

NORFOLK AND WESTERN RAILWAY CO.

SHENANDOAH DIVISION

Time Table No. 28

EFFECTIVE 1:05 A. M.
Sunday, Nov. 20th, 1927

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.

Norfolk and Western Railway Co.
SHENANDOAH DIVISION

Received 1927
one copy Shenandoah Division Time Table
No. 28, effective Sunday, November 20, 1927.

Name

Occupation

Return this receipt by first train to the Superintendent

Roanoke to Shenandoah—Northward

Distance from Roanoke	Time Table No. 28 EFFECTIVE Sunday, Nov. 20, 1927	FIRST CLASS						Telegraph Office	Telegraph Signals	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					Passenger Lv. Daily	Passenger Lv. Daily	Passenger Lv. Daily	Passenger Lv. Daily	Passenger Lv. Daily	Passenger Lv. Daily
STATIONS		A. M.	P. M.	A. M.	P. M.	P. M.	P. M.										
.....	West Roanoke.....							DN	DO	Yard							
.....	Roanoke.....			6.30	12.01		5.20	DN	MH								
2.0	North Roanoke.....			6.36	12.06		5.26	DN	UD								
5.7	Hollins.....			F 6.43	F 12.13		F 5.33		NR								
7.1	Cloverdale.....W			F 6.48 ⁶⁰	F 12.17		F 5.37		HO		404						
									QA	5838	431						
11.4	Troutville.....			F 6.58	F 12.26		F 5.47	DN	MJ	3884	1394						
14.7	Nace.....			F 7.05	F 12.33		H 5.54		WS	3727	580						
20.1	Lithia.....W			F 7.14 ⁵¹	F 12.42		H 6.04		CH	4750	1597						
25.1	Buchanan.....			S 7.24	S 12.51		S 6.14	DN	HA	3125	790						
32.1	Solitude.....				7.36	1.04	6.28			3211	243						
37.2	Kino.....				7.46 ¹	1.10	6.38 ⁹	D	NO	3000							
40.7	Natural Bridge.....W			S 7.54	S 1.17		S 6.44		NB								
41.0	Graves.....				7.56	1.19	6.46			3197	343						
44.1	Glasgow.....	8.55	12.15	S 8.02	S 1.24	6.22 ⁹	H 6.52	DN	GA	5763	175						
48.4	Buffalo Forge.....	9.02	12.23	F 8.09 ⁶³	1.31 ⁶⁴	6.30	6.59			3937	220						
53.2	Loch Laird.....W-T C	9.11	12.31	F 8.17 ²⁰¹	1.39	6.38	7.08	DN	J	6812							
54.3	Buena Vista.....O			S 8.27	S 1.49		S 7.16	D	JS								
59.7	Riverside.....			S 8.38	F 1.58 ¹³		H 7.26	D	RQ	3621	393						
64.4	Midvale.....			S 8.47	F 2.07		7.35	D	MY	3378	226						
71.7	Vesuvius.....W			S 9.01	S 2.21		H 7.47	DN	MF	7025	1158						
76.7	Lofton.....			F 9.12	2.30		7.57			2996	380						
79.8	Cold Spring.....			S 9.18	F 2.35		H 8.03	DN	GI	5800	1843						
86.3	Stuarts Draft.....W			S 9.30	S 2.46		H 8.13	D	SX	3536	1562						
91.4	Lyndhurst.....			S 9.39 ⁶¹	F 2.54		8.20	D	HU	3954	537						
96.2	Waynesboro.....T W			S 9.51 ⁶²	S 3.07		S 8.32	DN	BC	N 3410 S 2700	717						
102.4	Crimora.....			S 10.01	S 3.17		H 8.40	D	CM		694						
103.9	Sampson.....W				10.03	3.20	8.42			3698							
107.4	Harriston.....			S 10.09	3.25		8.47				194						
109.9	Grottoes.....			S 10.15	S 3.29		F 8.52	DN	GO	3600	755						
112.2	Port Republic.....			S 10.19	S 3.34		H 8.56	D	PR	1991	400						
114.7	Lewis.....W			F 10.24	F 3.39 ⁹		8.59			5350	250						
121.1	Island Ford.....			S 10.34	F 3.51		H 9.08	D	DN	3560	226						
126.8	Elkton.....Y			S 10.48	S 4.04		S 9.19	DN	KO	6275	1015						
132.6	Shenandoah.....T W C O				10.57	4.14	9.28	DN	AN SH								
		A. M.	P. 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:

Connecting Dispatcher:
All Stop and Stay Signals except Plant Signals.
Waynesboro—Signals R-968 and 958.
Pkin—South Wye Switch.
Goose Neck Dam—Opposite Transformer Station.
Connecting Telegraph Offices:
Elkton—North and South Legs of Wye.
At Signal R-1267.

Waynesboro—Outside Car Foreman's Office.
Marlbrook—Opposite Station.
Loch Laird—At Crossover.
At Signal R-522.
Goose Neck Dam—In Power House.
Milepost 210—Watchman's Box.

Roanoke to Shenandoah—Northward

Distance from Roanoke	Time Table No. 28 EFFECTIVE Sunday, Nov. 20, 1927	SECOND CLASS		THIRD CLASS		FOURTH CLASS	
		88	52	64	86	60	62
		Time Frt. Lv. Daily	Time Frt. 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.	A. M.	P. M.	A. M.	A. M.
.....	West Roanoke.....	3.30	5.00	10.00	6.15	6.00	
.....	Roanoke.....	3.45	5.23	10.15	6.30	6.10	
2.0	North Roanoke.....	3.55	5.32	10.35	6.55	6.20	
5.7	Hollins.....	4.13	5.50	10.55	7.15	6.30	
7.1	Cloverdale.....W	4.18	5.55	11.02 ⁶³	7.45 ⁹	6.48 ¹⁰	
11.4	Troutville.....W	4.36	6.17	11.32	8.30	7.27	
14.7	Nace.....	4.43	6.28	11.45	8.46	7.45 ⁵¹	
20.1	Lithia.....W	5.08	6.44	12.05PM	9.14	8.18 ¹	
25.1	Buchanan.....	5.18	7.09 ⁹	12.25	9.29	9.00	
32.1	Solitude.....	5.32	7.30	12.40	9.44	9.20 ⁶³	
37.2	Kino.....	5.40	7.40	12.50	9.57	9.30	
40.7	Natural Bridge.....W	5.48	7.47	1.05	10.09	9.40	
41.0	Graves.....	5.51	7.50	1.08	10.12	10.05	
44.1	Glasgow.....	5.57	7.58	1.16	10.27	10.20	
48.4	Buffalo Forge.....	6.05 ⁵¹	8.08	1.31 ¹⁴	10.40	10.35	
53.2	Loch Laird.....T C	6.15	8.30	2.14 ¹³	10.55	10.50	
54.3	Buena Vista.....O-W	6.35	8.45	2.25	11.25	11.00	6.20
59.7	Riverside.....	7.00 ⁹²	9.10	2.50	11.50	7.00 ⁸⁴	
64.4	Midvale.....	7.20	9.25	3.20	12.04AM		7.25
71.7	Vesuvius.....W	7.45	9.55	3.55	12.34		7.50
76.7	Lofton.....Y	8.10	10.25	4.35	12.59		8.15
79.8	Cold Spring.....	8.18	10.33	5.01 ⁹	1.09		8.25
86.3	Stuarts Draft.....W	8.37	10.55	5.16	1.24		8.45
91.4	Lyndhurst.....	8.50	11.07	5.26	1.39		9.00
96.2	Waynesboro.....T W	9.04 ⁶¹	11.17	5.39	1.53		9.15 ⁶¹
102.4	Crimora.....	9.18	11.30	5.53	2.05		9.51 ¹⁰
103.9	Sampson.....W	9.22	11.33	6.01	2.21		10.22
107.4	Harriston.....	9.30	11.42	6.12	2.33		10.28
109.9	Grottoes.....	9.37	11.49	6.20	2.40		10.40
112.2	Port Republic.....	9.41	11.54	6.26	2.45		10.50
114.7	Lewis.....	9.47	11.59	6.32	2.58 ⁵¹		10.59
121.1	Island Ford.....W	10.02	12.12AM	6.48	3.13		11.20
126.8	Elkton.....Y	10.17	12.25	7.01	3.26		11.49 ¹³
132.6	Shenandoah.....T W C O	10.40	12.45	7.20	3.45		12.10
		A. M.	A. M.	P. M.	A. M.	A. M.	P. M.

