

Norfolk & Western Railway Company

Shenandoah Division.

Time Table No. 15.

EFFECTIVE 12:01 P. M.

Sunday, May 27th, 1900.

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.

Distances from Hagerstown	Telegraph Office	Southbound			First Class		Time Table No. 15 IN EFFECT Sunday, May 27, 1900	STATIONS.	First Class		Second Class		Third Class	Telegraph Signals.	Distance from Shenandoah.	Passing Sidings, clearance length.	Station Sidings, clearance length.
		71 Local Freight Lv. Daily Ex. Sunday A. M.	95 Blue Ridge Dispatch Lv. Daily A. M.	83 Thro. Freight Lv. Daily P. M.	27 Passenger Lv. Daily P. M.	3 Passenger Lv. Daily A. M.			4 Passenger Ar. Daily P. M.	28 Passenger Ar. Daily A. M.	88 Stock Freight Ar. Daily P. M.	86 Time Freight Ar. Daily A. M.	72 Local Freight Ar. Daily Ex. Sunday P. M.				
0.7	D N	6.00	8.30	6.00	4.35 ⁸⁸	7.50 ⁸⁶	HAGERSTOWN 0	10.00	10.50	4.30 ²⁷	7.45 ⁸	4.40	H G	106.7			
5.9	D N	6.03	9.30	7.30	4.37 ⁷²	7.52	Hagerstown Jc	9.57	10.48	4.25	7.33	4.37 ²⁷	A U	106.0			
9.0	D	6.23	9.47	7.43	4.46	8.01	St. James	9.44	10.36	4.08 ⁷²	7.15	4.08 ⁸⁸	M A	100.8	1889		
14.1	D	7.05 ⁸⁶	9.55	7.50	4.52	8.07	Grimes	9.38	10.28	3.57	7.05 ⁷¹	3.45		97.7	1770		
16.9	D	7.25	10.15 ²⁸	8.03	5.02	8.16	Antietam	9.26	10.15 ⁸⁵	3.38	6.50	3.20	F U	92.6	1474	719	
17.8	D	7.57	10.25	8.10	5.09	8.21	Shepherdstown W	9.19	10.10	3.28	6.42	3.05	Q D	89.8	1890	251	
28.1	D N	8.00	10.28	8.16	5.11	8.23	Grove	9.16	10.07	3.25	6.38	3.00		88.9	1089		
28.4	D	8.33 ³ 8.55	10.48	8.28	5.20 5.30	8.33 ⁷¹ 8.38	SHENANDOH JC. 0	9.04 8.54	9.55 9.45	3.05	6.22	2.35	J A V A	83.6	1774	245	
32.5	D	9.35 ²⁸	11.07	8.45 ⁴	5.43	8.48	Charlestown X	8.45 ⁸³	9.35 ⁷¹	2.45	6.05	2.08	C S	78.8	1402	1448	
38.7	D	10.02	11.23	9.10	5.54	8.56	Wheatland W	8.38	9.26	2.32	5.53	1.48		74.2		211	
38.7	D	10.08	11.28	9.15	5.57	8.58	Rippon	8.36	9.24	2.29	5.47	1.43	K G	78.0	2671		
36.2	D	10.18	11.36	9.23	6.02	9.03	Caylord	8.31	9.18	2.23	5.40	1.30		70.5		212	
39.9	D	10.45	11.50	9.35	6.10	9.10 ²⁸	Berryville	8.24	9.10 ⁸	2.12	5.17	1.12	B V	66.8	1400	1828	
