

NORFOLK AND WESTERN RAILWAY CO.

RADFORD DIVISION

TIME TABLE No. 17

(No. 16 Omitted)

EFFECTIVE 1:00 A. M.

Friday July 1, 1960

Eastern Standard Time



General Rules, Regulating the Movement of Trains, are contained in Book of Rules for the Government of the Operating Department, a copy of which must be in possession of each employee in train service while on duty.

This Time Table is not intended for the information of the public nor as an advertisement of the time or hours of any train. The Railway Company reserves the right to vary from it at pleasure.

It is for the information of employees only.

Roanoke to Bluefield via Christiansburg—Westward

Distance from Roanoke	Time Table No. 17	FIRST CLASS					
	EFFECTIVE						
	Friday, July 1, 1960	41	15	25	45	3	17
STATIONS		Passenger Lv. Daily	Passenger Lv. Daily	Passenger Lv. Daily	Passenger Lv. Daily	Passenger Lv. Daily	Passenger Lv. Daily
.00	Roanoke.....	A. M. 5.20 6.00	A. M. 5.15 6.15	A. M. 11.45 11.55	P. M. 1.15 1.30	P. M. 6.55 7.15	P. M. 9.01 9.16
1.39	W. Roanoke.. w c t o y						
4.30	W. B.....	6.09	6.24	12.03PM	1.39	7.24	9.24
6.79	Salem.....	K 6.12	S 6.28	12.06	w 1.42	7.27	9.27
9.30	VN.....						
12.15	Glenvar.....	6.18	6.38	12.12	1.48	7.32	9.34
20.06	Elliston.....	6.27	6.50 ⁹⁹	12.21	1.57	7.42	9.43
26.64	Arthur.....	6.36	7.02	12.30	2.06	7.52	9.53
32.58	Christiansburg.....	S 6.49	S 7.16	S 12.39	S 2.17	S 8.07	H 10.03
37.93	Vicker.....	6.59	X 7.26	12.47	2.29	8.17	10.13
39.67	Walton..... Y	7.03	7.30	12.50	2.33	8.20	10.16
Dist. from Walton							
3.47	Radford..... o s	7.11			s 2.42		s 10.22
39.67	Walton..... Y		7.30	12.50		8.20	
43.52	Bluff..... W END D T						
44.54	Cowan..... E END D T		7.37	12.56		8.26	
46.10	Belspring... W END D T		F 7.41	12.58		8.28	
54.17	Eggleston... E END D T		F 7.55	1.09		8.39	
58.16	Pembroke.....		F 8.04	1.14		8.45	
61.22	Ripplemead.....		F 8.10	1.18		8.49	
62.47	Potts Valley Jct.....						
68.32	Pearisburg.....		S 8.22	E 1.27		8.58	
71.63	Narrows.....		S 8.31	1.31		S 9.05	
75.93	Lurich.....		8.39	1.37		9.12	
78.08	Glen Lyn.....		F 8.42	1.40		9.15	
82.69	Kellysville.....						
84.89	Oakvale.....		F 8.53	1.50		9.25	
90.61	Ingleside.....		F 9.03	1.58		9.35	
92.05	Blake.....		9.06	2.01		9.38	
97.91	E. Bluefield Yard.....		9.15	2.11		9.50	
100.93	Bluefield.... W C T O Y		{ 9.30 9.55	{ 2.20 2.30		{ 10.00 10.10	
		A. M.	A. M.	P. M.	P. M.	P. M.	P. M.

PASSENGER STOP NOTES:

E—Stop to discharge revenue passengers from Roanoke and beyond or receive revenue passengers for Williamson and beyond.

H—Stop to discharge revenue passengers from beyond Lynchburg or receive revenue passengers for Bristol and beyond.

K—Stop to discharge revenue passengers from beyond Lynchburg.

W—Stop to discharge or receive revenue passengers.

X—Stop to exchange parcel post.

NOTE: Train 17 will stop at Christiansburg each Saturday to exchange U. S. Mail.

Roanoke to Bluefield via Christiansburg—Westward

Distance from Roanoke	Time Table No. 17 EFFECTIVE Friday, July 1, 1960	THIRD CLASS						FOURTH CLASS		Telegraph Office	Telegraph Signals	Station Sidings, Capacity in feet	Passing Sidings, Capacity in feet
		99	71	85	97	51	77	73	63					93
	STATIONS	Time Freight Lv. Daily	Time Freight Lv. Daily	Time Freight Lv. Daily	Time Freight Lv. Daily	Time Freight Lv. Daily	Time Freight Lv. Daily	Time Freight Lv. Daily	Local Frt. Mon., Wed. Fri.					Local Frt. Lv. Daily Ex. Sunday
		A. M.	A. M.	A. M.	P. M.	A. M.	P. M.	P. M.	A. M.	A. M.			
.00	Roanoke	4.20		10.04		8.10	3.46				D N	M H	
1.39	W. Roanoke. W C T O Y	4.30 6.00	11.00	10.15 12.15PM	2.10	9.00 4.00PM	4.00 4.45	9.00	7.45	8.15	D N	D O	Yard
4.30	W. B.	6.20	11.10	12.25	2.29	4.10	4.55	9.10	8.00	8.35			
6.79	Salem	6.26	11.15	12.30	2.37	4.16	5.00	9.15	8.10	8.40	D	S D	1935
9.30	VN												
12.15	Glenvar	6.34		12.41	2.50	4.23	5.07			8.50			400
20.06	Elliston	6.50 ¹⁵		12.55	3.05	4.35	5.19			9.05	D	B S	910 12643
26.64	Arthur	7.13		1.09	3.28	4.53	5.39			9.25			11320
32.58	Christiansburg	7.30		1.33	3.50	5.10	5.57			9.45	D	R G	1012 5310
37.93	Vicker	7.50		1.51	4.10	5.25	6.10			10.05			200
39.67	Walton Y	7.55		1.59	4.20	5.40	6.14			10.15			
Dist. from Walton													
3.47	Radford O					6.00					D N	C N	Yard
39.67	Walton Y	7.55		1.59	4.20		6.14			10.15			
43.52	Bluff W END D T												
44.54	Cowan E END D T	8.05		2.09	4.30		6.23			10.30			688
46.10	Belspring W END D T	8.08		2.12	4.35		6.26			10.40			195
54.17	Eggleston E END D T	8.29		2.33	4.57		6.38			11.00			1730
58.16	Pembroke	8.40		2.39	5.08		6.44			11.20	D	M O	4510
61.22	Ripplemead	8.47		2.43	5.15		6.48			11.35	D	M	370
62.47	Potts Valley Jct.												900
68.32	Pearisburg	9.01		2.55	5.33		6.58			12.01PM	D	P G	550 4787
71.63	Narrows	9.11		3.01	5.43		7.02			12.15	D	N A	324
75.93	Lurich	9.24		3.09	5.55		7.08			12.35			477 8530
78.08	Glen Lyn	9.29		3.14	6.00		7.13			12.50	D	G N	1024
82.69	Kellysville												
84.89	Oakvale	9.49		3.34	6.22		7.30			1.10			1440
90.61	Ingleside	10.04		3.49	6.37		7.44			1.35			800
92.05	Blake	10.14		3.59	6.45		7.49			1.45			10365
97.91	East Bluefield Yard	10.50		4.35	7.20		8.10			2.05	D N	R D	Yard
100.93	Bluefield W C T O Y	11.00 12.15PM		4.45 5.50	7.30		8.30 9.00			2.20	D N	B F	Yard
		P. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	P. M.			

Bluefield to Roanoke via Christiansburg—Eastward

Distance from Bluefield	Time Table No. 17 EFFECTIVE Friday, July 1, 1960 STATIONS	FIRST CLASS							
		18	4	46	26	16	42		
		Passenger Lv. Daily	Passenger Lv. Daily	Passenger Lv. Daily	Passenger Lv. Daily	Passenger Lv. Daily	Passenger Lv. Daily		
		A. M.	A. M.	P. M.	P. M.	P. M.	P. M.		
.00	Bluefield W C T O Y		8.30		4.30	8.15			
3.02	E. Bluefield Yard		8.40		4.40	8.40			
8.88	Blake		8.45		4.45	8.45			
			8.55 ¹⁰⁰		4.54	8.55			
10.32	Ingleside		8.57		4.56	8.57			
16.04	Oakvale		9.07		5.05	F 9.07			
18.24	Kellysville								
22.85	Glen Lyn		9.17		5.14	9.17			
25.00	Lurich		9.21		5.18	9.21 ⁹⁴			
29.30	Narrows		S 9.27		5.24	S 9.28			
32.61	Pearisburg		9.32		N 5.28	S 9.36			
38.46	Potts Valley Jct.								
39.71	Ripplemead		9.40		5.36	F 9.47			
42.77	Pembroke		9.44		5.40	F 9.53			
46.76	Eggleston E END D T		9.50		5.46	F 10.00			
54.83	Belspring W END D T		10.02		5.58	10.13			
56.39	Cowan E END D T		10.04		6.00	10.15			
57.41	Bluff W END D T								
61.26	Walton Y		10.10		6.07	10.22			
Dist. from Walton									
3.47	Radford O	G 5.19		S 1.05		S 10.50			
61.26	Walton Y	5.24	10.10	1.10	6.07	10.22	10.55 ⁹⁴		
63.00	Vicker	5.27	10.13	1.13	6.09	10.25	10.58		
68.35	Christiansburg	C 5.37	S 10.24	S 1.23	S 6.19	S 10.37	S 11.10		
74.29	Arthur	5.46 ⁵²	10.33	1.33	6.28	10.46	11.19		
80.87	Elliston	5.56	10.43	1.43	6.38	10.56	11.29		
88.78	Glenvar	6.05	10.52	1.52	6.47	11.07	11.38		
91.63	VN								
94.14	Salem	6.10	D 10.59	W 1.58	6.52	11.15	11.45		
96.63	W. B.	6.13	11.02	2.01	6.55	11.18	11.48		
99.54	W. Roanoke W C T O Y								
100.93	Roanoke	{ 6.22	{ 11.15	{ 2.12	{ 7.05	{ 11.30	{ 12.01 ^{AM}		
		{ 6.37	{ 11.35	{ 2.27	{ 7.15	{ 12.35 ^{AM}	{ 12.30		
		A. M.	A. M.	P. M.	P. M.	A. M.	A. M.		

PASSENGER STOP NOTES:

- C—Stop to discharge revenue passengers from south of Bristol.
 - D—Stop to discharge revenue passengers from beyond Portsmouth.
 - G—Stop to discharge revenue passengers from Bristol and beyond, or to receive revenue passengers for Roanoke and beyond.
 - N—Stop to discharge revenue passengers from Williamson and beyond or receive revenue passengers for Roanoke and beyond.
 - W—Stop to discharge or receive revenue passengers.
- NOTE: Train 18 will stop at Christiansburg each Monday to dispatch U. S. Mail.

