

**NORFOLK AND WESTERN  
RAILWAY CO.**

**SHENANDOAH DIVISION**

**Time Table No. 23**

(21 and 22 Omitted)

**EFFECTIVE 1:05 A. M.**

**Sunday, April 12, 1925**

**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 employee 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 Railway Company reserves the right to vary from it at pleasure.

It is for the information of employees only.



Roanoke to Shenandoah—Northward

Distance from Roanoke	Time Table No. 23 EFFECTIVE Sunday, April 12, 1925	FIRST CLASS						Telegraph Office	Telegraph Signal	Passing Siding, Clearance Length	Station Siding, Clearance Length
		200	202	10	14	204	2				
		Passenger Lv. Daily	Passenger Ar. Daily	Passenger Lv. Daily	Passenger Lv. Daily	Passenger Lv. Daily	Passenger Lv. Daily				
	STATIONS	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.				
	West Roanoke							DN	DO	Yard	
	Roanoke			6.30	12.45		5.15	DN	MH		
2.0	North Roanoke			6.36	12.51		5.22	D	UD		
5.7	Hollins			S 6.43	S 12.58		S 5.29	D	NR		
7.1	Cloverdale			S 6.46	S 1.02		S 5.34	D	HO	404	
									QA	5838	31
11.4	Troutville			S 6.55	S 1.12		S 5.47	DN	MJ	2698	1394
14.7	Nace			S 7.02	S 1.20		S 5.55	D	WS	3727	580
20.1	Lithia			S 7.11	S 1.30		S 6.06	D	CH	6550	1098
25.1	Buchanan			S 7.21	S 1.40		S 6.18	DN	HA	3125	790
32.1	Solitude			7.33	1.53		6.29	D	ZN	3100	243
37.2	Kino			7.40	2.00		6.38	D	NO	3000	
40.7	Natural Bridge			S 7.46	S 2.06		S 6.44		NB		
41.0	Graves			7.48	2.08		6.46			3100	343
44.1	Glasgow	6.25	9.00	S 7.55	S 2.14	5.15	F 6.53	DN	GA	5763	175
48.4	Buffalo Forge	6.34	9.09	S 8.02	2.20	5.22	7.00	D	BF	3937	220
53.2	Loch Laird	6.45	9.20	S 8.10	2.28	5.32	7.09	DN	J	6135	
54.3	Buena Vista			S 8.18	S 2.38		S 7.16	D	JS	Yard	
59.7	Riverside			S 8.28	F 2.48		H 7.27	D	RQ	3621	393
64.4	Midvale			S 8.38	F 2.56		7.36	D	MY	2678	27
71.7	Vesuvius			S 8.54	S 3.10		7.49	DN	MF	7025	115
76.7	Lofton			F 9.05	3.20		8.02			2996	380
79.8	Cold Spring			S 9.10	F 3.25		H 8.08	DN	GI	5800	1843
86.3	Stuarts Draft			S 9.22	S 3.37		H 8.19	D	SX	2700	1562
91.4	Lyndhurst			S 9.32	S 3.45		8.27	D	HU	2941	537
96.2	Waynesboro			S 9.46	S 3.57		S 8.39	DN	BC	3050	717
102.4	Crimora			S 9.59	S 4.07		H 8.47	D	CM		694
103.9	Sampson			10.01	4.09		8.49			3698	
107.4	Harriston			S 10.08	4.15		8.54				194
109.9	Grottoes			S 10.14	S 4.19		F 8.59	DN	GO	3600	755
112.2	Port Republic			S 10.19	S 4.25		H 9.04	D	PR	1991	400
114.7	Lewis			F 10.24	F 4.29		9.08			5350	250
121.1	Island Ford			S 10.35	S 4.39		H 9.16	D	DN	3500	226
126.8	Elkton			S 10.50	S 4.57		S 9.25	DN	KO	6275	1015
132.6	Shenandoah			10.59	5.07		9.35	DN	AN	Yard	
									SH		
		A. M.	A. M.	A. M.	P. M.	P. M.	P. M.				

STOP NOTES:  
H—Let off from Roanoke or from Lynchburg via C. & O. at Glasgow or Buena Vista or to take on for connecting lines at Shenandoah Junction and Hagerstown.  
C. & O. trains while upon the tracks of the N. & W. Ry. will be regarded in every respect as N. & W. trains.

LOCATION OF TELEPHONES:  
Dispatchers' phone installed in boxes on outside of stations at:  
Island Ford      Sampson      Stuarts Draft      Midvale      Solitude  
Lewis      Lyndhurst      Lofton      Kino      Lithia

TELEPHONES CONNECTING WITH TELEGRAPH OFFICES, AS FOLLOWS:  
Elkton—North end Passing Siding      Riverside—South end Passing Siding      Buchanan—North end Passing Siding  
Waynesboro—Car Foreman's Office      Loch Laird—Crossover      Lithia—North end Passing Siding  
Cold Spring—North end Passing Siding      Glasgow—North end Passing Siding      Nace—North end Passing Siding  
Vesuvius—South end Passing Siding      Graves—North end Passing Siding      Cloverdale—North end Passing Siding

Roanoke to Shenandoah—Northward

Distance from Roanoke	Time Table No. 23 EFFECTIVE Sunday, April 12, 1925	SECOND CLASS			THIRD CLASS		FOURTH CLASS	
		88	82	92	64	86	60	62
		Time Frt. Lv. Daily	Time Frt. Lv. Daily	Blue Ridge Dispatch Lv. Daily	Through Frt. Lv. Daily	Through Frt. Lv. Daily	Local Frt. Lv. Daily Ex. Sunday	Local Frt. Lv. Daily Ex. Sunday
	STATIONS	A. M.	P. M.	P. M.	A. M.	P. M.	A. M.	A. M.
	West Roanoke	3.30	5.00		10.00	6.15	6.00	
	Roanoke	3.45	5.15		10.15	6.30	6.10	
2.0	North Roanoke	3.55	5.30		10.35	6.55	6.20	
5.7	Hollins	4.13	5.50		10.55	7.15	6.30	
7.1	Cloverdale	4.18	5.55		11.02 <sup>63</sup>	7.49 <sup>9</sup>	6.46 <sup>10</sup>	
11.4	Troutville	4.36	6.17		11.32	8.30	7.27	
14.7	Nace	4.43	6.28		11.45	8.46	8.05	
20.1	Lithia	5.08	6.48		12.05 <sup>PM</sup>	9.14	8.29 <sup>1</sup>	
25.1	Buchanan	5.18	7.09 <sup>9</sup>		12.25	9.29	9.00	
32.1	Solitude	5.36 <sup>51</sup>	7.30		12.40	9.44	9.20 <sup>63</sup>	
37.2	Kino	5.44	7.40		12.50	9.57	9.30	
40.7	Natural Bridge	5.50	7.47		1.05	10.09	9.40	
41.0	Graves	5.52	7.50		1.08	10.12	10.05	
44.1	Glasgow	6.00	7.58		1.16	10.27	10.20	
48.4	Buffalo Forge	6.08	8.08		1.30	10.40	10.35	
53.2	Loch Laird	6.30	8.30		2.28 <sup>11</sup>	10.55	10.50	
54.3	Buena Vista	6.40	8.45		2.49	11.25	11.00	6.32
59.7	Riverside	7.07 <sup>9</sup>	9.10		3.06	11.50		7.07 <sup>14</sup>
64.4	Midvale	7.20	9.25		3.20	12.04 <sup>AM</sup>		7.25
71.7	Vesuvius	7.45	9.55		3.55	12.34		7.50
76.7	Lofton	8.10	10.25		4.35	12.59		8.15
79.8	Cold Spring	8.18	10.33		5.01 <sup>9</sup>	1.09		8.30
86.3	Stuarts Draft	8.37	10.55		5.16	1.24		8.55
91.4	Lyndhurst	8.50	11.07		5.36	1.39		9.32 <sup>10</sup>
96.2	Waynesboro	9.04 <sup>61</sup>	11.17	5.00	5.54	1.53		9.59
102.4	Crimora	9.18	11.30	5.18	6.15	2.05		10.20
103.9	Sampson	9.22	11.33	5.23	6.20	2.23 <sup>51</sup>		10.22
107.4	Harriston	9.30	11.42	5.32	6.35	2.33		10.28
109.9	Grottoes	9.37	11.49	5.40	6.50	2.40		10.40
112.2	Port Republic	9.41	11.54	5.46	6.59	2.45		10.50
114.7	Lewis	9.47	11.59	5.51	7.06	2.50		10.59
121.1	Island Ford	10.02	12.12 <sup>AM</sup>	6.07	7.22	3.05		11.20
126.8	Elkton	10.17	12.25	6.22	7.40	3.20		11.54 <sup>18</sup>
132.6	Shenandoah	10.40	12.45	6.40	8.00	3.45		12.10
		A. M.	A. M.	P. M.	P. M.	A. M.	A. M.	P. M.

TELEGRAPH OFFICES NOT OPEN CONTINUOUSLY, OPEN AS FOLLOWS:

North Roanoke	6:00 A. M. to 10:00 P. M.	Riverside	2:00 A. M. to 6:00 P. M.
Cloverdale	6:00 A. M. to 10:00 P. M.	Midvale	8:00 A. M. to 5:00 P. M.
Nace	7:00 A. M. to 4:00 P. M.	Stuarts Draft	8:00 A. M. to 5:00 P. M.
Solitude	11:30 P. M. to 3:30 P. M.	Lyndhurst	8:00 A. M. to 5:00 P. M.
Kino	11:00 A. M. to 8:00 P. M.	Crimora	8:00 A. M. to 5:00 P. M.
Buffalo Forge	6:15 A. M. to 10:15 P. M.	Port Republic	8:00 A. M. to 5:00 P. M.
Buena Vista	6:00 A. M. to 10:00 P. M.	Island Ford	7:30 A. M. to 5:00 P. M.



