



POCAHONTAS DIVISION

Eastern Region

Timetable Number

1

In Effect

At 12:01 AM

Monday, August 4, 2008

Eastern Standard Time

For The Government of Employees Only



DO YOUR PART
TO ACHIEVE
DOUBLE ZEROS

ZERO INJURIES

ZERO INCIDENTS

POCAHONTAS DIVISION TIMETABLE

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POCAHONTAS DIVISION TIMETABLE

GENERAL INFORMATION

A. STATION PAGE

Each station page will contain the following information:

1. Rules in Effect
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
- Ⓐ^S — Automatic Signal
- Ⓒ — Controlled Interlocking
- Ⓒ^P — Controlled Point
- CS — Controlled Siding
- 999 — Dispatcher Radio Call-in Code
- Ⓓ^B — Drawbridge
- - - - — Foreign R.R. — NS Trackage Rights
- Fr. — Freight Trains
- Jct. — Junction
- Ⓖ — Non-Interlocked Railroad Crossing at Grade
- N/S — Non-Signaled
- Psgr. — Passenger Trains
- Ⓜ — Radio Channel
- Rhwy. — Rail-highway Trains
- SS — Signaled Siding
- ss — Spring Switch
- S — Stop Sign
- Y — Wye
- Ⓜ^L — Yard Limit

Train Inspection Detectors:

- DED — Dragging Equipment Detector
- HCD — High Car Detector (includes Excessive Height Detectors)
- HBD — Hot Box Detector (includes TSA, SAD and HBD detectors)
- HWD — Hot Wheel Detector
- WCD — Wide Car Detector
- SSD — Stress State Detector
- SWD — Sliding Wheel Detector

All train inspection detectors are listed on the station pages according to milepost location. Unless otherwise indicated, train inspection detectors are Radio Alarm and operate in both directions on single or multiple track.

Detectors on Single Track — Track will not be shown.

POCAHONTAS DIVISION TIMETABLE

GENERAL INFORMATION (CONT.)

C. DIESEL UNIT GROUPS

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

D. MAIN TRACK CONTROL

Unless otherwise noted on the station pages, the Train Dispatcher/Control Operator controls all Main Tracks, Controlled Points, and Controlled Interlockings.

E. DIVISION SPECIAL INSTRUCTIONS

All Pocahontas Division Special Instructions have reference to a rule and are numbered or lettered as shown in the following examples:

- PO-GR-13-1 — Refers to NS Operating Rule GR-13.
- PO-L-236-1 — Refers to NS-1 Rule L-236.
- PO-1110(b)-1 — Refers to NS Safety and General Conduct Rule 1110(b).

- NOTE:**
- General Rules and General Regulations (GR) can be found in both the NS Operating Rules and the Safety and General Conduct Rule Books.
 - NS Operating Rules are Numbered 999 and below.
Safety and General Conduct Rules are numbered 1000 and up.
 - PO indicates the Special Instruction is specific to the Pocahontas Division.

POCAHONTAS DIVISION TIMETABLE

STATION PAGES

Line Segments	Milepost	Page
Pocahontas/Williamson Districts	N 360.5 – N 470.4	4–23
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Gilbert Branch	W 0.0 – W 11.4	30–31
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Wolf Creek Branch	WC 0.0 – WC 22.3	68–69
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Colmont Spur	CS 0.0 – CS 3.6	72–73
Clinch Valley District	CV 366.3 – CV 466.4	74–82
Dry Fork Branch	I 0.0 – I 44.9	83–86
Jacobs Fork Branch	JF 0.0 – JF 10.3	87–88
Coal Creek Branch	RG 0.0 – RG 2.2	89–90
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Big Toms Creek Branch	BT 0.0 – BT 0.9	94–95
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Clinch Valley Extension	IN 0.9 – IN 22.9	113–116
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Pine Branch	PB 0.0 – PB 3.0	123–124
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Winding Gulf Branch	WG 0.0 – WG 29.3	143–145
Stone Coal Branch	STO.0 – ST 4.5	146–147
Glen Rogers Branch	VG 0.0 – VG 12.5	148–149
Vaco Branch	VC 0.0 – VC 0.6	150–151
Guyandot River Branch	GR 0.0 – GR 42.5	152–156
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West Virginia Secondary	RR 7.0 – WV 252.5	163–169

POCAHONTAS/WILLIAMSON DISTRICTS

WEST ↓	STATION NUMBER	MP	STATION	SIDINGS IN FEET
			POCAHONTAS DISPATCHER..... [623]	
	10352	N 360.5	RD	
		N 361.9	MOORES (Main 1 Only).....	CP
		N 362.9	Grant Street (Main 1 eastward only).....	AS
	10354	N 363.4	MERCER STREET (Main 2 westward only).....	CP
	90354	N 363.6	ALLEN STREET (AS eastward, CP westward).....	CP
	90355	N 364.4	ARCH.....	CP
		N 365.4	WV/VA State Line	
	10355	N 365.6	WEST YARD PULL-OUT (Main 2 westward only).....	CP
	10357	N 366.3	BLUEFIELD, VA.....	CP
	10358	N 367.5	Pinhook.....	AS
	10363	N 367.4	HBD-DED (<i>Hale, VA</i>)	
	10360	N 369.3	FALLS MILLS.....	CP
	10361	N 370.6	FLAT TOP, WV (AS Main 2, CP Main 1).....	CP
		N 370.8	VA/WV State Line	
	10362	N 371.8	NEMOURS.....	CP
	10364	N 373.6	BLUESTONE.....	CP
		N 375.3	EAST END OF ELKHORN TUNNEL (AS eastward, CP westward).....	CP
		N 376.9	WEST END OF ELKHORN TUNNEL (AS westward, CP eastward).....	CP
	10368	N 378.2	MAYBEURY.....	CP
		N 379.7	Switchback.....	AS
		N 381.0	HBD-DED (<i>Elkhorn, WV</i>)	
	10371	N 381.9	CROZIER.....	CP
	10373	N 383.5	POWHATAN.....	CP
	10375	N 384.3	Northfork.....	AS
	10377	N 387.3	KEYSTONE.....	CP
	10378	N 388.3	ECKMAN.....	CP
	10379		Landgraf.....	AS
	10380	N 390.8	Vivian.....	AS
	10383	N 393.7	BIG FOUR.....	CP
10381	N 396.0	Huger.....	AS	
10385	N 396.7	HBD-DED (<i>Maitland, WV</i>)		
10387	N 398.1	WELCH.....	CP	
10388	N 400.0	HEMPHILL.....	CP	

SS
|
7100
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POCAHONTAS/ WILLIAMSON DISTRICTS

WEST ↓	STATION NUMBER	MP	STATION	SIDINGS IN FEET
			POCAHONTAS DISPATCHER [623]	
	90388	N 401.1	FARM (CP)	SS
	10390	N 401.4	WHARF (Main 1 and middle track only) (CP)	7000
	10389	N 402.8	CAPLES (CP)	
	10391	N 403.1	MOHEGAN (CP)	
	10392	N 404.3	Pando (AS)	
	10393	N 406.7	DAVY (CP)	
	10395	N 408.5	Mary Town (AS)	
	10396	N 410.4	Claren (AS)	
	10398	N 412.6	RODERFIELD (CP)	
	10399	N 413.0	HBD-DED (<i>Roderfield, WV</i>)	
	10399	N 414.8	Rogers (AS)	
	10401	N 417.0	WILMORE (CP)	SS
	10403	N 419.3	SANDY HUFF (CP)	11120
	10405	N 420.9	VA Crews (AS)	
	10406	N 422.3	IAEGER (CP)	CS
	10407	N 424.0	Polon (AS)	
	10408	N 424.7	HULL (CP)	20300
	10410	N 426.4	KROLITZ (CP)	
	10412	N 427.9	HBD-DED (<i>Panther, WV</i>)	
10412	N 428.0	Panther Pit (AS)		
			WILLIAMSON DISPATCHER [622]	
	10413	N 429.7	PANTHER (CP)	
			WILLIAMSON DISTRICT	
	10416	N 432.5	Alnwick (AS)	
	10418	N 434.6	WAR EAGLE (CP)	
	90420	N 437.5	OLD JOE (CP)	
		N 437.8	MINGO (Main 2 only) (CP)	
	10421	N 438.2	WHARNCLIFFE (Main 2 only) (CP)	
	10424	N 440.7	GLEN ALUM (CP)	

POCAHONTAS/WILLIAMSON DISTRICTS

WEST ↓	STATION NUMBER	MP	STATION	SIDINGS IN FEET
			WILLIAMSON DISPATCHER [622]	
		N 441.6	HBD-DED (<i>Lindsey, WV</i>)	
	10426	N 442.7	Lindsey (AS)	
	10429	N 445.0	OUGHT-ONE (CP)	
	10430	N 445.8	DEVON (CP)	
	10432	N 447.5	BEECH CREEK (CP)	
	10433	N 449.1	Cedar (AS)	
	10435	N 451.5	Vulcan (AS)	 12850
	10436	N 453.4	ARROW (Main 1 only) (CP)	
	10437	N 454.2	DELORME (CP)	
	10440	N 455.4	HBD-DED (<i>Lick Fork, WV</i>)	
		N 455.7	Thacker (AS)	
	10442	N 457.6	WHITE (CP)	SS 11150
	10443	N 460.0	McCARR (CP)	
	10444	N 461.2	MATEWAN (CP)	
	10446	N 462.7	SPRIGG (CP)	
	10448	N 464.7	Merrimac (AS)	
	10449	N 466.3	RAWL (CP)	
	90451	N 467.5	SYCAMORE CUT (CP)	
	90452	N 468.2	NORTH YARD (eastward only) (CP)	
10451	N 468.3	Foot Bridge (eastward only) (AS)		
	N 469.7	WILLIAMSON (CP)		
	N 470.3	GATE (CP)		

POCAHONTAS/ WILLIAMSON DISTRICTS

1. RULES IN EFFECT

Between	Main 1 Track	Main 2 Track
	Rules	
RD and Allen Street	261	
RD and Moores		261
Moores and Allen Street		93 (Note)
Allen Street and Williamson	261	261

NOTE: Before entering Yard Limits, authority must be obtained from the Bluefield Yardmaster and when applicable the Mercer Street Switch Tender.

POCAHONTAS/WILLIAMSON DISTRICTS

2. MAXIMUM SPEEDS

	Main Track
Between	MPH
MP N 360.3, Bluefield Yard and MP N 364.0 Except: Virginia Division Pull-In Track	25 20
MP N 364.0 and MP N 366.2	35
MP N 366.2 and MP N 374.8 Except:	30
MP N 365.9, Bluefield, VA, Through East Crossover	25
MP N 366.2, Bluefield, VA, 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 Except:	40
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 Except:	30
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 422.7 Except:	35
MP N 396.8, Curve	30
MP N 398.1, Welch, Through Crossover	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, laeger, Through Crossovers	15
MP N 422.3, laeger to MP N 426.2, Krolitz, Through Middle Track	20
MP N 422.5, Curve	25
MP N 422.7 and MP N 425.3 Except:	30
MP N 424.5 Hull, Through Turnouts and Crossovers	15

POCAHONTAS/ WILLIAMSON DISTRICTS

2. MAXIMUM SPEEDS (CONT.)

	Main Track
Between	MPH
MP N 425.3 and MP N 467.8	35
Except:	
MP N 426.4, Kroilitz, Through Turnouts 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 467.5, Sycamore Cut, Through Crossover	15
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/WILLIAMSON DISTRICTS

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 N 368.8 to MP N 369.8
 MP N 411.9 to MP N 412.9
 MP N 428.8 to MP N 429.8
 MP N 449.5 to MP N 450.5
 MP N 463.7 to MP N 464.7

EASTWARD

MP N 464.7 to MP N 463.7
 MP N 458.2 to MP N 457.3
 MP N 429.8 to MP N 428.8
 MP N 380.0 to MP N 379.0
 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/ WILLIAMSON DISTRICTS

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 (1) 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 the System Timetable.

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

Eastward — 5,100

Westward — 4,500*

***EXCEPT:** 4,100 tons westward Bluefield to Williamson behind empty TTOX (single-axle truck) flat cars.
4,200 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 (1) trailer or container, one of which is loaded.

POCAHONTAS/WILLIAMSON DISTRICTS

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

7. COMMUNICATION INFORMATION

RADIO

Emergency		Code 911
CYO		Code 628
MOC		Code 124
LCDI		Code 126
Pocahontas Dispatcher	CH-6: TX = 36 RX = 36	Code 623
Williamson Dispatcher	CH-10: TX = 18 RX = 18	Code 622
Williamson Yard	CH-1: TX = 72 RX = 72	
Bluefield Yard	CH-2: TX = 76 RX = 76	

TELEPHONE

CYO	7-589-5987 (Bluefield)	800-898-4296
	7-589-5963 (Williamson)	Fax: 800-476-0147
		Fax: 800-589-5757
MOC	8-582-6700	404-582-6700
LCDI	8-981-4256	
Pocahontas Dispatcher	7-926-4342	304-325-4342
Williamson Dispatcher	7-926-4282	304-325-4282
Williamson Yard	7-927-1163	304-235-1163
Bluefield Yard	7-926-4213	304-325-4213

8. DETECTOR INSTRUCTIONS

None.

POCAHONTAS/ WILLIAMSON DISTRICTS

9. DISTRICT INSTRUCTIONS

A. BLUEFIELD YARD

1. Virginia Division Pull-In Track

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.

2. Belcher Street Bridge

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

3. Close Clearance

Due to close clearance 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.

4. East Bluefield Forwarding 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 Bluefield Yardmaster 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.

POCAHONTAS/WILLIAMSON DISTRICTS

9. DISTRICT INSTRUCTIONS (CONT.)

A. BLUEFIELD YARD (CONT.)

5. Blue Signal Derails

Rule 104(j) "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.

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

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

6. Hand Brakes

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 100 cars or more Apply 35 hand brakes

Forwarding Yard

and Main Track Less than 100 cars Apply hand brakes
east of MP N 362.0 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 1/2 the cars.

Tracks in Grant 100 loads or more Apply 25 hand brakes

Street Yard and

Main Track west Less than 100 loads Apply hand brakes
of MP N 362.0 on 1/4 of the cars

100 Empties or more Apply 20 hand brakes

100 Empties or less Apply 18 hand brakes

POCAHONTAS/ WILLIAMSON DISTRICTS

9. DISTRICT INSTRUCTIONS (CONT.)

A. BLUEFIELD YARD (CONT.)

6. Hand Brakes (Cont.)

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.

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:

- (a) The engine is cut off; or
- (b) The air brakes are released from the engine.

POCAHONTAS/WILLIAMSON DISTRICTS

9. DISTRICT INSTRUCTIONS (CONT.)

A. BLUEFIELD YARD (CONT.)

7. 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 Engineer that the test has been made and the amount of brake pipe leakage noted. When train is not precharged and pretested, Engineer 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/Control Operator will keep No. 17 derail in derailing position until train is ready to depart.

Part No. 1

WHEN TRAIN IS ON ONE TRACK

- (a) 35 anchor hand brakes will be applied at the east end of the train when train is being assembled.
- (b) After road locomotive is coupled to train, the crew will commence to release all hand brakes, other than the 35 anchor brakes. If train consists of more than 200 cars, the crew will leave hand brakes set on eight (8) cars on rear of train.
- (c) When brake pipe pressure supply from road locomotive releases air brakes on train and after proper signal is given, Engineer 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 Engineer by the inspector.
- (d) 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 Engineer to apply holding brake. A holding brake is a service brake pipe reduction of 12 pounds.

Permission will be obtained from the Train Dispatcher/Control Operator 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.

- (e) If the train starts to roll out prematurely, Engineer 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 4, 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.

POCAHONTAS/ WILLIAMSON DISTRICTS

9. DISTRICT INSTRUCTIONS (CONT.)

A. BLUEFIELD YARD (CONT.)

7. Special Road Train Air Brake Test and Instructions Applicable to Eastward Heavily Loaded Trains Dispatched from Eastward Forwarding Yard (Cont.)

Part No. 2

WHEN TRAIN IS ON MORE THAN ONE TRACK

- (a) 35 anchor hand brakes will be applied at the east end of the main train when the train is being assembled.
- (b) Required number of anchor hand brakes will be applied at the east end of the pickup when pickup is being assembled.
- (c) 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, Engineer 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 Engineer to release air brakes. After the air brake has released on rear car, inspector will wait seven (7) minutes and then signal Engineer to apply holding brake. For a pickup, a holding brake is a reduction of six (6) 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.

After coupling to main train, instructions given in **Items 2, 3, 4 and 5 of Part No. 1** will apply.

8. Grant Street Yard

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.

9. Forwarding 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/Control Operator 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.

POCAHONTAS/WILLIAMSON DISTRICTS

9. DISTRICT INSTRUCTIONS (CONT.)

A. BLUEFIELD YARD (CONT.)

10. Advance Indicator Signal

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.

11. 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.

12. Slow Direct Exhaust

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)

13. Close Clearance at Bluefield Car Shop

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 Open Top system hoppers should be spotted on No. 3 Track. Close clearance signs have been erected.

