding 19'0" above top-of-rail can be handled on the Buchanan Branch between Devon and Richlands and on the Clinch Valley District between Richlands and Bluefield.

   Multi-levels and Hy-cube cars cannot be handled between Kellysville and Deepwater.

2. Plate “F+” cars or “Exceeds Plate F” freight cars.
   Movement of cars exceeding 17'0" or stenciled “F+” or “Exceeds Plate F” must be cleared by Chief Dispatcher, except as otherwise noted herein.

3. Fully enclosed auto rack cars.
   Fully enclosed auto rack cars (exceeding Plate “F” but not exceeding 19'0" above top-of-rail) may be handled on all main tracks and sidings EXCEPT on the Clinch Valley District west of Richlands.

4. Double stack cars.
   Do not handle double stack cars on any track.

PO-GR-32-2. TRAIN CONSIST

All employees have the responsibility to protect train movements over the division. Solid loaded coal or coke trains requiring pusher service MUST NOT contain empty cars.

POCAHONTAS DIVISION

SPECIAL INSTRUCTIONS (CONT.)

PO-L-1. UNUSUAL OR SUSPICIOUS ACTIVITY

As the eyes and ears of Norfolk Southern, we should continue to be alert for unusual or suspicious activity on or near railroad property, and we should continue our thorough scrutiny of railcars and other equipment.

You can report unusual conditions or activity to the NS Police Department at microwave 981-5706 or 1-800-453-2530. In an emergency, dial 911 for public law enforcement response.

PO-L-238-1. FUEL CONSERVATION

In addition to instructions covered by NS-1, L-238, concerning fuel conservation, the following practice is to be used in order to conserve fuel:

Leaving Bluefield:	Empty hopper trains of 100 cars or less: Shut down all except 1 Hi-Ad six-axle or two conventional six axles.
Leaving Portsmouth:	All empty hopper trains: Shutdown all except 1 Hi-Ad six-axle or two conventional six axles.

These instructions cover main line movement over Pocahontas and Kenova Districts only. Sufficient units are to be started and put on line at locations needed.

PO-L-242-1. SHOVING MOVEMENTS

Your attention is drawn to NS-1 Rule L-242. **Shoving and backup movements** may be made at all locations on the Pocahontas Division with maximum authorized head end power (not to exceed the equivalent of 18 powered axles), as long as the Engineer exercises due caution when handling empty equipment to avoid shoving out or jackknifing cars.

When necessary to control slack by the use of automatic brake or hand brake application during shoving movements, the minimum brake application is to be used. Under no circumstances should more than a ten (10) pound brake pipe reduction or a maximum of 5 hand brakes be applied for this purpose.

Exception: When shoving trains containing 90 or more empty aluminum hoppers, maximum head-end power will not exceed the equivalent of 16 powered axles. The automatic brake will not be used while shoving this equipment, except when making a planned stop.

POCAHONTAS DIVISION

SPECIAL INSTRUCTIONS (CONT.)

PO-L-245[1]-(1). TRAIN HANDLING

Train Operating instructions on Heavy Descending Grades

These instructions apply to the following Branch Line segments on the Pocahontas Division where trains are initially assembled:

Beard's Fork Branch
Beech Fork Spur
Benedict Spur
Big Creek Branch
Big Prater Creek Spur
Bolt Branch
Briar Mountain Branch
Buchanan Branch
Buzzard's Creek Branch
Caretta Branch
Cedar Branch
Coal Creek Branch
Cub Creek Branch
Delorme Branch
Dumps Creek Branch
Fola
Four Pole Spur
Glen Rogers Branch
Hurricane Branch
Jamboree Spur
Laurel Fork Spur
Lenore Branch
Lick Fork Branch
Long Fork Spur
Marrowbone Branch
Mayflower Spur
Morri Branch
Nolan Spur
North Fork Branch
Pardee Branch
Pine Branch
Power Mountain
Right Fork of Garden Creek Spur
Roda Branch
Sand Lick Branch
South Fork Branch
Spice Creek Branch
Stone Coal Branch
Sycamore Branch
Track "C" Mate Creek Branch
Tug Fork Branch
Upper Elk Creek Spur
Wentz
White Oak Branch
Winding Gulf Branch

