Norfolk & Western Railway Company.

Shenandoah Division.

Time Table No. 21.

(Nos. 19 AND 20 OMITTED)

EFFECTIVE 12.01 A. M.

Sunday, May 25th, 1902.

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.

The Stone Printing and Manufacturing Company, Roanoke, Va.

SHENANDOAH DIVISION.—Between Hagerstown and Shenandoah.

Southbound. Northbound.

Time Table No. 21 IN EFFECT Sunday, May 25, 1902.

Distance from Hagerstown	Telegraph Office.	Third Class 71 Local Freight Lv. Daily Ex. Sunday A. M.	Second Class 83 Time Freight Lv. Daily P. M.	Second Class 95 Blue Ridge Dispatch Lv. Daily A. M.	First Class 27 Passenger Lv. Daily P. M.	First Class 3 Passenger Lv. Daily A. M.	First Class 1 Passenger Lv. Daily A. M.	STATIONS.	First Class 2 Passenger Ar. Daily A. M.	First Class 28 Passenger Ar. Daily A. M.	First Class 4 Passenger Ar. Daily P. M.	Second Class 88 Stock Freight Ar. Daily P. M.	Second Class 98 Blue Ridge Dispatch Ar. Daily P. M.	Third Class 86 Thro. Freight Ar. Daily A. M.	Third Class 72 Local Freight Ar. Daily Ex. Sunday. P. M.	Telegraph Signals.	Distance from Shenandoah.	Passing Sidings, clearance length.	Station Sidings, clearance length.
.....	D N	6.00	.....	6.00	8.45	5.05	7.50	1.20	HAGERSTOWN T W C O	4.15	10.50	10.00	4.30	11.30	10.00	4.20	H G D X	106.7	Yard	....
0.7	D N	6.03	.....	7.00	9.30	5.07	7.52	1.22	0.7 Hagerstown Jc	4.13	10.48	9.57	4.25	11.15	9.55	4.10	G A U	106.0	Yard	.....
5.9	D	6.23	.....	7.13	9.45 86	s 5.16	s 8.00	1.30	5.3 St. James	4.08	s 10.36	s 9.44	4.08	11.00	9.45 95	3.55	M A	100.8	1639	.....
9.0	.....	6.35	.....	7.20	9.53	F 5.22	8.05	1.35	3.0 Grimes	3.57	F 10.28	9.38	3.57	10.50	9.25	3.40	.....	97.7	1770	....
14.1	D	6.55	.....	7.33	10.15 28	s 5.32	s 8.15	1.43	5.2 Antietam	3.48	s 10.15 95	s 9.26	3.38	10.35	9.10	3.20	F U	92.6	1474	719
16.9	D	7.20	.....	7.40	10.25	s 5.39	s 8.20	1.48	2.7 Shepherdstown W	3.41	s 10.10	s 9.19	3.28	10.25	9.00	3.05	Q D	89.8	1291	251
17.8	.....	7.25	.....	7.50	10.28	5.41	8.22	1.50	0.9 Morgan Grove	3.39	10.07	9.16	3.25	10.16	8.50	3.00	.....	88.9	1089	....
28.1	D N	8.00 3 / 8.55 86	.....	8.25	10.48	s 5.50 / 6.00	s 8.31 71 / 8.38 86	s 1.59 / 2.04	5.4 Shenandoah Jc. O	s 3.30 / 3.25	s 9.55 / 9.45	s 9.04 / 8.54	3.05	10.00	8.31 3 / 71	2.35	J A / V A	83.6	Yard	.....
28.4	D	9.35 28	.....	8.45 4	11.03	s 6.10	s 8.48	2.13	5.2 Charlestown X W	3.16	s 9.35 71	s 8.45 83	2.45	9.30	8.00	2.08	C S	78.3	1402	.....
