

Norfolk & Western Railway Company

Shenandoah Division.

Time Table No. 4.

EFFECTIVE 12:01 P. M.

Sunday, December 5, 1897.

EASTERN STANDARD TIME.

General Rules, Regulating the Movement of Trains, are Contained in Book of Rules for the Government of the Operating Department, a copy of which must be in possession of each employe in train service while on duty.

This Time Table is not intended for the information of the public nor as an advertisement of the time or hours of any train. The Company reserves the right to vary from it at pleasure. It is for the information of employes only.

Southbound.

SHENANDOAH DIVISION.—Between Hagerstown and Shenandoah.

Northbound.

Time bet. Stations, First Class Trains.	Time bet. Stations, Second Class Trains.	Third Class		Second Class		First Class			Telegraph Office.	Telegraph Signals.	Distance from Hagerstown.	Time Table No. 4 IN EFFECT Sunday, Dec. 5, 1897.			First Class			Second Class			Third Class
		71 Local Freight Lv. Daily Ex. Sunday A. M.	77 Thro. Freight Lv. Daily Ex. Sunday P. M.	27 Passenger Lv. Daily P. M.	3 Passenger Lv. Daily A. M.	5 Passenger Lv. Daily P. M.	STATIONS.	6 Passenger Ar. Daily A. M.				4 Passenger Ar. Daily P. M.	28 Passenger Ar. Daily A. M.	82 Blue Ridge Des. Thro. Freight Ar. Daily A. M.	88 Stock Freight Ar. Daily P. M.	86 Stock Freight Ar. Daily A. M.	72 Local Freight Ar. Daily Ex. Sunday P. M.				
...	...	6.45	6.45	4.40	7.45	10.15	N	H C D X			HAGERSTOWN 106.7	6.30	10.00	10.50	1.00	10.00	6.00	4.40			
1	2	6.50	6.50	4.42	7.47	10.17	N	A C U		0.6	Hagerstown Jc 106.0	6.28	9.58	10.48	12.55	9.45	5.55	4.25			
8	16	7.10	7.08	4.52	7.56	10.24	D	M A		5.9	St. James 100.8	44 F 6.20	8 9.49	8 10.38	12.37	9.25	5.40	3.59			
4	9	7.22	7.20	4.58	8.02	10.28				9.0	Grimes 97.7	40 F 6.15	9.43	F 10.30	12.26	9.15	5.30	3.44			
6	15	7.42	7.40	5.07	8.12	10.36	D	F U		14.1	Antietam 92.6	40 20 F 6.07	8 9.34	8 10.20	12.11	8.55	5.12	3.19			
8	8	7.54	7.52	5.13	8.18	10.41	D	Q D		16.9	Shepherdstown 89.8	38 F 6.01	8 9.28	8 10.13	11.55	8.36	4.59	3.04			
1	8	7.58	7.56	5.15	8.20	10.42				17.8	Morgan's Grove 88.9	29 5.59	9.25	10.11	11.51	8.34	4.55	3.00			
7	14	8.30 8.35	8.16	5.25 5.35	8.30 8.35	10.50 11.00	N	J A V A		23.1	SHENANDOAH JC 83.6	30 5.50 5.40	8 9.15 9.05	8 10.00 9.53	11.30	8.16	4.35	2.32			
6	16	9.41	8.56	5.47	8.46	11.10	D	C S		28.4	Charlestown 78.3	38 39 F 5.30	8 8.56	8 9.41	11.10	8.00	4.15	2.06			
