

# Norfolk & Western Railway Company.

Shenandoah Division.

## Time Table No. 2.

**EFFECTIVE 12.01 P. M.  
Sunday, May 27th, 1906.**

**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.

## Roanoke to Shenandoah.—Northbound.

Telegraph Office.	Telegraph Signal.	Distance from Roanoke.	Passing Sidings, Clearance Length.	Station Sidings, Clearance Length.	Time Table No. 2 EFFECTIVE Sunday, May 27th, 1906.												
					First Class.						Second Class.		Third Class.		Fourth Class.		
					STATIONS.	28 Passenger Ar. Daily A. M.	102 Passenger Ar. Daily Ex. Sunday A. M.	104 Passenger Ar. Daily P. M.	14 Passenger Ar. Daily P. M.	106 Passenger Ar. Daily P. M.	2 Passenger Ar. Daily P. M.	88 Stock Freight Ar. Daily A. M.	98 Blue Ridge Dispatch Ar. Daily P. M.	64 Through Frt. Ar. Daily P. M.	86 Through Frt. Ar. Daily A. M.	62 Local Freight Ar. Daily Ex. Sunday P. M.	108 Local Freight Ar. Daily Ex. Sunday P. M.
DN	AN	132.6	Yard		SHENANDOAH TWC	6.58			6.05		11.46	10.30	5.45	7.00	3.00	5.30	
DN	KO	126.8	1776	780	Elkton	6.45			5.53		11.38	10.14	5.25	6.42	2.42	5.00	
D	DN	121.1	2275	226	Island Ford				5.42		11.26	10.02	5.10	6.25	2.22 <sup>83</sup>	4.30	
		114.7	2200	188	Lewis				5.30		11.15	9.48	4.52	6.02	1.54	4.06	
D	PR	112.2	1991	400	Port Republic				5.25		11.11	9.42	4.44	5.55	1.48	3.56 <sup>95</sup>	
D	GO	109.9		1022	Grottoes				5.20		11.06	9.37	4.37	5.47	1.42	3.46	
		107.4	1154	194	Harrison				5.16		11.02	9.32	4.30	5.40	1.35	3.36	
		108.9	8698		Sampson				5.10 <sup>94</sup>		10.57	9.23	4.21 <sup>95</sup>	5.10 <sup>94</sup>	1.25	3.21	
D	CM	102.4		694	Crimora				5.06		10.55	9.20	4.18	4.55	1.15	3.15	
DN	BC	98.2	2660	717	Basic				4.55		10.45	9.08 <sup>61</sup>	4.00	4.40	1.00	2.50	
D	HU	91.4	1275		Lyndhurst				4.47		10.37	8.57		4.27	12.45	2.00	
D	SX	86.8	1316	570	Stuart's Draft				4.37		10.29	8.45		4.15	12.33	1.45	
DN	GI	79.8	2214	1559	Greenville				4.24		10.19	8.25		3.55	12.11	1.21 <sup>13</sup>	
		76.7	1426	880	Lofton				4.19		10.14	8.15		3.45	12.01	1.05	
D	MF	71.7	2117	1158	Vesuvius				4.09		10.04	7.45		3.05	11.24	12.25 <sup>94</sup>	
DN	MY	64.4	2678	226	Midvale				3.55		9.51	7.05 <sup>1</sup>		2.18	10.39	11.43	
D	BQ	59.7	1744	898	Riverside				3.47		9.42	6.30		1.58 <sup>13</sup>	10.25	11.20 <sup>61</sup>	
D	JS	54.8	Yard		Buena Vista				3.36		9.31	6.05		1.28	10.00	10.50	
DN	J	53.2	2381		Loch Laird			7.45	12.15 <sup>61</sup>	3.32	6.00	9.27	5.34 <sup>89</sup>	1.04	9.41	9.55	1.25
D	BF	48.4	2100	220	Buffalo			7.33 <sup>1</sup>	12.02 <sup>61</sup>	3.23	5.46	9.19 <sup>86</sup>	5.22	12.53	9.19 <sup>2</sup>	9.35	1.10
DN	GA	44.1	2340	175	Glasgow			7.23	11.50	3.16	5.35	9.11	5.12	12.40 <sup>61</sup>	8.58	12.55	
		41.0	1370	343	Graves				3.11		9.05	5.05		12.32	8.48	9.03	
D	BU	40.7			Natural Bridge				3.09		9.03	5.03		12.30	8.45	9.01	
D	ZN	32.1	2350	243	Solitude				2.53 <sup>13</sup>		8.48	4.45		12.08 <sup>64</sup>	8.18	8.35	
DN	HA	26.1	2700	790	Buchanan				2.38		8.36	4.27		11.48	7.58	8.14 <sup>1</sup> 7.22 <sup>88</sup>	
D	CH	20.1	2440	1098	Lithia				2.28 <sup>61</sup>		8.26	4.15		11.35	7.43	7.05	
D	WS	14.7	3727	580	Nace				2.17		8.16	3.55		11.15	7.25	6.51	
DN	HJ	11.4	1544	642	Troutville				2.09		8.09	3.45		11.05	7.15	6.38	
D	QA	7.1	2200	469	Cloverdale				1.58		8.00	3.20		10.40	6.49	6.15	
D	HO	5.7		890	Hollins				1.54		7.57	3.16		10.35	6.45	6.10	
DN	UD				ROANOKE				1.40		7.45	2.50		10.05 <sup>83</sup>	6.20	5.50	
DN	DO		Yard		WEST ROANOKE							2.30		9.40	6.00	5.40	

Northbound trains are superior to trains of the same class in the opposite direction. See Rule 81.

C. & O. trains while upon the tracks of the N. & W. Railway will be regarded in every respect as N. & W. trains.

Train 2 will stop at any station to let off passengers originating beyond Roanoke.