Prior to descending grade at any of the above locations, a brake test must be made in accordance with NS-1 Rules A-6 or A-14. When inspection is completed and prior to departing, Engineer will recharge air brake system to within 15 PSI of Feed Valve Setting for five minutes as indicated on the rear of the train.

At locations where independent brakes will not hold a train, a sufficient number of hand brakes must be applied to secure train while air brake system is being charged.

When air brakes have released, a signal will be given to the Engineer to apply a holding brake (a holding brake is a brake service reduction sufficient to hold train while hand brakes are being released).

When ready to depart, Engineer will release independent brake and apply power, if necessary. As soon as the train begins to move, Engineer must apply full dynamic brake and make a sufficient air brake application to control speed of train.

Any time a freight train is descending a heavy grade and automatic brake application is required to control speed of train, should the equalizing reservoir pressure be reduced to 65 PSI (70 PSI when carrying 100 PSI feed valve setting) on lead locomotive, the train must be stopped immediately, sufficient hand brakes applied to hold train on grade and air brakes system recharged before proceeding downgrade.

When air brakes have released, a signal will be given to the Engineer to apply a holding brake (a holding brake is a brake service reduction sufficient to hold train while hand brakes are being released).

POCAHONTAS DIVISION

SPECIAL INSTRUCTIONS (CONT.)

PO-L-248-1. PUSHER SERVICE

No more than equivalent of 8 conventional powered axles may be used when pushing a mixed time freight or empty train.

No more than equivalent of 18 conventional powered axles may be used when pushing a solid loaded bulk commodity train:

EXCEPT: no more than the equivalent of 24 conventional powered axles may be used when pushing a solid loaded bulk commodity train at the following locations:

Williamson	to	Bluefield
Andover	to	Bluefield
Weller	to	Raitt
Elmore	to	Kellysville
Elmore	to	Wharncliffe
St. Charles	to	Andover
Auville	to	Cedar Bluff
Deepwater	to	Elmore

PO-M-1. CLOSE CLEARANCES

Some tipples and structures will not clear engines, cabooses, or other equipment. Employees must know that equipment will clear before operating under or through tipples and structures.

PO-S1040-1. PERSONAL PROTECTIVE EQUIPMENT

Gloves must be worn when your duties may expose your hands to injuries from cuts and bruises.

Under all conditions, gloves must be of a construction that they do not present a safety hazard and are suitable for duties to be performed.

PO-S1043-1. EYE PROTECTION

All train and engine service employees, Yardmasters and clerical employees are required to wear glasses with side shields while on duty and/or on company property in an operating environment, including occupying cabooses or locomotive cabs at all times. Exceptions are when employees are in enclosed offices, highway vehicles, and en route to and from offices and office parking lots.

Employees who do not wear prescription glasses will be issued approved safety glasses.

Eye wear with AMBER COLORED LENS may distort color perception. The use of protective eye wear with AMBER COLORED LENS by employees and visitors is PROHIBITED.

Only approved safety eye wear listed in the NS Safety Equipment Catalog and approved prescription safety eye wear may be used.

POCAHONTAS DIVISION

SPECIAL INSTRUCTIONS (CONT.)

PO-SR1070-1. 3 POINT CONTACT

Your attention is directed to SR1070 and SR1071 getting on or off equipment. Employees must maintain 3 point contact when mounting, dismounting or moving about equipment. Employees must incorporate “buddy system” when possible when handling material or personal items on or off equipment.

