

NORFOLK AND WESTERN RAILWAY CO.

SHENANDOAH DIVISION

TIME TABLE No. 13

NOS. 11 AND 12 OMITTED

EFFECTIVE 1:25 A. M.

Sunday, September 29, 1935

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. 13 EFFECTIVE Sun., Sept. 29, 1935	FIRST CLASS		SECOND CLASS	FOURTH CLASS		Telegraph Office	Telegraph Signals	Passing Siding, Clearance Length	Station Siding, Clearance Length
		1	13	51	61					
		Passenger Lv. Daily	Passenger Lv. Daily	Time Frt. Lv. Daily	Local Frt. Lv. Daily Ex. Sunday					
STATIONS										
.00	Shenandoah	A. M.	P. M.	A. M.	A. M.					
	..... T W C O Y	4.38	1.02	2.25 ⁸⁶	6.15	.....	D N	AN	Yard	.....
5.79	Elkton..... Y S	4.50	1.14	2.38	6.30	.....	D	K O	6747	1596
11.48	Island Ford..... K	4.59	1.24 ⁶²	2.48	6.45	.....	D	D N	3560	245
18.10	Lewis.....	5.09	1.34	3.01	7.00	.....	.....	.....	5233	192
20.42	Port Republic...	5.13	1.39	3.06	7.10	.....	.....	.....	.....	2235
22.34	Grottoes..... F	5.16	1.44 ⁶⁴	3.10	7.20	.....	D	G O	3481	820
25.45	Harriston.....	5.21	1.50	3.15	7.27	.....	.....	.....	.....	463
28.83	Sampson..... W	5.27	1.56	3.22	8.02 ⁸⁸	.....	.....	.....	3581	.....
30.17	Crimora.....	5.29	1.58	3.24	8.07	.....	D	C M	.....	656
36.26	Waynesboro.. T W S	5.44	2.11	3.47	8.25	.....	D N	B C	{ S 2676 N 4436 }	Yard
41.20	Lyndhurst.....	5.51	2.19	3.56	8.40	.....	D	H U	3869	626
46.26	Stuarts Draft.. W F	5.57	2.27	4.05	8.55	.....	D	S X	3541	2022
52.70	Cold Spring..... K	6.06	2.38	4.16	9.05	.....	D	G I	6257	2162
55.83	Lofton..... Y	6.12	2.44	4.25	9.15	.....	.....	.....	2936	333
60.84	Vesuvius..... W F	6.20 ⁸⁸	2.53	4.38	9.25	.....	D	M F	6943	1331
68.18	Midvale..... F	6.31	3.05	4.52	9.43 ¹⁴	.....	.....	.....	3324	226
72.91	Riverside..... K	6.38	3.13	5.01	10.05	.....	D	R Q	3552	524
78.25	Buena Vista... O S	6.49	3.23	5.10	{ 10.25 ⁶² 10.47 ⁶⁴} }	.....	.....	.....	.....	Yard
79.77	Loch Laird. w T C	6.54	3.28	5.20 ⁸⁸	11.40	.....	D N	J	7048	.....
84.42	Buffalo Forge...	7.02	3.36	5.40	11.52	.....	.....	.....	3777	246
88.28	Glasgow..... F	7.08	3.42	5.48	12.01 PM	.....	D	G A	5664	206
90.93	Graves.....	7.13	3.47	5.55	12.09	.....	.....	.....	3156	610
91.82	Natural Bridge.. S	7.15	3.49	5.57	12.12	.....	.....	N B	.....	.....
95.74	Kino..... W	7.21	3.55 ⁵²	6.06	12.20	.....	.....	.....	2882	.....
100.21	Solitude.....	7.28	4.02	6.15	12.35	.....	.....	.....	3178	553
107.43	Buchanan..... S	7.39	4.13	6.32	12.50	.....	D N	H A	4733	790
112.46	Lithia..... W F	7.47	4.21	6.42	1.05	.....	D	C H	6372	1597
117.83	Nace..... K	7.57 ⁶²	4.31	7.02	1.25	.....	.....	.....	3580	518
121.12	Troutville..... F	8.03 ¹⁴	4.38	7.12	1.40	.....	D	M J	3870	1402
125.36	Cloverdale.... W	8.10	4.44	7.20 ⁶²	1.50	.....	D N	Q A	5723	1261
126.91	Hollins..... F	8.13	4.48	.....	.....	.....	.....	H O	.....	404
131.04	North Roanoke..	8.19 ⁶⁴	4.54	7.40 ¹⁴	2.20 ⁵²	.....	.....	.....	.....	.....
132.44	Roanoke.....	8.30	5.00	8.00 ⁶⁴	2.30	.....	D N	{ M H U D }	.....	.....
133.83	West Roanoke...	.....	.....	8.30	2.45	.....	D N	D O	Yard	.....
		A. M.	P. M.	A. M.	P. M.					