46.2	D	11.20	12.13 ^{P M}	9.55	6.24	9.22	Boyce	8.13	8.54	1.56	4.47	12.40	D K	60.5	1847	651	
49.2	D	11.38	12.25 ⁷²	10.04	6.34	9.28	White Post W	8.06	8.46	1.47	4.38	12.25 ⁸⁵	S Q	57.5	2111		
53.2	D	12.01 ⁷²	12.37	10.16	6.43	9.36	Ashby	8.00	8.38	1.37	4.22	12.01 ⁷¹		53.5	1185	810	
56.4	D	12.18	12.47	10.27	6.50	9.42	Cedarville	7.55	8.32	1.29	4.10	11.43		50.3		68	
59.2	D N	12.30 ⁹⁵ 1.20 ⁸⁸	12.55 ⁷¹	10.35	6.57	9.48	Riverton X T	7.49	8.27	1.20 ⁷¹	3.59	11.28	R V	47.5	1211	260	
60.5	D	1.25	1.00	10.40	7.00	9.51	Rando	7.46	8.23	1.17	3.54	11.22		46.2	988		
62.1	D	1.30	1.14 ⁸⁸	10.45	7.03	9.54	Front Royal	7.43	8.20	1.14 ⁹⁵	3.48	11.13	F K	44.6	1940	415	
66.4	D	1.45	1.26	10.58	7.10	10.02	Manor W	7.34	8.12	1.02	3.32	10.50		40.3	2044		
72.9	D	2.10	1.44	11.17	7.21 ⁴	10.17 ⁷²	Bentonville	7.21 ²⁷	7.57	12.44	3.08	10.17 ³	H D	33.8	1983	399	
75.6	D	2.19	1.53	11.27	7.31	10.21	Overall	7.16	7.49	12.36	2.58	9.20		31.1		267	
79.8	D	2.32	2.05	11.40	7.39	10.30	Rileyville W	7.09	7.43	12.26	2.46	9.00	V Y	26.9	805	313	
82.3	D	2.51	2.20	11.46	7.46	10.36	Vaughn	7.02	7.37	12.16	2.35	8.40		24.4	1464	267	
85.1	D	3.03	2.32	11.55	7.53	10.41	Elgin	6.57	7.30	12.07 ^{P M}	2.25	8.30		21.6	1444		
88.8	D N	3.20	2.48	12.08	8.00	10.48	Luray W	6.49	7.23 ⁷²	11.55	2.10	8.13 ²⁶ 7.13	F H	17.9	5392	886	
95.6	D	3.55	3.15	12.28	8.15	11.03	Stanley	6.36	7.10	11.34	1.45	6.53	M R	11.1	2472		
101.8	D	4.32	3.40	12.49	8.30	11.15 ⁸⁸	Ingham	6.21	6.55	11.15 ³	1.30	6.23		4.9	904	912	
104.0	D	4.48	3.49	12.57	8.35	11.20	Grove Hill	6.16	6.50	10.51	1.20	6.13		2.7	854		
106.7	D N	5.00	{ 4.00 } { 4.40 }	{ 1.10 ⁸⁶ } { 1.40 }	8.40	{ 11.25 } { 11.28 }	SHENANDOAH 0	{ 6.10 } { 6.07 }	6.45	{ 10.46 } { 9.56 }	{ 1.10 ⁸³ } { 12.20 }	6.00	S H A N			640	
		P. M. 71 Ar. Daily Ex. Sunday	P. M. 95 Ar. Daily	A. M. 83 Ar. Daily	P. M. 27 Ar. Daily	A. M. 3 Ar. Daily	STATIONS.	P. M. 4 Lv. Daily	A. M. 28 Lv. Daily	A. M. 88 Lv. Daily	A. M. 86 Lv. Daily	A. M. 72 Lv. Daily Ex. Sunday					