14. Close Clearance at Grant Street Yard and Pocket

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.

POCAHONTAS/ WILLIAMSON DISTRICTS

9. DISTRICT INSTRUCTIONS (CONT.)

A. BLUEFIELD YARD (CONT.)

15. Arch Crossover and Mercer Street

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.

16. No-Whistling Ordinance

A No-Whistling Ordinance is 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.

17. Radford Pull-In

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.

18. MP N 363.3

Trains 184 and 274 (if containing merchandise traffic other than auto racks) will plan on draping the crest of the hill at Bluefield, MP N 363.3. Crews should plan accordingly to accommodate a crew swap at either Bill's Grocery or Cargo.

B. POCAHONTAS DISTRICT

1. Falls Mills Road Crossing

All eastward trains and engines stopping to change crews, or held by signal indication or Train Dispatcher/Control Operator 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/Control Operator to proceed.

2. Close Clearance

Close clearance exists between No. 3 and No. 4 Track, MP N 371.0, approximately 12 car lengths east of west end Old Yard Flat Top, account close track centers.

3. North Fork

Westward trains setting off empties in the vicinity of North Fork will leave detached portion of train east of highway crossing, MP N 384.3.

4. Wilcoe-Auville Territories

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:

- (a) Empty gondolas of any type
- (b) Company material
- (c) Covered hoppers, either loaded or empty, and
- (d) Any other non-coal traffic cars not herein listed.

POCAHONTAS/WILLIAMSON DISTRICTS

9. DISTRICT INSTRUCTIONS (CONT.)

B. POCAHONTAS DISTRICT (CONT.)

5. Dans Branch Tipple

Engines must not be operated under overhead tipple at Dans Branch Tipple, MP ED 0.4.

6. 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.

7. Keystone Mine

When delivering Keystone Mine, MP N 387.0, it is permissible to leave cars less than one (1) car length from the derail.

8. Lake Superior

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

- (a) Do not take units more than one (1) car length above the drop-in switch.
- (b) Empty steel coal hoppers are limited to 50 car cuts.
- (c) Empty aluminum coal hoppers are limited to 40 car cuts.
- (d) Do not handle any cars other than empty coal hoppers across the Main Line delivery switch when delivering empties.
- (e) Do not make abrupt throttle changes when moving through the Main Line delivery switch.

9. Davy, MP N 406.7

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. Be mindful to keep pushers out of all tunnels west of Davy. If signal cannot be viewed after stopping, request Train Dispatcher/Control Operator to notify crew when ready for train to proceed east, being governed at Davy.

10. Gilco Lumber

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.

11. Hi-Ad units GE-EMD

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

12. Lindsey, MP N 442.9

Westward train or engine movements on Main 2 receiving Approach Diverging at Lindsey, MP N 442.9 and Diverging Clear or Diverging Approach at Ought-One, MP N 445.0 will proceed preparing to take a Diverging route onto Buchanan Branch at a speed not exceeding 15 MPH. Once it has been visually confirmed that the switch at the east leg of the wye Ought-One is lined for Main 1, the train or engine may proceed at the prescribed speed for Ought-One Crossover.

POCAHONTAS/ WILLIAMSON DISTRICTS

9. DISTRICT INSTRUCTIONS (CONT.)

B. POCAHONTAS DISTRICT (CONT.)

13. Vulcan Middle Track

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.

14. MP N 462.8 and MP N 461.2

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.

15. Two-Way End-Of-Train Devices

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% or greater over a distance of 2 continuous miles, or an average grade of 1% or greater over a distance of 3 continuous miles.

Milepost	Pocahontas District 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

C. WILLIAMSON YARD

1. Remote Control Locomotives

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.

2. Close Clearance on SV Return Lead

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.

3. Williamson Yard

The following switches in Williamson Yard must be left lined for the middle yard lead: West End of #1 and #2 Pockets, West End Spark Track and east outbound Spark Track.

POCAHONTAS/WILLIAMSON DISTRICTS

9. DISTRICT INSTRUCTIONS (CONT.)

C. WILLIAMSON YARD (CONT.)

4. Switch Indicator Lights

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.

5. Williamson Yard Tracks

Crews are not permitted to ride shoves in Williamson Yard Tracks when the adjacent track is not clear. Crews will check with Yardmaster to assure track is clear before starting the shove. This does not effect current Operating Rules in effect related to protecting shove moves.

6. Oil Hill

Crews must assure proper overhead clearance when working Oil Hill in Williamson Yard.

7. Ring Bell

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

8. Hand Brake Requirements at Williamson Yard

When setting off or switching cars in Williamson Yard, the following hand brake requirements will be used for securing cars.

- (a) East end of Middle Yard Tracks 1-5 and when placing or increasing the amount of cars in the west end of the Middle Yard Tracks 1-5 to 30 or more cars. Current **NS-1 Rule C-102** will be used to determine the correct amount of hand brake required to secure the cars.
- (b) For all other tracks in Williamson Yard the following will be the required amount of hand brake to secure cars. One (1) car = one (1) hand brake, two (2) or more cars = two (2) hand brakes.

9. Close Clearance on North Yard

Close clearance exists between #6 and #7 North Yard at the east end of #10 North Yard. Crews are prohibited from riding shove movements at this location.

10. Shop Tracks

All crews are prohibited from riding cars on #1, #2, #3 and #4 Shop Tracks.

11. Close Clearance at Middle Yard

Close clearance exist sbetween #3 and #4 Middle Yard due to air line pipes. Crew must exercise caution when working in these tracks.

POCAHONTAS/ WILLIAMSON DISTRICTS

9. DISTRICT INSTRUCTIONS (CONT.)

C. WILLIAMSON YARD (CONT.)

12. Blue Signal Derails

Rule 104(j) "Exception". The following permanent "Blue Signal" derails are under the exclusive control of the Mechanical Department:

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 1 to have derail removed. The derail is equipped with Blue and Yellow lights.

TUG FORK BRANCH

SOUTH ↓	STATION NUMBER	MP	STATION	SIDINGS IN FEET
	10388	N 400.0/ T 0.0	POCAHONTAS DISPATCHER..... 623	
		T 0.3	HEMPHILL..... (CP) Tug Storage (AS) (east only — signal does not convey Track Authority)	
	17305	T 3.5	WILCOE (Auville Yardmaster) (YL)	
	17308	T 6.8	GARY (Auville Yardmaster)..... Y (YL)	
	17330	T 12.4	SOUTH FORK	
		T 15.0	PAGETON	

1. RULES IN EFFECT

	Main Track
Between	Rules
Hemphill and Wilcoe	171
Wilcoe and Gary	93
Gary and South Fork	171
South Fork and Pageton	137

2. MAXIMUM SPEEDS

	Main Track
Between	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
Southward Hemphill to Wilcoe	5000	6650	8000	9900	11000	12980

5. LOCOMOTIVE AND CAR RESTRICTIONS

None.

6. SWITCHES AND DERAILS

None.

7. COMMUNICATION INFORMATION

Auville Yardmaster	CH-1: TX = 72 RX = 72	Code 631
Pocahontas Dispatcher	CH-6: TX = 36 RX = 36	Code 623

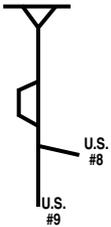
8. DETECTOR INSTRUCTIONS

None.

9. DISTRICT INSTRUCTIONS

Yard Limits in effect between MP T 3.5 and T 6.8. Limits are under the control of the Yardmaster at Auville. All crews will contact Auville Yard Master before entering and when clearing these limits.

SAND LICK BRANCH

SOUTH ↓	STATION NUMBER	MP	STATION	SIDINGS IN FEET
	17306	T 6.5/ SL 6.7	POCAHONTAS DISPATCHER..... 623	
				SAND LICK (Auville Yardmaster)..... Y (YL)
	17321		U.S. #6	
	17323		U.S. #8	
	17324	SL 10.2	FILBERT	

1. RULES IN EFFECT

	Main Track Rules
Between Sand Lick and Filbert	171

2. MAXIMUM SPEEDS

	Main Track MPH
Between 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

Pocahontas Dispatcher

CH-6: TX = 36 RX = 36

Code 623

8. DETECTOR INSTRUCTIONS

None.

9. DISTRICT INSTRUCTIONS

GENERAL INSTRUCTIONS

1. Pulling Cars from U.S. #8

When pulling cars from U.S. #8, MP SL 8.7, crew members will pull all cars north of the road crossing to U.S. #6, MP SL 7.4, after brake test. The remaining loads located south 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.

2. Top Gun

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.

3. Heavy Descending Grades

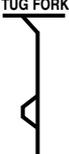
Division Wide Instruction PO-L-245[h]-(1) for trains operating on heavy descending grades applies.

4. Two-Way End-Of-Train Devices

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% or greater over a distance of 2 continuous miles, or an average grade of 1% or greater over a distance of 3 continuous miles.

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

SOUTH FORK BRANCH

SOUTH 	STATION NUMBER	MP	STATION	SIDINGS IN FEET
	17330	T 12.3/ SF 0.0	POCAHONTAS DISPATCHER..... 623	
	17335	SF 3.0	SOUTH FORK (Auville Yardmaster)..... Y (YL)	
			MUNSON	

1. RULES IN EFFECT

	Main Track
Between	Rules
South Fork and Munson	171
Munson and End of Line	137

2. MAXIMUM SPEEDS

	Main Track
Between	MPH
MP SF 0.0 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

None.

SOUTH FORK BRANCH

6. SWITCHES AND DERAILS

None.

7. COMMUNICATION INFORMATION

Pocahontas Dispatcher

CH-6: TX = 36 RX = 36

Code 623

8. DETECTOR INSTRUCTIONS

None.

9. DISTRICT INSTRUCTIONS

GENERAL INSTRUCTIONS

1. Two-Way End-Of-Train Devices

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% or greater over a distance of 2 continuous miles, or an average grade of 1% or greater over a distance of 3 continuous miles.

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

2. Heavy Descending Grades

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

GILBERT BRANCH

WEST ↓	STATION NUMBER	MP	STATION	SIDINGS IN FEET
	17512	GR 42.5/ W 11.4	WILLIAMSON DISPATCHER [622]	SS 5000
			NEDS (CP)	
	17508	W 8.6	Skilet (AS)	
			W 7.7	
	17507	W 6.2	Ming (AS)	
	17504	W 4.2	BEN CREEK (CP)	
	17503	W 3.2	PEKIN (CP)	
		W 2.1	J J (AS)	
	10422	W 0.6	JERRY (CP)	
	10421	W 0.0/ N 438.2	WHARNCLIFFE (west leg) / MINGO(east leg) (CP)	

1. RULES IN EFFECT

	Main Track
Between	Rules
Neds and Wharncliffe	261

2. MAXIMUM SPEEDS

	Main Track
Between	MPH
MP W 0.0 and MP W 3.0	25
MP W 3.0 and MP W 11.4	20
Except: MP 11.4, Neds, Through the crossover	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 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 — Wharnccliffe Sta. Sdg.

MP W 6.0 and MP W 7.8 — Scaggs

7. COMMUNICATION INFORMATION

Williamson Dispatcher CH-10: TX = 18 RX = 18 Code 622

PD Dispatcher CH-3: TX = 22 RX = 22 Code 624

NEDS Station — Eastward is under control of PD Dispatcher and
Westward is under control of Williamson 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% or greater over a distance of 2 continuous miles, or an average grade of 1% or greater over a distance of 3 continuous miles.

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

BEN CREEK SPUR

NORTH 	STATION NUMBER	MP	STATION	SIDINGS IN FEET
	17503	W 4.2/ BS 0.0	WILLIAMSON DISPATCHER 622 BEN CREEK..... CP	
	17504	BS 0.7	TIMBAR	

1. RULES IN EFFECT

	Main Track
Between	Rules
Ben Creek Jct. and Timbar	171
Timbar and End of Line	137

2. MAXIMUM SPEEDS

	Main Track
Between	MPH
MP BS 0.0 and End of Line	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

Williamson Dispatcher CH-10: TX = 18 RX = 18 Code 622

8. DETECTOR INSTRUCTIONS

None.

9. DISTRICT INSTRUCTIONS

None.

BRIAR MOUNTAIN BRANCH

NORTH 	STATION NUMBER	MP	STATION	SIDINGS IN FEET
POCA MAIN 	10424	N 440.3/ BM 0.0	WILLIAMSON DISPATCHER 622	
			GLEN ALUM	
	17544	BM 1.3	LIGHT	

1. RULES IN EFFECT

Between	Main Track
Glen Alum and Light	Rules 171
Light and End of Line	137

2. MAXIMUM SPEEDS

Between	Main Track MPH
MP BM 0.0 and End of Line	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

Williamson Dispatcher CH-10: TX = 18 RX = 18 Code 622

8. DETECTOR INSTRUCTIONS

None.

9. DISTRICT INSTRUCTIONS

GENERAL INSTRUCTIONS

1. **Heavy Descending Grades**
Division Wide Instruction PO-L-245[h]-(1) for trains operating on heavy descending grades applies.
2. **MP BM 2.3**
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.
3. **Two-Way End-Of-Train Devices**
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% or greater over a distance of 2 continuous miles, or an average grade of 1% or greater over a distance of 3 continuous miles.

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

DELORME BRANCH

SOUTH ↓	STATION NUMBER	MP	STATION	SIDINGS IN FEET
	10436	N 453.4/ DB 0.0	WILLIAMSON DISPATCHER 622	
				ARROW
	17814		Point Rock	
	17515		McCoy Alma	
	17816	DB 5.5	PHELPS	
	17819	DB 8.3	THOMAS	

1. RULES IN EFFECT

	Main Track
Between	Rules
Arrow and Thomas	171
Thomas and End of Line	137

2. MAXIMUM SPEEDS

	Main Track
Between	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 End of Line	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

Normal position for the Main Line Switch at Phelps MP 5.5 is lined as last used. All trains must approach the switch prepared to stop.

Main Line switches at the following locations require the use of S.P.A.F.

Between DB 3.7 and 4.3

Point Rock Mine Operation

Between DB 4.5 and 5.0

McCoy Alma Mine Operation

7. COMMUNICATION INFORMATION

Williamson Dispatcher

CH-10: TX = 18 RX = 18

Code 622

8. DETECTOR INSTRUCTIONS

None.

9. DISTRICT INSTRUCTIONS

GENERAL INSTRUCTIONS

1. Sunny Ridge/Jamboree

Trains destined for Sunny Ridge or Jamboree should whenever possible have their locomotive consist set up for short hood lead to come off of the branch. Crew should make arrangements to switch or turn locomotives prior to going on the branch.

2. Point Rock, MP DB 4.0

When delivering empties at Point Rock, MP DB 4.0 crews can shove caboose through loadout on No. 3 Track (Hill Track). Use Caution and always double-check the clearance between top of caboose and loadout chute. A caboose will not clear the loadout on No. 1 or No. 2.

3. Sunny Ridge, MP DB 8.6

Prior to changing crews at Sunny Ridge, MP DB 8.6 crews will use one of the following designated crew change points:

- Loadout
- Platform and steps at MP DB 8.4
- Bridge at MP DB 8.3

Crews are not to swap out on north side of Main Line.

4. Heavy Descending Grades

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

JAMBOREE SPUR

SOUTH ↓	STATION NUMBER	MP	STATION	SIDINGS IN FEET
	17816	DB 5.5/ JB 0.0	WILLIAMSON DISPATCHER 622	
	17820		PHELPS Jamboree Loadout	
	17822	JB 6.0	CHISHOLM	

1. RULES IN EFFECT

	Main Track
Between	Rules
Phelps and Chisholm	171
Chisholm and End of Line	137

2. MAXIMUM SPEEDS

	Main Track
Between	MPH
MP JB 0.0 and End of Line	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

Williamson Dispatcher CH-10: TX = 18 RX = 18 Code 622

8. DETECTOR INSTRUCTIONS

None.

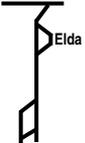
9. DISTRICT INSTRUCTIONS

GENERAL INSTRUCTIONS

- 1. Sunny Ridge**
Portable derail is down on Jamboree Spur at MP JB 5.0 account of equipment tied down at Sunny Ridge.
- 2. Heavy Descending Grades**
Division Wide Instruction PO-L-245[h]-(1) for trains operating on heavy descending grades applies.
- 3. Two-Way End-Of-Train Devices**
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% or greater over a distance of 2 continuous miles, or an average grade of 1% or greater over a distance of 3 continuous miles.

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

LICK FORK BRANCH

NORTH ↓ 	STATION NUMBER	MP	STATION	SIDINGS IN FEET
	10439	N 455.3/ TE 0.0	WILLIAMSON DISPATCHER 622	
	17821	TE 2.6	LICK FORK JCT. OLD BEN	

1. RULES IN EFFECT

Between	Main Track
Lick Fork Jct. and End of Line	Rules 137

2. MAXIMUM SPEEDS

Between	Main Track
MP TE 0.0 and MP TE End of Line	MPH 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.

6. SWITCHES AND DERAILS

None.