TELEGRAPH OFFICES NOT OPEN CONTINUOUSLY, OPEN AS FOLLOWS:

Cloverdale.....	8:00 A. M. to 5:00 P. M.	Midvale.....	7:40 A. M. to 4:40 P. M.
Nace.....	8:00 A. M. to 5:00 P. M.	Stuarts Draft.....	8:00 A. M. to 5:00 P. M.
Lithia.....	7:30 A. M. to 4:30 P. M.	Lyndhurst.....	8:00 A. M. to 5:00 P. M.
Kino.....	7:00 A. M. to 4:00 P. M.	Crimora.....	8:00 A. M. to 5:00 P. M.
Buena Vista.....	6:00 A. M. to 10:00 P. M.	Port Republic.....	7:10 A. M. to 4:10 P. M.
Riverside.....	7:00 A. M. to 4:00 P. M.	Island Ford.....	7:30 A. M. to 4:30 P. M.

Shenandoah to Roanoke—Southward

Distance from Shenandoah	Time Table No. 28 EFFECTIVE Sunday, Nov. 20, 1927	FIRST CLASS						SECOND CLASS	FOURTH CLASS		Telegraph Office	Telegraph Signals	Passing Siding, Clearance Length	Station Siding, Clearance Length
		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				
	STATIONS	A. M.	A. M.	A. M.	P. M.	A. M. P. M.	A. M.	A. M.	A. M.					
.....	Shenandoah. TWCO	4.45	.....	11.35	3.03	.....	2.15	6.00	.....	DN	{AN SH}	Yard.....	
5.8	Elkton.....YS	4.58	.....S	11.49 ⁶²	3.17	.....	2.30	6.30	.....	DN	KO	6275 1696	
11.5	Island Ford.....WK	5.08	.....F	11.59	3.28	.....	2.43	6.45	.....	D	DN	3560 432	
17.9	Lewis.....	5.20	.....	12.09 ^{PM}	3.39 ¹⁴	.....	2.58 ⁸⁶	7.05	.....	.....	.....	5350 250	
20.4	Port Republic.....K	5.24	.....S	12.14	3.46	.....	3.05	7.25	.....	D	PR	1991 400	
22.7	Grottoes.....F	5.29	.....S	12.18	3.52	.....	3.09	7.40	.....	DN	GO	3600 755	
25.2	Harriston.....	5.34	.....	12.22	3.57	.....	3.14	7.50	.....	.....	.....	..... 194	
28.7	Sampson.....W	5.40	.....	12.29	4.06	.....	3.30	8.07	.....	.....	.....	3698.....	
30.2	Crimora.....K	5.42	.....S	12.31	4.09	.....	3.32	8.15	.....	D	CM	..... 694	
36.4	Waynesboro...TWS	5.58	.....S	12.43	4.25	.....	3.50	9.04 ⁸⁸	.....	DN	BC	\$2700 W3410	717
41.2	Lyndhurst.....	6.06	.....F	12.53	4.36	.....	4.00	9.39 ¹⁰	.....	D	HU	3954 537	
46.3	Stuarts Draft...WF	6.15	.....S	1.04	4.48	.....	4.12	9.59	.....	D	SX	3536 1562	
52.8	Cold Spring.....F	6.24	.....F	1.15	5.01 ⁶⁴	.....	4.25	10.35	.....	DN	GI	5800 1843	
55.9	Lofton.....Y	6.31	.....	1.21	5.07	.....	4.35	10.45	.....	.....	.....	3111 380	
60.9	Vesuvius.....WF	6.40	.....F	1.31	5.18	.....	4.50	11.05	.....	DN	MF	7025 1158	
68.2	Midvale.....F	6.52	.....	1.45	5.31	.....	5.05	11.25	.....	D	MY	3378 226	
72.9	Riverside.....F	7.00 ⁸⁸	.....	1.58 ¹⁴	5.41	.....	5.15	11.40	.....	D	RQ	3621 39	
78.3	Buena Vista...OS	7.13	.....S	2.10	5.56	.....	5.28	11.55	7.40	D	JS	Yard.....	
79.4	Loch Laird...WTC	7.18	8.17 ¹⁰	2.14 ⁶⁴	6.05	11.25 5.27	5.48	.....	7.50	DN	J	6812.....	
84.2	Buffalo Forge....	7.26	8.25	2.24	6.14	11.34 5.36	6.05 ⁸⁸	.....	8.09 ¹⁰	.....	.....	3937 220	
88.5	Glasgow.....K	7.33	8.32	2.32	6.22	11.40 5.45	6.17	.....	8.19	DN	GA	5763 175	
91.6	Graves.....	7.38	.....	2.37	6.28	.....	6.25	.....	8.40	.....	.....	3197 343	
91.9	Natural Bridge...WS	7.40	.....S	2.40	6.30	.....	6.27	.....	8.43	.....	NB	.....	
95.4	Kino.....	7.46 ¹⁰	.....	2.46	6.38 ²	.....	6.35	.....	8.57	D	NO	3000.....	
100.5	Solitude.....	7.55	.....	2.52	6.48	.....	6.44	.....	9.20 ⁶⁰	.....	.....	3211 243	
107.5	Buchanan.....S	8.09	.....S	3.05	7.09 ⁵²	.....	6.59	.....	9.40	DN	HA	3125 790	
112.5	Lithia.....WF	8.18 ⁶⁰	.....F	3.14	7.18	.....	7.14 ¹⁰	.....	9.55	D	CH	4750 1597	
117.9	Nace.....F	8.31	.....F	3.26	7.30	.....	7.45 ⁶⁰	.....	10.20	D	WS	3727 580	
121.2	Troutville.....WF	8.39	.....F	3.32	7.37	.....	7.58	.....	10.40	DN	MJ	3884 1394	
125.5	Cloverdale.....WF	8.46	.....F	3.40	7.45 ⁸⁸	.....	8.07	.....	11.02 ⁶⁴	D	QA	5828 431	