33.7	D	10.08	.....	9.08 98	11.17	s 6.18	s 8.58	2.23	5.4 Rippon	3.06	s 9.24	s 8.36	2.29	9.08 83	7.37	1.43	K G	78.0	2400	.....
39.9	D N	10.45	.....	9.26	11.35	s 6.26	s 9.09 28	s 2.33	6.1 Berryville	s 2.56	s 9.09 3	s 8.24	2.12	8.45	7.19	1.12	B V	66.8	1400	1826
46.2	D	11.20	.....	9.41	11.52	s 6.38	s 9.21	2.45 2	6.3 Boyce	2.45 1	s 8.54	s 8.13	1.56	8.28	7.00	12.40	D K	60.5	1847	651
49.2	D	11.38	.....	9.51	12.02 PM	s 6.48	s 9.28	2.53	3.1 White Post W	2.35	s 8.45	s 8.06 98	1.47	8.06 4	6.45	12.25	S Q	57.5	2111	.....
53.2	.....	12.10 72 / 95	.....	10.00	12.10 71 / 72	F 6.55	F 9.34	3.00	3.9 Ashby	2.27	F 8.37	F 8.00	1.37	7.37	6.35	12.10 71 PM / 95	.....	58.5	1880	310
58.7	.....	12.40	.....	10.18	12.28	7.10 98	9.44	3.10	5.5 Carson	2.16	8.26	7.50	1.21	7.10 27	6.07	11.35	.....	48.0	1638	.....
59.2	D N	12.50	.....	10.21	12.31	s 7.13	s 9.45	s 3.11	0.6 Riverton X	s 2.14	s 8.25	s 7.49	1.20	6.58	6.05	11.20	E V	47.5	.....	260
62.1	D	1.14 88	.....	10.30	12.41	s 7.21	s 9.52	3.17	2.9 Front Royal W	2.07	s 8.18	s 7.43	1.14 71	6.45	5.55	10.35	F K	44.6	1940	575
66.4	.....	1.35	.....	10.45	1.02 88	F 7.34 4	10.01 72	3 27	4.2 Manor	1.56	F 8.10	7.34 27	1.02 95	6.30	5.38	10.01 3	.....	40.3	2044	.....
72.9	D	2.10	.....	11.10	1.28	s 7.48	s 10.15	3.40	6.7 Bentonville	1.42	s 7.57	s 7.21	12.44	6.10	5.14	9.10	H D	38.8	1340	399
79.8	D	2.32	.....	11.30	1.46	s 7.59	s 10.27	3.51	6.2 Rileyville	1.29	s 7.43	s 7.09	12.26	5.52	4.55	8.40	V Y	26.9	805	313
82.3	.....	2.51	.....	11.50	2.10	F 8.06	10.34	3.57	3.8 Vaughn W	1.22	F 7.37	7.02	12.16	5.42	4.40	8.25	.....	24.4	1464	267
85 1	..	3.03	.....	11.58	2.18	F 8.11	F 10.39	4.02	2.6 Elgin	1.17	F 7.30	F 6.57	12.07 PM	5.35	4.30	8.15	.....	21.6	1444	.....
88.8	D N	3.20	.....	12.08 AM	2.28	s 8.20	s 10.45	s 4.09 86	3.8 Luray O T W	s 1.09	s 7.23 72	s 6.49	11.55	5.25	4.09 1	7.23 28	F H	17.9	1900	386
95.6	D	3.55	.....	12.56 2	2.55	s 8.33	s 11.00	4.22	6.7 Stanley	12.56 83	s 7.10	s 6.36	11.34	5.05	3.45	6.50	C A	11.1	2472	.....
101.8	.....	4.35 98	.....	1.25	3.20	F 8.46	F 11.12 88	4.3+	6.2 Ingham	12.43	F 6.55	F 6.21	11.12 3	4.35 71	3.10	6.23	.....	4.9	904	912
106.7	D N	5.00	.....	1.40 / 2.15 86	3.40 / 4.10 98	s 8.55	s 11.23 / 11.26	s 4.43 / 4.46	5.0 SHENANDOAH T W C O	s 12.33 / 12.30	s 6.45 / 6.40	s 6.10 / 6.07	10.45 / 10.15	4.20 / 3.40 95	2.55 / 2.15 88	6.00	S H / A N	.....	Yard	...