Northbound trains have absolute right of track over trains of the same or inferior class running in the opposite direction. See Rule 384.

No. 28 will take siding for No. 3 at Berryville.

Southbound.

SHENANDOAH DIVISION.—Between Shenandoah and Roanoke.

Northbound.

Distance from Shenandoah.	Telegraph Office.	Second Class.				First Class		Time Table No. 15 IN EFFECT Sunday, May 27, 1900.	First Class.		Second Class.		Third Class	Telegraph Signals.	Distance from Roanoke.	Passing Sidings.	Clearance Length.	Station Sidings.	Clearance Length.
		73 Local Frt. Lv. Daily Ex. Sunday. A. M.	81 Through Frt. Lv. Daily P. M.	95 Blue Ridge Dispatch Lv. Daily P. M.	83 Thro Frt. Lv. Daily A. M.	27 Passenger Lv. Daily P. M.	3 Passenger. Lv. Daily A. M.		4 Passenger. Ar. Daily P. M.	28 Passenger Ar. Daily A. M.	88 Stock Freight Ar. Daily A. M.	86 Time Freight Ar. Daily A. M.	74 Local Frt. Ar. Daily Ex. Sunday. P. M.						
.....	D N	6.00	9.00	{ 4.00 4.40	{ 1.10 1.40 ⁸⁸	s 8.40	s { 11.25 11.28	SHENANDOAH 0.	s { 6.10 6.07	s 6.45	{ 10.46 9.56	{ 1.10 ⁸⁸ 12.20 ⁸⁸	5.45	A N S H	182.6	.....	640	
5.8	D	6.30 ²⁸	9.20	5.15 ⁷⁴	2.03	s 8.55	s 11.39	Elkton . . . X	s 5.56	s 6.30 ⁷⁸	9.37	11.58	5.15 ⁸⁵	K O	128.8	2308	429		
11.5	D	7.14	9.40	5.45 ⁴	2.24		s 11.49	Island Ford . .	s 5.45 ⁹⁵		9.22	11.38	4.34	D N	121.1	2347	380		
18.1		7.20	9.45	5.51	2.30		F 11.51	Almond W	5.42		9.17	11.33	4.26		119.5	.....	200	
17.9	.....	7.38	10.02	6.06	2.45		12.03 ^P	Lewis	5.33		9.03	11.17	4.06		114.7	1488	222	
20.4	D	7.47	10.12	6.15	2.57		s 12.08	Port Republic . .	s 5.28		8.56	11.08	3.56	P R	112.2	1988	417		
22.7	D	7.56	10.18	6.22	3.05		s 12.12	Grottoes	s 5.23		8.50	11.00	3.46	G O	109.9	.....	980	
23.2		8.07	10.28	6.32	3.16		F 12.17	Harrison	F 5.19		8.43	10.52	3.36		107.4	1188	.....	
28.7	.....	8.20	10.40 ⁸⁶	6.45	3.28		12.23	Sampson	5.13		8.33	10.40 ⁸¹	3.21		108.9	1650	272	
30.2	D	8.28 ⁸⁸	10.45	6.52	3.34		s 12.27	Crimora	s 5.09		8.28 ⁷³	10.35	3.15	C M	102.4	713	.....	
36.5	D N	8.50	11.05	7.15	3.57		s { 12.40 12.55	Basic T.	s 4.58		8.10	10.13	2.50	B C	96.2	1888	748		
41.2	D	9.07	11.21		4.15		s 1.03	Lyndhurst . . .	s 4.50		7.57	9.57	2.30	H U	91.4	1294	.....	
43.3	.....	9.15	11.28		4.23			Lipscomb	4.45		7.50	9.48	2.20		89.8	1175	85	
46.3	D	9.27	11.38		4.35		s 1.12	Stuart's Draft W.	s 4.40		7.42	9.38	1.57	S X	86.3	1874	570		