5	12	10.05	9.21	5.57	8.56	11.17				32.5	Wheatland 74.2	6 5.23	8.48	F 9.31	10.45	7.48	3.59	1.44			
1	8	10.16	9.25	6.00	9.00	11.20	D	K G		38.7	Rippon 78.0	18 51 5.21	8 8.46	8 9.28	10.41	7.44	3.55	1.39			
8	7	10.24	9.32	6.06	9.05	11.25				36.2	Gaylor 70.5	6 5.17	8.40	F 9.21	10.34	7.36	3.46	1.26			
5	11	10.45	9.44	6.15	9.13	11.31	N	B V		39.9	Berryville 66.8	44 37 F 5.11	8 8.33	8 9.13	10.21	7.25	3.33	1.07			
8	19	11.21	10.01	6.25	9.25	11.41	D	D K		46.2	Boyce 60.5	54 5.01	8 8.20	8 9.00	10.01	7.05	3.10	12.35			
4	9	11.38	10.11	6.36	9.30	11.45	D	S Q		49.2	White Post 57.5	57 4.57	8 8.14	8 8.54	9.49	6.56	2.49	12.20			
5	11	12.01	10.21	6.45	9.37	11.51				53.2	Ashby 53.5	51 9 4.51	F 8.06	F 8.45	9.34	6.45	2.45	12.01			
4	9	12.18	10.30	6.51	9.43	11.56				56.4	Cedarville 50.3	2 4.46	8.00	F 8.37	9.24	6.20	2.32	11.44			
4	8	12.32	10.38	6.57	9.50	12.02	N	R V		59.2	Riverton 47.5	38 7 F 4.40	8 7.53	8 8.31	9.10	6.05	2.18	11.29			
2	4	12.40	10.42	7.00	9.53	12.05				60.5	60-Mile Siding 46.2	27 4.37	7.50	8.28	9.05	6.01	2.13	11.21			
2	4	12.48	10.46	7.03	9.56	12.08	D	F K		62.1	Front Royal 44.6	56 11 4.34	8 7.47	8 8.25	9.00	5.56	2.07	11.14			
5	11	1.10	10.59	7.11	10.03	12.16				66.4	Manor 40.3	23 29 4.25	7.39	F 8.18	8.45	5.45	1.50	10.50			
8	17	1.44	11.30	7.25	10.17	12.30	D	H D		72.9	Bentonville 33.8	52 4.11	8 7.25	8 8.04	8.21	5.28	1.25	10.17			
8	7	1.56	11.40	7.33	10.22	12.35				75.6	Overall 31.1	7 4.06	7.19	F 7.58	8.11	5.21	1.15	9.53			
4	10	2.15	11.59	7.41	10.31	12.42	D	V Y		79.8	Rileyville 26.9	22 8 3.58	8 7.10	8 7.49	7.57	5.11	1.00	9.30			
4	8	2.31	12.39 12.49	7.48	10.37	12.49				82.8	Vaughn Summit 24.4	40 7 3.52	7.03	F 7.42	7.48	5.03	12.49 12.39	9.17			
8	8	2.42	12.55	7.54	10.42	12.53				85.1	Elgin 21.6	34 3.47	F 6.58	F 7.37	7.20	4.55	12.25	9.03			
5	11	3.00 3.30	1.24	8.03	10.50	1.00	N	F H		88.8	Luray 17.9	75 71 3.40	8 6.51	8 7.30	6.51	4.39	12.10	8.45 8.25			
8	20	4.15	1.55	8.15	11.03	1.10	D	M R		95.6	Stanley 11.1	67 3.30	8 6.41	8 7.17	6.17	4.15	11.45	7.55			
8	19	4.40	2.15	8.31	11.15	1.21				101.8	Ingham 4.9	25 25 3.19	F 6.29	F 7.00	5.48	3.46	11.19	7.20			
8	7	4.49	2.24	8.35	11.19	1.25				104.0	Grove Hill 2.7	26 3.15	F 6.25	F 6.56	6.40	3.39	11.11	7.11			
3	8	5.00	2.35 4.00	8.40	11.25 11.30	1.30 1.33	N	S H U D		106.7	SHENANDOAH 17	3.10 3.07	8 6.20 6.05	8 6.50	5.30 5.10	3.30 3.00	11.00 10.30	6.50			