		P. M. 71 Ar. Daily Ex. Sunday		A. M. 83 Ar. Daily	P. M. 95 Ar. Daily	P. M. 27 Ar. Daily	A. M. 3 Ar. Daily	A. M. 1 Ar. Daily	STATIONS.	A. M. 2 Lv. Daily	A. M. 28 Lv. Daily	P. M. 4 Lv Daily	A. M. 88 Lv. Daily	P. M. 98 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 meeting point indicated on Time Table, or by special order.

Trains 1 and 2 will stop at any station to let off passengers originating beyond Hagerstown and Roanoke.

SHENANDOAH DIVISION.—Between Shenandoah and Roanoke.

Time Table No. 21 IN EFFECT Sunday, May 25, 1902.

Distance from Shenandoah.	Telegraph Office.	Southbound. Third Class. 73 Local Frt. Lv. Daily Ex. Sunday. A. M.	Second Class. 95 Blue Ridge Dispatch Lv. Daily P. M.	Second Class. 83 Time Frt. Lv. Daily A. M.	First Class. 27 Passenger Lv. Daily P. M.	First Class. 3 Passenger. Lv. Daily A. M.	First Class. 1 Passenger Lv. Daily A. M.	STATIONS.	First Class. 28 Passenger Ar. Daily A. M.	First Class. 4 Passenger. Ar. Daily P. M.	First Class. 2 Passenger Ar. Daily A. M.	Second Class. 88 Stock Freight Ar. Daily A. M.	Second Class. 98 Blue Ridge Dispatch Ar. Daily P. M.	Third Class. 74 Local Frt. Ar. Daily Ex. Sunday. P. M.	Third Class. 86 Through Frt. Ar. Daily A. M.	Telegraph Signals.	Distance from Roanoke.	Passing Sidings. Clearance Length	Station Sidings. Clearance Length
.....	D N	6.00	3.40 / 4.10 98	1.40 / 2.15 86	s 8.55	s 11.23 / 11.26	s 4.43 / 4.46	SHENANDOAH TWCO	s 6.45 / 6.40	s 6.10 / 6.07	s 12.33 / 12.30	10.45 / 10.15	4.20 95 / 3.40	5.45	2.55 / 2.15 83	A N / S H	132.6	Yard	.....
5.8	D N	6.30 28	4.30	2.31	s 9.10	s 11.42	4.56	5.8 Elkton	6.30 78	s 5.56	F 12.19	10.00	3.22	5.15	1.57	K O	126.8	2308	429
11.5	D	7.14	4.45 74	2.45	.....	s 11.51	5.05	5.7 Island Ford W	....	s 5.45	12.08 A M	9.46	3.08	4.45 95	1.41	D N	121.1	2347	380
17.9	.....	7.38	5.33 4	3.00	.....	F 12.01 P M	5.15	6.4 Lewis	....	F 5.33 95	11.55	9.27	2.48	4.06	1.21	.....	114.7	1438	222
20.4	D	7.47	5.50	3.06	.....	s 12.07	5.20	2.5 Port Republic	.....	s 5.28	11.50	9.20	2.40	3.56	1.13	P R	112.2	1988	417
22.7	D	7.56	6.00	3.12	.....	s 12.12	5.24	2.3 Grottoes	.....	s 5.23	11.45	9.14	2.33	3.46	1.06	G O	109.9	.....	980
25.2	.....	8.07	6.10	3.19	.....	F 12.17	5.29	2.5 Harriston	....	F 5.19	11.40	9.08	2.26	3.36	12.58	.....	107.4	1183	170
28.7	.....	8.20	6.25	3.29	.....	12.24	5.36	3.5 Sampson W	.....	5.13	11.33	8.59	2.18	3.21	12.48	.....	108.9	1650	272
30.2	D	8.56 88	6.45	3.32	.....	s 12.27	5.38	1.5 Crimora	.....	s 5.09	11.30	8.56 73	2.15	3.15	12.45	C M	102.4	718	.....
36.5	D N	9.16	7.15	3.48	.....	s 12.39 / 12.54 T	s 5.50	6.2 Basic T	....	s 4.58	s 11.17	8.42	2.00	2.50	12.30	B C	96.2	1388	748
41.2	D	9.30	....	4.00	.....	s 1.03	5.58	4.8 Lyndhurst	.....	s 4.50	11.07	8.30	.....	2.20	12.18	H U	91.4	1294	.....
46.3	D	9.50	.....	4.16	.....	s 1.13	6.09	5.1 Stuart's Draft W	....	s 4.40	10.57	8.18	.....	1.57	12.05 A M	S X	86.3	1374	570
52 8	D N	10.15	.....	4.38	.....	s 1.25 74	6.20	6.5 Greenville	.....	s 4.27	10.44	7.58	.....	1.25 3	11.45	G I	79.8	1505	1588
