

NORFOLK AND WESTERN RAILWAY CO.

SHENANDOAH DIVISION

TIME TABLE No. 7

(5 and 6 Omitted)

EFFECTIVE 1:01 A. M.

Sunday, June 26, 1932

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.

Shenandoah to Roanoke—Southward

Distance from Shenandoah	Time Table No. 7 EFFECTIVE Sunday, June 26, 1932	FIRST CLASS					SECOND CLASS	FOURTH CLASS		Telegraph Office	Telegraph Signals	Passing Siding, Clearance Length	Station Siding, Clearance Length
		1	201	13	203	205	51	61					
		Passenger Lv. Daily	Pass. Lv. Daily Ex. Sunday	Passenger Lv. Daily	Pass. Lv. Daily	Pass. Lv. Daily	Time Frt. Lv. Daily	Local Frt. Lv. Daily Ex. Sunday					
STATIONS													
.0	Shenandoah T W C O Y	A. M. 4.20	A. M.	P. M. 1.58 ⁶²	A. M.	P. M.	A. M. 2.25	A. M. 6.00	.....	D N	AN	Yard	.....
5.7	Elkton..... Y S	4.32	..... S	2.10	.....	.....	2.38	6.20	.....	D	K O	6747	1596
11.4	Island Ford..... K	4.41	..... F	2.20 ⁶⁴	.....	.....	2.48	6.35	.....	D	D N	3560	245
18.1	Lewis.....	4.51	..... F	2.30	.....	.....	3.01	6.50	.....	.....	.....	5233	192
20.4	Port Republic.....	4.55	..... F	2.35	.....	.....	3.06	7.00	.....	D	P R	1891	344
22.3	Grottoes..... F	4.58	..... S	2.40	.....	.....	3.10	7.10	.....	D	G O	3481	820
25.4	Harriston.....	5.03	..... F	2.46	.....	.....	3.16	7.17	.....	.....	.....	.....	463
28.8	Sampson..... W	5.09	.....	2.52	.....	.....	3.32	7.24	.....	.....	.....	3581	.....
30.1	Crimora.....	5.11	..... F	2.54	.....	.....	3.34	7.30	.....	D	C M	.....	656
36.3	Waynesboro.. T W S	5.26	..... S	3.08	.....	.....	3.47	7.50 ⁸⁸	.....	D N	B C	S 2676 N 4436	Yard
41.2	Lyndhurst.....	5.33	..... F	3.16	.....	.....	3.56	8.18	.....	D	H U	3869	626
46.2	Stuarts Draft.. W F	5.39	..... S	3.25	.....	.....	4.05	8.40	.....	D	S X	3541	2022
52.7	Cold Spring..... K	5.48	..... F	3.36	.....	.....	4.16	8.55	.....	D	G I	6257	2162
55.8	Lofton..... Y	5.54	..... F	3.42	.....	.....	4.25	9.05	.....	.....	.....	2936	333
60.8	Vesuvius..... W F	6.02	..... S	3.51	.....	.....	4.38	9.32 ¹⁴	.....	D N	M F	6943	1331
68.1	Midvale..... F	6.13 ⁸⁸	..... F	4.03	.....	.....	4.52	9.50	.....	D	M Y	3324	226
72.9	Riverside..... K	6.20	..... F	4.12	.....	.....	5.01	10.05	.....	D	R Q	3552	524
78.2	Buena Vista.... OS	6.31	..... S	4.24	.....	.....	5.10	10.25 ⁶² 10.47 ⁶⁴	.....	.....	.....	Yard	.....
79.7	Loch Laird.. W T C	6.36	6.57	4.30 ⁵²	10.38 ⁶⁴	5.33	5.30 ⁸⁸	11.40 ²⁰²	.....	D N	J	7048	.....
84.4	Buffalo Forge....	6.44	7.08	4.38	10.47	5.42	5.40	11.52	.....	.....	.....	3777	246
88.2	Glasgow..... K	6.50	7.15	4.45	10.55	5.50	5.48	12.01 PM	.....	D N	G A	5664	206
90.9	Graves.....	6.55	.....	4.50	.....	.....	5.55	12.09	.....	.....	.....	3156	610
91.8	Natural Bridge.. S	6.57	..... S	4.52	.....	.....	5.57	12.12	.....	.....	N B	.....	.....
95.7	Kino..... W	7.03	.....	4.59	.....	.....	6.06	12.20	.....	.....	.....	2882	.....
100.2	Solitude.....	7.10	.....	5.07	.....	.....	6.15	12.35	.....	.....	.....	3178	553
107.4	Buchanan..... S	7.21	..... S	5.19	.....	.....	6.32	12.50	.....	D N	H A	4733	790
112.4	Lithia..... W F	7.29	..... F	5.27	.....	.....	6.42	1.05	.....	D	C H	6372	1597
117.8	Nace..... F	7.38 ¹⁴	..... F	5.39	.....	.....	7.02	1.25	.....	D	W S	3580	518
121.1	Troutville..... F	7.45	..... F	5.46	.....	.....	7.28 ¹⁴	1.40	.....	D	M J	3870	1402
125.3	Cloverdale.....	7.51 ⁶²	..... F	5.53	.....	.....	7.38 ⁶²	1.50	.....	D N	Q A	5723	1261
126.9	Hollins..... F	7.54	..... F	5.57	.....	.....	.....	.....	.....	.....	H O	.....	404
131.0	North Roanoke E D T	8.00	.....	6.05	.....	.....	.....	.....	.....	.....	.....	.....	.....
132.4	Roanoke.....	8.10 ⁶⁴	.....	6.15 ²	.....	.....	8.05	2.10 ⁵²	.....	D N	M H U D	.....	.....
133.8	West Roanoke... A. M. A. M. P. M. A. M. P. M. A. M. P. M.	.....	.....	.....	.....	.....	8.45	2.30	.....	D N	D O	Yard	.....

STOP NOTES:

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

Roanoke to Shenandoah—Northward

Distance from Roanoke	Time Table No. 7 EFFECTIVE Sunday, June 26, 1932	FIRST CLASS						Telegraph Office	Telegraph Signals	Passing Siding, Clearance Length	Station Siding, Clearance Length
		200	202	14	204	2					
		Passenger Lv. Daily Ex. Sunday	Passenger Lv. Daily	Passenger Lv. Daily	Passenger Lv. Daily	Passenger Lv. Daily					
	STATIONS										
		A. M.	A. M.	A. M.	P. M.	P. M.					
1.4	West Roanoke.....						D N	D O	Yard		
.0	Roanoke.....			7.00		6.15 ¹³	D N	{ M H U D }			
1.4	North Roanoke... E D T			7.06		6.20					
5.5	Hollins.....			F 7.13		F 6.27		H O		404	
7.1	Cloverdale..... W			F 7.18		6.30	D N	Q A	5723	1261	
11.3	Troutville.....			F 7.28 ⁵¹		F 6.40	D	M J	3870	1402	
14.6	Nace.....			F 7.38 ¹		H 6.47	D	W S	3580	518	
20.0	Lithia..... W			F 7.49		H 6.55	D	C H	6372	1597	
25.0	Buchanan.....			S 8.00		S 7.04	D N	H A	4733	790	
32.2	Solitude.....			8.12		7.16			3178	553	
36.7	Kino.....			8.19		7.22			2882		
40.6	Natural Bridge... W			S 8.25		S 7.28		N B			
41.5	Graves.....			8.27		7.30			3156	610	
44.2	Glasgow.....	7.40	11.20	S 8.32	6.20	H 7.35	D N	G A	5664	206	
48.0	Buffalo Forge.....	7.48	11.27	F 8.39	6.28	7.41			3777	246	
52.7	Loch Laird... W-T C	8.00	11.40 ⁶¹	8.47	6.40	7.49	D N	J	7048		
54.2	Buena Vista..... O			S 8.58		S 7.57			Yard		
59.5	Riverside.....			F 9.09		8.07	D	R Q	3552	524	
64.3	Midvale.....			F 9.18		8.14	D	M Y	3324	226	
71.6	Vesuvius... W			S 9.32 ⁶¹		H 8.26	D N	M F	6943	1331	
76.6	Lofton.....			F 9.41		8.35			2936	333	
79.7	Cold Spring.....			F 9.47		8.40	D	G I	6257	2162	
86.2	Stuarts Draft... W			S 9.57		H 8.48	D	S X	3541	2022	
91.2	Lyndhurst.....			F 10.07		8.54	D	H U	3869	626	
96.1	Waynesboro... T W			S 10.20		S 9.05	D N	B C	N 4436 S 2676	Yard	
102.3	Crimora.....			F 10.31		9.14	D	C M		656	
103.6	Sampson... W			10.33		9.16			3581		
107.0	Harriston.....			F 10.38		9.21				463	
110.1	Grottoes.....			S 10.44		F 9.26	D	G O	3481	820	
112.0	Port Republic.....			F 10.49		9.29	D	P R	1891	344	
114.3	Lewis.....			F 10.54		9.33			5233	192	
121.0	Island Ford.....			F 11.04		H 9.43	D	D N	3560	245	
126.7	Elkton... Y			S 11.18		S 9.54	D	K O	6747	1596	
132.4	Shenandoah... T W C O Y			11.27		10.03	D N	A N	Yard		
		A. M.	A. M.	A. M.	P. M.	P. M.					

