

Norfolk & Western Railway Company.

Shenandoah Division.

Time Table No. 13.

(No. 12 Omitted.)

EFFECTIVE 12:01 P. M.
Sunday, October 18, 1908.

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.

Shenandoah to Roanoke.—Southbound.

| Telegraph Office. | Telegraph Signals. | Distance from Shenandoah. | Passing Sidings, Clearance Length. | Station Sidings, Clearance Length. | Time Table No. 13 EFFECTIVE Sunday, Oct. 18th, 1908. | | | | | First Class. | | Second Class. | | Fourth Class. | |
|-------------------|--------------------|---------------------------|------------------------------------|------------------------------------|--|---------------------------|---------------------------------------|---------------------------|---------------------------|---------------------------|----------------------------|-------------------------------------|--|--|--|
| | | | | | STATIONS. | 1 | 101 | 13 | 103 | 105 | 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. | 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. | |
| DN | SH | Yard | | | SHENANDOAH T W CO | 5.13 | | 11.29 | | | 1.50 | 5.35 ¹² | | 6.00 | |
| DN | KO | 5.8 | 1776 | 780 | Elkton Y | F 5.22 | | 11.44 | | | 2.07 | 5.55 | | 6.30 | |
| D | DN | 11.5 | 2275 | 226 | Island Ford W | 5.30 | | 11.54 | | | 2.22 ⁸⁶ | 6.10 | | 7.05 | |
| | | 17.9 | 2200 | 188 | Lewis W | 5.39 | | 12.05 ⁶ | | | 2.37 | 6.32 ⁶⁴ | | 7.27 | |
| D | PR | 20.4 | 1991 | 400 | Port Republic | 5.43 | | 12.10 | | | 2.43 | 6.40 | | 7.34 | |
| DN | GO | 22.7 | 2700 | 1022 | Grottoes F | 5.47 | | 12.16 | | | 2.48 | 6.45 | | 7.42 | |
| | | 25.2 | | 194 | Harriston | 5.51 | | 12.22 | | | 2.54 | 6.51 | | 7.52 | |
| | | 28.7 | 3698 | | Sampson | 5.57 | | 12.29 | | | 3.15 | 7.11 | | 8.04 | |
| D | CM | 30.2 | | 694 | Crimora W | B 5.59 | | 12.31 | | | 3.20 | 7.15 | | 8.10 | |
| DN | BC | 36.4 | 2660 | 717 | Basic T | S 6.11 | | 12.45 | | | 3.34 | 7.40 | | 9.08 ⁸⁸ | |
| D | HU | 41.2 | 1275 | 587 | Lynchurst | 6.19 | | 12.54 | | | 3.44 | | | 9.30 | |
| D | SX | 46.3 | 2700 | 570 | Stuart's Draft W | F 6.29 | | 1.02 1.20 ⁹ | | | 3.55 | | | 9.50 | |
| DN | GI | 52.8 | 2214 | 1569 | Greenville E | 6.39 | | 1.31 ⁶² | | | 4.15 | | | 10.15 | |
| | | 55.9 | 1426 | 380 | Lofton T | 6.45 | | 1.37 | | | 4.30 | | | 10.25 | |
| D | MF | 60.9 | 2117 | 1168 | Vesuvius W | B 6.53 | | 1.48 | | | 4.45 | | | 10.44 | |
| D | MY | 68.2 | 2678 | 226 | Midvale | 7.05 ⁸⁸ | | 2.01 | | | 5.05 | | | 11.07 | |
| D | RQ | 72.9 | 1744 | 398 | Riverside | 7.12 | | 2.09 | | | 5.16 | | | 11.20 ⁶² | |
| D | JS | 78.3 | Yard | | Buena Vista O | S 7.22 | | 2.20 ⁶⁴ | | | 5.28 | | | 11.55 | |
| DN | J | 79.4 | 2831 | | Loch Laird T C | 7.24 | 11.05 | 2.26 | 4.30 | 7.15 | 5.34 ⁸² 8.02 | | 8.02 | 12.30 ¹⁰⁴ | |
| D | BF | 84.2 | 2100 | 220 | Buffalo | 7.32 ¹⁰² | 11.17 | 2.33 | 4.43 | 7.28 | 6.15 | | 8.02 8.17 | 12.42 | |
| DN | GA | 88.5 | 2840 | 176 | Glasgow F | 7.40 | 11.30 | 2.40 ¹⁴ | 4.55 | 7.40 | 6.25 | | 8.30 | 12.55 ¹⁰⁸ | |
| | | 91.6 | 2719 | 343 | Graves | 7.45 | | 2.46 | | | 6.34 | | | 1.08 ⁶⁴ | |
| | | 91.9 | | | Natural Bridge W | S 7.46 | | 2.49 | | | 6.36 | | | 1.12 | |
| D | ZN | 100.5 | 2850 | 243 | Solitude | 8.01 | | 3.03 | | | 6.54 | | | 1.35 | |
| D | HA | 107.5 | 2700 | 790 | Buchanan F | 8.14 ⁶² | | 3.18 | | | 7.12 | | | 2.08 ¹⁴ | |
| D | CH | 112.5 | 2852 | 1098 | Lithia W | F 8.25 | | 3.29 | | | 7.35 ⁶² | | | 2.28 | |
| D | | 117.9 | 3727 | 580 | Nace F | 8.37 ⁸³ | | 3.43 | | | 8.37 ¹ | | | 3.00 | |
| D | HJ | 121.2 | 1544 | 1117 | Troutville W | F 8.44 | | 3.51 ⁶¹ | | | 9.10 | | | 3.51 ¹⁸ | |
| D | QA | 125.5 | 2200 | 469 | Cloverdale F | 8.52 | | 3.59 | | | 9.30 | | | 4.15 | |
| | | 126.9 | | 390 | Hollins F | 8.55 | | 4.03 | | | 9.35 | | | 4.22 | |
| DN | UD | 132.6 | | | ROANOKE | 9.10 | | 4.15 | | | 10.05 | | | 4.40 | |
| DN | DO | Yard | | | West Roanoke | | | | | | 10.10 ⁶⁴ | | | 4.50 | |

