



# Pocahontas Division Mainline Overview Railfan Guide

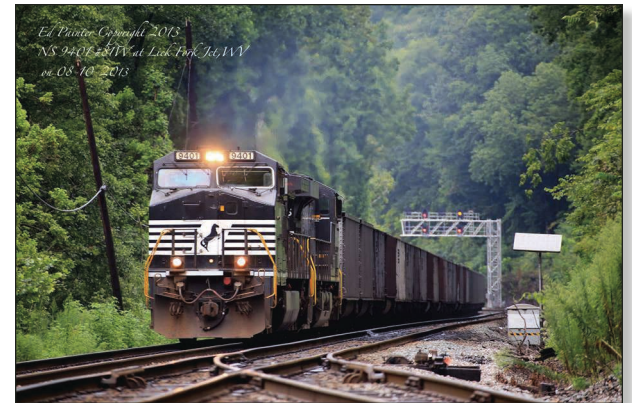
*by Ed Painter, Chase Freeman and Jeff Hensley  
Norfolk & Western Historical Society*



*NS U01, a call as needed job out of Williamson, eases up above the loader at Island Creek 25 to begin flood loading. - Ed Painter photo.*



*Engineer Jamie Staten and Conductor Paul Moore roll the 194 Time Freight east out of Hatfield Tunnel in Matwan, WV. - Ed Painter photo.*



*Engineer John Brown on the 81W rolls Weller-Bound empties east by Lick Fork Junction. - Ed Painter photo.*

# N&WHS Railfan Guide | Pocahontas Division Mainline Overview | Operations

These maps include the Pocahontas Division Mainline from Delorme to Williamson (part of the Williamson District from the south) and from Williamson to Kenova (part of the Kenova District to the north).

## Points of Interest (south to north)

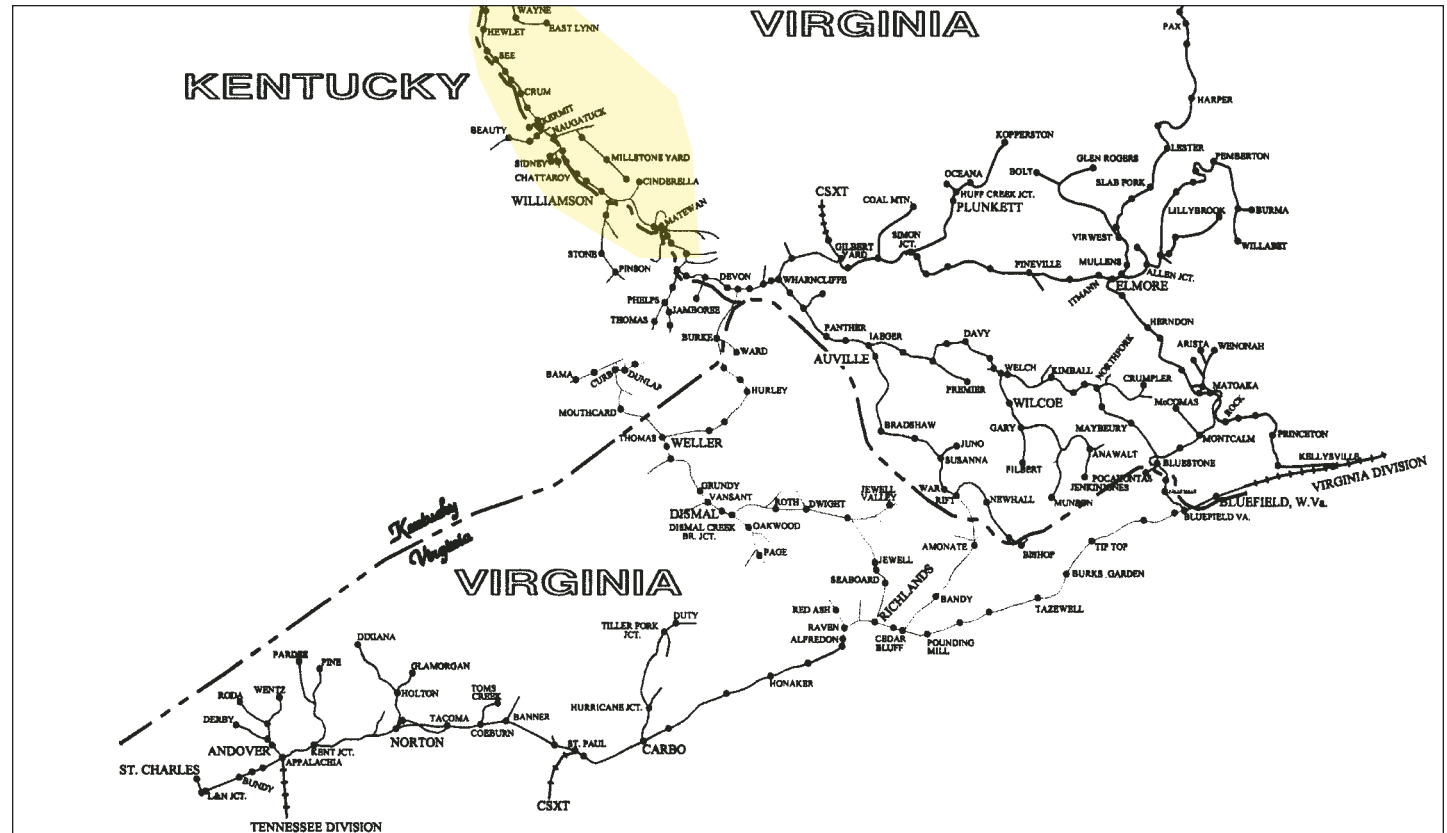
**Delorme Branch** The Delorme Branch leaves the Pokey Main at Arrow, WV. This branch is home to two active operations. Each operation loads a couple trains each week.

**Lick Fork Branch** The Lick Fork Branch leaves the mainline near the signal at Thacker, WV. This branch formerly served the huge Old Ben mine which closed in 1994.

## Matewan

- **Mate Creek Branch** The Mate Creek Branch split off in downtown Matewan. The branch has been out of service since 2008 and the switch has been removed from the main.
- **Alma Branch** The Alma Branch splits off the Pokey Main near the signal at Sprigg. It runs up to the now idle Sprouse Creek Prep. Plant. A red EX Southern GP30 still resides on the branch.
- **Hatfield Twin Tunnels** The Hatfield Twin Tunnels are located near the town of Matewan. It's a great shot on either side of the tunnels.

**Williamson Yard** Williamson Yard begins near MP 466 on the Pocahontas Mainline. Most trains stop here for a crew change.



Shifters are called out of here to work what mines are left running in the area. Minor classification goes on here.

**Williamson Passenger Station** The Williamson Passenger Station sits east of the crossovers at Armours near the West end of the yard. It makes for a great shot of trains passing by it.

**Nolan Branch** The Nolan Branch splits off the main near MP 477. This branch currently has one active loader, Sidney Coal. This operation loads a couple of trains each week.

**Lenore Branch (12 Pole Line)** The **Lenore Branch** is part of the old alignment that was replaced with the current Big Sandy alignment. This branch leaves the mainline near MP 484. From here on west, the mainline mileposts are measured from the junction with this branch. This branch has 2 active loaders, Northland and Island Creek No.25. Both load several trains a week. This branch to Lenore is part of the original N&W 12 Pole Line. The line can be followed north from Lenore by highway that uses both orig-

inal tunnels and bridges including Dingess Tunnel.

**Wolf Creek Branch** The Wolf Creek Branch splits off the main near MP NA 4.2 (NA for new alignment). This branch is unique because it has CTC all the way up the hollow. There are currently two active mines on the Wolf Creek Branch, Pontiki and Pevler (Named for the President of the N&W at the time of the lines construction.). Both operations load several trains each week.

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**Marrowbone Branch** The Marrowbone Branch splits off the Lenore branch near Naugatuck. This line serves the currently idle Consol Energy operation at Millers Creek.

**Tunnels (1-7)** These tunnels are all part of the Big Sandy alignment. Most of the twelve pole line tunnels can be seen as well. These tunnels make for great picture opportunities. Tunnel 2 is daylighted and Tunnels 5 and 6 are no longer in service.

**Prichard** Prichard (MP NA 46) is home to an old N&W coaling tower as well as a new intermodal facility.

**Kenova** Kenova (NA 58.8) is home to a small yard to work the coal docks around that area. The Kanawha River Dock or KRT sits down near the river in Kenova. This operation has several locomotives included EX CN GP40-2Ws, a SD45, and an ALCO switcher. The Cyrus Dock sits east of Kenova. This operation loads coal off the river as well as unloading it.

**Ohio River Bridge** The massive Ohio River Bridge takes the Kenova District into the state of Ohio.

**Kenova** Kenova Yard and the Wayne Branch that was also part of the original N&W 12 Pole Line. The Wayne Branch served the once very active mining complex at East Lynn.



NS 55R rattles over top of the Ohio River Bridge and the J11 shifter. J11 was taking PGNX empties to KRT to load at Kenova, WV. - Ed Painter photo.