52.8	D N	9.50	11.59		4.58		s 1.23 ⁷⁴	Greenville . . .	s 4.27		7.23	9.17	1.23 ⁸	G I	79.8	1505	898		
53.9	.....	10.07	12.15 ^A		5.11		F 1.30	Lofton	F 4.22		7.10	9.05	12.58		76.7	1428	407	
60.9	D	10.30	12.35		5.30		s 1.39	Vesuvius	s 4.12		6.55	8.42	12.29	M F	71.7	979	1288		
63.9	.....	10.50	12.52		5.48		1.48	Marl Brook . . .	F 4.03		6.37	8.18	12.01 ^P		66.7	.....	468	
67.2	.....	10.55	12.57		5.54		1.51	Eagan	4.00		6.33	8.12	11.52		65.4	1087	149	
68.2	D	11.00	12.59		5.57		s 1.53	Midvale	s 3.58		6.30	8.08	11.45	M Y	64.4	1449	246		
69.1	.....	11.04	1.02		6.00		1.55	Donald	3.57		6.27	8.04	11.40		63.5	1581	118	
70.4	.....	11.09	1.07		6.06		1.57	Cornwall	3.54		6.22	7.57	11.35		62.2	.....	390	
72.9	D	11.20 ⁷⁴	1.20		6.15 ⁸⁸		s 2.03	Riverside	s 3.50		6.15 ⁸³	7.45	11.20 ⁷³	B Q	59.7	1732	405		
78.3	D N	11.55	1.43		6.35		s 2.13	Buena Vista . . 0.	s 3.39		5.55	7.20	{ 10.50 10.25	{ J N G D	54.3	1618	1159		
79.8	.....	12.25 ^P	1.47		6.41		2.16	Loch Laird { C.W. X.T.	s 3.37		5.50	7.15	10.19		52.8	2251	490	
81.9	.....	12.33	1.57		6.49		2.20	Thompson	3.32		5.43	7.08	10.09		50.7	.....	95	
84.2	.....	12.44	2.07		6.57		F 2.25	Buffalo Forge . .	F 3.28		5.37	7.00	9.59		48.4	1320	150	
91.9	D	1.04	2.23		7.13		s 2.33	Glasgow	s 3.21		5.22	6.47	9.41	G A	44.1	1169	100		
91.9	D	1.21	2.37		7.26		s 2.40	Natural Bridge . .	s 3.14		5.10	6.37	9.27	B U	40.7	1309	394		
100.5	D	2.02	3.11		7.59		2.58 ⁴	Solitude	2.58 ³		4.43	6.08	8.47	Z N	32.1	1696	865		
102.8	.....	2.14	3.19		8.07		3.03	Arcadia	2.54		4.36	5.59	8.41		.....	.....	228	
107.5	D N	2.43 ⁴	3.40		8.26 ⁷⁴		s 3.15	Buchanan	s 2.43 ⁷³		4.19	5.45	8.26 ⁸⁸	H A	25.1	1093	907		
112.5	D	3.28 ⁸	4.03 ⁸⁸		8.41		s 3.28 ⁷⁸	Lithia W.	s 2.34		4.03 ⁸¹	5.28	7.44	C H	20.1	1107	1076		
117.9	D	4.02	4.35		8.57		s 3.39	Nace	s 2.23		3.46	5.08	7.21	W S	14.7	877	597		
121.2	D	4.17	4.55		9.07		s 3.46	Troutville	s 2.17		3.35	4.55	7.04	M J	11.4	1551	612		
125.5	D	4.40 ⁸⁶	5.25		9.20		s 3.55	Cloverdale	s 2.08		3.20	4.40 ⁷³	6.42	Q A	7.1	1522	481		
126.9	D	4.50	5.35		9.24		s 3.59	Hollins	s 2.05		3.15	4.35	6.35	H O	5.7	.....	400	
129.9	.....	5.06	5.45		9.33		F 4.05	Tinker Creek . .	F 1.59		3.02	4.24	6.22		2.7	.....	288	
132.6	D N	5.20	6.00 ⁷⁴		9.41		s { 4.10 4.23 ⁸⁶	Jefferson St. Sta.	s { 1.52 1.42		2.50	4.15 ³	6.00 ⁸¹	{ M H U D		
.....	5.30	6.10		{ 10.00 10.30			WEST ROANOKE.			{ 2.30 1.30	3.55	5.40			