Shenandoah to Roanoke—Southward

Distance from Shenandoah	Time Table No. 23 EFFECTIVE Sunday, April 12, 1925		FIRST CLASS				SECOND CLASS	FOURTH CLASS		Telegraph Office	Telegraph Signals	Passing Siding, Clearance Length	Station Siding, Clearance Length	
	STATIONS		1	201	13	9	203 205	51	61					63
	Passenger Lv. Daily	Pass. Lv. Daily	Passenger Lv. Daily	Passenger Lv. Daily	Pass. Lv. Daily	Pass. Lv. Daily	Time Frt. Lv. Daily	Local Frt. Lv. Daily Ex. Sunday	Local Frt. Lv. Daily Ex. Sunday					
	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	A. M.	A. M.	A. M.					
.....	Shenandoah. TWCO	4.53	.....	11.40	3.03	.....	1.15	6.00	.....	D N	{AN SH}	Yard	.....	
5.8	Elkton.....YS	5.03	.....S	11.54 <sup>62</sup>	S 3.17	.....	1.30	6.30	.....	D N	K O	6275 1696	.....	
11.5	Island Ford.....WK	5.13	.....S	12.07 <sup>PM</sup>	S 3.28	.....	1.43	6.45	.....	D	D N	3500 432	.....	
17.9	Lewis.....	5.23	.....	12.19	F 3.39	.....	1.57	7.05	.....			5350 250	.....	
20.4	Port Republic.....K	5.28	.....S	12.25	S 3.44	.....	2.04	7.25	.....	D	P R	1990 200	.....	
22.7	Grottoes.....K	5.33	.....S	12.30	S 3.50	.....	2.08	7.40	.....	D N	G O	3600 755	.....	
25.2	Harriston.....	5.38	.....	12.35	S 3.55	.....	2.13	7.50	.....			.....	194	
28.7	Sampson.....W	5.44	.....	12.42	4.02	.....	2.23 <sup>86</sup>	8.07	.....			3698	.....	
30.2	Crimora.....K	5.46	.....S	12.44	S 4.07 <sup>14</sup>	.....	2.27	8.15	.....	D	C M	.....	694	
36.4	Waynesboro...TWS	6.03	.....S	12.56	S 4.25	.....	2.41	9.04 <sup>83</sup>	.....	D N	B C	3050 717	.....	
41.2	Lyndhurst.....	6.11	.....F	1.09	S 4.36	.....	2.51	9.32 <sup>10</sup>	.....	D	H U	2941 537	.....	
46.3	Stuarts Draft...WF	6.21	.....S	1.21	S 4.48	.....	3.03	9.59	.....	D	S X	2700 1562	.....	
52.8	Cold Spring.....F	6.31	.....F	1.34	S 5.01 <sup>64</sup>	.....	3.16	10.35	.....	D N	G I	5800 1843	.....	
55.9	Lofton.....Y	6.38	.....	1.40	F 5.07	.....	3.25	10.45	.....			3111 380	.....	
60.9	Vesuvius.....WF	6.48	.....F	1.51	S 5.18	.....	3.41	11.05	.....	D N	M F	7025 1158	.....	
68.2	Midvale.....F	7.00	.....	2.04	S 5.31	.....	3.58	11.25	.....	D	M Y	2678 226	.....	
72.9	Riverside.....F	7.07 <sup>88</sup>	.....	2.13	S 5.41	.....	4.08	11.40	.....	D	R Q	3621 393	.....	
78.3	Buena Vista.....OS	7.20	.....S	2.26	S 5.56	.....	4.22	11.55	7.40	D	J S	Yard	.....	
79.4	Loch Laird...WTC	7.26	8.10 <sup>10</sup>	2.28 <sup>84</sup>	6.05	4.25 7.09 <sup>2</sup>	4.40	.....	7.50	D N	J	6135	.....	
84.2	Buffalo Forge.....	7.34	8.20	2.40	S 6.14	4.33 7.17	4.50	.....	8.02 <sup>10</sup>	D	B F	3937	21	
88.5	Glasgow.....F	7.41	8.30	S 2.48	S 6.22	4.45 7.24	4.58	.....	8.19	D N	G A	5763 175	.....	
91.6	Graves.....	7.48 <sup>10</sup>	.....	2.54	S 6.28	.....	5.06	.....	8.40			3100 343	.....	
91.9	Natural Bridge...WS	7.51	.....S	2.56	S 6.30	.....	5.08	.....	8.43		N B	.....	.....	
95.4	Kino.....	7.57	.....	3.02	S 6.38 <sup>2</sup>	.....	5.17	.....	8.57	D	N O	3000	.....	
100.5	Solitude.....	8.05	.....	3.09	6.48	.....	5.38 <sup>88</sup>	.....	9.20 <sup>60</sup>	D	Z N	3100 243	.....	
107.5	Buchanan.....S	8.19	.....S	3.22	S 7.09 <sup>62</sup>	.....	5.53	.....	9.40	D N	H A	3125 790	.....	
112.5	Lithia.....WF	8.29 <sup>60</sup>	.....S	3.32	S 7.19	.....	6.06	.....	9.55	D	C H	6550 1098	.....	
117.9	Nace.....F	8.43	.....S	3.46	S 7.32	.....	6.30	.....	10.20	D	W S	3727 580	.....	
121.2	Troutville.....WS	8.51	.....S	3.55	S 7.40	.....	6.38	.....	10.40	D N	M J	2698 1394	.....	
125.5	Cloverdale.....WF	8.59	.....S	4.04	S 7.49 <sup>86</sup>	.....	6.46 <sup>88</sup>	.....	11.02 <sup>64</sup>	D	Q A	5828 431	.....	
126.9	Hollins.....S	9.05	.....S	4.09	S 7.54	.....	6.55	.....	11.12		H O	.....	404	
130.6	North Roanoke....	9.12	.....	4.15	8.02	.....	7.05	.....	11.30	D	N R	.....	.....	
132.6	Roanoke.....	9.20	.....	4.20	8.10	.....	7.15	.....	11.45	D N	{M H UD}	.....	.....	
.....	West Roanoke.....	.....	.....	.....	.....	.....	7.30	.....	11.55	D N	D O	Yard	.....	
		A. M.	A. M.	P. M.	P. M.	P. M.	A. M.	A. M.	A. M.					

STOP NOTES:

K—Stop to let off from connecting lines at Hagerstown and Shenandoah Junction, or to take on for Waynesboro and Roanoke or beyond.

Hagerstown to Shenandoah—Southward

Distance from Hagerstown	Time Table No. 23 EFFECTIVE Sunday, April 12, 1925		FIRST CLASS				SECOND CLASS	FOURTH CLASS		Telegraph Office	Telegraph Signals	Passing Siding, Clearance Length	Station Siding, Clearance Length	
	STATIONS		1	13	9	27	95	51	71					73
	Passenger Lv. Daily	Passenger Lv. Daily	Passenger Lv. Daily	Passenger Lv. Daily	Passenger Lv. Daily	Passenger Lv. Daily	Blue Ridge Dispatch Lv. Daily	Time Frt. Lv. Daily	Local Frt. Lv. Daily Ex. Sunday					Local Frt. Lv. Daily Ex. Sunday
	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.					
.....	Hagerstown..TWCO	1.25	7.55	11.00	4.20	.....	.....	.....	.....	D N	H N	Yard	.....	
0.6	Hagerstown Jct.....	1.27	7.57	11.02	4.22	.....	.....	.....	.....	D N	{A U H J}	Yard	.....	
1.4	Vardo.....	1.28	7.59	11.04	4.24	1.25	7.00	6.05	.....	D N	V	500	.....	
5.9	St James.....W	1.35	K 8.05	S 11.11	S 4.30	1.33	7.10	6.15	.....	D	M A	680	.....	
8.9	Grimes.....	1.39 <sup>92</sup>	8.10	F 11.16	F 4.35	1.38	7.16	6.25	.....			4250 54	.....	
14.1	Antietam.....	1.46	S 8.19	S 11.26 <sup>74</sup>	S 4.45	1.54 <sup>64</sup>	7.27	6.50 <sup>52</sup>	.....	D	F U	2313 370	.....	
16.8	Shepherdstown...W	K 1.51	S 8.25	S 11.32	S 4.50	1.58	7.33	6.56	.....	D	Q D	2930 993	.....	
23.1	{Shenandoah Jct... TWCO}	S 2.10	S 8.42	S 11.46	S {5.02 5.12 <sup>88</sup> }	2.15 <sup>10</sup>	8.05 <sup>14</sup>	7.10	.....	D N	J A	6420 Yard	.....	
28.3	Charles-Town..X-W	K 2.29	S 8.58 <sup>28</sup>	S 12.05 <sup>PM</sup>	S 5.28	2.53	8.30	7.20	.....	D N	B O	2610 1424	.....	
33.7	Rippon.....	2.37	K 9.08	S 12.16	S 5.40	3.05	8.40	7.40	.....	D	K G	3438 718	.....	
39.8	Berryville.....	K 2.45	S 9.20 <sup>74</sup>	S 12.26 <sup>64</sup>	S 5.53	3.19	8.52	8.11	.....	D N	B V	3050 3793	.....	
46.1	Boyce.....	K 2.54	S 9.33	S 12.39	S 6.07	3.34	9.03	8.25 <sup>28</sup>	.....	D	D K	629 673	.....	
49.2	White Post.....W	K 3.00	F 9.39	S 12.45	S 6.15	3.49 <sup>88</sup>	9.18	8.45 <sup>74</sup>	.....	D N	S Q	4090 623	.....	
53.1	Ashby.....	3.05	F 9.44 <sup>71</sup>	S 12.50	F 6.22	3.57	9.25	9.44 <sup>13</sup>	.....	D	A Y	3122 297	.....	
58.6	Carson.....	3.12	9.52	S 12.59 <sup>10</sup>	6.33	4.08	9.36	10.05	.....			3300	.....	
59.1	Riverton.....OX	K 3.15	S 9.54	S 1.04	S 6.36	4.12	9.38	10.50	.....	D N	R V	.....	489	
62.0	Front Royal...T-W	3.21	S 10.03	S 1.12	S 6.45 <sup>14</sup>	4.20	9.44	11.12 <sup>64</sup>	9.45	D	FK	3180 923	.....	
66.2	Manor.....	3.26	10.09 <sup>73</sup>	1.19	6.53	4.28	9.51	10.09 <sup>13</sup>	.....			3128 199	.....	
69.9	Bentonville.....	3.38	F 10.21	S 1.37	S 7.08	4.47	10.15 <sup>92</sup>	10.50 <sup>64</sup>	.....	D	H D	3361 900	.....	
79.1	Rileyville.....W	3.48 <sup>52</sup>	F 10.31 <sup>64</sup>	S 1.52	S 7.22	5.01	10.33 <sup>2</sup>	11.05	.....	D N	V Y	3830 2 95	.....	
82.4	Vaughn.....	3.55	10.37	1.59 <sup>88</sup>	F 7.28	5.26	10.57	.....	11.12			2712 2 54	.....	
85.0	Elgin.....	3.59	10.42	S 2.05	F 7.33	5.35	11.04	.....	11.20			770 5 50	.....	
88.8	Luray.....OTW	S 4.07	S 10.53	S 2.20	S 7.43	5.50 <sup>14</sup>	11.12	.....	11.49 <sup>10</sup>	D N	F H	3110 878	.....	
95.5	Stanley.....	K 4.19	S 11.05	S 2.34	S 7.57	6.10	11.30	.....	12.01 <sup>PM</sup>	D N	X A	3030 1181	.....	
101.7	Ingham.....W	4.30	11.19 <sup>10</sup>	F 2.45	F 8.09	6.23	11.45	.....	12.15			2955 868	.....	
106.7	Shenandoah.TWCOY	4.43	11.30	2.56	8.20	6.35	12.01	.....	12.30 <sup>88</sup>	D N	{S H AN}	Yard	.....	
		A. M.	A. M.	P. M.	P. M.	P. M.	A. M.	A. M.	A. M.					

STOP NOTES:

K—Stop to let off from connecting lines at Hagerstown and Shenandoah Junction, or take on for Waynesboro or beyond.

TELEGRAPH OFFICES NOT OPEN CONTINUOUSLY, OPEN AS FOLLOWS:

St. James.....	7:30 A. M. to 4:30 P. M.	Boyce.....	8:00 A. M. to 5:00 P. M.
Antietam.....	7:45 A. M. to 5:00 P. M.	Ashby.....	7:30 A. M. to 4:30 P. M.
Shepherdstown.....	7:00 A. M. to 11:00 P. M.	Front Royal.....	7:00 A. M. to 11:00 P. M.
Rippon.....	8:00 A. M. to 5:00 P. M.	Bentonville.....	6:50 A. M. to 3:50 P. M.