Bluefield to Roanoke via Christiansburg—Eastward

Distance from Bluefield	Time Table No. 17 EFFECTIVE Friday, July 1, 1960	THIRD CLASS						FOURTH CLASS		
	STATIONS	78	74	52	84	86	72	94	64	100
		Time Freight Lv. Daily	Time Freight Lv. Daily	Time Freight Lv. Daily	Time Freight Lv. Daily	Time Freight Lv. Daily	Time Freight Lv. Daily	Time Freight Lv. Daily	Local Freight Lv. Tue. Thurs. and Sat.	Local Freight Lv. Daily except Sun.
		A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	A. M.
.00	Bluefield W C T O Y									
3.02	East Bluefield Yard	{ 12.35			{ 5.00	{ 11.30		{ 6.15		8.30
8.88	Blake	{ 12.55			{ 5.45	{ 12.15PM		{ 8.15		8.55 ⁴
		1.13			6.05	12.35		8.33		
10.32	Ingleside	1.17			6.10	12.40		8.38		9.00
16.04	Oakvale	1.34			6.35	1.05		8.55		9.15
18.24	Kellysville									
22.85	Glen Lyn	1.51			6.52	1.22		9.14		9.35
25.00	Lurich	1.56			6.57	1.27		9.21 ¹⁶		9.45
29.30	Narrows	2.02			7.07	1.37		9.34		10.00
32.61	Pearisburg	2.06			7.16	1.46		9.45		10.31
38.46	Potts Valley Jct.									
39.71	Ripplemead	2.16			7.28	1.58		10.00		10.50
42.77	Pembroke	2.20			7.34	2.04		10.09		11.00
46.76	Eggleston E END D T	2.26			7.42	2.12		10.18		11.15
54.83	Belspring W END D T	2.38			8.02	2.35		10.36		11.40
56.39	Cowan E END D T	2.41			8.06	2.39		10.40		11.45
57.41	Bluff W END D T									
61.26	Walton Y	2.50			8.17	2.50		10.55 ⁴²		12.01PM
3.47	Radford O			{ 4.30						
				4.45						
61.26	Walton Y	2.50		5.00	8.17	2.50		10.55 ⁴²		12.01PM
63.00	Vicker	2.54		5.04	8.21	2.54		10.59		12.05
68.35	Christiansburg	3.07		5.27	8.46	3.21		11.20		12.35
74.29	Arthur	3.25		5.46 ¹⁸	9.03	3.38		11.40		12.55
80.87	Elliston	3.45		6.20	9.27	4.08		12.03AM		1.20
88.78	Glenvar	3.57		6.38	9.44	4.19		12.28		1.40
91.63	VN									
94.14	Salem	4.04	5.40	6.54	9.52	4.27	4.40	12.36	1.25	1.55
96.63	W. B.	4.08	5.50	7.05	10.01	4.36	4.50	12.45	1.40	2.05
99.54	W. Roanoke W C T O Y	{ 4.15	6.00	{ 7.15	{ 10.10	{ 4.45	5.00	1.00	2.00	2.20
		{ 5.30		{ 3.00PM	{ 1.00PM	{ 7.15				
100.93	Roanoke	5.40		3.10	1.10	7.25				
		A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	A. M.	P. M.	P. M.

Roanoke to Kellysville via Whitethorne—Westward

Distance from South Roanoke	Time Table No. 17 EFFECTIVE Friday, July 1, 1960	THIRD CLASS		FOURTH CLASS	Telegraph Signals	Telegraph Office	Passing Siding Clearance in Feet	Passing Siding Capacity in Cars
		71	73	63				
	STATIONS	Time Freight Lv. Daily	Time Freight Leave Daily	Local Freight Lv. Mon., Wed., Fri.				
		A. M.	P. M.	A. M.				
	West Roanoke.....	11.00	9.00	7.45				
	WB.....	11.10	9.10	8.00				
.0	South Roanoke.....				JK	DN		Yard
3.7	Norwich (Ry. Crossing).....							
7.8	Salem.....	11.15	9.15	8.10	SA	D	5674	141
10.3	VN.....	11.20	9.20	8.15				
13.5	Wabun.....	11.28	9.30	8.20			5180	129
17.8	Kumis.....	11.38	9.40	8.30			9292	200
18.9	Lafayette.....							
23.2	Ironto.....			8.45				
26.5	Fagg.....	11.52	9.55	8.55			6861	171
29.3	Ellett.....	11.59	10.05	9.02	DA	D		
33.2	Yellow Sulphur.....							
35.2	Merrimac.....	12.18PM	10.30	9.20	MC	D		
36.0	Shelby.....	12.20 ⁶⁴	10.35	9.25			5794	144
41.1	Pepper.....	12.27	10.45	9.36			5667	141
44.6	Whitethorne.....	12.33	10.55	9.50	WN	DN	5372	134
49.6	McCoy.....	12.42	11.10	10.25			5728	143
52.9	Goodwins Ferry.....							
55.1	Eggleston.....	12.52	11.20	10.40			5104	127
60.3	Pembroke.....	1.02	11.30	10.52	RM	D	5431	135
63.4	Ripplemead.....							
64.2	Klotz.....							
66.1	Norcross (Ry. Crossing).....	1.14	1.00AM	11.20				
72.0	Celco.....	1.30	3.25 ⁷⁴	11.35	BG	D	6991	174
74.3	Narrows.....			11.50				
77.7	Rich Creek.....	2.15 ⁷²	3.35	12.10PM	RC	D	5149	128
80.7	Glen Lyn.....							
82.7	Hales Gap.....							
84.7	Kellysville.....	2.30	4.00	12.45	KV	DN		
		P. M.	A. M.	P. M.				

Kellysville to Roanoke via Whitethorne—Eastward

Distance from Kellysville	Time Table No. 17 EFFECTIVE Friday, July 1, 1960	THIRD CLASS		FOURTH CLASS
	STATIONS	74 Time Freight Lv. Daily	72 Time Freight Lv. Daily	64 Local Freight Lv. Tue., Thurs., Sat.
		A. M.	P. M.	A. M.
.0	Kellysville.....	3.00	2.00	8.35
2.0	Hales Gap.....			
4.0	Glen Lyn.....			
7.0	Rich Creek.....	3.15	2.15 ⁷¹	9.00
10.4	Narrows.....			9.20
12.7	Celco.....	3.25 ⁷³	2.30	9.40
18.6	Norcross (Ry. Crossing).....	3.35	2.52	10.00
20.5	Klotz.....			
21.3	Ripplemead.....			
24.4	Pembroke.....	3.47	3.01	10.24
29.6	Eggleston.....	3.57	3.09	10.35
31.8	Goodwins Ferry.....			
35.1	McCoy.....	4.07	3.18	11.40
40.1	Whitethorne.....	4.17	3.27	11.50
43.6	Pepper.....	4.32	3.39	12.05PM
48.7	Shelby.....	4.47	3.51	12.20 ⁷¹
49.5	Merrimac.....	4.50	3.54	12.25
51.5	Yellow Sulphur.....			
55.4	Ellett.....	5.02	4.07	12.40
58.2	Fagg.....	5.06	4.11	12.44
61.5	Ironto.....			12.50
65.8	Lafayette.....			
66.9	Kumis.....	5.18	4.22	1.02
71.2	Wabun.....	5.28	4.29	1.12
74.4	VN.....	5.35	4.35	1.20
76.9	Salem.....	5.40	4.40	1.25
81.0	Norwich (Ry. Crossing).....			
84.7	South Roanoke.....			
	WB.....	5.50	4.50	1.40
	West Roanoke.....	6.00	5.00	2.00
		A. M.	P. M.	P. M.

Radford to Bristol—Westward

Distance from Radford	Time Table No. 17 EFFECTIVE Friday, July 1, 1960	FIRST CLASS			Third Class	Fourth Class	Telegraph Signals	Telegraph Office	Passing Siding Clearance in Feet	Station Siding Capacity in Feet	Passing Siding Capacity in Cars
		41	45	17	51	171					
		Passenger Lv. Daily	Passenger Lv. Daily	Passenger Lv. Daily	Time Frt. Lv. Daily	Local Frt. Lv. Daily Ex. Sunday					
STATIONS		A. M.	P. M.	P. M.	P. M.	A. M.					
.00	Radford..... O S	7.11	S 2.42	S 10.22	6.00	6.30	C N	D N	Yard	Yard	Cars
1.17	JC..... W END D T	7.13	2.44	10.24	6.03	6.33	.....	.....	.....	.....	.....
5.22	Melborn.....	7.20	2.51	10.30	6.10	6.41	.....	.....	6300	.....	141
8.04	Dublin..... K	7.24	2.55	10.35	6.20	6.47	B N	D	.....	1590	.....
8.94	Wysor.....	7.25	2.56	10.36 ⁴²	6.23	6.48	.....	.....	6244	.....	130
13.78	Dora Junction..... Y	7.32	3.03	10.43	6.33	6.57	.....	.....	.....	.....	.....
15.43	Pulaski..... O Y S	7.36	S 3.05	F 10.45	6.40	7.00	J N	D	8684	Yard	193
18.52	Granite.....	7.41	3.10	10.52	6.50	7.08	.....	.....	3592	.....	80
22.01	Clark.....	7.47	3.16	10.59	7.00 ⁸⁸	7.18	.....	.....	6189	133	137
28.12	Max Meadows.....	7.54	3.23	11.06	7.10	7.31	M X	D	4640	1935	103
36.20	Wytheville..... S	8.08	S 3.37	M 11.17	7.25	7.55	W	D	5548	1565	123
43.94	Crockett.....	8.19	3.48	11.28	7.40	8.13	N V	D	5917	214	131
49.12	Rural Retreat..... K	8.27 ¹⁷¹	W 3.57	11.35	7.56	8.27 ⁴¹	A Y	D	6169	2507	137
57.92	Atkins.....	8.38	4.08	11.46	8.15	9.20	.....	.....	6059	1465	134
63.42	Marion..... S	8.46	S 4.16	J 11.54	8.32	10.05 ¹⁷²	N D	D	5703	Yard	126
70.91	Seven-Mile Ford.....	8.56	4.27	12.05AM	8.57 ⁴²	10.20	.....	.....	5681	350	126
74.22	Chilhowie..... K	9.00	W 4.31	12.09	9.03	10.35	C O	D	.....	1751	.....
79.77	Glade Spring..... Y S	9.08 ¹⁷²	W 4.40 ⁸⁸	12.16	9.25	11.06 ⁴⁶	G S	D	5796	Yard	114
83.22	Emory..... K	9.14	W 4.44	12.21	9.32	11.30	.....	.....	.....	147	.....
85.31	Meadow View.....	9.18	4.48	12.24	9.37	11.50	C D	D	6090	1209	135
89.08	Hayter.....	9.23	4.53	12.29	9.54	12.15 PM	.....	.....	5808	.....	129
93.05	Abingdon..... S	9.31	S 4.59	J 12.35 ⁸³	10.10	12.53	Q	D	3743	Yard	75
99.00	Wyndale.....	9.42	5.07	12.43	10.30	1.20	.....	.....	5971	650	132
107.88	Bristol..... O Y	10.00	5.20	12.55	11.00	1.35	B D	D N	Yard	Yard	.....
		A. M.	P. M.	A. M.	P. M.	P. M.					

PASSENGER STOP NOTES:

J—Stop to discharge revenue passengers from beyond Lynchburg.

K—Stop to discharge revenue passengers from beyond Lynchburg and to receive revenue passengers for Bristol and beyond.

M—Stop to discharge revenue passengers from Roanoke and beyond.

W—Stop to discharge or receive revenue passengers.

NOTE: In order to dispatch mail, Train 17 will stop at Pulaski when Train 42 is occupying siding.

NOTE: Train 45 will stop on flag at Max Meadows to receive US Mail.

NOTE: Train 45 will stop on communicating signal at Crockett to discharge express and on message to receive express.

Bristol to Radford—Eastward

Distance from Bristol	Time Table No. 17 EFFECTIVE Friday, July 1, 1960 STATIONS	FIRST CLASS			THIRD CLASS		FOURTH CLASS
		18	48	42	52	88	172
		Passenger Lv. Daily	Passenger Lv. Daily	Passenger Lv. Daily	Time Frt. Lv. Daily	Time Frt. Lv. Daily	Local Frt. Lv. Daily Ex. Sunday
.00	Bristol..... O Y	A. M. 2.55	A. M. 10.25	P. M. 8.00	A. M. 12.01	P. M. 3.05	A. M. 7.10
8.88	Wyndale.....	3.08	10.38	8.13	12.20	3.23	7.25
14.83	Abingdon.....	3.16	S 10.47	S 8.22	12.35 ¹⁷	3.36	8.05
18.80	Hayter.....	3.21	10.52	8.27	12.42	3.45	8.15
22.57	Meadow View.....	3.26	10.58	8.33	12.48	4.05	8.25
24.66	Emory.....	3.29	W 11.02	T 8.37	12.52	4.15	8.30
28.11	Glade Spring..... Y	3.33	W 11.06 ¹⁷¹	S 8.42	1.15	4.40 ⁴⁵	9.08 ⁴¹
33.66	Chilhowie.....	3.40	W 11.15	T 8.52	1.25	4.51	9.30
36.97	Seven-Mile Ford.....	3.44	11.20	8.57 ⁵¹	1.31	4.56	9.40
44.46	Marion.....	3.54	S 11.35	S 9.13	1.48	5.13	10.05 ¹⁷¹
49.96	Atkins.....	4.01	11.44	9.22	1.57	5.23	10.39
58.76	Rural Retreat.....	4.12	W 11.55	G 9.33	2.14	5.45	11.20
63.94	Crockett.....	4.18	12.01PM	9.39	2.22	6.00	11.35
71.68	Wytheville.....	4.29	S 12.11	S 9.51	2.36	6.25	11.52
79.76	Max Meadows.....	4.38	12.20	10.01	2.48	6.42	12.14PM
85.87	Clark.....	4.47	12.29 ¹⁷²	10.11	3.05	7.00 ⁵¹	12.29 ⁴⁶
89.36	Granite.....	4.52	12.34	10.16	3.15	7.10	12.40
92.45	Pulaski..... O Y	4.57	S 12.42	S 10.26	3.37	7.35	12.50
94.10	Dora Jct..... Y	4.59	12.44	10.28	3.41	7.39	12.55
98.94	Wysor.....	5.06	12.51	10.36 ¹⁷	3.59	8.05	1.08
99.84	Dublin.....	5.07	12.52	T 10.37	4.02	8.10	1.10
102.66	Melborn.....	5.11	12.56	10.41	4.12	8.23	1.16
106.71	JC..... W END D T	5.17	1.02	10.47	4.23	8.30	1.27
107.88	Radford..... O G	5.19	S 1.05	S 10.50	4.30	8.35	1.30
		A. M.	P. M.	P. M.	A. M.	P. M.	P. M.