## 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

In addition to coal, coke, and hopper trains that are far less frequent than in past years:

### Pocahontas Division Mainline Scheduled Trains

#### Time Freight

18M (Elkhart,IN-Linwood,NC)  
17M (Linwood,NC-Elkhart,IN)  
188 (Bellevue-Crewe)  
189 (Crewe-Bellevue)  
194 (Bellevue-Linwood)  
195 (Linwood-Bellevue)

#### Intermodel

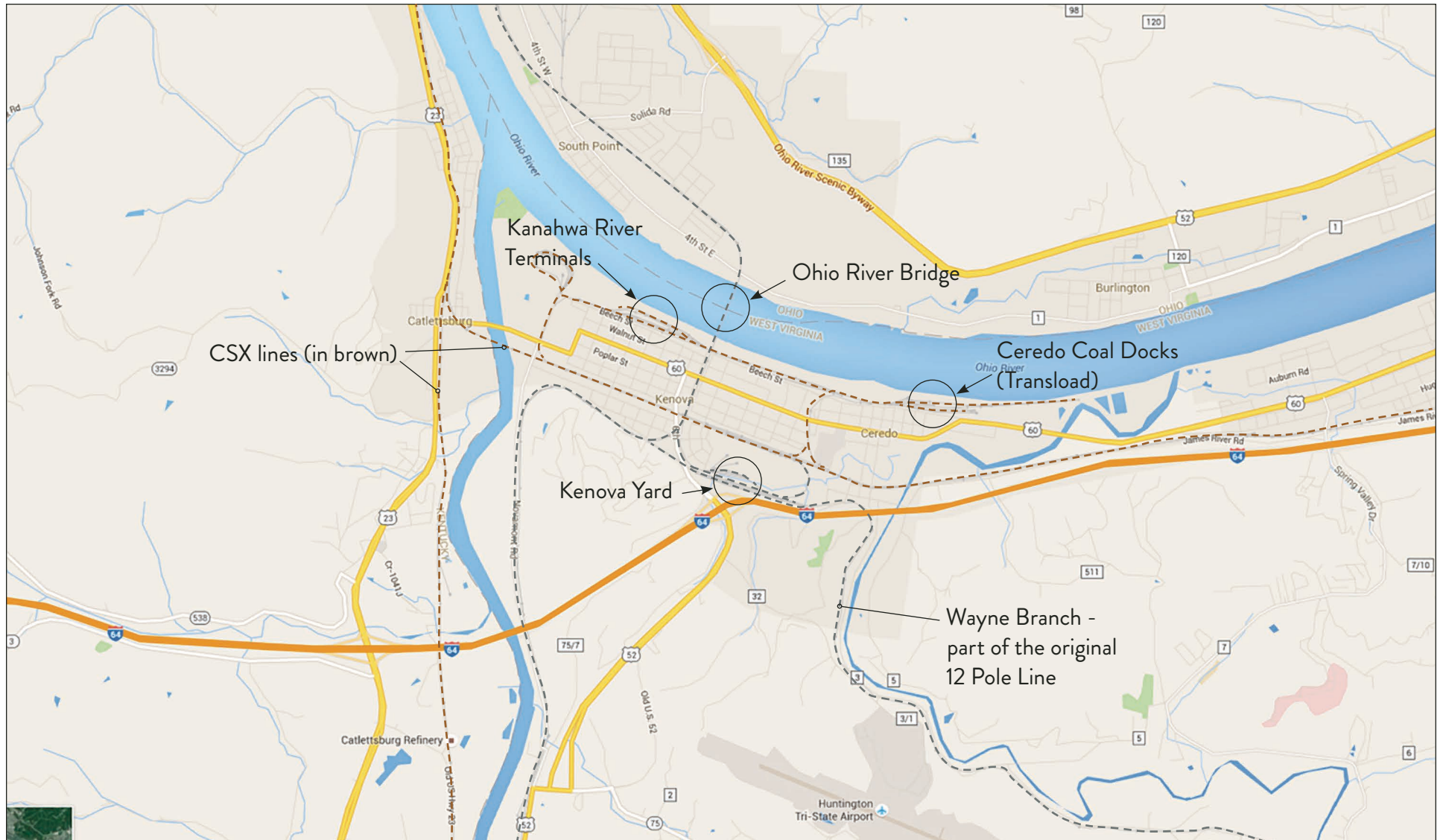
217 (Linwood-Chicago)  
218 (Chicago-Linwood)  
233 (Norfolk-Chicago)  
234 (Chicago-Norfolk)  
236 (Columbus-Norfolk)  
29G

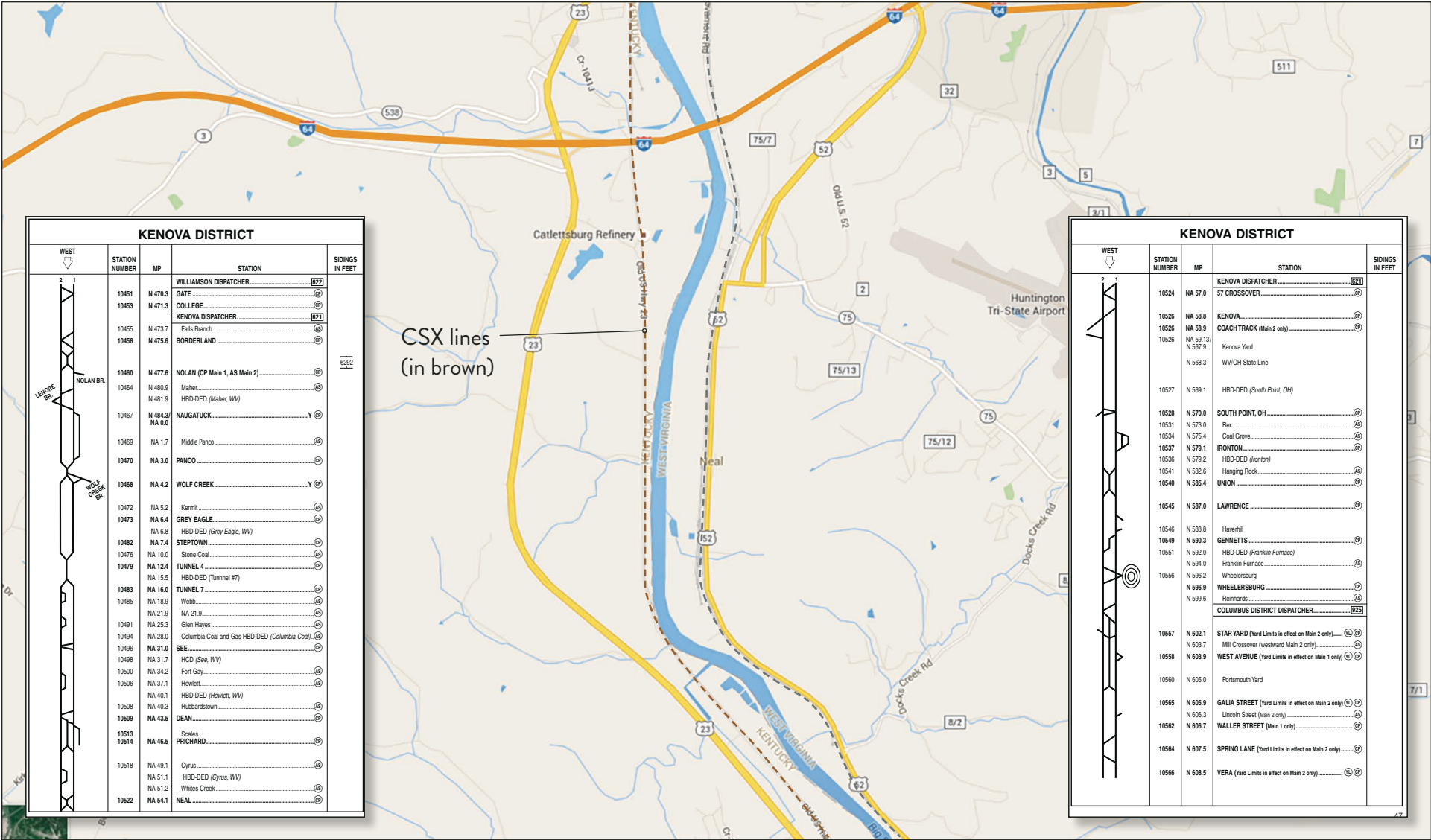
#### Autoracks

272 (Kansas City-Winston-Salem)

Additionally there are ethanol and grain trains that run most days.