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

Northbound trains are superior to trains of the same class in the opposite direction. See Rule 8r.

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

B—Stop to let off passengers from connecting lines at Hagerstown or Shenandoah Junction, or to pick up passengers for beyond East Radford, Martinsville or Lynchburg.

E—Stop to let off passengers from Basic or beyond or to pick up passengers for Buena Vista or points beyond which are stops for No. 1.

Sh

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. 13 EFFECTIVE Sunday, Oct. 18th, 1908. | | | | | First Class | | Second Class | | Third Class | Fourth Class | | | | | |
|--------------------------|-------------------|--------------------|---------------------------|------------------------------------|------------------------------------|--|---------------------------------|--|------------------------------|------------------------------|-----------------------------|--------------------|-----------------------------|------------------------------|------------------------------|----------------------------------|--|----------------------------------|---|-------------------------------|---------------------|
| | | | | | | 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. | STATIONS. | 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 Thro. Freight Ar. Daily A. M. | 72 Local Freight Ar. Daily Ex. Sunday P. M. | | |
| 106.7 | D N | D H X | 106.7 | Yard | | 6.00 | | 5.30 | 10.15 ²⁸ | 5.00 | 7.40 | 2.00 | HAGERSTOWN T W C O | 3.20 | 11.05 | 9.35 | 5.15 | 3.00 | 11.00 ²⁸ | 2.45 | |
| 0.6 | D N | H J U | 106.1 | Yard | | 6.03 | | 6.00 | 11.15 ⁸⁶ | 5.02 ⁸⁸ | 7.42 | 2.02 | Hagerstown Junc. . . . | 3.17 | 11.01 | 9.32 | 5.02 ²⁷ | 2.45 | 10.40 ⁸⁵ | 2.35 | |
| 5.9 | D | M A | 100.8 | 1680 | | 6.23 | | 6.11 | 11.27 | 5.11 | 7.50 | 2.09 ⁹⁸ | St. James | 3.08 | 10.51 | 9.22 | 4.45 | 2.09 ¹ | 10.25 | 2.20 | |
| 8.9 | | | 97.8 | 2063 200 | | 6.35 | | 6.18 | 11.33 | 5.17 | 7.55 | 2.13 | Grimes | 3.02 | 10.44 | 9.15 | 4.38 | 1.45 | 10.15 | 2.05 | |
| 14.1 | | | 92.6 | 1420 1012 | | 6.55 | | 6.33 | 11.46 | 5.27 | 8.03 | 2.20 | Antietam | 2.52 | 10.34 | 9.04 | 4.28 | 1.17 | 10.00 | 1.50 | |
| 16.8 | D | Q D | 89.9 | 915 855 | | 7.20 | | 6.50 | 11.53 | 5.34 | 8.08 | 2.25 | Shepherdstown . . . W | 2.46 | 10.27 | 8.55 | 4.20 | 1.05 | 9.50 | 1.35 | |
| 17.7 | | | 89.0 | 1084 | | 7.25 | | 6.52 | 11.55 | 5.36 | 8.10 | 2.27 | Morgans Grove | 2.44 | 10.25 | 8.50 | 4.15 | 12.50 | 9.40 | 1.20 | |
| 28.1 | D N | J A V A | 83.6 | 2380 Yard | | 8.55 ¹³ | | 7.30 | 12.25 ⁷² | 5.45 | 8.21 ⁷¹ | 2.35 ² | Shenandoah Junc. T C O | 2.35 ¹ | 10.15 | 8.40 | 4.00 | 12.30 AM | 9.25 | 8.55 ⁷¹ | 12.25 ⁷¹ |