PASSENGER STOP NOTES:

- G—Stop to discharge revenue passengers from Bristol and beyond or to receive revenue passengers for Roanoke and beyond.
- T—Stop to discharge revenue passengers from beyond Bristol and to receive revenue passengers for beyond Lynchburg.
- W—Stop to discharge or receive revenue passengers.

Between Dora Junction and Galax—Westward

Distance from Dora Junction	Time Table No. 17 EFFECTIVE Friday, July 1, 1960 STATIONS	THIRD CLASS		Telegraph Office	Telegraph Signals	Telephone Calls
		75	79			
		Freight Lv. Daily Ex. Sunday	Freight Lv. Daily Ex. Sunday			
		A. M.	P. M.			
.00	Dora Jct..... Y	5.30	3.00	.....	.....	— . .
4.22	Draper.....	5.40	3.10	.....	.....	.....
10.46	Allisonia.....	5.57	3.27	.....	.....	.....
15.69	Barren Springs.....	6.13	3.43	.....	.....	.....
21.87	Foster Falls.....	6.32	4.02	.....	.....	.....
26.87	Austinville.....	6.47	4.17	D	A U	. —
29.69	Ivanhoe.....	6.55	4.25	D	V A	. . .
37.76	Fries Jct.....	7.19	.....	.....	.....	.....
50.10	Galax..... Y	8.00	.....	D	G J	— —
		A. M.	P. M.			

No. 75 has right over No. 76 to Galax.

No. 79 has right over No. 80 to Ivanhoe.

Between Galax and Dora Junction—Eastward

Distance from Galax	Time Table No. 17 EFFECTIVE Friday, July 1, 1960 STATIONS	THIRD CLASS		Passing Sidings, Capacity in Feet	Station Sidings, Capacity in Feet
		76	80		
		Freight Lv. Daily Ex. Sunday	Freight Lv. Daily Ex. Sunday		
		A. M.	P. M.		
.00	Galax..... Y	9.45	.....	Yard	.....
12.34	Fries Jct.....	10.25	.....	.....	411
20.41	Ivanhoe.....	10.49	5.30	.....	931
23.23	Austinville.....	10.57	5.38	.....	326
28.23	Foster Falls.....	11.12	5.53	.....	260
34.41	Barren Springs.....	11.31	6.12	.....	1350
39.64	Allisonia.....	11.47	6.28	.....	.....
45.88	Draper.....	12.05PM	6.46	.....	930
50.10	Dora Jct..... Y	12.15	7.00	.....	.....
		P. M.	P. M.		

No. 75 has right over No. 76 to Galax.

No. 79 has right over No. 80 to Ivanhoe.

Regular trains on North Carolina Branch are not required to protect against extra trains.
Extra trains must run expecting to find regular trains unprotected.

**Abingdon Branch—Between Abingdon, Va., and
West Jefferson, N. C.**

Southward

Northward

Distance from Abingdon	FIRST CLASS	Time Table No. 17 EFFECTIVE Friday, July 1, 1960 STATIONS	FIRST CLASS	Telephone Calls	Siding Capacity in Feet
	201 Mixed Lv. Daily Ex. Sunday		202 Mixed Ar. Daily Ex. Sunday		
	A. M.		P. M.		
.00	7.30	Abingdon	3.10	— —	Yard
.38		Yard			1138
4.31		Watauga	F.....		400
9.06	F 7.55	Alvarado	F 2.41		460
10.96	F.....	Delmar.....	F.....		.....
12.51	F.....	Drowning Ford.....	F.....		.....
14.52	F.....	Vails Mill.....	F.....		.....
16.04	S 8.20	Damascus.....	S 2.16	— . —	820
17.82	F 8.25	Laureldale.....	F 2.06		400
22.77	F 8.40	Taylor's Valley.....	F 1.51		1605
26.57	F 8.58	Creek Junction.....	F 1.36		1120
30.60	F 9.19	Green Cove.....	F 1.21		390
33.53	F 9.34	Whitetop.....	F 1.06		990
39.53	F 9.56	Nella.....	F 12.41		280
43.94	F 10.09	Tuckerdale.....	F 12.29		480
46.50	F 10.19	Lansing.....	F 12.19	-	804
47.82	F 10.24	Bina.....	F 12.09		.....
49.98	F 10.31	Warrensville.....	F 12.01PM	.... -	390
52.95	F 10.41	Smethport.....	F 11.51		451
55.45	S 10.55	West Jefferson.....	Y S 11.45	— .. —	1600
	A. M.		A. M.		

No. 201 has right over No. 202 to West Jefferson.
 Regular trains between Abingdon and West Jefferson are not required to observe Rule No. 99.
 EXTRA trains must run expecting to find regular trains unprotected between these stations.
 MAIN LINE DERAILS—Main Line Derails are located as follows:
 Damascus, between station and junction switch.
 Whitetop, 300 feet south of passing siding switch. (Spring switch derail)
 West Jefferson, Mile Post 55 plus 576 feet. (Spring switch derail)

Abingdon Branch trains will reduce speed to five (5) miles per hour before passing over road crossings at the following locations:
 Mile Post 47 plus 5,000 feet.
 Mile Post 50 plus 3,700 feet.
 Mile Post 52 plus 1,590 feet.
 Mile Post 53 plus 4,750 feet.

RADFORD DIVISION

BULLETIN BOARDS

SPECIAL INSTRUCTIONS

STANDARD TIME

1. Clocks showing Standard Time are located as follows:

Roanoke.

Dispatchers' Office.
 Passenger Station, Telegraph Office.
 Yardmaster's Office, Park Street.
 Telegraph Office, 16th Street.
 Yardmaster's Office, Shaffers Crossing.
 Chief Caller's Office, Shaffers Crossing.
 Round House Foreman's Office, Shaffers Crossing.

Radford.

Telegraph Office.
 Engine House

Bristol.

Telegraph Office.
 Engine House.

Glade Spring.

Telegraph Office.

Bluefield.

Yardmaster's Office
 Engine House
 Passenger Enginemen's Register Room.

REGISTERING

2. Conductors only will examine registers, and will fill out and deliver Conductor's Check of Train Register, Form C. T. 24-A, to each Engineman. (Note Rules 83 and 590, Book of Rules.)

(a) First-class trains and passenger extras will register at Roanoke, Bluefield, and Bristol passenger stations. Dispatchers will transmit the register of first-class trains and passenger extras in both directions to the operators at 16th Street Yard Office, and Radford. This register must be repeated and recorded in train order book and the operators must enter it on train register.

(b) Catawba Branch trains will register at Salem.

Blacksburg Branch trains will register at Blacksburg Branch Junction.

Potts Valley Branch trains will register at Potts Valley Junction.

North Carolina Branch trains will register at Radford and Galax.

Fries Branch trains will register at Fries Junction.

Trains originating or terminating at Glade Spring, and Radford will register at these points.

Abingdon Branch trains will register at Abingdon Telegraph Office and West Jefferson.

(c) Freight trains will register at Yardmaster's Office, 16th Street, Yardmaster's Office, Shaffers Crossing, Bluefield Yard Office at the Scale House, and Yardmaster's Office, Bristol.

(d) Extra trains using Catawba, Blacksburg, Potts Valley, Fries and Saltville Branches will be governed by registers at Salem, Blacksburg Branch Junction, Potts Valley Junction, Fries Junction and Glade Spring.

First extra train registered on any of the above referred to Branches has right thereto, without protecting. Other extra trains must protect against trains registered on those Branches.

3. Bulletin Boards are located at the following points:

Roanoke:

Passenger Station.
 Passenger Enginemen's Register Room.
 Yardmaster's Office, 16th Street Enginemen's Register Room, Shaffers Crossing.

Bluefield:

Passenger Station.
 Passenger Enginemen's Register Room.
 Yardmaster's Office.
 Enginemen's Register Room.

Yardmaster's Office, Shaffers Crossing.

Radford:

Telegraph Office.
 Enginemen's Register Room.

Pulaski:

Yardmen's Wash and Locker Room

Glade Spring:

Telegraph Office.

Bristol:

Yardmaster's Office.
 Enginemen's Register Room.
 Yardmen's Locker Room.

SPEED RESTRICTIONS

Location and Conditions	Class of Service and Miles Per Hour	
	Passenger Trains	Freight or Mixed Trains Handled by Diesel Electric Engines
4. Main Lines:		
(a) Between W. B. and Bluefield (via Christiansburg).....	65	50
Except:		
Between W. B. and Mile Post 266.....	60	45
Between west end Glenvar and west end Elliston.....	60	50
Between Christiansburg and Walton.....	50	40
Between Walton and Mile Post 340.....	60	50
Also, westward trains, Between west end Elliston and Christiansburg.....	40	30
Between Mile Post 340 and Ada.....	45	40
Between Ada and Bluefield.....	40	30
Also, eastward trains, Between Bluefield and Oakvale.....	45	25
Between Oakvale and Mile Post 340.....	50	30
Between Christiansburg and west end Elliston.....	40	30
Between Walton and Pelton, middle or third track.....	25	25
(b) Between Walton and Bristol.....	65	50
Except:		
Between Walton and West End Morgan's Cut.....	45	35
Between West End Morgan's Cut and Pulaski.....	60	50
Between Pulaski and Clark.....	45	35
Between Clark and Max Meadows.....	60	50
Between Marion and Seven-Mile Ford.....	55	40
Branch Lines:		
(c) Catawba Branch.....		18
(d) Blacksburg Branch.....		25
Over Bridge 2476.....		5
(e) Potts Valley Branch.....		20
(f) North Carolina Branch.....		35
Except:		
Between Draper and Austinville, Mile Post 37 and 40 and Fries Jet and Galax.....		20
Over State Highway Route 58 at east end Galax Yard.....		10
(g) Saltville Branch.....		30
Between Bridge 373 and Plasterco.....		10
(h) Abingdon Branch.....	25	25
Between Taylors Valley and Nella.....	18	18
(i) The first paragraph of Rule 105, and Rule 105(b), Book of Rules, are modified to permit speed through turnouts, crossovers and sidings at points listed, as follows:		

**Authorized Speed
Miles Per Hour**

Location and Conditions:

	Authorized Speed Miles Per Hour	
	Passenger Trains	Freight Trains
Glenvar—Crossovers.....	30	30
Singer—Crossovers.....	30	30
Elliston—Middle Track.....	25	15
Arthur—Middle Track.....	25	15
Christiansburg—Middle Track.....	25	15
Pepper—Middle Track.....	25	15
Belspring—Turnout W END D T.....	30	30
Eggleston—Turnout E END D T.....	30	30
Lurich—Turnouts, east ends and west ends.....	30	30
Lurich—Middle Track.....	30	30
Blake—Middle Track (see note below).....	25	15
Mile Post 357—Crossover.....	30	30

Note: Second Paragraph—Rule 352: Speed is limited to 20 miles per hour while any part of a train is moving through a spring switch either to or from siding.