STOP NOTES:

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

Roanoke to Shenandoah—Northward

Distance from Roanoke	Time Table No. 13 EFFECTIVE Sunday, Sept. 29, 1935	FIRST CLASS		Telegraph Office	Telegraph Signals	Passing Siding, Clearance Length	Station Siding, Clearance Length
		14	2				
		Passenger Lv. Daily	Passenger Lv. Daily				
STATIONS		A. M.	P. M.				
1.39	West Roanoke			D N	D O	Yard	
.00	Roanoke	7.35	6.40	D N	{ M H U D }		
1.40	North Roanoke	7.40 ⁶¹	6.45				
5.53	Hollins	F 7.47	F 6.51		H O		404
7.08	Cloverdale	W F 7.51	F 6.54	D N	Q A	5723	1261
11.32	Troutville	F 8.03 ¹	F 7.03	D	M J	3870	1402
14.61	Nace	F 8.13	H 7.09			3580	518
19.98	Lithia	W F 8.21 ⁶²	H 7.17	D	C H	6372	1597
25.01	Buchanan	S 8.30	S 7.25	D N	H A	4733	790
32.23	Solitude	8.41	7.36			3178	553
36.70	Kino	8.48	7.42			2882	
40.62	Natural Bridge	W S 8.54	S 7.48		N B		
41.51	Graves	8.56	7.50			3156	610
44.16	Glasgow	S 9.01	F 7.54	D	G A	5664	206
48.02	Buffalo Forge	F 9.07	8.00			3777	246
52.67	Loch Laird	W-T C 9.15	8.07	D N	J	7048	
54.19	Buena Vista	O S 9.24	S 8.15			Yard	
59.53	Riverside	F 9.34	8.25	D	R Q	3552	524
64.26	Midvale	F 9.43 ⁶¹	8.32			3324	226
71.60	Vesuvius	W S 9.56	N 8.42	D	M F	6943	1331
76.61	Lofton	F 10.05	8.51			2936	333
79.74	Cold Spring	F 10.10	8.55	D	G I	6257	2162
86.18	Stuarts Draft	W S 10.19	H 9.03	D	S X	3541	2022
91.24	Lyndhurst	F 10.28	9.09	D	H U	3869	626
96.05	Waynesboro	T W S 10.39	S 9.20	D N	B C	{ N 4436 S 2676 }	Yard
102.27	Crimora	F 10.50	9.30	D	C M		656
103.61	Sampson	W 10.52	9.32			3581	
106.99	Harriston	F 10.57	9.37				463
110.10	Grottoes	S 11.02	F 9.42	D	G O	3481	820
112.02	Port Republic	F 11.07	9.45				2235
114.34	Lewis	F 11.12	9.49			5233	192
120.96	Island Ford	F 11.22	H 9.59	D	D N	3560	245
126.65	Elkton	Y S 11.34	S 10.10	D	K O	6747	1596
132.44	Shenandoah	T W C O Y 11.43	10.20	D N	A N	Yard	
		A. M.	P. M.				

STOP NOTES:

H—Let off revenue passengers from Roanoke or C. & O. at Glasgow or Buena Vista or take on revenue passengers for Shenandoah Junction and Hagerstown.
 N—Let off revenue passengers from Buena Vista or beyond or take on revenue passengers for Waynesboro or beyond.

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.
 Glasgow—Opposite Signal 440.

Connecting Telegraph Offices:

Elkton—At Signal R-1267.
 Signal 983—South of Dooms.
 Waynesboro—North End Transfer.
 Alco—East Side of Track.
 Loch Laird—At Crossover.
 At Coal Wharf.
 At Signal R-522.
 Milepost 204—Watchman's Box.
 Milepost 210—Watchman's Box.

Roanoke to Shenandoah—Northward

Distance from Roanoke	Time Table No. 13 EFFECTIVE Sunday, Sept. 29, 1935	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	
	STATIONS						
		A. M.	P. M.	A. M.	P. M.	A. M.	
1.39	West Roanoke.....	2.55	2.00	7.50	8.00	6.30	.....
.00	Roanoke.....	3.05	2.10	8.00 ⁵¹	8.10	6.45	.....
1.40	North Roanoke.....	3.15	2.20 ⁶¹	8.19 ¹	8.22	6.55	.....
5.53	Hollins.....						.....
7.08	Cloverdale..... W	3.30	2.38	8.42	8.40	7.20 ⁵¹	.....
11.32	Troutville.....	3.44	2.52	8.56	8.55	7.40	.....
14.61	Nace.....	3.51	3.01	9.03	9.04	7.57 ¹	.....
19.98	Lithia..... W	4.05	3.14	9.17	9.18	8.21 ¹⁴	.....
25.01	Buchanan.....	4.15	3.25	9.30	9.29	8.45	.....
32.23	Solitude.....	4.28	3.38	9.43	9.43	8.58	.....
36.70	Kino.....	4.36	3.55 ¹³	9.51	9.52	9.08	.....
40.62	Natural Bridge..... W	4.42	4.04	9.58	9.59	9.16	.....
41.51	Graves.....	4.45	4.06	10.01	10.03	9.19	.....
44.16	Glasgow.....	4.50	4.12	10.08	10.13	9.30	.....
48.02	Buffalo Forge.....	4.58	4.21	10.16	10.22	9.45	.....
52.67	Loch Laird..... W T C	5.20 ⁵¹	4.55	10.38	10.52	10.00	.....
54.19	Buena Vista..... O	5.23	5.00	10.47 ⁶¹	10.57	10.25 ⁶¹	.....
59.53	Riverside.....	5.38	5.22	11.12	11.19	10.40	.....
64.26	Midvale.....	5.47	5.30	11.21	11.29	10.50	.....
71.60	Vesuvius..... W	6.20 ¹	5.50	11.44	11.52	11.10	.....
76.61	Lofton..... Y	6.46	6.15	12.09 ^{PM}	12.15 ^{AM}	11.30	.....
79.74	Cold Spring.....	6.53	6.21	12.16	12.22	11.40	.....
86.18	Stuarts Draft..... W	7.05	6.32	12.29	12.35	11.50	.....
91.24	Lyndhurst.....	7.13	6.41	12.38	12.45	12.01 ^{PM}	.....
96.05	Waynesboro..... T W	7.39	6.58	12.52	1.00	12.17	.....
102.27	Crimora.....	7.59	7.12	1.06	1.15	12.30	.....
103.61	Sampson..... W	8.02 ⁶¹	7.15	1.08	1.17	12.35	.....
106.99	Harriston.....	8.09	7.23	1.16	1.25	12.45	.....
110.10	Grottoes.....	8.17	7.29	1.44 ¹³	1.32	12.55	.....
112.02	Port Republic.....	8.20	7.33	1.53	1.36	1.00	.....
114.34	Lewis.....	8.25	7.38	1.58	1.43	1.06	.....
120.96	Island Ford.....	8.40	7.50	2.13	1.58	1.24 ¹³	.....
126.65	Elkton..... Y	8.52	8.00	2.27	2.13	1.45	.....
132.44	Shenandoah..... T W C O	9.30	8.30	3.00	2.25 ⁵¹	1.55	.....
		A. M.	P. M.	P. M.	A. M.	P. M.	