Northbound trains have absolute right of track over trains of the same or inferior class running in the opposite direction.

Southbound.

SHENANDOAH DIVISION.—Between Shenandoah and Roanoke.

Northbound.

Time bet. Station. First Class Tr. No. Second Class Tr. No.	Third Class.		Second Class.		First Class.		STATIONS.		First Class.		Second Class.			Third Class	
	73	77	3	5	6	4	STATIONS.	6	4	82	88	86	74		
	Local Frt. Lv. Daily Ex. Sunday A. M.	Thro Frt. Daily Ex. Sunday A. M.	Passenger. Daily. A. M.	Passenger. Daily. A. M.	Passenger. Daily. A. M.	Passenger. Daily. P. M.	Passenger. Daily. P. M.	Blue Ridge Dispatch Daily. P. M.	tock Freight Daily. P. M.	tock Freight Daily. P. M.	tock Freight Daily. P. M.	Local Frt. Ar. Daily Ex. Sunday. P. M.			
...	6.30	{ 2.35 4.00	{ 11.25 11.30	{ 1.30 1.33	S { S H U D	.....	SHENANDOAH	182.6	S { 3.10 3.07	{ 6.20 6.06	.....	5.10	{ 3.30 3.00	{ 11.00 10.30	5.10
7 14	6.50	4.19	11.41	1.42	D K O	5.8	Elkton	126.8	62 12	2.57	8 5.53	4.50	2.46	10.13	4.35
7 12	7.20	4.39	11.49	1.50	D D N	11.5	Island Ford	121.1	7	2.48	8 5.44	4.30	2.34	9.58	4.10
2 4	7.25	4.44	11.51	1.52	.....	18.1	Almond	119.5	87	2.46	8 5.42	4.25	2.30	9.54	4.03
6 11	7.40	5.00	12.02	2.01	.....	17.9	Lewis	114.7	40 16	2.37	8 5.33	4.07	2.19	9.40	3.44
3 5	7.49	5.09	12.07	2.05	D P R	20.4	Port Republic	112.2	50 20	2.33	8 5.29	3.58	2.14	9.34	3.33
3 6	7.56	5.15	12.12	2.09	D G O	22.7	Grottoes	109.9	17 32	2.30	8 5.25	3.50	2.08	9.28	3.22
3 6	8.05	5.24	12.16	2.14	.....	25.2	Harrison	107.4	82	2.26	8 5.20	3.40	2.02	9.21	3.12
1 7	8.15	5.35	12.24	2.20	.....	28.7	Sampson	103.4	45 7	2.20	8 5.14	3.28	1.54	9.12	2.57
2 4	8.20	5.40	12.27	2.25	D C M	30.2	Crimora	102.4	19	2.17	8 5.11	3.22	1.50	9.08	2.51
8 14	8.40	6.03	{ 12.40 12.55	2.36	N B C	36.5	Basic	96.2	37 17	2.05	8 5.00	3.00	1.36	8.53	2.25
6 11	9.05	6.20	1.03	2.44	D H U	41.2	Lyndhurst	91.4	35	1.56	8 4.51	.....	1.25	8.40	2.06
3 5	9.14	6.27	1.07	2.47	.....	43.8	Lipscomb	89.8	35 2	1.53	8 4.47	.....	1.20	8.35	1.59
4 8	9.23	6.38	1.12	2.52	D S X	46.3	Stuart's Draft	86.8	37 15	1.49	8 4.41	.....	1.12	8.27	1.47
8 16	9.45	6.59	1.23	3.02	N G I	52.8	Greenville	79.8	41 40	1.41	8 4.30	.....	12.46	8.10	1.23
4 9	10.05	7.20	1.30	3.09	.....	55.9	Lofton	76.7	89 11	1.36	8 4.24	.....	12.36	7.56	1.01
6 15	10.23	7.41	1.40	3.19	D M F	60.9	Vesuvius	71.7	46 10	1.27	8 4.14	.....	12.06	7.31	12.35
6 15	10.41	8.04	1.50	3.28	.....	65.9	Marl Brook	66.7	18	1.19	8 4.03	.....	11.36	7.09	12.10
2 4	10.46	8.09	1.52	3.30	.....	67.2	Crusher Siding	65.4	28 4	1.17	8 4.01	.....	11.33	7.04	12.03
1 3	10.49	8.14	1.54	3.32	D M Y	68.2	Midvale	64.4	6	1.15	8 3.59	.....	11.30	7.00	11.58
1 3	10.53	8.17	1.56	3.33	.....	69.1	Donald	63.5	42 3	1.14	8 3.57	.....	11.26	6.56	11.54
2 4	10.58	8.23	1.58	3.35	.....	70.4	Cornwall	62.2	11	1.12	8 3.55	.....	11.22	6.50	11.46
3 7	11.15	8.34	2.03	3.39	D R Q	72.9	Riverside	59.7	51 10	1.08	8 3.50	.....	11.15	6.40	11.34
7 16	11.34	8.56	2.13	3.48	N { J S G D	78.3	Buena Vista	54.3	43 31	1.00	8 3.40	.....	10.55	6.18	10.55
2 5	12.01	9.04	2.16	3.50	.....	79.8	Loch Laird (C. & O. Xing)	52.8	25 13	12.58	8 3.37	.....	10.43	6.11	10.17
3 6	12.25	9.12	2.21	3.55	.....	81.9	Thompson	50.7	3	12.54	8 3.33	.....	10.31	6.04	10.05
3 6	12.50	9.22	2.26	4.00	.....	84.2	Buffalo Forge	48.4	30 4	12.50	8 3.28	.....	10.21	5.56	9.55
5 12	1.10	9.40	2.34	4.07	D G A	88.5	Glasgow	44.1	32 3	12.43	8 3.20	.....	10.10	5.44	9.40
4 10	1.25	10.00	2.41	4.13	N R U	91.0	Natural Bridge	40.7	40 8	12.38	8 3.14	.....	10.00	5.34	9.15
10 24	1.55	10.32	2.57	4.28	D Z N	100.5	Solitude	32.1	45 4	12.23	8 2.57	.....	9.45	5.11	8.40
9 20	2.43	11.00	3.11	4.40	N H A	107.5	Buchanan	25.1	29 20	12.11	8 2.43	.....	9.30	4.51	8.13
6 15	3.21	11.29	3.21	4.48	D C H	112.5	Lithla	20.1	30 81	12.03	8 2.32	.....	9.15	4.33	7.55
7 15	4.15	11.59	3.31	4.58	D W S	117.9	Nace	14.7	24 16	11.54	8 2.20	.....	8.59	4.15	7.30
4 10	4.30	12.14	3.37	5.05	D M J	121.2	Troutville	11.4	44 17	11.48	8 2.13	.....	8.46	4.03	7.15
5 18	4.49	12.30	3.46	5.14	D Q A	125.5	Cloverdale	7.1	41 13	11.41	8 2.04	.....	8.29	3.46	6.50
2 4	4.55	12.36	3.48	5.17	D H O	126.9	Hollins	5.7	12	11.39	8 2.01	.....	8.22	3.29	6.43
4 9	5.08	12.49	3.55	5.23	.....	129.9	Tinker Creek	2.7	6	11.34	8 1.55	.....	8.10	3.13	6.25
3 8	5.20	1.00	4.00	5.30	N { M H A N	132.6	ROANOKE	.....	.....	11.30	8 1.50	.....	8.00	3.00	6.10