Shenandoah to Hagerstown—Northward

Distance from Shenandoah	Time Table No. 23 EFFECTIVE Sunday, April 12, 1925 STATIONS	FIRST CLASS				Telegraph Office	Telegraph Signals	Passing Siding, Clearance Length	Station Siding, Clearance Length
		2	28	10	14				
		Passenger Lv. Daily	Passenger Lv. Daily	Passenger Lv. Daily	Passenger Lv. Daily				
		P. M.	A. M.	A. M.	P. M.				
.....	{ T W C O } Shenandoah.....Y	9.44	6.15	11.09	5.13	D N	{ S H } { A N }	Yard	.....
5.0	Ingham.....W	9.52	F 6.25	F 11.19 <sup>13</sup>	F 5.23			2955	868
11.2	Stanley.....S	10.05	S 6.38 <sup>73</sup>	S 11.33	S 5.38	D N	C A	3030	1181
17.9	Luray.....O T W S	10.17	S 6.50	S 11.49 <sup>73</sup>	S 5.50 <sup>95</sup>	D N	F H	3110	878
21.7	Elgin.....	10.23	F 6.57	S 11.55	S 5.56			770	550
24.3	Vaughn.....	10.28	F 7.05	12.01 <sup>PM</sup>	6.01			2712	254
27.6	Rileyville.....W	10.33 <sup>51</sup>	S 7.12	S 12.09	F 6.09	D N	V Y	3830	295
33.8	Bentonville.....	10.42	S 7.26	S 12.22	F 6.20	D	H D	3361	900
40.5	Manor.....	10.53	7.39	12.35	6.33			3128	199
44.7	Front Royal.....T-W	10.59	S 7.46	S 12.47	S 6.45 <sup>27</sup>	D	F K	3180	923
47.6	Riverton.....O X H	11.07	S 7.54	S 12.56	S 6.52	D N	R V	.....	489
48.1	Carson.....	11.09	7.55 <sup>74</sup>	12.59 <sup>9</sup>	6.54			3300	.....
53.6	Ashby.....	11.16	S 8.08	S 1.10	7.04	D	A Y	3122	297
57.5	White Post.....W H	11.22 <sup>92</sup>	S 8.15	S 1.17	H 7.09	D N	S Q	4090	623
60.6	Boyce.....H	11.28	S 8.25 <sup>71</sup>	S 1.25	S 7.17	D	D K	629	673
66.9	Berryville.....H	11.38	S 8.39	S 1.37	S 7.29	D N	B V	3050	3793
73.0	Rippon.....	11.46	S 8.49	S 1.49	H 7.39	D	K G	3438	718
78.4	Charles-Town.....X-W H	11.54	S 8.58 <sup>13</sup>	S 1.59	S 7.49	D N	B O	2610	1424
83.6	Shenandoah Jct...T W C O S	12.08 <sup>AM</sup>	{ S 9.10 } { S 9.22 }	S 2.15 <sup>95</sup>	S 8.05 <sup>51</sup>	D N	J A	6420	Yard
89.9	Shepherdstown.....W H	12.20	S 9.38	S 2.30	S 8.19	D	Q D	2930	997
92.6	Antietam.....	12.27	S 9.43	S 2.35	F 8.25	D	F U	2313	370
97.8	Grimes.....	12.35	F 9.53	F 2.45	8.34			4250	164
100.8	St. James.....W	12.40	S 9.59	S 2.51	H 8.39	D	M A	1680	.....
105.3	Vardo.....	12.45	10.06	2.58	8.46	D N	V	3500	.....
106.1	Hagerstown Jct.....	12.48	10.08	3.02	8.50	D N	{ A U } { H J }	Yard	.....
106.7	Hagerstown.....T W C O	12.55	10.10	3.10	8.55	D N	H N	Yard	.....
		A. M.	A. M.	P. M.	P. M.				

STOP NOTES:

H—Let off from Roanoke or take on for connecting lines at Shenandoah Junction and Hagerstown.

LOCATION OF TELEPHONES:

Dispatchers' phone installed in boxes outside of stations at:

St. James	Grimes	Antietam	Rippon
Ashby	Front Royal	Manor	Bentonville
Rileyville	Vaughn	Ingham	

TELEPHONES CONNECTING WITH TELEGRAPH OFFICES, AS FOLLOWS:

Shepherdstown—South end Passing Siding	Carson—Freight House
Shenandoah Junction—Pump House	Front Royal—North end Passing Siding
Charles-Town—North and South end Passing Siding	Limeton—Outside of Station
Berryville—North end Passing Siding	Rileyville—South end Passing Siding
White Post—North end Passing Siding	Luray—North end Passing Siding

Shenandoah to Hagerstown—Northward

Distance from Shenandoah	Time Table No. 23 EFFECTIVE Sunday, April 12, 1925 STATIONS	SECOND CLASS			THIRD CLASS	FOURTH CLASS	
		88	52	92	64	72	74
		Time Frt. Lv. Daily	Time Frt. Lv. Daily	Blue Ridge Dispatch Lv. Daily	Thro. Frt. Lv. Daily	Local Frt. Lv. Daily Ex. Sunday	Local Frt. Lv. Daily Ex. Sunday
		P. M.	A. M.	P. M.	A. M.	A. M.	A. M.
.....	{ T W C O } Shenandoah.....Y	12.30 <sup>73</sup>	1.55	8.30	8.55	5.30	.....
5.0	Ingham.....W	12.45	2.15	8.45	9.10	5.50	.....
11.2	Stanley.....	1.15	2.45	9.10	9.40	6.38 <sup>28</sup>	.....
17.9	Luray.....O T W	1.33	3.03	9.28	9.59	7.15	.....
21.7	Elgin.....	1.43	3.13	9.36	10.07	7.30	.....
24.3	Vaughn.....	1.59 <sup>9</sup>	3.22	9.43	10.15	7.40	.....
27.6	Rileyville.....W	2.23	3.48 <sup>1</sup>	9.56	10.31 <sup>13</sup>	8.00	.....
33.8	Bentonville.....	2.39	4.04	10.15 <sup>51</sup>	10.50 <sup>73</sup>	8.25	.....
40.5	Manor.....	2.54	4.19	10.32	11.05	8.50	.....
44.7	Front Royal.....T-W	3.03	4.27	10.40	11.12 <sup>71</sup>	9.15	7.00
47.6	Riverton.....O X	3.12	4.36	10.45	11.20	.....	7.15
48.1	Carson.....	3.14	4.38	10.47	11.22	.....	7.55 <sup>28</sup>
53.6	Ashby.....	3.29	4.55	11.02	11.40	.....	8.25
57.5	White Post.....W	3.49 <sup>95</sup>	5.12	11.22 <sup>2</sup>	11.57	.....	8.45 <sup>71</sup>
60.6	Boyce.....	4.01	5.19	11.35	12.04 <sup>PM</sup>	.....	9.00
66.9	Berryville.....	4.16	5.34	11.56	12.26 <sup>9</sup>	.....	9.20 <sup>13</sup>
73.0	Rippon.....	4.30	5.47	12.10 <sup>AM</sup>	12.40	.....	9.40
78.4	Charles-Town.....X-W	4.45	6.02	12.25	12.52	.....	10.00
83.6	Shenandoah Jct...T W C O	5.12 <sup>27</sup>	6.25	12.55	1.30	.....	10.25
89.9	Shepherdstown.....W	5.28	6.42	1.11	1.43	.....	10.50
92.6	Antietam.....	5.36	6.50 <sup>71</sup>	1.19	1.54 <sup>95</sup>	.....	11.26 <sup>9</sup>
97.8	Grimes.....	5.50	7.06	1.39 <sup>1</sup>	2.12	.....	11.50
100.8	St. James.....W	5.58	7.15	1.48	2.21	.....	12.01 <sup>PM</sup>
105.3	Vardo.....	6.15	7.35	2.15	2.40	.....	12.15
106.1	Hagerstown Jct.....						
106.7	Hagerstown.....T W C O						
		P. M.	A. M.	A. M.	P. M.	A. M.	P. M.



Roanoke to Winston-Salem—Southward

Distance from Roanoke	Time Table No. 23 Effective 1:05 A. M. Sunday, April 12th, 1925	FIRST CLASS			THIRD CLASS				FOURTH CLASS		Telegraph Office	Telegraph Signals	Passing Siding, Clearance Length	Station Siding Clearance Lr.
		35	21	33	87	81	83	85	75	77				
		Passenger Lv. Daily	Passenger Lv. Daily	Passenger Lv. Daily	Thro. Frt. Lv. Daily	Time Frt. Lv. Daily	Thro. Frt. Lv. Daily	Time Frt. Lv. Daily	Local Frt. Lv. Daily	Local Frt. Lv. Daily				
	STATIONS													
		A. M.	P. M.	P. M.	A. M.	A. M.	P. M.	P. M.	A. M.	A. M.				
	{ T W C O } W. Roanoke.....				12.01	8.30	12.45	6.30	7.00		D N	D O	Yrd.	
	Roanoke.....	6.50	12.55	5.10	12.20	9.01	1.00	6.45	7.15		D N	MH U D	Yrd.	
2.2	Walnut Av. Tower.	6.53	12.58	5.14	12.30	9.15	1.15	7.00	7.30		D N	J K		
6.9	Starkey..... W S	7.07	1.11	S 5.27	12.55	9.40	1.40	7.30	7.55		D N	A F	2493 1405	
10.5	Hester..... W	7.13	1.17	5.32	1.05	9.48	1.48	7.40	8.05				1170	
15.4	Boones Mill..... S	7.25	WA 1.29	S 5.46	1.35	10.05	2.25	8.25 <sup>38</sup>	8.30		D	P D	2073 590	
20.6	Wirtz..... S	7.38	1.40	S 5.57	1.50	10.18 <sup>76</sup>	2.40	8.45	8.50		D	R W	3821 945	
27.1	{ W X } Rocky Mount..... S	7.54	WA 1.55	S 6.13	2.15	10.40 <sup>81</sup>	3.11 <sup>22</sup>	9.10	9.25 <sup>76</sup>		D N	R Y	3100 443	
32.9	Lanahan..... S	8.06	2.07	S 6.26	2.40	11.03	3.35	9.35	9.59 <sup>86</sup>		D	F	2802 207	
36.8	Ferrum..... W S	8.16 <sup>76</sup>	WA 2.15	S 6.36	2.53	11.14	3.47	9.45	10.18 <sup>34</sup>		D	Q M	2730 1161	
43.8	Henry..... S	8.31	WA 2.33 <sup>22</sup>	S 6.52	3.18	11.40	4.12	10.10	10.50		D N	M B	3123 694	
48.2	Philpott..... W S	8.40	2.41	S 7.00 <sup>36</sup>	3.32 <sup>84</sup>	11.49	4.22	10.20	11.10		D	B	2079	
51.6	Bassett..... S	8.48 <sup>80</sup>	WA 2.49	S 7.08	3.41	11.57	4.30	10.30	11.30		D	K B	2800 332	
56.6	Payne..... S	8.58	2.58	7.18	3.54	12.07 <sup>PM</sup>	4.40	10.50	11.55	6.00	D	Q	2800 2695	
58.3	Fieldale..... W S	9.04	WA 3.04	S 7.26	3.59	12.09	4.43	11.00		6.25	D	K N	80	
61.6	Martinsville..... S	9.16 <sup>34</sup>	S 3.16	S 7.41	4.17	12.25	5.01	11.25		6.45	D N	V M	5410 467	
66.6	Fontaine..... W F	9.27	3.24	F 7.50	4.31	12.35	5.12	11.40		7.25			2320	
71.5	Ridgeway..... C S	9.40 <sup>78</sup>	WA 3.34	S 8.01	5.00	1.01	6.08 <sup>36</sup>	12.10 <sup>AM</sup>		7.45 <sup>85</sup>	D N	H R	2378	
76.1	Price..... T S	9.51	3.42	S 8.12	5.15	1.26 <sup>22</sup>	6.28	12.25		8.10	D	R A	2037 375	
81.6	Stoneville..... S	10.01	WA 3.52	S 8.23	5.30	1.40	6.40	12.40		8.35 <sup>84</sup>	D	S N	2870 293	
87.9	Mayodan..... W S	10.11	4.02	S 8.34	5.45	1.53	7.04	12.55		9.25	D	M N	2782 389	
89.8	Madison..... S	10.16	WA 4.06	S 8.40	5.50	2.09	7.20	1.05 <sup>84</sup>		9.55	D N	A M	2961 762	
98.1	Pine Hall..... W S	10.31	4.21	S 8.57	6.08 <sup>80</sup>	2.28	7.39	1.25		10.15	D	D F	3106 336	
104.0	Walnut Cove..... X S	10.42 <sup>77</sup>	WA 4.30	S 9.08	6.25	2.40	7.54	1.47		10.42 <sup>35</sup>	D N	W	1629 1060	
109.3	Dennis..... W F	10.50	4.38	F 9.19	6.40	2.53	8.12	2.05		11.15			395	
112.7	Walkertown..... S	11.01	4.48 <sup>36</sup>	S 9.28	6.52 <sup>78</sup>	3.05	8.24	2.15		11.25	D	H F	2348 480	
119.3	Tise..... S	11.12	5.01	9.44	7.05	3.20	8.39	2.30		11.35			2294	
121.4	{ Winston-Salem } Frt. Sta.....	11.16	5.05	9.48	7.19 <sup>34</sup>	3.45	8.55	2.45		11.50	D N	F O	Yrd.	
	Union Station...	11.20	5.10	9.55										
		A. M.	P. M.	P. M.	A. M.	P. M.	P. M.	A. M.	A. M.					

