

Special Instructions for Timetable #22 & W9

- 1. WHITE HALL - FLAT TOP BLOCK SIGNAL.** The Manual Block Signal protecting the White Hall to Flat Top block controls access to this block from both the Departure and Arrival tracks in White Hall.
- 2. CLEARANCE RESTRICTION WHITE HALL.** Passenger equipment must not pass beyond the coal tower on the south engine track.
- 3. CLEARANCE RESTRICTION AT HS MINING GENERAL STORE IN HOPKINS SPRING.** Loading dock clearance at HS Mining General Store in Hopkins Spring prevents the passage of any motive power. Motive power must use the run-a-round track to pass by HS Mining General Store.
- 4. CEO MOVEMENT BETWEEN WHITE HALL AND HOOD.** Any movement of the CEO between White Hall and Hood and reverse must be preceded by MofW car No. 3 "Kipper" which will set all switches and signals which must remain in these set positions until the passage of the CEO.
- 5. WHITE HALL STOCK CAR PROCEDURES.** Any stock cars arriving White Hall before 12 noon must be delivered to Hood Brothers Packing in Hood the same day.

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6. IMPLIED CLEARANCE PROCEDURES. Any scheduled train originating at Broadway on the Shenandoah Route or at Stanley on the Blue Ridge Route has implied clearance from their originating point to Swift Run effective at their departure time posted in the timetable. Clearance Form A must be obtained in Swift Run before proceeding beyond Swift Run.

7. SPECIAL RIGHT AND SCHEDULE AUTHORITY PROCEDURES. Any scheduled train that is over two hours late and is located between Swift Run and Broadway on the Shenandoah Route or between Swift Run and Stanley on the Blue Ridge Route will retain its right and schedule until its arrival at Swift Run at which time it loses both right and schedule and must obtain orders and clearance to proceed.

8. CLEARANCE RESTRICTION AT THORNY POINT PASSENGER STATION. Use of the crossover in front of the Thorny Point passenger station is restricted to motive power and freight cars only. Passenger cars are prohibited.