LICK FORK BRANCH

7. COMMUNICATION INFORMATION

Williamson Dispatcher

CH-10: TX = 18 RX = 18

Code 622

8. DETECTOR INSTRUCTIONS

None.

9. DISTRICT INSTRUCTIONS

GENERAL INSTRUCTIONS

1. Heavy Descending Grades

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

2. MP TE 0.2

A Blue derail has been installed 150 feet north 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.

3. State Route 49 Crossing

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

4. Two-Way End-Of-Train Devices

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% or greater over a distance of 2 continuous miles, or an average grade of 1% or greater over a distance of 3 continuous miles.

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

5. Lick Fork Branch

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

When delivering empties to Little Boyd, in addition to existing securement rules, three (3) hand brakes will be placed on the south and north ends and sufficient additional brakes throughout cars to ensure safe securement.

MATE CREEK BRANCH

NORTH 	STATION NUMBER	MP	STATION	SIDINGS IN FEET
	10444	N 460.5/ MC 0.0	WILLIAMSON DISPATCHER 622	
	17852		MATEWAN/ MATE CREEK JCT. CP	
	17855	MC 6.3	MABLEY	

1. RULES IN EFFECT

	Main Track
Between	Rules
Mate Creek Jct. and Mabley	171
Mabley and End of Line	137

2. MAXIMUM SPEEDS

	Main Track
Between	MPH
MP MC 0.0 and End of Line	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

Williamson Dispatcher CH-10: TX = 18 RX = 18 Code 622

8. DETECTOR INSTRUCTIONS

None.

9. DISTRICT INSTRUCTIONS

GENERAL INSTRUCTIONS

Mate Creek Energy

In order to keep all road crossings clear, before departing Mate Creek Energy, crews must contact Williamson Dispatcher to verify that the dispatcher is ready for the train.

Trains destined for Mate Creek Energy should whenever possible have their locomotive consist set up for short hood lead to come off of the branch. Crew should make arrangements to switch or turn locomotives prior to going on the branch.

ALMA BRANCH

NORTH 	STATION NUMBER	MP	STATION	SIDINGS IN FEET
	10446	N 462.5/ AL 0.0	WILLIAMSON DISPATCHER 622 ALMA JCT.	
	17874	AL 1.6	SPROUSE CREEK	

1. RULES IN EFFECT

	Main Track
Between	Rules
Alma Jct. and Sprouse Creek	171
Sprouse Creek and End of Line	137

2. MAXIMUM SPEEDS

	Main Track
Between	MPH
MP AL 0.0 and End of Line	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

Williamson Dispatcher CH-1 TX = 18 RX = 18 Code 622

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 ↓	STATION NUMBER	MP	STATION	SIDINGS IN FEET
	10451	N 470.3	WILLIAMSON DISPATCHER 622	
	10453	N 471.3	GATE CP	
			COLLEGE CP	
	10455	N 473.7	KENOVA DISPATCHER 621	
	10458	N 475.6	Falls Branch AS	
			BORDERLAND CP	
	10460	N 477.6	NOLAN (CP Main 1, AS Main 2) CP	
	10464	N 480.9	Maher AS	
		N 481.9	HBD-DED (<i>Maher, WV</i>)	
	10467	N 484.3/ NA 0.0	NAUGATUCK Y CP	
	10469	NA 1.7	Middle Panco AS	
	10470	NA 3.0	PANCO CP	
	10468	NA 4.2	WOLF CREEK Y CP	
	10472	NA 5.2	Kermit AS	
	10473	NA 6.4	GREY EAGLE CP	
		NA 6.8	HBD-DED (<i>Grey Eagle, WV</i>)	
	10482	NA 7.4	STEPTOWN CP	
	10476	NA 10.0	Stone Coal AS	
	10479	NA 12.4	TUNNEL 4 CP	
		NA 15.5	HBD-DED (Tunnel #7)	
	10483	NA 16.0	TUNNEL 7 CP	
	10485	NA 18.9	Webb AS	
		NA 21.9	NA 21.9 AS	
	10491	NA 25.3	Glen Hayes AS	
	10494	NA 28.0	Columbia Coal and Gas HBD-DED (<i>Columbia Coal</i>) AS	
	10496	NA 31.0	SEE CP	
	10498	NA 31.7	HCD (<i>See, WV</i>)	
	10500	NA 34.2	Fort Gay AS	
	10506	NA 37.1	Hewlett AS	
		NA 40.1	HBD-DED (<i>Hewlett, WV</i>)	
10508	NA 40.3	Hubbardstown AS		
10509	NA 43.5	DEAN CP		
10513		Scales		
10514	NA 46.5	PRICHARD CP		
10518	NA 49.1	Cyrus AS		
	NA 51.1	HBD-DED (<i>Cyrus, WV</i>)		
	NA 51.2	Whites Creek AS		
10522	NA 54.1	NEAL CP		

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KENOVA DISTRICT

WEST ↓	STATION NUMBER	MP	STATION	SIDINGS IN FEET
	10524	NA 57.0	KENOVA DISPATCHER [621] 57 CROSSOVER (CP)	
	10526	NA 58.8	KENOVA (CP)	
	10526	NA 58.9	COACH TRACK (Main 2 only) (CP)	
	10526	NA 59.13/ N 567.9	Kenova Yard	
		N 568.3	WV/OH State Line	
	10527	N 569.1	HBD-DED (<i>South Point, OH</i>)	
	10528	N 570.0	SOUTH POINT, OH (CP)	
	10531	N 573.0	Rex (AS)	
	10534	N 575.4	Coal Grove..... (AS)	
	10537	N 579.1	IRONTON (CP)	
	10536	N 579.2	HBD-DED (<i>Ironton</i>)	
	10541	N 582.6	Hanging Rock (AS)	
	10540	N 585.4	UNION (CP)	
	10545	N 587.0	LAWRENCE (CP)	
	10546	N 588.8	Haverhill	
	10549	N 590.3	GENNETTS (CP)	
	10551	N 592.0	HBD-DED (<i>Franklin Furnace</i>)	
		N 594.0	Franklin Furnace..... (AS)	
	10556	N 596.2	Wheelersburg	
		N 596.9	WHEELERSBURG (CP)	
		N 599.6	Reinhards (AS)	
			COLUMBUS DISTRICT DISPATCHER [925]	
	10557	N 602.1	STAR YARD (Yard Limits in effect on Main 2 only) (YL) (CP)	
		N 603.7	Mill Crossover (westward Main 2 only)..... (AS)	
	10558	N 603.9	WEST AVENUE (Yard Limits in effect on Main 1 only) (YL) (CP)	
	10560	N 605.0	Portsmouth Yard	
	10565	N 605.9	GALIA STREET (Yard Limits in effect on Main 2 only) (YL) (CP)	
		N 606.3	Lincoln Street (Main 2 only) (AS)	
	10562	N 606.7	WALLER STREET (Main 1 only) (CP)	
	10564	N 607.5	SPRING LANE (Yard Limits in effect on Main 2 only) (CP)	
10566	N 608.5	VERA (Yard Limits in effect on Main 2 only) (YL) (CP)		

KENOVA DISTRICT

1. RULES IN EFFECT

	Main 1 Track	Main 2 Track	Other Track
Between	Rules		
Williamson and Signal W-4 Williamson Yard — Pull-In			137
Williamson and Vera	261		
Williamson and Star Yard		261	
Star Yard and Galia Street		137	
Galia Street and 15th Street		261	
15th Street and Vera		137	

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

	Main Track
Between	MPH
MP N 470.0 and MP N 471.7	25
Except:	
Scioto Pull-In Williamson	10
MP N 470.4, Williamson, Through Double Crossover	25
MP N 471.7 and MP NA 9.5	35
Except:	
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
Except: MP NA 15.9 Through Turnout West end of Tunnel No. 7	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 Entirely 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 Entirely of Piggyback (TOFC/COFC) Cars, multi-levels, Triple Crown Trains or Stack Equipment	60
MP N 590.0 Through Crossover	40
MP N 596.9 Through Crossover	15
MP N 600.7 to MP N 602.1, Curves	45
PORTSMOUTH TERMINAL	
MP N 602.1, East End Star Yard and MP N 605.7, 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

MP N 478.0 to MP N 479.0

EASTWARD

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.

6-axle units must not be operated:

Aristech Plant, Haverhill

MP N 567.0 — Allied Warehouse (Creasey), Kenova, WV

When handling loaded cars in series NS 391100 to NS 391196 between MP N 588.5, Haverhill, OH, to MP N 597.0, Wheelersburg, do not exceed 35 MPH.

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
Williamson Dispatcher	CH-10: TX = 18 RX = 18	Code 622
Kenova Yard	CH-3: TX = 22 RX = 22	
Williamson Yard	CH-1: TX = 72 RX = 72	
Wheelersburg Terminal	CH-3: TX = 22 RX = 22	

TELEPHONE

CYO	7-589-5963 (Williamson)	800-898-4296
	7-589-5994 (Kenova)	Fax: 800-476-0147
	7-589-5766 (Portsmouth)	Fax: 800-589-5757
Kenova Dispatcher	7-926-4281	800-325-4281
Williamson Dispatcher	7-926-4282	304-325-4282

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/Control Operator 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/Control Operator 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

A. KENOVA DISTRICT

1. A LUNAR LIGHT on the signal on Main 1 Track at MP N 470.5 will be used in connection with eastward movements on Main 1 Track eastward onto Main 2 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 2 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 No. 2 StationTrack, MP N 469.8, or the Middle Track, MP N 469.85, the LUNAR LIGHT will not be lighted.
2. 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:
 - (a) 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.
 - (b) 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.
3. 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 2 Track. It will indicate as follows:
 - (a) When an Approach Diverging aspect is displayed on this signal and the route is lined for movement through the crossover onto the Main 1 Track at Dean, MP NA 43.1, the LUNAR LIGHT will be lighted.
 - (b) 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.
4. A LUNAR LIGHT is located on the bracket with Signal S 413, located at MP NA 40.3, which governs westward movement on the Main 1 Track at Hubbardstown, WV will indicate as follows:
 - (a) When an Approach Diverging aspect is displayed on this signal and the route is lined for movement through the crossover onto the Main 2 Track at a Signal 86L, MP NA 40.1, the LUNAR LIGHT will be lighted.
 - (b) 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.

KENOVA DISTRICT

9. DISTRICT INSTRUCTIONS (CONT.)

B. PRICHARD WEIGH-IN-MOTION SCALES

1. Trains routed through Prichard Middle Track are restricted to 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 5-axes on Channel 1. All crews entertaining Scale Track are to monitor Channel 1 until scales are cleared.
3. 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 **Rule 123(a)** in order to provide emergency access routing for the industries located south of the Main Tracks in this area.
4. In Ohio, rolling stock set off on-line for storage must clear public crossings at grade by at least 500 feet.
5. Crews placing cars into South Point Ethanol (SPE), will physically check gate to ensure that is properly secured prior to starting movement into plant.
6. Conductor of crew picking up west coal at Gennetts will furnish Portsmouth Yardmaster the east and west car numbers of his pick up.
7. Do not block Upper Hayport Road Crossing at MP N 595.8, or Moore's Road Crossing, MP N 595.2.
8. Do not block crossings at Cyrus while setting off or picking up. Make cuts at east end.

C. KENOVA YARD

1. All employees within Kenova Yard Limits will operate on Channel 3.
2. When switching in Kenova Yard, no more than two (2) car cuts can be cut off in motion at any time. Cuts of three (3) or more cars are to be shoved to a coupling with locomotive.
Permission must be obtained from the Kenova Yardmaster before entering Kenova Yard.

D. IRONTON YARD

Crews are not to take a locomotive under the conveyer or through shake out building located on the river track at N&J Enterprise, MP N 578.4

KENOVA DISTRICT

9. DISTRICT INSTRUCTIONS (CONT.)

E. DOW CHEMICAL PLANT

1. 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.
2. NS Employees are not to kick and/or hump any cars inside Dow Chemical Plant.
3. Crews are to switch lower Dow (Styron) first. After switching Styron, the Conductor will notify guard, so he can replace derails.
4. 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.
5. While switching at Dow, if cars cannot be placed or pulled, the track location, time, and reason should be noted on the switch list.
6. If you have any questions about spotting or pulling Dow, call 4143 on inner plant phone located at gate.

F. SUN COKE

1. When arriving at Sun Coke and prior to any switching, the Conductor will contact the plant shift manager at 740-727-4486 or 740-355-9814.
2. The west most track at Sun Coke will be designated as the Runaround Track and must remain clear. The rest of the Tracks at Sun Coke will be numbers 1-8 from west to east.
3. When delivering cars, head in over the west leg of wye and place loads being delivered to the plant into Tracks 1 and 2, and place empties being delivered to the plant into Tracks 3 and 4. When arriving at the plant, all trains will head into one of the designated delivery tracks, make a cut on the appropriate number of cars, pull into the track, cut off from cars, run around using Runaround Track, couple to next cut and pull them in.

G. WHEELERSBURG TERMINAL

1. Rotary Dumper

- (a) Locomotives are not permitted to operate through the dumper.

KENOVA DISTRICT

9. DISTRICT INSTRUCTIONS (CONT.)

G. WHEELERSBURG TERMINAL (CONT.)

1. Rotary Dumper (Cont.)

- (b) Before going on the dumper, all personnel must communicate with the Dumper 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.
- (c) 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 his/her name and sign the tag. Tags must be retained for future use in this area.
- (d) 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.
- (e) 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.
- (f) Employees must not go between cars on No. 1 Track Wheelersburg Terminal while dumper is in operation.

2. Setting Off Cars

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.

3. Remote Control Locomotives

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

4. Entering Terminal

All crews must notify Supervisor before entering Wheelersburg Terminal.

KENOVA DISTRICT

9. DISTRICT INSTRUCTIONS (CONT.)

H. PORTSMOUTH YARD

1. 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.
2. 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/Control Operator, who must arrange for protection against opposing movements before granting such permission.
3. Trains arriving East Yard, West Yard, or Flat Yard should when practicable, spot the head end of train at ground air plug.
4. 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(j)** applies.
5. 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.
6. Before occupying the 3-4 power crossover and #1 and #2 power switches located at the west end of Portsmouth east yard, permission must be obtained from the Yardmaster on-duty. Also, a crew member must observe the indication of each switch to be traversed. A color light indication on the switches is acceptable to determine the position of such switches. If a light is not displayed, it is proper to ask the Portsmouth Yardmaster if he has an indication on his board and if he does, what is the indication shown. If the Yardmaster has a correct indication and after double-checking the switch points and the lights, permission may be given by the Yardmaster to move over the switch. If both the lights in the field and the Yardmaster's light is out, no movement is to be made over the switch.
7. Prior to making any move over any power switch in Portsmouth Yard the move and route to be used must be clearly understood between the Yardmaster and crew members.

KENOVA DISTRICT

9. DISTRICT INSTRUCTIONS (CONT.)

H. PORTSMOUTH YARD

8. **Rule 104(j)** "Exception". The following permanent "Blue Signal" derails are under the exclusive control of the Mechanical Department.

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

SOUTH ↓ 	STATION NUMBER	MP	STATION	SIDINGS IN FEET
	10460	N 477.6/ NH 0.0	KENOVA DISPATCHER 621	
	19303	NH 2.3	NOLAN CP	
	19302	NH 2.5	Lizzann AS	
			LONG FORK JCT.	

1. RULES IN EFFECT

	Main Track
Between	Rules
Nolan and Long Fork Jct.	261
Long Fork Jct. and End of Line	137

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

Kenova Dispatcher

CH-2: TX = 76 RX = 76

Code 621

8. DETECTOR INSTRUCTIONS

None.

9. DISTRICT INSTRUCTIONS

GENERAL INSTRUCTIONS

1. Nolan Spur

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

2. Heavy Descending Grades

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

LONG FORK SPUR

SOUTH ↓ 	STATION NUMBER	MP	STATION	SIDINGS IN FEET				
	19302	NH 2.5/ LF 0.0	KENOVA DISPATCHER [622] LONG FORK JCT.	<table style="margin: auto;"> <tr><td style="text-align: center;">SS</td></tr> <tr><td style="text-align: center;"> </td></tr> <tr><td style="text-align: center;">6250</td></tr> <tr><td style="text-align: center;"> </td></tr> </table>	SS		6250	
	SS							
	6250							
19322	LF 2.1	CJC..... (CP)						
19323	LF 3.5	DRT..... (CP)						
19324	LF 4.0	SIDNEY GUND JCT. (CP)						
19326	LF 5.1	Gund..... (AS) (eastward only — signal does not convey Track Authority)						

1. RULES IN EFFECT

	Main Track
Between	Rules
Long Fork Jct. and Sidney Gund Jct.	261
Sidney Gund Jct. and End of Line	137

2. MAXIMUM SPEEDS

	Main Track
Between	MPH
MP LF 0.0 and End of Line	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

Kenova Dispatcher

CH-2: TX = 76 RX = 76

Code 621

8. DETECTOR INSTRUCTIONS

None.