Shenandoah to Hagerstown—Northward

Distance from Shenandoah	Time Table No. 13 EFFECTIVE Sunday, Sept. 29, 1935	FIRST CLASS		SECOND CLASS		THIRD CLASS		FOURTH CLASS	
		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									
.00	{ T W C O Shenandoah..... } Y	A. M.	P. M.	A. M.	P. M.	P. M.	A. M.	A. M.	
		11.50	10.28 ⁵²	10.50	10.28 ²	3.55	4.30 ¹	5.00	
4.94		Ingham..... W F	11.59	10.36	11.01	10.46	4.09	4.48	5.10
11.10		Stanley..... S	12.11 PM	10.48	11.28	11.06	4.35	5.11	5.30
17.83	Luray..... O T W S	12.23 ⁷¹ ₁₃	10.59	11.42 ⁷¹	11.20	4.48	5.25	5.45	
21.61	Elgin..... F	12.29	11.05	11.48	11.28	4.55	5.32	5.55	
24.17	Vaughn..... F	12.35	11.10	12.09 ^P _{M13}	11.35	5.01	5.40	6.02	
27.40	Rileyville..... W S	12.41	H 11.15	12.18	11.47 ⁵¹	5.08	5.47	6.10	
33.68	Bentonville..... F	12.54	11.24 ⁵¹	12.31	12.04 AM	5.22	6.02	6.25	
40.26	Manor.....	1.06	11.32	12.43	12.17	5.35	6.14	6.40	
44.50	Front Royal..... T W S	1.14 ⁸⁸	11.38	1.14 ¹⁴	12.35	5.55	6.32	6.55	
47.50	Riverton..... O X S	1.22	S 11.44	1.29	12.43	6.04	6.40	7.05	
48.12	Carson.....	1.24	11.46	1.31	12.45	6.06	6.42	7.20	
53.43	Ashby..... F	1.35	11.54	1.47	1.02	6.21	6.56	7.40	
57.36	White Post..... W S	1.41	11.59	1.54	1.09	6.28	7.03	7.50	
60.32	Boyce..... S	1.47	H 12.04 AM	2.00	1.15	6.34	7.08	8.00	
66.56	Berryville..... S	1.59	S 12.14	2.12	1.28	6.47	7.22	8.25	
72.83	Rippon..... W F	2.10	12.22	2.33	1.40	6.59	7.34	9.05 ⁷¹	
78.17	Charles-Town..... X S	2.20	H 12.30	2.44	1.52	7.12	7.46	9.25	
83.52	Shenandoah Jct.. T W C O S	{ 2.29	S { 12.38	3.25	2.19 ¹	7.45	8.20 ⁷¹	10.17 ¹³	
		{ 2.41	S { 12.45						
89.28	Shepherdstown..... S	2.55	H 12.58	3.40	2.39	8.00	8.35	10.35	
91.65	Antietam..... F	3.00	1.03	3.46	2.45	8.06	8.42	10.40	
96.80	Grimes..... F	3.08	1.10	3.56	2.58	8.19	8.52	10.55	
99.94	St. James..... W F	3.13	1.15	4.04	3.05	8.25	8.58	11.05	
103.54	Vardo.....	3.19	1.20	5.00	3.45	8.40 ⁵¹	9.31 ¹³	11.25	
105.07	Hagerstown Jct.....	3.24	1.25 ¹	.....	.....	.....	.....	.....
105.68	Hagerstown..... T W C O	3.30	1.30	.....	.....	.....	.....	.....
		P. M.	A. M.	P. M.	A. M.	P. M.	A. M.	A. M.	

STOP NOTES:

H—Let off revenue passengers from Roanoke or take on revenue passengers 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.
 Charles-Town—Plant Signals R-2110 and R-2111.
 Carson—Freight house.
 Opposite switch east side crusher house.
 Signal R-1803.
 Riverton—Signal R-1798.