126.9	Hollins.....F	8.50	.....F	3.44	7.50	.....	8.11	.....	11.12	.....	HO	..... 404	
130.6	North Roanoke....	8.56	.....	3.52	7.57	.....	8.22	.....	11.30	DN	NR	.....	
132.6	Roanoke.....	9.05	.....	4.00	8.05	.....	8.32	.....	11.45	DN	{MH UD}	.....	
.....	West Roanoke.....						9.00	.....	11.55	DN	DO	Yard.....	
		A. M.	A. M.	P. M.	P. M.	A. 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. 28 EFFECTIVE Sunday, Nov. 20, 1927	FIRST CLASS				SECOND CLASS	FOURTH CLASS		Telegraph Office	Telegraph Signals	Passing Siding, Clearance Length	Station Siding, Clearance Length
		1	13	9	27	51	71	73				
		Passenger Lv. Daily	Passenger Lv. Daily	Passenger Lv. Daily	Passenger Lv. Daily	Time Frt. Lv. Daily	Local Frt. Lv. Daily Ex. Sunday	Local Frt. Lv. Daily Ex. Sunday				
	STATIONS	A. M.	A. M.	A. M.	P. M.	P. M.	A. M.	A. M.				
.....	Hagerstown. TWCO	1.25	7.50	11.00	4.20	.....	.....	.....	DN	HN	Yard.....	
0.6	Hagerstown Jct.....	1.27	7.52	11.02	4.22	.....	.....	.....	DN	{A U H J}	Yard.....	
1.4	Vardo.....	1.28	7.54	11.04	4.24	8.00	6.05	.....	DN	V	3500.....	
5.9	St. James.....W	1.35	K 8.00	F 11.11	S 4.30	8.06	6.15	.....	D	MA	1680.....	
8.9	Grimes.....	1.39 ⁹²	8.05	F 11.16	F 4.35	8.12	6.25	.....	.....	.....	4250 164	
14.1	Antietam.....	1.46	F 8.14	S 11.26 ⁷⁴	S 4.45	8.24	6.50 ⁵²	.....	D	FU	2313 370	
16.8	Shepherdstown...WK	1.51	S 8.20	S 11.32	S 4.50	8.31	6.56	.....	D	QD	2930 993	
23.1	{Shenandoah Jct....} TWCO	S2.10	S 8.37	S 11.46	S {5.02 5.12 ⁸⁸ }	9.10	7.10	.....	DN	JA	6420 Yard	
28.3	Charles-Town...X-W	K2.29	S 8.53 ²⁸	S 12.05 ^{PM}	S 5.28	9.20	7.20	.....	DN	BO	2610 1424	
33.7	Rippon.....	2.37	K 9.03	S 12.16	F 5.40	9.30	7.40	.....	D	KG	3438 718	
39.8	Berryville.....	K2.45	S 9.15 ⁷⁴	S 12.26 ⁶⁴	S 5.53	9.41	8.34 ²⁸	.....	DN	BV	3050 3793	
46.1	Boyce.....	K2.54	S 9.28	S 12.39	S 6.06	9.53	8.45 ⁷⁴	.....	D	DK	629 673	
49.2	White Post.....W	K2.59	F 9.34	S 12.45	F 6.13 ¹⁴	9.59	9.20	.....	D	SQ	4090 623	
53.1	Ashby.....	3.04	9.39 ⁷¹	S 12.50	F 6.22	10.04	9.39 ¹³	.....	D	AY	3122 297	
58.6	Carson.....	3.11	9.47	S 12.59 ¹⁰	6.33	10.16	10.05	.....	.....	.....	3300.....	
59.1	Riverton.....OX	K3.14	S 9.49	S 1.04	S 6.36	10.17	10.50	.....	DN	RV	..... 489	
62.0	Front Royal...T-W	3.20	S 9.58	S 1.12	S 6.43	10.27 ⁹²	11.12 ⁶⁴	9.45	D	FK	3180 923	
66.2	Manor.....	3.25	10.04 ⁷³	1.19	6.50	10.47 ²	.....	10.04 ¹³	.....	.....	3128 199	
72.9	Bentonville.....	3.37	F 10.16	S 1.37	S 7.05	11.10	.....	10.50 ⁶⁴	D	HD	3361 900	
79.1	Rileyville.....W	3.46 ⁵²	F 10.26 ⁶⁴	S 1.52	S 7.20	11.24	.....	11.05	DN	VY	3830 295	
82.4	Vaughn.....	3.52	10.32	1.59 ⁸⁸	F 7.26	11.39	.....	11.12	.....	.....	2712 254	
85.0	Elgin.....	3.56	10.37	S 2.05	F 7.31	11.45	.....	11.20	.....	.....	770 550	
88.8	Luray.....OTW	S4.03	S 10.48	S 2.20	S 7.41	11.53	.....	11.49 ¹⁰	DN	FH	3110 878	
95.5	Stanley.....	K4.15	S 10.59	S 2.34	S 7.55	12.13AM	.....	12.01 ^{PM}	DN	CA	3030 1181	
101.7	Ingham.....W	4.26	11.14 ¹⁰	F 2.45	F 8.09	12.28	.....	12.15	.....	.....	2884 868	
106.7	Shenandoah. TWCOY	4.38	11.25	2.56	8.20 ⁹²	12.55	.....	12.30 ⁸⁸	DN	{S H A N}	Yard.....	
		A. M.	A. M.	P. M.	P. M.	A. M.	A. M.	P. 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.....	7:20 A. M. to 4:20 P. M.
Antietam.....	7:45 A. M. to 4:50 P. M.	White Post.....	8:00 A. M. to 5:00 P. M.
Shepherdstown.....	7:50 A. M. to 4:50 P. M.	Ashby.....	7:10 A. M. to 4:10 P. M.
Rippon.....	8:00 A. M. to 5:00 P. M.	Front Royal.....	6:45 A. M. to 9:00 P. M.
		Bentonville.....	8:00 A. M. to 4:00 P. M.