55.9	.....	10.25	.....	4.52	.....	F 1.31	6.26	3.1 Lofton	....	F 4.22	10.38	7.50	.....	1.05	11.35	.....	76.7	1428	407
60.9	D	10.45	.....	5.07	.....	s 1.41	6.35	5.0 Vesuvius	.....	s 4.12	10.27	7.25	.....	12.25 P M	11.00	M F	71.7	979	1233
67.2	.....	11.05	.....	5.25	.....	1.53	6.47	6.3 Eagan W	....	4.00	10.14	6.55	.....	11.48	10.25	.....	65.4	1087	149
68.2	D	11.08	.....	5.27	.....	s 1.55	6.49	1.0 Midvale	.....	s 3.58	10.12	6.53	.....	11.43	10.23	M Y	64.4	.....	246
69.1	.....	11.10	.....	5.29	.....	1.57	6.51 88	0.9 Donald	....	3.57	10.10 86	6.51 1	.....	11.40	10.10 2	....	63.5	1581	118
72 9	D	11.20 74	.....	5.40	.....	s 2.04	6.58	3.8 Riverside	.....	s 3.50	10.02	6.35	.....	11.20 73	9.40	R Q	59.7	1782	405
78.3	D N	11.55	.....	5.56 88	.....	s 2.16	s 7.09	5.4 Buena Vista T O W X	.....	s 3.39	s 9.50	5.56 83	.....	10.50	9.15	J S / G D	54.3	Yard	.....
84.2	.....	12.25 P M	.....	6.20	.....	F 2.27	7.20	5.9 Buffalo Forge	.....	F 3.28	9.38	5.29	.....	9.35	8.39	.....	48.4	1320	150
88.5	D	12.40	.....	6.30	.....	s 2.34	F 7.27	4.3 Glasgow	.....	s 3.21	F 9.29	5.18	.....	9.20	8.29	G A	44.1	1169	100
91.5	.....	12.50	.....	6.38	.....	2.39	7.32	3.1 Graves	....	3.16	9.23	5.10	.....	9.03	8.22	.....	41.0	1309	894
91.9	D	12.55	.....	6.40	.....	s 2.42	F 7.34	0.8 Natural Bridge W	.....	s 3.14	F 9.22	5.08	.....	9.00	8.20	R U	40.7	.....	.....
100.5	D	1.25	.....	7.08	.....	2.58 4	7.50	8.6 Solitude	....	2.58 3	9.04	4.43	.....	8.30	7.50	Z N	32.1	1696	365
102.3	.....	1.35	.....	7.13	..... F	3.02	7.53	1.8 Arcadia	.....	F 2.54	9.01	4.36	.....	8.25	7.45	.....	30.3	.....	228
110.7	D N	2.05	.....	7.35 74	.....	s 3.13	F 8.04 74	5.2 Buchanan	.....	s 2.43	F 8.51	4.19	.....	8.04 83 / 7.35	7.25	H A	25.1	2450	907
112.5	D	2.34 4	.....	8.15 1	.....	s 3.24	F 8.15 83	5.0 Lithia W	.....	s 2.34 78	F 8.41	4.03	.....	7.10	7.00	C H	20.1	1107	1076
117.9	D	3.15	.....	9.03	.....	s 3.36	F 8.28	5.4 Nace	.....	s 2.23	F 8.31	3.46	.....	6.51	6.40	W S	14.7	877	597
121 2	D	3.43 3	.....	9.15	.....	s 3.43 78	F 8.36	3.8 Troutville	.....	s 2.17	F 8.24	3.35	.....	6.38	6.24	M J	11.4	1551	612
125.5	D	4.20	.....	9.28	.....	s 3.51	F 8.45	4.3 Cloverdale W	.....	s 2.08	F 8.15	3.20	.....	6.15	5.54	Q A	7.1	1522	481
126.9	D	4.30	.....	9.31	.....	s 3.55	F 8.48	1.4 Hollins	.....	s 2.05	F 8.12	3.15	.....	6.10	5.50	H O	5.7	.....	400
132.6	D N	5.10 86	.....	9.50	.....	4.10 / 4.23	9.05	5.7 Jefferson St. Sta	.....	1.52 / 1.42	8.00	2.50	.....	5.50	5.10 73	M H / U D	.....	.....	.....
.....	D N	5.20	.....	10.00 / 10.30	.....	.....	.....	2.0 WEST ROANOKE	.....	.....	.....	2.30 / 1.30	.....	5.40	5.00	D O	.....	Yard	.....
		P. M. 73 Ar. Daily Ex. Sunday.	P. M. 95 Ar. Daily.	A. M. 83 Ar. Daily.	P. M. 27 Ar. Daily	P. M. 3 Ar. Daily	A. M. 1 Ar. Daily.	STATIONS.	A. M. 28 Lv. Daily	P. M. 4 Lv. Daily.	P. M. 2 Lv. Daily	A. M. 88 Lv. Daily.	P. M. 98 Lv. Daily	A. M. 74 Lv. Daily Ex. Sunday	P. M. 86 Lv. Daily.				