9. DISTRICT INSTRUCTIONS

GENERAL INSTRUCTIONS

1. Heavy Descending Grades

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

2. MP LF 6.2

All crew members are to protect the leading movement over road crossing at Gund, MP LF 6.2 above loadout.

3. MP LF 3.1

Before departing Gund, MP LF 3.1 crews must line switch north of loadout for mine movement.

SIDNEY SPUR

SOUTH ↓	STATION NUMBER	MP	STATION	SIDINGS IN FEET
	19324	LF 3.9/ SS 0.0	KENOVA DISPATCHER 621	
	19325	SS 0.9 SS 4.5	SIDNEY GUND JCT. CP MP 0.9 AS (eastward only — signal does not convey Track Authority)	
	19327	SS 5.6	ADDINGTON	
	19347	SS 7.2	COTTAGE SIDNEY	

1. RULES IN EFFECT

	Main Track Rules
Between	
Sidney Gund Jct. and Cottage	171
Cottage and End of Line	137

2. MAXIMUM SPEEDS

	Main Track MPH
Between	
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

1. 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. Crews using Main Line switches at Addington between MP SSW 4.5 and MP SS 4.6 must fill out a S.P.A.F.

7. COMMUNICATION INFORMATION

Kenova Dispatcher

CH-2: TX = 76 RX = 76

Code 621

8. DETECTOR INSTRUCTIONS

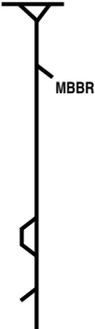
None.

9. DISTRICT INSTRUCTIONS

SIDNEY COAL

1. The switch located at the south end of siding at Sidney Coal, MP SS 6.8, is to be left lined and locked for movement onto the siding. The north end of siding is equipped with derail and the switch is to be left lined for Main Line movement.
2. When working Sidney Coal, crews must contact mine personnel before entering any mine track.

LENORE BRANCH

NORTH ↓ 	STATION NUMBER	MP	STATION	SIDINGS IN FEET
	10467	N 484.6	KENOVA DISPATCHER 621 NAUGATUCK Y CP	
	19403	N 485.6 N 487.3	MARROWBONE JCT. CP MP 487.3 AS (eastward only — signal does not convey Track Authority)	
	19404	N 488.6/ L 0.0	LENORE	
	19414	L 9.8	MILLSTONE	
	19422	L 15.9	SCARLETT GLEN	

1. RULES IN EFFECT

	Main Track
Between	Rules
Naugatuck and Marrowbone Jct.	261
Marrowbone Jct. and Scarlett Glen	171
Scarlett Glen and End of Line	137

2. MAXIMUM SPEEDS

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

None.

LENORE BRANCH

6. SWITCHES AND DERAILS

Crews using Main Line switches at Millstone between MP L 9.1 and MP L 10.6 are required to fill out a S.P.A.F.

7. COMMUNICATION INFORMATION

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

8. DETECTOR INSTRUCTIONS

None.

9. DISTRICT INSTRUCTIONS

GENERAL INSTRUCTIONS

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

2. **Two-Way End-Of-Train Devices.**
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% or greater over a distance of 2 continuous miles, or an average grade of 1% or greater over a distance of 3 continuous miles.

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

3. **Short Hood Lead**
Whenever possible, locomotives should be set up to come off the branch with Short Hood Lead. Prior to going on the branch crews should make arrangements with dispatchers to switch or turn locomotives.

4. **Millstone**
When necessary to clean cars at Millstone, cars must be placed in Millstone Track No. 1. It is not permissible to clean cars on the Lenore Branch Main Line.

5. **Wooden Bridge**
The Wooden Bridge at IC 25 has been removed from service. Crews are prohibited from using this bridge.

MARROWBONE BRANCH

NORTH ↓ 	STATION NUMBER	MP	STATION	SIDINGS IN FEET
	19402	N 485.6/ MS 0.0	KENOVA DISPATCHER 621	
		MS 0.9	MARROWBONE JCT. CP MP 0.9 AS (eastward only — signal does not convey Track Authority)	
	19403	MS 1.7	MARROWBONE	

1. RULES IN EFFECT

	Main Track
Between	Rules
Marrowbone Jct. and End of Line	137

2. MAXIMUM SPEEDS

	Main Track
Between	MPH
MP MS 0.0 and End of Line	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

Kenova Dispatcher

CH-2: TX = 76 RX = 76

Code 621

8. DETECTOR INSTRUCTIONS

None.

9. DISTRICT INSTRUCTIONS

GENERAL INSTRUCTIONS

1. Heavy Descending Grades

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

2. MP MS 1.8

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

SOUTH ↓	STATION NUMBER	MP	STATION	SIDINGS IN FEET
	10468	NA 4.2/ WC 0.0	KENOVA DISPATCHER 621	<div style="text-align: center;"> 9560 9905 9700 </div>
			WOLF CREEK..... Y CP	
	19202	WC 1.4	PILGRIM CP	
	19205	WC 3.3	PETER CAVE CP	
	19207	WC 5.0 WC 6.7	MP 5 AS PIGEON ROOST CP	
	19210	WC 8.5	McCLURE..... CP	
	19211	WC 11.8	BLUE BIRD CP	
	19218	WC 15.3	TOPTIKI CP	
	19217	WC 17.2	ROWE CP	
	19219	WC 20.0	MP 20 AS	
19223	WC 22.3	PEVLER..... CP		

1. RULES IN EFFECT

	Main Track
Between	Rules
Wolf Creek and Pevler	261
Pevler and End of Line	137

2. MAXIMUM SPEEDS

	Main Track
Between	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
Southward						
Wolf Creek Jct. to Rowe	2700	3600	4300	5355	5950	7021
Rowe to Pevler	1300	1750	2050	2565	2850	3363
Northward						
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

None.

7. COMMUNICATION INFORMATION

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

8. DETECTOR INSTRUCTIONS

None.

9. DISTRICT INSTRUCTIONS

GENERAL INSTRUCTIONS

1. Short Hood Lead

Whenever possible, locomotives should be set up to come off the branch with Short Hood Lead. Prior to going on the branch, crews should make arrangements with dispatchers to switch or turn locomotives.

2. Pontiki

When floodloading at Pontiki, MP WC 13.0, crews are to load pulling northward. If is permissible to load while shoving until the Main Line is cleared. After clearing the Wolf Creek Main Line at the south end of Pontiki, crews are to detach locomotives, run around train and complete loading from the north end. Once locomotives have cleared the Main Line at the south end it is not permissible to continue to load shoving north.

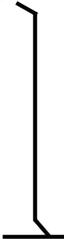
3. Martin County Coal

When changing crews at Martin County Coal and locomotives are south of road crossing at loadout, have the crew pull down to the road crossing to change crews.

4. Pelver

It is not permitted to shove while floodloading at Pevler.

WAYNE BRANCH

WEST ↓	STATION NUMBER	MP	STATION	SIDINGS IN FEET
COL SP  KENOVA YARD	19632	WB 7.6	KENOVA DISPATCHER 621 EAST LYNN	
	19325	WB 0.0/ N 543.1	WAYNE	
	19601	N 565.6	CEREDO	

1. RULES IN EFFECT

	Main Track
Between	Rules
Ceredo and East Lynn	171

2. MAXIMUM SPEEDS

	Main Track
Between	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.

WAYNE BRANCH

5. LOCOMOTIVE AND CAR RESTRICTIONS

None.

6. SWITCHES AND DERAILS

Crews using Main Line switches between MP N 565.6 and MP WB 7.7 are required to fill out a S.P.A.F.

7. COMMUNICATION INFORMATION

Kenova Dispatcher CH-2: TX = 76 RX = 76 Code 621
CH 1: TX = 72 RX = 72 (May be used when floodloading only)

8. DETECTOR INSTRUCTIONS

None.

9. DISTRICT INSTRUCTIONS

None.

COLMONT SPUR

WEST 	STATION NUMBER	MP	STATION	SIDINGS IN FEET
	19631	CS 3.6	KENOVA DISPATCHER 621	
		CS 1.0	COLMONT (VL)	
	19632	CS 0.0/ WB 7.7	EAST LYNN (VL)	

1. RULES IN EFFECT

	Main Track
Between	Rules
End of Line and MP CS 1.0	137
MP CS 1.0 and East Lynn	171

2. MAXIMUM SPEEDS

	Main Track
Between	MPH
End of Line 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

1. Crews using Main Line switches between MP CS 0.0 and MP CS 1.0 are required to fill out a S.P.A.F.
2. There are derails located on the Loadout and Runaround Tracks, MP CS 1.1.

7. COMMUNICATION INFORMATION

Kenova Dispatcher CH-2: TX = 76 RX = 76 Code 621
CH 1: TX = 72 RX = 72 (May be used when floodloading only)

8. DETECTOR INSTRUCTIONS

None.

9. DISTRICT INSTRUCTIONS

GENERAL INSTRUCTIONS

1. **MP CS 1.1**
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.
2. **MP CS 2.3**
Before loading, the new crossover at MP CS 2.3 should be lined to cross over from Loadout Track, to Runaround 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.
3. **MP CS 1.0**
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 (1) 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 ↓	STATION NUMBER	MP	STATION	SIDINGS IN FEET
			CLINCH VALLEY DISPATCHER 625	
	10357	N 366.3/ CV 366.3	BLUEFIELD, VA CP	SS 4850
	18001	CV 366.6	GRAHAM CP	
	18003	CV 367.6	FURNACE CP	
	18003	CV 369.2	HBD-DED (<i>St. Clair, VA</i>)	
	18008	CV 369.8	ST. CLAIR CP	SS 9031
	18004	CV 371.6	SAM CP	6500
	18006	CV 373.1	BAILEY CP	
	18010	CV 376.0	Tip Top AS	
		CV 379.0	Brown's Curve AS	
	18015	CV 380.6	HBD-DED (<i>Wittens Mill, VA</i>)	
		CV 381.4	Five Oaks AS	
	18017	CV 383.4	BURKS CP	SS 8340
	18019	CV 385.2	TAZEWELL CP	
	18021	CV 387.5	Gable AS	
	18024	CV 390.0	Youngs AS	
	18027	CV 393.3	CLIFFFIELD CP	SS 8525
	18029	CV 395.1	GILLESPIE CP	
		CV 397.0	HBD-DED (<i>Pounding Mill, VA</i>)	
	18031	CV 397.4	Pounding Mill AS	
	18035	CV 400.7	CEDAR BLUFF CP	
	98036	CV 401.2	MAIDEN CP	
18037	CV 402.5	KENT CP	SS 7170	
18038	CV 404.2	RICHLANDS Y CP		
98040	CV 404.8	Alley AS		
18041	CV 407.1	RAVEN CP		

CLINCH VALLEY DISTRICT

WEST ↓	STATION NUMBER	MP	STATION	SIDINGS IN FEET
			CLINCH VALLEY DISPATCHER..... [625]	
		CV 407.8	ALFREDON (CP)	
		CV 409.1	HOOPS (CP)	
		CV 409.7	DAW (CP)	SS 5083
		CV 410.7	REDCUT (CP)	
		CV 412.9	HBD-DED (<i>Steels Br., VA</i>)	
		CV 413.8	SWORDS CREEK (CP)	SS 7690
		CV 415.5	BOSTIC (CP)	
		CV 417.9	Gardner (AS)	
		CV 419.5	Honaker (AS)	
		CV 421.9	Finey Hill (AS)	
		CV 424.5	FINNEY (CP)	SS 8520
		CV 426.3	SYKES (CP)	
		CV 428.1	HBD-DED (<i>Artrip, VA</i>)	
		CV 429.1	Rocky Point (AS)	
		CV 431.5	CLEVELAND (CP)	SS 8276
		CV 433.1	MILL CREEK (CP)	
		CV 434.4	CARBO Y (CP)	
		CV 436.3	CARTERTON (CP)	SS 10000
		CV 438.0	ZACK (CP)	
		CV 439.7	Castlewood	
		CV 441.2	CLINCH (CP)	SS
		CV 442.5	BOODY (CP)	5310
		CV 442.9	ST. PAUL (CP)	
		CV 443.5	CSXT CONNECTION (CP)	
	CV 445.6	HBD-DED (<i>Burton Ford, VA</i>)		
	CV 446.7	RUSSELL CREEK (CP)		
	CV 448.9	Dwina (AS)		
	CV 451.7	Pine (AS)		

CLINCH VALLEY DISTRICT

WEST ↓ 	STATION NUMBER	MP	STATION	SIDINGS IN FEET
			CLINCH VALLEY DISPATCHER 625	
		CV 454.0	BANNER..... (CP)	
		CV 455.6	COEBURN..... (CP)	
		CV 458.3	TACOMA..... (CP)	SS 6865
		CV 459.7	SPRING (CP)	
		CV 460.7	HBD-DED (<i>Mineral, VA</i>)	
		CV 462.0	Paramont (AS)	
		CV 464.0	RAMSEY..... (CP)	
		CV 465.4	NORTON..... (CP) <small>(Yard Limits are in effect between MP CV 465.4 and MP CV 466.4)</small>	
		CV 466.4		

1. RULES IN EFFECT

	Main Track
Between	Rules
Bluefield, VA and Norton	261
Norton and MP CV 466.4	93

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 448.6	10
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 466.5, All Tracks Norton Yard	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

MP CV 368.3 to MP CV 369.3
 MP CV 377.0 to MP CV 378.0
 MP CV 398.0 to MP CV 399.0
 MP CV 411.0 to MP CV 412.0
 MP CV 418.0 to MP CV 419.0
 MP CV 427.5 to MP CV 426.5

EASTWARD

MP CV 457.9 to MP CV 456.9
 MP CV 434.0 to MP CV 435.0
 MP CV 439.0 to MP CV 438.0
 MP CV 423.0 to MP CV 422.0
 MP CV 378.0 to MP CV 377.0

4. DIESEL UNIT RATINGS (REFER TO PAGE 2, ITEM C)

	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 (1) 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 the System Timetable.

Maximum safe trailing tonnage behind Restricted Equipment between Richlands and Norton is as follows:

Eastward — 3,300
 Westward — 2,800

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/Control Operator 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
Clinch Valley 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)	800-898-4296
		Fax: 800-476-0147
		Fax: 800-589-5757

Enter digits 911 and your audio will be heard by the Train Dispatcher/Control Operator 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

A. GENERAL INSTRUCTIONS

1. Rusty Rail Conditions

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

2. Hi-Adhesion Axles

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

3. Carterton Siding

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, 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.

4. MP CV 385.4

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.

5. MP CV 415.7

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 No. 1 (closest to the loading chute) spotted east of the loading chute. Any empties without the "Green diamond" will be placed in Tracks No. 2, No. 4, or No. 5. Do not leave any empties fouling the east end of the Industry Tracks. Any excess empties will be placed in Swords Creek Spur. If you have any questions, contact Clinch Valley Dispatcher or Richlands Trainmaster.

6. Alfredon and Bluefield

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

CLINCH VALLEY DISTRICT

9. DISTRICT INSTRUCTIONS (CONT.)

A. GENERAL INSTRUCTIONS (CONT.)

7. Richlands

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.

8. 100 Tons Gross Weight

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

9. Wedron Silica Storage Tank

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.

10. CSXT Trains

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/Control Operator in Bluefield. CSXT trains will be governed by NS Operating Rules, Pocahontas Division Timetable, and Train Clearance addressed to their train.

11. CSXT Boody Siding and Waycross

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.

12. St. Paul

The provisions of **Rule 247** do not apply in approach to the interlocked Railroad Crossing at St. Paul.

13. Toms Creek

All westward empty trains from Bluefield destined for Toms Creek need to make sure they have a shorthood lead in both directions with both units being operable before going west of Carbo. When necessary crews will make arrangements with the Clinch Valley Dispatcher to either turn or switch locomotives.

14. Spring Collieries

Employees servicing Spring Collieries, MP CV 459.7, will not allow locomotives or cabooses to pass under the loading chute.

15. MP CV 459.7

Close clearance exists at Spring Collieries, MP CV 459.7.

16. Gardner Tipple

Close clearance exists at Gardner Tipple (Keene Coal), MP CV 417.1.

17. Andover Yard

Crews setting off cars in Andover Yard will fax a copy of Form 1043-BT to the Yardmaster at Norton.

CLINCH VALLEY DISTRICT

9. DISTRICT INSTRUCTIONS (CONT.)

A. GENERAL INSTRUCTIONS (CONT.)

18. Form 1043-BT

Crews leaving trains at outlying points will leave the original Form 1043-BT on the lead locomotive and will turn in a copy of the Form 1043-BT to the Yardmaster at Norton.

19. Bostic Coal Tipple

Close clearance exists at Bostic Coal Tipple, MP CV 415.1.

B. NORTON YARD

1. Empty Equipment

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

2. Two-Way End-Of-Train Devices

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% or greater over a distance of 2 continuous miles, or an average grade of 1% or greater over a distance of 3 continuous miles.

Milepost	Clinch Valley District 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

3. Form 1043-BT

Crews setting off cars in Norton Yard need to turn in Form 1043-BT to the Norton Yardmaster.

4. Ground Air

Crews setting off cars in Norton Yard need ensure ground air is placed in the cars. Any problems with ground air system must be reported to the Yardmaster.