(J) Scale Test Cars must be handled in shifter and local freight trains only and at a speed of not more than 30 miles per hour.

(K) Speed restrictions required by ordinance through incorporated towns:

	All Trains Miles Per Hour
Marion, grade crossings except U. S. Route 11.....	25

(l) Speed is restricted to 15 miles per hour for all trains through turnouts at both ends of west leg of Walton wye track, where the wye track connects with the eastward main track on the Bluefield end and where the wye track connects with the westward main track on the Radford end.

Speed of all trains using power operated turnout at west end of Pulaski passing siding is restricted to 15 miles per hour.

The speed of Class S yard engines numbered 200 to 284, inclusive, is restricted to twenty-five (25) miles per hour, both in service and in tow.

(m) When a diesel engine is left on line of road or at relieving point, enginemen must take necessary precautions to prevent it from moving and to protect equipment.

(n) At points where diesel engine will be attended:

Place throttle in idle position, leave controlling unit's air brakes set up for lead position, make service application with automatic brake and leave in lap position, apply independent brake and leave in service position, place selector handle in "OFF" position, place reverser in neutral position, remove reverse handle and place in holder, open generator field circuit breaker, apply hand brake on controlling unit only.

(o) At points where diesel engine will be unattended, with diesel engines running:

Same as (n), except ALL hand brakes must be set.

(p) At points where diesel engine will be unattended, with diesel engine shut down:

Same as (n), except ALL hand brakes must be set and wheels blocked. Also open all circuit breakers on engine-man's control panels; open all two-blade knife switches and circuit breakers in electrical cabinet. Do not open single blade Ground Relay Switch.

When there is a chance of freezing weather, drain water system.

(q) DISC SPEED LIMIT SIGNALS AT APPROACH TO CURVES

Freight trains handled by diesel electric engines may use a speed of 5 miles per hour less than passenger train speed shown on the disc provided the time table maximum speed for freight trains is not exceeded.

(r) TEST MILE LOCATIONS

Test mile signs for checking speedometers on engines are located as follows:

On eastward and westward tracks MP 267 and MP 268 between Salem and Glenvar, and on eastward and westward tracks MP 335 plus 1325 feet and MP 336 plus 1420 feet between Narrows and Lurich.

On Bristol Line, MP 372.5 to MP 373.5 between Seven Mile Ford and Chilhowie, for eastward and westward trains.

On Bristol Line, MP-399.6 to MP 400.6 between Wallace and Wyndale, for eastward and westward trains.

STATIONS WHERE TIME IS NOT SHOWN AT WHICH TRAINS WILL STOP ON SIGNAL

5. No. 15 will stop at Wills for exchange of Parcel Post Mail.

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. The speed of freight trains handling light-weight engines, clam shells, cranes, ditching machines, derrick cars, pile driver outfits or other similar equipment is restricted to 45 miles per hour, and when such equipment is handled in other than local or work trains, it must be placed at the rear. Such equipment moving on revenue billing and derrick cars when handled in other than local, wreck or work trains, must be placed in train with boom trailing. Similar maintenance-of-way equipment will be handled in the same manner when practicable.

Occupied camp cars when handled in other than local or work trains must be placed at the rear, and when handled in trains requiring a pusher, the pusher must be placed ahead of such cars.

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

Passenger Service: (a) 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 crew should be used on lead engine.

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

9. When handling two or more diesel switch engines, or other units equipped with swivel type couplers, a car with conventional type couplers should be placed between each of the units having swivel type couplers.

10. Instructions for operating dual control switch machines are posted inside the telephone box near each of these machines. The machines must not be operated until the instructions are clearly understood.

11. In order to further designate position light Stop and Stay signals, an additional plate bearing the letter "S" has been attached to the number plates of all position light Stop and Stay signals, other than dwarf signals.

12. Trains handling engines dead-in-tow with both side and main rods removed are restricted to a speed of 20 miles per hour, and trains handling engines dead-in-tow with main rods only removed are restricted to a speed of 30 miles per hour.

13. Rule 21, Book of Rules is Modified as follows:

(a) The use of white classification signals will not be required in double track territory. All freight trains will be considered as extra trains.

(b) The use of white classification signals will not be required on single track where Traffic Control is in service, as covered by Rule 261. All freight trains will be considered as extra trains.

14. White porcelain insulators have been installed on certain portions of the Railway's communication pole line to indicate the dispatcher's circuit. Portable telephone users, when hooking up telephones, will connect to this circuit.

Caution must be exercised to see that connections are made only to the Railway's communication pole line. At some locations power companies, where their lines cross our tracks or parallel our tracks either on or off the right of way, use white insulators.

15. The definition of "Engine," as shown on Page 10, Book of Operating Rules, reading: "ENGINE—A unit propelled by any form of energy and used in train or yard service" is modified to read: "ENGINE—A unit propelled by any form of energy, or a combination of such units operated from a single control, used in train or yard service."

16. The second paragraph of Rule 102(b), Book of Rules, reading: "Trains having trouble will flag following superior trains around with least delay" is modified to read: "Trains having trouble will flag following trains around with least delay."

17. The second paragraph of Rule 346, Book of Operating Rules, is modified to read as follows: "At points other than in yard limits, between the outer switches of passing tracks and within the limits of track signals bearing the words 'water' or 'coal' at water or coaling stations outside of passing track limits, crews must protect before entering main track, regardless of indication of switch indicator. Trains entering main track under above conditions will run at low (restricted) speed to next automatic block signal."

18. Rule 15(a), Book of Operating Rules, is modified to read as follows: "In automatic block signal territory, fuses and torpedoes will be used by trainmen of trains carrying passengers as prescribed by Rule 99, and by trackmen and bridgemen when tracks or bridges are unsafe or obstructed, but will not be used by freight trainmen except in emergency and as prescribed by Rule 99 when entering the main track at hand-operated switches where indicator is in stop position, or in the absence of an indication."

19. Rule 445, Book of Operating Rules, is modified to read: "When handling or switching passenger equipment or occupied camp cars, air hose must be coupled and air cut in, and extreme care used to avoid injury to those working in or around such equipment. Passenger trains should not be switched from both ends at the same time when practicable to avoid it, and when necessary to do so, every precaution must be exercised to avoid accidents. When practicable, clerks working in parked RPO cars should be notified before the cars are coupled to or moved."

20. The headlight will be displayed to the front of every train in road service by day and night. The first sentence of Rule 17 and the first sentence of Rule 584, Book of Operating Rules, are amended accordingly.

The headlight of engines in road service will be dimmed during the day while standing in yards or terminals.

21. In an emergency when necessary to double-head diesel unit with steam engine, the diesel unit should be operated as the lead engine when practicable to do so.

22. Trains or engines delayed for any reason when approaching a grade crossing protected by automatic gates or flashing light signals, or after having been stopped by signal indication displayed by the first automatic signal in advance of such protected crossings, must approach the crossing prepared to stop and must not move over the crossing unless the automatic protection is operating or the crossing is protected by a member of the train crew or by a flagman.

23. An employee ordered to go on duty before expiration of his legal off-duty period under the Hours-of-Service Act, must report the fact to the proper office before going on duty.

24. When speed of trains handled by diesel electric units remains below 12 miles per hour for passenger type units, or 10 miles per hour for freight type units for more than 10 minutes continuously with throttle in maximum position (No. 8), there is danger of damaging the traction motors. Under these conditions engine crew should stop and call the Dispatcher for instructions.

In consists where freight and passenger units are mixed, the most restrictive speed (12-MPH) shall apply. Reducing the throttle position from No. 8 position at low speed does not protect traction motors from heating in the overload time limit period.

25. The maximum speed of motor cars, burro cranes, clam shells, and other self-propelled track machines must not exceed twenty (20) miles per hour at any point, and must be reduced to six (6) miles per hour over switches and frogs, and while passing

trains on the opposite track, through station grounds, or where pedestrians are likely to be struck. The speed of motor cars, burro cranes, clam shells, and other self-propelled track machines when approaching all grade crossings must be reduced so that positive stop can be made before entering crossing if occasion demands, and they must not move over a crossing at a speed in excess of six (6) miles per hour. Warning must be sounded continuously through stations, tunnels and while passing trains or cars running or standing on adjacent track, and while approaching or passing over all grade crossings.

26. The last sentence of the first paragraph of Rule 211, Book of Rules, reading:

"But when delivery to enginemen will take the operator from the immediate vicinity of his office, the engineman's copy will be delivered by conductor,"

is modified to read:

"But when delivery to enginemen will take the operator from the immediate vicinity of his office, the engineman's copy will be delivered by conductor or trainman."

27. The maximum tractive effort of an engine consisting of five 1800 HP diesel units, or equivalent, is close to the designed strength of a car coupler and for this reason tonnage of any one train must not exceed the slow freight rating for five units. However, for the purpose of balancing power, a maximum of six units may be used in an engine consist with multiple unit control, provided care is exercised to see that the maximum tractive effort used does not exceed that of five units.

Because of the large amount of braking effort available on an engine consisting of six units, the dynamic braking of six units must be handled carefully to prevent damage to train.

28. Rule 99, Book of Rules, is supplemented by a note following the rule reading as follows:

"When trains are operating under automatic block signal system rules protection against following trains on the same track will have been complied with when full protection is afforded against trains moving at Low (Restricted) Speed."

29. All signal aspects for the government of train movement have been consolidated and are shown in timetable.

LOCAL

100. Automatic block is in effect between Jefferson Street, Roanoke, Va., and Bluefield, W. Va., passenger station; also, between Walton and State Street Crossing, Bristol, Va. Note Rules 335 to 353, inclusive, Book of Rules.

101. TRAFFIC CONTROL IS IN SERVICE AS FOLLOWS:

- (a) Eastward main track only between WB and double crossovers just east of east switch Glenvar.
- (b) Between double crossovers just east of east switch Glenvar and Pelton.
- (c) Eastward main track only between Pelton and Walton.
- (d) Between Walton and east end of double track 407 feet west of Mile Post 315, about 4800 feet east of Eggleston Station.
- (e) Eastward main track only between Blake and R D Tower.
- (f) Between Walton and State Street Crossing at Bristol.
- (g) When traffic control is in service, trains not scheduled by time table or train order will proceed, extra, on signal indications. (Note rules 261, 263, and 264, Book of Rules.)

102. The middle or third track Walton to Pelton is for the exclusive use of eastward trains.

103. Passenger trains must get a clearance card before leaving Roanoke, Bluefield, and Bristol.

- (a) Freight trains must get a clearance card before leaving Roanoke and Bristol.
- (b) All trains originating at Radford must get a clearance card before leaving.
- (c) North Carolina Branch trains must get a clearance card before leaving Galax.
- (d) Abingdon Branch trains must get a clearance card before leaving Abingdon and West Jefferson.

Should wire fail before trains are ready to leave points named, if Operator has no orders for trains ready to depart, he may issue a clearance card.

(e) Trains originating at South Roanoke for Bluefield District and trains from Bluefield District for South Roanoke must get a Clearance card before leaving Salem.

(f) White classification signals will not be required on extra trains using Catawba, Blacksburg, Potts Valley, and Saltville Branches.

104. On North Carolina Branch trains will be blocked as follows and Rule 91 (a), Book of Rules, is modified accordingly.

(a) Passenger, mixed, circus and carnival trains will be moved only under absolute block with reference to preceding, following and opposing trains, and the block between open telegraph stations must not be occupied when such trains are due therein except as provided in Rule 316, Book of Rules.

(b) Freight trains preceding and following will be handled under permissive block under Rules 308, 312 and 313, Book of Rules, using permissive card when block is occupied, except that trains handling camp cars occupied by men will be moved only under absolute block, but may be moved under permissive block with reference to preceding trains other than passenger, mixed, circus, and carnival trains, where there is an intervening siding, at which there is no communication.

105. Engine air brake feed valve pressures will be set at 80 pounds for freight trains Bluefield or Radford to Roanoke. Rule 49, Form MP 100, Rules of Equipment Operation and Handling, is modified accordingly.