STOP NOTES:

H—Let off from Roanoke or C. & O. at Glasgow or Buena Vista or to take on for Shenandoah Junction and Hagerstown.

LOCATION OF TELEPHONES:

Connecting Dispatcher:

All Stop and Stay Signals except Plant Signals.
Waynesboro—Signals R-968 and 958.
Pkin—South Wye Switch.
Loch Laird—North End Passing Siding.

Connecting Telegraph Offices:

Elkton—At Signal R-1267.
Waynesboro—North End Transfer.
Alco—East Side of Track.
Loch Laird—At Crossover.
At Coal Wharf.
At Signal R-522.
Milepost—210 Watchman's Box.

Roanoke to Shenandoah—Northward

Distance from Roanoke	Time Table No. 7 EFFECTIVE Sunday, June 26, 1932 STATIONS	SECOND CLASS		THIRD CLASS		FOURTH CLASS	
		88	52	64	86	62	
		Time Frt. Lv. Daily	Time Frt. Lv. Daily	Through Frt. Lv. Daily	Through Frt. Lv. Daily	Local Frt. Lv. Daily Ex. Sunday	
		A. M.	P. M.	A. M.	P. M.	A. M.	
1.4	West Roanoke.....	2.55	2.00	7.45	6.30	6.50	.....
.0	Roanoke.....	3.05	2.10 ⁶¹	8.10 ¹	6.45	7.05	.....
1.4	North Roanoke..... E D T	3.15	2.20	8.25	6.55	7.11	.....
5.5	Hollins.....						.....
7.1	Cloverdale..... W	3.30	2.38	8.42	7.15	7.38 ⁵¹ 7.51 ¹	.....
11.3	Troutville..... W	3.44	2.52	8.56	7.33	8.08	.....
14.6	Nace.....	3.51	3.01	9.03	7.42	8.18	.....
20.0	Lithia..... W	4.08	3.14	9.17	8.00	8.28	.....
25.0	Buchanan.....	4.18	3.25	9.30	8.11	8.45	.....
32.2	Solitude.....	4.32	3.39	9.43	8.25	8.58	.....
36.7	Kino.....	4.40	3.48	9.51	8.34	9.08	.....
40.6	Natural Bridge..... W	4.46	3.55	9.58	8.41	9.16	.....
41.5	Graves.....	4.49	3.57	10.01	8.44	9.19	.....
44.2	Glasgow.....	4.55	4.02	10.08	8.55	9.30	.....
48.0	Buffalo Forge.....	5.03	4.09	10.16	9.04	9.45	.....
52.7	Loch Laird..... W T C	5.30 ⁵¹	4.30 ¹³	10.38 ²⁰³	9.30	10.00	.....
54.2	Buena Vista..... O	5.35	4.45	10.47 ⁶¹	9.33	10.25 ⁶¹	.....
59.5	Riverside.....	5.55	5.12	11.12	9.55	10.40	.....
64.3	Midvale.....	6.13 ¹	5.20	11.21	10.04	10.50	.....
71.6	Vesuvius..... W	6.35	5.43	11.44	10.27	11.10	.....
76.6	Lofton..... Y	6.58	6.11	12.09PM	10.52	11.30	.....
79.7	Cold Spring.....	7.04	6.18	12.16	10.59	11.40	.....
86.2	Stuarts Draft..... W	7.16	6.30	12.37	11.15	11.50	.....
91.2	Lyndhurst.....	7.24	6.40	12.49	11.26	12.01 PM	.....
96.1	Waynesboro..... T W	7.50 ⁶¹	6.58	1.04	11.37	12.17	.....
102.3	Crimora.....	8.10	7.12	1.28	12.01AM	12.30	.....
103.6	Sampson..... W	8.13	7.15	1.31	12.04	12.35	.....
107.0	Harriston.....	8.20	7.23	1.40	12.12	12.45	.....
110.1	Grottoes.....	8.27	7.31	1.46	12.19	12.50	.....
112.0	Port Republic.....	8.30	7.35	1.51	12.24	12.55	.....
114.3	Lewis.....	8.35	7.40	1.57	12.30	1.05	.....
121.0	Island Ford.....	8.48	7.53	2.20 ¹³	12.45	1.20	.....
126.7	Elkton..... Y	9.00	8.05	2.35	1.05	1.35	.....
132.4	Shenandoah..... T W C O	9.30	8.30	2.55	1.30	1.58 ¹³	.....
		A. M.	P. M.	P. M.	A. M.	P. M.	

Shenandoah to Hagerstown—Northward

Distance from Shenandoah	Time Table No. 7 EFFECTIVE Sunday, June 26, 1932	FIRST CLASS		SECOND CLASS		THIRD CLASS		FOURTH CLASS	Time Limit
		14	2	88	52	64	86	72	
		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. Sunday	
STATIONS									
		A. M.	P. M.	A. M.	P. M.	P. M.	A. M.	A. M.	
.0	{ T W C O Shenandoah..... } Y	11.34	10.11	11.00	10.15	3.55	4.35	5.00	
4.9	Ingham..... W F	11.44	10.19	11.12	10.25	4.09	4.48	5.10	
11.1	Stanley..... S	11.55	10.31	11.38	10.45	4.35	5.11	5.30	
17.8	Luray..... O T W S	12.07 ^{71M}	10.42	11.51 ⁷¹	11.00	4.48	5.25	5.45	
21.6	Elgin..... F	12.13	10.48	11.58	11.07	4.55	5.32	5.55	
24.2	Vaughn..... F	12.19	10.53	12.04 ^{PM}	11.13	5.01	5.40	6.02	
27.4	Rileyville..... W S	12.26 ⁸⁸	10.58	12.26 ¹⁴ 12.52 ¹³	11.21	5.08	5.47	6.10	
33.7	Bentonville..... F	12.39 ¹³	11.07	1.08	11.37 ⁵¹	5.22	6.02	6.25	
40.3	Manor.....	12.55	11.17 ⁵¹	1.20	11.55	5.35	6.14	6.40	
44.5	Front Royal..... T W S	1.03	11.23	1.35	12.15 ^{AM}	5.55	6.32	6.55	
47.5	Riverton..... O X S	1.11	11.28	1.43	12.22	6.04	6.40	7.05	
48.1	Carson.....	1.13	11.30	1.45	12.24	6.06	6.42	7.10	
53.4	Ashby..... F	1.24	11.37	2.00	12.40	6.21	6.56	7.25	
57.4	White Post..... W S	1.31	11.42	2.07	12.47	6.28	7.03	7.35	
60.3	Boyce..... S	1.37	11.47	2.13	12.53	6.34	7.08	7.44	
66.6	Berryville..... S	1.50	11.57	2.25	1.06	6.47	7.22	8.00	
72.8	Rippon..... W F	2.01	12.05 ^{AM}	2.36	1.18	6.59	7.34	8.20	
78.2	Charles-Town..... X S	2.11	12.13	2.47	1.30	7.12	7.46	8.45 ⁷¹	
83.5	Shenandoah Jct.. T W C O S	2.32	12.21 12.27	3.25	1.51 ¹	7.45	8.10 ⁷¹	9.30	
89.3	Shepherdstown..... W S	2.47	12.41	3.40	2.10	8.00	8.23	9.50	
91.7	Antietam..... F	2.53	12.46	3.46	2.16	8.06	8.30	10.00	
96.8	Grimes..... F	3.01	12.54	3.56	2.29	8.19	8.42	10.36 ¹³	
99.9	St. James..... W F	3.06	12.59	4.02	2.35	8.25	8.48	10.44	
103.9	Vardo.....	3.12	1.05	5.00	3.15	8.40 ⁵¹	9.30	10.55	
105.1	Hagerstown Jct.....	3.17	1.12 ¹	.....	.....	.....	.....	.....
105.7	Hagerstown..... T W C O	3.25	1.15	.....	.....	.....	.....	.....
		P. M.	A. M.	P. M.	A. M.	P. M.	A. M.	A. M.	