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Southbound.

SHENANDOAH DIVISION.—Between Roanoke and Winston-Salem.

Northbound.

Distance from Roanoke.	Telegraph Office.	Third Class			Second Class		First Class		Time Table No. 15 IN EFFECT Sunday, May 27, 1900.	First Class		Third Class		Telegraph Signal.	Distance from Winston-Salem.	Passing Sidings Capacity.	Station Sidings Capacity.
		81 Through Frt. Lv. Daily Ex. Sunday P. M.	75 Local Freight. Lv. Daily Ex. Sunday A. M.	85 Through Frt. Lv. Daily Ex. Sunday A. M.	83 Time Freight. Lv. Daily P. M.	1 Passenger. Lv. Daily Ex. Sunday A. M.	31 Passenger. Lv. Daily Ex. Sunday P. M.	32 Passenger. Ar. Daily Ex. Sunday P. M.		2 Passenger. Ar. Daily Ex. Sunday P. M.	76 Local Freight. Ar. Daily Ex. Sunday P. M.	88 Through Frt. Ar. Daily A. M.					
		12.40	6.00	1.05		5.10			WEST ROANOKE			5.50	6.00				
	DN	12.50	6.20	1.15		5.20			2.0 Jefferson St. Sta.	1.10		5.40	5.50	MH UD	121.8		
0.2		1.05	6.30	1.25		5.30		0.2	Campbell Street	1.05		5.30	5.40		121.1	100	909
6.9	D	1.32	7.05	1.55		6.02		6.7	Starkey W	12.46		4.53	5.15	AF	114.4	200	300
15.4	D	2.02	7.50	2.31		6.44		8.5	Boone's Mill W	12.24		3.54	4.45	PD	105.9		649
20.6		2.20	8.15	2.55		7.07		5.2	Wirtz	12.14		3.22	4.28		100.7		516
21.2		2.25	8.18	3.00		7.12		0.6	Gerray	12.12		3.15	4.25		100.1	1200	
27.1	DN	2.45	8.50	4.00		7.37		5.9	Rocky Mount X	11.58		2.45	4.00	RY	94.2	1450	499
29.8		3.00	9.04	4.10		7.50		2.7	Saunders W	11.48		2.30	3.38		91.5		74
32.9		3.11	9.20	4.20		8.05		8.1	Waldsboro	11.43		2.06	3.26		88.4		300
36.8	D	3.25	9.42	4.36		8.25		3.9	Ferrum	11.32		1.50	3.10	QM	84.5	1230	1011
39.9		3.36	9.58	4.46		8.40		8.1	Prilliman	11.24		1.35	2.57		81.4		146
40.9		3.40	10.02	4.49		8.44		1.0	McGuffin W	11.22		1.30	2.53		80.4		210
48.8	D	3.50	10.17	4.59		8.58		2.9	Henry W	11.15		1.15	2.40	MB	77.5	1810	355
51.6	D	4.17	10.53	5.24		9.35		7.8	Bassett W	10.53		12.45	2.10	KB	69.7		1891
61.6	DN	4.52	11.55	6.15		10.25		10.0	Martinsville T	10.30	6.55	11.55	1.32	VM	59.7	1812	618
71.5	D	5.27	12.45	6.55		11.10		9.9	Ridgeway W	10.05	6.30	11.00	12.49	HE	49.8	1200	300
76.1		5.42	1.16	7.15		11.30		4.6	Price W	9.52	6.17	10.32	12.27		45.2		418
81.6	DN	6.03	1.40	7.40		12.01		5.5	Stoneville	9.38	6.03	9.53	12.01	SN	39.7	1500	300
86.0		6.50	2.00	8.25		12.25		4.4	Avalon	9.28	5.53	9.33	11.00				1230
87.9	D	7.02	2.14	8.35		12.35		1.9	Mayodan W	9.23	5.48	9.23	10.50	MN	33.6		440
89.7	D	7.22	2.20	8.50		12.41		1.9	Madison	9.18	5.43	8.50	10.40	AM	31.7		1146
98.0	D	8.15	3.01	9.55		1.15		8.4	Pine Hall W X	8.59	5.24	7.40	9.45	DF	23.3		432
108.9	DN	9.05	3.50	10.25		1.44		5.9	Walnut Cove W X	8.43	5.08	7.05	9.05	OH	17.4	1500	278
106.8		9.30	4.05	10.37		1.56		2.4	Fulp	8.35	5.00	6.55	8.43		15.0		167
109.2		9.45	4.20	10.49		2.07		2.9	Dennis W	8.29	4.54	6.45	8.33		12.1		377
112.6	D	10.00	4.45	11.01		2.21		3.4	Walkertown	8.20	4.45	6.32	8.21	HF	8.7	200	300
117.8		10.20	5.05	11.17		2.44		5.2	Ogburn W	8.09	4.34	6.14	8.05		8.5		
121.8	DN	10.40	5.30	11.35		3.00		8.5	WINSTON-SALEM	8.00	4.25	6.00	7.50	FO			5060