DRY FORK BRANCH

WEST ↓	STATION NUMBER	MP	STATION	SIDINGS IN FEET
<p style="text-align: center;">JACOBS FORK BR.</p>			CLINCH VALLEY DISPATCHER..... [625]	
	18035	CV 400.7/ 144.9	CEDAR BLUFF Y (CP)	
	17443	144.5	DRY FORK JCT. (CP)	CS 7300
	18203	142.8	ASBURY (CP)	
		140.8	HBD-DED (<i>Bandy, VA</i>)	
	18206	139.7	Bandy..... (AS)	
	18207	137.2	Summit..... (AS)	
	18210	134.1	Fields (AS)	
	18033	131.8	BEECH FORK (CP)	
	17429	130.1	Hixs..... (AS)	
	17428	128.1	Berwind..... (AS)	
	97426	125.8	DAWSON (CP)	
	17426	125.5	JACOBS FORK..... Y (CP)	SS 4295
	17425	124.5	RIFT (CP)	
	17423	122.5	War (AS)	
	17422	121.5	HBD-DED (<i>Elcesior, VA</i>)	
	97422	120.5	CARETTA JCT. (CP)	
	17420	119.8	LOMAX (CP)	SS 7550
	97418	118.4	YUKON (CP)	
	17416	116.9	Bartley (AS)	
	17412	115.1	ATWELL (CP)	SS 7200
	17417	113.7	LESTER..... (CP)	
	17411	110.8	Bradshaw..... (AS)	
	17410	108.6	Lex..... (AS)	

DRY FORK BRANCH

WEST ↓ 	STATION NUMBER	MP	STATION	SIDINGS IN FEET
	17403	1 5.7	CLINCH VALLEY DISPATCHER 625	
	17406	1 5.1	HBD-DED (<i>Garland, VA</i>) GARLAND CP	
	17399	1 2.5	MILE BRANCH..... CP POCAHONTAS DISPATCHER 623	
	97401	1 0.6	KELLY CP	
	17401	1 0.2	Auville Yard	
	10406	1 0.0/ N 422.3	IAEGER Y CP	

1. RULES IN EFFECT

	Main Track
Between	Rules
Cedar Bluff and Iaeger	261

2. MAXIMUM SPEEDS

	Main Track
Between	MPH
MP 1 44.9 and MP 1 44.5, East Leg of Wye	15
MP 1 44.9 and MP 1 44.5, West Leg of Wye	15
MP 1 44.5 and MP 1 29.5	30
Except: MP 1 35.2, Bridge 2288	20
MP 1 29.5 and MP 1 0.2	25
Except: MP 1 26.7, East Switch Dawson	20
MP 1 25.8, West Switch Dawson	20
MP 1 24.5 to MP 1 25.5, Siding	10
MP 1 18.4 to MP 1 19.8, Siding	10
MP 1 13.7 to MP 1 15.1, Siding	10
MP 1 0.2 and MP 1 0.0, East Leg of Wye	15
MP 1 0.2 and MP 1 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 laeger 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 (1) 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 the System Timetable.

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

Eastward — 4,100
Westward — 5,800

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

7. COMMUNICATION INFORMATION

RADIO

Emergency		Code 911
Clinch Valley Dispatcher	CH-5: TX = 92 RX = 92	Code 625
Pocahontas Dispatcher	CH-6: TX = 36 RX = 36	Code 623
Auville Yardmaster	CH-1: TX = 72 RX = 72	Code 631

8. DETECTOR INSTRUCTIONS

None.

9. DISTRICT INSTRUCTIONS

GENERAL INSTRUCTIONS

1. Two-Way End-Of-Train Devices

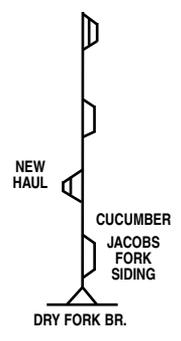
Reference **NS-1 Rule A-31** concerning requirements for Two-Way End-Of-Train Devices. The following sections of track have an average grade of 2% or greater over a distance of 2 continuous miles, or an average grade of 1% or greater over a distance of 3 continuous miles.

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

2. Beech Fork Spur — Heavy Descending Grades

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

JACOBS FORK BRANCH

SOUTH ↓	STATION NUMBER	MP	STATION	SIDINGS IN FEET
	17480	JF 10.3	CLINCH VALLEY DISPATCHER..... 625 BISHOP	
	17478	JF 6.8	CRAFT	
		JF 0.5	MP 0.5 AS (eastward only — signal does not convey Track Authority)	
	97426	JF 0.0/ I 25.5	OMEGA (east only)..... Y CP	

1. RULES IN EFFECT

	Main Track
Between	Rules
End of Line and Craft	137
Craft and Omega	171

2. MAXIMUM SPEEDS

	Main Track
Between	MPH
End of Line 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

Clinch Valley Dispatcher	CH-5: TX = 92 RX = 92	Code 625
Auville Yardmaster	CH-1: TX = 72 RX = 72	Code 631

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

COAL CREEK BRANCH

WEST ↓	STATION NUMBER	MP	STATION	SIDINGS IN FEET
	18401	CV 407.1/ RG 0.0	CLINCH VALLEY DISPATCHER.....[625]	
	18411	RG 0.6	RAVEN.....(CP) Red Ash.....(AS) (eastward only — signal does not convey Track Authority)	
	18414	RG 2.2	NEW GARDEN	

1. RULES IN EFFECT

	Main Track
Between	Rules
Raven and New Garden	171
New Garden and End of Line	137

2. MAXIMUM SPEEDS

	Main Track
Between	MPH
MP RG 0.0 and End of Line	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.

6. SWITCHES AND DERAILS

None.

COAL CREEK BRANCH

7. COMMUNICATION INFORMATION

Clinch Valley Dispatcher CH-5: TX = 92 RX = 92 Code 625

8. DETECTOR INSTRUCTIONS

None.

9. DISTRICT INSTRUCTIONS

GENERAL INSTRUCTIONS

1. MP RG 2.2

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.

2. New Garden Storage

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.

3. Shoving Cars

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

4. Close Clearance Conditions

Close clearance exists on Spur Track at Knox Creek Mine Operation.

5. Heavy Descending Grades

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

6. Two-Way End-Of-Train Devices

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% or greater over a distance of 2 continuous miles, or an average grade of 1% or greater over a distance of 3 continuous miles.

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

DUMPS CREEK BRANCH

NORTH ↓	STATION NUMBER	MP	STATION	SIDINGS IN FEET
	18068	CV 434.3/ C 0.0 C 1.7	CLINCH VALLEY DISPATCHER..... [625]	
	18502	C 2.4	CARBO..... (YL) (CP) CARBO..... (YL)	
	18504	C 4.2	HURRICANE	

STATION PAGE INFORMATION

NOTE: 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. RULES IN EFFECT

	Main Track
Between	Rules
Carbo and Carbo	93
Carbo and Hurricane	171
Hurricane and End of Line	137

2. MAXIMUM SPEEDS

	Main Track
Between	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.

4. DIESEL UNIT RATINGS

	DIESEL UNIT RATINGS IN TONS					
	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
Northward						
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

DUMPS CREEK BRANCH

5. LOCOMOTIVE AND CAR RESTRICTIONS

None.

6. SWITCHES AND DERAILS

None.

7. COMMUNICATION INFORMATION

Clinch Valley 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

- 1. Heavy Descending Grades**
Division Wide Instruction PO-L-245[1]-(1) for trains operating on heavy descending grades applies.
- 2. Cars Exceedng 100 Tons**
Loaded cars exceeding 100 tons gross weight in blocks of 10 or more cars will be handled on the head end of trains.
- 3. Upper and Lower Yard**
The following procedures will be used when switching the Upper and Lower Yard at Moss #3.
 - (a) Upper Yard — Prior to setting cars off in the Upper Yard, all crews will contact Moss #3 personnel for permission to enter the Upper Yard. After completing work, all crews will again contact Moss #3 personnel and advise them that they have cleared the Upper Yard.
 - (b) Lower Yard — Prior to working the Lower Yard, all crews will contact Moss #3 personnel for permission to enter the yard. When permission is given, crew will ask Moss #3 personnel if the derail in the upper end of the Lower Yard is "on". When confirmation is received that the derail is in the "on" position, crews will then enter the Lower Yard to work.
- 4. Close Clearance Conditions**
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 C3.2, Moss #3 Raw Coal Yard.
- 5. American Electric Power Plant**
Empty car(s) must not be mixed within a train consist containing 10 or more loaded cars, or handled between locomotives and 10 or more loaded cars when shoving into American Electric Power Plant at Carbo, VA, MP C 0.2.

DUMPS CREEK BRANCH

9. DISTRICT INSTRUCTIONS (CONT.)

GENERAL INSTRUCTIONS (CONT.)

6. Close Clearance Conditions

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

7. Dumps Creek Main Line and Lonesome Storage

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

8. Moss #3 Cleaning Plant

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

Moss #3 Cleaning Plant

9. Shoving Cars

The following instructions are issued for shoving cars into the American Electric Power Plant from Carbo Yard, MP C 0.0

- (a) All crew members will confirm with the Clinch Valley Dispatcher and the Norton Yardmaster for a clear understanding of what is to be done.
- (b) After getting a proceed signal over the west leg of the wye, the train will take the signal (knocking it down) and stop short of switch to AEP. Crews will then line the switch and derail to AEP and open the plant's gate, and proceed to spot cars in the plant's yard tracks. Be advised that there are close clearances at AEP Gates.
- (c) When Taking empty cars out of AEP, the Gates will be closed and locked when work is completed.

10. Spark Track at Carbo Yard

Due to a possible close clearance situation, when securing equipment in the #1 Spark Track at Carbo Yard, to not spot cars or engines directly across from or adjacent to the No. 1 or No. 2 Main Track Switches, located west of the overhead bridge at Carbo.

11. Two-Way End-Of-Train Devices

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% or greater over a distance of 2 continuous miles, or an average grade of 1% or greater over a distance of 3 continuous miles.

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

BIG TOMS CREEK BRANCH

NORTH 	STATION NUMBER	MP	STATION	SIDINGS IN FEET
CV MAIN 	18090	CV 455.6/ BT 0.0	CLINCH VALLEY DISPATCHER 625	
			COEBURN CP	
	98090	BT 0.5	Feed Mill (does not convey Track Authority)..... AS	
	18901	BT 0.9	BALL PARK	

1. RULES IN EFFECT

Between	Main Track
Coeburn and Ball Park	Rules 171
Ball Park and End of Line	137

2. MAXIMUM SPEEDS

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

BIG TOMS CREEK BRANCH

5. LOCOMOTIVE AND CAR RESTRICTIONS

None.

6. SWITCHES AND DERAILS

None.

7. COMMUNICATION INFORMATION

Clinch Valley 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 ↓	STATION NUMBER	MP	STATION	SIDINGS IN FEET
	17653	D 49.5	PD DISPATCHER [624]	
		D 48.7	CONSOL Page (signal does not convey Track Authority)..... (AS)	
	17651	D 48.1	PAGE JCT. (CP)	
	17648	D 46.5	HANGER Y (CP)	
		D 44.4	Gold Key (AS)	
	17646	D 42.6	WEBB Y (CP)	
	17644	D 42.5	DISMAL Y (CP)	
	97641	D 40.5	ANCHOR (CP)	
	17640	D 38.9	VANSANT (CP)	
	17636	D 35.1	GRUNDY (CP)	
	17634	D 33.6	HBD-DED (<i>Grundy, VA</i>)	
	17633	D 31.8	Substation..... (AS)	
	17628	D 27.9	E. E. WELLER (YL) (CP)	
		D 26.0	Weller Yard	
	97627	D 25.8	W. E. WELLER..... (YL) (CP)	
	17627	D 25.0	THOMAS WYE Y (CP)	
	17625	D 24.0	LYNN CAMP (CP)	
	17624	D 21.4	Wise County (AS)	
	17620	D 18.5	HOME CREEK..... (CP)	
	97618	D 17.6	VIRGINIA LEE (CP)	
17618	D 16.3	RAITT (CP)		
17616	D 14.9	Kopp (AS)		
17614	D 12.8	KNOX (CP)		
97613	D 12.1	MIDWAY (CP)		
17613	D 11.4	HURLEY (CP)		



BUCHANAN BRANCH

WEST ↓	STATION NUMBER	MP	STATION	SIDINGS IN FEET
	17608	D 11.1	PD DISPATCHER [624] LESTER FORK..... (CP)	SS
	17611	D 10.1	LUKE (CP)	11691
	17607	D 10.0	EXTENSION (CP)	
	17610	D 9.6	PINEOAKS (CP)	
	17609	D 8.6	JUSTICE..... (CP)	CS
	91808	D 7.7	Kelsa (AS)	
		D 7.5	HBD-DED (<i>Kelsa, VA</i>)	
	17606	D 5.3	WARD (CP)	7920
	97604	D 3.8	BURKE (CP)	
		D 2.3	Stopover (AS)	
	17602	D 0.7	WOODMAN (westward only)..... (CP)	CS
			WILLIAMSON DISPATCHER..... [622]	
	10429	D 0.0/ N 445.2	DEVON Y (CP)	

1. RULES IN EFFECT

Between	Main 1 Track	Main 2 Track
	Rules	
End of Line and Consol	137	
Consol and Page Jct.	171	
Page Jct. and E. E. Weller	261	
E. E. Weller and W. E. Weller	93	
W. E. Weller and Home Creek	261	261
Home Creek and Devon	261	

BUCHANAN BRANCH

2. MAXIMUM SPEEDS

Between	Main Track
	MPH
MP D 49.5 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 and through the crossover	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 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

MP D 31.0 to MP D 30.0

MP D 23.7 to MP D 22.7

EASTWARD

MP D 22.7 to MP D 23.7

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 (1) 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 the System Timetable.

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

Eastward — 2,500
Westward — 2,500

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-1: TX = 72 RX = 72	Code 624
Weller Yardmaster		Code 632

TELEPHONE

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

BUCHANAN BRANCH

8. DETECTOR INSTRUCTIONS

None.

9. DISTRICT INSTRUCTIONS

SPECIAL INSTRUCTIONS

1. **Heavy Descending Grades**
Division Wide Instruction PO-L-245[1]-(1) for trains operating on heavy descending grades.
2. **Weller**
Permission must be obtained from the Yardmaster before entering Yard Limits at Weller.
3. **Weller Yard**
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.
4. **Weller Yard or Dismal**
Transportation Department employees removing ground air from cars or trains at Weller Yard or at Dismal must allow at least two (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.
5. **Engine Whistle**
Except when used in compliance with **Rule 14(I)** 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.
6. **Rule 104(j) Exception**
Rule 104(j) "Exception". At Weller Yard, the following permanent "Blue Signal" derrails 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
7. **River Track**
Close clearance exists between No. 1 Delivery Track and the River Track, Race Fork, MP D 9.5.

BUCHANAN BRANCH

9. DISTRICT INSTRUCTIONS (CONT.)

SPECIAL INSTRUCTIONS (CONT.)

8. **MP D 49.6**
Derail at MP D 49.6 may be left in non-derailing position when not protecting unattended equipment.
9. **Upper Elk Creek Spur**
Rule 137 is in effect on Upper Elk Creek Spur. Crews must contact PD Dispatcher before occupying.
10. **Close Clearance Conditions**
Close clearance exists between Race Fork #1 Delivery and River Track, MP D 9.5.
11. **Lee Town**
When delivering Lee Town, MP D 29.8, cars may be left less than one (1) car length from derail.
12. **Consol**
All employees must wear a hard hat while working outside, in areas around and under loadout at Consol. Once yearly, each employee must read and sign the "Site Specific Hazard Training Sheet" located in the loadout before proceeding above the loadout. This requirement is only for the employees required to be outside the locomotive and above the loadout.
13. **Weller Yard**
When riding the leading end of an eastward shove movement into Weller Yard, Tracks No. 6, No. 7, No. 8 and No. 9, use extreme caution account close clearances near the east end of yard when equipment is occupying the adjacent tracks.
14. **Buchanan #2**
When placing empties on No. 4 Track at Buchanan #2, the empties must be spotted east of the #5 switch. Before using #5 switch, employees must ensure that there is not movement in Track No. 4. When equipment is occupying No. 4 Track beside #5 switch, #5 switch must not be handled.
15. **Two-Way End-Of-Train Devices**
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% or greater over a distance of 2 continuous miles, or an average grade of 1% or greater over a distance of 3 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

16. **Upper Elk Creek Spur**
Division Wide Instruction PO-L-245[1]-(1) for trains operating on heavy descending grades applies.

LEVISA BRANCH

WEST ↓ 	STATION NUMBER	MP	STATION	SIDINGS IN FEET
	17627	D 25.3/ H 0.0	PD DISPATCHER 624 THOMAS WYE Y (CP)	
	17711	H 1.0	STRICT (CP)	
	17713	H 2.4	BEAR	
	17714	H 4.0	VA/KY State Line	
	17718	H 8.3	FEDS CREEK JCT.	
	17722	H 11.5	CURB	

1. RULES IN EFFECT

	Main Track
Between	Rules
Thomas Wye and Strict	261
Strict and Bear	171
Bear and State Line	171
State Line and Curb	171

2. MAXIMUM SPEEDS

	Main Track
Between	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-1: TX = 72 RX = 72

8. DETECTOR INSTRUCTIONS

None.