106. Omitted.

107. Eastward freight trains and extras Blake to West Roanoke and westward freight trains and extras Elliston to Bluefield, will proceed on signal indication with the current of traffic with respect to overdue superior trains. This will in no way relieve trainmen from protecting their trains in accordance with Rule No. 99. When, for any reason, an unusual condition or defects exist with train or engine which will prevent it making normal movement, engineman or conductor will notify the nearest operator by telephone or message.

108. Rule 438 is supplemented as follows:

Conductors of freight trains must make record in their train books of the caboose gauge pressure approaching the following points: Christiansburg, east and west; Gunton Park, east and west; White-top, north and south, and leaving Bluefield eastward.

109. Yardmaster at Roanoke may move trains of inferior class ahead of trains of superior class from West Roanoke.

Yardmaster at Radford may move trains of inferior class ahead of trains of superior class from Radford to Walton.

Yardmaster at Bluefield may move trains of inferior class ahead of trains of superior class from Bluefield to Blake, but they must not be started less than 15 minutes ahead of the scheduled time of superior trains at Bluefield.

110. Yardmasters at Roanoke and Bluefield may start freight extras and Yardmasters at Radford and Bristol may start freight extras, first notifying Superintendent's office of the hour they are to leave and their destination.

111. Derail is located on Catawba Branch main track 4,730 feet north of Mile Post 3.

112. Trains, engines, and motor cars must not pass over State Street Crossing, Bristol, or Harrison Street Crossing, Radford, unless the gates are down or the crossing protected by a watchman.

113. Telegraph offices listed below will handle Train Orders or Block Trains and will be open as follows:

RD Tower.....	Continuously.
Pearisburg.....	7:30 A. M. so 10:45 P. M.
Elliston.....	7:00 A. M. to 4:00 P. M. except Sat. and Sun.
Radford.....	Continuously.
Wytheville.....	7:30 A. M. to 11:30 P. M.
Marion.....	8:00 A. M. to 5:00 P. M.

Glade Spring...	8:00 A. M. to 11:59 P. M.
Abingdon.....	7:00 A. M. to 4:00 P. M.
Damascus.....	7:50 A. M. to 4:50 P. M., except Sat. and Sun.
Lansing.....	8:30 A. M. to 5:30 P. M., except Sat. and Sun.
West Jefferson..	8:00 A. M. to 5:00 P. M., except Sat. and Sun.
Austinville....	7:00 A. M. to 4:00 P. M., except Sat. and Sun.
Ivanhoe.....	8:00 A. M. to 5:00 P. M., except Sat. and Sun.
Fries.....	8:00 A. M. to 5:00 P. M., except Sat. and Sun.
Galax.....	7:30 A. M. to 4:30 P. M., except Sat. and Sun.

(a) The following offices listed below will not handle Train Orders or Block Trains and will be open as follows:

Glen Lyn.....	7:00 A. M. to 4:00 P. M., except Sat. and Sun.
Narrows.....	7:30 A. M. to 4:30 P. M., except Sat. and Sun.
Ripplemead....	7:30 A. M. to 4:30 P. M., except Sun.
Pembroke.....	7:30 A. M. to 4:30 P. M., except Sat. and Sun.
Christiansburg.	8:00 A. M. to 5:00 P. M.
Blacksburg....	8:00 A. M. to 5:00 P. M., except Sat. and Sun.
Salem.....	6:00 A. M. to 3:00 P. M., except Sun.
Dublin.....	8:00 A. M. to 5:00 P. M., except Sat. and Sun.
Pulaski.....	8:00 A. M. to 5:00 P. M., except Sat., Sun. and holidays.
Max Meadows..	7:30 A. M. to 4:30 P. M., except Sat. and Sun.
Crockett.....	8:00 A. M. to 5:00 P. M., except Sat. and Sun.
Rural Retreat..	7:30 A. M. to 4:30 P. M., except Sat. and Sun.
Chilhowie.....	8:00 A. M. to 5:00 P. M.
Plasterco.....	8:00 A. M. to 5:00 P. M., except Sun.
Saltville.....	8:00 A. M. to 5:00 P. M., except Sat. and Sun.
Meadow View..	8:30 A. M. to 5:30 P. M., except Sat. and Sun.
Draper.....	7:00 A. M. to 4:00 P. M., except Sat. and Sun.

(b) The following telegraph offices will observe Sunday and holiday hours as follows:

Damascus.....	7:50 A. M. to 9:50 A. M., Holiday only.
West Jefferson..	10:45 A. M. to 12:45 P. M., Holiday only.
Galax.....	7:00 A. M. to 10:00 A. M., Holiday only.

Agents at Glen Lyn, Pembroke, Elliston, Dublin, Draper, Max Meadows, Crockett, Rural Retreat, Marion, Saltville, Meadow View and Lansing will not observe Holiday hours.

114. (a) Use of wreck cars permissible on branches as follows:

Catawba Branch, except Coal Wharf at Hanging Rock—150 Tons.
Blacksburg Branch—120 Tons—Flat cars as idlers must be used at each end of derrick car.
Potts Valley Branch, west of Norcross—150 Tons.
Pearisburg Tannery Spur—150 Tons.
Radford Branch—150 Tons.
North Carolina Branch—150 Tons.
Pulaski Rolling Mill Spur, Bridge 364—150 Tons.
Saltville Branch—150 Tons.
Abingdon Branch—120 Tons.
Dixie Tannery Spur, Bristol—except Bridge 392—150 Tons.

(b) Engines must not be allowed to go on Bridge 192, known as Hill Track trestle, Radford Yard.

(c) Engines must not be used on coal trestle Town of Salem Siding Mile Post N-265 plus 553 feet.

(d) White post has been placed at corner of building track leading to Salem Foundry just east of Salem passenger station. Engines must not pass this point due to curvature.

(e) All tracks in Koppers Timber Treating plant at Glenvar, except Nos. 1 and 2 Interchange tracks connected to the main line are restricted to engines.

115. The maximum gross weight of car and lading over Radford Division is 260,000 pounds, except Catawba Branch—210,000 pounds; Blacksburg Branch—210,000 pounds; and Abingdon Branch—170,000 pounds.

116. Location of Outside Telephones

Outside telephone boxes equipped with locks must be locked immediately after use.

Telephones are located at all Stop and Stay Signals, each end of passing sidings, junction points, main track crossovers and electric lock switches.

Rule 117. YARD LIMITS

Yard Limit Signals are located as follows:

- (a) South side of eastward track 1,000 feet west of MP 262, protects trains and engines within Roanoke Yard.
- (b) North side of westward track at MP 264, and south side of eastward track at MP 265, protects trains within these limits.
- (c) North side of westward track at east end of Christiansburg middle track, and south side of eastward track, MP 291 plus 4,407 feet, protects trains within these limits.
- (d) North side of westward track at MP 304 protects westward trains to Bluff.
- (e) North side of westward track 3,000 feet east of Narrows station, and south side of eastward track, 2,500 feet west of Narrows Branch Junction, protects trains within these limits.
- (f) South side of eastward track 2,380 feet west of Mile Post 340 near Virginian Overhead Bridge west of Glen Lyn, protects eastward trains to west switch of Lurich Middle Track.
- (g) North side of westward track 246 feet west of MP 360, protects trains and engines within Bluefield Yard.
- (h) North side of westward track 2,100 feet east of MP 299, between Walton and Radford and south side of track at JC, protects trains and engines within Radford Yard.
- (i) North side of track at east end of Pulaski Yard near Dora and south side of track at west end of Pulaski Yard near Bridge 243 and south side of North Carolina Branch main track 3,000 feet west of junction, protects trains and engines within Pulaski Yard.
- (j) South side of main track 4,400 feet west of Austinville and north side of main track 3,300 feet east of Austinville, protects trains within these limits.
- (k) North side of main track east of Ivanhoe, MP 31 plus 650 feet, and south side of main track west of Ivanhoe, MP 33 plus 300 feet, protects trains within these limits.
- (l) Two thousand (2,000) feet from Fries Junction in each of the three directions, protects trains within these limits.
- (m) North side of main track 2,500 feet east and south side of main track 1,500 feet west of Gossan Junction, protects trains within these limits.
- (n) North side of main track 1,500 feet east of east switch at Galax, protects trains to end of track west of Galax station.
- (o) South side of main track at Marion, MP365 plus 750 feet, protects eastward trains to west end of Marion passing siding.
- (p) North side of main track 820 feet west of east switch at Glade Spring and south side of main track, MP 381 plus 4,800 feet, protects trains within these limits.
- (q) South side of Saltville Branch main track 500 feet west of Wye switch, protects trains to Saltville Branch Junction.
- (r) North side of main track just east of old hotel at Saltville, protects trains to Saltville passenger station.
- (s) East side of Abingdon Branch main track one mile south of junction, protects trains to junction.
- (t) North side of main track at Litchfield, MP 392 plus 500 feet, and south side of main track at Gilpins, MP 394 plus 750 feet, protects trains through Abingdon within these limits.
- (u) North side of main track at MP 406, protects trains and engines within Bristol Yard.

Rule 118. SPRING SWITCHES

Spring Switches are located as follows:

- Pull out track at WB
- East and West end Blake middle track
- Note Rules 352 and 364, Books of Rules

SPECIAL INSTRUCTIONS

SOUTH ROANOKE TO KELLYSVILLE VIA WHITETHORNE

STANDARD TIME

1. Clocks showing Standard Time are located as follows:

- South Roanoke:
 - Yard Office
 - Walnut Avenue Tower

REGISTERING

2. Conductors only will examine registers, and will fill out and deliver Conductor's Check of Train Register, Form C. T. 24-A, to each Engineman (Note Rules 83 and 590, Book of Rules.)

(a) First Class trains and passenger extras will register at Walnut Avenue Tower. Dispatchers will transmit the register of first class trains and passenger extras in both directions to the operators at "AG", west end. This register must be repeated and recorded in train order book and the operators must enter it on train register.

(b) Freight trains will register at South Roanoke Yard Office.

BULLETIN BOARDS

3. Bulletin Boards are located at the following points:

- South Roanoke Yard:
 - Yard Office
 - Enginehouse

SPEED RESTRICTIONS

4. Location and Condition

Location and Condition	Class of Service and Miles Per Hour	
	Passenger	Freight or Mixed Trains Handled by Diesel Electric Engines
Main Line:		
(a) Between South Roanoke Yard Limit and Kellysville.....	35	35
Except:		
Between Fagg and Merrimac.....	35	25

(b) The first paragraph of Rule 105, and Rule 105(b), Book of Rules, are modified to permit speed through turnouts, cross-overs and sidings at points listed below:

Locations and Conditions	Authorized Speed Miles per Hour	
	Passenger Trains	Freight Trains
Salem—Turnouts and connecting track.....	30	30
VN—Turnouts and connecting track....	30	30
Kelleville—Turnouts and connecting track.....	30	30

(c) Scale test cars must be handled in shifter and local freight trains only and at a speed of not more than 30 miles per hour.

5. When a diesel locomotive is left on line of road or at relieving point, enginemen must take necessary precautions to prevent it from moving and to protect equipment.

(a) At points where diesel locomotive will be attended:

Place throttle in idle position, leave controlling unit's air brake set up for lead position, make service application with automatic brake and leave in lap position, apply independent brake and leave in service position, place selector handle in "OFF" position, place reverser in neutral position, remove reverse handle and place in holder,

open generator field circuit breaker, apply hand brake on controlling unit only. At points where diesel locomotive will be unattended, with diesel engines running:

Same as (a), except ALL hand brakes must be set. At points where diesel locomotive will be unattended, with diesel engine shut down:

Same as (a), except ALL hand brakes must be set and wheels blocked. Also open all circuit breakers on engineman's control panels; open all two-blade knife switches and circuit breakers in electrical cabinet. Do not open single blade Ground Relay Switch.

When there is a chance of freezing weather, drain water system.

(6) TEST MILE LOCATIONS

Test mile signs for checking speedometers on engines are located as follows:

West of Mile Post 254 and 255 west of Salem.

West of Mile Post 321 and 322 west of Rich Creek.

300. Manual Block is in effect between "AG", west end of South Roanoke Yard and west switch connecting track Salem, and between VN and Kellysville. Trains will be blocked as follows and Rule 91 (a), Book of Rules, is modified accordingly.