PO-34-1. TRACK DESIGNATION

In Traffic Control territory, where **two main tracks** are in service, the track to the right as viewed by a westward train is Main 2, and the track to the left is Main 1.

PO-103(b)-1. RIDING CARS

Employees will not ride the leading end of a car, when it places the employees between the gauge of the track except when it is necessary to operate the hand brake on a moving car not coupled to a locomotive. This does not prohibit an employee from riding under the slope sheets of a hopper or covered hopper on an extended shove movement.

PO-103(c)-1. RUNNING SWITCH

Locations where **running switches** are authorized: none.

PO-103(d)-1. CAR SECUREMENT

Unless specifically authorized by Trainmaster’s Bulletin, cars or engines left on any track must be left as follows:

1. Single-end tracks — no less than one (1) car length from end of track (dirt mound, bumping post, wheel stops).
2. Tracks open on either end — no less than one (1) car length from derail, if so equipped, or clearance point on either end.

PO-103(e)-1. DOUBLE CHECK SWITCH

When engaged in switching operations, clear communication between groundmen and Engineers about the position of switches and/or derail must be ascertained.

When the switch and/or derail has been aligned properly, the groundman will communicate the position of switch and/or derail to the Engineer. It is the Engineer’s responsibility to repeat the positions and ask for the groundman to double check the switch and/or derail, even if groundman originally stated “double checked”.

The groundman will inspect the switch and/or derail position and inform the Engineer that they have been double checked. After confirming double check with the groundman, then the Engineer may proceed with moves in accordance with Operating Rule 508.

PO-103(e)-2. SAFETY STOP

When practical for safe handling of equipment, plan a safety stop one car prior to coupling to cars positioned within 50 feet of derails, wheel stops or cars that have a potential of roll out.

POCAHONTAS DIVISION

SPECIAL INSTRUCTIONS (CONT.)

PO-245-1. NON-SIGNALED TRACKS

The display of a proceed aspect governing movement on to non-signaled branches, spurs or other tracks does not convey authority beyond the opposing home signal of the interlocking. Trains or engines must have the necessary prescribed authority before proceeding onto non-signaled territory (Track Warrant, Rule 105 or Rule 93).

PO-581-1. CABOOSE INSTRUCTIONS

All employees are prohibited from lighting caboose heaters/stoves equipped with propane gas. Propane heaters/stoves must be lit by mechanical personnel.

Cabooses equipped with diesel/kerosene may be lit by employees following instructions posted on caboose wall. **NOTE:** If caboose is to be left for an extended time, turn the control valve to pilot "P" position.

PO-581-2. TRAIN RESPONSIBILITY

Industry personnel (including mine personnel) cannot perform work related to trains NS crews are operating. This includes, but is not limited to, setting or releasing hand brakes, making cuts, protecting shoves, dropping cars and handling switches and derails. Crews are to insure that industry personnel do not perform this work. Crew members may be transported by industry personnel in passenger type vehicles in accordance with HV-1.

PO-585-1. CYO — CENTRALIZED YARD OPERATIONS

Road Freight & Road Locals

1. Beginning of Road Trip
   (a) Paperwork — At locations where a YM issues the paperwork, Conductor will attain paperwork from the YM and any instructions. At locations where CYO issues paperwork, Conductor will call CYO and attain paperwork from CYO and any instructions.
   (b) Advance Paperwork — When known "line of road" pick ups are required, Conductor should attain the "Wheel Report" for the pick up from the YM or CYO clerk, whichever is applicable.
   (c) Industry Work — All trains performing industry work, should receive the "Work Order" for the industry work to be performed. Either YM or CYO should provide such documentation, whichever is applicable.
2. Picking Up on the Line of Road
   (a) CYO Notification — Conductor will "tone" CYO utilizing the radio. On portions of the Division where the "tone" is not available, Conductor will notify CYO utilizing the ARN (7-589-5980) as soon as possible of the pick up.
   (b) Information — Conductor will inform CYO of the cars picked up, detailing the "Head Car" and "Rear Car" of the pick up and the total number of cars picked up, and where in the train the cars were picked up.
3. Setting Out on the Line of Road
   (a) CYO Notification — Conductor will "tone" CYO utilizing the radio. On portions of the Division where the "tone" is not available, Conductor will notify CYO utilizing the ARN (7-589-5980) as soon as possible of the pick up.
   (b) Information — Conductor will inform CYO of the cars set out detailing the "Head Car" and "Rear Car" of the set out and the total number of cars set out, and what track the cars were put in.