STOP NOTES:

WA—Stop to discharge or receive from Roanoke, Rocky Mount, Martinsville, Winston-Salem or beyond, or for Danville & Western Railway.

TELEGRAPH OFFICES NOT OPEN CONTINUOUSLY, OPEN AS FOLLOWS:

Boones Mill.....	6:00 A. M. to 10:00 P. M.	Fieldale.....	5:30 A. M. to 8:00 P. M.
Wirtz.....	7:00 A. M. to 4:00 P. M.	Price.....	7:00 A. M. to 4:00 P. M.
Lanahan.....	7:30 A. M. to 4:30 P. M.	Stoneville.....	6:45 A. M. to 9:30 P. M.
Ferrum.....	7:00 A. M. to 9:00 P. M.	Mayodan.....	6:30 A. M. to 4:00 P. M.
Philpott.....	7:45 A. M. to 4:45 P. M.	Pine Hall.....	6:00 A. M. to 3:00 P. M.
Bassett.....	7:00 A. M. to 11:00 P. M.	Walkertown.....	5:45 A. M. to 9:45 P. M.
Payne.....	6:00 A. M. to 10:00 P. M.		

Winston-Salem to Roanoke—Northward

Distance from Winston-Salem	Time Table No. 23 Effective 1:05 A. M. Sunday, April 12, 1925	FIRST CLASS			FOURTH CLASS			
		34	22	36	84	86	78	76
		Passenger Lv. Daily	Passenger Lv. Daily	Passenger Lv. Daily	Camel Special Lv. Daily	Florida Special Lv. Daily	Local Frt. Lv. Daily	Local Frt. Lv. Daily
	STATIONS							
		A. M.	P. M.	P. M.	P. M.	A. M.	A. M.	A. M.
	Union Station.....	7.15	12.01	4.25				
	Winston-Salem Frt. Sta. { T W C O }	7.19 <sup>87</sup>	12.05	4.30	11.45	5.00	6.30	
2.1	Tise.....	7.21	12.07	4.32	11.50	5.05	6.35	
8.7	Walkertown..... S	7.35	12.21	S 4.48 <sup>21</sup>	12.05 <sup>AM</sup>	5.25	6.52 <sup>87</sup>	
11.1	Dennis..... F	7.41	12.26	F 4.53	12.14	5.33	7.06	
17.4	Walnut Cove..... W-X S	7.52	WA 12.35	S 5.05	12.35	5.45	7.16	
23.3	Pine Hall..... W S	8.03	12.45	S 5.16	12.48	6.08 <sup>87</sup>	7.30	
31.6	Madison..... S	8.19	WA 12.59	S 5.33	1.05 <sup>85</sup>	6.29	7.50	
33.5	Mayodan..... W S	8.24	1.03	S 5.38	1.15	6.45	8.00	
39.8	Stoneville..... S	8.35 <sup>79</sup>	WA 1.16	S 5.49	1.35	7.05	8.35 <sup>84</sup>	
45.3	Price..... T S	8.45	1.26 <sup>81</sup>	S 5.59	1.54	7.23	8.55	
49.9	Ridgeway..... W-C S	8.54	WA 1.35	S 6.08 <sup>83</sup>	2.20	7.45 <sup>77</sup>	9.40 <sup>35</sup>	
54.8	Fontaine..... F	9.04	1.44	F 6.18	2.35	8.00	10.00	
59.8	Martinsville..... S	9.16 <sup>85</sup>	S 1.54	S 6.30	2.55	8.20	10.20	
63.2	Fieldale..... W S	9.27	WA 2.04	S 6.39	3.05	8.30	10.30	
64.8	Payne..... S	9.30	2.08	6.42	3.11	8.33	10.40	6.10
69.8	Bassett..... S	9.41	WA 2.17	S 6.52	3.23	8.48 <sup>85</sup>		6.40
73.2	Philpott..... W S	9.48	2.25	S 7.00 <sup>83</sup>	3.32 <sup>87</sup>	9.00		7.00
77.6	Henry..... W S	9.58	WA 2.33 <sup>21</sup>	S 7.12	3.45	9.11		7.20
84.6	Ferrum..... S	10.18 <sup>75</sup>	WA 2.49	S 7.32	4.13	9.45		8.16 <sup>85</sup>
88.5	Lanahan..... S	10.26	2.56	S 7.40	4.25	9.59 <sup>75</sup>		8.40
94.3	{ W } Rocky Mount..... S	10.40 <sup>81</sup>	WA 3.11 <sup>83</sup>	S 7.55	4.55	10.40 <sup>84</sup>		9.25 <sup>75</sup>
100.8	Wirtz..... S	10.55	3.25	S 8.10	5.14	11.10		10.18 <sup>81</sup>
106.0	Boones Mill..... W S	11.09	WA 3.38	S 8.25 <sup>85</sup>	5.31	11.32		10.45
110.9	Hester..... S	11.23	3.50	8.37	5.46	11.45		11.00
114.5	Starkey..... W S	11.31	3.57	S 8.47	5.55	11.55		11.12
119.2	Walnut Ave. Tower..... X	11.45	4.08	8.59	6.12	12.10 <sup>PM</sup>		11.30
121.4	Roanoke.....	11.55	4.15	9.05	6.20	12.20		11.40
	West Roanoke.....				6.45	12.30		11.50
		A. M.	P. M.	P. M.	A. M.	P. M.	A. M.	A. M.

STOP NOTES:

WA—Stop to discharge or receive from or for Roanoke, Rocky Mount, Martinsville, Winston-Salem or beyond, or for Danville & Western Railway.

LOCATION OF TELEPHONES

Dispatchers' 'phone installed in boxes, as follows:

Hester—South end Passing Siding	Fontaine—North end Passing Siding
Wirtz—South end Passing Siding	Ridgeway—North end Passing Siding
Rocky Mount—North end Passing Siding	Price—Outside Station
Lanahan—North end Passing Siding	Stoneville—North end Passing Siding
Philpott—Outside Station	Mayodan—Outside Station
Bassett—Opposite J. D. Bassett Mfg. Co. Siding	Madison—South end Passing Siding
Edgewood—Opposite Stanley Furniture Co. Siding	Pine Hall—South end Passing Siding
Payne—In Telegraph Office	Tise—South end Passing Siding
Martinsville—South end Passing Siding	'Phone—4th Street connects with Yard



## ROANOKE YARD

**RADFORD DIVISION—Time Table No. 23—Effective February 22, 1925**  
Westward

STATIONS	FIRST CLASS								SECOND CLASS		FOURTH CLASS
	37	15	41	29	1	25	3	13	51	85	91
	Passenger Lv. Daily	Passenger Lv. Daily	Passenger Lv. Daily	Passenger Lv. Daily	Passenger Lv. Daily	Passenger Lv. Daily	Passenger Lv. Daily	Passenger Lv. Daily	Time Frt. Lv. Daily	Time Frt. Lv. Daily	Local Frt. Lv. Mon., Wed. and Fri.
Roanoke	A. M. 4.00	A. M. 4.45 5.05	A. M. 4.50 5.10	A. M. 2.45 6.45	A. M. 9.20 9.30	A. M. 9.50 10.00	P. M. 4.25 4.40	P. M. 4.20 4.45	A. M. 9.40	P. M. 3.25	A. M. 7.45
West Roanoke								10.00	3.50	7.45	
W. B.	4.09	5.14	5.19	6.55	9.40	10.09	4.50	4.55	2.15	5.15	7.55

**NORFOLK DIVISION—Time Table No. 23—Effective February 22, 1925**  
Westward

STATIONS	FIRST CLASS							THIRD CLASS		FOURTH CLASS
	29	15	41	1	25	3	5	83	85	75
	Passenger Ar. Daily	Passenger Ar. Daily	Passenger Ar. Daily	Passenger Ar. Daily	Passenger Ar. Daily	Passenger Ar. Daily	Passenger Ar. Daily	Thro. Frt. Ar. Daily	Thro. Frt. Ar. Daily	Local Frt. Ar. Daily Ex. Sun.
Roanoke	A. M. 2.45 6.45	A. M. 4.45 5.05	A. M. 4.50 5.10	A. M. 9.20 9.30	A. M. 9.50 10.00	P. M. 4.25 4.40	P. M. 9.40	A. M. 11.50	P. M. 3.25	P. M. 12.01
West Roanoke							12.01PM	3.50 5.00	12.15	
W. B.	6.55	5.14	5.19	9.40	10.09	4.50		5.15		

**SHENANDOAH DIVISION—Time Table No. 23—Effective April 12, 1925**  
Between Shenandoah and Roanoke—Southward

STATIONS	FIRST CLASS			SECOND CLASS	FOURTH CLASS	
	1	13	9	51	63	
	Passenger Ar. Daily	Passenger Ar. Daily	Passenger Ar. Daily	Time Frt. Ar. Daily	Local Frt. Ar. Daily Ex. Sun.	
North Roanoke	A. M. 9.12	P. M. 4.15	P. M. 8.02	A. M. 7.05	A. M. 11.30	
Roanoke	9.20 9.30	4.20 4.45	8.10	7.15	11.45	
West Roanoke				7.30 2.00PM	11.55	
W. B.	9.40	4.55		2.15		

**SHENANDOAH DIVISION—Time Table No. 23—Effective April 12, 1925**  
Between Winston-Salem and Roanoke—Northward

STATIONS	FIRST CLASS			FOURTH CLASS		
	34	22	36	84	88	76
	Passenger Ar. Daily	Passenger Ar. Daily	Passenger Ar. Daily	Camel Special Ar. Daily	Florida Special Ar. Daily	Local Frt. Ar. Daily Ex. Sun.
Walnut Ave. Tower	A. M. 11.45	P. M. 4.08	P. M. 8.59	A. M. 6.12	P. M. 12.10	A. M. 11.30
Roanoke	11.55	4.15	9.05	6.20	12.20	11.40
West Roanoke				6.45	12.30	11.50

## ROANOKE YARD

**RADFORD DIVISION—Time Table No. 23—Effective February 22, 1925**  
Eastward

STATIONS	FIRST CLASS								SECOND CLASS			THIRD CLASS	FOURTH CLASS
	16	42	14	4	2	26	8	30	52	84	86	88	102
	Passenger Ar. Daily	Passenger Ar. Daily	Passenger Ar. Daily	Passenger Ar. Daily	Passenger Ar. Daily	Passenger Ar. Daily	Passenger Ar. Daily	Passenger Ar. Daily	Time Frt. Ar. Daily	Time Frt. Ar. Daily	Time Frt. Ar. Daily	Stock Ar. Daily	Local Frt. Ar. Tues., Thurs. and Sat.
W. B.	P. M. 11.58	A. M. 12.39	P. M. 12.01	P. M. 12.18	P. M. 4.48	P. M. 5.31	P. M. 8.48	P. M. 10.48	P. M. 12.50	P. M. 3.35	A. M. 5.45	A. M. 1.15	P. M. 1.05
West Roanoke									1.00	3.45	5.55	3.30	1.15
Roanoke	12.10AM 12.20	12.50 1.00	12.15 12.45	12.30 12.45	5.00 5.15	5.42 5.50	9.00	11.00 1.05AM	5.15	7.15	8.15		