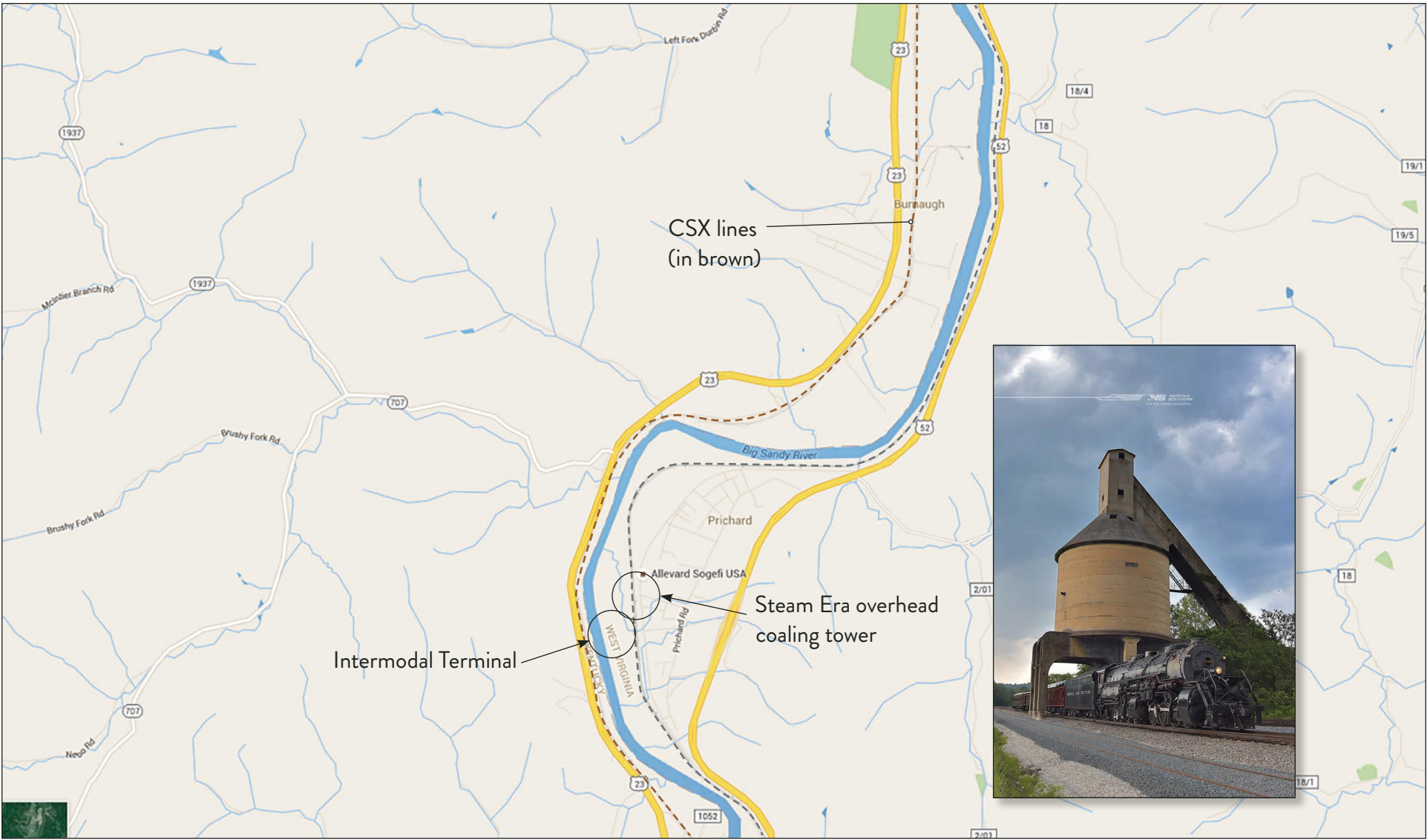






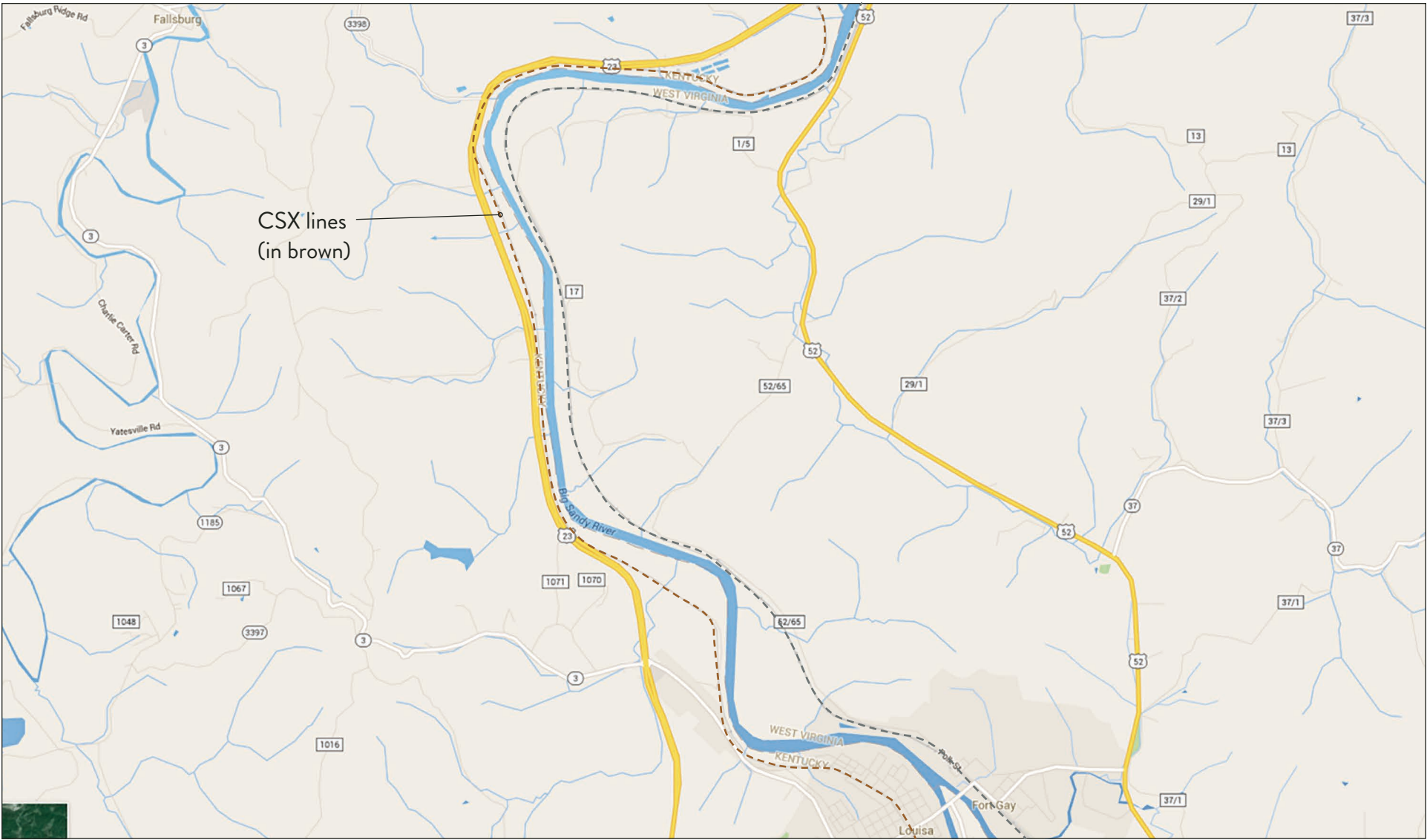


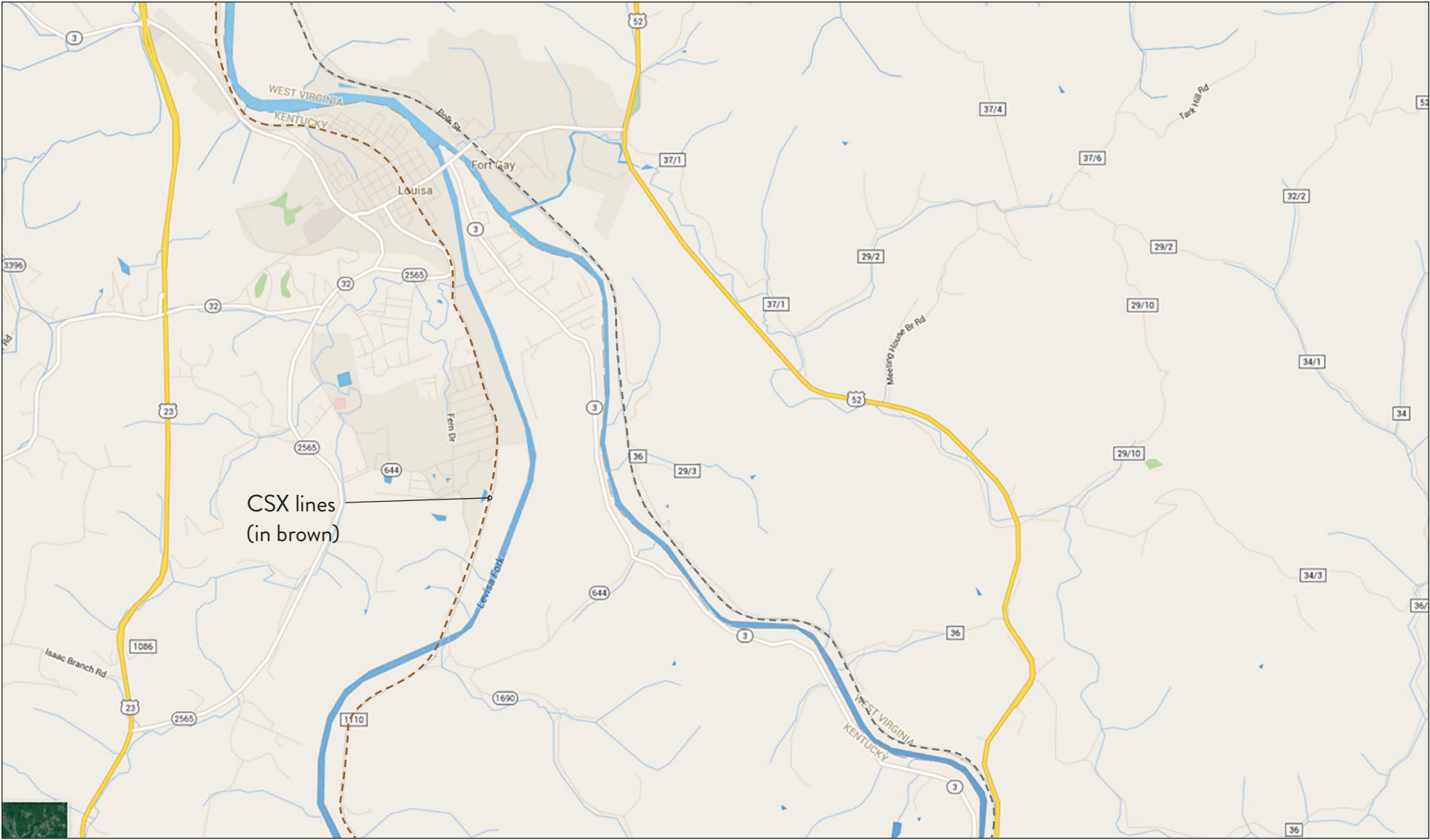


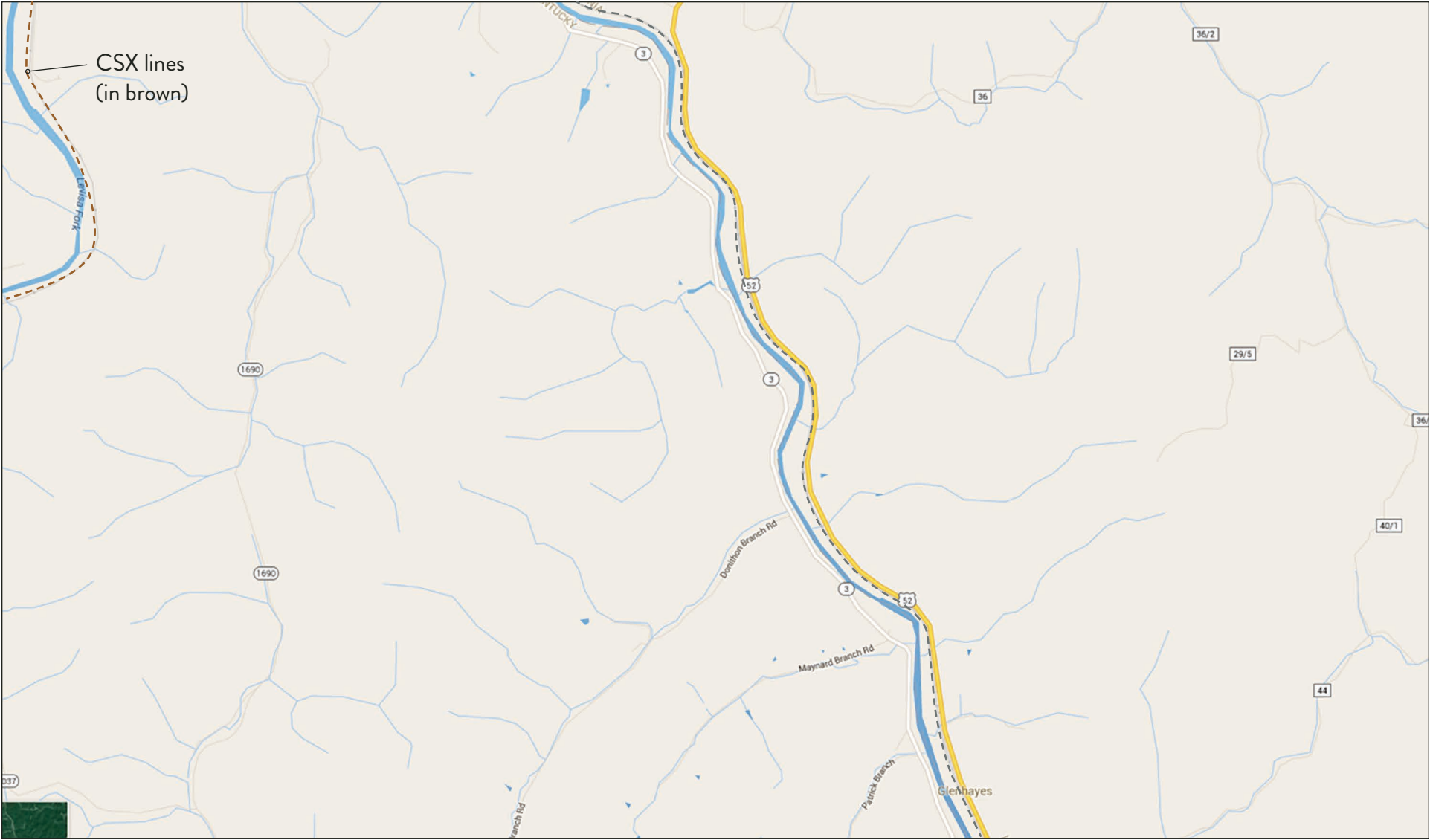




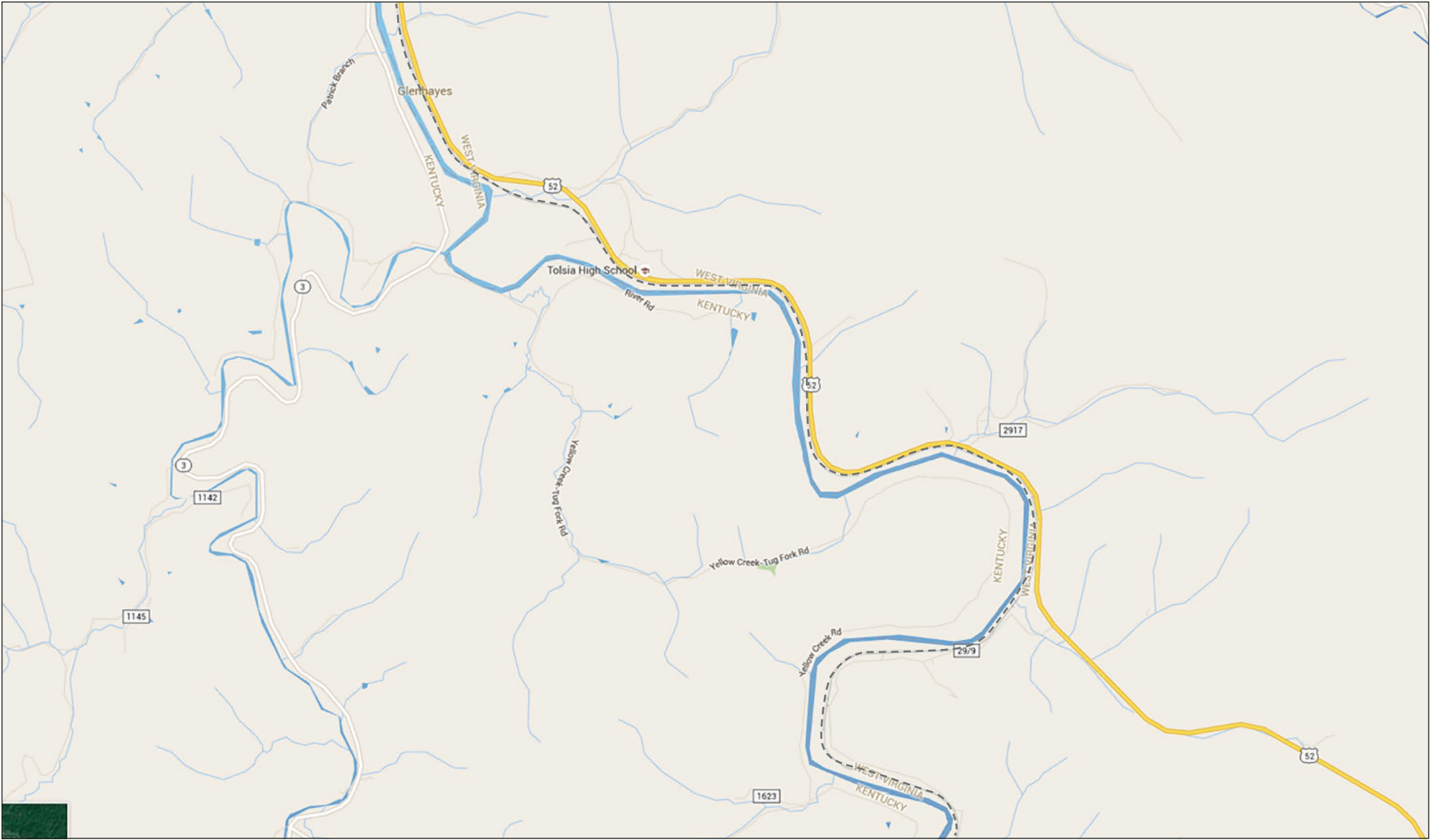


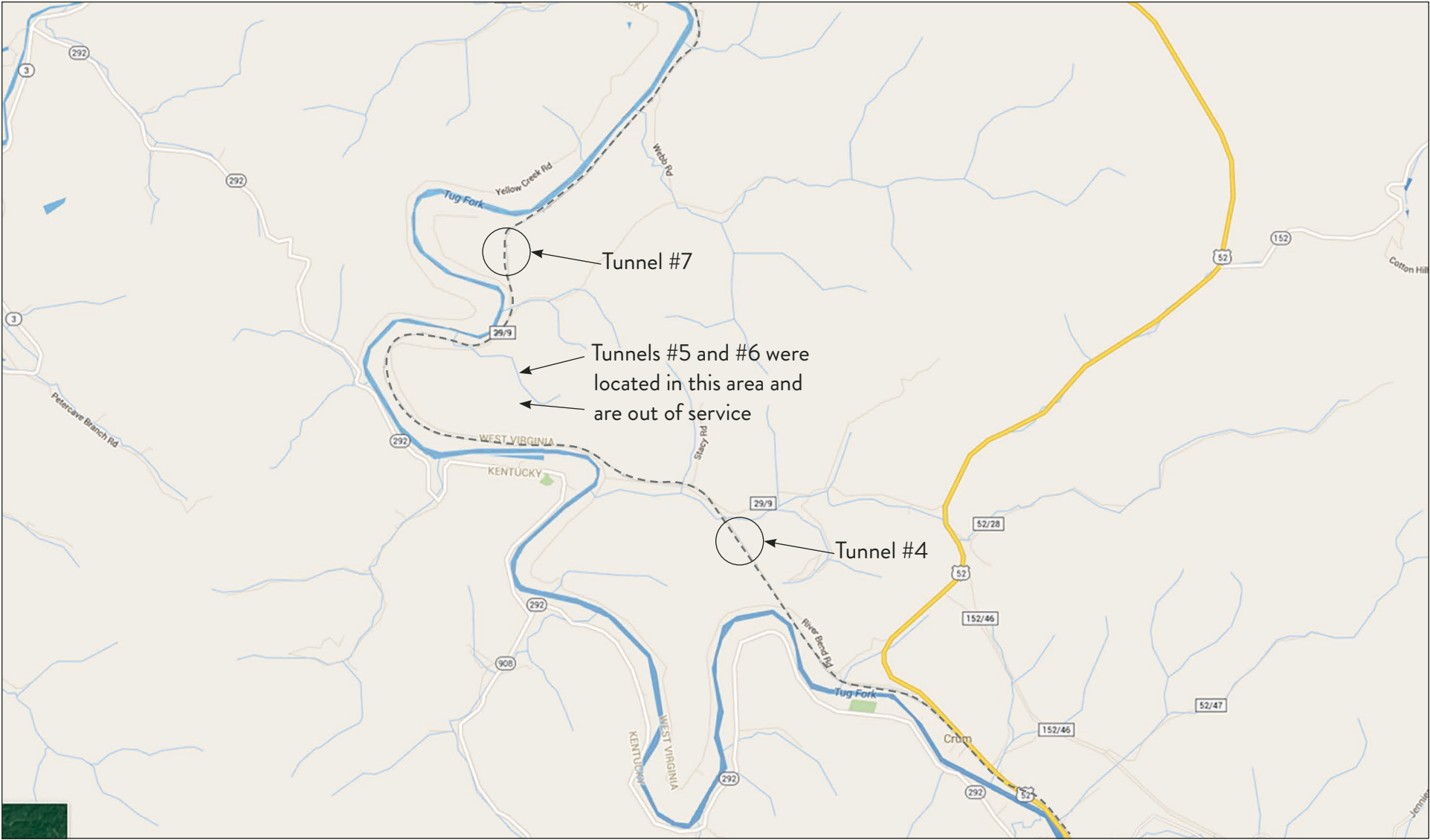


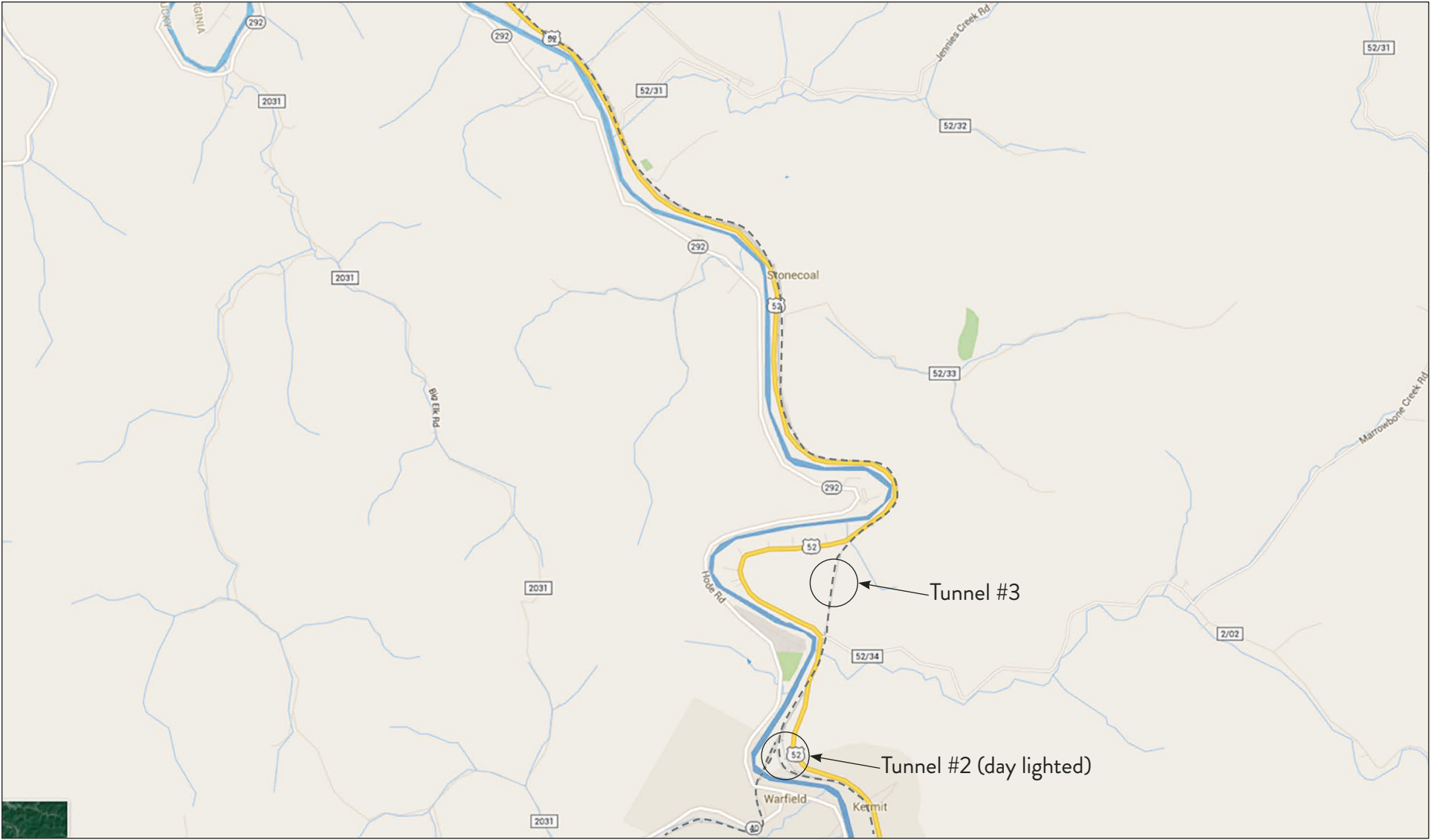




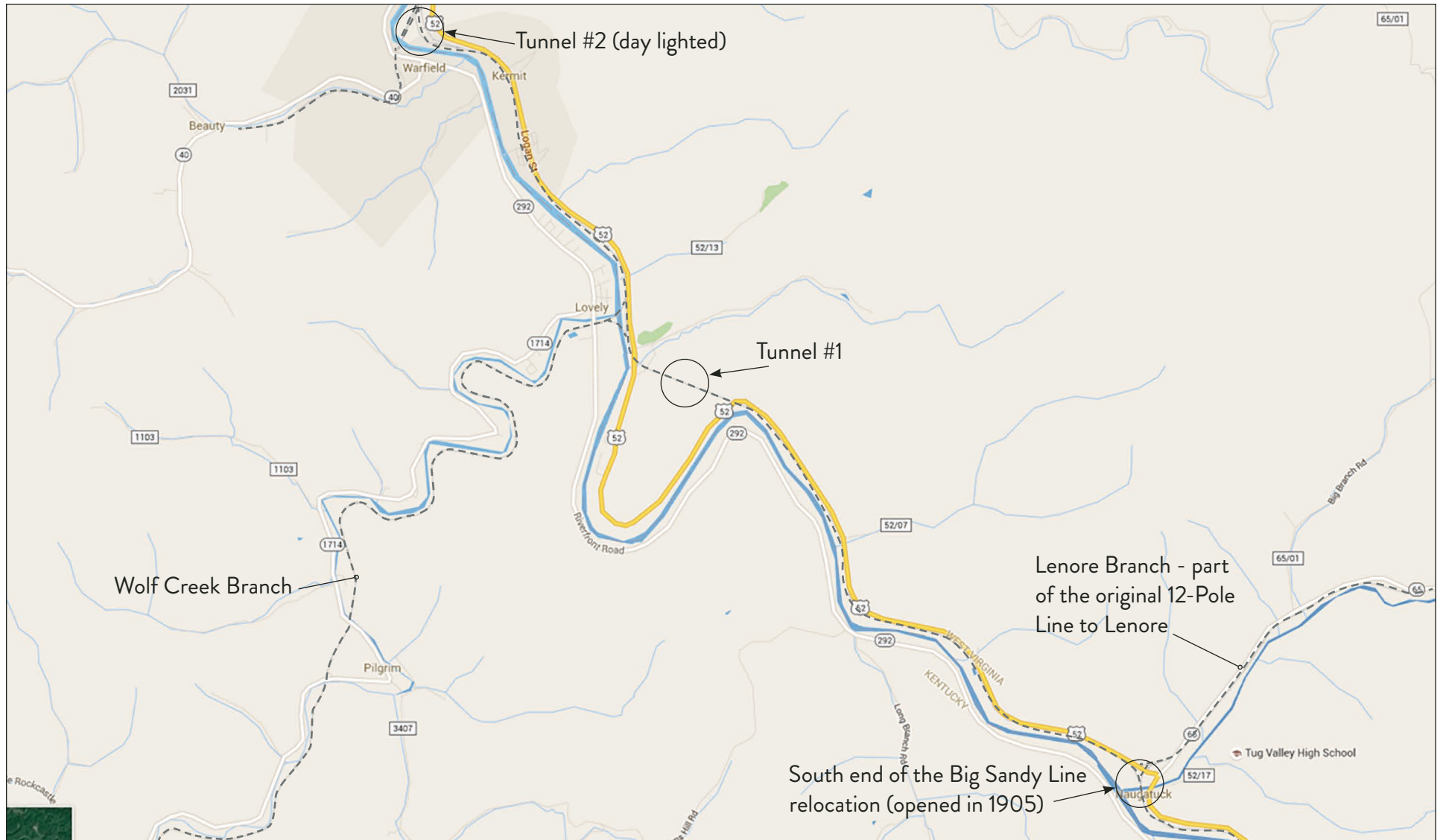


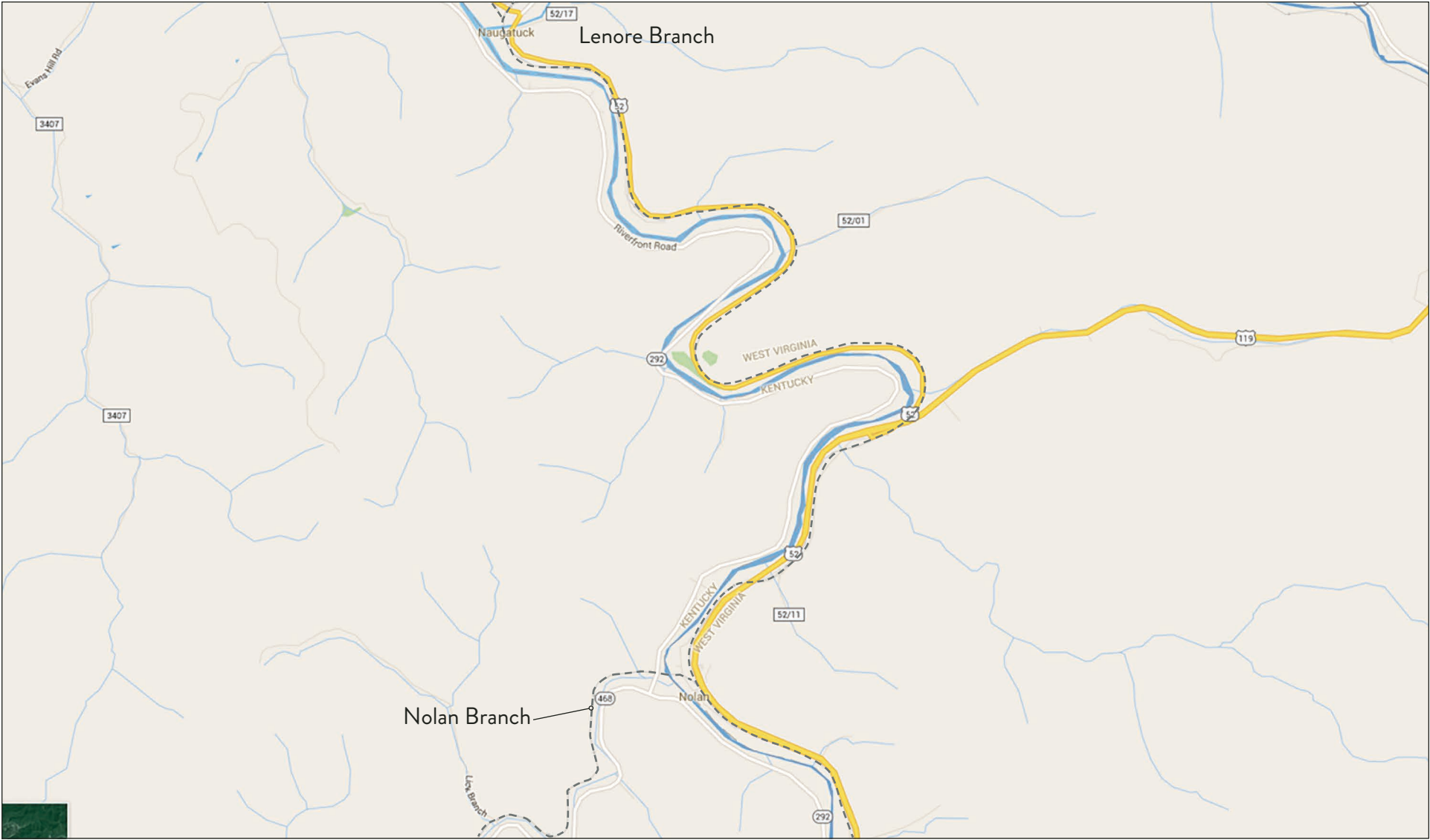


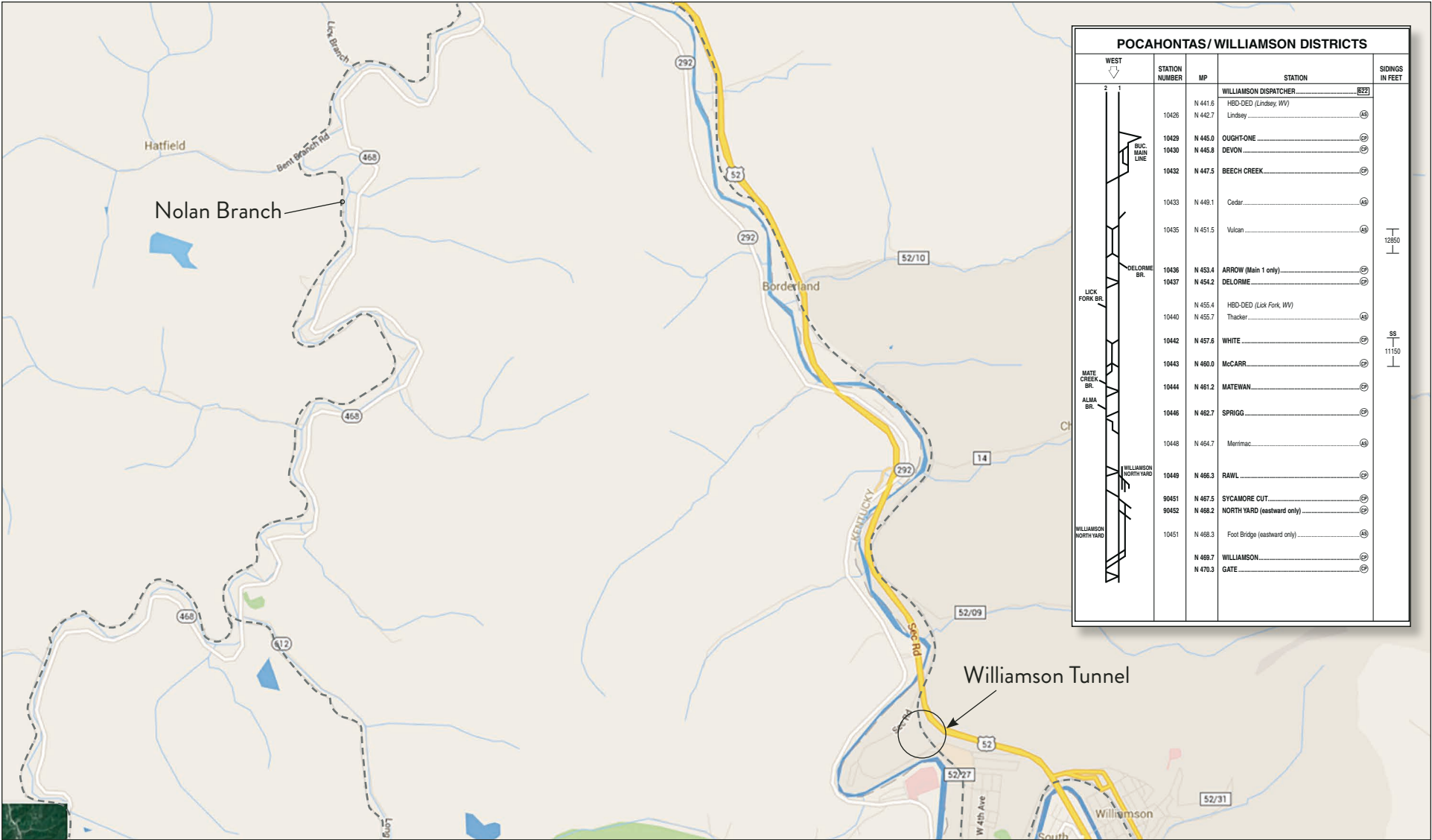




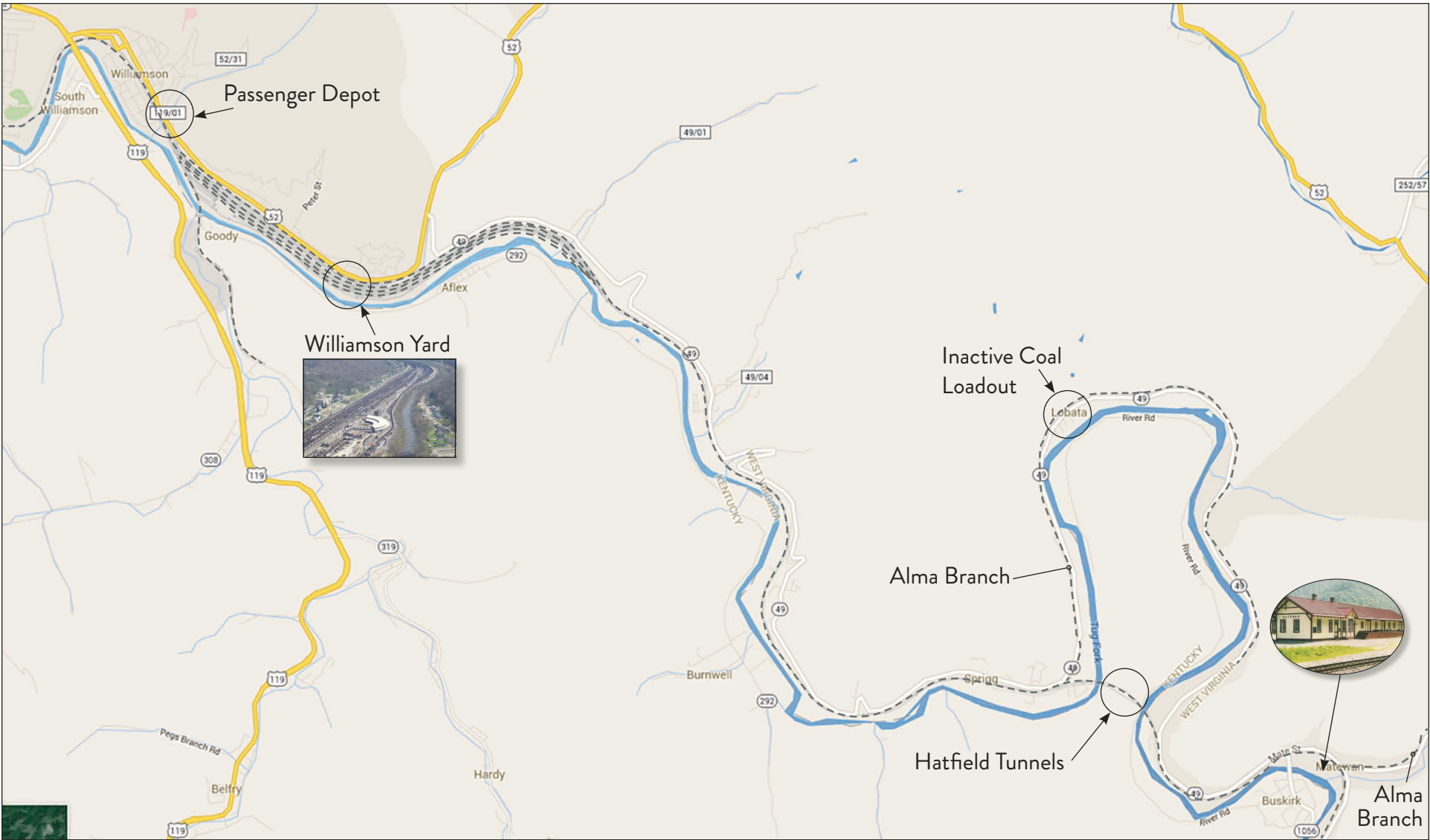


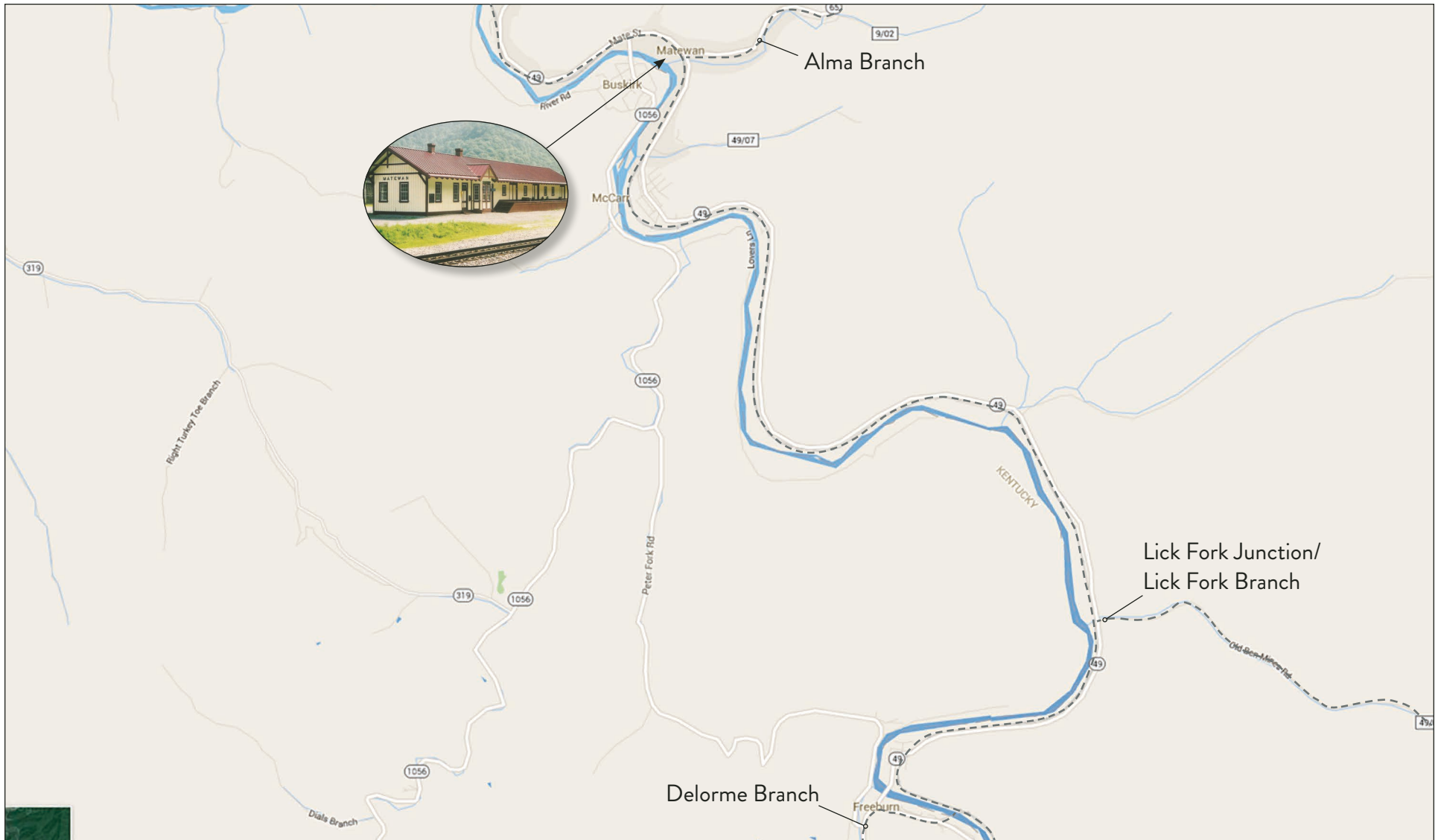




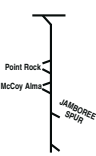


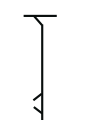








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DELORME BRANCH				
SOUTH ↓	STATION NUMBER	MP	STATION	SIDINGS IN FEET
	10436	N 453.4/ DB 0.0	WILLIAMSON DISPATCHER.....(B22)	
	17614 17515		ARROW	
			Point Rock McCoy Alma	
	17816	DB 5.5	PHELPS	
	17819	DB 8.3	THOMAS	
1. RULES IN EFFECT				
Between			Main Track	
Arrow and Thomas			Rules	
Thomas and End of Line				137
2. MAXIMUM SPEEDS				
Between			Main Track	
MP DB 0.0 and MP DB 2.0			MPH	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.				

JAMBOREE SPUR				