Northbound trains have absolute right of track over trains of the same or inferior class running in the opposite direction.

SHENANDOAH DIVISION.

SPECIAL INSTRUCTIONS.

1. Trainmen when on duty must always have a copy of the current Time-Table and the book of Rules at hand, and must be perfectly conversant with them.

RIGHT OF TRACK.

2. Northbound trains have absolute right of track over trains of the same or inferior class running in the opposite direction

STANDARD TIME.

3. Standard clocks are placed in Telegraph Office Passenger Station, Roanoke; Telegraph Office in Passenger station, Shenandoah; Yardmaster's Office, Shenandoah; Telegraph Office in Passenger station, Hagerstown; Yardmaster's Office, Hagerstown; Agent's Office, Winston Salem.

MAXIMUM SPEED

Between Hagerstown and Roanoke.

4. First-class trains fifty (50) miles per hour, or one (1) minute and twelve (12) seconds per mile. Second and Third-class trains twenty (20) miles per hour, or three (3) minutes per mile. Extras twenty (20) miles per hour, or three (3) minutes per mile. Note Table of Distances and Minimum Time

Between Roanoke and Winston-Salem.

4 A. First-class trains 85 miles per hour, or 1 minute and 43 seconds per mile. Second-class and extra trains 20 miles per hour, or 3 minutes per mile. Note Table of Distances and Minimum Time.

4 B. Freight trains must reduce speed crossing high trestle on Winston-Salem to ten (10) miles per hour, and passenger trains to twenty (20) miles per hour.

YARD LIMITS.