**NORFOLK DIVISION—Time Table No. 23—Effective February 22, 1925**  
Eastward

STATIONS	FIRST CLASS							THIRD CLASS		FOURTH CLASS	
	16	42	30	6	4	2	26	86	84	74	
	Passenger Lv. Daily	Passenger Lv. Daily	Passenger Lv. Daily	Passenger Lv. Daily	Passenger Lv. Daily	Passenger Lv. Daily	Passenger Lv. Daily	Thro. Frt. Lv. Daily	Thro. Frt. Lv. Daily	Local Frt. Lv. Daily Ex. Sun.	
W. B.	P. M. 11.58	A. M. 12.39	P. M. 0.48	A. M. 6.30	P. M. 12.18	P. M. 4.48	P. M. 5.31	A. M. 5.45	P. M. 3.35	A. M. 7.00	
West Roanoke								5.55	3.45	7.00	
Roanoke	12.10 AM 12.20	12.50 1.00	11.00 1.05AM	6.30	12.30 12.45	5.00 5.15	5.42 5.50	8.15	7.15	7.10	

**SHENANDOAH DIVISION—Time Table No. 23—Effective April 12, 1925**  
Between Roanoke and Shenandoah—Northward

STATIONS	FIRST CLASS			SECOND CLASS		THIRD CLASS		FOURTH CLASS
	10	14	2	88	52	86	64	60
	Passenger Lv. Daily	Passenger Lv. Daily	Passenger Lv. Daily	Time Frt. Lv. Daily	Time Frt. Lv. Daily	Thro. Frt. Lv. Daily	Thro. Frt. Lv. Daily	Local Frt. Lv. Daily Ex. Sun.
W. B.	A. M. 12.01	P. M. 4.48		A. M. 12.50	P. M. 1.00	P. M. 6.15	A. M. 10.00	A. M. 6.00
West Roanoke				1.15	5.00	6.15	10.00	6.00
Roanoke	6.30	12.15 12.45	5.00 5.15	3.45	5.15	6.30	10.15	6.10
North Roanoke	6.36	12.51	5.22	3.55	5.30	6.55	10.35	6.20

**SHENANDOAH DIVISION—Time Table No. 23—Effective April 12, 1925**  
Between Roanoke and Winston-Salem—Southward

STATIONS	FIRST CLASS			THIRD CLASS				FOURTH CLASS	
	35	21	33	87	81	83	85	75	
	Passenger Lv. Daily	Passenger Lv. Daily	Passenger Lv. Daily	Thro. Frt. Lv. Daily	Time Frt. Lv. Daily	Thro. Frt. Lv. Daily	Time Frt. Lv. Daily	Local Frt. Lv. Daily Ex. Sun.	
West Roanoke	A. M. 12.01	P. M. 8.30	P. M. 12.45	A. M. 6.30	A. M. 8.30	P. M. 12.45	P. M. 6.30	A. M. 7.00	
Roanoke	6.50	12.55	5.10	12.20	9.01	1.00	6.45	7.15	
Walnut Ave. Tower	6.53	12.58	5.14	12.30	9.15	1.15	7.00	7.30	



# SHENANDOAH DIVISION

## Special Instructions

### STANDARD TIME.

#### 1. Clocks showing Standard Time are located as follows:

Roanoke:  
Dispatcher's Office.  
Telegraph Office, Passenger Station.  
Crew Dispatcher's Office.  
Yardmaster's Office.

Shenandoah:  
Yardmaster's Office.  
Round House.

Waynesboro:  
Telegraph Office.

Hagerstown:  
Telegraph Office, Passenger Station.

Winston-Salem:  
Telegraph Office.

Loch Laird:  
Telegraph Office.

(Note Rule No. 3, Book of Rules)

### REGISTERING.

#### 2. Conductors, only, will examine register.

First class trains and passenger extras register at Passenger Station, Hagerstown, Shenandoah, Roanoke and at Telegraph Office, Winston-Salem.

Freight trains register at Yard Office, Yard 3, Hagerstown; Yard Office, Shenandoah; Telegraph Office, Winston-Salem.

First class trains and passenger extras throw off register to Operator at Yard 3, Hagerstown, who will register them.

Southward trains register and examine register at Loch Laird unless register of northward superior trains is given by train order, in which case register will be thrown off to Operator, who will register them.

Northward second, third, fourth class and extra trains register and examine register at Glasgow and Loch Laird.

Northward first class trains and passenger extras throw off register to Operator at Loch Laird, who will register them.

Northward first class trains and passenger extras and all southward trains throw off register to Operator at Glasgow, who will register them.

Register at Glasgow is information for and regarding C. & O. trains only.

Northward C. & O. trains register and examine register at Glasgow and throw off register to Operator at Loch Laird, who will register them.

Southward C. & O. trains register and examine register at Loch Laird and throw off register to Operator at Glasgow, who will register them.

When practicable, Dispatchers will transmit to Nos. 1, 9 and 13 register of northward first class trains arriving Loch Laird.

Northward second, third, fourth class and extra trains register and examine register at North Roanoke.

All passenger trains and southward freight trains will throw off register to Operator at North Roanoke, who will register them.

Northward Roanoke Sub-Division freight trains and light engines register, examine register and get 31 order or clearance card Dispatcher's Office Park Street and Southward freight trains and light engines register Dispatcher's Office during hours Telegraph Office North Roanoke is closed.

Southward Winston-Salem Sub-Division freight trains register and examine register at Dispatcher's Office, Park Street, Roanoke, get "19" order or clearance card at Walnut Avenue Tower and throw off register to Operator, who will register them.

Form "19" train orders will be used exclusively for southward Winston-Salem Sub-Division freight trains at Walnut Avenue Tower and when northward trains are given a meet order or "right" over southward trains to Roanoke, operators will be governed by second paragraph of Rule No. 211, Book of Rules, and will stop the southward train before delivering the train order.

Passenger trains and northward freight trains moving via Walnut Avenue Tower will throw off register to operator, who will register them.

Northward Winston-Salem Sub-Division freight trains and southward Shenandoah Sub-Division freight trains arriving Roanoke register at West Roanoke, Yardmaster's Office.

Nos. 71, 72, 73 and 74 register at Front Royal.

No. 92 register at Waynesboro.

Nos. 60, 61, 62 and 63 register at Buena Vista.

Nos. 75, 76, 77 and 78 register at Payne.

In transmitting register of trains by wire, same must be repeated and recorded in train order book.

### BULLETIN BOARDS.

#### 3. Bulletin Boards are located as follows:

Hagerstown:  
Engine House.  
Yardmaster's Office, Yard 3.  
Telegraph Office, Passenger Station.

Shenandoah:  
Engine House.  
Yardmaster's Office.

Loch Laird:  
Telegraph Office.

Roanoke:  
Engine House.  
Yardmaster's Office.  
Dispatcher's Office, Park Street.  
Passenger Station.

Winston-Salem:  
Telegraph Office.  
Engine House.

### MAXIMUM SPEED

#### HAGERSTOWN SUB-DIVISION.

	Miles Per Hour		
	1st Class	2d Class	3d, 4th and Extras
4. Backing in and out Shenandoah Junction Station.....			35
Southward, Mile Post 98 to Ingham.....	10	10	10
" North Switch Elgin to one-half (1/2) mile South.....	45	25	25
Northward, Stanley to Luray.....		25	25
" Through first dip south of Spitzlers.....		20	20
" Compton to Overall.....		10	10
" Bentonville to Mile Post 68.....	40	15	15
" Through first dip north of Boyce Station.....		25	25
" Through first 2 dips north of Berryville.....		18	18
" Mondel to Grimes.....		15	15
		10	10

Class Z-1, Y-2, Y-3 or foreign engines of same type, 25 miles per hour.

Class K-1 or K-2 Engines, 50 miles per hour.

Bridges—Speed restricted over for engines:

Class Y	Class K	Class Z	Class M-2	Class K-Z-M 2 Double Headed
606	661	606	625	620
607	12 Miles	607	627	624
619	Per Hour	619	12 Miles	625
620	.....	625	Per Hour	627
624	620	627	.....	629
625	625	12 Miles	620	12 Miles
627	627	Per Hour	629	Per Hour
629	629	.....	25 Miles	
661	25 Miles	620	Per Hour	
8 Miles	Per Hour	629		
Per Hour		25 Miles		
		Per Hour		

#### ROANOKE SUB-DIVISION.

	Miles Per Hour		
	1st Class	2d Class	3d, 4th and Extras
Southward, Lofton to Pkin.....	40		35
" Lofton to Riverside.....		25	25
" Vesuvius to Riverside.....	40		
" Loch Laird to Glasgow.....	40		
" Graves to South End James River Bridge.....		10	10
" Troutville to Roanoke.....		25	25
Northward, Nace to Lithia.....	40	25	25
" Glasgow to Loch Laird.....	40		
" Through dip south of Hatch Branch.....		20	20
" Lofton to Cold Spring.....	40	20	20
" Through dip north of Bridge 490 north of Harrison to Summit north of Mile Post 131.....		10	10
Crimora Branch.....		6	6
Hatch Branch.....		10	10

Class Z-1, Y-2 or Y-3 Engines, 25 miles per hour.

Class K-1 or K-2 Engines, 50 miles per hour.

Class Y-2 or Y-3 Engines over Bridges 411, 425, 444 and 470, 8 miles per hour.

#### WINSTON-SALEM SUB-DIVISION.

Roanoke to Martinsville.....	45	25	25
Martinsville to Winston-Salem.....		30	30

Engines backing, except when lead engine is headed and second engine backing 15 miles per hour.

Class Z-1 and M-2 Engines over Bridges 1840, 1859, 1871 and 1880, 10 miles per hour.

### RETAINERS.

Roanoke Sub-Division.

20 retainers Troutville to Lithia,  
20 retainers Lofton to Cold Spring.

Winston-Salem Sub-Division.

20 retainers Ferrum to Henry tank.  
Less than full tonnage same ratio.

Exceptions to above rule will be made by direction of the Engineer in charge of the train, whenever in his judgment conditions are unusual and require the use of retainers other than above specified.

### STATIONS FOR WHICH NO TIME IS SHOWN AT WHICH TRAINS WILL STOP ON SIGNAL

Trains Nos. 1 and 14 at Arcadia.  
Trains Nos. 9 and 10 at Arcadia, Cornwall, Marlbrook, Wilda, Lipscomb, Dooms, Yancey, Grove Hill, Limeton and Gaylord.  
Train No. 10 at Overall June 1st to September 15th.  
Trains Nos. 13 and 14 at Rippon Sunday only.  
Trains Nos. 27 and 28 at Wheatland, Gaylord, Briggs, Success, Karo, Limeton, Overall and Grove Hill.  
Trains Nos. 33 and 34 at Wrights, Taylor, Barfoot, Prilliman, Firestone, Sharp and Ogburn.  
Trains Nos. 35 and 36 at Wrights, Taylor, Blaine, Barfoot, Prilliman, Edgewood, Firestone, Sharp and Ogburn.

### GENERAL

6. Eastward or northward trains are superior to trains of the same class in the opposite direction. Note Rule 72, Book of Rules.

7. In other than automatic block territory, passenger trains will be moved only under absolute block, 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 communication.

8. In other than automatic block territory, circus trains and trains handling camp cars occupied by men will be moved only under absolute block.

9. Within the limits of automatic block territory, Rule No. 86, Book of Rules, is withdrawn and inferior trains will clear superior trains 5 minutes.