9. DISTRICT INSTRUCTIONS

SPECIAL INSTRUCTIONS

1. **Curb to End of Line**
Rule 137 is in effect from Curb, MP BC 0.0 to End of Line.
2. **MP BC 2.1**
Derail at MP BC 2.1 may be left in non-derailing position if not protecting unattended equipment.

BIG CREEK BRANCH

WEST ↓	STATION NUMBER	MP	STATION	SIDINGS IN FEET
	18038	CV 404.2/ R 0.0	CLINCH VALLEY DISPATCHER [625]	CS 8966
	18302	R 1.3	RICHLANDS (CP eastward only) Y (CP)	
	18304	R 3.4	CITY LIMITS (CP)	
	18306	R 5.5	SEABOARD (CP)	
	18308	R 7.2	LARK (CP)	
	19309	R 8.2	JEWELL (CP)	
	17757	R 10.9	BLAIR (CP)	
		R 13.5	Chicken Ridge (AS)	
		R 14.8/ DC 16.1	Laurel Fork (AS)	
			PD DISPATCHER [624]	

1. RULES IN EFFECT

	Main Track
Between	Rules
Richlands and Wyatt	261

2. MAXIMUM SPEEDS

	Main Track
Between	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 — 2,500
Westward — 2,500

6. SWITCHES AND DERAILS

None.

7. COMMUNICATION INFORMATION

Clinch Valley Dispatcher CH-5: TX = 92 RX = 92 Code 625

8. DETECTOR INSTRUCTIONS

None.

BIG CREEK BRANCH

9. DISTRICT INSTRUCTIONS

SPECIAL INSTRUCTIONS

- 1. Heavy Descending Grades**
Division Wide Instruction PO-L-245[1]-(1) for trains operating on heavy descending grades applies.
- 2. Big Creek Tiller Mine**
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.
- 3. Big Creek Branch**
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.
- 4. Blair Tunnel**
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.
- 5. Two-Way End-Of-Train Devices**
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% or greater over a distance of 2 continuous miles, or an average grade of 1% or greater over a distance of 3 continuous miles.

Milepost	Big Creek Branch 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 ↓ 	STATION NUMBER	MP	STATION	SIDINGS IN FEET	
	17757	DC 16.1	PD DISPATCHER 624	CS 10600 10600 	
			WYATT CP		
	17751	DC 14.1	DC 14.1		WHITEWOOD CP
					DC 11.3
	17746	DC 5.4	DC 5.4		LONG SPUR CP
					DC 2.5
	17741	DC 0.3	DC 0.3		STOKES CP
	17644	DC 0.0/ D 42.5	DC 0.0/ D 42.5		DISMAL Y CP

1. RULES IN EFFECT

	Main Track
Between	Rules
Wyatt and Dismal	261

2. MAXIMUM SPEEDS

	Main Track
Between	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 0.4, Over Jewell #2 Outlet Switch MP DC 1.0, Over VP #1 Outlet Switch	20
	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 — 2,500

Westward — 2,500

6. SWITCHES AND DERAILS

None.

7. COMMUNICATION INFORMATION

CH-1: TX = 72 RX = 72

8. DETECTOR INSTRUCTIONS

None.

9. DISTRICT INSTRUCTIONS

SPECIAL INSTRUCTIONS

1. Coke Plant

When delivering Coke Plant, MP DC 0.2 cars may be left less than one (1) car length from derail and end of track. Cars may be left in the foul, inside the plant, per customer spotting instructions.

2. MP DC 16.3

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

3. Heavy Descending Grades

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

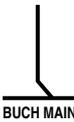
4. Close Clearance Conditions

Close clearance exists at the following locations:

MP DC 0.1 — Coke Plant Delivery

MP DC 0.3 — Jewell Smokeless No. 2 Outlet Track

BIG PRATER CREEK SPUR

NORTH 	STATION NUMBER	MP	STATION	SIDINGS IN FEET
 BUCH MAIN	17641 17640	BP 3.5 BP 0.0/ D 38.9	PD DISPATCHER [624] KOENIG VANSANT (CP)	

1. RULES IN EFFECT

Between	Main Track Rules
End of Line and Koenig	137
Koenig and Vansant	171

2. MAXIMUM SPEEDS

Between	Main Track MPH
End of Line 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-1: TX = 72 RX = 72

8. DETECTOR INSTRUCTIONS

None.

9. DISTRICT INSTRUCTIONS

SPECIAL INSTRUCTIONS

1. Heavy Descending Grades

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

2. Two-Way End-Of-Train Devices

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% or greater over a distance of 2 continuous miles, or an average grade of 1% or greater over a distance of 3 continuous miles.

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

3. Mine Operations

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.

4. VP #5 and VP #6

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

NORTH 	STATION NUMBER	MP	STATION	SIDINGS IN FEET
	17649	GC 1.1	PD DISPATCHER 624 CORNELIU	
	17651	GC 0.0/ D 48.2	PAGE JCT. CP	

1. RULES IN EFFECT

Between	Main Track
	Rules
End of Line and Corneliu	137
Corneliu and Page Jct.	171

2. MAXIMUM SPEEDS

Between	Main Track
	MPH
End of Line 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-1: TX = 72 RX = 72

8. DETECTOR INSTRUCTIONS

None.

9. DISTRICT INSTRUCTIONS

SPECIAL INSTRUCTIONS

1. Heavy Descending Grades

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

2. Close Clearance Conditions

Close clearance exists at the following locations:

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

3. Increased Communication

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.

- (a) 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 76-76 on the Engine radio. VP #5 and VP #6 will monitor this Channel at all times.
- (b) 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.
- (c) 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.
- (d) Once the work has been completed and you have restored the switch and derail, you will go back to Channel 1 (72-72) and be governed accordingly.

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

WEST ↓	STATION NUMBER	MP	STATION	SIDINGS IN FEET
	18094	CV 458.6/ IN 22.9	NA DISPATCHER 626	
	18098	IN 19.7	TACOMA	
	19821	IN 20.7	DEEP	
	18098	IN 19.7	RAMSEY	
	19820	IN 18.5	GRAVE	
	19819	IN 17.6 IN 17.1	HAWTHORNE BOPAR	
	18100	IN 16.7	TANK	Y
	18100	IN 16.4	MILLER	
	18100	IN 16.2	TEXACO	
	18100	IN 15.7	FORD	
	19816	IN 15.4	TOP	
	19815	IN 15.1	YARD	
	19814	IN 14.3	DNOR	
	19810	IN 13.0	JANE	
	19812	IN 11.7	BLACKWOOD	
	19809	IN 9.3	KENT	Y
	19808	IN 8.4	SAWMILL	
	19806	IN 5.8	(YL)
	19804	IN 4.5	ANDOVER	Y
	19804	IN 3.0	(YL)
19802	IN 2.4	MUDLICK		
19800	IN 0.9	WENTZ		

CLINCH VALLEY EXTENSION

1. RULES IN EFFECT

	Main Track
Between	Rules
Tacoma and Andover	171
Andover and Andover	93
Andover and Wentz	171

2. MAXIMUM SPEEDS

	Main Track
Between	MPH
MP IN 22.9 and MP IN 16.0 Except: MP IN 17.9 to MP IN 17.5, Curves	25 15
MP IN 16.0 and MP IN 3.0 Except: MP IN 6.0, Over Bridge MP IN 5.9, Curve MP IN 4.8, Scale Track	20 15 15 5
MP IN 3.0 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:

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

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.

CLINCH VALLEY EXTENSION

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 (1) 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 the System Timetable.

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

Eastward — 2,800
Westward — 2,800

6. SWITCHES AND DERAILS

1. 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.
2. 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.
3. 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.
4. 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.
5. The normal position for the junction switch at Mudlick Junction is lined and locked for movement on the Clinch Valley Extension.

7. COMMUNICATION INFORMATION

RADIO

Emergency		Code 911
CYO		Code 628
NA Dispatcher	CH-4: TX = 56 RX = 56	Code 626
Norton Yardmaster	CH-4: TX = 56 RX = 56	Code 630

TELEPHONE

CYO	7-589-5979 (Andover)	800-898-4296
		Fax: 800-476-0147
		Fax: 800-589-5757

CLINCH VALLEY EXTENSION

8. DETECTOR INSTRUCTIONS

None.

9. DISTRICT INSTRUCTIONS

GENERAL INSTRUCTIONS

1. Exceeding 100 Tons

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

2. Form 1043-BT

Crews that leave trains at outlying points will leave the original Form 1043-BT on the train and make a copy of the form to be turned in to the Norton Yardmaster.

3. Two-Way End-Of-Train Devices

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% or greater over a distance of 2 continuous miles, or an average grade of 1% or greater over a distance of 3 continuous miles.

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

4. Blue Signal Derails

Rule 104(j) "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

1,015 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

GLAMORGAN BRANCH

NORTH ↓	STATION NUMBER	MP	STATION	SIDINGS IN FEET	
	98100	IN 16.7/ G 0.0	NA DISPATCHER [626]		
	98101	G 0.2	TANK Y		
	98103	G 0.3	HOOD		
			BOARD		
	18102	G 1.7	GUEST		
			G 2.5	WELLS	
	18103	G 3.2	HOLTON Y		
	98104	G 3.5	BACK		
	18105	G 5.8	GLAMORGAN		

1. RULES IN EFFECT

Between	Main Track
Tank and Glamorgan	Rules
	171

2. MAXIMUM SPEEDS

Between	Main Track
MP G 0.0 and MP G 5.8	MPH
	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
Northward 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

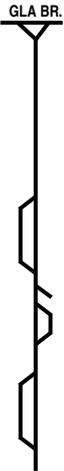
None.

9. DISTRICT INSTRUCTIONS

GENERAL INSTRUCTIONS

- Holton**
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.
- Exceeding 100 Tons**
Loaded cars exceeding 100 tons gross weight in blocks of 10 or more cars will be handled on the head end of trains.
- Tank to Board**
Crews holding a valid Track Authority 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

NORTH ↓	STATION NUMBER	MP	STATION	SIDINGS IN FEET
	18103	G 3.2/ GD 0.0	NA DISPATCHER 626	
			HOLTON Y	
		GD 1.5	HOLLOW	
		GD 4.1	BELL	
	18414	GD 5.3	RIVER	
		GD 5.6	DOUG	
	18119	GD 6.0	DUST	
18119	GD 6.7	DIXIANA		

1. RULES IN EFFECT

Between	Main Track
Holton and Dust	Rules
Dust and End of Line	171
	137

2. MAXIMUM SPEEDS

Between	Main Track
MP GD 0.0 and End of Line	MPH
	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

- 1. Holton**
The junction switch at Holton, MP GD 0.0, will be left lined and locked for movement to/from Dixiana Branch.
- 2. Exceeding 100 Tons**
Loaded cars exceeding 100 tons gross weight, in blocks of 10 or more cars will be handled on the head end of trains.
- 3. Holton to Hollow**
Crews holding a valid Track Authority 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.
- 4. Critical Fork**
Before pulling or placing any cars in Critical Fork, the stacker will be removed from over the track.

PARDEE BRANCH						
NORTH ↓	STATION NUMBER	MP	STATION			SIDINGS IN FEET
	19809	IN 9.3/ P 0.0	NA DISPATCHER [626]			
			KENT Y			
	19874	P 4.4	RF JCT.			
	19869	P 5.5	PARDEE			
1. RULES IN EFFECT						
Between					Main Track	Rules
Kent and Pardee						171
Pardee and End of Line						137
2. MAXIMUM SPEEDS						
Between					Main Track	MPH
MP P 0.0 and MP P 5.5						15
MP P 5.5 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						
DIESEL UNIT RATINGS IN TONS						
	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
Northward Kent Jct. to Cane Patch	1300	1750	2050	2565	2850	3363
5. LOCOMOTIVE AND CAR RESTRICTIONS						
None.						
6. SWITCHES AND DERAILS						
None.						

PARDEE BRANCH

7. COMMUNICATION INFORMATION

CH-4: TX = 56 RX = 56

8. DETECTOR INSTRUCTIONS

None.

9. DISTRICT INSTRUCTIONS

GENERAL INSTRUCTIONS

1. Heavy Descending Grades

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

2. Exceeding 100 Tons

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

3. Pardee Branch

Account curvature on Pardee Branch, northward 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 north end of movement and being operated within one (1) 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.

4. Two-Way End-Of-Train Devices

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% or greater over a distance of 2 continuous miles, or an average grade of 1% or greater over a distance of 3 continuous miles.

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

5. Kent to RF Junction

Crews holding a valid Track Authority 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.

6. Canepatch Tipple

Employees servicing Canepatch Tipple, MP P 1.8, will not allow locomotives or cabooses to pass under the loading chute. Crews will continue to cut the road crossing above the tipple and mine personnel will be responsible for positioning the cars left below the tipple for loading.

PINE BRANCH

NORTH 	STATION NUMBER	MP	STATION	SIDINGS IN FEET
PARD BR. 		P 4.4/ PB 0.0 PB 3.0	NA DISPATCHER 626 RF JCT. PINE	

1. RULES IN EFFECT

Between	Main Track
RF Jct. and Pine	Rules
Pine and End of Line	171
	137

2. MAXIMUM SPEEDS

Between	Main Track
MP PB 0.0 and End of Line	MPH
	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.

PINE BRANCH

6. SWITCHES AND DERAILS

None.

7. COMMUNICATION INFORMATION

CH-4: TX = 56 RX = 56

8. DETECTOR INSTRUCTIONS

None.

9. DISTRICT INSTRUCTIONS

GENERAL INSTRUCTIONS

1. **Heavy Descending Grades**
Division Wide Instruction PO-L-245[h]-(1) for trains operating on heavy descending grades applies.
2. **Exceeding 100 Tons**
Loaded cars exceeding 100 tons gross weight in blocks of 10 or more cars will be handled on the head end of trains.
3. **Roaring Fork Tipple**
Locomotives and cabooses must not be operated under tipple at the following locations:
 Roaring Fork Tipple

RODA BRANCH

NORTH 	STATION NUMBER	MP	STATION	SIDINGS IN FEET
	19802 19843	IN 2.4/ RB 0.0 RB 3.3	NA DISPATCHER 626 MUDLICK RODA	

1. RULES IN EFFECT

Between	Main Track
Mudlick and End of Line	Rules
	137

2. MAXIMUM SPEEDS

Between	Main Track
MP RB 0.0 and End of Line	MPH
	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
Northward 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

- 1. Heavy Descending Grades**
Division Wide Instruction PO-L-245[h]-(1) for trains operating on heavy descending grades applies.
- 2. Exceeding 100 Tons**
Loaded cars exceeding 100 tons gross weight, in blocks of 10 or more cars will be handled on the head end of trains.
- 3. Two-Way End-Of-Train Devices**
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% or greater over a distance of 2 continuous miles, or an average grade of 1% or greater over a distance of 3 continuous miles.

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

T-LINE

WEST ↓	STATION NUMBER	MP	STATION	SIDINGS IN FEET
 CV EXT.			NA DISPATCHER 626	
		3.4 T	BIG STONE GAP YL	
		1.6 T/ 0.0 TB	TB LINE	
	19805	0.6 T	APPALACHIA	
	19804	0.0 T/ IN 5.1	ANDOVER Y YL	

1. RULES IN EFFECT

Between	Main Track
Big Stone Gap and Andover	Rules 137

2. MAXIMUM SPEEDS

Between	Main Track
MP 3.4 T and MP 0.0 T	MPH 20
Except: MP 0.6 T to MP 0.0 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.

5. LOCOMOTIVE AND CAR RESTRICTIONS

None.

T-LINE

6. SWITCHES AND DERAILS

None.

7. COMMUNICATION INFORMATION

NA Dispatcher
Norton Yardmaster

CH-4: TX = 56 RX = 56
CH-4: TX = 56 RX = 56

Code 626
Code 630

8. DETECTOR INSTRUCTIONS

None.

9. DISTRICT INSTRUCTIONS

GENERAL INSTRUCTIONS

1. Andover

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 **Rule 93**.

2. Whistling Ordinance

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.

3. New Connection

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.

4. Exceeding 100 Tons

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 ↓	STATION NUMBER	MP	STATION	SIDINGS IN FEET	
	19804	1.6 T/ 0.0 TB	NA DISPATCHER [626]		
		1.3 TB	ANDOVER (VL)		
			 (VL)	
	19905	4.4 TB	CREST		
	19907	6.5 TB	KEOKEE		
	19910	10.5 TB	BUNDY		
	19919	19.5 TB	POCKETT		
		21.4 TB (VL)		
	19923	22.5 TB	ST. CHARLES Y		
			25.5 TB (VL)	

1. RULES IN EFFECT

	Main Track
Between	Rules
Andover and Andover	137
Andover and St. Charles	171
St. Charles and St. Charles	137

2. MAXIMUM SPEEDS

	Main Track
Between	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

MP 5.0 TB to MP 6.0 TB
MP 20.0 TB to MP 21.0 TB

EASTWARD

MP 21.0 TB to MP 20.0 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

1. Yard Limits

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 **Rule 93**.