5. The limits of each yard will be indicated by yard limit boards.

Engines have the right to move within established yard limits by direction of Yardmaster without special orders. They may occupy the main track against Second and Third-class Trains and Freight Extras until such trains arrive, but must clear main track for all First-Class Trains, as per Rule No. 86.

Second and Third-Class Trains and Freight Extras will pass through all yards prepared to stop, expecting to find the main track occupied.

LETTERS, FIGURES AND CHARACTERS.

6. Following letters and characters, used as a prefix to schedule figures of a train, denote regular, flag and meal stops:

S. Regular stop.

F. Stop on signal, to receive or discharge passengers.

M. Stop for meals.

Full faced figures denote meeting and passing points.

FLAG STATIONS FOR WHICH NO TIME IS SHOWN.

7. Nos. 27 and 28 will stop at Spielman, Mondel, Old Chappel, Linneton, Compton, Long and Bear Lithia on signal.

7 A. Trains Nos. 73, 74, 75 and 76 will carry passengers.

MISCELLANEOUS.

8. All regular and extra freight trains will pass into and through all regular stations, and will approach all isolated side tracks and also all water tanks and coaling stations with train under full control, expecting to find trains at such points. Speed must be reduced and enginemen and trainmen must commence to get their train under control one (1) mile from all such specified points, so that under no circumstances whatever shall it be possible for them to strike any train, car or engine that may be within the switches of any regular stations or that may be taking coal or water at any coaling station or water tank, but

trains occupying the main track, as an additional precaution, must protect themselves as per Rule No. 99.

9. Work trains may occupy the main track when protected by proper signals until regular freight trains approach, and run ahead of them to the first siding, but they must not occupy the main track within ten (10) minutes of the time of a first-class train.

10. Five (5) minutes must be allowed at meeting points for variation of watches. This time, allowed for possible variation of watches, must be observed at every succeeding station or siding until the expected train is met. No part of this time will be used by delayed trains in an effort to make the meeting point.

11. Conductors must require their flagmen to read all orders received pertaining to the movement of their trains and also notify their brakemen of meeting points, and enginemen must be governed likewise with reference to their firemen.

12. All trains before leaving Hagerstown, Shenandoah, Roanoke and Winston-Salem must get a train order or a clearance card. Should the telegraph line fail before trains are ready to leave the points named above, if the Operator has no other orders for trains ready to depart, he is authorized to issue a proper clearance card.

13. In reporting accidents, give the information asked for by the following questions:

A. Is anyone hurt; if so, to what extent?

B. Is the wreck car or work train needed to clear track; if not, how long will it be blocked?

C. Is engine disabled?

D. How many cars off; and what is their condition, kind and position? Loaded or empty?

E. How much track torn up, and what material is required to relay it.

F. Give cause of accident.

14. In case any of the Rules should not be clearly understood while out on the road ask for information by wire.

CROSSINGS.

Cumberland Valley Railroad Connection, Hagerstown Junction.

15. Enginemen of all trains in either direction will approach Hagerstown Junction with their trains under perfect control and will come to a FULL STOP unless clear track is given by a signal man.

Valley Branch B. & O. Railroad Crossing, Charlestown.

16. All trains must come to a FULL STOP at crossing of Valley-Branch, Baltimore and Ohio Railroad, and only proceed when clear track is shown either by the changing of the arm of the fixed signal from a horizontal to a vertical position or the changing of the light at night from RED to WHITE.

Manassas Branch, Southern Railway Crossing, Riverton.

17. All trains must come to a FULL STOP at a point fifty feet on either side of crossing of Manassas Branch, Southern Railway, and only proceed when clear track is shown by "Home Signal" fifty feet from crossing. Enginemen of all trains must approach "Distance Signal" with trains under perfect control, so as to be able to conform with special instructions in regard to the use of signals.

Lexington Branch, Chesapeake and Ohio Railroad Crossing, Loch Laird.

18. All trains must come to a FULL STOP at crossing of Lexington Branch, Chesapeake and Ohio Railroad, at Loch Laird, and only proceed when clear track is given by flagman at that point.

Southern and Cape Fear & Yadkin Valley Crossings.