10. Switching of passenger trains must not be attempted at both ends at the same time.

11. Passenger trains hauled or assisted by freight engines will not exceed 30 miles per hour.

12. When switching wrecking outfits on grades, where it becomes necessary to detach engine from cars, men must be placed at hand brakes to stop the cars in case of air failure. Independent brake and hand brake on derrick car must be tested before switching of this character is attempted.

13. Light weight locomotives, clam shell cranes, ditching machines, pile drivers and camp cars, when hauled in train, must be placed at the rear.

Trains hauling camp cars and light loaded or empty wooden flat cars must not be pushed without placing the pusher engine ahead of such cars.

Wooden flat cars, whether loaded or empty, must be handled on the rear of trains other than locals or work trains.

14. The clearance between cabs of Mallet and Mountain Type engines and mail cranes is not sufficient to clear a man.

15. Second paragraph, Rule No. 537, Book of Rules, is modified to the extent that trainmen will not blow steam out of train line approaching points where locomotives or cars are changed, except when train is approaching the end of its run. Note Form 229, Pages 27 and 28, Rules Nos. 3, 6, 7 and 10.

16. Rule No. D-152, Book of Rules, is modified to the extent that when a train crosses over to or obstructs the opposite track it will be necessary to protect against the current of traffic only, except trains moved against the current of traffic from one point to another will protect as per Rule No. 99.

17. Trains not scheduled by time table, or train order, will proceed extra with the current of traffic on double track. Trains having trouble on double track will arrange to flag following superior trains around with least possible delay.

18. On double track, the head portion of a train which has parted may return on its own track to recover the rear when it is KNOWN there are no cross-over facilities or Branch Line connections between the rear and the head end; but in case the location of the rear is not definitely known, the head end will be disposed of in the most convenient manner and the light engine cross over and move with the current of traffic in search of rear, and when found, take such action as may be best to recouple train; having in mind the



question of safety and least possible delay to other trains. Telephones, when available, should be used in connection with such movements if time can be saved.

19. The second paragraph of Rule No. 99 (b), Book of Rules, is modified as follows:

When a passenger train is detained at any of its time table stops more than 3 minutes, the Flagman must go back with flagman's signals and protect train, as provided in Rule No. 99.

20. Rule No. 696, Book of Rules, is modified to allow motor cars to operate five hundred (500) feet apart, instead of one thousand (1,000) feet.

21. Yard limit indication, Page 20, Book of Rules, is modified to note Rule No. 103 (b), instead of Rule No. 103 (a).

22. When Agents have freight for a local train, Green and White signal will be used to stop such trains. Note Rules Nos. 28 and 28 (a), Book of Rules.

23. Rules Nos. 10 (b) and (c), 19, 19 (a) and (b), Book of Rules, are modified as follows:

Rule No. 10,

Paragraph (b), Green changed to Yellow } As specified in the  
Paragraph (c), White changed to Green } following para-  
graphs:

When not so specified in the following paragraphs, the colors White and Green will continue in use as prescribed by the rules.

Rules Nos. 19, 19 (a) and 19 (b), and portions of diagrams in connection therewith illustrating the display of markers:

Green changed to Yellow.

Marker Lamps painted Yellow.

Block Signals and Interlocking Signals, and Hand Signals in connection therewith:

White changed to Green.

Green changed to Yellow.

Switch Lamps and Targets:

(a) White lights changed to Green.

(b) White targets changed to Green.

Distant Switch Signals:

White lights changed to Green.

Green lights changed to Yellow.

Slow Boards:

Green boards changed to Yellow.

Green lights changed to Yellow.

24. Rule No. 17, Book of Rules, is modified as follows:

Headlights on road engines should be dimmed when standing at the end of double track or third track, and coal and water stations; when running light through yards; also when standing on passing sidings after train has stopped clear of main track, or when standing or moving close behind other trains.

If headlight on an engine fails, the engineer will, when passing through yards and station limits, reduce speed and take extraordinary precaution to prevent accident. In addition to continuous ringing of bell, the whistle should be sounded lightly at frequent intervals.

25. Rules Nos. 30 and 30 (a), Book of Rules, are modified and consolidated as follows:

The engine bell must be rung when about to move, when passing through tunnels, yards, through or over streets, and when passing trains on double track, and must be rung continuously from each road crossing whistle post to the crossing.

26. When running on opposite track, on approaching grade crossings, whether protected by gates or other signals or not, speed of train should be reduced, whistle sounded frequently, and bell rung continuously until engine has passed over the crossing.

27. Fifth paragraph of Rule No. 412, Book of Rules, is modified as follows:

Employees are prohibited from riding on pilots of engines in road service, and they must not under any circumstances ride on yard engine pilots or footboards between engine and cars, or when it puts them forward of the direction in which engine is moving.

28. Employees operating switches by hand must see that points fit up properly and lock or hook placed in hasp where provided.

29. Engineers of trains displaying signals must sound engine whistle, as per Rule No. 14-K, at junction points and when passing track or bridge forces.

30. As far as practicable, when trains pass other trains on double track or sidings, members of the crew should be on the platform of caboose or on the outside, in position to receive or give signals or advice of defects that may have been noted in the passing train, in order that steps may be taken to prevent accident.

31. In automatic block territory, trains entering the main track from any point, or crossing from one track to the other, will inspect disc indicator before fouling main track. As far as practicable, members of the crew on head of train will be required to see that disc is examined, and when disc is found showing red, or in the absence of a disc, or for any reason they are unable to tell indication of disc, crew will protect as per Rule No. 99 before entering main track. It will not be necessary for Engineers to leave engines to examine the disc, but they will see that disc is examined by Trainmen. At points other than in yard or station limits crews will protect before entering main track, regardless of indication of disc. Trains entering main track as indicated above will run under control to first automatic block signal.

32. The absence of a light on an automatic signal or switch lamp will not be regarded as a signal imperfectly displayed, nor the absence of a signal as referred to in Rules No. 27 and No. 803, Book of Rules, provided the signal arm or target can be plainly seen. The position or indication of the signal arm will govern.

33. Rule No. 806, Book of Rules, is modified as follows:

Trains approaching meeting points and finding "stop and proceed" signal in stop position, may proceed under control without stopping for such signal when the signal is located at the pull-in switch, provided the pull-in switch is open and proceed hand signal is given by the party handling the switch. Speed of 10 miles per hour must not be exceeded while pulling through sidings.

34. Rule No. 814, Book of Rules, is modified as follows:

When a train is stopped by a signal and the indications are that the signal is out of order, Engineer must report the fact to the Superintendent on signal report, Form C. T. 487.

Engineer must, if possible, ascertain cause of stop before reporting it as "Unknown."

The responsibility for colliding with trains in block when proceeding on a stop and proceed, or caution, signal will rest with the engineer following under such stop and proceed, or caution, signal.

35. The position of engines of different sizes, when used on trains that are double-headed, will be as follows:

#### FREIGHT SERVICE.

Mallet engines must always be coupled next to train.

K-1 and K-2 engines must be coupled next to train when double-headed by Class M-2 or smaller engines.

M-2 engines must be coupled next to train when double-headed by Class M or smaller engines.

Class W engines must be coupled next to train when double-headed by Class D, G, T or U engines.

In other cases it does not matter which engine is coupled next to train.

#### PASSENGER SERVICE.

Any type of passenger engine may be coupled next to train, or behind engines of a heavier type, but the engine that is equipped with steam heat and air signal should always be coupled next to train. In case both engines are provided with steam heat and air signal equipment, the regular assigned engine and crew should be coupled in front.

In case freight engines are used to double-head passenger trains they should not be placed behind the passenger engine.

#### AIR BRAKES.

50. Rules governing the operation of air brakes are contained in Books M. P. 229 and M. P. 294, revised October, 1912.

Employees, whose duties are prescribed by these rules, must provide themselves with a copy.

#### AUTOMATIC BLOCK AND INTERLOCKING.

51. A train stopped by an automatic stop and stay signal, not located at an interlocking plant, will not proceed until instructions to proceed have been received from the nearest point of communication, or until a Flagman has been sent forward to protect the train to the next signal in advance, unless the signal changes to PROCEED.

52. Slow speed permissive signals, where installed at interlocking plants, are attached to the semaphore mast of main line signals, below the regular interlocking signals, when such signals are used as block signals in addition to their regular function of route signals. These signals are distinguished from the regular interlocking signal on account of having a shorter semaphore arm painted yellow. When the arm is in the forty-five degree position above or below horizontal and shows two yellow lights in a horizontal line at night, it will indicate that the route through the interlocking plant is properly lined up, but that the block is occupied, and Engineers accepting the signal must proceed with great caution and under full control, prepared to stop short of train or other obstruction.

Levermen must not use this type of signal, except when absolutely necessary to relieve or avoid congestion within the limits of interlocking plant.

53. Certain automatic stop and proceed signals on designated ascending grades have been equipped with an additional aspect known as "GRADE INDICATION," for the purpose of eliminating stops at such signals.

The additional aspect consists of a disc with a black letter "G" on a yellow background for day indication, and a yellow light staggered under the red light for night indication.

When the semaphore arm of such signals is in stop position by day or night, and a red light and staggered yellow light are displayed at night, trains will proceed without stopping, at a slow rate of speed and under full control prepared to stop short of train or other obstruction. Note Rule No. 806, Book of Rules.

54. Speed at interlocked grade crossings and junction points is restricted to 25 miles per hour for passenger trains, and 10 miles per hour for other trains.

55. Fuses and torpedoes will not be used by Trainmen in automatic block territory, except in EMERGENCY, but must be used by Trackmen and Bridgemen when track or bridges are unsafe and obstructed by work or from other causes.

#### LOCAL

100. 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 Telegraph Office, Yard 3, Hagerstown; at Yard Office, Shenandoah.

All trains will get a "31" order or clearance card at Telegraph Office, Winston-Salem.

Southward Winston District freight trains will get a "19" order or clearance card at Walnut Avenue Tower, Roanoke.

All southward trains will get a "31" order or clearance card at Loch Laird.

Northward trains will get a "31" order or clearance card at Glasgow and Loch Laird.

Northward freight trains will get a "31" order or clearance card at North Roanoke, during hours Telegraph Office is open.

Trains 73 and 74 will get a "31" order or clearance card at Front Royal.

No. 92 will get a "31" order or clearance card at Waynesboro.

Nos. 62 and 63 will get a clearance card or "31" order at Buena Vista.

Nos. 76 and 77 will get a "31" order or clearance card at Payne.

101. Automatic block is in effect between Shenandoah and Hagerstown. See Rules 800 to 814, inclusive, in Book of Rules.

102. Rules governing operation of Block Signals Nos. 700 to 729, inclusive, are effective between Loch Laird and Glasgow.

Passenger trains will be handled under absolute block at all times.

A train running ahead of a passenger train will report clear at an open telegraph office or at a siding where telephone is located before the passenger train is due to leave the last open telegraph office back.

A train clearing at an open telegraph office or siding where telephone is located must not follow a passenger train until the passenger train clears the first open telegraph office ahead.

A train running against an opposing passenger train must report clear at an open telegraph office before the passenger train is due to leave and must clear as per Rule No. 89. A train running against an opposing passenger train to a siding where telephone is located must report clear before the passenger train is due to leave the first open telegraph office ahead.

A train running against an opposing passenger train to a siding where switch is located beyond the telegraph office must clear before the passenger train is due to leave the first station ahead where time is shown.

In case wires or telephone should fail trains will be handled in accordance with Rule No. 706.

Operators will strictly observe Rules Nos. 721 and 723 between Shenandoah and Winston-Salem in connection with passenger train movement.

In the event a train enters a block and fails to clear at the next open telegraph office, when there is an intervening siding at which no telephone is located, operators, trainmen and dispatchers will be governed by Rule No. 727. It must be understood that no train will enter such block without ample time to make the next open block station and this is only to provide for unforeseen delays.