2. 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:

- (a) Standard Freight Train Air Brake pipe pressure of 90 PSI is to be used.
- (b) After draping the train over the crest at MP 4.4 TB, a 20 PSI brake pipe reduction must be made and brakes inspected on each car. While performing brake inspection, place all retainers to high pressure position. When inspection has been completed and all retainers have been placed in high pressure position, release train brake and inspect train for proper operation of retainer valves. If retainer is found to be inoperative, a hand brake must be applied to that car. Brake pipe must be charged to a minimum of 75 PSI for five (5) minutes prior to descending grade. **NOTE:** Norton Yardmaster must be notified of cars found with inoperative air brakes.
- (c) When ready to depart, Engineer will release independent brake and apply power if necessary. **NOTE:** Pusher/Helper may assist in starting train. 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 15 MPH. Should equalizing reservoir pressure fall below 65 PSI on the lead locomotive (or 60 PSI on the rear of the train), the train must be stopped immediately, sufficient hand brakes applied to hold train on grade and air brake system charged to a minimum of 75 PSI for five (5) minutes before proceeding down grade.

3. Heavy Descending Grades

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

4. MP 0.05 TB

The normal position of the switch located at MP 0.05 TB will be lined toward Tracks No. 1 through No. 3, "Below Imboden".

5. Pocket

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

6. Wye at St. Charles

The three (3) 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.

ST. CHARLES BRANCH

9. DISTRICT INSTRUCTIONS (CONT.)

GENERAL INSTRUCTIONS (CONT.)

7. Benedict

The normal position for the switches to the "Runaround" Track at Benedict at MP TB 23.4, on the St. Charles Branch is lined and locked for Main Line movement.

8. Kemmer-Gem Track

The normal position for the switch to the Kemmer-Gem track at MP TB 23.3, on the St. Charles Branch is lined and locked for Main Line movement.

9. Two-Way End-Of-Train Devices

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% or greater over a distance of 2 continuous miles, or an average grade of 1% or greater over a distance of 3 continuous miles.

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

CALVIN SPUR

WEST 	STATION NUMBER	MP	STATION	SIDINGS IN FEET
		10.5 TB/ CX 0.0 CX 1.0	NA DISPATCHER 626 BUNDY SIGMON	

1. RULES IN EFFECT

Between	Main Track
	Rules
Bundy and Sigmon	171
Sigmon and End of Line	137

2. MAXIMUM SPEEDS

Between	Main Track
	MPH
MP CX 0.0 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

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

1. Calvin Old Tipple

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

Calvin (Old Tipple)

2. Calvin Flood Load 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

WEST ↓	STATION NUMBER	MP	STATION	SIDINGS IN FEET
			PD DISPATCHER 624	
	11381	V 380.4	VIRWEST CP	CS
	11382	V 381.8	MABEN CP	6712
	11383	V 383.1	MEASLE FORK (eastward only) Approach Distant	
	11388	V 388.1	SLAB FORK	
	11390	V 390.1	JENNY GAP	
	11392	V 392.3	LESTER	
	11395	V 394.4	SURVEYOR	
	11401	V 400.0	HARPER	6810
	11409	V 408.5	PAX	
	11412	V 411.8	LIVELY	
	11417	V 416.5	SILVER GAP	
	11418	V 417.7	OAK HILL JCT.	
	11423	V 423.0	INGRAM	
	11427	V 426.9	PAGE	11280
	11431	V 431.0	ROBSON	
	11435	V 434.1 V 435.0	VACO JCT. D.B.	
			NA DISPATCHER 626	
	WV 216.2			

PRINCETON-DEEPWATER DISTRICT

STATION PAGE INFORMATION

NOTE: Dwarf signal westward out of Tralee Middle is non-controlled positive signal.

1. RULES IN EFFECT

Between	Main Track	Main 1 Track	Main 2 Track
	Rules		
Kellysville and Weyanoke	261		
Weyanoke and Algonquin		261	261
Algonquin and Herndon	261		
Herndon and Elmore			261
Herndon and #1 Crossover		261	
#1 Crossover and Elmore		137	
Elmore and Maben	261		
Maben and D.B.	171		

PRINCETON-DEEPWATER DISTRICT

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 to MP V 354.3, Curves	20
MP V 355.9 to 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, Bridge	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 349.0 to MP V 350.0

MP V 385.0 to MP V 386.0

EASTWARD

MP V 350.0 to MP V 349.0

MP V 427.0 to MP V 426.0

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

PRINCETON-DEEPWATER 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 (1) 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 the System Timetable.

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

Eastward — 1,500
Westward — 2,200

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

Eastward — 2,100
Westward — 2,500

C. HEIGHT RESTRICTIONS

1. 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.
2. Cars exceeding Plate "E" must not be handled between Elmore and Deepwater unless specially authorized.

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

PRINCETON-DEEPWATER DISTRICT

6. SWITCHES AND DERAILS (CONT.)

B. CONTROLLED ELECTRIC LOCK SWITCHES:

The unlock must be obtained from the Train Dispatcher/Control Operator 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/Control Operator. 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/Control Operator.

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

RADIO

Emergency		Code 911
CYO		Code 628
PD Dispatcher	CH-3: TX = 22 RX = 22	Code 624
	CH 13: TX = 64 RX = 64	
MOC		Code 124
LCDI		Code 126

TELEPHONE

MOC	8-582-6700	404-582-6700
LCDI	8-981-4256	
CYO	7-589-5986	800-898-4296
		Fax: 800-476-0147
		Fax: 800-589-5757

PRINCETON-DEEPWATER DISTRICT

8. DETECTOR INSTRUCTIONS

None.

9. DISTRICT INSTRUCTIONS

PRINCETON-DEEPWATER DISTRICT

1. Glen Rogers Branch

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

2. CSXT Trains

CSXT trains may use NS Trackage between MP V 433.5 and D.B. under the direction of the NS Dispatcher in Bluefield. NS Rules govern CSXT trains on NS Track.

3. Two-Way End-Of-Train Devices

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% or greater over a distance of 2 continuous miles, or an average grade of 1% or greater over a distance of 3 continuous miles.

Milepost	Princeton-Deepwater District 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	1.30

WINDING GULF BRANCH

WEST ↓	STATION NUMBER	MP	STATION	SIDINGS IN FEET
	91376 11377	V 376.5/ WG 0.0	PD DISPATCHER [624] GULF JCT. (CP)	
	11802	WG 1.4	Black Eagle..... (AS)	
	11803	WG 4.3	Iroquois..... (AS)	
	11809	WG 6.5	HORSEPEN..... (CP)	CS
	11808	WG 7.5	AMIGO..... (CP)	4381
		WG 8.8	Mile Post 8.8..... (AS)	
	11811	WG 9.9	Helen	
				7500
	11813	WG 12.1	TAMS (CP eastward AS westward)	
	11815	WG 14.3	STOTESBURY (Approach distant signal eastward)	
	11821	WG 21.1	SOPHIA	
	11824	WG 23.6	PEMBERTON	
	11829	WG 29.3	BOWYER	

1. RULES IN EFFECT

	Main Track Rules
Between	
Gulf Jct. and Tams	261
Tams and Pemberton, MP WG 22.5	171
Pemberton, MP WG 22.5 and Pemberton, MP WG 23.7	137
Pemberton, MP WG 23.5 and Bowyer	171

2. MAXIMUM SPEEDS

	Main Track MPH
Between	
MP WG 0.0 and MP WG 7.5	20
MP WG 7.5 and MP WG 29.3	10

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

MP WG 2.0 to MP WG 3.0
MP WG 21.0 to MP WG 22.0

EASTWARD

MP WG 22.0 to MP WG 21.0
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

SPECIAL INSTRUCTIONS

1. Heavy Descending Grades

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

2. Two-Way End-Of-Train Devices

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% or greater over a distance of 2 continuous miles, or an average grade of 1% or greater over a distance of 3 continuous miles.

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

3. CSXT Trains

CSXT trains may use NS trackage between Pemberton and Amigo under the direction of the NS Dispatcher at Bluefield. NS Rules will govern CSXT trains on NS Track.

STONE COAL BRANCH

NORTH 	STATION NUMBER	MP	STATION	SIDINGS IN FEET
		WG7.5/ ST 0.0 ST 2.9 ST 4.5	PD DISPATCHER 624 AMIGO CP EAST GULF	

1. RULES IN EFFECT

	Main Track
Between	Rules
Amigo and East Gulf	271
East Gulf and End of Line	137

2. MAXIMUM SPEEDS

	Main Track
Between	MPH
MP ST 0.0 and End of Line	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.

STONE COAL BRANCH

6. SWITCHES AND DERAILS

None.

7. COMMUNICATION INFORMATION

CH-3: TX = 22 RX = 22

8. DETECTOR INSTRUCTIONS

None.

9. DISTRICT INSTRUCTIONS

None.

GLEN ROGERS BRANCH

SOUTH 	STATION NUMBER	MP	STATION	SIDINGS IN FEET
	11380	V 380.4/ VG 0.0	PD DISPATCHER 624 VIRWEST ©	
	11935	VG 4.5	POLK GAP	
	11939	VG 9.3	MILAM JCT.	
	11943	VG 12.5	BOLT	

1. RULES IN EFFECT

Between	Main Track Rules
Virwest and Bolt	171

2. MAXIMUM SPEEDS

Between	Main Track 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
Southward Virwest to Polk Gap	1200	1600	1900	2385	2650	3127
Northward 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

SPECIAL INSTRUCTIONS

1. Heavy Descending Grades

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

2. Two-Way End-Of-Train Devices

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% or greater over a distance of 2 continuous miles, or an average grade of 1% or greater over a distance of 3 continuous miles.

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

VACO BRANCH

NORTH 	STATION NUMBER	MP	STATION	SIDINGS IN FEET
	11442	V 434.1/ VC 0.0	PD DISPATCHER 624 VACO JCT.	
	11991	VC 0.6	DEEPWATER	

1. RULES IN EFFECT

	Main Track
Between	Rules
Vaco Jct. and Deepwater	171

2. MAXIMUM SPEEDS

	Main Track
Between	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

SPECIAL 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 ↓	STATION NUMBER	MP	STATION	SIDINGS IN FEET
			PD DISPATCHER 624	
	11375	V 374.5/ GR 0.0	ELMORE Y	
	11700	GR 0.5	HOTWATER ROAD CP	CS 10500
	11701	GR 2.3	PAUL GREEN CP	
	11704	GR 4.0	ITMANN CP	CS 3877
	11705	GR 4.8	CLEVENGER CP	
		GR 5.2	HBD-DED (<i>Clevenger, WV</i>)	
	91705	GR 6.2	NEW RICHMOND CP	CS 5351
	11708	GR 7.4	JAZBO CP	
		GR 8.4	Mile Post 8.4 (eastward only) AS	
		GR 10.9	Mile Post 10.9 (westward only) AS	
	11710	GR 11.9	PINNACLE CREEK JCT. CP	
	11712	GR 12.4	PINEVILLE CP	CS 6126
	11715	GR 13.7	ROCKVIEW CP	
		GR 14.6	Mile Post 14.6 (eastward only) AS	
	11716	GR 16.3	HBD-DED (<i>Kepler, WV</i>)	
	11717	GR 17.0	KEPLER CP	CS 9000
	11720	GR 18.9	MADA CP	
	11721	GR 20.2	Mile Post 20.2 (eastward only) AS	
		GR 22.1	Mile Post 22.1 (westward only) AS	
11722	GR 23.2	ALIFF CP	CS 5764 	
11725	GR 24.4	INDIAN CREEK CP		
11726	GR 26.2	Bailysville (eastward only) AS		
	GR 26.3	HBD-DED (<i>Bailysville, WV</i>)		
	GR 27.3	Mile Post 27.3 (westward only) AS		
11727	GR 27.9	Shannon Storage		
11730	GR 28.7	SIMON CP	CS 10145 	
11729	GR 30.8	MORRI BRANCH JCT. CP		

GUYANDOT RIVER BRANCH

WEST ↓ 	STATION NUMBER	MP	STATION	SIDINGS IN FEET
	11732	GR 32.7	PD DISPATCHER [624]	<div style="text-align: center;">CS</div> <div style="text-align: center;"> </div> <div style="text-align: center;">6325</div> <div style="text-align: center;"> </div>
			LINCOLN (CP)	
	11736	GR 34.0	CUB CREEK JCT. (CP)	
			GR 35.0 Mile Post 35.0 (westward only) Automatic Stop Signal (AS)	
	11737	GR 36.3	Mile Post 36.3 (eastward only) Automatic Stop Signal (AS)	
			GR 37.9 HBD-DED (<i>JUSTICE, WV</i>)	
	11739	GR 39.5	Justice..... (AS)	
	11741	GR 41.1	GILBERT (CP)	
	17511	GR 42.5/ W 11.4	NEDS (CP)	
			WILLIAMSON DISPATCHER..... [622]	

STATION PAGE INFORMATION

NOTE: At Neds westward signal controlled by Williamson Dispatcher; eastward signal controlled by PD Dispatcher.

1. RULES IN EFFECT

Between	Main Track Rules
Elmore and Neds	261

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 / MP W 11.4	20
Except:	
MP GR 42.5 / MP W 11.4, Through Crossover west end of Gilbert Yard	15

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

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

EASTWARD

MP GR 34.0 to MP GR 33.0
 MP GR 15.0 to MP GR 14.0
 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 (1) 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 the System Timetable.

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

Eastward — 7,400
 Westward — 7,400

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 40.0 — Justice Mine Track

B. CONTROLLED ELECTRIC LOCK SWITCHES:

The unlock must be obtained from the Train Dispatcher/Control Operator 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 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/Control Operator. 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/Control Operator.

D. SPRING SWITCHES:

Spring switches are located as follows:

Location	Normal Position
MP GR 0.3 — Elmore	Main Track

7. COMMUNICATION INFORMATION

RADIO

	CH-3: TX = 22 RX = 22	
MOC		Code 124
LCDI		Code 126

TELEPHONE

MOC	8-582-6700	404-582-6700
LCDI	8-981-4256	

8. DETECTOR INSTRUCTIONS

None.

GUYANDOT RIVER BRANCH

9. DISTRICT INSTRUCTIONS

SPECIAL INSTRUCTIONS

1. **CSXT Trains**

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.

2. **Kepler**

When approaching Kepler, crews are to stop short of Dwarf Signal and receive permission from Train Dispatcher/Control Operator 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

SOUTH 	STATION NUMBER	MP	STATION	SIDINGS IN FEET
	91713	PC 5.2	PD DISPATCHER 624	
		PC 2.4	GARY 50	
	11710	PC 0.0/ GR 11.9	PINNACLE CREEK JCT. CP	

1. RULES IN EFFECT

Between	Main Track Rules
End of Line and Gary 50	137
Gary 50 and Pinnacle Creek Jct.	171

2. MAXIMUM SPEEDS

Between	Main Track MPH
End of Line 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

SPECIAL INSTRUCTIONS

1. Pinnacle Creek

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.

2. Close Clearance Conditions

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

3. Gary 50 Loadout

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

MORRI BRANCH

WEST ↓	STATION NUMBER	MP	STATION	SIDINGS IN FEET
	11729	GR 30.8/ SK 0.0	PD DISPATCHER [624]	
		SK 1.9	MORRI BRANCH JCT. (CP)	
		SK 4.5 (AS)	
	11768	SK 7.1	PLUNKETT..... (CP)	
		SK 9.7 (AS)	
	11772	SK 11.9	OCEANA (CP westward, AS eastward)..... (CP)	
		SK 12.9	Mile Post 12.9..... (AS) (eastward only) Approach Distant	
	11774	SK 16.0	Hatcher	
	11779	SK 17.5	KOPPERSTON	

1. RULES IN EFFECT

Between	Main Track Rules
Morri Branch Jct. and Oceana	261
Oceana and Kopperston	171
Kopperston and End of Line	137

2. MAXIMUM SPEEDS

Between	Main Track MPH
MP SK 0.0 and MP SK 17.5	20
MP SK 17.5 and End of Line	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 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

SPECIAL INSTRUCTIONS

1. **Heavy Descending Grades**
Division Wide Instruction PO-L-245[h]-(1) for trains operating on heavy descending grades applies.
3. **Oceana**
The Eastward Signal at MP SK 12.4 in approach to Oceana is an inoperative Approach Signal and does not afford automatic block protection.
4. **Kopperston**
Contact must be made with the T.S.I. employee at the loadout before moving under loadout 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.
5. **Two-Way End-Of-Train Devices.**
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% or greater over a distance of 2 continuous miles, or an average grade of 1% or greater over a distance of 3 continuous miles.