(a) Passenger, mixed, circus and carnival trains will be moved only under absolute block with reference to preceding, following and opposing trains, and the block between open telegraph stations must not be occupied when such trains are due therein except as provided in Rule 316, Book of Rules.

(b) Freight trains preceding and following will be handled under permissive block under Rules 308, 312 and 313, Book of Rules, using permissive card when block is occupied except that trains handling camp cars occupied by men will be moved only under absolute block, but may be moved under permissive block with reference to preceding trains other than passenger, mixed, circus, and carnival trains, where there is an intervening siding, at which there is no communication.

301. Traffic Control Is In Service As Follows:

(a) Between east switch connecting track at Salem and VN.

(b) When traffic control is in service, trains not scheduled by time table or train order will proceed extra, on signal indications. (Note Rules 261, 263 and 264, Book of Rules).

302. (a) Passenger trains must get a clearance card before leaving South Roanoke.

(b) Freight trains must get a clearance card before leaving South Roanoke Yard and Kellysville.

303. Power operated connecting tracks between Roanoke-Bluefield line and South Roanoke-Kellysville line are located as follows:

(a) Salem—Controlled by Dispatcher in Roanoke.
VN—Controlled by Dispatcher in Roanoke.
Kellysville—Controlled by Operator at "RD".

(b) Freight trains and extras using connecting tracks at Salem, VN and Kellysville will proceed on signal indication with the current of traffic with respect to overdue superior trains.

304. Manual block stations open day and night are located at the following points:

"AG" west end South Roanoke Yard.
Salem
Merrimac
Whitethorne
Pembroke
Rich Creek
Kellysville.

(a) Stations open as follows will not handle train orders or block trains:

Celco..... 8:00 A. M. to 5:00 P. M.
Ellett..... 8:00 A. M. to 5:00 P. M.

305. Rule 438 is supplemented as follows:

Conductors of eastward freight trains must make record in their train books of the caboose gauge pressure approaching Merrimac.

(a) White classification signals will not be required on extra trains between South Roanoke and Kellysville.

306. ELECTRIFIED TERRITORY

(a) Between Kellysville and Mullens there are certain zones defined as "Low Wire Zones". All tunnels, including one (1000) thousand feet on each side thereof, are to be considered as Low Wire Zones. Low Wire Zones will be indicated by Circular Signs marked "DANGER—LOW WIRE", lighted with electric lamps.

(b) Whenever it becomes necessary for trainmen to go on top of cars, or an engineman on top of an engine in Low Wire Zones, the conductor or engineman shall call the Narrows Power Director from the nearest 'phone, advising him of the circumstances and giving the position and direction of the train.

(c) He shall request the Narrows Power Director to de-energize the section or sections of trolley under which the train is standing and shall wait until advised by the Narrows Power Director that the trolley is de-energized.

(d) After the trolley is de-energized and both the Narrows Power Director and engineman are satisfied that the engine is under the de-energized trolley, the engineman will open all circuit breakers and on direction from the Narrows Power Director will put one ground switch in on the engine. This will ground the trolley and provide the necessary ground protection.

(e) When the train is ready to proceed and all men are in the clear, the engineman will open the ground switch and call the Narrows Power Director or have the conductor call (whoever requested the clearance in the first instance), advising him that the ground switch is open, requesting the trolley be energized.

(f) Employees are cautioned at all times to exercise great care to protect themselves from coming closer than eighteen (18) inches to the overhead electrical construction and they are further cautioned that when using tools or appliances on engines contact of these devices with the overhead electrical construction may be fatal.

When giving signals in the Low Wire Zones, it must not be done directly under trolley wire or within eighteen (18) inches of the overhead electrical construction.

(g) When operating road way or wrecking equipment, employees must remove or adjust any obstruction on the top thereof that may come in contact with the overhead electrical construction. Booms must always be lowered to clear the overhead electrical construction.

(h) Ditching machines, locomotive cranes and power derricks must not, under any circumstances, in the electrified territory between Mullens and Kellysville work in the Low Wire Zones while the line is energized, and must not work anywhere in the electrified territory unless the booms of the machines are properly insulated.

(i) Employees are hereby notified that the overhead electrical construction is energized at all times except when notified in writing to the contrary over the signature of the Narrows Power Director.

(j) In the Electrified Zone, in case of power interruption lasting more than three (3) minutes, it will be the duty of the engineman to report to the Narrows Power Director or the Train Dispatcher, giving any symptoms that may be observed which will enable the Power Director to get in touch with the engine crew for the purpose of having the pantograph lowered for testing purposes if necessary in order that it may be definitely determined whether the trouble is in the engine.

ROANOKE TERMINAL

Local Class of Service and Miles Per Hour

Speed Restrictions	Class of Service and Miles Per Hour		
	Passenger Trains	Mixed Trains	Freight Trains and Engines
200. Through Roanoke Terminals...	40	30	20
Exceptions:			
Between TC Junction and Demuth Junction.....	35	35	35
Entering or leaving Roanoke Interlocking Plant.....	15	15	15
Between Commerce Street and Shaffers Crossing undergrade (24th St.).....	30	30	15
Through Station Tracks Nos. 1, 2, 3 and 4.....	10	10	10
East leg of Campbell Avenue Wye....	5	5	5
West leg of Campbell Avenue Wye....	10	10	10
Belt Line Track.....	15	15	15
Between Campbell Avenue and South Jefferson Street.....	20	20	15
Between South Jefferson Street and Yard Limit.....	30	25	20
Receiving, Forwarding and Classification Tracks.....	10	10	10
Running Tracks.....	10	10	10

(a) Speed of engines in backward motion, with or without cars, will be restricted to 30 miles per hour, curve boards and rules requiring greater restriction to govern.

(b) Scale test cars will be moved only in local freight trains, and the speed of local trains handling such cars is restricted to 30 miles per hour.

201. Trains, engines or motor cars must not enter upon or pass over street crossings protected by gates, unless the gates are down or the crossing protected by watchman.

(a) Enginemen and firemen will register position of crossing gates in Roanoke Terminal.

202. Before trains depart from Roanoke Yard, Conductors in charge thereof must see that a sufficient number of hand brakes are set on any cars that are left in the track, to prevent them from dropping out by gravity.

(a) Hand brakes must not be released on outgoing trains until engines have been attached to such trains.

203. Conductors of trains entering Roanoke Yard must see that sufficient hand brakes are applied to prevent train from moving. Trains yarded east of Shaffers Crossing will have hand brakes applied on east end, and trains yarded west of Shaffers Crossing will have hand brakes applied to the west end.

(a) There is a difference in braking power of diesel engine units, as compared with steam engines, particularly in yard service when handling drafts of cars without air. It is the responsibility of the conductors in charge of yard crews handled by diesel engines to see that a sufficient number of hand brakes are applied to properly and safely control such movements.

This does not relieve other train and engine service employees of their responsibilities, under the rules.

(b) Attention is called to the heavy grade on the following tracks between the Belt Line Junction and the River Bridge, South Roanoke: Both Wye connections to main track, Atlantic Refining Company Siding and Graves-Humphreys Hardware Company Siding. Engine must be coupled to cars and extreme care used to prevent runaway.

204. Yard crews handling cars on main and running tracks at night must have a yardman on the rear car with a lighted lantern.

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

(a) Traffic Control is in service between Roanoke Passenger Station and North Roanoke, and between the Passenger Station and end of Double Track at a point 1,000 feet south of "JK" Tower, and on EASTWARD and WESTWARD MAIN TRACKS between Yard

Limit at W. B., West Roanoke, and Yard Limit at East Roanoke, and on westbound running track between 16th Street and 24th Street, and between TC Junction and Demuth Junction.

Note Rule 212, paragraph B, Roanoke Terminal Time Table, also note Rules 261, 263 and 264, Book of Rules.

(b) When Traffic Control is in service, trains not scheduled by Time Table or train order will proceed, extra, on signal indication.

206. Between 5:00 P. M. and 8:00 A. M. westward movement may be made over the Belt Line from Franklin Road crossing to Norwich Junction.

(a) Westward movement must not be made on the Belt Line from switch leading to Siding 96 (Roanoke Ice & Cold Storage), to Norwich Junction, between 8:00 A. M. and 5:00 P. M., except under flag protection, or special instructions. Yard engines, passing the switch leading to Siding 96, and unable to reach Norwich Junction by 8:00 A. M. must protect against eastward movement.

(b) Eastward movements may be made on the Belt Line from Norwich Junction to Siding 96 (Roanoke Ice & Cold Storage), between 8:00 A. M. and 5:00 P. M., but must not proceed east of this siding except under flag protection or special instructions.

207. Freight trains from the east will not block the crossing leading into Roanoke Shops at 8½ Street, until Signal 88-L or 90-L is in clear position. This also includes yard engine handling cars. If this crossing is blocked in excess of five minutes the crossing must be cut promptly.

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. Trains and engines using running tracks will exercise extreme care. Note Rule 109, Book of Rules.

(a) The movement of engines and/or cars across public grade crossings must be protected by member of crew if the grade crossing is not protected by Watchman or Automatic Device.

Note Rule 103, Book of Rules.

209. Trains and engines from the Radford Division will not foul the diamond crossover opposite the switch box or enter Tracks 1 to 20, inclusive, without first receiving signal from the switchtender. A green light will be used at night by the switchtender; other movements must not accept green lantern signals.

(a) Engine crews must see that the derail and switches are properly lined and get a signal from switchtender before moving off the outgoing tracks at Shaffers Crossing. At night the switchtender must use a green lantern for this purpose. Outgoing engines will not accept other than green lantern signals until they leave the engine terminal tracks west of coal wharf. When there is more than one engine headed in the same direction, the switchtender must take appropriate action to prevent accident. Other engines and trains will not accept a green lantern signal.

(b) Movements on eastward running track will not pass west end of yard office at Park Street without hand or lantern signal.

Trains and road engines will not foul ladder track when moving out of forwarding tracks 1 to 8, inclusive, Park Street, without a proceed signal from switchtender. A green lantern must be used at night for signaling trains out of tracks 1 to 8 inclusive. Other trains and engines will not accept green lantern signal.

210. When an engine moves east of apex of the Hump, a westward movement must not be made until the engine moves east of the trimmer signal, and before the movement is started it will be necessary to get the trimmer signal in Yellow position. In cases where it becomes necessary to make a westward movement without proceeding east of the trimmer signal, the engineman must be informed of the situation before the movement is made. A member of the crew must also examine the switchpoint to the spring switch located on the east side of the scales to see that it is properly lined up before passing over it.

(a) Engine with or without cars must not move west over Hump on south track while humping is in progress on north track without hand signal from yardman on ground.

211. The attention of crews of freight trains entering Roanoke Yard is directed to Rule 102B, Book of Rules. Road crews are not

relieved of the responsibility of getting trains around them when delays occur after entering yard, but will promptly consult with Yardmaster as to action to be taken.

212. Westward movements will not be made on switching lead (Tail Track) between 16th Street and 24th Street, except under flag protection.

(a) Eastward movements will not be made on switching lead (Pull-up), except under flag protection.

(b) Trains and engines will not enter westbound running track or switching lead at crossover located just east of Radford Division cab track, without permission from yardmaster.

Note Rule 346, Book of Rules.

213. Yard crews will not pass Signal 4-R at North Roanoke without permission from the Dispatcher; and will not re-enter the main track between the end of double track and Yard Board at North Roanoke without permission from the Dispatcher after clearing the main track.

(a) When necessary for yard engines to perform switching service south of Signal RW-73, located just south of the switch leading to the south leg of the Wye, the Conductor in charge of the yard crew must contact the Dispatcher and find out about the movement of trains, and will not pass this signal without permission from the Dispatcher.

214. Headlights of engines, while standing, will be dimmed.

215. 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.

216. The use of engine whistles within the city limits of Roanoke is restricted by the following City Ordinance, which must be observed:

"BE IT ORDAINED by the Council of the City of Roanoke:

"Section 1. That the sounding or blowing of engine whistles within the corporate limits of the City of Roanoke is hereby forbidden and prohibited, except as may be necessary for the transmission of signals or in emergency to prevent accidents.