| 28.8 | D | C S | 78.4 | 2322 1410 | | 9.52 ²⁹ | | 7.45 | 12.39 | 6.16 | 8.41 ⁸⁰ | 2.54 | Charlestown X | 2.16 | 9.52 ⁷¹ | 8.17 | 3.23 | 11.38 | 8.41 ¹³ | 11.55 | |
| 88.7 | D | K G | 78.0 | 1700 700 | | 10.20 | | 8.05 ¹¹ | 12.52 | 6.27 | 8.51 | 3.03 | Rippon | 2.07 | 9.41 | 8.05 ⁸⁸ | 3.09 | 11.21 | 8.15 | 11.25 | |
| 89.8 | D N | B Y | 66.9 | 3075 1920 | | 11.00 ⁷² | | 8.25 | 1.06 | 6.39 | 9.03 | 3.13 | Berryville | 1.57 | 9.29 | 7.54 | 2.54 | 11.05 | 8.00 | 11.00 ⁷¹ | |
| 46.1 | D | D K | 60.6 | 1310 745 | | 11.20 | | 8.45 | 1.21 | 6.51 | 9.15 ²⁸ | 3.23 | Boyce | 1.46 | 9.15 ¹⁸ | 7.42 | 2.40 | 10.50 | 7.43 | 10.37 | |
| 49.2 | D | S Q | 57.5 | 3280 480 | | 11.40 | | 9.03 | 1.39 | 6.57 | 9.24 | 3.31 | White Post W | 1.38 | 9.05 | 7.34 | 2.27 | 10.33 | 7.28 | 10.22 | |
| 58.1 | D | A Y | 53.6 | 1774 278 | | 11.53 | | 9.11 | 1.47 | 7.04 | 9.30 | 3.36 | Ashby | 1.31 | 8.56 | 7.27 | 2.19 | 10.25 | 7.18 | 10.10 | |
| 58.6 | | | 48.1 | 1600 | | 12.15 ¹⁴ | | 9.25 | 2.04 ⁸⁸ | 7.16 ¹⁴ | 9.40 ⁷² | 3.44 | Carson | 1.21 | 8.42 | 7.16 ²⁷ | 2.04 ⁹⁵ | 10.08 | 6.58 | 9.40 ¹³ | |
| 59.1 | D N | B Y | 47.6 | 257 | | 12.30 | | 9.27 | 2.08 | 7.28 | 9.41 | 3.46 | Riverton X | 1.20 | 8.41 | 7.14 | 2.03 | 10.06 | 6.56 | 9.33 | |
| 62.0 | D | F K | 44.7 | 2116 575 | | 12.52 | | 9.35 | 2.16 | 7.36 | 9.48 | 3.52 | Front Royal W | 1.14 | 8.34 | 7.05 | 1.55 | 9.55 | 6.46 | 9.25 | |
| 66.2 | | | 40.5 | 1928 | | 1.40 ⁸⁸ | | 9.48 ⁹⁸ | 2.25 | 7.45 | 9.57 | 3.59 | Manor | 1.06 | 8.25 | 6.56 | 1.40 ⁷¹ | 9.48 ⁸⁸ | 6.30 | 9.10 | |
| 72.9 | D | H D | 88.8 | 2716 586 | | 2.05 | | 10.22 | 2.50 | 7.59 | 10.12 | 4.10 | Bentonville | 12.54 | 8.12 | 6.46 | 1.25 | 9.22 | 6.12 | 8.50 | |
| 79.1 | D | V Y | 27.6 | 2593 295 | | 2.25 | | 10.37 | 3.05 | 8.13 | 10.24 | 4.19 | Rileyville W | 12.44 | 7.58 | 6.36 | 1.00 | 9.07 | 5.57 | 8.27 | |
| 82.4 | | | 24.8 | 1420 232 | | 2.50 | | 11.07 | 3.33 | 8.20 | 10.31 | 4.24 | Vaughn | 12.38 | 7.52 | 6.29 | 12.45 | 8.57 | 5.38 | 8.16 | |
| 85.0 | | | 21.7 | 727 500 | | 3.00 | | 11.15 | 3.39 | 8.26 | 10.37 | 4.28 | Elgin | 12.33 | 7.45 | 6.24 | 12.35 | 8.50 | 5.30 | 8.07 | |
| 88.8 | D N | F H | 17.9 | 718 985 | | 3.47 ⁹⁵ | | 11.30 | 3.47 ⁷¹ | 8.35 ⁹⁸ | 10.44 | 4.36 | Luray O T W | 12.26 | 7.38 ⁷² | 6.17 | 12.25 | 8.35 ²⁷ | 5.13 | 7.38 ²⁸ | |
| 95.5 | D | C A | 11.2 | 4378 1196 | | 4.25 | | 12.15 ¹² | 4.12 | 8.50 | 10.59 | 4.48 ⁸⁶ | Stanley | 12.15 ⁸⁸ | 7.25 | 6.05 | 12.10 ¹⁴ | 7.50 | 4.48 ¹ | 6.50 | |
| 101.7 | | | 5.0 | 900 905 | | 4.45 | | 12.35 | 4.30 | 9.05 | 11.12 | 4.59 | Ingham | 11.59 | 7.10 | 5.50 | 11.35 | 7.15 | 4.05 | 6.23 | |
| 106.7 | D N | S H A N | 106.7 | Yard | | 5.00 | | 12.50 | 4.45 | 9.20 | 11.24 ⁸⁸ | 5.10 | SHENANDOAH T W C O | 11.50 | 7.00 | 5.40 | 11.24 ¹³ | 7.00 | 3.50 | 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.