Northbound trains have absolute right of track over trains of the same or inferior class running in the opposite direction. See Rule 384.

SHENANDOAH DIVISION.

SPECIAL INSTRUCTIONS.

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

STANDARD CLOCKS.

2. Standard clocks are placed in Superintendent's Office Roanoke; Telegraph Office in Passenger station, Shenandoah; Telegraph Office in Passenger station, Hagerstown; Agent's Office, Winston-Salem.

REGISTERING.

3. Registers are placed at Hagerstown, Shenandoah, Roanoke, Martinsville and Winston.

BULLETIN BOARDS.

4. Bulletin Boards are placed at Hagerstown Engine House and Yard Dispatcher's Office, Shenandoah Engine House and Yard Master's Office, Roanoke Superintendent's Office, Engine House and Passenger Station. Winston-Salem Agent's Office.

MAXIMUM SPEED

Between Hagerstown and Roanoke.

5. Second-class trains 25 miles per hour or 2 minutes and 24 seconds per mile. Third-class trains, freight and work train extras 20 miles per hour, or three (3) minutes per mile.

Between Roanoke and Winston-Salem.

First-class trains 35 miles per hour, or 1 minute and 48 seconds per mile. Second and Third class trains, Freight and Work train extras 20 miles per hour, or 3 minutes per mile. Note Table of Distances and Minimum Time.

Freight trains must reduce speed crossing high trestles on Winston-Salem to ten (10) miles per hour, and passenger trains to twenty-five (25) miles per hour.

When consolidation engines are used to haul passenger trains, or used as helpers therein, the maximum speed thereof must be disregarded, and a speed of twenty-five (25) miles per hour must not be exceeded.

STATIONS FOR WHICH NO TIME IS SHOWN.

6. Trains 27 and 28 will stop at Spielman, Mondel, Old Chappel, Success, Limeton, Compton and Long on signal. Trains No. 3 and No. 4 will stop at Arcadia on signal.

GENERAL.

7. Should wire fail before a train is ready to leave a terminal station, if Operator has no orders, or no further orders therefor, he may issue clearance card.

8. Should at any time all the wires go down and tele-

graphic communication be entirely suspended, and no communication to be had with the Superintendent's office, trains may proceed and move under Train Rules and Time-Table rights or by special orders they may hold, running with great care and caution.

9. Where block system is not in effect for all trains, absolute block will apply to passenger trains with reference to all trains following, and no train will be permitted to enter a block occupied by a passenger train. Freight trains with reference to each other will be moved under a time block (See Rules 389 and 474).

10. Should wire fail where block system is in use from any cause, trains will proceed under their time-table rights without regard to the block until telegraph office is reached where block is operated, and under such conditions when block is clear, operator should issue proper clearance card

11. An Operator having orders for a train must display a red flag by day or a red lantern light by night in addition to semaphore signal to show that he has orders, so that the train crew can act intelligently with respect thereto (See Rule 474a). This additional red signal must not be removed until all orders have been delivered. When such signal is displayed, engine-men of freight trains will at once give four blasts of the whistle as a signal for Conductors to come forward for orders.

Operators will issue clearance cards to all trains passing their offices for which they have no orders while the additional red signal is displayed.

12. Foremen must not permit any person or persons to ride on their hand or push cars, except those actually employed by them, without order from proper officer, or in case of accident.