SOUTH ↓	STATION NUMBER	MP	STATION	SIDINGS IN FEET
	17816	DB 5.5/ JB 0.0	WILLIAMSON DISPATCHER.....(B22)	
			PHELPS	
	17820		Jamboree Loadout	
	17822	JB 6.0	CHISHOLM	
1. RULES IN EFFECT				
Between			Main Track	
Phelps and Chisholm			Rules	
Chisholm and End of Line				171
				137
2. MAXIMUM SPEEDS				
Between			Main Track	
MP JB 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				
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.				

LICK FORK BRANCH				
NORTH ↑	STATION NUMBER	MP	STATION	SIDINGS IN FEET
	10439	N 455.3/ TE 0.0	WILLIAMSON DISPATCHER.....(B22)	
			LICK FORK JCT.	
	17821	TE 2.8	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.				

MATE CREEK BRANCH				
NORTH ↑	STATION NUMBER	MP	STATION	SIDINGS IN FEET
	10444	N 460.5/ MC 0.0	WILLIAMSON DISPATCHER.....(B22)	
			MATEMAN/ MATE CREEK JCT.	
	17852		Mate Creek Loading	
MATE CREEK ENERGY	17855	MC 6.3	MABLEY	
1. RULES IN EFFECT				
Between			Main Track	
Mate Creek Jct. and Mabley			Rules	
Mabley and End of Line				171
				137
2. MAXIMUM SPEEDS				
Between			Main Track	
MP MC 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.				