STOP NOTES:

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

LOCATION OF TELEPHONES:

Connecting Dispatcher:

All Stop and Stay Signals except Plant Signals.
 Shenandoah Junction—Agent's Office.
 Charles-Town—Belt Line Switch.
 Front Royal—South End Passing Siding.
 Luray—South End Passing Siding.
 Walline—Opposite Spur Track.

Connecting Telegraph Offices:

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

Roanoke to Winston-Salem—Southward

Distance from Roanoke	Time Table No. 7 EFFECTIVE Sunday, June 26, 1932	FIRST CLASS		SECOND CLASS	THIRD CLASS			FOURTH CLASS		Telegraph Office	Telegraph Signals	Passing Siding, Clearance Length	Station Siding, Clearance Length
		33	21	81	83	85	87	75	77				
		Passenger Lv. Daily	Passenger Lv. Daily	Time Frt. Lv. Daily	Time Frt. Lv. Daily	Time Frt. Lv. Daily	Thro. Frt. Lv. Daily	Local Frt. Lv. Daily Ex. Sunday	Local Frt. Lv. Daily Ex. Sunday				
STATIONS													
1.4	W. Roanoke... T W C O	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	A. M.	A. M.	D N	D O	Yrd.	.....
.0	Roanoke.....	7.00	10.40	5.20	12.35	8.15	10.45	7.20	.....	D N	M H U D	Yrd.	.....
0.9	Walnut Av. Tower..... E D T	7.04	10.43	5.30	12.45	8.25	10.52	7.25	.....	D N	J K	.....	.....
1.2	Belt Line Jct.....	7.07	10.46	5.33	12.49	8.29	10.58	7.29	.....	.....	.....	.....	.....
6.9	Starkey..... W	F 7.17	10.56 ⁷⁶	5.53	1.11	8.54	11.21	7.45	.....	D	A F	3387	847
10.3	Hester.....	7.24	11.02	6.00	1.19	9.03	11.30	7.55	.....	.....	.....	1115	.....
15.4	Boones Mill..... F	F 7.35	F 11.12	6.20	1.50 ³⁴	9.21	12.01 ^{M86}	8.15	.....	D	P D	3223	666
20.6	Wirtz..... F	F 7.46	F 11.21	6.35	2.06	9.36	12.20	8.30	.....	D	R W	3710	904
27.1	{ W X Rocky Mount..... }	S 8.00	S 11.33	6.52	2.22	9.52	12.38	9.30 ⁷⁶	.....	D N	R Y	3298	600
32.9	Lanahan..... F	F 8.11	11.43	7.11	2.40	10.10	12.56	9.45	.....	D	F	3642	422
36.7	Ferrum..... S	S 8.20	F 11.50	7.21	2.50	10.19	1.06	10.01	.....	D	Q M	3536	927
43.7	Henry..... W S	S 8.35 ⁷⁶	F 12.02 ^{PM}	7.37	3.04	10.45 ⁸⁶	1.30	10.25	.....	D	M B	3845	525
47.9	Philpott..... F	F 8.43	12.10	7.46	3.13	11.00	1.39	10.35	.....	D	B	3488	615
50.6	Jondee..... W	8.50	12.15	7.53 ⁷⁶	3.22	11.07	1.47	10.55	.....	.....	.....	4575	.....
51.6	Bassett..... S	S 8.53	S 12.18	7.55	3.25	11.10	1.50	11.35	.....	D	K B	.....	Yrd.
56.6	Payne..... W	9.05	12.26 ³⁴ ₇₅	8.18	3.47	11.35	2.15	12.26 ^{P34} _{M21}	6.00	D	Q	3736	2231
58.3	Fieldale..... S	S 9.09	F 12.30	8.23	3.51	11.39	2.20	.....	6.25	D	K N	.....	133
61.6	Martinsville..... S	S 9.22	S 12.40	8.39	4.09	11.58	2.45	.....	7.10	D	V M	3073	Yrd.
65.8	Fontaine..... F	F 9.30 ⁷⁸	12.47	8.49	4.18	12.08 ^{AM}	2.58	.....	7.45	.....	.....	3717	.....
71.5	Ridgeway..... W C F	F 9.38	F 12.55	9.14 ⁷⁸	4.49 ²²	12.33	3.28	.....	8.10	D N	H R	4478	1252
76.1	Price..... F	F 9.47	1.04	9.30	5.07	12.48	3.44	.....	8.25 ⁷⁸	D	R A	4293	314
81.5	Stoneville..... S	S 9.56	F 1.13	9.42	5.19	1.00	3.58	.....	8.45	D	S N	3598	1147
87.6	Mayodan..... F	F 10.06	F 1.22	9.54	5.32	1.13	4.12	.....	9.00	D	M N	3364	278
89.5	Madison..... S	S 10.11	F 1.26	9.59	5.37	1.18	4.17	.....	9.05	D	A M	3338	1226
97.9	Pine Hall..... W F	F 10.25 ⁸¹	1.39	{ 10.25 ³³ 10.59 ³⁴ }	5.55	1.37	4.34	.....	9.25	D	D F	3057	291
103.8	Walnut Cove..... X S	S 10.36	F 1.50	11.13	6.08	1.49	4.47	.....	10.00	D N	W	.....	965
106.7	Fulp..... F	F 10.43 ³⁴	1.56	11.25	6.20	2.00	4.59	.....	10.15	.....	.....	2985	.....
112.5	Walkertown..... F	F 10.51	2.04	11.37	6.34	2.13	5.11	.....	10.35 ³⁴	.....	.....	3485	590
116.1	Daisy.....	10.56	2.09	11.45	6.41	2.21	5.17	.....	10.42	.....	.....	3344	.....
118.9	North Winston... E D T F	F 11.01 ⁷⁷	2.14	12.15 ^{PM}	7.15 ⁸⁶	3.15	5.55	.....	11.01 ³³	D N	F O	Yrd.	.....
121.3	{ Winston-Salem W T O Old Yard..... T W C }	11.06	2.20	.....	.....	.....	.....	.....	.....	.....	.....	Yrd.	.....
121.9	Union Station.....	11.10	2.25	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		A. M.	P. M.	P. M.	P. M.	A. M.	A. M.	P. M.	A. M.				