"Section 2. Any violation of this ordinance shall be punished by a fine of not less than \$5.00 nor more than \$10.00 for each offense."

217. **Restricted Use of Sidings and Trestles:**

Engines must not be used on trestles.

(a) When necessary to place cars on trestles, engine will hold to sufficient cars to make proper placement.

(b) The Pile Driver, Jordan Spreader, 200 and 250 ton derrick cars must not be operated through the retarders, due to insufficient retarder clearance.

218. **Location Spring Switches**

W. B.—Pull-out Track Switch.

West End Ladder—Empty Side Yard.

Pocket Switch.

Tail Track.

Westbound Running Track.

No. 1 Track.

Engine Terminal.

North Track to Turn Table.

Hump.

East End, North Scale Track.

East End, South Scale Track.

Note Rules 352 and 364, Book of Rules.

219. Crews switching at Roanoke Freight Station, when pulling cars off Tracks 1, 2, 3, 4 and 5, will have at least one brakeman on east car, with sufficient hand brakes applied to properly control cars should they become detached from engine.

Not more than three (3) loaded cars should be cut off to one brakeman when cars are moving into any one of the Freight Station tracks, when the track is clear.

Not more than three (3) loaded cars should be cut off to a brakeman when moving into Freight Station Tracks 6, 7 and 8, at any time.

Cars spotted in Tracks 1, 2, 3 4 and 5 for unloading should be at least ten (10) feet from stop block, with sufficient hand brakes applied to prevent cars from striking the stop block when being coupled to by engine or other cars.

220. When it is necessary or desirable for road or yard engines or hostlers to swap the control station from one end of a diesel engine to the opposite end, while on Roanoke Terminal, engine must be stopped in the clear of ladder tracks while the swap of control stations is being made.

221. When a diesel engine is left on line of road or at relieving point, enginemen must take necessary precautions to prevent it from moving and to protect equipment.

(a) At points where diesel engine will be attended:

Place throttle in idle position, leave controlling unit's air brakes set up for lead position, make service application with automatic brake and leave in lap position, apply independent brake and leave in service position, place selector handle in "OFF" position, place reverser in neutral position, remove reverse handle and place in holder, open generator field circuit breaker, apply hand brake on controlling unit only.

(b) At points where diesel engine will be unattended, with diesel engines running:

Same as (a), except all hand brakes must be set.

(c) At points where diesel engine will be unattended, with diesel engine shut down:

Same as (a) except all hand brakes must be set and wheels blocked. Also open all circuit breakers on engineman's control panels; open all two-blade knife switches and circuit breakers in electrical cabinet. Do not open single blade Ground Relay Switch.

When there is a chance of freezing weather, drain water system.

222. Loaded Trailer Flats (In Piggy Back Service) will not be moved over hump except when handled by engine, with or without other cars coupled.

223. Enginemen handling trains in excess of seventy-five (75) cars eastward, northward or southward out of Roanoke Terminal will make an automatic brake application at the Switch Box east of Park Street to control run-in of slack and the speed of the train, so as not to exceed fifteen (15) miles per hour through Interlocking Plant. Note Rule 200 under local instructions for Roanoke Terminal in current timetable. Use of the Dynamic brake should normally be restricted to 200 amperes or less, except in case of emergency when it may be necessary to use greater amperage.

SPECIAL INSTRUCTIONS GOVERNING SOUTH ROANOKE YARD

1. Manual Block System will be in effect. Note Rules 305 to 312, inclusive.
2. Eastward trains get clearance card at "JK" Tower. Westward trains get clearance card at "AG" Tower.
3. Standard Clocks
Yard Office, "JK" Tower.
4. Bulletin Boards
Yardmaster's Office and Enginehouse.
5. Register Stations
Yard Office, "JK" Tower.
Note: Scheduled trains may register by ticket of prescribed form at "JK" Tower.
6. Crews in charge of light engines and trains will not enter main line at Norwich Junction without permission from Operator at "AG" Tower. Note Rule 109.
7. The location of spring switches is as follows:
West End Pull-Out Switch.
8. Speed Restrictions.

Passenger Trains	Time and Local Freight Trains	Other Trains
10	10	10

Engineers will reduce speed below the maximum limit at any point where, in their judgment, the maximum is too high, whether covered by speed restrictions or not; and will promptly report such conditions to Superintendent.

9. Westward freight trains will look out for signal from tower-man at "JK" Tower, designating the number of the track on which the train is to enter Yard.

(a) Motor cars entering South Roanoke Yard must stop at yard limits and call yardmaster at South Roanoke for instructions.

10. Employees using No. 9 track switch (lead for shop and roundhouse tracks), must leave same set for the lead.

11. There are certain zones defined as "Low Wire Zones." Low Wire Zones will be indicated by Circular Signs marked "DANGER—LOW WIRE," being lighted with electric lamps.

12. Whenever it becomes necessary for trainmen to go on top of cars, or an engineman on top of an engine in Low Wire Zones, the conductor or engineman shall call the Narrows Power Director from the nearest phone, advising him of the circumstances and giving the position and direction of the train.

He shall request the Narrows Power Director to de-energize the section or sections of trolley under which the train is standing and shall wait until advised by the Narrows Power Director that the trolley is de-energized.

After the trolley is de-energized and both the Narrows Power Director and engineman are satisfied that the engine is under the de-energized trolley, the engineman will open all circuit breakers and on direction from the Narrows Power Director will put one ground switch in on the engine. This will ground the trolley and provide the necessary ground protection.

When the train is ready to proceed and all men are in the clear, the engineman will open the ground switch and call the Narrows Power Director or have the conductor call (whoever requested the clearance in the first instance), advising him that the ground switch is open, requesting the trolley be energized.

Employees are cautioned at all times to exercise great care to protect themselves from coming closer than eighteen (18) inches to the overhead electrical construction and they are further cautioned that when using tools or appliances on engines, contact of these devices with the overhead electrical construction may be fatal. When giving signals in the Low Wire Zones, it must not be done directly under trolley wire or within eighteen (18) inches of the overhead electrical construction.

When operating roadway or wrecking equipment, employees must remove or adjust any obstruction on the top thereof that may come in contact with the overhead electrical construction. Booms must always be lowered to clear the overhead electrical construction.

Ditching machines, locomotive cranes and power derricks must not under any circumstances, in the electrified territory, work in "The Low Wire Zone," while the line is energized and must not work anywhere in the electrified territory unless the booms of the machines are properly insulated.

Employees are hereby notified that the overhead electrical construction is energized at all times except when notified in writing to the contrary over the signature of the Narrows Power Director.

In the Electrified Zone, in case of power interruption lasting more than three minutes, it will be the duty of the Engineman to report to the Narrows Power Director or the Train Dispatcher, giving any symptoms that may be observed which will enable the Narrows Power Director to get in touch with the engineman for the purpose of having the pantograph lowered for testing purposes if necessary in order that it may be definitely determined whether the trouble is in the engine.

BLUEFIELD YARD

1. Movement of trains and engines will be governed by the following indications displayed by automatic signals located between the West End of Bluefield Passenger Station and Allen Street Bridge:

Westward Stop and Stay Signal No. 3633-A located approximately 400 ft. East of Mercer Street Bridge when displaying a clear or an approach indication will govern Westward movement on the Westward main track, when displaying a restricting indication will govern Westward movement from the Westward main track to the Eastward main track.

Westward Stop and Stay Signal No. 3635 located North of the Pocahontas Division Engine Track approximately 30 ft. West of Mercer Street Bridge when displaying a medium clear indication or a medium approach indication will govern Westward movement from the Pocahontas Division Engine Track to the Westward main track, when displaying a restricting indication will govern movement into the cab track.

Westward Stop and Stay Dwarf Signal located between Eastward and Westward main track at a point approximately 400 ft. East of Mercer Street Bridge when displaying a restricting indication will govern Westward movement from the Eastward main track to the Westward main track.

Eastward Stop and Stay Signal No. 3636 located on Allen Street Bridge when displaying an approach indication will govern Eastward movement on the Eastward main track, when displaying a medium approach indication it will govern Eastward movement from the Eastward main track to the Westward main track, when displaying a restricting indication will govern Eastward movement from the Eastward main track into the East Scale Yard pull-in track.

Eastward Passenger Trains receiving restricting indication (See Page 107, Book of Rules) on eastward stop-and-stay Signal No. 3636 located on Allen Street Bridge, or Westward Passenger Trains receiving restricting indication on westward stop-and-stay Signal No. 3633-A located approximately 400 feet east of Mercer Street Bridge must bring train to a full stop, and must not proceed until proper signal indication has been received, or instructions by word of mouth over loud speaker are received by engineman to proceed.

Passenger trains entering Bluefield Passenger Station will not exceed 6 miles per hour.

Traffic control is in service over eastward main track only between RD Tower and main track crossovers just east of Bluefield Passenger Station and over both main tracks from main track crossovers just east of Bluefield Passenger Station to the yard board west end of Bluefield Yard. (Note Rules 261 to 264, Book of Rules.) The route must not be changed by operation of hand operated switches on any track located between the eastward stop and stay signals on Allen Street Bridge and the westward stop and stay signals located in the vicinity of Mercer Street Bridge after train or engine has moved by or accepted any of these signals without first communicating with the switchtender or yardmaster and having a clear understanding as to the move to be made. Speed is restricted to 15 miles per hour Allen Street Bridge to Grand Street Bridge.

2. Trains receiving written instructions over signature of the Terminal Trainmaster to move against the current of traffic within Bluefield yard limits may do so without their own flag protection.

3. The overhead bridges across Bluefield Yard will not clear a man standing on top of cars. Trainmen and others riding on cars must keep a sharp lookout for these bridges when moving through Bluefield Yard.

Radford Division trains westward will not pass engine service house without signal from switchman. Radford Division trains which are yarded in Grant Street Yard will not foul ladder at west end of Grant Street Yard without signal from switchman. Radford Division trains yarded in Allen Street Yard will not foul the ladder at the west end of Allen Street Yard without signal from set-over brakeman.

All tracks in westbound forwarding yard are equipped with derrails at west end of tracks.

4. Eastbound trains departing from the eastbound forwarding yard will be governed as follows:

WHEN TRAIN IS ON ONE TRACK

After road engine is coupled to train, rear brakeman will release hand brakes starting with 31st car from engine. After the air test has been made, engineman will make a 10-pound train line reduction. Front brakeman will release remaining hand brakes on cars on head end of train.

After permission is obtained by front brakeman from Operator at RD Tower, the train may depart.

WHEN TRAIN IS ON MORE THAN ONE TRACK

After road engine is coupled to pick up, an air test will be made. Front brakeman will then obtain permission from Operator at RD Tower to double over, hand brakes will be released and double-over completed. Rear brakeman will release hand brakes starting with 31st car from engine and work westward. After the air test has been made on train, engineman will make a 10-pound train line reduction, front brakeman will then release remaining hand brakes on the head end of train.

After permission is obtained by front brakeman from RD Tower, the train may depart.

Tonnage Ratings and Weather Reductions for Electric and Diesel-Electric Engines

BLUEFIELD OR RADFORD TO ROANOKE—Via Christiansburg

CLASS OF ENGINES	Class of Service	Rating A	Rating B	Rating C	Rating D	Rating F	Rating G
		Normal	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.	
Diesel-Elec. 2400 HP Per Unit	Slow	3000	2850	2700	2550	2400	2250
	Time	2700	2565	2430	2295	2160	2025
Diesel-Elec. 1800 HP or Equiv. Per Unit*	Slow	2000	1900	1800	1700	1600	1500
	Time	1800	1710	1620	1530	1440	1350

The following pusher ratings will be observed:

Slow—Add 3,000 tons per 2400 HP diesel unit pusher

Add 2,000 tons per 1800 HP or equiv. diesel unit pusher

Time—Add 1,050 tons per 2400 HP diesel unit pusher

Add 700 tons per 1800 HP or equivalent diesel unit pusher

*Maximum tonnage for Train 78 is 1,000 tons per diesel unit.