PO-585-1. CYO — CENTRALIZED YARD OPERATIONS (CONT.)

4. Completion of Road Trip

(a) Paperwork — Conductor will fax all paperwork to CYO concerning set offs, pick ups, floodloading work, and any industry work performed.

(b) Follow Up — Conductor should call CYO and verify receipt of the paperwork faxed in. **This gives the CYO clerk an opportunity to question any discrepancies in the paperwork with the Conductor to ensure good reporting and accurate inventory.**

(c) Road trains and locals are required to report any cars setoff, picked up, pulled or spotted and ensure paperwork is properly prepared and sent to CYO. All paperwork must show Track ID, Station Number, Date and Time, including Conductors signature. Locals and Pushers are required to verify that the engines shown on their paperwork are correct. Additionally, both need to show their on and off duty locations and times. Paperwork is a requirement as part of train and engine duties.

The following ARN Channels are available:

Kenova/Portsmouth		
Channel 9	Sign on 19*	Sign off — #9
Channel 8	Sign on 19*	Sign off — #9
Williamson		
Channel 8	Sign on 19*	Sign off — #9
Poca District		
Channel 9	Sign on 19*	Sign off — #8
Channel 8	Sign on 19*	Sign off — #9
Buchanan Branch		
Channel 9	Sign on 19*	Sign off — #8
Channel 8	Sign on 19*	Sign off — #9
Clinch Valley		
Channel 9	Sign on 19*	Sign off — #8
Channel 7	Sign on 18*	Sign off — #8
Elmore		
Channel 9	Sign on 19*	Sign off — #8
Channel 7	Sign on 18*	Sign off — #8

100 Channel
Locomotive Radio

ARN	TX	RX
7	83	29
8	69	11
9	75	27

Train crews in Andover, Carbo, Norton and St. Charles area can now tone CYO via radio, Tone #628.

POCAHONTAS DIVISION

SPECIAL INSTRUCTIONS (CONT.)

PO-585-2. CAR MOVEMENT DOCUMENTATION

Be governed by the following instructions regarding Car movement Documentation:

1. Conductors are required to have "Proper Documentation" prior to moving a car, loaded or empty. This documentation may be in the form of:
   (a) Waybill or Mine Tag.
   (b) Computer generated "Car Handle Report".
   (c) Hand-written "Car Handle Report" (except Hazardous Material), then Conductor must have waybill or forwarding instructions prepared by shipper, if hand-written "Car Handle Report" is used.
2. Conductors will be furnished a computer generated "Car Handle Report" in standing order from waybills/mine tags, when computer generated report is not available or feasible to furnish.
3. Shippers will furnish a separate mine tag or waybill (at mine) for each car except for full "unit coal trains" i.e. 96 Scherer, 90 Wateree, which moves as a single unit from origin to destination.
   (a) These mine tags/waybills will be maintained in standing order of cars and transferred from Conductor to Conductor, thus allowing each Conductor to prepare a hand-written "Car Handle Report" until:
      1. A computer generated car handling report can be furnished.
      2. Conductor is advised that cars he/she is handling are currently shown located in the track/train he/she is handling, which case Conductor will furnish head and rear car initial/number, track from which picked up, head and rear car number of each block set off, track and time each block is set off.
   (b) Mine tags will be required for all Tidewater coal trains departing the Pocahontas Division.