19. All trains must come to a FULL STOP immediately before crossing the Southern and Cape Fear & Yadkin Valley Railways. Southern and Cape Fear & Yadkin Valley trains

have right of track over Norfolk & Western trains of a like class; and trains of a superior class of either road will have precedence over trains of an inferior class of the other road.

Roanoke Yard, Extract from Radford Division Time Table.

27. Second-class trains, freight extras and yard engines must not exceed a speed of eight (8) miles an hour, and trains must be kept under control at all points by having sufficient brakes applied to make it necessary for engines to pull trains on descending grades.

28. First-class trains must not exceed a speed of twenty (20) miles an hour between Park Street and Road crossing just west of Crozer Furnace and switch at north end of double track, North Yard. East and west of the points designated passenger trains may use schedule speed.

29. All trains including yard engines, moving west, must come to a full stop at a point fifty (50) yards east of the semaphore signal at Park Street, unless "Clear track" is indicated.

30. Switch connecting the sparking track with track on north side of coal wharf at West Roanoke, when set for an engine to go on the sparking track from the east, will show WHITE east and RED west. When set for an engine to come out on the lead from track next to coal wharf on the north side it will show WHITE west and RED east. Engines must not move against the RED.

31. The semaphore signals in front of roundhouse at West Roanoke are to govern the movement of road trains pulling out of Park street and West Yards, but are not to be observed by yard engines or road engines moving without trains, except when set to indicate "Clear" for a train to pull out of the yards, which position must be regarded as a danger signal for yard engines and road engines moving without trains. The signal on the south side of tracks will govern the movement of trains pulling out of West Yard. The signal on north side of tracks will govern trains pulling out of Park Street Yard. When signal is in a vertical position it indicates "Clear Track" and when in a horizontal position "Danger" (or "Stop"). A train must not pull off of forwarding track in Park Street or West Yards on to the leads until clear track is indicated as prescribed above, in the direction the train is moving, and when the signal indicates "Clear" for a train to pull out, yard engines and road engines without trains must not move on to or obstruct the lead or "Cross-overs," which such train will use.

33. Signals in Roanoke Yard, where switchtenders are stationed, indicate position of switches only and do not confer any rights over trains having right of track.

34. Movements on main tracks in the yard must not be made against the traffic unless absolutely necessary for a short distance and then only under protection of a flag.

35. Movements eastbound only are to be made on the lead in Park Street Yard between the coal wharf and Park street and on No. 10 track in the West Yard.

36. The use of the engine whistle is prohibited except when necessary to avoid an accident.

37. A train must not pass over Jefferson or Commerce streets when the gates are up. When they are in that position stop before going on the crossings mentioned and wait until they are lowered.

38. The dropping of cars by gravity down the main tracks or lead in Park Street Yard, is positively prohibited.

39. Before pulling trains off forwarding tracks in Park Street and West Yards, road Conductors must see to it that a sufficient number of brakes are set on the cars back of the ones they take out to prevent them from drifting down after trains pull.

40. Conductors in charge of trains entering Park Street Yard must see that a sufficient number of brakes are applied (commencing at cabooses) before engine is detached, to prevent train from dropping back.

J. M. BARR, Vice-Pres. and Gen'l Mgr.,
ROANOKE, VA.

L. E. JOHNSON, Gen'l Supt.,
ROANOKE, VA.

J. W. COOK, Superintendent,

Roanoke, Va.

BOYCE RAILWAY DEPOT FOUNDATION



The Boyce Railway Depot Foundation (BRDF) was chartered on January 20th, 2017. It is organized as a non-profit Virginia corporation for preservation of the historic Norfolk & Western Railway's 1913 train station building and pump house at Boyce, Virginia. The BRDF has received Internal Revenue Code 501(C)(3) non-profit status.

The chief focus during 2021 is developing a strong, capable membership base. Those who welcome leadership roles can be nominated by members to the Board of Directors. Officer positions will be filled from the Directors. Elections to the Board of Directors will be made during the fourth membership meeting during November 2021|

Annual membership dues are \$10, payable to the **BOYCE RAILWAY DEPOT FOUNDATION**. A life membership is available for \$250. Members and volunteers will initially support grounds-keeping and exterior building maintenance. The longer term vision is for the BRDF to lease the building and grounds, then arrange space rentals for special events and meetings as income sources for preservation efforts.