Winston-Salem to Roanoke—Northward

Distance from Winston	Time Table No. 7 EFFECTIVE Sunday, June 26, 1932	FIRST CLASS		SECOND CLASS	FOURTH CLASS	
		34	22	86	78	76
		Passenger Lv. Daily	Passenger Lv. Daily	The Camel Special Lv. Daily	Local Frt. Lv. Daily Ex. Sunday	Local Frt. Lv. Daily Ex. Sunday
STATIONS		A. M.	P. M.	P. M.	A. M.	A. M.
.0	Union Station.....	10.15	3.25	.....	.....	.....
0.6	Winston-Salem Old Yard..... T W C	10.19	3.29	.....	.....	.....
3.0	North Winston..... E D T T W O F	10.25	3.34	7.15 ⁸³	6.25	.....
5.8	Daisy.....	10.30	3.39	7.23	6.30	.....
9.4	Walkertown..... F	10.35 ⁷⁷	3.44	7.30	6.38	.....
15.2	Fulp.....	10.43 ³³	3.52	7.41	6.50	.....
18.1	Walnut Cove..... X S	10.48	M 3.56	7.47	6.57	.....
24.0	Pine Hall..... W F	10.59 ⁸¹	4.06	7.59	7.15	.....
32.4	Madison..... S	11.15	M 4.20	8.15	7.35	.....
34.3	Mayodan..... F	11.21	F 4.24	8.18	7.45	.....
40.4	Stoneville..... S	11.32	M 4.33	8.34	8.00	.....
45.8	Price..... F	11.42	4.42	8.49	8.25 ⁷⁷	.....
50.4	Ridgeway..... W-C F	11.51	M 4.49 ⁸³	9.13	9.14 ⁸¹	.....
56.1	Fontaine..... F	11.59	4.56	9.25	9.30 ³³	.....
60.3	Martinsville..... S	12.12PM	S 5.07	9.40	10.55	.....
63.6	Fieldale..... S	12.20	S 5.14	9.48	11.10	.....
65.3	Payne..... W	12.26 ^{21 75}	5.17	10.11	11.55	5.15
70.3	Bassett..... S	12.38	S 5.28	10.23	.....	6.15
71.3	Jondee..... W	12.41	5.31	10.27	.....	7.53 ⁸¹
74.0	Philpott..... F	12.46	5.36	10.35	.....	8.15
78.2	Henry..... W S	12.54	F 5.44	10.45 ⁸⁵	.....	8.35 ³³
85.2	Ferrum..... S	1.08	F 5.59	11.11	.....	8.55
89.0	Lanahan..... F	1.17	6.06	11.20	.....	9.05
94.8	..... W-X Rocky Mount..... S	1.29	S 6.17	11.33	.....	9.30 ⁷⁵
101.3	Wirtz..... F	1.41	F 6.29	11.48	.....	9.45
106.5	Boones Mill..... F	1.50 ⁸³	F 6.36	12.01 ^{A 87}	.....	10.00
111.6	Hester.....	2.01	6.47	12.16	.....	10.20
115.0	Starkey..... W F	2.08	6.53	12.26	.....	10.56 ²¹
120.7	Belt Line Jct.....	2.16	7.01	12.38	.....	11.15
121.0	Walnut Ave. Tower..... X	2.19	7.04	12.48	.....	11.25
121.9	Roanoke..... E D T	2.25	7.10	12.58	.....	11.35
.....	West Roanoke.....	.....	.....	1.25	.....	11.55
		P. M.	P. M.	A. M.	A. M.	A. M.

STOP NOTE:

M—Stop to discharge from Winston-Salem or take on for Martinsville or beyond.

LOCATION OF TELEPHONES:

Connecting Despatcher:
 All Stop and Stay Signals except Plant Signals
 and at Signal RW 319 Rocky Mount.
 Signal RW 557 Bassett.
 South Switch overload track—Bassett.
 Opposite A. E. P. Co.'s Sub-Station—Payne.
 Signal R. W. 619—Payne.
 Signal RW 670 Martinsville.
 Shovel Pit South M. P. 100.
 Signal RW 1035 Pine Hall.

Connecting Telegraph Offices:
 Signal RW 66 Roanoke.
 Signal RW 322 Rocky Mount.
 Signal RW 1087 Walnut Cove.
 South Side A. & Y. Crossing—Walnut Cove.
 Winston-Salem—Connecting W. S. Tower and
 Yardmaster's Office.

Signal 40.
 Signal 2.
 North End Passenger Station.
 Third Street—Trainmen's House.
 Seventh Street—Crossover.
 Sixteenth Street—Crossover.
 North End—North Winston Yard.

ROANOKE YARD

RADFORD DIVISION—Time Table No. 6—Effective April 24, 1932—Westward

STATIONS	FIRST CLASS								THIRD CLASS			FOURTH CLASS	
	15	41	11	1	25	23	3	17	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. 3.50 4.10	A. M. 5.40 5.55	A. M. 7.15	A. M. 8.30 8.50	A. M. 10.28 10.40	P. M. 4.30 4.50	P. M. 7.15 7.25	P. M. 11.00 11.05	A. M. 8.05	P. M. 12.20	A. M. 4.42		
West Roanoke									8.45 12.30PM	12.30 2.30	4.50 6.20	7.20	
W. B.	4.19 A. M.	6.04 A. M.	7.24 A. M.	8.59 A. M.	10.49 A. M.	4.59 P. M.	7.34 P. M.	11.13 P. M.	12.40 P. M.	2.40 P. M.	6.35 A. M.	7.30 A. M.	

NORFOLK DIVISION—Time Table No. 6—Effective April 24, 1932—Westward

STATIONS	FIRST CLASS							THIRD CLASS			FOURTH CLASS			
	15	41	1	25	23	3	17	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	Time Frt. Ar. Daily	Time Frt. Ar. Daily	Time Frt. Ar. Daily	Local Frt. Ar. Daily Ex. Sun.			
Vinton	A. M. 3.43	A. M. 5.34	A. M. 8.22	A. M. 10.22	P. M. 4.22	P. M. 7.09	P. M. 10.54				A. M. 4.34	A. M. 9.36	P. M. 12.09	A. M. 11.45
Roanoke	3.50 4.10	5.40 5.55	8.30 8.50	10.28 10.40	4.30 4.50	7.15 7.25	11.00 11.05				4.42	9.47	12.20	12.01 ^P
West Roanoke											4.50 6.20	10.00	12.30 2.30	12.15
W. B.	4.19 A. M.	6.04 A. M.	8.59 A. M.	10.49 A. M.	4.59 P. M.	7.34 P. M.	11.13 P. M.				6.35 A. M.		2.40 P. M.	

SHENANDOAH DIVISION—Time Table No. 7—Effective June 26, 1932 Between Shenandoah and Roanoke—Southward

STATIONS	FIRST CLASS		SECOND CLASS			FOURTH CLASS				
	1	13								
	Passenger Ar. Daily	Passenger Ar. Daily				51				
North Roanoke	A. M. 8.00	P. M. 6.05				A. M.				
Roanoke	8.10 ⁶⁴ 8.50	6.15 ²				8.05				
West Roanoke						8.45 12.30PM				
W. B.	8.59 A. M.					12.40 P. M.				
							61			
							Local Frt. Ar. Daily Ex. Sun.			

SHENANDOAH DIVISION—Time Table No. 7—Effective June 26, 1932 Between Winston-Salem and Roanoke—Northward

STATIONS	FIRST CLASS		SECOND CLASS				FOURTH CLASS							
	34	22												
	Passenger Ar. Daily	Passenger Ar. Daily					86				76			
Belt Line Jct.	P. M. 2.16	P. M. 7.01					A. M. 12.38				A. M. 11.15			
Walnut Ave. Tower.	2.19	7.04					12.48				11.25			
Roanoke	2.25	7.10					12.58				11.35			
West Roanoke							1.25				11.55			
	P. M.	P. M.					A. M.				A. M.			