## Shenandoah to Roanoke.—Southbound.

Telegraph Office.	Telegraph Signals.	Distance from Shenandoah.	Passing Sidings, Clearance Length.	Station Sidings, Clearance Length.	Time Table No. 2 EFFECTIVE Sunday, May 27th, 1906.		First Class.						Second Class.		Fourth Class.		
							1	101	13	103	105	27	83	95	107	61	
							Passenger Lv. Daily A. M.	Passenger Lv. Daily Ex. Sunday A. M.	Passenger Lv. Daily A. M.	Passenger Lv. Daily P. M.	Passenger Lv. Daily P. M.	Passenger Lv. Daily P. M.	Time Frt. Lv. Daily A. M.	Blue Ridge Dispatch Lv. Daily P. M.	Local Frt. Lv. Daily Ex. Sunday A. M.	Local Frt. Lv. Daily Ex. Sunday A. M.	
STATIONS.																	
DN	SH	.....	Yard	.....	.....	.....	SHENANDOAH T W CO	5.13		11.27			9.22	1.50	3.00		6.00
DN	FO	5.8	1776	780	.....	.....	Elkton	5.22		11.42			9.30	2.07	3.15		6.30 <sup>28</sup>
D	DN	11.5	2275	226	.....	.....	Island Ford	5.30		11.51				2.22 <sup>86</sup>	3.27		7.05
		17.9	2200	188	.....	.....	Lewis	5.39		11.59				2.37	3.49		7.27
D	PR	20.4	1991	400	.....	.....	Port Republic	5.43		12.05				2.43	3.56 <sup>62</sup>		7.34
D	GO	22.7	.....	.....	.....	.....	Grottoes	5.47		12.10				2.48	4.02		7.42
		25.2	1154	194	.....	.....	Harrison	5.51		12.15				2.54	4.07		7.52
		28.7	3698	.....	.....	.....	Sampson	5.57		12.23				3.05	4.21 <sup>95</sup> 5.10 <sup>14</sup>		8.04
D	CM	80.2	.....	694	.....	.....	Crimora	5.59		12.25				3.08	5.18		8.10
DN	BC	86.5	2660	717	.....	.....	Basco	6.11		12.51 <sup>1</sup>				3.23	5.40		9.08 <sup>88</sup>
D	HU	41.2	1275	.....	.....	.....	Lyndhurst	6.19		1.00				3.33			9.30
D	SX	46.3	1816	570	.....	.....	Stuart's Draft	6.29		1.09				3.55			9.50
DN	GI	62.8	2214	1659	.....	.....	Greenville	6.39		1.21 <sup>62</sup>				4.15			10.15
		55.9	1426	380	.....	.....	Lofton	6.45		1.27				4.30			10.25
D	MF	60.9	2117	1158	.....	.....	Vesuvius	6.53		1.36				4.45			10.44
DN	MY	68.2	2678	226	.....	.....	Midvale	7.05 <sup>88</sup>		1.49				5.05			11.07
D	RQ	72.9	1744	898	.....	.....	Riverside	7.12		1.58 <sup>64</sup>				5.16			11.20 <sup>62</sup>
D	JS	78.3	Yard	.....	.....	.....	Buena Vista	7.22		2.09				5.28			11.55
DN	J	79.4	2881	.....	.....	.....	Loch Laird	7.24	11.00	2.12	4.30	7.20		5.34 <sup>88</sup> 6.07	8.02		12.15 <sup>104</sup>
D	BF	84.2	2100	220	.....	.....	Buffalo	7.33 <sup>102</sup>	11.10	2.21	4.43	7.33		6.20	8.17		12.28
DN	GA	88.5	2340	175	.....	.....	Glasgow	7.40	11.20	2.28	4.55	7.45		6.30	8.30		12.40 <sup>87</sup>
		91.5	1870	848	.....	.....	Graves	7.45		2.33				6.38			12.50
D	RU	91.9	.....	.....	.....	.....	Natural Bridge	7.46		2.36				6.39			12.55
D	ZN	100.5	2850	248	.....	.....	Solitude	8.01		2.63 <sup>14</sup>				7.08			1.25
DN	HA	107.5	2700	790	.....	.....	Buchanan	8.14 <sup>62</sup>		3.08				7.27 <sup>62</sup>			2.05
D	CH	112.5	2352	1098	.....	.....	Lithia	8.25 <sup>83</sup>		3.19				8.25 <sup>1</sup>			2.28 <sup>14</sup>
D	WS	117.9	8727	580	.....	.....	Nace	8.37		3.31				9.20			3.00
DN	NJ	121.2	1544	642	.....	.....	Troutville	8.44		3.38 <sup>61</sup>				9.35			3.38 <sup>13</sup>
D	QA	125.5	2200	469	.....	.....	Cloverdale	8.52		3.46				9.45			4.10
D	HO	126.9	.....	890	.....	.....	Hollins	8.55		3.50				9.48			4.20
DN	MH UD	182.6	.....	.....	.....	.....	ROANOKE	9.10		4.05				10.06 <sup>64</sup>			4.40
DN	DO	.....	Yard	.....	.....	.....	WEST ROANOKE							10.10			4.50

STATIONS.

A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	A. M.	P. M.	A. M.	P. M.
1	101	13	103	105	27	83	95	107	61
Ar. Daily.	Ar. Daily Ex. Sunday.	Ar. Daily	Ar. Daily	Ar. Daily	Ar. Daily	Ar. Daily	Ar. Daily	Ar. Daily Ex. Sunday.	Ar. Daily Ex. Sunday.

Northbound trains are superior to trains of the same class in the opposite direction. See Rule 81.  
 C. & O. trains while upon the tracks of the N. & W. Railway will be regarded in every respect as N. & W. trains.  
 Train 1 will stop at any station to let off passengers originating beyond Hagerstown or Shenandoah Junction (via B. & O.).

Southbound.

Between Hagerstown and Shenandoah.

Northbound.