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.
 C—Stop to let off passengers from connecting lines at Hagerstown; from beyond Washington or Cumberland via B. & O. Shenandoah Junction, or to pick up passengers for beyond East Radford, Martinsville or Lynchburg.

ROANOKE YARD.

Time Table No. 13—Effective Sunday, October 18th, 1908.

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 P. M. | 17 Passenger Lv. Daily P. M. | 13 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. | 29 Passenger Lv. Daily A. M. | | 42 Passenger Ar. Daily P. M. | 16 Passenger Ar. Daily A. M. | 18 Passenger Ar. Daily P. M. | 4 Passenger Ar. Daily P. M. | 14 Passenger Ar. Daily P. M. | 2 Passenger Ar. Daily P. M. | 30 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. | |
| 6.30 | { 3.50 5.06 | { 10.40 12.10 | 4.50 4.58 | { 4.15 4.40 | { 4.20 4.80 | { 9.10 9.25 | { 5.00 5.15 | { 3.55 4.20 | 4.05 4.11 | ROANOKE 20 W. ROANOKE | { 12.10 11.59 | { 12.40 12.30 | 12.40 | { 1.15 12.55 | { 1.15 1.05 | { 7.35 7.20 | 11.00 10.50 | { 6.30 3.45 | { 7.45 6.30 | 11.50 | | |

Westbound.

NORFOLK DIVISION.

Eastbound.

| Fourth Class. | Second Class. | | | First Class. | | | | | STATIONS. | First Class. | | | | Fourth Class. | |
|----------------|---|--|--|---|--------------------------------------|--------------------------------------|--------------------------------------|---------------------------------------|---------------------------------------|---------------------------------------|---------------------------------------|---------------------------------------|--------------------------------------|----------------|--------------------------------------|
| | 75 Local Freight Ar. Daily Ex. Sunday P. 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. | 16 Passenger Lv. Daily A. M. | 6 Passenger Lv. Daily A. M. | | 4 Passenger Lv. Daily P. M. |
| 12.01 12.15 | 3.40 { 3.50 5.06 | 10.30 { 10.40 12.10 | 2.50 3.00 | 7.20 | { 4.20 4.30 | { 9.10 9.25 | { 5.00 5.15 | { 3.55 4.20 | ... ROANOKE West Roanoke .. | { 12.10 11.59 | { 12.40 12.30 | 6.40 | { 1.15 12.55 | { 7.35 7.20 | 7.10 7.00 |

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 10.10 ⁶⁴ | { 4.15 4.40 | { 9.10 9.25 | ... ROANOKE WEST ROANOKE ... | { 1.15 1.05 | { 7.45 7.20 | 2.50 2.30 | 10.35 10.10 ⁸⁸ | 6.05 5.45 | 5.00 5.40 | |

Southbound.