ROANOKE YARD

RADFORD DIVISION—Time Table No. 6—Effective April 24, 1932—Eastward

STATIONS	FIRST CLASS								THIRD CLASS				FOURTH CLASS	
	18	24	4	12	2	26	16	42	86	52	84	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.....	A. M. 5.14	A. M. 8.31	A. M. 10.14	P. M. 5.25	P. M. 5.30	P. M. 6.14	P. M. 11.18	P. M. 11.44	A. M. 2.35	P. M. 12.25	P. M. 2.50	.....	A. M.	A. M. 11.50
West Roanoke.....	.....	.....	.....	.....	.....	.....	.....	.....	{ 2.45 4.45	{ 12.35 2.00	{ 3.00 5.15	.....	{ 1.15 2.55	11.59
Roanoke.....	{ 5.25 5.30 A. M.	{ 8.45 9.05 A. M.	{ 10.25 10.35 A. M.	5.40 P. M.	{ 5.45 6.00 P. M.	{ 6.25 6.35 P. M.	{ 11.30 12.15 A. M.	{ 11.55 12.10AM A. M.	4.55 A. M.	2.10 P. M.	5.25 P. M.	.....	3.05 A. M.	..... A. M.

NORFOLK DIVISION—Time Table No. 6—Effective April 24, 1932—Eastward

STATIONS	FIRST CLASS							THIRD CLASS		FOURTH CLASS		
	16	42	18	24	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	Time Frt. Lv. Daily	Time Frt. Lv. Daily	Local Frt. Lv. Daily Ex. Sun.		
W. B.....	P. M. 11.18	P. M. 11.44	A. M. 5.14	A. M. 8.31	A. M. 10.14	P. M. 5.30	P. M. 6.14	.....	A. M. 2.35	P. M. 2.50	.....	A. M.
West Roanoke.....	.....	.....	.....	.....	.....	.....	.....	.....	{ 2.45 4.45	{ 3.00 5.15	.....	7.00
Roanoke.....	{ 11.30 12.15AM	{ 11.55 12.10AM	{ 5.25 5.30	{ 8.45 9.05	{ 10.25 10.35	{ 5.45 6.00	{ 6.25 6.35	.....	4.55	5.25	.....	7.10
Vinton.....	12.20 A. M.	12.15 A. M.	5.35 A. M.	9.10 A. M.	10.40 A. M.	6.06 P. M.	6.40 P. M.	.....	5.05 A. M.	5.35 P. M.	.....	7.25 A. M.

SHENANDOAH DIVISION—Time Table No. 7—Effective June 26, 1932 Between Roanoke and Shenandoah—Northward

STATIONS	FIRST CLASS			SECOND CLASS			THIRD CLASS		FOURTH CLASS	
	14	2		88	52		64	86	62	
	Passenger Lv. Daily	Passenger Lv. Daily		Time Frt. Lv. Daily	Time Frt. Lv. Daily		Time Frt. Lv. Daily	Time Frt. Lv. Daily	Local Frt. Lv. Daily Ex. Sun.	
W. B.....	A. M.	P. M. 5.30	.....	A. M.	P. M. 12.25	.....	A. M.	P. M.	A. M.	.....
West Roanoke.....	.....	.....	.....	{ 1.15 2.55	{ 12.35 2.00	.....	7.45	6.30	6.50	.....
Roanoke.....	7.00	{ 5.45 6.15 ¹³	.....	3.05	2.10 ⁶¹	.....	8.10 ¹	6.45	7.05	.....
North Roanoke.....	7.06 A. M.	6.20 P. M.	.....	3.15 A. M.	2.20 P. M.	.....	8.25 A. M.	6.55 P. M.	7.11 A. M.	.....

SHENANDOAH DIVISION—Time Table No. 7—Effective June 26, 1932 Between Roanoke and Winston-Salem—Southward

STATIONS	FIRST CLASS			SECOND CLASS			THIRD CLASS			FOURTH CLASS	
	33	21		81			83	85	87	75	
	Passenger Lv. Daily	Passenger Lv. Daily		Time Frt. Lv. Daily			Time Frt. Lv. Daily	Time Frt. Lv. Daily	Time Frt. Lv. Daily	Local Frt. Lv. Daily Ex. Sun.	
West Roanoke.....	A. M.	A. M.	.....	A. M. 5.10	.....	.....	P. M. 12.25	P. M. 8.05	P. M. 10.35	.....	A. M. 7.10
Roanoke.....	7.00	10.40	.....	5.20	.....	.....	12.35	8.15	10.45	.....	7.20
Walnut Ave. Tower.....	7.04	10.43	.....	5.30	.....	.....	12.45	8.25	10.52	.....	7.25
Belt Line Jct.....	7.07	10.46	.....	5.33	.....	.....	12.49	8.29	10.58	.....	7.29
	A. M.	A. M.	.....	A. M.	.....	.....	P. M.	P. M.	P. M.	.....	A. M.

SHENANDOAH DIVISION

Special Instructions

STANDARD TIME

1. Clocks showing Standard Time are located as follows:

Roanoke:

Dispatcher's Office.
Telegraph Office, Passenger Station.
Chief Caller's Office, Shaffers Crossing.
Yardmaster's Office, West Roanoke.

Loch Laird:

Telegraph Office.

Shenandoah:

Yardmaster's Office.
Engine House.

Hagerstown:

Telegraph Office, Passenger Station.
Engine House.

Winston-Salem:

Station Master's Office.
Yardmaster's Office, North Winston.
(Note Rule No. 3, Book of Rules)

REGISTERING

2. Conductors, only, will examine register. (Note Form C. T. 24-A.)

(a) First-class trains and passenger extras register at Passenger Station, Hagerstown; Yard Office, Shenandoah and Passenger Station, Roanoke.

(b) First-class trains and passenger extras throw off register to Operator at Yard 3, Hagerstown, who will register.

(c) First-class trains throw off register to Operator at North Winston, who will register unless displaying signals, in which case trains will stop and register.

(d) Freight trains register at Yard Office, Yard 3, Hagerstown; Shenandoah and North Winston.

(e) 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.

(f) Northward second, third, fourth-class and extra trains register and examine register at Glasgow, unless register of superior trains due is given by train order, in which case register will be thrown off to Operator, who will register.

(g) Northward first-class trains and passenger extras throw off register to Operator Loch Laird, who will register.

Second, third, fourth-class and extra trains will register and examine register at Loch Laird.

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

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

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

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

(l) Northward first-class trains and passenger extras throw off register to Operator at Cloverdale, who will register.

(m) Northward second, third, fourth-class and extra trains register and examine register at Cloverdale, unless register of su-

perior trains is given by train order, in which case register will be thrown off to Operator, who will register.

(n) All southward trains will throw off register to Operator at Cloverdale, who will register.

(o) Southward second, third, fourth-class and extra trains register and examine register at Walnut Avenue Tower, unless register of superior trains is given by train order, in which case register will be thrown off to Operator, who will register.

(p) When northward trains are given a meet order or "right" over southward trains to Roanoke, Operators Walnut Avenue Tower will be governed by second paragraph of Rule No. 211, Book of Rules, and will stop the southward train before delivering the train order.

(q) Passenger trains and northward freight trains moving via Walnut Avenue Tower will throw off register to Operator, who will register.

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

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

(s) 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:

Chief Caller's Office, Shaffers Crossing.
Yardmaster's Office, West Roanoke.
Dispatcher's Office, Park Street.
Telegraph Office, Passenger Station.

Payne:

Telegraph Office.

Winston-Salem:

Yardmaster's Office, North Winston.
Engine House.

MAXIMUM SPEED

HAGERSTOWN AND ROANOKE SUB-DIVISIONS

4. First-class trains 60 miles per hour, except between Nace and Lithia, Glasgow and Loch Laird, Riverside and Pkin, Lofton and Cold Spring, Mile Post 98 and Ingham, Cooks Siding and Luray, Bentonville and Mile Post 68—40 miles per hour.

(a) Freight and work trains are limited to 45 miles per hour.

(b) All trains backing in and out Shenandoah Junction Station are restricted to 15 miles per hour.

(c) Class Y engines are restricted to 12 miles per hour over bridges 686-A and 702.

WINSTON-SALEM SUB-DIVISION

(d) First-class trains are limited to 45 miles per hour Roanoke to Martinsville; 50 miles per hour Martinsville to Winston-Salem.

(e) Freight and work trains are limited to 35 miles per hour.

(f) Class Z engines are restricted to 20 miles per hour over bridge 1850.