Shenandoah to Hagerstown—Northward

Distance from Shenandoah	Time Table No. 28 EFFECTIVE Sunday, Nov. 20, 1927	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				
	STATIONS								
		P. M.	A. M.	A. M.	P. M.				
.....	{ T W C O Shenandoah..... } Y	9.37	6.15	11.04	4.22	.....	{ S H A N }	Yard
5.0	Ingham..... W	9.45	F 6.25	F 11.14 ¹³	F 4.31	.....		2884 868
11.2	Stanley..... S	9.57	S 6.38 ⁷²	S 11.33	S 4.46	.....	CA	3030 1181
17.9	Luray..... O T W S	10.09	S 6.50	S 11.49 ⁷³	S 4.58	.....	FH	3110 878
21.7	Elgin.....	10.16	F 6.57	F 11.55	F 5.04	.....		770 550
24.3	Vaughn.....	10.21	F 7.05	12.01 ^{PM}	5.09	.....		2712 254
27.6	Rileyville..... W	10.29	S 7.12	S 12.09	F 5.15	.....	VY	3830 295
33.8	Bentonville.....	10.38	F 7.26	S 12.22	F 5.26	.....	HD	3361 900
40.5	Manor.....	10.47 ⁵¹	7.39	12.35	5.37	.....		3128 199
44.7	Front Royal..... T—W	10.53	S 7.46	S 12.47	S 5.43	.....	FK	3180 923
47.6	Riverton..... O X H	11.00	S 7.54	S 12.56	S 5.54	.....	RV	..... 489
48.1	Carson.....	11.02	7.55	12.59 ⁹	5.56	.....		3300
53.6	Ashby.....	11.09	S 8.07	S 1.10	6.06	.....	AY	3122 297
57.5	White Post..... W H	11.14 ⁹²	F 8.13	S 1.17	F 6.13 ²⁷	.....	SQ	4090 623
60.6	Boyce..... H	11.20	S 8.21 ⁷⁴	S 1.25	S 6.21	.....	DK	629 673
66.9	Berryville..... H	11.29	S 8.34 ⁷¹	S 1.37	S 6.32	.....	BV	3050 3793
73.0	Rippon.....	11.37	F 8.44	S 1.49	H 6.41	.....	KG	3438 718
78.4	Charles-Town..... X—W H	11.45	S 8.53 ¹³	S 1.59	S 6.50	.....	BO	2610 142
83.6	Shenandoah Jct. T W C O S	12.01AM	{ 9.10 9.22 }	S 2.15	S 7.06	.....	JA	6420 Yard
89.9	Shepherdstown..... W H	12.17	S 9.35	S 2.30	S 7.20	.....	QD	2930 997
92.6	Antietam.....	12.21	S 9.41	S 2.35	F 7.25	.....	FU	2313 370
97.8	Grimes.....	12.29	F 9.51	F 2.45	7.33	.....		4250 164
100.8	St. James..... W	12.34	F 9.57	F 2.51	H 7.38	.....	MA	1680
105.3	Vardo.....	12.39	10.02	2.58	7.43	.....	V	3500
106.1	Hagerstown Jct.....	12.43	10.05	3.02	7.47	.....	{ A U H J }	Yard
106.7	Hagerstown..... T W C O	12.55	10.10	3.10	8.00	.....	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:

Connecting Dispatcher:

All Stop and Stay Signals except Plant Signals.
Charles-Town—Belt Line Switch.

Connecting Telegraph Offices:

Shenandoah Junction—Wharfman's Office.
Carson—Opposite Signal R-1803.
South End Passing Siding.
Limeton—Opposite Station.

Shenandoah to Hagerstown—Northward

Distance from Shenandoah	Time Table No. 28 EFFECTIVE Sunday, November 20, 1927	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
	STATIONS						
		P. M.	A. M.	P. M.	A. M.	A. M.	A. M.
.....	{ T W C O..... } Y	12.30 ⁷³	1.55	8.20 ²⁷	8.50	5.30	.....
5.0	Ingham..... W	12.45	2.15	8.35	9.05	5.50	.....
11.2	Stanley.....	1.15	2.45	8.59	9.35	6.38 ²⁸	.....
17.9	Luray..... O T W	1.33	3.03	9.15	9.54	7.15	.....
21.7	Elgin.....	1.43	3.13	9.21	10.02	7.30	.....
24.3	Vaughn.....	1.59 ⁹	3.22	9.30	10.10	7.40	.....
27.6	Rileyville..... W	2.23	3.46 ¹	9.43	10.26 ¹³	8.00	.....
33.8	Bentonville.....	2.39	4.04	9.56	10.50 ⁷³	8.25	.....
40.5	Manor.....	2.54	4.19	10.08	11.05	8.50	.....
44.7	Front Royal..... T—W	3.03	4.27	10.27 ⁵¹	11.12 ⁷¹	9.15	7.00
47.6	Riverton..... O X	3.12	4.36	10.36	11.20	.....	7.15
48.1	Carson.....	3.14	4.38	10.37	11.22	.....	7.40
53.6	Ashby.....	3.29	4.55	10.56	11.40	.....	7.55
57.5	White Post..... W	3.38	5.12	11.14 ²	11.57	.....	8.05
60.6	Boyce.....	3.46	5.19	11.30	12.04 ^{PM}	.....	8.21 ²⁸
66.9	Berryville.....	4.02	5.34	11.46	12.26 ⁹	.....	{ 8.45 ⁷¹ 9.15 ¹³ }
73.0	Rippon.....	4.16	5.47	12.01 ^{AM}	12.40	.....	9.40
78.4	Charles-Town..... X—W	4.30	6.02	12.15	12.52	.....	10.00
83.6	Shenandoah Jct. T W C O	5.12 ²⁷	6.25	12.50	1.30	.....	10.25
89.9	Shepherdstown..... W	5.28	6.42	1.07	1.43	.....	10.50
92.6	Antietam.....	5.36	6.50 ⁷¹	1.18	1.50	.....	11.26 ⁹