PO-601-1. ENGINE OCCUPANCY

When operating multiple unit locomotive consists without cars and/or cabooses coupled on any extended moves on line of road or within the terminal limits, the Engineer MUST operate when practicable from the lead locomotive in the direction of movement. An extended movement for these purposes is considered to be any movement, other than switching moves, which pass signals, pass over switches or public road crossings or involves any other movements in excess of 1/4 of mile on line of road.

PO-601-3. ENGINE MOVEMENTS

All pusher engineers must report their engine movements to CYO using the faxable forms available.

POCAHONTAS DIVISION

SPECIAL INSTRUCTIONS (CONT.)

PO-630-1. ACCELERATED CONDUCTOR TRAINEES

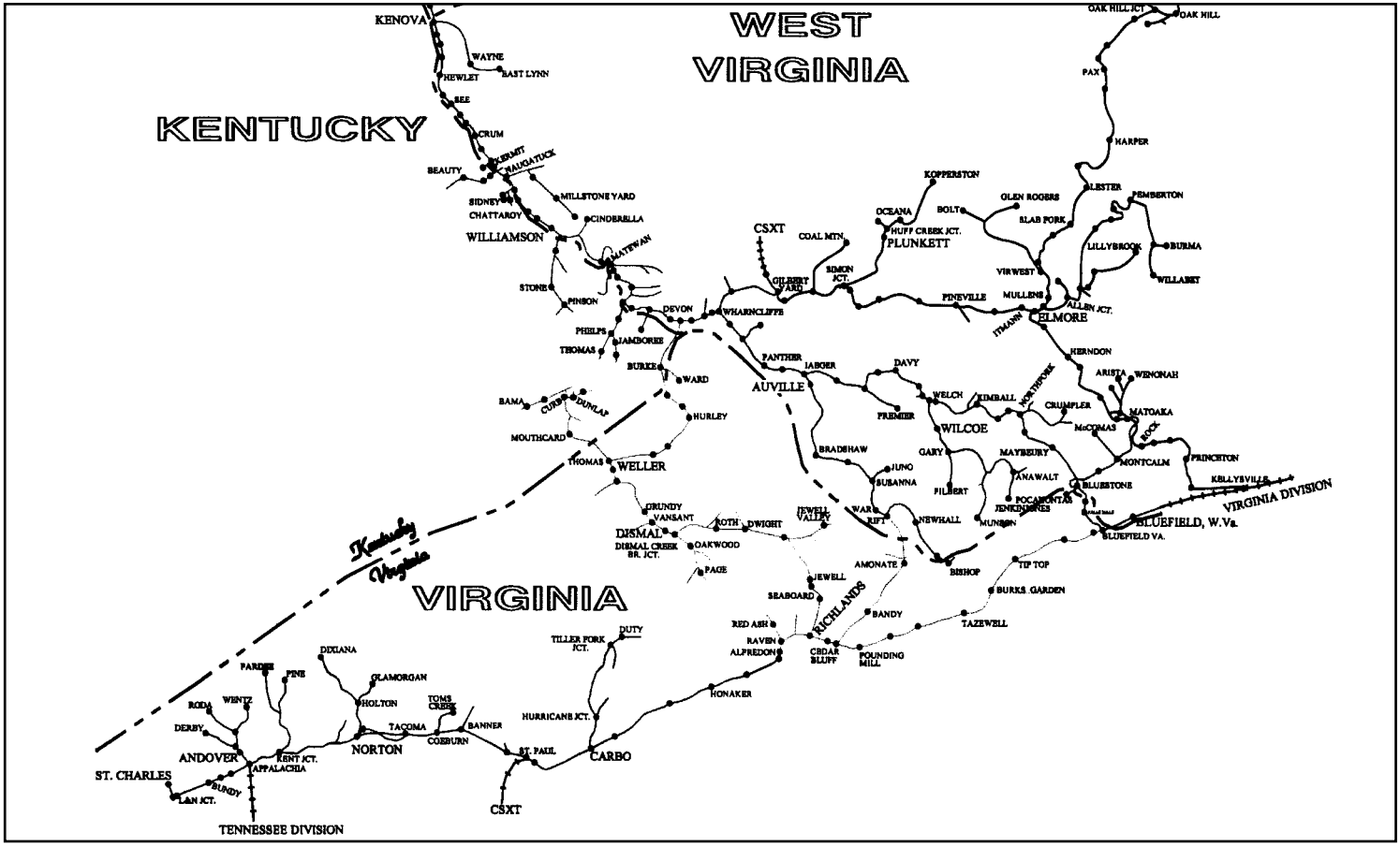
Accelerated Conductor Trainees (ACT) working on the Pocahontas Division will be distinguished by their “HUNTER ORANGE” caps which they are required to wear while on duty in training.