(g) Class Y engines are restricted to 12 miles per hour over bridges 1819, 1849, 1850, 1860, 1890 and 1903.

RETAINERS

6. Roanoke Sub-Division.
20 retainers Troutville to Lithia.

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 2 at Arcadia.

Trains Nos. 13 and 14 at Arcadia, Cornwall, Marlbrook, Wilda, Lipscomb, Doods, Yancey, Grove Hill, Compton, Overall, Limeton, Success, Briggs and Gaylord.

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

GENERAL

6. Eastward or northward trains are superior to trains of the same class in the opposite direction. Note Rule No. 72, Book of Rules.

7. Rule 86 (c) and the second and third paragraphs of Rule 99 (b), Book of Rules, are amended to the extent that they do not apply to trains handling camp cars occupied by men, circus or carnival trains, and such trains must be protected as prescribed by Rule 99 at points specified in these rules.

Rules 91 (a) and 705 are amended to include carnival trains.

8. Light weight locomotives, clam shell cranes, ditching machines and camp cars, when handled in trains, must be placed at the rear.

Pile-driver outfits must be placed at the rear of solid coal trains, and at the head end of other trains, except when the head end is coal loads pile-driver outfits must be placed immediately behind the coal loads.

Trains hauling wooden underframe camp cars or 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.

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

FREIGHT SERVICE

(a) Mallet engines must always be coupled next to train.

(b) K engines must be coupled next to train when double-headed by M-2 or smaller engines.

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

(d) W engines must be coupled next to train when double-headed by G, T or U engines.

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

PASSENGER SERVICE

(f) 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.

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

10. Rule 16 (a) at the top of Page 23, Book of Rules, defining the indication of "C" signal, is modified to read "Curve over which speed must be reduced."

11. Standard Time Rule No. 2, Book of Rules, is modified to the extent that watch inspection certificates shall be renewed semi-

annually between the first and fifteenth of April and October, instead of every three months.

LOCAL

100. All passenger trains must get a train order or clearance card at Telegraph Office, Shenandoah and Roanoke.

(a) All Southward first-class trains and passenger Extras must get a train order or clearance card at H. J. Tower, Hagerstown.

(b) All freight trains must get a train order or clearance card at Yard 3, Hagerstown and Shenandoah.

(c) All Northward trains must get a train order or clearance card at telegraph office, North Winston.

(d) Southward Winston-Salem Sub-Division freight trains must get a train order or clearance card at Walnut Avenue Tower, Roanoke.

(e) All southward trains must get a train order or clearance card at Loch Laird.

(f) All northward trains must get a train order or clearance card at Cloverdale, Glasgow and Loch Laird.

(g) Nos. 76 and 77 must get a train order or clearance card at Payne.

101. Automatic block is in effect between Hagerstown and Winston-Salem. See Rules 800 to 818, inclusive, in Book of Rules.

102. Within automatic block territory, trains clearing by Rule or train order will promptly report clear to the Dispatcher, unless the train to be met has arrived.

103. In case of automatic signal or wire trouble, when communication is broken or interrupted with the Dispatcher's Office, Operators will promptly notify the nearest Signal Maintainer.

104. White porcelain insulators have been installed on the telegraph line to indicate the dispatchers wires. Portable telephone users, when hooking up 'phones, will connect to this circuit. **CAUTION**—Connections should not be made where lines cross our track, or at any point where the line is located off our right of way account of power companies at a few locations using white insulators in crossings; also where their lines parallel our tracks.

105. **Dispatcher's Control** is in service between North Roanoke and Cloverdale. Time-table rights are withdrawn between these points and trains will be governed by signal indication.

(a) Signals R-68 and R-69 at Cloverdale are equipped with "S" indication and, when illuminated, indicate TAKE SIDING for northward and LEAVE SIDING for southward trains. Switch must then be adjusted by hand and governed by signal indication.

(b) Signal R-81 is equipped with "M" or HOLD MAIN indication and, when illuminated, trains will hold main track. When not illuminated, call Dispatcher for instructions or take siding.

(c) Push buttons are located in boxes under Dispatcher's telephone at North Roanoke and Cloverdale. Trainmen will operate same only when directed by Dispatcher.

106. **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.

(a) 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.

(b) 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
Passenger trains.....	20	40
Freight trains.....	20	30

(c) 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.

(d) On pneumatic governor 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.

(e) On electric governor 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.

(f) 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.

(g) 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.

(h) 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.

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

(j) 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 cases 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.

(k) 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.

(l) Time-Table Rule No. 8 (General) is modified to extent that in case of train control failure Class M-2 engines may be coupled behind Class Z engines.

107. Note Rule 437, Section (a): Observation and record of the caboose gauge must be made at the following points:

Southward—approaching Cedarville, Mile Post 98, Lofton, Troutville, Wirtz, Ferrum, Martinsville and Price.

Northward—approaching Fulp, Martinsville, Lanahan, Troutville, Lofton, Mile Post 98, Vaughn and Bentonville.

108. Note Rule No. 437, Section (d): Engine and train brake pipe should be disconnected and the moisture blown therefrom and the accumulated water drained from the main reservoir at the following points:

Southward—Shenandoah Junction, Front Royal, Sampson, Loch Laird and Payne.

Northward—at Payne, Loch Laird and Front Royal.

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

110. 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.

111. 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.

112. Winston-Salem Yard—Double track is in service North Winston to W. S. Tower, and from crossover south of W. S. Tower to extreme south end Fries Yard. Normal position of switches to enter double track. Signal 40, W. S. Tower, in proceed position will indicate in addition to route lined up, that overdue N. & W. first-class trains have departed.

All Southward trains, except trains moving on southward main track, will communicate with Leverman W. S. Tower from Signal 2 for route desired.

113. Rule No. 90 (e), 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.

114. Last Paragraph Form H, Book of Rules, is modified to extent that on double track in automatic block signal territory, copies of work train orders issued under Example H (1) will not be given to other trains.

On single track, copies of work train orders will be given to all trains except first class.

115. Rule 3 (a) is modified to the extent that at Roanoke Conductors and Enginemen of freight trains after comparing watches with standard clock will compare with their rear Trainman and Fireman when practicable.

116. 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.

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

118. The crossing signal at Station Street, Buchanan, will not operate under side track movement. All trains using passing siding should approach this crossing at such a speed as to avoid accident.

119. Class K 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.

Shenandoah Junction—Coal Wharf beyond top of incline.

Carson—Lime Kiln and Tipple 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 and Oil Track.

Elkton—Wye.

Lewis—Milling Company Track.

Waynesboro—Belt Line.

Buena Vista—Bricker Branch.

Apple Siding.

Rocky Mount—Bald Knob Furniture Co.

Above restrictions apply to M-2 engines except Lewis Mill Track and Bricker Branch.

120. Class Y engines must not be used on Stock Pen Siding Luray, C. & O. Wye Glasgow, or Ridgeway Coal Wharf beyond the ground track.

121. 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
Grottoes.....	15 miles per hour
Waynesboro (passenger trains).....	25 miles per hour
Waynesboro (freight trains).....	20 miles per hour
Buena Vista (passenger trains).....	25 miles per hour
Buena Vista (freight trains).....	15 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

122. 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.