Roanoke to Winston-Salem—Southward

Distance from Roanoke	SHENANDOAH DIVISION Time Table No. 13 EFFECTIVE Sunday, Sept. 29, 1935		FIRST CLASS		SECOND CLASS	THIRD CLASS			FOURTH CLASS		Telegraph Office	Telegraph Signals	Passing Siding, Clearance Length	Station Siding, Clearance Length
	STATIONS		33	21	81	83	85	87	75	77				
			Mixed 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				
1.39	W. Roanoke... T W C O	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	A. M.	A. M.	D N	D O	Yrd.		
.00	Roanoke.....	7.15	10.25	5.20	11.15	8.15	10.45	7.20		D N	M H U D	Yrd.		
.95	Walnut Av. Tower X...	7.18	10.28	5.26	11.28 ³⁴	8.25	10.52	7.25		D N	J K			
1.16	Belt Line Jct.....	7.21	10.31	5.29	11.31	8.29	10.58	7.29						
6.88	Starkey..... W F	7.32	10.40	5.51	11.56	8.54	11.21	7.42		D	A F	3387	847	
10.32	Hester.....	7.38	10.46 ⁷⁶	5.59	12.04 PM	9.03	11.30	7.50				1115		
15.39	Boones Mill..... F	7.50	10.55 ³⁴	6.13	12.21	9.21	12.01 ^{M86}	8.07		D	P D	3223	666	
20.64	Wirtz..... F	8.01	11.05	6.27	12.36	9.36	12.20	8.19				3710	904	
27.05	Rocky Mount..... W S	8.15	11.17	6.43	12.53	9.52	12.38	8.55		D N	R Y	3298	600	
32.86	Lanahan..... F	8.27	11.27	7.01	1.12	10.10	12.56	9.10				3642	422	
36.73	Ferrum..... S	8.36	11.35	7.10	1.22	10.19	1.06	9.25 ⁷⁶		D	Q M	3536	927	
43.73	Henry..... W S	8.51 ⁷⁶	11.47	7.25	1.38	10.40 ⁸⁶	1.30	9.49 ³⁴		D	M B	3845	525	
47.92	Philpott..... F	8.59	11.55	7.34	1.47	10.55	1.39	10.05		D	B	3488	615	
50.55	Jondee..... W	9.04	12.01 PM	7.40 ⁷⁶	1.54	11.02	1.47	10.25				4575		
51.60	Bassett..... S	9.09	12.04	7.43	1.56	11.05	1.50	10.30		D	K B		Yrd.	
56.60	Payne..... T W C	9.19 ³⁴	12.12	8.10	2.25	11.35	2.15	10.45	6.00	D	Q	3736	2231	
58.30	Fieldale..... S	9.25	12.15	8.14	2.29	11.39	2.20		6.25	D	K N		133	
61.58	Martinsville..... S	9.38 ⁷⁸	12.24	8.30	2.45	11.58	2.45		7.10	D	V M	3073	Yrd.	
65.83	Fontaine..... F	9.47	12.31	8.55 ³⁴	2.54	12.08 AM	2.58		7.35			3717		
71.48	Ridgeway..... W F	9.57	12.39	9.10 ⁷⁸	3.10	12.21	3.12		7.50	D	H R	4478	1252	
76.09	Price..... F	10.07	12.48	9.26	3.25	12.37	3.28		8.05	D	R A	4293	314	
81.52	Stoneville..... S	10.17	12.56	9.38	3.51 ²²	12.49	3.42		8.26 ^{34 78}	D	S N	3598	1147	
87.60	Mayodan..... F	10.28	1.05	9.50	4.04	1.04	3.55		8.43	D	M N	3364	278	
89.53	Madison..... S	10.33	1.08	9.55	4.09	1.09	4.01		8.55	D	A M	3338	1226	
97.87	Pine Hall..... W F	10.47	1.21	10.11	4.26	1.25	4.17		9.15	D	D F	3057	291	
103.79	Walnut Cove..... X S	10.59	1.31	10.24	4.40	1.37	4.30		9.35	D N	W		965	
106.70	Fulp.....	11.06	1.37	10.34	4.48	1.47	4.42		9.50			2985		
112.52	Walkertown..... F	11.16	1.45	10.45	5.03	1.58	4.55		10.05			3485	590	
116.12	Daisy.....	11.22	1.50	10.53	5.12	2.07	5.04		10.20			3344		
118.90	North Winston..... F	11.27	1.54	11.20	6.15	3.15	5.55		10.35	D N	F O	Yrd.		
121.30	Winston-Salem W T O Old Yard..... T W C	11.33	1.59									Yrd.		
121.88	Union Station.....	11.40	2.05											
		A. M.	P. M.	A. M.	P. M.	A. M.	A. M.	A. M.	A. M.					