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ALMA BRANCH				
NORTH ↓	STATION NUMBER	MP	STATION	SIDINGS IN FEET
			WILLIAMSON DISPATCHER.....(B22)	
	10446	N 492.5/ AL 0.0	ALMA JCT.	
	17874	AL 1.6	SPOUSE CREEK	
1. RULES IN EFFECT				
Between				Main Track
Alma Jct. and Sprouse Creek				Rules
Sprouse Creek and End of Line				171
				137
2. MAXIMUM SPEEDS				
Between				Main Track
MP AL 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.				

NOLAN SPUR				
SOUTH ↓	STATION NUMBER	MP	STATION	SIDINGS IN FEET
			KENOVA DISPATCHER.....(B21)	
	10460	N 477.6/ NH 0.0	NOLAN.....	
	19303	NH 2.3	Lizzam.....	
	19302	NH 2.5	LONG FORK JCT.	
1. RULES IN EFFECT				
Between				Main Track
Nolan and Long Fork Jct.				Rules
Long Fork Jct. and End of Line				261
				137
2. MAXIMUM SPEEDS				
Between				Main Track
MP NH 0.0 and MP NH 2.5				MPH
MP NH 2.5 and End of Line				15
				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.				

LONG FORK SPUR				
SOUTH ↓	STATION NUMBER	MP	STATION	SIDINGS IN FEET
			KENOVA DISPATCHER.....(B22)	
	19302	NH 2.5/ LF 0.0	LONG FORK JCT.	
	19322	LF 2.1	CJC.....	
	19323	LF 3.5	DRY.....	