123. LENGTH OF TURN TABLES

Shenandoah Junction..	60 feet	Waynesboro.....	115 feet
Front Royal.....	75 feet	Loch Laird.....	60 feet
Luray.....	75 feet	Payne.....	105 feet
Shenandoah.....	115 feet	Winston-Salem.....	85 feet

124. Telegraph offices which are not open continuously will be open as follows:

Antietam.....	7:45 A. M. to	4:45 P. M.	Daily, except Sunday
Shepherdstown	7:50 A. M. to	4:50 P. M.	
Shenandoah Junction....	9:00 A. M. to	5:00 P. M.	
	8:30 P. M. to	4:30 A. M.	
Berryville.....	9:00 A. M. to	5:00 P. M.	
	9:00 P. M. to	5:00 A. M.	
Boyce.....	8:00 A. M. to	5:00 P. M.	
White Post....	8:30 A. M. to	5:30 P. M.	
Ashby.....	7:10 A. M. to	4:10 P. M.	Daily, except Sunday
Front Royal...	9:00 A. M. to	5:00 P. M.	
Bentonville...	8:00 A. M. to	5:00 P. M.	Daily, except Sunday
Rileyville.....	8:00 A. M. to	4:00 P. M.	
	10:00 P. M. to	6:00 A. M.	
Stanley.....	6:00 A. M. to	3:00 P. M.	
Elkton.....	4:00 A. M. to	12:00 Mid.	
Island Ford...	7:30 A. M. to	4:30 P. M.	Daily, except Sunday
Port Republic.	7:10 A. M. to	4:10 P. M.	Daily, except Sunday
Grottoes.....	8:00 A. M. to	4:00 P. M.	
	8:00 P. M. to	4:00 A. M.	
Crimora.....	8:00 A. M. to	5:00 P. M.	Daily, except Sunday
Lyndhurst....	8:00 A. M. to	5:00 P. M.	Daily, except Sunday
Stuarts Draft..	8:00 A. M. to	5:00 P. M.	
Cold Spring...	8:00 A. M. to	5:00 P. M.	Daily, except Sunday
Midvale.....	7:40 A. M. to	4:40 P. M.	Daily, except Sunday
Riverside.....	7:00 A. M. to	4:00 P. M.	
Lithia.....	7:00 A. M. to	4:00 P. M.	
Nace.....	7:00 A. M. to	4:00 P. M.	Daily, except Sunday
Troutville....	7:00 A. M. to	4:00 P. M.	
Starkey.....	7:00 A. M. to	3:00 P. M.	
	4:30 P. M. to	12:30 A. M.	
Boones Mill...	7:15 A. M. to	4:15 P. M.	Daily, except Sunday
Wirtz.....	7:30 A. M. to	4:30 P. M.	Daily, except Sunday
Lanahan.....	8:00 A. M. to	5:00 P. M.	Daily, except Sunday
Ferrum.....	8:00 A. M. to	5:00 P. M.	

Henry.....	8:00 A. M. to	5:00 P. M.	
Philpott.....	7:00 A. M. to	4:00 P. M.	Daily, except Sunday
Bassett.....	7:00 A. M. to	11:00 P. M.	
Payne.....	10:00 P. M. to	7:00 A. M.	Daily, except Saturday
Fieldale.....	8:00 A. M. to	5:00 P. M.	
Martinsville...	7:00 A. M. to	9:00 P. M.	
Price.....	7:00 A. M. to	4:00 P. M.	Daily, except Sunday
Stoneville.....	7:00 A. M. to	4:00 P. M.	
Mayodan.....	7:00 A. M. to	4:00 P. M.	Daily, except Sunday
Madison.....	7:30 A. M. to	4:30 P. M.	
Pine Hall.....	6:45 A. M. to	3:45 P. M.	Daily, except Sunday

SPEED TABLE

TIME Going 1 Mile Min. Sec.	MILES Per Hour	TIME Going 1 Mile Min. Sec.	MILES Per Hour	TIME Going 1 Mile Min. Sec.	MILES Per Hour
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

EMPLOYEES IN ROANOKE YARD WILL BE GOVERNED BY GENERAL RULES IN NORFOLK, RADFORD AND SHENANDOAH DIVISIONS TIME TABLES

STANDARD TIME

200. Clocks showing standard time are located as follows:
 Passenger Station Telegraph Office.
 Train Dispatchers' Office.
 Yard Office, West Roanoke.
 Chief Caller's Office, Shaffers Crossing.
 "UN" Tower, Shaffers Crossing.
 (Note Rule No. 3, Book of Rules.)

REGISTERING

201. Conductors only will examine registers.
 First-class trains and passenger extras will register at Passenger Station.
 Dispatchers will transmit the register of first-class trains and passenger extras in both directions to the Operator at West Roanoke Yard Office. Operator will enter on train register. Yardmaster at "UN" Tower will obtain and record register of first-class trains and passenger extras on train register.

BULLETIN BOARDS

202. Bulletin Boards are located as follows:
 Yard Office, East End Shops.
 Register Room, Passenger Station.
 Switch Box, Park Street.
 Pull-Up Shanty.
 Yard Office.
 Hump Shanty.
 "UN" Tower, Shaffers Crossing.
 Chief Caller's Office, Shaffers Crossing.

203. Trains or engines must not pass over street crossings protected by gates, unless gates are down.

204. 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.

205. Conductors of trains entering Roanoke Yard must see that sufficient brakes are applied (commencing at caboose) to prevent train from dropping back.

206. Radford Division passenger trains are restricted to 15 miles per hour entering or leaving Roanoke Passenger Station; 30 miles per hour between Commerce Street and West End Roundhouse, and 40 miles per hour between West End Roundhouse and West Yard limits.

(a) Norfolk Division passenger trains are restricted to 15 miles per hour when within the confines of Roanoke Interlocking Plant, and 40 miles per hour between Interlocking Plant and Yard Limit Board, East Roanoke.

(b) Shenandoah Division passenger trains, including the Winston District, are restricted to 30 miles per hour through Roanoke Yard limits, and 15 miles per hour when within the confines of the Interlocking Plant.

(c) Eastward Norfolk Division freight trains and engines are restricted to 15 miles per hour, and northward Shenandoah Division freight trains and engines to 10 miles per hour when within the confines of Roanoke Passenger Station Interlocking Plant.

(d) Freight trains entering Receiving Yard at Switch Box at Stock Pens, West Roanoke, are restricted to 10 miles per hour.

(e) Trains and engines using east leg of the Wye are restricted to 5 miles per hour between Tazewell Avenue and Campbell Avenue.

(f) Speed of 15 miles per hour must not be exceeded on Belt Line tracks.

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

208. Double track is in service for all trains and yard engines, Roanoke Passenger Station to North Roanoke, and from Campbell Avenue to a point one thousand (1,000) feet south of Walnut Avenue Tower, switches at end of double tracks controlled by interlocking.

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

210. 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.

211. 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.

212. 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.

213. All eastward passenger trains, and eastward freight trains using running track, will not pass Commerce Street, except on signal from Switchman.

Westward trains and engines will not pull out of Roanoke Passenger Station Tracks 1, 2, 3 or 4, and westward trains on westward main track will not foul crossover at Henry Street, without signal from Switchman.

214. 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.

215. 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.

Signal 4-R and 6-R.

216. The attention of crews of freight trains entering Roanoke Yard is directed to Rules Nos. 97(a) and 102(a), Book of Rules. 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.

217. The normal position of switches to the crossover 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.

218. Westward freight trains and light engines using the westward freight running track will approach the intersection of this track with the coal-wharf tracks, just west of Shaffers Crossing coal wharf, with extreme care, expecting to find the connection occupied.

219. When trains or light engines are standing on main or yard tracks in Roanoke Terminals, the headlight should be dimmed.

220. Where yard crews are relieved by a succeeding crew all train orders held by the crew relieved, and still in effect, will be delivered to the relief crew and the relief crew should also confer with the crew relieved in regard to overdue superior trains.

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 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-5	Slow and Time	2750	2613	2475	2338	2200	2063	2025
Z-1b	Slow and Time	1600	1520	1440	1360	1280	1200	1120
K-1 or K-2	Slow and Time	1075	1022	968	914	860	807	753
M-2	Slow and Time	900	855	810	765	720	675	630
M, W or E-2	Slow and Time	700	665	630	595	560	525	490

CAR LIMITS—Slow and time freights, 70 cars.

Class Z-1b Engines may be given 450 tons over normal rating between Hagerstown and Front Royal, observing car limit.