Winston-Salem to Roanoke—Northward

Distance from Winston	SHENANDOAH DIVISION Time Table No. 13 EFFECTIVE Sunday, Sept. 29, 1935	FIRST CLASS		SECOND CLASS	FOURTH CLASS	
		34	22	86	76	78
		Mixed 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.
.00	Union Station	7.00	2.45	.....	.....	.....
.58	Winston-Salem Old Yard T W C	7.04	2.48	.....	.....	.....
2.98	North Winston T W O F	7.13	2.53	7.15	.....	6.45
5.76	Daisy	7.18	2.57	7.23	.....	6.50
9.36	Walkertown F	7.24	3.03	7.30	.....	6.58
15.18	Fulp	7.34	3.10	7.41	.....	7.10
18.09	Walnut Cove X S	7.40	M 3.14	7.47	.....	7.17
24.01	Pine Hall W F	7.50	3.24	7.59	.....	7.30
32.35	Madison S	8.07	M 3.37	8.15	.....	7.50
34.28	Mayodan F	8.12	F 3.40	8.18	.....	7.59
40.36	Stoneville S	8.26 ⁷⁷	M 3.51 ⁸³	8.34	.....	8.26 ³⁴ ₇₇
45.79	Price F	8.36	4.00	8.49	.....	8.50
50.40	Ridgeway F	8.45	M 4.07	9.02	.....	9.10 ⁸¹
56.05	Fontaine W F	8.55 ⁸¹	4.15	9.13	.....	9.20
60.30	Martinsville S	9.07	S 4.28	9.27	.....	9.38 ³³
63.58	Fieldale S	9.14	S 4.34	9.35	.....	11.15
65.28	Payne T W C	9.19 ³³	4.37	10.00	6.15	11.30
70.28	Bassett S	9.30	S 4.46	10.14	7.25	.....
71.33	Jondee W	9.33	4.49	10.18	7.40 ⁸¹	.....
73.96	Philpott F	9.40	4.54	10.25	8.25	.....
78.15	Henry W S	9.49 ⁷⁵	F 5.02	10.40 ⁸⁵	8.51 ³³	.....
85.15	Ferrum S	10.09	F 5.15	11.06	9.25 ⁷⁵	.....
89.02	Lanahan F	10.16	5.22	11.15	9.40	.....
94.83	Rocky Mount W S	10.27	S 5.32	11.28	9.59	.....
101.24	Wirtz F	10.40	F 5.44	11.44	10.15	.....
106.49	Boones Mill F	10.55 ²¹	F 5.52	12.01 ^{M87}	10.30	.....
111.56	Hester	11.07	6.01	12.16	10.46 ²¹	.....
115.00	Starkey W F	11.15	6.08	12.26	11.00	.....
120.72	Belt Line Jct.	11.25	6.16	12.38	11.15	.....
120.93	Walnut Ave. Tower X	11.28 ⁸³	6.19	12.48	11.19	.....
121.88	Roanoke	11.35	6.25	12.58	11.25	.....
123.27	West Roanoke . . . . .	.....	.....	1.25	11.45	.....
		A. 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 Dispatcher:
 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 RW 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 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 TERMINAL

RADFORD DIVISION—Time Table No. 13—Effective Monday, August 26, 1935—Westward

STATIONS	FIRST CLASS								THIRD CLASS				FOURTH CLASS		
	15	41	1	25	23	3	13	17	99	51	85	97	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	Passenger Lv. Daily	Time Frt. Lv. Daily	Time Frt. Lv. Daily	Time Frt. Lv. Daily	Time Frt. Lv. Daily	Local Frt. Lv. Mon., Wed. and Fri.	
Roanoke.....	A. M. { 4.35 4.55	A. M. { 6.10 6.25	A. M. { 8.45 9.00	P. M. { 12.53 1.03	P. M. { 4.55 5.15	P. M. { 7.05 7.15	P. M. 7.20	P. M. { 11.00 11.05	4.30	A. M. 8.00	A. M. 11.12	P. M.	A. M.		
West Roanoke.....									{ 4.50 6.20	{ 8.30 12.01PM	{ 11.25 1.15PM	{ 2.25 4.25	8.55		
W. B.....	5.04 A. M.	6.34 A. M.	9.09 A. M.	1.12 P. M.	5.24 P. M.	7.24 P. M.	7.29 P. M.	11.13 P. M.	6.34 A. M.	12.10 P. M.	1.25 P. M.	4.32 P. M.	9.05 A. M.		

ROANOKE TERMINAL

RADFORD DIVISION—Time Table No. 13—Effective Monday, August 26, 1935—Eastward

STATIONS	FIRST CLASS								THIRD CLASS				FOURTH CLASS	
	18	4	14	24	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	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. 5.09	A. M. 10.00	A. M. 11.32	A. M. 11.59	P. M. 6.03	P. M. 6.14	P. M. 11.34	P. M. 11.48	A. M. 2.35	A. M. 10.50	P. M. 2.35		A. M.	P. M. 12.15
West Roanoke..									{ 2.45 4.45	{ 11.05 2.00PM	{ 2.45 4.30		{ 1.15 2.55	12.25
Roanoke.....	{ 5.20 5.25 A. M.	{ 10.10 10.25 A. M.	11.45 A. M.	{ 12.10PM 12.25 P. M.	{ 6.15 6.40 P. M.	{ 6.25 6.35 P. M.	{ 11.45 12.20AM A. M.	{ 12.01 12.15 A. M.	4.55 A. M.	2.10 P. M.	4.40 P. M.		3.05 A. M.	P. M.

SHENANDOAH DIVISION

Special Instructions

STANDARD TIME

1. Clocks showing Standard Time are located as follows:

Roanoke:

Passenger Station Telegraph Office.
Yard Office, West Roanoke.
Chief Caller's Office and Roundhouse Foreman's Office,
Shaffers Crossing.
Dispatchers' Office, Commerce Street.

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.

1-a. Rule 3 (a), Book of Rules, is modified at Roanoke as follows: After conductors and enginemen of freight trains have compared watches with a standard clock, they will compare with their rear trainmen and firemen, respectively, and with each other when practicable.

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

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

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

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

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

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

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

(l) 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.

(m) 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.

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

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

(p) Nos. 75, 76, 77 and 78 register at Payne.

(q) 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.

Waynesboro:

Yardmaster's Office.

Loch Laird:

Telegraph Office.

Roanoke:

Yard Office, East End Shops.
Register Room, Passenger Station.
Switch Box, Park Street.
Pull-Up Shanty.
Yard Office, West Roanoke.
Hump Shanty.
Register Room, Shaffers Crossing.
"UN" Tower.