Milepost	Morri Branch Length (Miles)	Grade-Avg%
SK 13.0 to SK 19.5	6.5	1.81

CUB CREEK BRANCH

NORTH 	STATION NUMBER	MP	STATION	SIDINGS IN FEET
		GR 34.0/ CM 0.0	PD DISPATCHER 624	
			CUB CREEK JCT. CP	
		CM 0.4	Mile Post 0.4 AS <small>(southward only, signal does not convey Track Authority)</small>	
		CM 5.7	BRADLEY	
		CM 7.5	COAL MOUNTAIN	

1. RULES IN EFFECT

Between	Main Track Rules
Cub Creek Jct. and Coal Mountain	171
Coal Mountain and End of Line	137

2. MAXIMUM SPEEDS

Between	Main Track MPH
MP CM 0.0 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

	DIESEL UNIT RATINGS IN TONS					
	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
Northward 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

SPECIAL INSTRUCTIONS

1. Heavy Descending Grades

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

2. Slide Detectors

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.

3. Two-Way End-Of-Train Devices

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% or greater over a distance of 2 continuous miles, or an average grade of 1% or greater over a distance of 3 continuous miles.

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

WEST VIRGINIA SECONDARY

SOUTH ↓	STATION NUMBER	MP	STATION	SIDINGS IN FEET
			NA DISPATCHER 626	
	RR7	RR 7.0	REFUGEE	
	RR23	RR 23.5	THURSTON	
	RR45	RR 46.7	LACY	3958
	RR52	RR 52.2	CLAYBANK	
		RR 59.3	CORN STUB	
	RR59	RR 59.9	CORN	6350
		RR 62.5	HBD-DED (<i>Glouster</i>)	
		RR 65.5	OHIO CENTRAL — GLOUSTER MINE	
	RR80	RR 81.0	ARM	6330
	RR103	RR 103.3	DEXTER	
		RR 108.7	HBD-DED (<i>Langsville</i>)	
	RR115	RR 114.8	WINE (NA Dispatcher) (YL)	
	RR116		Hobson Yard	
	RR117	WV 116.5	BEGIN/END CSXT/NS (NA Dispatcher) (YL) CSXT Rule 93	
	WV127	WV 125.7	CONCO—END/BEGIN CSXT/NS (NA Dispatcher).... (YL)	
		WV 127.5	Ohio River Bridge	
		WV 127.7	OH/WV State Line	
	WV128	WV 128.6	POINT PLEASANT	
	WV133	WV 133.3	MATH HBD-DED	
WV143	WV 142.9	BUCK	5550	
WV155	WV 154.1	RUM		
WV167	WV 167.2	BOULDER		
WV170	WV 169.6	NITRO	6996	

WEST VIRGINIA SECONDARY

SOUTH ↓	STATION NUMBER	MP	STATION	SIDINGS IN FEET	
			NA DISPATCHER..... 626		
			HBD-DED (<i>Kapok</i>)		
			RJ Recycling		
	WV175	WV 175.5	INSTITUTE	11088	
	WV182	WV 182.2	STATE		
			HBD-DED (<i>Port Amherst</i>)		
	WV192	WV 192.0	LEVI	7392	
	WV197	WV 197.1	MAX (Dickinson Yardmaster) (YL)		
	WV199	WV 198.8	Dickinson Yard		
	WV200	WV 200.1	DICK (Dickinson Yardmaster)..... (YL)		
	WV203	WV 203.5	Cedar Grove		
			WV 209.0	CANNELTON	
	WV212	WV 212.2	SMIT		
	WV214	WV 214.6	CHURCH (NA DISPATCHER)..... (YL) Alloy Yard		
	WV217	WV 216.4	ALLOY (NA DISPATCHER)..... (YL)		
	WV220	WV 220.0	FERRIS		
	WV222	WV 222.7	GAUL		
			WV 227.6	Vaughan Railroad	
		WV 228.2	CHAM		
WV242	WV 242.2	LOCKWOOD	2700		
WV245	WV 246.9	JONES			
WV253	WV 252.5	ENON			

WEST VIRGINIA SECONDARY

1. RULES IN EFFECT

Between	Main Track Rules
Bannon and Wine	171
Wine and End NS	93
Begin CSXT and Conco	CSXT Rule 93
Conco and Max	171
Max and Dick	93
Dick and Church	171
Church and Alloy	93
Alloy and Enon	171

2. MAXIMUM SPEEDS

Between	Main Track MPH
MP RR 0.0 and MP RR 47.0 Except: MP RR 31.1 to MP RR 32.7 MP RR 35.3 to MP RR 35.8 MP RR 47.0, Through Turnout	40 35 30 25
MP RR 47.0 and MP RR 114.8 Except: MP RR 53.3 to MP RR 55.5 MP RR 59.5 to MP RR 73.0 MP RR 79.6 to MP RR 88.2 MP RR 88.2 to MP RR 88.4 MP RR 88.4 to MP RR 103.6	35 30 30 30 25 30
MP RR 114.8 and MP RR 116.4 — Yard limits in effect, Restricted Speed not exceeding	15
MP RR 116.4 and MP WV 125.7 — CSXT Yard Limits Rule 93 : Controlled Speed	20
MP WV 125.7 and MP WV 216.4 Except: MP WV 125.7 to MP WV 127.8 MP WV 139.0 to MP WV 142.3 MP WV 159.6 to MP WV 159.8 MP WV 166.1 to MP WV 166.3 MP WV 184.3 to MP WV 185.0 MP WV 190.9 to MP WV 191.1 MP WV 197.8, Through Turnout MP WV 197.1 to MP WV 200.1 — Yard limits in effect, Restricted Speed not exceeding MP WV 205.9 to MP WV 206.0 MP WV 206.0 to MP WV 206.4 MP WV 211.5 to MP WV 220.4 MP WV 214.6 to MP WV 216.4 — Yard limits in effect, Restricted Speed not exceeding	40 30 25 30 30 30 15 30 25 30 15
MP WV 216.4, Alloy and MP WV 252.5, Enon Except: MP WV 220.4 to MP WV 223.2 MP WV 223.2 to MP WV 239.0 MP WV 239.0 to MP WV 240.0 MP WV 240.0 to MP WV 241.1 MP WV 241.1 to MP WV 252.5	40 25 25 20 10 25

WEST VIRGINIA SECONDARY

2. MAXIMUM SPEEDS (CONT.)

Between	Main Track
	MPH
Sidings — Restricted Speed not exceeding Except:	10
MP RR 23.5, Thurston Auxiliary Track, Restricted Speed not exceeding	15
MP RR 59.9, Corn, Restricted Speed not exceeding	15
MP RR 81.0, Arm, Restricted Speed not exceeding	15
MP RR 142.9, Buck, Restricted Speed not exceeding	15
MP RR 169.6, Nitro, Restricted Speed not exceeding	15
MP RR 175.5, Institute, Restricted Speed not exceeding	15
MP RR 192.0, Restricted Speed not exceeding	15
MP RR 215.5, Alloy (interchange and C-Tracks), Restricted Speed not exceeding	15
Jones Industrial Track, Restricted Speed not exceeding	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 Corey Brothers.

Plate C maximum high/wide clearance (15'9" height) is in effect from MP RR 47.0, New Lexington, OH, to MP RR 115.4, Hobson, OH.

WEST VIRGINIA SECONDARY

6. SWITCHES AND DERAILS

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

MP WV 226.2 for spring switch at MP WV 227.6

Green Arrow	⇐	Proceed: Switch lined for Vaughan Railroad
Green Arrow	⇒	Proceed: Switch lined for West Virginia Secondary Track
Yellow Light		Stop short of switch at MP WV 227.7 and operate by hand for desired route. Indicates switch is not lined properly. Spring switch may be left as last used.

MP WV 245.8 for spring switch at MP WV 246.8

Green Arrow	⇒	Proceed: Switch lined for Jones Industrial Track
Green Arrow	⇐	Proceed: Switch lined for West Virginia Secondary
Yellow Light		Stop short of switch at MP WV 246.8 and operate by hand for desired route. Indicates switch is not lined properly. Spring switch may be left as last used.

7. COMMUNICATION INFORMATION

RADIO

Emergency		Code 911
CYO		Code 628
MOC		Code 124
LCDI		Code 126

	CH-2: TX = 64 RX = 64	
CSXT BJ Dispatcher	TX = 14 RX = 14	
	(When on CSXT Dispatched Tracks Radio will monitor CH 8 — if not equipped: TX = 64 RX = 64)	

OCR R Dispatcher	TX = 07 RX = 07	Code 1*13
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TELEPHONE

CYO	7-589-5622	800-898-4296 Fax: 800-476-0147
MOC	8-582-6700	Fax: 800-589-5757
LCDI	8-981-4256	404-582-6700
CSXT BJ Dispatcher		800-854-5694
OCR R Dispatcher		740-622-0090

8. DETECTOR INSTRUCTIONS

None.

WEST VIRGINIA SECONDARY

9. DISTRICT INSTRUCTIONS

SPECIAL INSTRUCTIONS

1. Hobson or Dickinson

All crews on-duty at Hobson or Dickinson that will work between those two (2) points must have a CSXT Bulletin addressed to their train before leaving the terminal.

2. Mine Crews

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

3. Mine Runs

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

4. Switching Crews

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

5. OCRR

NS Trains may use the track between MP RQ 38.5, New Lex and MP RQ 36.0, Roseville) on the OCRR under the instructions and authority from the OCRR Dispatcher. **Rule 137** will govern movements on this track section.

6. Heavy Descending Grades

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

7. Two-Way End-Of-Train-Devices

Reference **NS-1 Rule A-31** concerning requirements for Two-Way End-Of-Train-Devices. The following section of track has an average grade of 2% or greater over a distance of 2 continuous miles, or an average grade of 1% 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

8. New Yard

Institute WVA: Butadiene or Ethylene Oxide cars cannot be stored north of the 20-foot-wide Orange line and the 15 foot high Orange windsock pole.

WEST VIRGINIA SECONDARY

9. DISTRICT INSTRUCTIONS (CONT.)

SPECIAL INSTRUCTIONS (CONT.)

9. Institute Yard

All cars will be kept two (2) 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.

10. 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 in phone box at Alloy (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:

- (a) Close the angle cock on the equipment.
- (b) Bleed the air from the ground air line.

NOTE: DO NOT uncouple air hoses before bleeding the air pressure.

- (c) Uncouple the air hoses and stretch the ground air line along the heads of the crossties to prevent a tripping hazard.
- (d) The trainline on the cars with the attached units may then be recoupled with the other cars at the crossing and recharged.

11. Alloy Yard Main Switches

Main Line Switches at Alloy Yard must be lined and locked for normal position when not in use.

12. Corey Brothers Industry Track

Employees are not to ride train movements into Corey Brothers Industry Track at MP WV 185.5 due to close clearances.

13. Hand Brake Requirements

Hand brake requirements for cars left standing at Nitro Yard, Institute New Yard and Dickinson Yard are as follows: one (1) car, one (1) hand brake. two (2) or more cars, two (2) hand brakes. **NS-1 Rule C-102** does not apply at these locations.

POCAHONTAS DIVISION SPECIAL INSTRUCTIONS

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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.

Engineers and Conductors will be responsible for obtaining their respective Train Clearance from the main frame.

All crews that have been on-duty for 30 minutes and do not have their necessary paperwork (Train Clearance, Wheel Report, CSXT orders, etc.), are to notify the Chief's Office and continue every 30 minutes thereafter until necessary paperwork is received.

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 two (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 two (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.

POCAHONTAS DIVISION

SPECIAL INSTRUCTIONS (CONT.)

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.

PO-GR-31-1. 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-31-2. 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.

When on a locomotive with windows open, employees are to close windows when approaching trespassers along right of way. Windows will also be closed when approaching and passing through known trespasser problem areas. This is to help prevent injuries from rocks thrown through open windows and striking employees.

You can report trespassers, 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 Rule 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 one (1) Hi-Ad 6-axle or
two (2) conventional 6-axes.

Leaving Portsmouth: All empty hopper trains:
Shut down all except one (1) Hi-Ad 6-axle or
two (2) conventional 6-axes.

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 jack-knifing 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 10 pound brake pipe reduction or a maximum of five (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[h]-(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:

Beech Fork Spur	Lick Fork Branch
Benedict Spur	Long Fork Spur
Big Creek Branch	Marrowbone Branch
Big Prater Creek Spur	Mayflower Spur
Bolt Branch	Morri Branch
Briar Mountain Branch	Nolan Spur
Buchanan Branch	Pardee Branch
Buzzard's Creek Branch	Pine Branch
Coal Creek Branch	High Power Mountain
Cub Creek Branch	Right Fork of Garden Creek Spur
Delorme Branch	Sand Lick Branch
Dumps Creek Branch	South Fork Branch
Fola	Stone Coal Branch
Glen Rogers Branch	Tug Fork Branch
Hurricane Branch	Upper Elk Creek Spur
Jamboree Spur	Wentz
Lenore 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 (5) 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 an automatic 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 eight (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	Deepwater to Elmore
St. Charles to Andover	Auville to Cedar Bluff

Before helper power is attached to any train on the Pocahontas Division, a Job Briefing between the Helper Engineer and the crew on the head end must be performed via radio as described in **System Timetable Instruction GR14-2 Section 3**. In addition, this Job Briefing must include: train designation, loads and empties, placement of Hazmat cars, length of train, tonnage and the number of engines required to be on line during the trip for both the head end and pusher. Any other pertinent safety or situational information should be exchanged during this briefing.

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 mounting, dismounting or working with rail equipment or tools. Gloves must be of a construction such that they are suitable for the duties to be performed.

PO-S1100-1. BRAKE STICK

All Trainmen working on the Pocahontas Division will have access to an approved brake stick that has a manufacture date of less than two (2) years. In addition, when using an approved brake stick it should be inspected at the beginning of each tour of duty and before and after each use.

PO-80-1. TRACK DESIGNATION

In Traffic Control territory, where two (2) 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. All non-signaled branch lines and spurs will be designated as north and south.

POCAHONTAS DIVISION

SPECIAL INSTRUCTIONS (CONT.)

PO-103-2. SHOVING OVER MINE CROSSINGS

When shoving cars over crossings in the vicinity of mine operations that may have been affected by weather conditions or traffic conditions, and at loadout facilities, a crew member must ensure that the flange way is clear of debris. If in doubt, do not ride the equipment over the crossing and ensure your safety with proper positioning on the ground.

PO-103-5. SAFETY STOP

When practical for safe handling of equipment, plan a safety stop one (1) car prior to coupling to cars positioned within 50 feet of derails, wheel stops or cars that have a potential of roll out.

PO-104-1. DOUBLE-CHECK SWITCH

When engaged in switching operations, clear communication between Ground Crew and Engineers about the position of switches and/or derail must be ascertained.

When the switch and/or derail has been aligned properly, the Ground Crew 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 Ground Crew to double-check the switch and/or derail, even if Ground Crew originally stated "double-checked".

The Ground Crew will inspect the switch and/or derail position and inform the Engineer that they have been double-checked. After confirming double-check with the Ground Crew, then the Engineer may proceed as directed.

PO-105-1. CAR SECUREMENT

Unless specifically authorized by Timetable or 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) on that end and no less than one (1) car length from derail, if so equipped, or clearance point on other end.
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-582-1. 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 ensure 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.

POCAHONTAS DIVISION

SPECIAL INSTRUCTIONS (CONT.)

PO-582-2. INDUSTRY/MINE INSTRUCTIONS

Prior to working in a mine location that moves cars with locomotive, dinky, or by dropping cars, CREWS ARE TO ENSURE PROPER COMMUNICATION AND JOB BRIEFINGS WITH THE MINE PERSONNEL TO PROTECT AGAINST CONFLICTING MOVEMENTS. Coal mines should not have any equipment movement when we are in their tracks.

PO-582-3. 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 switchman/trainman on a crew, and are not to perform any work, unless under direct supervision of another crew member.

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.

POCAHONTAS DIVISION

SPECIAL INSTRUCTIONS (CONT.)

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 set off, 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 Conductor's 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
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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, Code 628.

POCAHONTAS DIVISION

SPECIAL INSTRUCTIONS (CONT.)

PO-585-2. CAR MOVEMENT DOCUMENTATION

Be governed by the following instructions regarding car movement documentation:

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
- (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.

PO-601-1. ENGINE MOVEMENTS

All pusher Engineers must report their engine movements to CYO using the faxable forms available.

PO-601-2. SINGLE LIGHT LOCOMOTIVE

All crews operating a single light locomotive will notify Train Dispatcher/Control Operator that you are operating a single light locomotive before entering a Main Track or if reducing your consist to a single light locomotive while already on a Main Track.

PO-1607-1. CABOOSE INSTRUCTIONS

All employees are prohibited from lighting caboose heaters/stoves equipped with propane gas. Propane heaters/stoves must be lit by mechanical personnel. Caboose 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. Burning materials or products other than what the heater is designed for is prohibited.

POCAHONTAS DIVISION

This Timetable was prepared and edited with the time, dedication and assistance of many of your co-workers. Many years of seniority and experience guided the Timetable Committee through the process of editing and preparing the final usable version that you hold in your hand. We would like to thank all who helped with this endeavor:

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Our NS Goal-No Damage