Distance from Hagerstown	Telegraph Office	Telegraph Signals	Distance from Shenandoah	Passing sidings, clearance length	Station sidings, clearance length	Time Table No. 2 EFFECTIVE Sunday, May 27th, 1906.					STATIONS.								
						Fourth Class	Second Class		First Class			First Class			Second Class		Third Class	Fourth Class	
						71 Local Freight Lv. Daily Ex. Sunday A. M.	83 Time Freight Lv. Daily P. M.	95 Blue Ridge Dispatch Lv. Daily A. M.	27 Passenger Lv. Daily P. M.	13 Passenger Lv. Daily A. M.	1 Passenger Lv. Daily A. M.	2 Passenger Ar. Daily A. M.	28 Passenger Ar. Daily A. M.	14 Passenger Ar. Daily P. M.	88 Stock Freight Ar. Daily P. M.	98 Blue Ridge Dispatch Ar. Daily A. M.	86 Thru. Freight Ar. Daily P. M.	72 Local Freight Ar. Daily Ex. Sunday P. M.	
0.7	DN	H N D X G A U	106.7			6.00	6.00	8.15	5.00 <sup>88</sup>	7.50	2.00 <sup>88</sup>	HAGERSTOWN T W C O	3.20	11.05	10.00	5.00 <sup>27</sup>	2.00 <sup>1</sup>	12.45	2.45
5.9	D	M A	100.8	1680		6.03	6.35	9.00	5.02	7.52	2.02	Hagerstown Junc. . . .	3.18	11.03	9.57	4.45	1.25	12.22	2.35
9.0			97.7	2,68	200	6.23	6.46	9.14	5.11	8.00	2.09	St. James . . . . .	3.08	10.51	9.44	4.30	1.00	12.08 <sup>P</sup>	2.20
14.1	D	F U	92.6	1420	101	6.35	6.52	9.22	5.17	8.05	2.13	Grimes . . . . .	3.02	10.44	9.38	4.23	12.50	11.58	2.05
16.9	D	Q D	89.8	915	85	6.55	7.03	9.35	5.27	8.13	2.20	Antietam . . . . .	2.52	10.34	9.26	4.13	12.35	11.42	1.50
17.8			88.9	1084		7.20	7.15	9.45	5.34	8.18	2.25	Shepherdstown . . . W	2.46	10.27	9.19	4.05	12.25	11.30	1.35
23.1	DN	J A V A	83.6	2880	Yard	7.25	7.18	9.48	5.36	8.20	2.27	Morgans Grove . . . .	2.44	10.25	9.16	4.00	12.10 <sup>A</sup>	11.20	1.20
28.4	D	C S	78.8	2822	141	8.38 <sup>13</sup>	8.00	10.15 <sup>28</sup>	5.45 6.05	8.31 <sup>71</sup> 8.38	2.35 <sup>2</sup> 2.45	Shenandoah Junc. T C O	2.35 <sup>1</sup> 2.25	10.15 <sup>95</sup> 10.05	9.04 8.54	3.45	11.55	11.05	1.00 <sup>P</sup>
38.7	D	K G	78.0	1700	700	9.55 <sup>14</sup>	8.16	10.30 <sup>88</sup>	6.17	8.48	2.54	Charlestown . . . . X	2.16	9.55 <sup>11</sup>	8.45	3.15	11.20	10.30 <sup>13</sup> 9.55 <sup>14</sup>	11.55
39.9	DN	R V	66.8	1861	192	10.20	8.36 <sup>14</sup>	10.45	6.29	8.58	3.03	Rippon . . . . .	2.07	9.43	8.36 <sup>83</sup>	3.01	11.02	9.24	11.30
46.2	D	D K	60.5	1310	74.5	11.00 <sup>13</sup>	8.53	11.00 <sup>71</sup>	6.42	9.09 <sup>86</sup>	3.13	Berryville . . . . .	1.57	9.31	8.24	2.47	10.45	9.09 <sup>13</sup>	11.00 <sup>11</sup>
49.2	D	S Q	57.5	8280	480	11.20	9.08	11.16	6.54	9.18 <sup>28</sup>	3.23	Boyce . . . . .	1.46	9.18 <sup>13</sup>	8.13	2.33	10.28	8.43	10.37
53.2	D	A Y	58.5	1774	278	11.40	9.21	11.33	7.04	9.28	3.31	White Post . . . . . W	1.38	9.08	8.06	2.18	10.10	8.28	10.22
58.7			48.0	1600		11.53	9.29	11.42	7.11	9.34	3.36	Ashby . . . . .	1.31	8.57	8.00	2.10	10.00	8.18	10.10
59.2	DN	R V	47.5	2116	575	12.15 <sup>P</sup>	9.41 <sup>98</sup>	11.54	7.23	9.44 <sup>72</sup>	3.44	Carson . . . . .	1.21	8.44	7.50	1.55	9.41 <sup>83</sup>	7.58	9.44 <sup>13</sup>
62.1	D	F K	44.6	1928	40.8	12.30	9.43	11.55	7.27	9.45	3.46	Riverton . . . . . O X	1.20	8.43	7.49	1.54	9.39	7.56	9.35
66.4			40.8	1320	580	12.55	9.51	12.03 <sup>P</sup>	7.43 <sup>14</sup>	9.52	3.52	Front Royal . . . . . W	1.14	8.36	7.43 <sup>27</sup>	1.45	9.20	7.48	9.25
72.9	DN	H D	38.8	2508	280	1.30 <sup>88</sup>	10.01	12.12	7.52	10.01	3.59	Manor . . . . .	1.04	8.27	7.34	1.30 <sup>71</sup>	9.05	7.30	9.10
79.8	D	V Y	26.9	290	280	2.05	10.35	12.36	8.08	10.15	4.10	Bentonville . . . . .	12.54	8.13	7.21	1.15	8.45	7.13	8.50
82.3			24.4	282	2.25	2.50	10.49	1.00 <sup>88</sup>	8.19 <sup>96</sup>	10.27	4.19	Rileyville . . . . . W	12.44	7.58	7.09	1.00 <sup>95</sup>	8.19 <sup>27</sup>	6.57	8.27
85.1			21.6	727	500	3.00	11.09	1.15	8.26	10.34	4.24	Vaughn . . . . .	12.38	7.52	7.02	12.45	7.58	6.40	8.16
88.8	DN	F H	17.9	980	3.40	3.00	11.16	1.21	8.32	10.39	4.28	Elgin . . . . .	12.33	7.45	6.57	12.35	7.52	6.32	8.07
95.6	D	C A	11.1	4378	1198	3.40	11.30	1.30	8.42	10.45	4.36	Luray . . . . . O T W	12.26	7.38 <sup>72</sup>	6.49	12.25	7.43	6.15	7.38 <sup>28</sup>
101.8			4.9	900	900	4.10	12.15 <sup>24</sup>	1.55	8.54	11.00	4.48	Stanley . . . . .	12.15 <sup>83</sup>	7.25	6.36	12.10 <sup>14</sup>	7.25	5.50	6.50
106.7	DN	S H A N	Yard			4.30	12.35	2.13	9.06	11.12	4.59	Ingham . . . . .	11.59	7.10	6.21	11.35	6.55	5.25	6.23
						4.45	12.50	2.25	9.18	11.24 <sup>88</sup>	5.10 <sup>86</sup>	SHENANDOAH T W C O	11.50	7.00	6.10	11.24 <sup>13</sup>	6.40	5.10 <sup>1</sup>	6.00
						P. M. 71 Ar. Daily Ex. Sunday	A. M. 83 Ar. Daily	P. M. 95 Ar. Daily	P. M. 27 Ar. Daily	A. M. 13 Ar. Daily	A. M. 1 Ar. Daily	STATIONS.	P. M. 2 Lv. Daily	A. M. 28 Lv. Daily	P. M. 14 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 are superior to trains of the same class in the opposite direction. See Rule 8r.