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 are restricted to 15 miles per hour over Southern Railway Crossing, Riverton or making movement over junction track, Shenandoah Junction.

(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.

(h) All trains and yard engines 15 miles per hour through interlocking plant, W. S. Tower, and 10 miles per hour through crossover leading from southward main track to passenger station lead.

RETAINERS

5. 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 occupied camp cars, when handled in other than locals or work 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 the other trains, except that when the head end is coal loads, pile driver outfits must be placed immediately behind the coal loads.

Wooden flat cars, whether loaded or empty, must be handled on the rear of trains other than locals or work trains, and when empty must not be handled in trains requiring a pusher.

Trains hauling wooden underframe camp cars, or occupied camp cars of any description (except the camp car belonging to pile driver outfits), or light loaded wooden flat cars, and requiring a pusher, must place the pusher engine ahead of such cars.

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

Freight Service: (a) Locomotives, classes K-1, K-2, K-3, M-2 and E-2, when equipped with 9,000-gallon tenders or larger, may be coupled next to the train when being double-headed by locomotives classes K-1, K-2, K-3, Z, Y-2, Y-3, Y-4 and Y-5.

(b) Locomotives, classes E, E-3, J, M, V and W, may be coupled next to the train when being double-headed by locomotives classes E-2, E-3, K-1, K-2, K-3 and M-2.

(c) Locomotives, class G, may be coupled next to the train when being double-headed by locomotives classes E, V and W.

Passenger Service: (d) 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.

(e) 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.

12. The following definition is adopted and added to the definitions appearing on Pages 11 and 150, Book of Rules:

Medium Speed—One-half the maximum authorized speed, but not to exceed 30 miles per hour.

That part of the third sentences of Rules 801 (a), (b) and (c) and the definitions of signal aspects shown on Pages 177, 178, 184 and 185 reading "Proceed prepared to stop at next signal," are changed to read, "Prepare to stop at next signal. Trains exceeding medium speed must at once reduce to that speed."

13. All motor car operators must inspect their motor cars and trailer cars daily for defects or improper adjustments which might cause accidents. They will be held responsible for accidents occurring on account of lack of proper inspection. Foremen of gangs will be held responsible for the daily inspection of cars used by their forces.

14. The following sentence is added to the first paragraph of Rule 906, Book of Rules:

Speed of 10 miles per hour must not be exceeded in any case, and must be reduced below that figure if conditions necessitate.

The following sentence is added to the second paragraph of Rule 906, Book of Rules:

It must not be used for a passenger train following any train, or for any train following a passenger train, without first stopping the train for which it is to be used.

15. The fourth paragraph of Rule 206, Book of Rules, is revised to read as follows:

"In transmitting and repeating train orders by telephone, the numbers of trains and engines in the address must be plainly pronounced and then repeated, number by number. All stations and numerals in the body of an order must first be plainly pronounced and names then spelled, letter by letter, thus: Aurora, A-u-r-o-r-a; and numbers repeated, number by number, thus: One Fourteen, One One Four."

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 southward trains must get a train order or clearance card at Loch Laird.

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

(e) All northward trains must get a train order or clearance card at Telegraph Office, North Winston.

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

(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.

106. **Automatic Cab Signals** are in service Hagerstown to Roanoke.

CAB SIGNAL RULES

DEFINITIONS

Cab Signal—Three-indication position light signal, located in engine cab, indicating a condition affecting the movement of a train.

When Cab Signal lights are vertical, indication—Proceed.

When Cab Signal lights are diagonal, indication—Prepare to stop at next signal. Reduce to medium speed (one-half maximum authorized speed, but not to exceed 30 miles per hour).

When Cab Signal lights are horizontal, indication—Restricted speed (not to exceed 20 miles per hour), prepare to stop at next signal or short of any obstruction.

Cab Signal System—A series of consecutive blocks governed by Cab Signals operated by electric agency actuated by a train or by certain conditions affecting the use of a block and used in conjunction with the block and interlocking signals.

Equipped Engine—An engine equipped with Cab Signal apparatus, including a whistle and acknowledger in operative condition for the direction in which it is to move.

Equipped Train—A train operating under Cab Signal protection.

107. Cab Signals will not indicate conditions ahead when engine is (a) moving against the current of traffic (b) pushing cars (c) not equipped for backward running and is running backward. Under these conditions the most restrictive Cab Signal indication will be displayed and must be obeyed.

(a) Except as provided for in Paragraph (c), a non-equipped engine or train must not be dispatched from any of the following terminals in Cab Signal territory: Roanoke, Glasgow, Loch Laird, Shenandoah and Hagerstown.

(b) Engineman must know before leaving terminal that the Cab Signals are functioning properly.

(c) Unless authorized by the Superintendent, an unequipped engine must not enter Cab Signal territory.

(d) When there is a defect in the Cab Signal apparatus which cannot be repaired by the engineman, he may cut out the Cab Signal and the warning whistle and proceed at not exceeding one-half the authorized speed for an equipped train to the next point of communication, report and be governed by instructions from the Superintendent.

(e) Unless authorized by the Superintendent, a non-equipped train must not exceed speeds, as follows:

Train other than passenger trains, 25 miles per hour.

Passenger trains, 35 miles per hour.

(f) Cab Signal indications do not supersede fixed signal indications, except when Cab Signal changes to a more restrictive or more favorable indication after passing a fixed signal.