All employees are urged to assist these new employees and to properly train them in the “safe” manner that all Norfolk Southern Employees should follow.

These new employees are not to be used as a second or third switchman/trainman on a crew, and are not to perform any work, unless under direct supervision of another crew member.

NOTES

POCAHONTAS DIVISION


WEST VIRGINIA
KENTUCKY
VIRGINIA
Kentucky
Virginia
KENOVA
WAYNE
NEWLET
EAST LYNN
BEE
CRUM
HERMIT
NAUGATUCK
BEAUTY
SIDNEY
CHATTAROY
MILLSTONE YARD
CINDERELLA
WILLIAMSON
MATEWAN
STONE
PINSON
PHILPS
JAMBOREE
THOMAS
DEVON
WHARNCLIFFE
CSXT
COAL MTN.
GILBERT YARD
SIMON JCT.
OCEANA
HUFF CREEK JCT.
PLUNKETT
KOPPERSTON
BOLT
GLEN ROGERS
SLAB FORK
PINEVILLE
MULLENS
ALLEN JCT.
ELMORE
LESTER
PEMBERTON
LILLYBROOK
BURMA
WILLABEE
VIRWEST
ITMANN
OAK HILL JCT.
OAK HILL
PAX
HARPER
HERNDON
ARISTA
WENONAH
MATOAKA
CRUMPLER
NORTHFORK
McCOMAS
ROCK
PRINCETON
KELLYSVILLE
VIRGINIA DIVISION
BLUEFIELD, W.Va.
BLUEFIELD VA.
BLUESTONE
MONTCALM
MAYBURY
GARY
WILCOE
FREMIER
WELCH
KIMBALL
DAVY
PANTHER
IABOR
AUVILLE
BURKE
WARD
HURLEY
BAMA
CUBA
DUNLAP
MOUTHCARD
THOMAS
WELLER
BRADSHAW
JUNO
SUSANNA
FILBERT
POCAHONTAS
JENKINJONES
MUNSON
NEWHALL
WAR RIFT
JEWELL VALLEY
DWIGHT
ROTH
GRUNDY
VANSANT
DISMAL
DISMAL CREEK BR. JCT.
OAKWOOD
PAGE
AMONATE
JEWELL
SEABOARD
BISHOP
TIP TOP
BURKS GARDEN
TAZEWELL
BANDY
RICHLANDS
RED ASH
RAVEN
ALFREDON
CEDAR BLUFF
POUNDING MILL
HONAKER
TILLER FORK JCT.
DUTY
HURRICANE JCT.
ST. PAUL
CARBO
CSXT
DIDIANA
PARDEE
PINE
GLAMORGAN
RODA
WENTZ
HOLTON
TOMS CREEK
DERBY
TACOMA
BANNER
COEBURN
NORTON
ANDOVER
KENT JCT.
APPALACHIA
ST. CHARLES
BUNDY
LAN JCT.
TENNESSEE DIVISION

Our NS Goal-No Damage