103. Automatic Train Control is in service on Hagerstown Sub-Division. No train or engine will be operated from a terminal without train control operative on lead engine, except by direction of Superintendent.

Engineer will be governed by signals displayed on cab indicator on engine and trains will be governed by the most restrictive indications displayed by either automatic signals or train control apparatus.

Engine cab signal consists of three lights indicated by letters H, M and L, High, Medium and Low Speed, which indicate the speed at which train may run, depending upon track conditions and wayside signals and will with reference to speed control feature indicate permissive speeds as follows:

#### MILES PER HOUR

	Low L	Medium M	High H
Passenger trains . . . . .	20	40	60
Freight trains . . . . .	20	30	40

Acknowledging valve is installed convenient to the engineer and acknowledgment of low speed indication must always be made immediately in order to prevent an automatic brake application. The acknowledging valve should be left in acknowledging position until the pressure on blow down reservoir gauge registers below 40 pounds, then returned to normal position.

Cab indicator will change from H to M when train reaches a point where it is necessary to reduce from High to Medium Speed on account of a stop signal or occupied block, M to L when a train reaches a point where it is necessary to reduce from Medium to Low Speed on account of stop signal or occupied block.

Brakes should not apply automatically when engine is moving at less than Low Speed if acknowledgment has been made properly. Trains therefore will approach a stop signal or obstruction under control of the engineer.

If cab indicator changes from H or M to L and remains there and no reason noted for same, train may proceed under control to first available point of communication, expecting to find stop signal, train, open switch, broken rail, or other obstruction, where report will be made to Superintendent and instructions secured.

If means of communication, automatic signals and train control all fail, trains will be governed by automatic signal and train rules.

A cut out valve is located on the application valve under cab of engine for cutting out pneumatic equipment, handle of this valve is sealed and should not be interfered with without proper authority.



In case of emergency where train will be delayed where there is no available communication, engineman may cut the apparatus out and proceed to nearest point of communication and report to Superintendent.

Should train control apparatus on lead engine fail to extent that repairs cannot be made on line, second engine must be placed in lead at first available siding.

104. 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.

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. Trains working between Vesuvius and Lofton take extra precaution against helper engines cut out and returning southward who might not encounter the southbound flagman stationed against southbound movement.

108. Crews of the N. & W. Railway will not invade the transfer tracks at Waynesboro until having ascertained whether a crew of the C. & O. Ry. is at work thereon, and, if so, a definite understanding must be had between the respective conductors as to what tracks each will use, so that there can be no possible misunderstanding that would result in an accident.

109. Hagerstown Yard—Conductors and Engineers of all trains using tracks in P. R. R. Yard between Hagerstown Junction and North crossing must be governed by Special Instructions affecting this yard. Telephone is located at clearance point at south end of engine running track, engineers of outbound engines will call Yardmaster's Office, Yard 3, and get information as to track to use to south end of Yard 3, before fouling Brick Yard track.

110. Rule No. 90 (a), Book of Rules, is modified to extent that single trains need not detach engine when taking coal or water, except where both are taken at same point.

111. Rule No. 11 (General) is modified to the extent that Class M or M-2 engines hauling passenger trains on the Hagerstown Sub-Division will not exceed a speed of 35 miles per hour.

112. All trains using passing sidings at Buena Vista, Cold Springs, Port Republic, Elkton, Front Royal, Shenandoah Junction, St. James and Philpott must do so expecting to find cars thereon.

When cars are left on any passing siding which has a spur track suitably located, reverse switch to act as a derail and immediately wire Superintendent's office. Trains using such sidings, will do so expecting to find spur track switch reversed.

Derailing switches in passing sidings at St. James, Antietam, Front Royal, Port Republic, Cold Spring, Buena Vista, Philpott and Tise will be kept closed when no cars are left on these sidings.

113. Class K, M-2 and Mallet engines must not use the following sidings. When necessary for such engines to set off cars on these sidings, hold to sufficient cars to make proper placement.

**Hagerstown Sub-Division:**

- WM—Spur Hagerstown Junction.
- Mondel Siding.
- Shepherdstown—Whiting Siding.
- Shenandoah Junction Coal Wharf beyond top of incline.
- Charles-Town Belt Line—East of Switch leading to Brass Foundry.
- Ashby Station Siding.
- Carson—Track north from loading shed from Hydrant Plant.
- Carson—Track to new crusher.
- Gooney Manor Copper Company's Siding.
- Armstards Coal Wharf Siding, Luray.
- Hershberger Coal Wharf Siding, Luray.
- Stock Pen Siding, Luray.

**Roanoke Sub-Division:**

- Elkton Wye.
- Kendell and Flick Siding.
- Island Ford Station Siding.
- Lewis Milling Company Siding.
- Waynesboro Belt Line.
- Bricker Branch.
- Buena Vista, Armour's Fertilizer Works Siding.
- Buena Vista—That part of the overland siding between switches of the new siding that was put in at the Extract Works.
- Buchanan—Virginia Can Company's Sidings Nos. 1 and 2.
- C. & O. Wye at Glasgow is not safe for Class Y-2 or Y-3 Engines.
- Wye at Pkin is not safe for Class K-1 or K-2 Engines.

**Winston-Salem Sub-Division:**

- County Alms House Siding.
- Rorer Mines Branch Siding.
- Fishburn's Siding.
- Apple Siding.
- 22-Mile Siding.
- Bald Knob Furniture Company's Siding, Rocky Mount.
- Martinsville—American Furniture Company's track.
- Martinsville—Virginia Furniture Company's track.
- Winston-Salem—Carolina Ore Company's Siding.
- Southern Chemical Company's Siding.

114. Incorporated Towns through which speed must be observed as follows:

Hagerstown.....	12 miles per hour
Shepherdstown (passenger trains).....	30 miles per hour
Shepherdstown (freight trains).....	20 miles per hour
Berryville (passenger trains).....	20 miles per hour
Berryville (freight trains).....	15 miles per hour
Luray.....	25 miles per hour
Stanley.....	15 miles per hour
Elkton.....	15 miles per hour
Waynesboro (passenger trains).....	25 miles per hour
Waynesboro (freight trains).....	15 miles per hour
Buena Vista (passenger trains).....	12 miles per hour
Buena Vista (freight trains).....	8 miles per hour
Buchanan.....	6 miles per hour
Stoneville.....	15 miles per hour
Winston-Salem (freight trains).....	8 miles per hour
Winston-Salem (passenger trains).....	12 miles per hour

**RAILROAD CROSSINGS AND JUNCTION POINTS.**

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

- Pennsylvania Railroad Connection, Hagerstown Junction.
- Western Maryland Railway Connection, Hagerstown Junction.
- Baltimore & Ohio Railroad Crossing, Charles-Town.
- Southern Railway Crossing, Riverton.
- Chesapeake Western Railway Connection, Elkton.
- Virginian Railway Crossing, Roanoke.
- Franklin & Pittsylvania Railway Crossing, Rocky Mount.
- Atlantic & Yadkin Railway Crossing, Walnut Cove.
- Southern Railway Crossing, Winston-Salem Yard.

**LENGTH OF TURN TABLES.**

Shenandoah Junction..	60 feet	Waynesboro.....	115 feet
Front Royal.....	75 feet	Loch Laird.....	60 feet
Luray.....	75 feet	Price.....	75 feet
Shenandoah.....	115 feet	Winston-Salem.....	85 feet

**SPEED TABLE.**

TIME Going 1 Mile	MILES Per Hour	TIME Going 1 Mile	MILES Per Hour	TIME Going 1 Mile	MILES Per Hour
Min. Sec.		Min. Sec.		Min. Sec.	
5 00	12.00	1 34	38.29	1 06	54.55
4 00	15.00	1 32	39.13	1 05	55.38
3 00	20.00	1 30	40.00	1 04	56.25
2 50	21.18	1 28	40.91	1 03	57.14
2 40	22.50	1 26	41.86	1 02	58.06
2 30	24.00	1 24	42.86	1 01	59.02
2 24	25.00	1 22	43.90	1 00	60.00
2 20	25.72	1 20	45.00	59	61.02
2 15	26.67	1 18	46.15	58	62.07
2 10	27.69	1 16	47.37	57	63.14
2 05	28.80	1 15	48.00	56	64.29
2 00	30.00	1 14	48.65	55	65.45
1 55	31.30	1 13	49.31	54	66.66
1 50	32.73	1 12	50.00	53	67.92
1 45	34.29	1 11	50.70	52	69.23
1 42	35.29	1 10	51.43	51	70.59
1 40	36.00	1 09	52.17	50	72.00
1 38	36.73	1 08	52.94	49	73.47
1 36	37.50	1 07	53.73	48	75.00

**ROANOKE YARD**

200. Trains or engines must not pass over Street Crossings protected by gates, unless gates are down.

201. The dropping of cars by gravity on main tracks 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 must not exceed thirty (30) miles per hour through Roanoke Yard limits; twenty (20) miles per hour over facing point switches and ten (10) miles per hour entering or leaving passenger station.

205. Freight trains leaving Roanoke at night before cabin car has been attached, must be protected by a man with light on rear car. Red lights must be used for such trains as occupy main track, or eastward running track. During day hours brakeman must be stationed on rear car.

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

The railroad crossing of the Virginian Railway at Walnut Avenue, Roanoke Yard; at Belt Line near Roanoke River Bridge, and at west end of Belt Line.

207. Double track is in service for all trains and yard engines Roanoke Passenger Station to Telegraph Office, North Roanoke. Switches south end of double track governed by interlocking plant at Passenger Station. Switch at north end of double track handled by Operator, during hours Telegraph Office is open.

Double track is in service for all trains and yard engines between Campbell Avenue and a point one thousand (1,000) feet south of Walnut Avenue Tower on Winston Sub-Division, Roanoke Yard. Switches at north end of double track handled from interlocking plant at Passenger Station. Switch at south end of double track handled by Leverman at Walnut Avenue.

208. Northward trains will move with extreme caution between Franklin Road Crossing and Crystal Spring Siding, account sharp curvature and restricted vision.

No southward movements will be made on Roanoke Belt Line, except under flag protection or by special order.

Speed of ten (10) miles per hour will not be exceeded on Belt Line tracks.

209. When the crossing leading into Roanoke Shop Yards, opposite Woodland Park, is blocked in excess of five (5) minutes, the crossing must be promptly cut.

In case Ambulance wants to cross track at this point, crossing must be cut at once, regardless of time train has been standing.

The crossing at yard gate at north end of Roanoke Shop Yard, which is used by the City Fire Department, must not be blocked, and when trains are stopped at this point, crossing must be cut.

210. Norfolk or Shenandoah Division freight trains, or Yard Engines, leaving or entering Roanoke Yard, when stopped for any cause, must stop with engine at least one hundred and fifty (150) feet from Commerce or Jefferson Street Crossings.

211. Southward Winston Sub-Division freight trains having over forty (40) cars, waiting at Walnut Avenue for northward trains, will pull to signal at south end of double track to prevent blocking switching service at Campbell Avenue station.

212. Freight trains entering receiving yard at switch box at stock pens, West Roanoke, will not exceed speed of ten (10) miles per hour.

213. Road crews using eastward running track, Roanoke Yard, will exercise extreme care to prevent possibility of collision with cars standing on that track below Park Street Scale House, or being dropped down scale track.

214. Eastward passenger trains, and eastward freight trains using running track, will not pass Commerce Street, except on signal from switchman.

Westward trains will not pull out of Roanoke Passenger Station tracks 1, 2, 3 or 4, and westward trains on westward main track will not foul cross-over at Henry Street, without signal from switchman.

215. The bottom arm of the three-arm signal at north limit of Roanoke Interlocking Plant governs movement into Pullman yard tracks. Road crews will not accept bottom arm of this signal.

216. Signals at Roanoke Interlocking Plant are purely route signals and furnish no block protection whatever. Engineers accepting these signals must proceed with caution and be on the lookout for engines, cars or other obstructions.