97.8	Grimes.....	5.50	7.06	1.39 ¹	2.07	.....	11.50
100.8	St. James..... W	5.58	7.15	1.50	2.15	.....	12.01 ^{PM}
105.3	Vardo.....	6.15	7.35	2.10	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. 28 Effective 1:05 A. M. Sunday, Nov. 20, 1927	FIRST CLASS			SECOND CLASS	THIRD CLASS			FOURTH CLASS		Telegraph Office	Telegraph Signals	Passing Siding, Clearance Length	Station Siding, Clearance Length
		35	21	33	81	87	83	85	75	77				
	STATIONS	Passenger Lv. Daily	Passenger Lv. Daily	Passenger Lv. Daily	Thro. Frt. Lv. Daily	Thro. Frt. Lv. Daily	Thro. Frt. Lv. Daily	Time Frt. Lv. Daily	Local Frt. Lv. Daily Ex. Sunday	Local Frt. Lv. Daily Ex. Sunday				
		A. M.	A. M.	P. M.	A. M.	A. M.	P. M.	P. M.	A. M.	A. M.				
	{ T W C O } W. Roanoke.....				8.15	12.01	12.45	8.15	7.00	.....	D N D O	Yrd.	.....
	Roanoke.....	6.50	11.55 ⁷⁶	6.00	8.30	12.20	1.00	8.45	7.15	.....	D N { M H } U D	Yrd.	.....
2.2	Walnut Av. Tower.....	6.54	11.58	6.03	8.45	12.30	1.15	9.00	7.30	.....	D N J K		.....
2.8	Belt Line Jct.	6.57	12.01 ^{PM}	6.05	8.50	12.35	1.20	9.05	7.34	.....			.....
6.9	Starkey..... ^{W S}	7.07	12.10	S 6.17	9.10	12.55	1.40	9.35 ⁸⁶	7.55	.....	D N A F	3428	1405	
10.5	Hester..... ^W	7.12	12.16	S 6.23	9.19	1.05	1.48	9.45	8.05	.....		1170	.....
15.4	Boones Mill..... ^S	7.25	F 12.28	F 6.35	9.40	1.35	2.12	10.05	8.30	.....	D P D	3256	590	
20.6	Wirtz..... ^S	7.35	F 12.39	S 6.46	9.55 ⁷⁶	1.50	2.27	10.20	8.50	.....	D R W	3821	945	
27.1	{ W X } Rocky Mount..... ^W	S 7.49	F 12.53	S 7.00	10.32 ³⁴	2.15	2.52	10.45	9.25 ⁷⁶	.....	D N R Y	3271	443	
32.9	Lanahan..... ^S	8.00 ⁷⁶	1.03	S 7.14 ³⁶	10.52	2.40	3.12	11.05	10.19 ³⁴	.....	D F	3633	207	
36.8	Ferrum..... ^{W S}	8.10	F 1.12	S 7.23	11.01	2.53	3.22	11.15	10.30	.....	D Q M	3592	1161	
43.8	Henry..... ^S	8.27	F 1.27	S 7.38 ⁸⁶	11.18	3.18	3.41 ²³	11.32	10.45	.....	D N M B	3838	694	
48.2	Philpott..... ^{W F}	8.35	1.35	F 7.46	11.27	3.32 ⁸⁴	3.53	11.42	10.55	.....	D B	3467	.....
51.6	Bassett..... ^S	8.45	F 1.43	S 7.54	11.37	3.41	4.03	11.52	11.25	.....	D K B	3490	1632	
56.6	Payne.....	8.55	1.51	8.03	11.55	3.54	4.23	12.15 ^{AM}	11.50	6.00	D Q	3666	2600	
58.3	Fieldale..... ^S	8.59	F 1.57	S 8.09	11.59	3.59	4.27	12.20	.....	6.25	D K N	.....	87	
61.6	Martinsville..... ^S	9.11 ⁸⁴	S 2.08	S 8.22	12.18 ^{PM}	4.17	4.46	12.40	.....	7.00	D N V M	3079	467	
66.6	Fontaine..... ^{W F}	9.25	2.16	F 8.31	12.30	4.31	4.57	12.51	.....	7.25	.....	3675	.....
71.5	Ridgeway..... ^{C S}	9.35 ⁷⁸	F 2.25	S 8.41	12.59	5.00	5.17 ⁸⁶	1.21	.....	7.40	D N H R	4681	759	
76.1	Price..... ^{T S}	9.45	2.35 ²²	F 8.51	1.13	5.15	5.58	1.54 ⁸⁴	.....	8.00	D R A	4287	375	
81.6	Stoneville..... ^S	9.55	F 2.47	S 9.02	1.25	5.30	6.12	2.07	.....	8.32 ³⁴	D S N	3571	293	
87.9	Mayodan..... ^{W S}	10.06	2.56	S 9.12	1.38	5.45	6.23	2.21	.....	9.00	D M N	3406	389	
89.8	Madison..... ^S	10.12	F 3.00	S 9.18	2.05 ²²	5.50	6.30	2.27	.....	9.15	D A M	3281	762	
98.1	Pine Hall..... ^{W S}	10.28	3.15	F 9.33	2.26	6.07	6.48	2.45	.....	9.35	D D F	3106	336	
104.0	Walnut Cove.... ^{X S}	10.39	F 3.24	S 9.45	2.38	6.30	7.10	3.10	.....	10.00	D N W	.....	2689	
106.4	Fulp.....	10.45	3.29 ⁸⁶	9.51	2.50	6.42	7.22	3.25	.....	10.15	.....	3000	.....
112.7	Walkertown..... ^S	10.54 ⁷⁷	3.41	F 10.03	3.05 ⁸⁶	6.56 ⁷³	7.35	3.37	.....	10.54 ³⁵	D H F	3474	480	
115.7	Daisy.....	11.01	3.46	10.10	3.12	7.29 ³⁴	7.42	3.43	.....	11.12	.....	3348	.....
.....	Tise.....	11.07	3.51	10.17	3.19	7.40	7.50	3.51	.....	11.25	.....	.....	.....
121.4	{ Winston-Salem } Frt. Sta.....	11.12	3.54	10.22	3.35	7.55	8.15	4.15	.....	11.35	D N F O	Yrd.	.....
.....	Union Station...	11.20	4.00 ³⁶	10.30	.....	.....	.....	.....	.....	.....	.....	.....	.....
		A. M.	P. M.	P. M.	P. M.	A. M.	P. M.	A. M.	A. M.	A. M.				