SHENANDOAH TO HAGERSTOWN—With Pusher

CLASS OF ENGINES	Class of Service	Rating A	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-5	Slow and Time	4000	3800	3600	3400	3200	3000	2800
Z-1b	Slow and Time	2750	2613	2475	2338	2200	2063	1925
K-1 or K-2	Slow and Time	1880	1786	1692	1598	1504	1410	1316
M-2	Slow and Time	1600	1520	1440	1360	1280	1200	1120
M, W or E-2	Slow and Time	1200	1140	1080	1020	960	900	840

Without Pusher

Y-5	Slow and Time	2900	2755	2610	2465	2320	2175	2030
Z-1b	Slow and Time	1750	1663	1575	1488	1395	1313	1225
K-1 or K-2	Slow and Time	1175	1117	1058	999	940	882	823
M-2	Slow and Time	1000	950	900	850	800	750	700
M, W or E-2	Slow and Time	750	713	675	638	600	563	525

Tonnage Ratings and Weather Reductions for Locomotives—Continued

ROANOKE TO COLD SPRING

CLASS OF ENGINES	Class of Service	Rating A	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-5	Slow and Time	2750	2613	2425	2338	2200	2063	2025
Z-1a	Slow	1650	1568	1485	1403	1320	1238	1155
	Time	1550	1473	1395	1318	1240	1163	1085
K-1 or K-2	Slow and Time	1150	1093	1035	978	920	863	805
M-2	Slow and Time	975	926	877	828	779	730	681
M, W or E-2	Slow and Time	700	665	630	595	560	525	490

COLD SPRING TO ROANOKE

CLASS OF ENGINES	Class of Service	Rating A	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-5	Slow and Time	2650	2518	2385	2252	2120	1988	1855
Z-1a	Slow and Time	1550	1473	1395	1318	1240	1163	1085
K-1 or K-2	Slow and Time	1025	974	923	872	820	769	718
M-2	Slow and Time	900	855	810	765	720	675	630
M, W or E-2	Slow and Time	700	665	630	595	560	525	490

SHENANDOAH TO COLD SPRING

CLASS OF ENGINES	Class of Service	Rating A	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-5	Slow and Time	3250	3088	2925	2763	2600	2438	2275
Z-1a	Slow and Time	1900	1805	1710	1615	1520	1425	1330
K-1 or K-2	Slow and Time	1375	1307	1238	1169	1100	1032	963
M-2	Slow and Time	1200	1140	1080	1020	960	900	840
M, W or E-2	Slow and Time	900	855	810	765	720	675	630

Tonnage Ratings and Weather Reductions for Locomotives—Continued

COLD SPRING TO SHENANDOAH

CLASS OF ENGINES	Class of Service	Rating A	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-5	Slow and Time	7350	6980	6615	6250	5840	5515	5145
Z-1b	Slow and Time	4700	4465	4230	3995	3760	3525	3290
K-1 or K-2	Slow and Time	2675	2542	2408	2274	2140	2007	1873
M-2	Slow and Time	2500	2375	2250	2125	2000	1875	1750
M, W or E-2	Slow	1750	1663	1575	1488	1400	1312	1225

ROANOKE TO NORTH WINSTON

CLASS OF ENGINES	Class of Service	Rating A	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.	
Y-5	Slow and Time	2600	2470	2340	2210	2080	1950	1820
Y-3-H. P.	Slow and Time	2300	2185	2070	1955	1840	1725	1610
Y-3-L. P.	Slow and Time	2000	1900	1800	1700	1600	1500	1400
Z-1b	Slow and Time	1500	1425	1350	1275	1200	1125	1050
M-2	Slow and Time	925	879	833	787	741	695	649
M, W or E-2	Slow and Time	700	665	630	595	560	525	490

NORTH WINSTON TO ROANOKE

CLASS OF ENGINES	Class of Service	Rating A	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.	
Y-5	Slow	2500	2385	2250	2125	2000	1875	1750
	Time	2400	2280	2160	2040	1920	1800	1680
Y-3-H. P.	Slow	2200	2090	1980	1870	1760	1650	1540
	Time	2100	1995	1890	1785	1680	1575	1470
Y-3-L. P.	Slow	1900	1805	1710	1615	1520	1425	1330
	Time	1800	1710	1620	1530	1440	1330	1260
Z-1b	Slow	1400	1330	1260	1190	1120	1050	980
	Time	1300	1235	1170	1105	1040	975	910
M-2	Slow and Time	900	855	810	765	720	675	630
M, W or E-2	Slow and Time	650	618	585	553	520	488	455

When combinations of power are used add single ratings.
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. W. R. Whitman . . . Chief Surgeon Roanoke, Va.
 Dr. M. A. Johnson, Jr. . . . Asst. Chief Surgeon Roanoke, Va.
 Dr. T. D. Armistead Asst. Surgeon Roanoke, Va.
 Dr. Paul Davis 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. C. D. Nofsinger Serologist Roanoke, Va.
 Dr. S. B. Carey Urologist Roanoke, Va.
 Dr. W. L. Powell Orthopedic Surgeon Roanoke, Va.
 Dr. H. H. Wescott Orthopedic Surgeon Roanoke, Va.
 Dr. Kyle T. Lee Dental Surgeon Roanoke, Va.
 Dr. S. G. Davidson Surgeon Troutville, Va.
 Dr. E. W. Dodd 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. H. J. Morton Surgeon Stuarts Draft, Va.
 Dr. R. S. Griffith Surgeon Waynesboro, Va.
 Dr. M. J. Payne Surgeon Staunton, Va.
 Dr. M. T. McCulloch Surgeon Elkton, 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. E. L. Grubbs Surgeon Front Royal, Va.
 Dr. A. Osborne Asst. Surgeon Berryville, Va.
 Dr. F. M. Phillips Surgeon Charles-Town, W. Va.
 Dr. D. A. Watkins Surgeon Hagerstown, Md.
 Dr. E. A. Wareham Asst. Surgeon Hagerstown, Md.
 Dr. H. D. Gilmer Oculist 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. Geo. W. Booth Asst. Surgeon Ferrum, Va.
 Dr. E. B. Noland Asst. Surgeon Bassett, Va.
 Dr. J. W. Simmons Surgeon Martinsville, Va.
 Dr. J. M. Shackelford Asst. Surgeon Martinsville, Va.
 Dr. Jno. A. Shackelford . . . Asst. Surgeon Martinsville, Va.
 Dr. G. B. Dudley Oculist Martinsville, Va.
 Dr. Drewry H. Mason Surgeon Ridgeway, Va.
 Dr. Thos. A. Boaz Surgeon Stoneville, N. C.
 Dr. P. C. Carter Surgeon Madison, N. C.
 Dr. J. Walter Neal Asst. Surgeon Walnut Cove, 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.
 Dr. J. P. Rousseau Roentgenologist 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 tablespoonfuls to be repeated at short intervals, if necessary. Large quantities must not be given and no whiskey must be given if the head is injured. In all cases of weakness from shock or loss of blood, keep the patient warm.

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

J. In moving an injured person, place a board, door, shutter or mattress, with one end at the patient's head, and lift or slide him

gently on it. If the patient can sit up, he may be carried in a chair or upon the locked hands of two persons, around whose necks he throws his arms to steady himself.

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

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

M. When the injured person is not able to be moved, place him in charge of 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.

J. R. TALBOTT,
Superintendent Transportation,
ROANOKE, VA.

R. H. SMITH,
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 chief focus during 2017 will be developing a 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. There are incorporating Officers who will be replaced by the new Board of Directors after the first membership meeting at the depot planned for Sunday afternoon, October 1, 2017.

Those who join prior to December 31, 2017, will be designated Founding Charter Members. Annual membership dues are \$10, payable to the **BOYCE RAILWAY DEPOT FOUNDATION**. These funds will be devoted towards completing the Internal Revenue Service's required submission for compliance with Internal Revenue Code 501(C)(3) provisions.

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



BOYCE RAILWAY DEPOT FOUNDATION

N&W RAILWAY AND TOWN HISTORY - BUILDING PRESERVATION

www.railwaymailservicelibrary.org

(571) 379-3409 - 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 Railway Mail Service Library 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
Organizing Secretary

BRDF EIN: 30-0965189

A 501(c)(3) Non-Profit Virginia Corporation