The above applies to all, except the following signals, which are semi-automatic and furnish block protection:

Signals 60-R and 64-R.

Top arm of Signals 8-R, 16-R and 52-R.

Top arm and middle arm of Signal 46-R.

217. The attention of crews of freight trains entering Roanoke Yard is directed to Time-Table Rule No. 17. Road crews are not relieved of the responsibility of getting superior trains around them when delays occur after entering yard, but will promptly consult with Yardmaster's office as to action to be taken.

218. The normal position of switches to the cross-over connecting Belt Line pull-in track with Radford Division pull-in track, opposite stock pens, is for straight track. Yard crews will see that switches are set back in normal position.

219. Trains and engines using east leg of the Wye restrict speed of ten (10) miles per hour between Tazewell Avenue and Campbell Avenue.

**Tonnage Ratings and Weather Reductions for Locomotives**

**HAGERSTOWN TO SHENANDOAH  
ROANOKE TO COLD SPRING OR COLD SPRING TO ROANOKE**

CLASS OF ENGINES	Class of Service	Rating	Rating B	Rating C	Rating D	Rating F	Rating G	Rating H
		Normal	40° to 32°	31° to 24°	23° to 16°	15° to 8°	7° to Zero	Zero to 8° Below
		5% red.	10% red.	15% red.	20% red.	25% red.	30% red.	
Y-2 or 3	Slow	2100	1995	1890	1785	1680	1575	1470
	Time	2000	1900	1800	1700	1600	1500	1400
Z-1a	Slow	1350	1283	1215	1148	1080	1013	945
	Time	1275	1210	1148	1084	1020	956	892
M-2	Slow	900	855	810	765	720	675	630
	Time	875	831	787	744	700	656	612
M, W or E-2	Slow	700	665	630	595	560	525	490
	Time	650	610	595	570	520	488	455
A, E, T or V	Slow	500	475	450	425	400	375	350
	Time	450	427	405	382	360	338	315

CAR LIMITS—Slow freights, 70 cars. Time freights, 55 cars.



## Tonnage Ratings and Weather Reductions for Locomotives—Continued.

### SHENANDOAH TO HAGERSTOWN—With Pusher

CLASS OF ENGINES	Class of Service	Rating A Normal	Rating B	Rating C	Rating D	Rating F	Rating G	Rating H
			40° to 32°	31° to 24°	23° to 16°	15° to 8°	7° to Zero	Zero to 8° Below
			5% red.	10% red.	15% red.	20% red.	25% red.	30% red.
Y-2 or 3	Slow	2800	2660	2520	2380	2240	2100	1960
	Time	2500	2375	2250	2125	2000	1875	1750
Z-1a	Slow	2100	1995	1890	1785	1680	1575	1470
	Time	1900	1805	1710	1615	1520	1425	1330
M-2	Slow	1375	1306	1238	1169	1100	1031	963
	Time	1200	1140	1080	1020	960	900	840
M, W or E-2	Slow	1125	1069	1013	956	900	844	788
	Time	1000	950	900	850	800	750	700
A, E, T or V	Slow	850	808	765	723	680	638	595
	Time	700	665	630	595	560	525	490

### Without Pusher

Y-2 or 3	Slow	2100	1995	1890	1785	1680	1575	1470
Z-1a	Slow	1400	1330	1260	1190	1120	1050	980
M-2	Slow	900	855	810	765	720	675	630
M, W or E-2	Slow	750	713	675	638	600	563	525
A, E, T or V	Slow	550	523	495	468	440	413	385

CAR LIMITS—Slow freights, 70 cars Time freights, 60 cars.

### SHENANDOAH TO COLD SPRING

CLASS OF ENGINES	Class of Service	Rating A Normal	Rating B	Rating C	Rating D	Rating F	Rating G	Rating H
			40° to 32°	31° to 24°	23° to 16°	15° to 8°	7° to Zero	Zero to 8° Below
			5% red.	10% red.	15% red.	20% red.	25% red.	30% red.
Y-2 or 3	Slow	2600	2470	2340	2210	2080	1950	1820
Z-1a	Slow	1700	1615	1530	1445	1360	1275	1190
M-2	Slow	1200	1140	1080	1020	960	900	840
M, W or E-2	Slow	900	855	810	765	720	675	630
A, E, T or V	Slow	650	618	585	553	520	488	455

CAR LIMITS—Slow freights, 80 cars.

### COLD SPRING TO SHENANDOAH

CLASS OF ENGINES	Class of Service	Rating A Normal	Rating B	Rating C	Rating D	Rating F	Rating G	Rating H
			40° to 32°	31° to 24°	23° to 16°	15° to 8°	7° to Zero	Zero to 8° Below
			5% red.	10% red.	15% red.	20% red.	25% red.	30% red.
Y-2 or 3	Slow	4800	4560	4320	4080	3840	3600	3360
Z-1a	Slow	3750	3563	3375	3188	3000	2813	2625
M-2	Slow	2500	2375	2250	2125	2000	1875	1750
M, W or E-2	Slow	1750	1663	1575	1488	1400	1312	1225
A, E, T or V	Slow	1200	1140	1080	1020	960	900	840

CAR LIMITS—Slow freights, 70 cars.

### ROANOKE TO WINSTON-SALEM

CLASS OF ENGINES	Class of Service	Rating A Normal	Rating B	Rating C	Rating D	Rating F	Rating G	Rating H
			40° to 32°	31° to 24°	23° to 16°	15° to 8°	7° to Zero	Zero to 8° Below
			5% red.	10% red.	15% red.	20% red.	25% red.	30% red.
Z-1a	Slow	1300	1235	1170	1105	1040	975	910
	Time	1200	1140	1080	1020	960	900	840
M-2	Slow	850	808	765	723	680	638	595
	Time	800	760	720	680	640	600	560
M, W or E-2	Slow	700	665	630	595	560	525	490
	Time	650	618	585	553	520	488	455
A, E, T or V	Slow	500	475	450	425	400	375	350
	Time	450	428	405	383	360	338	315

CAR LIMITS—Slow freights, 55 cars. Time freights, 50 cars.

### WINSTON-SALEM TO ROANOKE

CLASS OF ENGINES	Class of Service	Rating A Normal	Rating B	Rating C	Rating D	Rating F	Rating G	Rating H
			40° to 32°	31° to 24°	23° to 16°	15° to 8°	7° to Zero	Zero to 8° Below
			5% red.	10% red.	15% red.	20% red.	25% red.	30% red.
Z-1a	Slow	1200	1140	1080	1020	960	900	840
	Time	1000	950	900	850	800	750	700
M-2	Slow	800	760	720	680	640	600	560
	Time	700	665	630	595	560	525	490
M, W or E-2	Slow	650	618	585	553	520	488	455
	Time	600	570	540	510	480	450	420
A, E, T or V	Slow	450	428	405	383	360	338	315
	Time	400	380	360	340	320	300	280

CAR LIMITS—Slow freights, 50 cars. Time freights, 45 cars.

When combinations of power are used add single ratings. When Class K engines are used in freight service they should be given the same rating as Class M-2 engines. In case of snow or other extraordinary conditions, Dispatchers will be governed thereby, making such further reduction as conditions require to keep trains moving.

## COMPANY SURGEONS

Dr. S. S. Gale	Chief Surgeon	Roanoke, Va.
Dr. W. R. Whitman	Asst. Chief Surgeon	Roanoke, Va.
Dr. T. D. Armistead	Asst. Surgeon	Roanoke, Va.
Dr. W. B. Porter	Surgeon	Roanoke, Va.
Dr. M. A. Johnson, Jr.	Asst. Surgeon	Roanoke, Va.
Dr. E. H. Luck	Asst. Surgeon	Roanoke, Va.
Dr. J. M. Ropp	Asst. Surgeon	Roanoke, Va.
Dr. H. J. Hagan	Asst. Surgeon	Roanoke, Va.
Dr. H. B. Stone	Oculist	Roanoke, Va.
Dr. J. R. Garrett	Oculist	Roanoke, Va.
Dr. G. M. Maxwell	Oculist	Roanoke, Va.
Dr. R. H. Cowan	Traveling Surgeon	Roanoke, Va.
Dr. J. T. McKinney	Radiographer	Roanoke, Va.
Dr. J. F. Armentrout	Radiographer	Roanoke, Va.
Dr. K. D. Graves	Serologist	Roanoke, Va.
Dr. W. L. Powell	Orthopedic Surgeon	Roanoke, Va.
Dr. H. H. Westcott	Orthopedic Surgeon	Roanoke, Va.
Dr. M. T. McCullough	Asst. Surgeon	Troutville, Va.
Dr. W. C. Barker	Surgeon	Buchanan, Va.
Dr. J. E. Loyd	Surgeon	Natural Bridge, Va.
Dr. J. H. Mapp	Surgeon	Buena Vista, Va.
Dr. M. T. Vaden	Asst. Surgeon	Buena Vista, Va.
Dr. W. B. Dodge	Asst. Surgeon	Stuarts Draft, Va.
Dr. J. R. Shacklette	Asst. Surgeon	Elkton, Va.
Dr. R. S. Griffith	Surgeon	Basic, Va.
Dr. J. J. Waff	Asst. Surgeon	Shenandoah, Va.
Dr. B. C. Shuler	Surgeon	Shenandoah, Va.
Dr. Geo. H. Long	Asst. Surgeon	Luray, Va.
Dr. D. M. Kipps	Surgeon	Front Royal, Va.
Dr. A. Osborne	Asst. Surgeon	Berryville, Va.
Dr. F. M. Phillips	Surgeon	Charles-Town, W. Va.
Dr. O. H. W. Ragan	Surgeon	Hagerstown, Md.
Dr. E. A. Wareham	Asst. Surgeon	Hagerstown, Md.
Dr. H. D. Gilmer	Oculist	Hagerstown, Md.
Dr. W. B. Morrison	Asst. Surgeon	Hagerstown, Md.
Dr. C. L. Dillon	Asst. Surgeon	Boones Mill, Va.
Dr. W. T. Chitwood	Asst. Surgeon	Rocky Mount, Va.
Dr. W. H. Cobb	Asst. Surgeon	Rocky Mount, Va.
Dr. Wm. K. Loyd	Asst. Surgeon	Ferrum, Va.
Dr. E. B. Noland	Asst. Surgeon	Bassett, Va.
Dr. M. E. Hundley	Asst. Surgeon	Fieldale, Va.
Dr. J. W. Simmons	Surgeon	Martinsville, Va.
Dr. J. M. Shackelford	Asst. Surgeon	Martinsville, Va.
Dr. Drewry H. Mason	Surgeon	Ridgeway, Va.
Dr. Thos. A. Boaz	Surgeon	Stoneville, N. C.
Dr. J. Thos. Taylor	Surgeon	Madison, N. C.
Dr. J. Walter Neal	Asst. Surgeon	Walnut Cove, N. C.
Dr. D. N. Dalton	Surgeon	Winston-Salem, N. C.
Dr. A. de T. Valk	Asst. Surgeon	Winston-Salem, N. C.
Dr. J. R. Perkins	Oculist	Winston-Salem, N. C.
Dr. S. W. Hurdle	Asst. Surgeon	Winston-Salem, N. C.

### FIRST AID TO INJURED.

A. In accidents to persons, the ranking employees of the Company 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 cannot 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 tablespoonsful 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 Station Agent, Section Master, or some official of the Company, 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.

### J. E. CRAWFORD,

General Manager,  
ROANOKE, VA.

### D. E. SPANGLER,

General Superintendent Transportation,  
ROANOKE, VA.

### E. S. MOORE,

Superintendent Transportation,  
ROANOKE, VA.

### J. T. CAREY,

General Superintendent, Eastern General Division,  
ROANOKE, VA.

### L. C. AYERS,

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