TELEGRAPH OFFICES NOT OPEN CONTINUOUSLY, OPEN AS FOLLOWS:

Boones Mill.....	6:55 A. M. to 4:00 P. M.	Fieldale.....	5:30 A. M. to 8:30 P. M.
Wirtz.....	6:40 A. M. to 4:00 P. M.	Price.....	7:25 A. M. to 4:25 P. M.
Lanahan.....	7:10 A. M. to 4:10 P. M.	Stoneville.....	7:15 A. M. to 9:45 P. M.
Ferrum.....	7:00 A. M. to 9:00 P. M.	Mayodan.....	7:00 A. M. to 4:00 P. M.
Philpott.....	7:45 A. M. to 4:45 P. M.	Madison.....	4:00 A. M. to 11:00 P. M.
Bassett.....	7:00 A. M. to 11:00 P. M.	Pine Hall.....	7:00 A. M. to 4:00 P. M.
Payne.....	6:00 A. M. to 10:00 P. M.	Walkertown.....	8:00 A. M. to 5:00 P. M.

Winston-Salem to Roanoke—Northward

Distance from Winston-Salem	Time Table No. 28 Effective 1:05 A. M. Sunday, November 20, 1927	FIRST CLASS			THIRD CLASS	FOURTH CLASS		
		34	22	36	86	84	78	76
	STATIONS	Passenger Lv. Daily	Passenger Lv. Daily	Passenger Lv. Daily	The Torch Light Lv. Daily	Camel Special Lv. Daily	Local Frt. Lv. Daily Ex. Sunday	Local Frt. Lv. Daily Ex. Sunday
		A. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.
.....	Union Station.....	7.15	1.10	4.05 ²¹	.....	.....	.....	.....
.....	Winston-Salem Frt. Sta..... ^{T W C O}	7.19	1.14	4.09	2.30	11.45	6.30	.....
.....	Tise.....	7.24	1.17	4.13	2.38	11.55	6.35	.....
5.7	Daisy.....	7.29 ⁸⁷	1.22	4.18	2.48	12.02 ^{AM}	6.41	.....
8.7	Walkertown..... ^F	7.35	1.27	S 4.23	3.05 ⁸¹	12.10	6.56 ⁸⁷	.....
15.0	Fulp.....	7.44	1.36	4.35	3.29 ²¹	12.27	7.05	.....
17.4	Walnut Cove.... ^{W-X S}	7.50	F 1.41	S 4.40	3.39	12.35	7.16	.....
23.3	Pine Hall..... ^{W S}	8.00	F 1.51	F 4.51	3.53	12.48	7.30	.....
31.6	Madison..... ^S	8.16	F 2.05 ⁸¹	S 5.08	4.10	1.05	7.50	.....
33.5	Mayodan..... ^{W S}	8.21 ⁷⁸	2.09	S 5.13	4.25	1.15	8.21 ³⁴	.....
39.8	Stoneville..... ^S	8.32 ⁷⁷	F 2.22	S 5.24	4.40	1.35	8.40 ⁷⁷	.....
45.3	Price..... ^{T S}	8.43	2.35 ²¹	F 5.34	4.55	1.54 ⁸⁵	8.55	.....
49.9	Ridgeway..... ^{W-C S}	8.52	F 2.44	S 5.43 ⁸³	5.17 ⁸³	2.20	9.35 ³⁵	.....
54.8	Fontaine..... ^F	9.01	2.52	F 5.51	5.30	2.35	10.01	.....
59.8	Martinsville..... ^S	9.11 ³⁵	S 3.03	S 6.05	5.45	2.55	10.20	.....
63.2	Fieldale..... ^S	9.24	F 3.13	S 6.14	5.55	3.05	10.30	.....
64.8	Payne.....	9.27	3.16	S 6.17 ⁸⁶	6.17 ³⁶	3.11	10.45	6.10
69.8	Bassett..... ^S	9.40	F 3.26	S 6.28	6.35	3.23	.....	6.40
73.2	Philpott..... ^{W F}	9.47	3.33	F 6.36	6.50	3.32 ⁸⁷	.....	7.00
77.6	Henry..... ^{W S}	9.54	F 3.41 ⁸³	S 6.46	7.38 ³³	3.45	.....	7.20
84.6	Ferrum..... ^S	10.12	F 3.56	S 7.04	8.08	4.13	.....	7.45
88.5	Lanahan..... ^S	10.19 ⁷⁵	4.03	S 7.14 ³³	8.18	4.25	.....	8.00 ³⁵
94.3	{ W X } Rocky Mount..... ^W	S 10.32 ⁸¹	F 4.16	S 7.29	8.40	4.55	.....	9.25 ⁷⁵
100.8	Wirtz..... ^S	10.43	F 4.29	S 7.42	8.54	5.14	.....	9.55 ⁸¹
106.0	Boones Mill..... ^{W S}	10.54	F 4.40	F 7.53	9.09	5.31	.....	10.08
110.9	Hester.....	11.05	4.49	8.04	9.24	5.46	.....	10.28
114.5	Starkey..... ^{W S}	11.11 ⁷⁶	4.55	S 8.11	9.35 ⁸⁵	5.55	.....	11.11 ³⁴
118.6	Belt Line Jct.	11.20	5.03	8.21	9.50	6.07	.....	11.30
119.2	Walnut Ave. Tower.. ^X	11.23	5.06	8.24	9.56	6.12	.....	11.40
121.4	Roanoke.....	11.30	5.10	8.30	10.10	6.20	.....	11.55 ²¹
.....	West Roanoke.....	.....	.....	.....	10.30	6.45	.....	12.15
		A. M.	P. M.	P. M.	P. M.	A. M.	A. M.	P. M.

LOCATION OF TELEPHONES

Connecting Dispatcher:

All Stop and Stay Signals except Plant Signals, and at Signal RW 319 Rocky Mount, Signal RW 570 Bassett, Signal RW 619 Payne, Signal RW 670 Martinsville, Signal RW 863 Stoneville, Signal RW 1035 Pine Hall, Signal RW 1245 Tise, At switch Jondee.

Connecting Telegraph Offices:

Signal RW 66 Roanoke, Signal RW 322 Rocky Mount, Signal RW 1087 Walnut Cove, South Side A. & Y. Crossing—Walnut Cove. Signal RW 1259 Winston-Salem, Signal RW 1261 Winston-Salem, At Cab Track—Winston-Salem, At Two-Arm S. & S. Signal South W. S. S. Tower.

ROANOKE YARD

RADFORD DIVISION—Time Table No. 28—Effective November 20, 1927 Westward

STATIONS	FIRST CLASS								SECOND CLASS			FOURTH CLASS	
	29	15	41	7	1	25	3	23	51	85	99	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	Time Frt. Lv. Daily	Local Frt. Lv. Mon., Wed. and Fri.	
Roanoke.....	A. M. 2.35 3.30	A. M. 4.30 4.55	A. M. 4.40 5.00	A. M. 7.15	A. M. 9.05 9.15	A. M. 9.28 9.40	P. M. 5.45 6.00	P. M. 4.00 4.20	A. M. 8.32	P. M. 12.20	A. M. 12.05	A. M.	
West Roanoke.....									9.00	12.30	12.15	8.00	
W. B.....	3.39	5.04	5.09	7.24	9.25	9.49	6.10	4.30	2.15	2.40	1.55	8.10	

NORFOLK DIVISION—Time Table No. 28—Effective November 20, 1927 Westward

STATIONS	FIRST CLASS								THIRD CLASS			FOURTH CLASS	
	29	15	41	1	25	23	3	5	99	83	85	75	
	Passenger Ar. Daily	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	Thro. Frt. Ar. Daily	Local Frt. Ar. Daily Ex. Sun.	
Vinton.....	A. M. 2.26	A. M. 4.20	A. M. 4.34	A. M. 8.57	A. M. 9.22	P. M. 3.52	P. M. 5.38	P. M. 9.31	P. M. 11.54	A. M. 10.38	P. M. 12.09	A. M. 11.45	
Roanoke.....	2.35 3.30	4.30 4.55	4.40 5.00	9.05 9.15	9.28 9.40	4.00 4.20	5.45 6.00	9.40	12.05	10.50	12.20	12.01	
West Roanoke.....									12.15	11.00	12.30	12.15	
W. B.....	3.39	5.04	5.09	9.25	9.49	4.30	6.10	1.55		2.40			

SHENANDOAH DIVISION—Time Table No. 28—Effective November 20, 1927 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. 8.56	P. M. 3.52	P. M. 7.57	A. M. 8.22		A. M. 11.30	
Roanoke.....	9.05 9.15	4.00	8.05	8.32		11.45	
West Roanoke.....				9.00		11.55	
W. B.....	9.25			2.00PM		2.15	

SHENANDOAH DIVISION—Time Table No. 28—Effective November 20, 1927 Between Winston-Salem and Roanoke—Northward

STATIONS	FIRST CLASS			THIRD CLASS		FOURTH CLASS		
	34	22	36	88		84		76
	Passenger Ar. Daily	Passenger Ar. Daily	Passenger Ar. Daily	The Torch Light Ar. Daily		Camel Special Ar. Daily		Local Frt. Ar. Daily Ex. Sun.
Belt Line Jct.....	A. M. 11.20	P. M. 5.03	P. M. 8.21	P. M. 9.50		A. M. 6.07		A. M. 11.30
Walnut Ave. Tower	11.23	5.06	8.24	9.56		6.12		11.40
Roanoke.....	11.30	5.10	8.30	10.10		6.20		11.55 ²¹
West Roanoke.....				10.30		6.45		12.15PM

ROANOKE YARD

RADFORD DIVISION—Time Table No. 28—Effective November 20, 1927 Eastward

STATIONS	FIRST CLASS								SECOND CLASS			THIRD CLASS	FOURTH CLASS
	16	42	4	24	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. 11.41	P. M. 11.59	A. M. 11.23	P. M. 12.26	P. M. 4.58	P. M. 5.39	P. M. 7.38	P. M. 10.38	P. M. 12.50	P. M. 4.35	A. M. 2.50	A. M.	P. M. 1.05
West Roanoke.....									1.00	4.45	3.00	1.15	1.15
Roanoke.....	11.55 12.15AM	12.10AM 12.25	11.35 11.50	12.40 2.00	5.10 5.20	5.50 6.00	7.50	10.50 1.20AM	5.15	6.55	5.10	3.30	