SHENANDOAH DIVISION.—Between Roanoke and Winston-Salem.

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 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. |
| 6.20 6.10 6.00 | 9.12 9.00 8.45 | 3.25 3.15 3.00 | 10.05 9.55 9.40 | 4.18 4.10 4.00 | 5.22 5.15 | 9.28 9.20 | ... BELT LINE JUNCTION ROANOKE WEST ROANOKE ... | 12.12 12.20 | 7.17 7.25 | 1.44 1.52 2.00 | 4.30 4.40 4.55 | |

SHENANDOAH DIVISION.

SPECIAL INSTRUCTIONS.

STANDARD TIME.

1. Clocks showing standard time will be found in: Superintendent's Office, Roanoke. Telegraph Office, Passenger Station, Roanoke. Yardmaster's Office, West Roanoke. Yardmaster's Office, Shenandoah. Round House, Shenandoah. Telegraph Office in Passenger Station, Hagerstown. 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 passenger station, Hagerstown, Shenandoah and Roanoke and telegraph office at Winston-Salem. All freight trains will register at the tower, Hagerstown Junction, Yard Office, Shenandoah, Trainmaster's Office, Roanoke and telegraph office at Winston-Salem and all southbound freight trains at Price. Nos. 95 and 98 will register at telegraph office at Basic. ALL TRAINS except northbound first class trains will examine register at Glasgow. When practicable, Dispatchers will transmit to Nos. 1 and 13 and southbound passenger extras, the register of northbound first class trains and passenger extras arriving at Glasgow. In the absence of this advice, conductors of Nos. 1 and 13 and southbound passenger extras will personally examine this register. All northbound third and fourth class trains and freight extras will examine register at Basic, unless register of Nos. 95 and 98 has been transmitted by Dispatcher. All southbound second, third and fourth class trains and extras will examine register at Loch Laird. Conductors of trains Nos. 1, 2, 13 and 14 and passenger extras will throw off register of their trains to Operators at Glasgow and Loch Laird who will register for them. Conductors of northbound freight trains will throw off register of their trains to Operators at Loch Laird who will register for them. Northbound C. & O. trains will register and examine register at Glasgow. Southbound C. & O. trains will register and examine register at Loch Laird. Northbound C. & O. trains will throw off register at Loch Laird and southbound C. & O. trains will throw off register at Glasgow and Operators will register for them. When practicable, Dispatchers will transmit to Nos. 1 and 13 registers of northbound first class trains arriving at Loch Laird. Pusher engineers working between Walnut Cove and Winston-Salem will register arrival at Walnut Cove each trip. In transmitting the register of trains by wire, the same must be repeated back and recorded in train order book.

BULLETIN BOARDS.

3. Bulletin Boards are at the following points: Hagerstown: Engine House. Yardmaster's Office. Telegraph Office, Passenger Station.

Shenandoah: Engine House. Yardmaster's Office.

Roanoke: Trainmaster's Office. Engine House. Passenger Station. Yardmaster's Office, West Roanoke.

Winston-Salem: Telegraph Office. Office of Foreman.

Loch Laird: Telegraph Office.

MAXIMUM SPEED.

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

Between Roanoke and Hagerstown second class trains, 35 miles per hour, or 1 minute and 43 seconds per mile. Third and fourth class trains, freight and work extras, 30 miles per hour or 2 minutes per mile.

Freight trains must reduce speed crossing high trestles on Winston District to 10 miles per hour, and passenger trains to 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 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 20 miles per hour between Stanley and Luray.

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

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

Northbound freight trains will reduce speed to 10 miles per hour through dip north of Bridge 490, north of Harriston, to summit north of Mile Post 131.

Southbound freight trains will not exceed speed of 15 miles per hour between Island Ford station and summit one-half mile south of station and must not increase speed until entire train has passed over this summit.