Come join us! Please write to:

BOYCE RAILWAY DEPOT FOUNDATION
brdf@railwaymailservicelibrary.org
117 EAST MAIN STREET
BOYCE VA 22620-9639

A HISTORICAL OVERVIEW OF BOYCE RAILWAY STATION

The Town of Boyce and its railway depot have enjoyed a long history together. Nearly as old as the town, the 1913 structure has served as its public gathering place, the portal through which travel and commerce passed, as well as becoming Boyce's icon.

Indeed, it was the crossing of a newly-built Shenandoah Valley Railroad with the Winchester and Berry's Ferry Turnpike that prompted the birth of a new community in formerly dense, forested land. Unlike Berryville, White Post, and Millwood, the Boyce community –briefly named Boyceville—sprung forth around a stop along the tracks relatively late in Clarke County's development. The town would not have existed were it not for the arrival of the Shenandoah Valley Railroad in 1879.

The current depot, constructed by John P. Pettyjohn & Co. of Lynchburg, Virginia, replaced an 1880s wooden station adjacent to the turnpike, now named East Main Street and county route 723. The Norfolk & Western Railway (N&W), which acquired the Shenandoah Valley Railroad in 1890, undertook improvements during the early 1900s, including depot replacement. In 1912, it announced plans to construct a new station on the west side of the track, within the boundaries of the newly-incorporated town. The station was planned to be a modest building similar to those in other villages of less than 1,000 residents, at a projected cost of \$7,500. It would have been of wood construction with stoves for heating, oil lamps, and outside facilities.

Mr. Peter H. Mayo negotiated with the N&W to build a "first class" station instead of a smaller structure. Principal enhancements included masonry construction, clerestory windows for better air circulation during summer months, a fashionable stucco design, with electric lighting, central heating, and inside restrooms. It was spacious, modern, and comfortable –rivaling the best contemporary railway stations in small cities.

These improvements were added at substantial cost. Mr. Mayo, along with Ms. Hattie Gilpin and Mr. R. Powell Page, contributed \$17,500, bringing the station's value to \$25,000 –a sizeable sum in 1913!

The station not only served passengers traveling locally or beyond Hagerstown and Roanoke. It was the Western Union telegraph office, Railway Express Agency, handled carload and less-than-carload freight, livestock loading, exchanged U.S. Mail from Railway Post Office routes, and supported N&W Railway operations.

During its 45 years of operation, four agents were assigned to the station: Morton J. Dunlap, Theodore M Sheetz, Sylvester M. Lane, and Lee C. Murray. Mr. Dunlap was also a Boyce Town Council member.

Boyce depot was sold to a private owner during 1959. The larger of the two waiting rooms was rented to the Post Office Department as the town's Post Office. Thus, it continued as a community hub until the Post Office moved to its present location on West Main Street in 1984. Benjamin Harrison, Russell B. Lloyd, and Eva P. Kibler were Postmasters during the 29 years that the Post Office was at the station. Several clerks and Rural Free Delivery carriers also worked there.

The N&W agency, Railway Express, and Western Union services closed on or before December 31st, 1958. The building was sold again and passed through several owners between then and 2003. It had multiple uses, such as farm supply storage, a FISH charity, restaurant, and a woodworking shop. It is now looking toward to future preservation and community uses under the stewardship of the Boyce Railway Depot Foundation!



BOYCE RAILWAY DEPOT FOUNDATION

N&W RAILWAY AND TOWN HISTORY - BUILDING PRESERVATION

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MEMBERSHIP APPLICATION

Your membership in the Boyce Railway Depot Foundation will support preservation and community use of the historic 1913 Norfolk & Western Railway station. Annual dues are \$10 and a life membership is \$250. Please provide the information below for the membership roster:

First, Middle Initial, Last Name:

Mailing Address:

City, State, Postal Code, Country:

Telephone Number:

eMail Address:

Donations are also invited. The Boyce Railway Depot Foundation is a 501(c)(3) public charity and donations or contributions are tax deductible as provided for and to the extent provided by law. Please check this box if your employer will match your donation: If the employer requires an invoice, please provide contact information.

Thank you very much for your interest. If you have questions, please call or write.

Sincerely yours,

Frank R. Scheer
Secretary-Treasurer