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

Trains 1 and 2 will stop at any station to let off passengers originating beyond Hagerstown and Roanoke.

SHENANDOAH DIVISION.—Between Roanoke and Winston-Salem.

Time Table No. 21
IN EFFECT
Sunday, May 25, 1902.

Southbound.

Distance from Roanoke.	Telegraph Office.	Third Class 85 Through Frt. Lv. Daily P. M.	Third Class 83 Time Freight. Lv. Daily P. M.	Third Class 81 Through Frt. Lv. Daily P. M.	Third Class 75 Local Freight. Lv. Daily Ex. Sunday A. M.		First Class 31 Passenger. Lv. Daily Ex. Sunday P. M.	First Class 1 Passenger. Lv. Daily A. M.	STATIONS.	First Class 32 Passenger. Ar. Daily Ex. Sunday P. M.	First Class 2 Passenger. Ar. Daily P. M.	Third Class 76 Local Freight. Ar. Daily Ex. Sunday P. M.	Third Class 84 Time Freight. Ar. Daily A. M.		Telegraph Signals.	Distance from Winston-Salem.	Passing Sidings, Clearance Lgth.	Station Sidings, Clearance Lgth.
.....	D N	10.00	5.00 76	12.40	6.00				WEST ROANOKE				5.00 83	5.20		D O	.....	Yard	.....
									2.0										
.....	D N	10.10	5.15	12.50	6.10		4.35	9.15	Jefferson St. Sta.	1.00	7.40		4.38	5.12		M H U D	121.8	.....	.....
									0.2										
0.2	.. ..	10.12	5.17	12.59 82	6.12		s 4.36 76	s 9.16	. Campbell Street .	s 12.59 81	s 7.39		4.36 81	5.10		.....	121.1	1100	909
									6.7										
6.9	D N	10.57	5.52	1.35	6.55		s 4.53	s 9.34	. . . . Starkey . . W	s 12.43	s 7.22		4.00	4.45		A F	114.4	1200	300
									8.6 W										
15.4	D	11.32	~~6.32~~ 627	2.15	7.30		s 5.14	s 9.55	. . Boone's Mill . .	s 12.23	s 7.03		3.15	4.13		P D	105.9	1230	649
									5.2										
20.6	....	11.57	~~6.48~~ 643	2.35	7.55		F 5.27	F 10.09	. . . . Wirtz	F 12.12	F 6.51		2.45	3.53		.....	100.7	.....	516
									0.6										
21.2	.....	11.59	6.50 2	2.40 76	7.57		5.29	10.11	. . . . Gerrey	12.10 P M	6.50 83		2.40 81	3.50		.....	100.1	1200	.....
									5.9										
27.1	D N	12.19 A M	7.17	3.00	8.35		s 5.44	s 10.26	. . Rocky Mount . X	s 11.56	s 6.35		2.15	3.30		R Y	94.2	1450	499
									5.8 W										
32.9	....	12.49	7.40	3.30	8.53		F 5.58	10.39	. . . Waldsboro . . .	F 11.39	6.20		1.50	2.50		.....	88.4	.....	300
									3.9										
36.8	D	1.04	8.01	3.45	9.15		s 6.11 2	s 10.49	. . . . Ferrum	s 11.27	s 6.11 31		1.35	2.15		Q M	84.5	1230	1011
									7.0 W										
43.8	D	1.35 84	8.40	4.08	9.50		s 6.25	s 11.07 32	. . . . Henry . . . . W	s 11.07 1	s 5.55		1.10	1.35 85		M B	77.5	1310	355
									7.8 W										
51.6	D	2.02	9.15	4.30	10.47 32		s 6.44	s 11.22	. . . . Bassett	s 10.47 75	s 5.37		12.30 P M	12.50 A M		K R	69.7	1200	220
									10.0 W										
61.6	D N	2.47	10.10	5.15 2	11.45 A M		s 7.09	s 11.45 71	. . Martinsville . T	s 10.24	s 5.15 81		11.45 A M	11.59		Y M	59 7	1312	618
								72	9.9 W										
71.5	D	3.42	11.10 84	6.25	12.50 P M		s 7.34	s 12.07 P M	. . . Ridgeway . . C	s 10.01	s 4.51		10.45	11.10 83		H K	49.8	200	300
									4.6										
76.1	D	4.02	11.30	7.00	1.15		s 7.46	s 12.17	. . . . Price	s 9.50	s 4.40		10.20	10.45		R A	45.2	.....	418
									5.5										
81.6	D	4.22	12.01 A M	7.30	1.40		s 8.02	s 12.30	. . . Stoneville . . .	s 9.38 76	s 4.27		9.38 82	10.25		S N	39.7	1500	300
									4.4										
86.0	....	4.37	12.25	7.50	2.10		s 8.15	F 12.40	. . . . Avalon	s 9.28	F 4.17		8.50	10.10		.....	35.5	.....	3200
									1.9										
87.9	D N	4.41	12.35	8.20 31	2.18		s 8.20 81	s 12.44	. . . Mayodan . . .	s 9.23	s 4.13		8.35	10.05		M N	33.6	1200	440
									1.9 W										
89.7	D	4.45	12.41	8.35	2.27		s 8.25	s 12.48	. . . . Madison . . .	s 9.18	s 4.09		8.10	10.00		A M	31.7	.....	260
									8.4										
98.0	D	5.10	1.15	9.30 84	3.00		s 8.47	s 1.07	. . . Pine Hall . . .	s 8.59	s 3.50		7.40	9.30 81		D F	23.3	1550	432
									5.9 W										
103.9	D	5.30	1.44	9.50	3.36 2		s 9.01 84	s 1.21	. . Walnut Cove X	s 8.43	s 3.36 75		7.05	9.01 81		O H	17.4	1826	273
									5.3										
109.2	.....	5.50	2.07	10.25	4.00		s 9.15	s 1.33	. . . . Dennis . . . W	s 8.29	s 3.24		6 45	8.36		.....	12.1	.....	377
									3.4										
112.6	D	6.32 76	2.21	10.45	4.20		s 9.28	s 1.42	. . Walkertown . .	s 8.20	s 3.16		6.32 85	8.26		H F	8.7	1200	300
									8.7										
121.8	D N	7.15	3.00	11.15	5.00		9.50	2.00	WINSTON-SALEM T W C O	8.00	2.55		6.00	8.00		F O	.....	Yard	.....