Trains 1 and 2 will stop at any station to let off passengers originating beyond Hagerstown, Shenandoah Junction (via B. & O.), and Roanoke.

When trains 1 and 2 meet at Shenandoah Junction by rule or train order, the meeting point will be at the main junction switch. First train arriving will go to the station ahead of the opposing train.



Southbound.

Between Roanoke and Winston-Salem.

Northbound.

Distance from Roanoke.	Telegraph Office.	Telegraph Signals.	Distance from Winston-Salem.	Passing Sidings, Clearance Lgth.	Station Sidings, Clearance Lgth.	Southbound					Time Table No. 2 EFFECTIVE Sun., May 27th, 1906.		Northbound				
						Fourth Class	Third Class			First Class		STATIONS.	First Class	Third Class	Fourth Class		
						51 Local Freight. Lv. Daily Ex. Sunday A. M.	87 Through Frt. Lv. Daily P. M.	85 Through Frt. Lv. Daily P. M.	83 Through Frt. Lv. Daily A. M.	81 Through Frt. Lv. Daily Ex. Sunday A. M.	23 Passenger. Lv. Daily Ex. Sunday P. M.	21 Passenger. Lv. Daily A. M.	24 Passenger. Ar. Daily Ex. Sunday P. M.	22 Passenger. Ar. Daily P. M.	84 Time Freight. Ar. Daily A. M.	52 Local Freight. Ar. Daily Ex. Sunday P. M.	
	DN	DO		Yard		6.00	8.45	4.05	9.40	4.00		WEST ROANOKE			2.00	4.55	
	DN	UMHD	121.8				9.00	4.20	9.55	4.10	5.15	9.20	2.0		1.52		
0.2			121.1	1087	632		9.05	4.25	10.00	4.12	5.16	9.21	0.2		1.50		
2.2						6.20	9.12	4.30 <sup>52</sup>	10.07	4.18	5.20	9.25	2.0		1.44	4.30 <sup>85</sup>	
6.9	DN	AP	114.4	1216	430	6.55	9.45	5.33 <sup>23</sup>	10.50	4.55	5.33 <sup>85</sup>	9.39	4.7		1.25	3.52	
10.6			110.8	1170		7.09	10.00	6.10	11.03	5.10	5.42	9.46	3.6		1.12	3.35	
15.4	D	PD	105.9	1271	680	7.30	10.30	6.51 <sup>22</sup>	11.50 <sup>24</sup>	5.33	5.54	9.58	4.9		12.55	3.15	
20.6			100.7		546	7.53	10.50	7.12	12.10 <sup>P</sup>	5.53	6.07	10.10	5.2		12.38	2.40	
21.2			100.1	1143		7.57	10.53	7.18	12.15	5.56	6.09	10.12	0.6		12.35	2.35	
27.1	DN	BY	94.2	1485	467	8.35	11.12	7.40	12.39	6.20	6.25 <sup>22</sup>	10.26	5.9		12.15 <sup>A</sup>	2.05	
32.9			88.4	2502	207	8.53	11.52 <sup>84</sup>	8.23	1.24 <sup>52</sup>	7.00	6.39	10.39	5.8		11.52 <sup>87</sup>	1.24 <sup>88</sup>	
36.8	D	QM	84.5	1209	884	9.15	12.08 <sup>A</sup>	8.36	1.36	7.12	6.51	10.49 <sup>24</sup>	3.9		11.38	1.05	
48.8	DN	MB	77.5	1271	694	9.50	12.30	9.00	1.57	7.33	7.06	11.06	7.0		10.53	12.30	
48.2			78.1	2079		10.21 <sup>24</sup>	12.45	9.18	2.11	7.47	7.17	11.16	4.4		10.37	12.10 <sup>P</sup>	
51.6	D	KB	69.7	1496	832	10.47	12.57	9.43	2.22	7.59	7.26	11.22	3.4		10.25	11.55	
56.8			64.0	2580		11.12 <sup>52</sup>	1.12	10.10 <sup>84</sup>	2.37	8.14	7.37	11.34 <sup>52</sup>	5.0		10.10 <sup>85</sup>	11.34 <sup>21</sup> 11.12 <sup>51</sup>	
61.6	DN	YM	59.7	1684	629	11.45 <sup>21</sup>	1.45	10.47	3.07	8.44	7.49	11.45 <sup>51</sup>	5.0		9.55	10.50	
66.6			54.0	2820		12.15 <sup>P</sup>	2.03	11.04	3.27	8.59	8.01	11.56	4.9		9.37	10.00	
71.5	DN	HR	49.8	1195	210	12.50	2.45	11.45	4.05	9.25 <sup>24</sup>	8.11	12.07 <sup>P</sup>	4.8		9.22	9.25 <sup>81</sup> 9.25 <sup>24</sup>	
76.1	D	BA	45.2	2116	250	1.15	3.03	12.04 <sup>A</sup>	4.27 <sup>22</sup>	10.10	8.21	12.17	4.6		8.51	8.55	
81.6	D	SN	39.7	1219	161	1.40	3.23	12.22	4.46	10.30	8.33 <sup>84</sup>	12.30	5.5		8.33 <sup>28</sup>	8.35	
87.9	D	MN	33.6	1255	889	2.18	3.43	12.43	5.05	10.50	8.47	12.44	6.3		7.56	8.05	
89.7	D	AM	31.7		475	2.27	3.50	12.50	5.11	10.58	8.51	12.48	1.9		7.50	7.54	
98.0	D	DF	23.3	1680	836	3.00	4.15	1.20	5.36	11.24	9.07	1.07	8.4		7.24	7.28	
108.9	DN	OH	17.4	1629	1060	3.28 <sup>22</sup>	4.40	1.45	5.56	11.46	9.20	1.21	5.9		7.06	7.08	
109.2			12.1		895	4.00	5.10	2.20	6.20	12.14 <sup>P</sup>	9.32	1.33	5.8		6.46	6.44	
112.6	D	HF	8.7	2348	257	4.20	5.30	2.40	6.36 <sup>84</sup>	12.35	9.40	1.42	3.4		6.36 <sup>85</sup>	6.32	
121.3	DN	FO		Yard		5.00	6.00 <sup>52</sup>	3.15	7.10	1.05	10.00	2.00	8.7		6.10	6.00 <sup>87</sup>	
						P. M. 51 Ar. Daily Ex. Sunday	A. M. 87 Ar. Daily	A. M. 85 Ar. Daily	P. M. 83 Ar. Daily	P. M. 81 Ar. Daily Ex. Sunday	P. M. 23 Ar. Daily Ex. Sunday	P. M. 21 Ar. Daily	STATIONS.	A. M. 24 Lv. Daily Ex. Sunday.	P. M. 22 Lv. Daily	P. M. 84 Lv. Daily	A. M. 52 Lv. Daily Ex. Sunday