	19324	LF 4.0	SIDNEY GUND JCT.....	
	19326	LF 5.1	Gund..... (eastward only — signal does not convey Track Authority)	
				SS SS 0
1. RULES IN EFFECT				
Between				Main Track
Long Fork Jct. and Sidney Gund Jct.				Rules
Sidney Gund Jct. and End of Line				261
				137
2. MAXIMUM SPEEDS				
Between				Main Track
MP LF 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.				

SIDNEY SPUR				
SOUTH ↓	STATION NUMBER	MP	STATION	SIDINGS IN FEET
			KENOVA DISPATCHER.....(B21)	
	19324	LF 3.9/ SS 0.0	SIDNEY GUND JCT.....	
		SS 0.9	MP 0.9 (eastward only — signal does not convey Track Authority)	
	19325	SS 4.5	ADDINGTON.....	
	19327	SS 5.6	COTTAGE.....	
	19347	SS 7.2	SIDNEY.....	
1. RULES IN EFFECT				
Between				Main Track
Sidney Gund Jct. and Cottage				Rules
Cottage and End of Line				171
				137
2. MAXIMUM SPEEDS				
Between				Main Track
MP SS 0.0 and MP SS 7.2				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				
WEIGHT RESTRICTIONS				
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286,000 lbs.				

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LENORE BRANCH				
NORTH ↓	STATION NUMBER	MP	STATION	SIDINGS IN FEET