Speed of 15 miles per hour over the Southern Railway crossing at Riverton must not be exceeded.

STATIONS FOR WHICH NO TIME IS SHOWN.

5. Trains 21 and 22 will stop at Wrights, Blaine, Prilliman, Edgewood, Wallers, Phospho Lithia, Avalon and Daisy 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.

Train 14 will stop at Yancey Saturdays on signal.

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

Trains 23 and 24 will stop at Wrights, Taylors, Blaine, Saunders, Prilliman, Edgewood, Wallers, Phospho Lithia, Sharps, Fulp, Daisy 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. Whenever the passenger service is disarranged, the public shall be informed of the probable length of time of the interruption, and, when ascertained, the time the service will be restored. Advices from the Superintendent received by Station Masters and Station Agents must be posted in a conspicuous place at the station. Announcement must also be made in waiting rooms and on platforms, and to passengers when purchasing tickets. Conductors of delayed trains must also inform passengers.

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

11. 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.

12. Rule No. 86, Book of Rules, is modified to the extent that extra trains will have the right to stand within station limits, yard limits, coaling and water stations without protecting against third and fourth class trains, and fourth class trains will have the right to stand at such named points without protecting against third class trains.

13. Rule No. 11, Book of Rules, is modified as follows: When a fusee is found on or near the track burning, a train will at once come to a full stop, place two torpedoes on the rail ten yards apart, wait one minute, and proceed to next automatic or telegraphic block signal under full control, expecting to find track obstructed.

14. 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.

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

16. Engineers of passenger trains are authorized to allow section foremen in the performance of their duties on their respective subdivisions, to ride on the engine.

17. 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.

18. When a 31 order is delivered by an operator, the party to whom delivered will read his copy aloud to the operator.

19. 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.

20. 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.

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

22. All men in train service will submit their watches once each week to the Local Watch Inspector or other designated party for comparison with the standard time and secure Weekly Comparison Card (Form 30), which should be promptly turned over to the proper officer.

23. Before headlights of engines are covered, as required by Rule No. 17, information that rear of train is clear of main track must be communicated to engineer by word of mouth from the rear.

24. Indication of "C" boards shown in Rule 18 (a) is modified to read as follows: Abrupt curves over which speed must be reduced to 25 miles per hour for passenger trains and 15 miles per hour for freight trains.

25. 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.
- "Q" Track Scale.
- "C" Coaling Station.
- "T" Turn table.
- "Y" Wyes.

26. Employes 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.

27. Engineers, Trainmen, and Yardmen must familiarize themselves with the operation of the air brake.

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

29. 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.

30. 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.

31. When there are sufficient air cars (which must not be less than 75 per cent), in a train to properly control it, the engineer 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.

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

33. Engineers and trainmen must consider a train composed partly of air and partly 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.

34. 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.

ENGINEERS AND TRAINMEN.

35. At points where telephones are located, engineers will bring their trains to a full stop if "stop" signal is displayed, and communicate with the Operator or Leverman at telegraph office for instructions. They should not pass any derailing switch under stop signal, unless they personally assure themselves that switch has been properly spiked up. If they receive a hand signal as provided in Rule 803, they may accept this signal and proceed over switches.

LOCAL.

100. Definition of Named Limits:—

Station Limits: Between switches of passing tracks, clear of fouling points.

Water Tanks and Coaling Stations: Only one train protected by rule.

Yard Limits: Between yard limit signs.

101. All passenger trains will get a "31" order, or a clearance card at Passenger Station, Hagerstown, Shenandoah and Roanoke; all freight trains will get a "31" order or a clearance card at the Tower, Hagerstown Junction, at the Yard Office, Shenandoah and at Superintendent's Office, Roanoke, and ALL trains will get a "31" order or a clearance card at the Telegraph Office, Winston-Salem.

Pusher engineers working between Walnut Cove and Winston-Salem will get a "31" order or clearance card at Walnut Cove.

No. 98 will get a "31" order or a clearance card at Basic.

ALL southbound trains will get a "31" order or a clearance card at Loch Laird.

ALL trains will get a "31" order or a clearance card at Glasgow.

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

103. Trains must NOT foul the main line connection switches at Glasgow or Loch Laird until it has been ascertained that all overdue superior trains have been represented.

104. Conductors and Engineers 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.

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

106. 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.