13. Freight Conductors must not permit persons other than trainmen and telegraph line repairmen in performance of duty to ride in cupola or upon platforms of caboose cars.

14. When a train is stopped at a siding by flagman of a work train, which is working near said siding, and delay to both trains may be prevented thereby, the work train may be called in to clear at that point by two or three long blasts of the whistle (as conditions demand); otherwise they must be governed by Rule 413 A.

15. Conductors and engine-men of freight trains must personally know that air-brakes are working properly by making service test, as per Air-Brake and Signal Instruction Book, before descending a long grade at any point, as per Rule 141. On trains consisting of air and non-air cars, brakes must be set on rear before rear of train reaches summit.

16. Conductors of passenger trains must give one long blast of the air-whistle signal at schedule meeting points with trains of the same or superior class, and at all points at which they have telegraphic orders to meet trains of any class. This signal must be given one-half mile distant from meeting points, and must be acknowledged by the engineman, as per Rule 342.

Conductors and engine-men of freight trains must have a mutual understanding after consulting each other as to their meeting point with trains having right of track, and engine-men of freight trains must give one long followed by one short blast of the whistle at schedule meeting points with trains of same or superior class, and at all points prearranged for or at which they have telegraphic orders to meet trains of any class. This signal must be given one mile distant from meeting point,

and must be acknowledged by conductor when on rear of train by giving a "steady" or "slow-down" signal, by holding up hand by day, or lantern by night, at arm's length. This signal to be acknowledged by the engineman as per rule 342. Failure to give these signals will not relieve either the conductor or the engineman of responsibility.

17. When all cars in a Freight train are not equipped with air brakes in working order, it must be held by hand brakes set from rear, on descending grades, through sags and when approaching stations or other stops (except in case of emergency) sufficiently to prevent slack running up, breaking in two and sectional collision.

To prevent wheels from bursting due to heating in braking by hand, brakes should not be set tight except in case of failure of air, when brakemen should double back over brakes already set. When this has been done, the brakes first set tightly must be partially released and others set tight in their stead; brakes not to be entirely released until foot of grade is reached.

Enginemen and Trainmen must consider train as broken in two when approaching a stop.

Slack must be kept under control at all times.

Enginemen of trains consisting of air brake and non-air brake cars will, by the use of air brakes, assist only in making stops and when speed of train cannot be controlled by hand brakes on non-air cars

When air brakes are applied in making stops, engineman must whistle off brakes, giving the trainmen ample time to release hand brakes before air brakes on head of train are released.

Retaining valves on air cars must be turned up before turning over summit of a long grade, to hold air on train, should it be necessary for engineman to apply air to assist in reducing speed of train descending grade.

18. Engines of freight trains must be detached therefrom before taking water or coal, but not until after train has come to a full stop.

When air brakes are applied to stop approaching a water tank, brakes must not be released after first applied until engine returns from tank and is recoupled to train.

Before cutting engine off, in all cases the brakeman must turn the angle valve so as to hold the air in train.

19. When a train stops on an ascending grade where it is possible for rear end to run back under any conditions, one man must under all circumstances, be stationed on rear end.

When a train stops on a descending grade, it must be immediately protected by the application of sufficient hand brakes on head end to prevent it from moving.

20. When a train holding main track arrives at meeting point first, employes in charge thereof must open switch for opposing train to take siding. Train and engine-men will also change switches for each other at meeting points when time can be saved thereby.

21. Rule 374 is modified to read as follows:

When a train turns out to be passed by another train, the Red Lights must be removed and the Green displayed as soon as track is clear, but the Red must again be displayed before returning to its own track.

When a train turns out to meet another train the head-light on engine must be covered as soon as track is clear and train has stopped, and also when standing at end of double

track. Information that rear of train is clear of main track must be communicated by word of mouth. The engineman must not cover his headlight until he receives this information from the rear. Conductor must not report his train clear to the engineman or the operator until he personally observes that his train is in to clear or he has received such information by word of mouth from the rear.