Northbound trains are superior to trains of the same class in the opposite direction. See Rule 81.

# ROANOKE YARD.

## Time Table No. 2—Effective Sunday, May 27th, 1906.

Westbound.

RADFORD DIVISION.

Eastbound.

Fourth Class.	Second Class.		First Class.						STATIONS.	First Class.						Third Class.		Fourth Class.
91 Local Frt. Lv. Daily Ex. Sunday A. M.	85 Thro. West. Frt. Lv. Daily P. M.	83 Thro. So. Frt. Lv. Daily A. M.	13 Passenger Lv. Daily P. M.	17 Passenger Lv. Daily P. M.	3 Passenger Lv. Daily P. M.	1 Passenger Lv. Daily A. M.	41 Passenger Lv. Daily A. M.	15 Passenger Lv. Daily A. M.	18 Passenger Ar. Daily P. M.	14 Passenger Ar. Daily P. M.	4 Passenger Ar. Daily P. M.	2 Passenger Ar. Daily P. M.	16 Passenger Ar. Daily A. M.	42 Passenger Ar. Daily P. M.	86 Stock Frt. Ar. Daily A. M.	84 Thro. Frt. Ar. Daily P. M.	102 Local Frt. Ar. Daily Ex. Sunday A. M.	
6.15	3.50 5.00	10.00 11.30	4.05 4.50 4.56	4.40 4.45	4.20 4.30 4.35	9.10 9.30 9.36	5.00 5.15 5.21	4.40 4.53 4.59	ROANOKE WEST ROANOKE	12.50 12.42	1.40 1.20 1.18	1.30 1.05 1.05	7.45 7.20 7.11	12.30 12.15 12.08	12.05 AM 11.50 11.44	7.00 5.00	8.30 5.45	11.10

Westbound.

NORFOLK DIVISION.

Eastbound.

Fourth Class.	Second Class.			First Class.					STATIONS.	First Class.					Second Class.		Fourth Class.
75 Local Freight Ar. Daily Ex. Sunday A. M.	85 Time Freight Ar. Daily P. M.	83 Time Freight Ar. Daily A. M.	87 Thro. Freight Ar. Daily Ex. Monday A. M.	5 Passenger Ar. Daily P. M.	3 Passenger Ar. Daily P. M.	1 Passenger Ar. Daily A. M.	41 Passenger Ar. Daily A. M.	15 Passenger Ar. Daily A. M.	42 Passenger Lv. Daily A. M.	6 Passenger Lv. Daily A. M.	4 Passenger Lv. Daily P. M.	2 Passenger Lv. Daily P. M.	16 Passenger Lv. Daily A. M.	86 Time Freight Lv. Daily A. M.	84 Time Freight Lv. Daily P. M.	74 Local Freight Lv. Daily Ex. Sunday A. M.	
10.45 11.00	3.40 3.50 5.00	9.50 10.00 11.30	8.15 3.30	7.30	4.20 4.30	9.15 9.30	5.00 5.15	4.40 4.53	ROANOKE West Roanoke	12.05 11.50 P	7.00	1.30 1.05	7.45 7.20	12.30 12.15	7.15 7.00 5.00	8.45 8.30 5.45	5.45 5.30

Southbound.

SHENANDOAH DIVISION.—Between Shenandoah and Roanoke.

Northbound.

Fourth Class.	Second Class.		First Class.			STATIONS.	First Class.		Second Class.		Third Class.		Fourth Class.
61 Local Freight Ar. Daily Ex. Sunday P. M.		83 Time Freight Ar. Daily A. M.		13 Passenger Ar. Daily P. M.	1 Passenger Ar. Daily A. M.	14 Passenger Lv. Daily P. M.	2 Passenger Lv. Daily P. M.		88 Stock Freight Lv. Daily A. M.	64 Through Frt. Lv. Daily A. M.	86 Through Frt. Lv. Daily P. M.	62 Local Freight Lv. Daily Ex. Sunday A. M.	
4.40 4.50		10.05 <sup>64</sup> 10.10		4.05	9.10	ROANOKE WEST ROANOKE	1.40 7.45		2.50 2.30	10.05 <sup>88</sup> 9.40	6.20 6.00	5.50 5.40	

Southbound.