		A. M. 85 Ar. Daily	A. M. 83 Ar. Daily	P. M. 81 Ar. Daily	P. M. 75 Ar. Daily Ex. Sunday		P. M. 31 Ar. Daily Ex. Sunday	P. M. 1 Ar. Daily	STATIONS.	A. M. 32 Lv. Daily Ex. Sunday.	P. M. 2 Lv. Daily		A. M. 76 Lv. Daily Ex. Sunday	P. M. 84 Lv. Daily				

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, Telegraph Office Passenger Station, and Yardmaster's Office, Roanoke; Telegraph Office in Passenger station, Shenandoah; Telegraph Office in Passenger station, and Yardmaster's Office, Hagerstown; Telegraph Office, Winston-Salem. (See Rule 317.)

REGISTERING.

3. Conductors of all first class trains and passenger extras will register at Hagerstown passenger station, Shenandoah telegraph office, Roanoke passenger station and telegraph office Winston-Salem. Conductors of trains Nos. 27 and 28 will register at passenger station Hagerstown, telegraph office Shenandoah and telegraph office Elkton. Conductors of all freight trains will register at yardmaster's office Hagerstown, telegraph office Shenandoah, Superintendent's office Roanoke, and telegraph office Winston-Salem. Conductors of trains Nos. 95 and 98 will register at telegraph office Hagerstown, Shenandoah and Basic. All northbound second and third class trains and extras will examine register at Elkton. All northbound third class trains and extras will examine register at Basic.

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 Telegraph Office.

MAXIMUM SPEED

5. Second-class trains, between Hagerstown and Roanoke, thirty (30) miles per hour or 2 minutes per mile.

Third-class trains, freight and work train extras, between Hagerstown and Roanoke, twenty-five (25) miles per hour or 2 minutes and 24 seconds per mile.

Between Roanoke and Winston-Salem, first-class trains 35 miles per hour, or 1 minute and 43 seconds per mile. Third-class trains, freight and work train extras, twenty (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 District to ten (10) miles per hour, and passenger trains to twenty (20) 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 1 and 2, Winston District, will stop at Town Creek and Wallers on signal, and on Sundays 1 and 2, Winston District, will make all flag stops on signal.

Trains 3 and 4 will stop at Grove Hill and Tinker Creek on signal.

Trains 27 and 28 will stop at Spielman, Mondel, Wheatland, Gaylord, Old Chappel, Success, Cedarville, Limeton, Overall, Compton, Long and Grove Hill on signal.

Trains 31 and 32 will stop at Wrights, Saunders, Prilliman Town Creek, Edgewood, Wallers, Alvah, Phospho Lithia, Sharpe, Fulp, Daisy, Ogburne and Chemical Works on signal.

GENERAL.

7. West and Southbound Extras will take siding at meeting points for East and Northbound Extras, unless otherwise directed.

8. At telegraph stations closed at night, semaphore signal will not be displayed between 7.00 p. m. and 7.00 a. m., except when Operator is on duty.

9. Should wire fail before a train is ready to leave a terminal station, if no orders, or no further orders therefor, Operator may issue a Clearance Card.

10. If all wires fail and no communica ion with 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.

11. Where block system is not in effect, 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, and a passenger train will not be permitted to enter a block occupied by a freight train moving in same direction unless such train can clear main track before reaching next open telegraph station, in which case a passenger train may be permitted to proceed with permissive card or where they do not stop for passengers, they may be permitted to proceed under a permissive signal. Freight trains with reference to each other will be moved under a time block. (See Rules 389 and 474.) And freight trains receiving a clear signal must assume that next preceding train has not passed next open telegraph station.

12. Should wire fail, where block system is in use, 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

13. An Operator having orders for a train or holding a middle order must display a red flag by day and in addition thereto 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, enginemen 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.

14. 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.

15. 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.

16. Conductors and enginemen 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 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.

Enginemen must test air one mile from all points at which stop is to be made, or where train must be under control.

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.

On heavy descending grades sufficient hand brakes must be set up on air cars next to Engine to prevent train from getting beyond control in case air should fail.

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 and non-air 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.

Conductors must notify enginemen, and enginemen must know before leaving a terminal, or intermediate point where cars are set off or picked up, the number of air cars in train in service.

17. Conductors of passenger trains must give one long blast of the air-whistle signal at meeting points made by rule with trains of 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 enginemen of freight trains must have a mutual understanding as to their meeting point with trains having right of track, and enginemen of freight trains must give one long followed by one shortblast 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 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.

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 enginemen will also change switches for each other at meeting points when time can be saved thereby.

In case of a block at a meeting or passing point, the Conductor arriving first will direct the movement and be held

responsible for any unnecessary delay. Should he leave before block is relieved, the Conductor who arrives next will take charge.

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 headlight 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.

The 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. 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.

23. In passing through tunnels and over bridges where 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, pa-senger 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.

24. 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.

25. 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.