22. In case of a block at a meeting or passing point, the Conductor arriving first will direct the movement to be made and be held responsible for any unnecessary delay. Should he leave before block is relieved, the Conductor who arrives next will take charge.

23. All Enginemen are required, when approaching stations or water tanks at which they are to stop or reduce speed, to ascertain, by means of signal from rear end, before applying brakes, whether or not their trains are together or broken in two.

24. Fireman and rear brakeman must call upon engineman and conductor, respectively, to show them all orders received regarding the movement of trains, and they will be held responsible for failure on their part to see such orders.

25. In passing through tunnels and over bridges where the signs "Tunnel 1 Mile" and "Bridge 1 Mile" are placed, the speed of passenger trains must not exceed 25 miles per hour and freight trains 10 miles per hour.

At curves where green posts with the letter "c" are placed, passenger trains must not exceed a speed of twenty-five (25) miles per hour, and freight trains must not exceed a speed of fifteen (15) miles per hour.

26. Cars left standing on sidings must be entirely out of the way of passing trains, and hand brakes properly set, if brakes are out of order the wheels must be blocked.

Normal position of a derailing switch is open at all times, except when in use, whether cars are left standing on siding or not.

27. Where Telegraph Offices are located at Sidings or distant from Stations of the same name, the time shown on time-table is at Telegraph Office.

28. Enginemen of passenger trains are authorized to carry section foremen over their respective divisions on engine when in performance of their duties.

29. Yard Masters are authorized to start all regular freight trains and direct classification signals to be carried by prescribed form.

30. Conductors of freight trains, whether local or through, having passengers on their trains, must receive from each regular freight train permit before they can allow them to ride thereon.

31. The use of engine whistle, except to avoid accident, is prohibited within the limits of all terminal yards.

32. Signs "Station one mile" are located one mile from outer switches.

33. Two or more engines coupled together must not be used in switching.

This applies to switching in terminal yards as well as on line.

LOCAL.

RAILWAY CROSSINGS AND CONNECTIONS.

34. Local Trains Nos. 73 and 74 will carry passengers. Local Trains Nos. 75 and 76 will carry passengers between Roanoke and Martinsville, provided such passengers hold regular permits and proper transportation. Passengers boarding local freights between these points destined to points beyond may be carried to the point of their destination provided the local freight they are on runs through to such point.

35. Rule No. 894A will govern the movement of trains at the following named points:

Cumberland Valley Railroad Connection, Hagerstown Junction.

Baltimore & Ohio Railroad Crossing, Charlestown.

Southern Railway Crossing, Riverton.

Chesapeake & Western Railroad Connection, Elkton.

Chesapeake & Ohio Railway Crossing, Loch Laird.

Southern Railway Crossing, Rocky Mount.

Southern Railway Crossing, Walnut Cove.

ROANOKE YARD.

36. The semaphore signals in front of Round House at West Roanoke are to govern the movements 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. 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-over switches which such train will use.

37. Signals, where switchtenders are stationed, indicate the position of switches only, and do not confer any rights over trains having right of track.

38. 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.

39. Trains must not pass over Jefferson or Commerce streets when the gates are up. When they are in that position, trains must stop before going on the crossings and wait until they are lowered.

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

41. 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.

42. Conductors in charge of trains entering Roanoke Yard, must see that sufficient brakes are applied (commencing at caboose) before engine is detached to prevent train from dropping back.

43. The speed of passenger trains through Roanoke Yard must not exceed twenty (20) miles per hour while passing over facing point switches.

L. E. JOHNSON,

General Manager,

ROANOKE, VA.

J. C. CASSELL,

General Superintendent,

ROANOKE, VA.

THEODORE LOW,

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

<https://boycedepot.com/>

(571) 379-3409 - *TEXT MESSAGE*

(540) 837-9090 - *TELEPHONE*

brdf@railwaymailservicelibrary.org - *e-MAIL*

117 EAST MAIN STREET

BOYCE VA 22620-9639

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