SHENANDOAH DIVISION.—Between Roanoke and Winston-Salem.

Northbound.

Fourth Class.	Third Class.				First Class.			STATIONS.	First Class.			Third Class.	Fourth Class.	
61 Local Freight Lv. Daily Ex. Sunday A. M.	87 Through Frt. Lv. Daily P. M.	85 Through Frt. Lv. Daily P. M.	83 Time Freight Lv. Daily A. M.	81 Through Frt. Lv. Daily Ex. Sunday A. M.	23 Passenger Lv. Daily Ex. Sunday P. M.	21 Passenger Lv. Daily A. M.	24 Passenger Ar. Daily Ex. Sunday P. M.	22 Passenger Ar. Daily P. M.	84 Through Frt. Ar. Daily A. M.	52 Local Freight Ar. Daily Ex. Sunday P. M.				
6.20	9.12	4.30 <sup>52</sup>	10.07	4.18	5.20	9.25	BELT LINE JUNCTION	12.25	7.20	1.44	4.30 <sup>85</sup>			
	9.05	4.25	10.00	4.12	5.16	9.21	CAMPBELL STREET	12.29	7.24	1.50				
	9.00	4.20	9.55	4.10	5.15	9.20	ROANOKE	12.30	7.25	1.52				
6.00	8.45	4.05	9.40	4.00			WEST ROANOKE			2.00	4.55			



# SHENANDOAH DIVISION.

## SPECIAL INSTRUCTIONS.

### STANDARD TIME.

1. Clocks showing standard time will be found 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; Telegraph Office, Loch Laird. (See Rules 3 and 3 (a))

### REGISTERING.

2. Conductors only will examine registers. All first-class trains and passenger extras will register at Hagerstown Passenger Station, Shenandoah Telegraph Office, Roanoke Passenger Station, and Telegraph Office, Winston-Salem. Nos. 27 and 28 will register at Passenger Station, Hagerstown, Telegraph Office, Shenandoah and Telegraph Office, Elkton. All freight trains will register at the Tower, Hagerstown Junction, Telegraph Office, Shenandoah, Superintendent's Office, Roanoke, and Telegraph Office, Winston-Salem. Nos. 95 and 98 will register at Telegraph Office, Basic. All northbound second, third and fourth-class trains and extras will examine register at Elkton. All northbound third and fourth-class trains and extras will examine register at Basic. Conductors of trains 1, 2, 13 and 14, and passenger extras will throw off register of their trains to Operators at Glasgow and Loch Laird. Conductors of southbound freights and extras will throw register of their trains off to Operator at Glasgow, and Conductors of northbound freight and extras will throw register of their trains off to Operator at Loch Laird who will register for them.

All C. & O. trains will register at Glasgow and Loch Laird.

Dispatchers will give Nos. 1 and 13 registers of northbound passenger trains arriving at Loch Laird.

All northbound Winston District freight trains will register at Switch Box at Belt Line Junction.

All southbound Winston District freight trains running via Belt Line will register at Belt Line Junction.

### BULLETIN BOARDS.

3. Bulletin Boards are at the following points: Hagerstown Engine House and Yardmaster's Office, Shenandoah Engine House and Yardmaster's Office, Roanoke Superintendent's Office, Engine House and Passenger Station, Winston-Salem Telegraph Office, and Loch Laird Telegraph Office.

### MAXIMUM SPEED.

4. Between Roanoke and Winston-Salem, first-class trains thirty-five (35) miles per hour, or 1 minute and 43 seconds per mile. Third and fourth-class trains, freight and work train extras, twenty (20) miles per hour, or 3 minutes per mile.

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.

Engines backing on the Winston District, must not exceed a speed of 12 miles per hour except when backing between Winston-Salem and Walnut Cove when a speed of 17 miles per hour may be used.

This rule does not apply to a two engine train when the leading engine is headed and the second engine backing.

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.

Passenger trains using the junction track at Shenandoah Junction must not exceed 10 miles per hour in either direction.

Northbound freight trains will not exceed speed of twenty (20) miles per hour between Stanley and Luray.

Northbound freight trains will not exceed speed of ten (10) miles per hour between Compton and Overall and between Mondel and Grimes.

Southbound freight trains will not exceed twenty (20) miles per hour between Graves and south end of James River Bridge.

### STATIONS FOR WHICH NO TIME IS SHOWN.

5. Trains 21 and 22 will stop at Wrights, Wallers, Fontaine, Avalon, Phospho Lithia and Prilliman on signal, and on Sundays 21 and 22 will make all flag stops on signal. Avalon will be regular stop for trains 23 and 24.

Trains 13 and 14 will stop at Grove Hill and Arcadia on signal.

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

Trains 23 and 24 will stop at Wrights, Taylors, Saunders, Prilliman, Edgewood, Wallers, Phospho Lithia, Sharps, Fontaine, Fulp, Daisy, Ogburn, and Chemical Works on signal.

### GENERAL.

6. Passenger trains will be moved only under absolute block with reference to preceding and following trains, except that where block system is not in effect, passenger trains may be moved under permissive block with reference to other than passenger trains preceding, in case there is an intervening siding at which there is no telegraph office.

7. Circus trains will be moved only under absolute block.

8. Should wires fail where block system is in use, operators must stop all trains and notify them of the fact and issue clearance cards stating that block is permissive and trains will proceed under their time table rights as if they received permissive block cards. (See Rule 707.)

9. Yardmasters are authorized to start all regular freight trains and direct signals to be displayed for following sections, using the prescribed form.

10. Fourth class trains may proceed ahead of third class trains, and freight extras may proceed ahead of third and fourth class trains.

When overtaken at stations, local freights will permit through freights to pass promptly.