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

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

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

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

30. Signs "Station One Mile" are located one mile from outer switches of all passing tracks, and also one mile from semaphore signals at all telegraph stations at which there are no passing tracks, from which the speed of trains must be regulated so as to be under control at outer switch of a passing track, or at a telegraph station at which there is no passing track.

Signs "Water One Mile" are located one mile from ALL tanks, at which trains must be under control, expecting to find train of same or superior class ahead standing at tank unprotected. See Rule 391.

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

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

32. Enginemen will be held responsible for proceeding on verbal notice from work train flagmen. Written instructions MUST BE demanded, and flagmen must require Enginemen to acknowledge their understanding by endorsing same. When work train flagmen are not in possession of written instructions from their conductors trains flagged thereby MUST NOT proceed, except under flag protection, to next open telegraph station.

If instructions require Flagman to hold all trains at a designated point, they should be addressed to him; but if they contain instructions affecting the movement of trains beyond the point at which Flagman is stationed, they must be addressed to the Conductors and Enginemen of all trains affected, and such instructions must be written in manifold, a copy of which must be delivered to Conductor as well as to Engineman.

Instructions to Flagman must contain only positive instructions, directing him to hold designated trains at a specified point, or for trains to look out for work train at a designated point. If train should leave point designated before the arrival of such train, a second flagman must be left thereat to give further instructions.

A copy of all instructions issued by work-train Conductors must be sent to Trainmaster at close of each day.

33. When a train is stopped by a work train flagman and engineman receives instructions affecting the movement thereof beyond the point at which flagman is stationed, engineman will blow meet order signal and not proceed until same is acknowledged, as per time table Rule No. 17.

34. 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.

35. When a freight train takes a siding for a passenger train at a station and it is necessary to cut for a street or public crossing used by passengers in getting to the station or train, such crossing shall remain open and the freight train must not re-couple until after the passenger train pulls clear of the station grounds.

36. When there are two (2) engines coupled to the head of a train the first engine will handle the air-brake. Should it become necessary for the second engine to assume control of the train brakes the Engineman will retain charge thereof until first siding at which stop can be made, without endangering safety of train, where the engines will be changed, providing the defect has not been remedied.

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 double track in yards must not be made against the traffic, unless absolutely necessary for a short distance, and then only under protection of a flag.

39. Where mail cranes are provided, if a mail train uses other than its own track, it will stop for exchange of mail.

40. In addition to Rule 393 A, at meeting points made by rule, Conductors and Enginemen of passenger trains will register with each other, and Conductors and Enginemen of freight trains will register with each other.

INTERLOCKING:

ENGINEMEN AND TRAINMEN:

41 Trains or engines must be run to but not beyond a signal indicating stop.

42. If a clear signal, after being accepted, is changed to a stop signal before it is reached, the stop must be made at once. Such occurrence must be reported to Superintendent.

43. Enginemen and trainmen must not accept clear hand signals as against fixed signals until they are fully informed of situation and know that they are protected. Where fixed signals are in operation trainmen must not give clear hand signals against them.

44. The engineman of a train which has parted must sound the whistle signal for Train parted on approaching an interlocking station.

45. An engineman receiving a Train-parted signal from a signalman must answer by the whistle signal for Train-parted.

46. When a parted train has been recoupled the signalman must be notified.

47. Sand must not be used over movable parts of an interlocking plant.

48. Conductors must report to Superintendent any unusual detention at interlocking plants.

49. Trains or engines stopped in making a movement through an interlocking plant must not move in either direction until they have received the proper signal from the signalman.

50. Signals at Interlocking Plants, excepting those used for Train Orders, or in connection with "Block System," will be changed from "clear" to "stop" immediately after engine of each train for which they are changed from a position of "stop" to "clear" passes it, instead of remaining at "clear" until after rear of train passes; the object being to prevent more than one train accepting the same signal, which should be changed for each train separately, and the engineman of each train should see signal changed from "stop" to "clear."

LOCAL.

RAILWAY CROSSINGS AND CONNECTIONS.

51. Rule No. 394A will govern the movement of trains at the following named points:

Cumberland Valley Railroad Connection, Hagerstown Junction.

Western Maryland Railroad Connection, Hagerstown Junction.

Baltimore & Ohio Railroad Crossing, Charlestown.
Southern Railway Crossing, Riverton.
Chesapeake–Western Railroad Connection, Elkton.
Chesapeake & Ohio Railway Crossing, Buena Vista.
Southern Railway Crossing, Rocky Mount.
Southern Railway Crossing, Walnut Cove.

52. When trains receive an order to meet at Buena Vista, the passing siding at passenger station will be used unless otherwise directed.

53. Conductors and Enginemen of all trains using track in C. V. Yard at Hagerstown, between Hagerstown Junction and North Crossing, must have copy of Hagerstown Yard Time Table in their possession and conform thereto.