(g) When Cab Signal and fixed signal indications conflict, the more restrictive indication governs.

(h) Engineman will not acknowledge a change of cab indication to a more restrictive indication until the Cab Signal indication has been observed and is being obeyed.

(j) If passing a fixed signal, Cab Signal changes from caution or restricted speed to a more favorable indication, speed must not be increased until the train has run its length.

(k) Except within interlocking limits, if Cab Signal changes to restricted speed, a train or engine may proceed at not exceeding 20 miles per hour expecting to find a train in the block, broken rail, obstruction or switch not properly set. A train or engine exceeding 20 miles per hour must at once reduce to not exceeding that speed.

108 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.

109. 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, Waynesboro, Loch Laird and Payne.

Northward—at Payne, Loch Laird and Front Royal.

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

111. 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.

112. 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.

113. 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.

114. Rule 90 (e), Book of Rules, is modified to the extent that single trains need not detach engine when taking coal or water except where both are taken at same point.

This rule is further modified to the extent that northward single trains may take coal and water at Payne without detaching engine.

115. 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.

116. All trains using passing siding at Price, Buena Vista, Coal Spring, southward siding Waynesboro and St. James must do so expecting to find cars thereon.

Hand throw derails at south end Price, Cold Spring and north end Buena Vista will be left off and locked when no cars thereon.

117. No movement of engine or cars must be made over State Highway Crossing at Rocky Mount until traffic is fully protected by a trainman at the crossing and at night with a red lantern to flag high-way traffic.

118. 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.

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

120. 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.

121. Class K, Y-3 and Y-5 engines must not use the following sidings. When necessary for such engines to set off or pick up cars on these tracks, hold to sufficient cars to make proper placement.

Shenandoah Junction—Coal Wharf beyond top of incline.

Charles-Town Belt Line—All Mallet-type engines are restricted on Robinson Cold Storage Siding beyond west end of apple shed.

Carson—Lime Kiln and Tipple Track beyond south end of Lime Plant.

Engines, box or stock cars must not be operated beyond overhead structure on Nos. 1 and 2 Crusher Tracks.

Luray—Hershberger Coal Wharf and Oil Track and Groves Coal Wharf.

Elkton—Wye.

Lewis—Lynwood Milling Company Track.

Waynesboro—Belt Line.

Buena Vista—Bricker Branch.

Apple Siding.

Above restrictions apply to Class M-2 and Z engines, except Hershberger coal wharf and oil track, Groves coal wharf, Lynwood Milling Company track, Bricker Branch and Apple Siding.

Class Z-1 engines are restricted on Bricker Branch beyond south end of Bridge 439-A.

122. Class Y engines must not be used on Stock Pen Siding, Luray, or C. & O. Wye, Glasgow.

123. 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
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.....	25 miles per hour
Winston-Salem (passenger trains).....	12 miles per hour
Winston-Salem (freight trains).....	8 miles per hour

RAILROAD CROSSINGS AND JUNCTION POINTS

124. 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.
- Atlantic & Yadkin Railway Crossing, Walnut Cove.
- Southern Railway Crossing, Winston-Salem Yard.

125. 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

126. 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	8:30 A. M. to 5:30 P. M.	
Shenandoah {	9:00 A. M. to 5:00 P. M.	
Junction... {	8:00 P. M. to 4:00 A. M.	
Rippon.....	8:00 A. M. to 5:00 P. M.	Daily, except Sunday
Berryville... {	9:00 A. M. to 5:00 P. M.	
{	8:00 P. M. to 4:00 A. M.	
Boyce.....	8:00 A. M. to 5:00 P. M.	
White Post...	9:00 A. M. to 5:00 P. M.	
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 5:00 P. M.	
Stanley.....	8:00 A. M. to 5:00 P. M.	
Elkton.....	4:00 A. M. to 12:00 Mid.	
Island Ford...	8:00 A. M. to 5:00 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
Vesuvius.....	5:15 A. M. to 9:15 P. M.	
Riverside.....	6:45 A. M. to 3:45 P. M.	
Glasgow.....	6:00 A. M. to 3:00 P. M.	
Lithia.....	7:10 A. M. to 4:10 P. M.	
Troutville...	7:30 A. M. to 4:30 P. M.	
Starkey.....	7:00 A. M. to 4:00 P. M.	
Boones Mill...	7:15 A. M. to 4:15 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.	
Philpot.....	7:00 A. M. to 4:00 P. M.	Daily, except Sunday
Bassett.....	7:00 A. M. to 9:00 P. M.	
Payne.....	9:00 P. M. to 1:00 P. M.	
Fieldale.....	8:00 A. M. to 5:00 P. M.	Daily, except Sunday
Martinsville...	7:00 A. M. to 10:00 P. M.	
Ridgeway....	7:45 A. M. to 4:45 P. M.	

Price.....	7:00 A. M. to 4:00 P. M.
Stoneville....	8:00 A. M. to 5:00 P. M.
Mayodan.....	7:00 A. M. to 4:00 P. M. Daily, except Sunday
Madison.....	7:00 A. M. to 4:00 P. M.
Pine Hall....	7:00 A. M. to 4:00 P. M. Daily, except Sunday

SPEED TABLE

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

Roanoke Terminals

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

201. 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.

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

203. 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 Limit, 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.

204. 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.

205. 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.

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

207. 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.

208. 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.

209. 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.

210. 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.

211. 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.

212. 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:

Top arms of Signals 4-R, 6-R, 8-R, 16-R and 52-R.