11. Cross over switches at all double sidings must be left adjusted for trains to pull through from east to westbound siding, or from west to eastbound siding.

12. The air whistle signal must not be used to start trains unless a signal is given by hand or lamp also.

13. Enginemen of passenger trains are authorized to allow section foremen in the performance of their duties on their respective sub-divisions, to ride on the engine.

14. Foremen must not allow any person to ride on their push or lever cars, except those employed by them without an order from the proper officer, or in case of accident.

15. When a 31 order is delivered the party to whom delivered will read his copy aloud to the operator.

16. 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.

17. 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.

18. Signals, where switch tenders are stationed, indicate the position of switches only, and do not confer any rights over trains.

19. The following signs when placed in columns provided in the time table, will have the following indication:

Letters under "Telegraph Signals," indicate the Telegraph Calls for Stations. Letters under "Telegraph Offices," indicate:

"D" Day Telegraph Station.

"N" Night Telegraph Station.

"DN" Day and Night Telegraph Station.

Letters placed after the names of the Stations, indicate:

"W" Water Station.

"X" Railroad Crossing.

"O" Track Scale.

"C" Coaling Station.

"T" Turn table

"Y" Wyes.

20. Employees are prohibited from riding on pilots of engines in road service, and they must not under any circumstances, ride on yard engine foot boards between engine and cars.

### AIR-BRAKES.

21. Enginemen, Trainmen, and Yardmen must familiarize themselves with the operation of the air brake.

22. Enginemen must know by a personal examination that the air brake equipment on their engine is in good order.

23. Conductors must know that the air brake on their train is in good order; or if disabled and cut out on the road, report the fact.

### FREIGHT TRAINS.

24. When all cars in a freight train are not equipped with air brakes, those which are so equipped and in working order must be switched together and placed next to engine, unless otherwise directed by the Superintendent or other officer authorized to give such instructions.

25. When there are sufficient air cars (which must not be less than 50 per cent), in a train to properly control it, the engineman will make service stops; but trainmen must be at their posts ready to assist in stopping train if signalled to apply hand brakes, and also to keep lookout for trains breaking in two. Before reaching the summit of a long grade, sufficient retaining valves must be turned up on air cars, beginning at engine, to assist in regulating speed of train. On heavy descending grades sufficient hand brakes must be applied first on air cars next to engine to assist in regulating speed of train, and if additional hand brakes are necessary to prevent train from getting beyond control, in case air should fail, they should be applied on cars in rear of air cars, beginning on car next to the last air car, except in case of emergency, when hand brakes must be applied on all cars as quickly as possible.



26. In case of emergency, should engineman signal for assistance of hand brakes the trainman nearest thereto should open the rear angle cock in use, and then apply brakes by hand.

27. Engine and trainmen must consider a train composed partly of air and partly of non-air cars as broken in two when approaching a stop, and trainmen must apply brakes on non-air cars, beginning at the rear car, to prevent a sectional collision should train have parted.

28. When air brakes are used 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 the engine off, in all cases the brakeman must turn the angle cock so as to hold the air in train.

### INTERLOCKING.

#### ENGINEMEN AND TRAINMEN.

29. At such points as where 'phones are located, enginemen stopped by a red signal will bring their trains to a full stop and communicate with the Operator or Leverman at telegraph office for instructions. They should not, however, pass any derailing switch under a red signal unless they personally assure themselves that it has been properly spiked up. If, however, they receive a hand signal, as provided in Rule 803, they may accept this signal and proceed over switches.

### LOCAL.

100. All Passenger Trains will get a "31" order, or a clearance card before leaving Hagerstown, all freight trains will get a "31" order, or a clearance card, at the Tower before leaving Hagerstown Junction, and all trains will get a "31" order, or clearance card before leaving Shenandoah, Roanoke and Winston-Salem. No. 98 will get a "31" order or a clearance card at Basic.

No. 28 will get a "31" order or clearance card at Elkton.

All southbound trains will get a "31" order, or clearance card signed by Superintendent at Loch Laird.

All northbound trains will get a "31" order, or clearance card signed by Superintendent at Glasgow.

101. Rules governing operation of Block Signals 700 to 732 inclusive, are effective between Loch Laird and Glasgow.

102. 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.

103. C. & O. trains while upon the tracks of the N. & W. Railway will be regarded in every respect as N. & W. trains.

104. All passenger trains using the main junction track at Shenandoah Junction will leave main track switch set for the junction while in the junction.

All trains using main track while passenger trains are in the junction will do so expecting to find main junction switch set for the junction.

105. Southbound freight trains taking water at Rocky Mount Tank must pull their entire train through the cut north of this tank, stopping rear just out of road crossing at south end of cut.

106. All trains using passing sidings at Buena Vista, Basic and Elkton must do so expecting to find cars thereon.

107. Speed regulations must be observed through incorporated towns as follows:

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

### RAILWAY CROSSINGS AND JUNCTION POINTS.

108. Rule No. 98 will govern the movement of trains at the following named points:

- Cumberland Valley Railroad Connection, Hagerstown Junction.
- Western Maryland Railroad Connection, Hagerstown Junction.
- Baltimore and Ohio Railroad Crossing, Charlestown.
- Southern Railway Crossing, Riverton.
- Chesapeake-Western Railroad Connection, Elkton.
- Southern Railway Crossing, Rocky Mount.
- Southern Railway Crossing, Walnut Cove.

### TONNAGE RATING FOR LOCOMOTIVES.

	Class F or I.	Class G.	Class High Pressure G. or T.	Class W.
<b>NORTHBOUND</b>				
Roanoke to Shenandoah				
Slow Freight	500 tons	530 tons	600 tons	750 tons
Time Freight	425 tons	475 tons	550 tons	700 tons
<b>SOUTHBOUND</b>				
Roanoke to Winston-Salem	520 tons	550 tons	600 tons	750 tons
<b>NORTHBOUND</b>				
Shenandoah to Hagerstown				
Slow Freight	700 tons	730 tons	800 tons	1000 tons
Time Freight	625 tons	650 tons	750 tons	950 tons
<b>SOUTHBOUND</b>				
Hagerstown to Roanoke				
Slow Freight	500 tons	530 tons	600 tons	750 tons
Time Freight	425 tons	475 tons	550 tons	700 tons
<b>NORTHBOUND</b>				
Winston-Salem to Roanoke	500 tons	530 tons	600 tons	750 tons
Local freight over entire division in both directions	500 tons	530 tons	600 tons	750 tons

Engines with full rating will be assisted by a helper engine, Shenandoah to Mile Post 98. When helper is not provided two hundred tons will be deducted for each engine.