54. Following speed regulations must be observed through incorporated towns :

Hagerstown	4	miles per hour
Shepherdstown	10	" " "
Luray	8	" " "
Shenandoah	12	" " "
Basic	8	" " "
Buena Vista	25	" " "
for passenger trains.		
Buena Vista	15	" " "
for freight trains.		
Buchanan	6	" " "
Winston-Salem	6	" " "

ROANOKE YARD.

55. The donble arm semaphore signal at Watch Box, Park Street, governs the movement of trains on main tracks, and trains into and departing from Park Street Yard.

The right hand arm to a train approaching, governs a train moving in that direction.

Trains will enter and depart from Park Street Yard *only* when the proper signal shows "clear track."

Eastbound trains on "lead" in order not to obstruct movement into the yard, will stop west of Park Street Bridge, unless semaphore signal at Watch Box indicates "clear track."

A train must not move from forwarding tracks in Park Street or West Yards until "clear" track is indicated as prescribed above, and when signal shows "clear" for train to pull out yard engines and road engines without trains must not obstruct a track which such train will use.

56 Westbound train must not obstruct cross-over for eastbound trains to enter yard at West End, and eastbound trains must not enter yard on any track unless semaphore signal indicates "clear" track.

Eastbound freight trains may cross over westbound main track on the time of second and third-class trains westbound.

57. Trains must not pass over Jefferson or Commerce street when gates are up. When in that position, trains must stop before obstructing the same, and wait until they are lowered.

48. The dropping of cars by gravity on main tracks or lead in Park Street Yard is prohibited.

59. Before trains depart from Park Street and West Yards Conductors in charge thereof must see to it that a sufficient number of brakes are set on cars in rear of their trains to prevent them from dropping out by gravity.

60. Conductors 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.

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

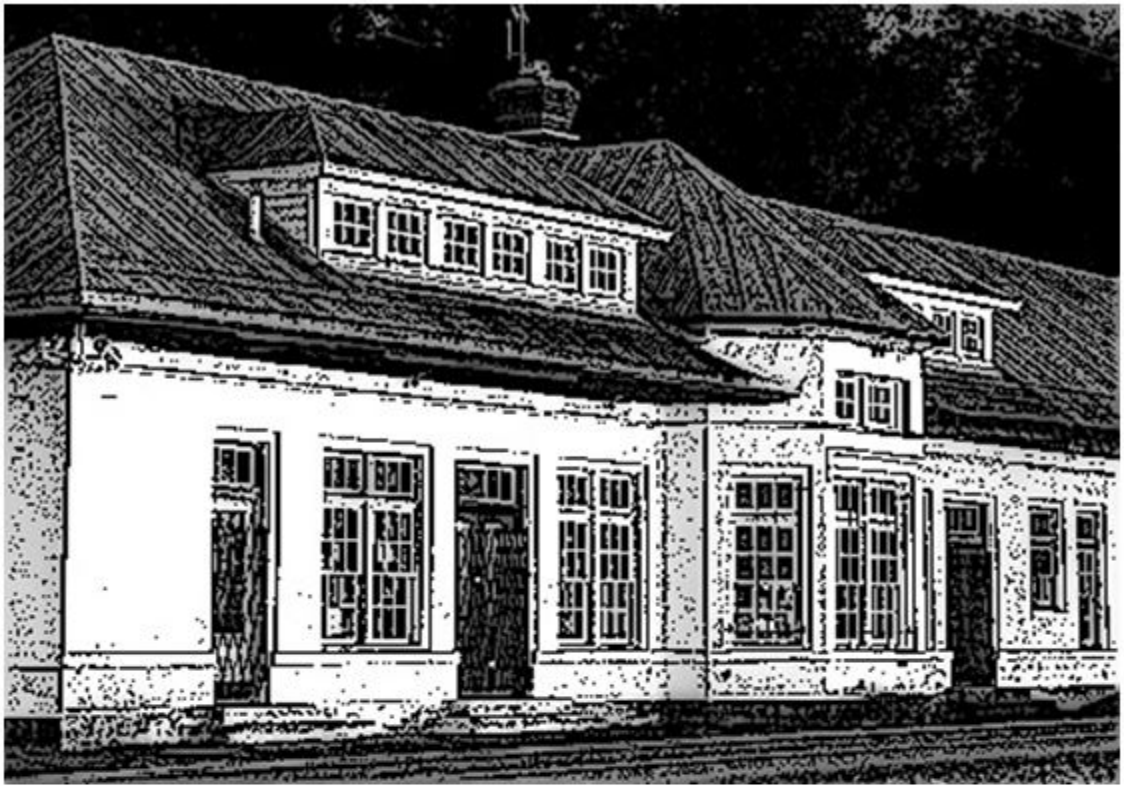
62. All trains leaving Roanoke yard, in either direction after night before cabin car has been attached to train must be protected by a man with a red lantern light on rear car.

L. E. JOHNSON,
Vice-Prest. and General Manager,
ROANOKE, VA.

J. C. CASSELL,
General Superintendent,
ROANOKE, VA.

A. C. NEEDLES,
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