			KENOVA DISPATCHER ..... [BET]	
	10467	N 484.6	NAUGATUCK ..... Y [C]	
	19403	N 485.6	MARROWBONE JCT. .... [C]	
		N 487.3	MP 487.3 ..... [C] (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				
Between				Main Track
Naugatuck and Marrowbone Jct.				Rules
Marrowbone Jct. and Scarlett Glen				261
Scarlett Glen and End of Line				171
				137
2. MAXIMUM SPEEDS				
Between				Main Track
MP N 484.6 and MP L 15.9				MPH
MP L 15.9 and End of Line				15
				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.				

MARROWBONE BRANCH				
NORTH ↓	STATION NUMBER	MP	STATION	SIDINGS IN FEET
			KENOVA DISPATCHER ..... [BET]	
	19402	N 485.6/ MS 0.0	MARROWBONE JCT. .... [C]	
		MS 0.9	MP 0.9 ..... [C] (eastward only — signal does not convey Track Authority)	
	19403	MS 1.7	MARROWBONE	
1. RULES IN EFFECT				
Between				Main Track
Marrowbone Jct. and End of Line				Rules
				137
2. MAXIMUM SPEEDS				
Between				Main Track
MP MS 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				
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.				

WOLF CREEK BRANCH				
SOUTH ↓	STATION NUMBER	MP	STATION	SIDINGS IN FEET
			KENOVA DISPATCHER ..... [BET]	