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

108. All trains using passing sidings at Buena Vista, Basic, Elkton, Front Royal, Shenandoah Jet., Philpott and Price must do so expecting to find cars thereon.

109. Crews of the N. & W. Ry. will not invade the transfer tracks at Basic until having first ascertained whether or not a crew of the C. & O. Ry. is at work thereon, and if so, a definite understanding has been had between the respective Conductors as to what tracks each will use so that there can be no possible misunderstanding resulting in an accident.

110. In future, when a train going to Campbell Street (Roanoke Yard) to be met by two or more trains, either by rule or train order, and having more cars in train than will clear the siding, making it necessary to saw the first train out, will protect itself against the second train unless it has arrived and arrangements made between the crews of respective trains whereby the movement will be protected.

111. Special instruction No. 17 in current time table is hereby modified to the extent that passenger trains must not leave passenger stations at Shenandoah Junction and Winston-Salem until advertised departing time.

112. Derailing switches in passing sidings at St. James, Fort Republic, Hester, Waidsboro, Philpott, Price and Tie, will be kept closed when no cars are left on those sidings.

113. 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..... | 12 miles per hour |
| | for passenger trains. |
| Buena Vista..... | 15 miles per hour |
| | for freight trains. |
| Buchanan..... | 6 miles per hour |
| Stoneville..... | 15 miles per hour |
| Winston-Salem..... | 6 miles per hour |

RAILWAY CROSSINGS AND JUNCTION POINTS.

114. 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.
Virginian Railway Crossing, Roanoke.
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. or M. |
|--------------------------|-------------------|-------------|------------------------------------|-------------------|
| NORTHBOUND | | | | |
| Roanoke to Shenandoah | | | | |
| Slow Freight | 500 tons. | 530 tons. | 600 tons. | 750 tons. |
| Time Freight | 425 tons. | 475 tons. | 550 tons. | 700 tons. |
| SOUTHBOUND | | | | |
| Roanoke to Winston-Salem | 500 tons. | 550 tons. | 600 tons. | 750 tons. |
| NORTHBOUND | | | | |
| Shenandoah to Hagerstown | | | | |
| Slow Freight | 675 tons. | 700 tons. | 800 tons. | 1000 tons. |
| Time Freight | 600 tons. | 625 tons. | 700 tons. | 900 tons. |

SOUTHBOUND

| | | | | |
|-----------------------|-----------|-----------|-----------|-----------|
| Hagerstown to Roanoke | | | | |
| Slow Freight | 500 tons. | 530 tons. | 600 tons. | 750 tons. |
| Time Light | 425 tons. | 475 tons. | 525 tons. | 675 tons. |

NORTHBOUND

| | | | | |
|---|-----------|-----------|-----------|-----------|
| Winston-Salem to Roanoke | 500 tons. | 550 tons. | 600 tons. | 750 tons. |
| Local Freight over entire division in both directions | 400 tons. | 430 tons. | 500 tons. | 650 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. Trains or engines must not pass over Jefferson Street or Commerce Street unless gates are down, nor Tazewell Avenue between seven A. M. and seven P. M. unless the gates are down.

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

202. 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.

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

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

205. 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.

206. Rule 98 will govern the movement of trains at the following points:

The railroad crossing of the Virginian Railway Company at Walnut Street, Roanoke Yard, and at Belt Line near Roanoke River Bridge.

207. Hereafter, when northbound Shenandoah Division trains take siding in the North Yard, a flagman should be sent ahead to protect against the southbound movement. This is made necessary by reason of the fact that southbound trains use this siding, and on account of the descending grade, would gain considerable speed quickly after releasing brakes to enter the siding.

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. A. J. Black, Roanoke, Va.
- Dr. T. D. Armistead, Roanoke, Va.
- Dr. J. R. Garrett, Oculist, Roanoke, Va.
- Dr. E. M. Herbert, Assistant Oculist, 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. Amis, assistant, Luray, Va.
- Dr. D. M. Kipps, Front Royal, Va.
- Dr. J. E. Harris, Berryville, 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. W. T. Chitwood, assistant, Rocky Mount, Va.
- Dr. C. H. Ross, Bassett, Va.
- Dr. J. W. Simmons, Martinsville, Va.
- Dr. J. M. Shackelford, assistant, Martinsville, Va.
- Dr. M. E. Hundley, Ridgeway, Va.
- 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 tablespoonfuls, 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.

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

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

J. T. CAREY,
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