NORFOLK DIVISION—Time Table No. 28—Effective November 20, 1927 Eastward

STATIONS	FIRST CLASS								THIRD CLASS		FOURTH CLASS	
	16	42	30	6	4	24	2	26	88	84	74	
	Passenger Lv. Daily	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. 11.41	P. M. 11.59	P. M. 10.38	A. M.	A. M. 11.23	P. M. 12.26	P. M. 4.58	P. M. 5.39	A. M. 2.50	P. M. 4.35	A. M.	
West Roanoke.....									3.00	4.45	7.00	
Roanoke.....	11.55 12.15AM	12.10AM 12.25	10.50 1.20AM	7.15	11.35 11.50	12.40 2.00	5.10 5.20	5.50 6.00	5.10	6.55	7.18	
Vinton.....	12.20	12.30	1.25	7.21	11.55	2.05	5.26	6.05	5.20	7.05	7.30	

SHENANDOAH DIVISION—Time Table No. 28—Effective November 20, 1927 Between Roanoke and Shenandoah—Northward

STATIONS	FIRST CLASS			SECOND CLASS		THIRD CLASS		FOURTH CLASS	
	10	14	2	88	82	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.	P. M.	P. M. 4.58	A. M.	P. M. 12.50	P. M.	A. M.	A. M.	
West Roanoke.....				1.15 3.30	1.00 5.00	6.15	10.00	6.00	
Roanoke.....	6.30	12.01	5.10 5.20	3.45	5.23	6.30	10.15	6.10	
North Roanoke.....	6.36	12.06	5.26	3.55	5.32	6.55	10.35	6.20	

SHENANDOAH DIVISION—Time Table No. 28—Effective November 20, 1927 Between Roanoke and Winston-Salem—Southward

STATIONS	FIRST CLASS			SECOND CLASS		THIRD CLASS			FOURTH CLASS	
	35	21	33	81	87		83	85	75	
	Passenger Lv. Daily	Passenger Lv. Daily	Passenger Lv. Daily	Time Frt. Lv. Daily	Thro. Frt. Lv. Daily	Thro. Frt. Lv. Daily	Thro. Frt. Lv. Daily	Time Frt. Lv. Daily	Local Frt. Lv. Daily Ex. Sun.	
West Roanoke.....	A. M.	A. M.	P. M.	A. M. 8.15	A. M. 12.01		P. M. 12.45	P. M. 8.15	7.00	
Roanoke.....	6.50	11.55 ⁷⁶	6.00	8.30	12.20		1.00	8.45	7.15	
Walnut Ave. Tower	6.54	11.58	6.03	8.45	12.30		1.15	9.00	7.30	
Belt Line Jct.....	6.57	12.01PM	6.05	8.50	12.35		1.20	9.05	7.34	

SHENANDOAH DIVISION

Special Instructions

1. Third Paragraph of Rule No. 2, Book of Rules, is changed as follows:

All men in train service will submit their watches semi-monthly to a local watch inspector or other designated party for comparison with Standard Time, and have comparison record entered upon card, "Employees' Watch Card Certificate," Form 14-E.

STANDARD TIME

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.
Engine House.

Waynesboro:
Telegraph Office.

Hagerstown:
Telegraph Office, Passenger Station.
Engine House.

Winston-Salem:
Station Master's Office.
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 and Roanoke.

First class trains throw off register to Operator at Winston-Salem, who will register them unless displaying signals, in which case trains will stop and register.

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 southward trains will throw off register to Operator at North Roanoke, who will register them.

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.

All Shenandoah Division freight trains arriving Roanoke register at West Roanoke, Yardmaster's Office.

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

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.

Payne:

Telegraph Office.

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.....	10	10	10
Southward, Mile Post 98 to Ingham.....	40	25	25
" North Switch Elgin to one-half (1/2) mile South.....		25	25
Northward, Bentonville to Mile Post 68.....	40	25	25
" Through first dip north of Boyce Station.....		20	20
" Through first dip north of Berryville.....		20	20
" Mondel to Grimes.....		20	20

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	Class K-Z-M-2 Double Headed
606	661	625	625	620	624
607	12 Miles	607	627	.....	.....
619	Per Hour	619	12 Miles	625	.....
620	.....	625	Per Hour	627	.....
624	620	627	.....	629	20 Miles
625	625	12 Miles	620	12 Miles	Per Hour
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	30
" Lofton to Riverside.....		25	25
" Vesuvius to Riverside.....	40		
" Loch Laird to Glasgow.....	40		
" Graves to South End James River Bridge.....		20	20
" Troutville to Roanoke.....		25	25
Northward, Nace to Lithia.....	40	25	25
" Glasgow to Loch Laird.....	40		
" Through dip south of Hatch Branch.....	40	20	20
" Lofton to Cold Spring.....	40	20	20
Hatch Branch.....		10	10

Class K-1 or K-2 Engines, 50 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 20 miles per hour.
Class Z-1 and M-2 Engines over Bridges 1840 and 1859, 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.
Trains Nos. 9 and 14 at Overall.
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, Compton and Grove Hill.

Trains Nos. 33 and 34 at Wrights, Taylor, Blaine, Barfoot, Prilliman, Edgewood, Firestone, Sharp, Dennis and Ogburn.

Trains Nos. 35 and 36 at Wrights, Taylor, Blaine, Barfoot, Prilliman, Edgewood, Firestone, Sharp, Dennis 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. When handling or switching passenger equipment, air must be coupled and cut in. The 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. Rules Nos. 210 and 211, Book of Rules, are hereby supplemented as follows:

After reading a meet order and understanding same, Firemen will repeat the "meet" to the Engineer, stating, for example, "No. meet No. at _____." One mile from meeting

points made by rule or train order the Fireman will say to his Engineer, "We meet No. ——— at this station," adding the number of the train that is to take siding. The Flagman should register in the same manner with the Conductor when practicable.

21. 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.

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

23. 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.

24. 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 paragraphs:

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.

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.

25. 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.

26. 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.

The extension of the whistle cord to the left side of engine is for the use of the fireman in giving warning to drivers of vehicles, or persons, approaching the tracks from the left side of the engine, who in the fireman's opinion have not heard the approach of the train or the warning whistle sounded by the engineer, and appear likely to come onto the track. The use of the engine whistle by the fireman must be limited to actual cases of hazard of accident.

It is the duty of the engineer to sound the whistle in accordance with the rules and this responsibility is not to be divided between the engineer and fireman.

27. 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.

28. 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.

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

30. Engineers of trains displaying signals must sound engine whistle, as per Rule No. 14-K, at junction points.

31. Rule No. 432, Book of Rules, is hereby supplemented as follows:

Employees working on or about the tracks must be alert, watchful and keep out of danger, and must carefully observe signals displayed by passing trains and arrange as may be necessary to protect themselves against following sections.

32. Rule No. 413, Book of Rules, is hereby supplemented as follows:

When freight trains pass other trains on double track or sidings a member of the crew must be on rear platform of caboose, or in position on outside of train, to detect defects in passing trains, and to receive or give signals of any defects observed so steps may be taken to prevent accidents.