	10468	NA 4.2/ WC 0.0	WOLF CREEK ..... Y [C]	
	19202	WC 1.4	PILGRIM ..... [C]	
	19205	WC 3.3	PETER CAVE ..... [C]	
		WC 5.0	MP 5 ..... [C]	
	19207	WC 6.7	PIGEON ROOST ..... [C]	
	19210	WC 8.5	McCLURE ..... [C]	
	19211	WC 11.8	BLUE BIRD ..... [C]	
	19218	WC 15.3	TOPTIKI ..... [C]	
	19217	WC 17.2	ROWE ..... [C]	
	19219	WC 20.0	MP 20 ..... [C]	
	19223	WC 22.3	PEVLER ..... [C]	
				8550
				9905
				9700
1. RULES IN EFFECT				
Between				Main Track
Wolf Creek and Pevler				Rules
Pevler and End of Line				261
				137
2. MAXIMUM SPEEDS				
Between				Main Track
MP WC 0.0 and MP WC 22.3				MPH
				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.				

WAYNE BRANCH				
WEST ↓	STATION NUMBER	MP	STATION	SIDINGS IN FEET
			KENOVA DISPATCHER ..... [BET]	
	19632	WB 7.6	EAST LYNN	
	19325	WB 0.0/ N 543.1	WAYNE	
	19601	N 585.6	CEREDO	
1. RULES IN EFFECT				
Between				Main Track
Ceredo and East Lynn				Rules
				171
2. MAXIMUM SPEEDS				
Between				Main Track
MP WB 7.6 and MP WB 4.4				MPH
MP WB 4.4 and MP N 544.5				15
MP N 544.5 and MP N 565.6				20
				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.				