Top and middle arms of Signals 7-R and 46-R.

Signals 56-L, 60-R and 64-R.

213. 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.

214. 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.

215. All trains and engines will approach the intersection of the freight running track and coal-wharf tracks just west of Shaffers Crossing coal wharf with extreme care, expecting to find the intersection occupied. This includes engines moving off the coal-wharf tracks.

All trains except first-class and those running on train order schedule moving westward on the westward track will approach the crossover just west of the switch box at Shaffers Crossing coal wharf with extreme care, expecting to find the crossover occupied.

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

217. 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.

218. Engine brake on passenger engines must be applied while the engine is coupled to train at Roanoke Passenger Station.

Hagerstown Yard

WITHIN HAGERSTOWN YARD TERRITORY THE FOLLOWING PENNSYLVANIA RAILROAD SPECIAL INSTRUCTIONS WILL GOVERN

1. Norfolk and Western Railway Company Time Table will be authority for movement of Norfolk and Western Railway Company first-class trains between Vardo and Hagerstown Passenger Station.

2. Track assignments:

Single Track—Vardo to HJ.

Single Track—HJ to NC.

Siding south of main track between HJ and Antietam Street.

No. 2 yard track, south of siding and main track between HJ and NC.

3. Movements on main track, No. 2 yard track and siding controlled by Signalman, HJ.

Movements on No. 2 yard track and siding must not be made without proper signal indication or permission from Signalman, HJ.

Prompt report must be made to Signalman, HJ, when clear of these tracks.

Movements on yard track between HJ and north end Shomo Yard made on permission Assistant Yardmaster Shomo Yard.

4. Manual Block System Rules 301 to 375, inclusive, are in effect NC to HJ, except 318a and 318b.

5. Block Signals governing eastward movement on main track and siding, Antietam Street, controlled by Signalman, HJ.

6. Terminal employees will handle switch at east end of siding Antietam Street on instructions from Signalman, HJ.

7. Hagerstown Yard is districted and numbered as follows:

No. 1 yard—Between yard limit board 11,347 feet east of NC and passenger station.

No. 2 yard—Between passenger station and westward home signals, HJ.

No. 3 yard—Between westward home signals HJ and yard limit board south of Shomo yard.

8. After an understanding with block Signalman and under permissive signal, an engine may enter a block occupied by a passenger train which it is to move, or assist, or for the purpose of switching such train.

9. Trains must not pass a Stop Signal without receiving a Caution Card (Form D), a Clearance Card (Form C), or a Train Order authorizing them to do so, nor must an engine returning to its train in the block pass a Stop Signal without Clearance Card (Form C).

10. A train stopped at a home block signal at which a telephone is located, may fill out a Clearance Card (Form C), or a Caution Card (Form D), as authorized by Signalman, and proceed, as prescribed by the card.

11. Speed indicated below must not be exceeded:

	Miles per hour
Through switches and over crossings, NC to HJ....	15
East and west legs of Wye, Hagerstown.....	5
Through Hagerstown.....	12

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
Y-3 H. P.	Slow	2300	2185	2070	1955	1840	1725	1610
	Time	2200	2090	1980	1870	1760	1650	1540
Z-1b	Slow	1600	1520	1440	1360	1280	1200	1120
	Time	1500	1425	1350	1275	1200	1125	1050
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
Y-3 H. P.	Slow	3400	3230	3060	2890	2720	2550	2380
	Time	3300	3135	2970	2805	2640	2475	2310
Z-1b	Slow	2700	2565	2430	2295	2160	2025	1890
	Time	2600	2470	2340	2210	2080	1950	1820
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
Y-3 H. P.	Slow	2400	2280	2160	2040	1920	1800	1680
	Time	2300	2185	2070	1955	1840	1725	1610
Z-1b	Slow	1700	1615	1530	1445	1360	1275	1190
	Time	1600	1520	1440	1360	1280	1200	1120
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
Y-3 H. P.	Slow	2400	2280	2160	2040	1920	1800	1680
	Time	2300	2185	2070	1955	1840	1725	1610
Z-1b	Slow	1550	1495	1395	1318	1240	1163	1085
	Time	1450	1378	1305	1233	1160	1088	1015
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	2650	2518	2385	2252	2120	1988	1855
	Time	2500	2375	2250	2125	2000	1875	1750
Y-3 H. P.	Slow	2300	2185	2070	1955	1840	1725	1610
	Time	2200	2090	1980	1870	1760	1650	1540
Z-1b	Slow	1550	1473	1395	1318	1240	1163	1085
	Time	1450	1378	1305	1233	1160	1088	1015
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
Y-3 H. P.	Slow and Time	2900	2755	2610	2465	2320	2175	2030
Z-1b	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
Y-3 H. P.	Slow and Time	6100	5795	5490	5185	4880	4575	4270
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. 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. F. Driver	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. M. J. Payne	Surgeon	Staunton, Va.
Dr. R. S. Griffith	Surgeon	Waynesboro, Va.
Dr. L. H. Lewis	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. P. W. Boyd	Surgeon	Winchester, 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. M. Shockley	Surgeon	Bassett, Va.
Dr. J. M. Shackelford	Asst. Surgeon	Martinsville, Va.
Dr. Jno. A. Shackelford	Asst. Surgeon	Martinsville, Va.
Dr. F. B. Teague	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. Fielding Combs	Asst. 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.

L. C. AYERS,
General Superintendent, Eastern General Division,
ROANOKE, VA.

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

JAMES O'KEEFFE,
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