### ROANOKE YARD.

200. Semaphore signals at switch-tender's house, Park Street, will govern the movement of all trains thereat, as follows:

#### EASTBOUND.

Top arm will govern movement on eastbound main track, Bottom arm will govern movement from Park Street yard and back lead to the eastbound main track or Shenandoah Division running track.

#### WESTBOUND.

Top arm will govern movement on westbound main track and for trains thereon into Park Street Yard.

Bottom arm will govern movement on Shenandoah Division running track into Park Street Yard.

Eastbound trains on lead, to avoid obstructing movement entering yard, will stop west of Park Street bridge, unless semaphore signal at switch-tender's house indicates clear track.

201. Trains must not pass over Jefferson or Commerce Street unless gates are down.

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

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

204. 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.

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

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

### COMPANY SURGEONS.

- Dr. Joseph A. Gale, Chief Surgeon, Roanoke, Va.
- Dr. R. W. Fry, Roanoke, Va.
- Dr. J. N. Lewis, Roanoke, Va.
- Dr. S. S. Gale, Roanoke, Va.
- Dr. J. R. Garrett, Roanoke, Va.
- Dr. J. H. Mapp, Buena Vista, Va.
- Dr. W. B. Dodge, assistant, Stuarts Draft, Va.
- Dr. R. S. Griffith, Basic, Va.
- Dr. J. M. Ropp, Shenandoah, Va.
- Dr. W. L. Hudson, Luray, Va.
- Dr. T. B. Amiss, assistant, Luray, Va.
- Dr. Richard E. Venning, Charlestown, W. Va.
- Dr. O. H. W. Ragan, Hagerstown, Md.
- Dr. E. A. Wareham, assistant, Hagerstown, Md.
- Dr. W. B. Morrison, Hagerstown, Md.
- Dr. J. M. Williams, Rocky Mount, Va.
- Dr. A. DeR. Wood, assistant, Rocky Mount, Va.
- Dr. J. W. Simmons, Martinsville, Va.
- Dr. J. M. Shackelford, assistant, Martinsville, Va.
- Dr. M. E. Hundley, Ridgeway, Va.
- Dr. C. B. McAnally, Madison, N. C.
- Dr. A. G. Jones, Walnut Cove, N. C.
- Dr. Chas. L. Summers, Winston-Salem, N. C.
- Dr. D. N. Dalton, assistant, Winston-Salem, N. C.



## FIRST AID TO INJURED.

A. In accidents to persons the ranking employe of the road present will take command, and direct proceedings for the relief of the injured.

B. When there is danger from fire, remove all persons promptly from the train, looking first to those who may be helpless from injury or jammed in the wreck.

C. Take hold of the injured gently, but firmly, and without fear. Lay the injured one down on cushions, blankets, clothing, or straw, where he will have perfect ventilation and not be in a draught or strong current of air. Loosen the clothes about the neck and body to permit easy breathing, and place the injured part in the position most comfortable to the sufferer. Do not permit strangers to approach and talk to or ask the injured one questions. Place him, if possible, in charge of one or two friends, and keep him warm with proper covering.

D. As soon as practicable summon the nearest Surgeon of the Company, and notify the Superintendent by telegraph. State the number of persons injured and the nature and extent of the injuries as clearly as time will allow, in order that the Surgeon may come with what is needed.

E. BLEEDING.—If the bleeding is from the limbs, keep them bent and the bleeding points elevated as much as practicable.

F. In case of broken bones, place the injured part in the most natural position, or, if this can not be done, then in the position most comfortable to the patient. Having done this, seek to steady the limb, either by splints of wood or by a pillow folded around the limb and tied in the desired position. In case of broken ribs, relief will be afforded by a wide bandage around the chest drawn as tightly as can be borne. When a broken bone is suspected, do not move the limb about to find out if this is so.

G. In case of burns or scalds, cover the parts with a paste made of baking soda and water.

H. When there is much weakness from an injury, whiskey may be given in small quantities, say from one to two table-spoonfuls, to be repeated at short intervals, if necessary. Large quantities must not be given, and no whiskey must be given if the head is injured. In all cases of weakness from shock or loss of blood, keep the patient warm.

I. Cold water, ice, tea, coffee, milk, or soup may be freely allowed to all injured ones who wish them.

J. In moving an injured person, place a board, door, shutter, or mattress, with one end at the patient's head, and lift or slide him gently on it. If the patient can sit up, he may be carried in a chair or upon the locked hands of two persons, around whose necks he throws his arms to steady himself.

K. When forwarding a patient who has been seen by a Surgeon, obtain from the Surgeon a written statement as to his opinion of the nature and extent of the injuries, and attach this statement along with the name of the injured one (if it can be obtained) securely to his clothing.

L. When the injured person is able to be moved, take or send him to the nearest Surgeon of the Company in the direction in which the first train is moving. It can then be decided whether the patient will be treated there or taken to some other point.

M. When the injured person is not able to be moved, place him in charge of the Station Agent, Section Master, or some official of the road, and summon the Surgeon of the Company most easily obtained.

N. In urgent cases, if no Surgeon of the Company can be promptly had, summon the nearest Physician to take charge of the case until the Company's Surgeon arrives.

O. In a general emergency, summon the Surgeons of the Company in both directions and wire the Superintendent if more Surgeons are needed.

A. C. NEEDLES,  
General Superintendent,  
ROANOKE, VA.

D. E. SPANGLER,  
Superintendent Transportation,  
ROANOKE, VA.

E. A. BLAKE,  
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](mailto: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