When any defect in a passing train is noted, information should be transmitted to the crew of that train by the following signals:

Day Time:

For sticking brakes—Rub hands together.
For hot box—Hold nose.

For dragging brake rigging, derailed wheel or other serious defect—Stop signal.

Night Time:

For sticking brakes—Lantern swung in small vertical circle at right angles to direction of the train.

For hot box—Lantern held in front of face.

For dragging brake rigging, derailed wheel or other serious defect—Stop signal with lantern.

33. 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.

34. 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.

35. 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.

36. 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 or is improperly displayed, 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."

If a signal fails in "clear or caution" position, or gives a false indication, it must be reported to the Superintendent's office from the first available point of communication, in addition to being reported on Form C. T. 487. Crews observing a signal failing in "clear or caution" position must throw off a lighted fusee at such signal day and night, and take such further steps as may be necessary to fully protect their trains, unless they have already been notified of the signal failure by train order.

The responsibility for colliding with a train in a block when proceeding from a signal which has failed in "clear or caution" position after having been notified of the failure, or from a signal in stop position, will rest with the engineer proceeding from such signal.

37. 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. Fusees 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 Telegraph Office Hagerstown, Shenandoah and Roanoke.

All freight trains will get a "31" order or a clearance card at Telegraph Office, Yard 3, Hagerstown and 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.

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.

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

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 Hagerstown and Winston-Salem. See Rules 800 to 814, inclusive, in Book of Rules.

102. At all passing tracks trainmen will not adjust switch for main track until rear of train taking siding clears fouling point, except when it is known that closing of switch will not affect opposing movement.

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

Engineman 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

HAGERSTOWN SUB-DIVISION

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

ROANOKE SUB-DIVISION

	Low L	Medium M
Passenger trains.....	20	40
Freight trains.....	20	30

Acknowledging valve is installed convenient to the engineman and acknowledgment of low speed indication must always be made immediately in order to prevent an automatic brake application.

On three-speed equipment 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.

On two-speed equipment whistle is provided and acknowledgment must be made within six seconds from time whistle sounds, and left in acknowledging position until pressure is restored to about 60 pounds on application gauge.

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 engineman.

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 provided 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, engineer 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 and Superintendent notified.

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 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 occupying same.

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

107. Trains working between Vesuvius and Lofton take extra precaution against helper engines cut out and returning southward who might not encounter the southward Flagman stationed against southward 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 (d), 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 Spring, Port Republic and St. James must do so expecting to find cars thereon. Derailing switches on these sidings are pipe connected, except at Cold Spring and north end of Buena Vista, latter derails will be left off when no 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.

113. Trains must not move from water or coaling stations, or other points where trainmen inspect train, without proper signal or understanding.

YARD LIMITS

114. Yard limits between 55-Mile Tank and Edgewood, and 2,000 feet north of Martinsville to Station are effective 7:00 A. M. to 6:00 P. M., only.

115. 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:

- Hagerstown Junction—WM Ry. Spur.
 - Shenandoah Junction—Coal Wharf beyond top of incline.
 - Carson—Lime Kiln and tippie track beyond south end of lime plant.
 - Engines, box and stock cars must not be operated beyond overhead structure on Nos. 1 and 2 Crusher Tracks.
 - Luray—Hershberger Coal Wharf.
 - Armstards Coal Wharf.
 - Stock Pen Track.
- Roanoke Sub-Division:**
- Elkton—Wye.
 - Lewis—Milling Co. track.
 - Waynesboro—Belt Line.

- Buena Vista—Bricker Branch.
- Buchanan—Virginia Can Co., No. 2.
- Pkin—Wye must not be used by Class K-1 or K-2 Engines.
- C&O Wye at Glasgow must not be used by Class Y-2 or Y-3 Engines.

Winston-Salem Sub-Division:

- Fishburn.
- Apple.
- 22-mile.
- Rocky Mount—Bald Knob Furniture Co.
- Martinsville—American Furniture Co.
- Virginia Furniture Co.
- Walnut Cove—Gabbert.
- Winston-Salem—Southern Chemical Co.

116. 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)	20 miles per hour
Buena Vista (passenger trains)	12 miles per hour
Buena Vista (freight trains)	8 miles per hour
Buchanan (passenger trains)	25 miles per hour
Buchanan (freight trains)	15 miles per hour
Bassett (passenger trains)	25 miles per hour
Bassett (freight trains)	15 miles per hour
Stoneville	15 miles per hour
Winston-Salem (passenger trains)	12 miles per hour
Winston-Salem (freight trains)	8 miles per hour

RAILROAD CROSSINGS AND JUNCTION POINTS

117. 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
5	00	1	34	1	06
4	00	1	32	1	05
3	00	1	30	1	04
2	50	1	28	1	03
2	40	1	26	1	02
2	30	1	24	1	01
2	24	1	22	1	00
2	20	1	20	59	61.02
2	15	1	18	58	62.07
2	10	1	16	57	63.14
2	05	1	15	56	64.29
2	00	1	14	55	65.45
1	55	1	13	54	66.66
1	50	1	12	53	67.92
1	45	1	11	52	69.23
1	42	1	10	51	70.59
1	40	1	09	52	72.00
1	38	1	08	52	73.47
1	36	1	07	53	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 caboose) 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.

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 to ten (10) miles per hour between Tazewell Avenue and Campbell Avenue.

Tonnage Ratings and Weather Reductions for Locomotives

HAGERSTOWN TO SHENANDOAH

CLASS OF ENGINES	Class of Service	Rating A	Rating B	Rating C	Rating D	Rating E	Rating F	Rating G	Rating H
		40° to 32° Normal	31° to 24° 5% red.	23° to 16° 10% red.	15° to 8° 15% red.	7° to Zero 20% red.	Zero to 8° Below 25% red.	Zero to 8° Below 30% red.	
Z-1a	Slow	1500	1425	1350	1275	1200	1125	1050	
	Time	1425	1354	1283	1211	1140	1069	998	
M-2	Slow	900	855	810	765	720	675	630	
	Time	875	831	787	744	700	656	612	
M, W or E-2	Slow and Time	700	665	630	595	560	525	490	

CAR LIMITS—Slow and time freights, 70 cars.

SHENANDOAH TO HAGERSTOWN—With Pusher

CLASS OF ENGINES	Class of Service	Rating A	Rating B	Rating C	Rating D	Rating E	Rating F	Rating G	Rating H
		40° to 32° Normal	31° to 24° 5% red.	23° to 16° 10% red.	15° to 8° 15% red.	7° to Zero 20% red.	Zero to 8° Below 25% red.	Zero to 8° Below 30% red.	
Z-1a	Slow	2350	2233	2115	1998	1880	1763	1645	
	Time	2125	2019	1913	1806	1700	1594	1488	
M-2	Slow and Time	1450	1377	1304	1231	1158	1085	1012	
	M, W or E-2	Slow	1125	1069	1013	956	900	844	788
Time		1000	950	900	850	800	750	700	

Without Pusher

Z-1a	Slow	1550	1473	1395	1318	1240	1163	1085	
	M-2	Slow and Time	1000	950	900	850	800	750	700
M, W or E-2		Slow	750	713	675	638	600	563	525

CAR LIMITS—Slow and time freights, 70 cars.

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