When Train 84 or Train 86 are ahead of schedule or on time, they should be filled out with coal to time freight rating with pusher.

$$\frac{1800}{9000}$$

ROANOKE TO BLUEFIELD OR BRISTOL—Via Christiansburg

CLASS OF ENGINES	Slow or Time	Rating A	Rating B	Rating C	Rating D	Rating F	Rating G
Diesel-Elec. 2400 HP Per Unit		1650	1570	1485	1405	1320	1240
Diesel-Elec. 1800 HP or Equiv. Per Unit*		1100	1045	990	935	880	825

*Maximum tonnage for Train 77 is 900 tons per diesel unit.

KELLYSVILLE TO ROANOKE—Via Whitethorne

CLASS OF ENGINES	Slow or Time	Rating A	Rating B	Rating C	Rating D	Rating F	Rating G
		Normal	31° to 24°	23° to 16°	15° to 8°	7° to Zero	Zero to 8° Below
Diesel-Elec. 2400 HP Per Unit	Slow	5200*	4940	4680	4420	4160	3900
	Time	3000	2850	2700	2550	2400	2250
Diesel-Elec. 1800 HP or Equiv. Per Unit	Slow	3200*	3040	2880	2720	2560	2400
	Time	2000	1900	1800	1700	1600	1500
Elec. Class El-2B (2 Units)	Slow	11000*	10450	9900	9350	8800	8250
	Time	6000	5700	5400	5100	4800	4500
Elec. Class El-C Per Unit	Slow	5200*	4940	4680	4420	4160	3900
	Time	3000	2850	2700	2550	2400	2250

*10% additional tonnage for setting off Whitethorne and west may be handled.

SPECIAL RATINGS FOR BLUEFIELD TO RADFORD SHORT RUN

CLASS OF ENGINES	Slow	Rating A	Rating B	Rating C	Rating D	Rating F	Rating G
Diesel-Elec. 2400 HP Per Unit		4200	3990	3780	3570	3360	3150
Diesel-Elec. 1800 HP or Equiv. Per Unit		2800	2660	2520	2380	2240	2100

ROANOKE TO KELLYSVILLE—Via Whitethorne

CLASS OF ENGINES	Class of Service	Rating A	Rating B	Rating C	Rating D	Rating F	Rating G
		Normal	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.	
Diesel-Elec. 2400 HP Per Unit	Slow	1950	1855	1755	1660	1560	1465
	Time	1250	1190	1125	1065	1000	940
Diesel-Elec. 1800 HP or Equiv. Per Unit	Slow	1200	1140	1080	1020	960	900
	Time	850	810	765	725	680	640
Elec. Class El-2B (2 Units)	Slow	4000	3800	3600	3400	3200	3000
	Time	4300	4085	3870	3655	3440	3225
Elec. Class El-C Per Unit	Slow	1900	1805	1710	1615	1520	1425
	Time	2000	1900	1800	1700	1600	1500

Maximum tonnage for Train 71 is 2,500 tons.

BRISTOL TO RADFORD

CLASS OF ENGINES	Slow or Time	Rating A	Rating B	Rating C	Rating D	Rating F	Rating G
Diesel-Elec. 2400 HP Per Unit		2250	2140	2025	1915	1800	1690
Diesel-Elec. 1800 HP or Equiv. Per Unit		1500	1425	1350	1275	1200	1125

ABINGDON BRANCH

BETWEEN DISTRICTS	1800 HP or Equiv. Per Unit	Rating A	Rating B	Rating C	Rating D	Rating F	Rating G
		Normal	31° to 24°	23° to 16°	15° to 8°	7° to Zero	Zero to 8° Below
		8% red.	10% red.	15% red.	20% red.	25% red.	
Abingdon and Damascus	North	1180	1120	1060	1000	945	885
	South	1350	1280	1215	1150	1080	1010
Damascus and Taylor's Valley	North	1800	1710	1620	1530	1440	1350
	South	650	615	585	550	520	485
Taylor's Valley and Whitetop	North	1800	1710	1620	1530	1440	1350
	South	500	475	450	425	400	375
Whitetop and West Jefferson	North	550	520	495	465	440	410
	South	1500	1425	1350	1275	1200	1125

NORTH CAROLINA AND SALTVILLE BRANCHES—Both Directions

Branch	West	Rating A	Rating B	Rating C	Rating D	Rating F	Rating G
	North Carolina Branch		1050	995	945	890	840	785
Saltville Branch	East	1500	1425	1350	1275	1200	1125
	West	1400	1330	1260	1190	1120	1050
	West	1500	1425	1350	1275	1200	1125

When 2400 HP unit is used, above ratings should be increased 50%.

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

LOCAL SURGEONS AND ASSISTANT SURGEONS

Dr. W. R. Whitman Chief Surgeon Roanoke, Va.
 Dr. W. R. Whitman, Jr. Asst. Chief Surgeon. Roanoke, Va.
 Dr. Paul Davis Asst. Surgeon Roanoke, Va.
 Dr. F. F. Davis Asst. Surgeon Roanoke, Va.
 Dr. K. D. Graves Asst. Surgeon Roanoke, Va.
 Dr. C. M. Irvin Asst. Surgeon Roanoke, Va.
 Dr. William L. Sibley Asst. Surgeon Roanoke, Va.
 Dr. Frederick R. Person Asst. Surgeon Roanoke, Va.
 Dr. W. H. Saunders Asst. Surgeon Roanoke, Va.
 Dr. G. G. Gooch, III Asst. Surgeon Roanoke, Va.
 Dr. W. A. Barker Roentgenologist Roanoke, Va.
 Dr. Richard H. Fisher Orthopedic Surgeon. Roanoke, Va.
 Dr. R. H. Jones, Jr. Internist Roanoke, Va.
 Dr. R. F. Bondurant Internist Roanoke, Va.
 Dr. Elbyrne G. Gill Ophthalmologist Roanoke, Va.
 Dr. H. B. Stone Ophthalmologist Roanoke, Va.
 Dr. H. B. Stone, Jr. Ophthalmologist Roanoke, Va.
 Dr. William F. Hatcher Ophthalmologist Roanoke, Va.
 Dr. C. T. Burton Ophthalmologist &
 Otolaryngologist. Roanoke, Va.
 Dr. W. Conrad Stone Assistant
 Ophthalmologist. Roanoke, Va.
 Dr. C. D. Nofsinger Serologist Roanoke, Va.
 Dr. S. B. Cary Urologist Roanoke, Va.
 Dr. R. E. Glendy Consulting Internist. Roanoke, Va.
 Dr. Kyle T. Lee, Jr. Oral Surgeon Roanoke, Va.
 Dr. William P. Tice Neurosurgeon Roanoke, Va.
 Dr. Warren L. Moorman Plastic & Recon-
 structive Surgeon. Roanoke, Va.
 Dr. B. M. John Dentist Roanoke, Va.
 Dr. Robert L. A. Keeley Thoracic Surgeon. Roanoke, Va.
 Dr. R. B. Smiley Asst. Surgeon Salem, Va.
 Dr. F. D. McKenney, Jr. Asst. Surgeon Salem, Va.
 Dr. A. M. Showalter Surgeon Christiansburg, Va.
 Dr. R. H. Grubbs Asst. Surgeon Christiansburg, Va.
 Dr. S. J. Beeken Asst. Surgeon Christiansburg, Va.
 Dr. J. T. Showalter Asst. Surgeon Christiansburg, Va.
 Dr. C. F. Manges Surgeon Blacksburg, Va.
 Dr. J. J. Giesen Surgeon Radford, Va.
 Dr. A. F. Giesen Asst. Surgeon Radford, Va.
 Dr. J. P. King Asst. Surgeon Radford, Va.
 Dr. T. L. Gemmill Asst. Surgeon Radford, Va.
 Dr. H. D. Fitzpatrick Asst. Surgeon Radford, Va.
 Dr. D. S. Divers Surgeon Pulaski, Va.
 Dr. R. F. Thornhill Asst. Surgeon Pulaski, Va.
 Dr. W. F. Delp Asst. Surgeon Pulaski, Va.
 Dr. W. W. Walton Asst. Surgeon Pulaski, Va.
 Dr. E. M. Chitwood, Jr. Asst. Surgeon Pulaski, Va.
 Dr. Rudolph Benda Surgeon Austinville, Va.
 Dr. A. B. Grubb Asst. Surgeon Cripple Creek, Va.
 Dr. Joseph Coates Surgeon Galax, Va.
 Dr. V. J. Cox Asst. Surgeon Galax, Va.
 Dr. E. Scott Elliott Asst. Surgeon Galax (P. O., Inde-
 pendence), Va.
 Dr. Carl E. Stark Asst. Surgeon Wytheville, Va.
 Dr. C. D. Moore Asst. Surgeon Wytheville, Va.
 Dr. W. R. Chitwood Asst. Surgeon Wytheville and Max
 Meadows, Va.
 Dr. A. B. Greiner Surgeon Rural Retreat, Va.
 Dr. W. M. Sprinkle Asst. Surgeon Marion, Va.
 Dr. A. B. Graybeal Asst. Surgeon Marion, Va.
 Dr. D. C. Boatwright Asst. Surgeon Marion, Va.
 Dr. J. J. Eller Asst. Surgeon Marion, Va.

Dr. Joseph R. Blalock Psychiatrist Marion, Va.
 Dr. J. M. Rogers Surgeon Glade Spring, Va.
 Dr. T. K. McKee Surgeon Saltville, Va.
 Dr. R. D. Campbell Surgeon Saltville, Va.
 Dr. R. L. Hillman Surgeon Emory, Va.
 Dr. J. C. Motley Surgeon Abingdon, Va.
 Dr. H. M. Hayter Asst. Surgeon Abingdon, Va.
 Dr. J. S. Shaffer Asst. Surgeon Abingdon, Va.
 Dr. C. F. Johnston, Jr. Asst. Surgeon Abingdon, Va.
 Dr. Ernest J. Meyer Surgeon Damascus, Va.
 Dr. W. K. Vance Surgeon Bristol, Va.
 Dr. N. H. Copenhaver Asst. Surgeon Bristol, Va.
 Dr. F. Talmadge Buchanan Asst. Surgeon Bristol, Va.
 Dr. Arthur Hooks Ophthalmologist Bristol, Va.
 Dr. H. Lee Harris Ophthalmologist Bristol, Va.
 Dr. G. W. McCall Roentgenologist Bristol, Va.
 Dr. S. A. Tuck Surgeon Pembroke, Va.
 Dr. W. C. Caudill Surgeon Pearisburg, Va.
 Dr. W. B. Cecil Asst. Surgeon Pearisburg, Va.
 Dr. M. C. Newton Surgeon Narrows, Va.
 Dr. E. S. Carr Asst. Surgeon Narrows, Va.
 Dr. M. C. Newton, Jr. Asst. Surgeon Narrows, Va.
 Dr. J. Francke Fox Surgeon Bluefield, W. Va.
 Dr. W. H. St. Clair Asst. Surgeon Bluefield, W. Va.
 Dr. D. L. Hosmer Asst. Surgeon Bluefield, W. Va.
 Dr. Hampton St. Clair Asst. Surgeon Bluefield, W. Va.
 Dr. J. R. Shanklin Asst. Surgeon Bluefield, W. Va.
 Dr. H. F. Warden, Jr. Asst. Surgeon Bluefield, W. Va.
 Dr. C. T. St. Clair, Jr. Ophthalmologist Bluefield, W. Va.
 Dr. R. C. Fugate Ophthalmologist Bluefield, W. Va.
 Dr. S. G. Davidson Roentgenologist Bluefield, W. Va.

FIRST AID TO THE INJURED

A. In accidents to persons, the ranking employee 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 patients' 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 Foreman, 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.

H. C. WYATT,
Vice President and General Manager,
ROANOKE, VA.

W. T. ROSS,
General Superintendent Transportation,
ROANOKE, VA.

R. F. DUNLAP,
General Superintendent, Eastern General Division,
ROANOKE, VA.

H. L. SCOTT,
Superintendent Transportation,
ROANOKE, VA.

C. H. HALE,
Superintendent,
ROANOKE, VA.

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	26	41.86	58	62.07	
4	00	15.00	1	24	42.86	57	63.14	
3	00	20.00	1	22	43.90	56	64.29	
2	50	21.18	1	20	45.00	55	65.45	
2	40	22.50	1	18	46.15	54	66.66	
2	30	24.00	1	16	47.37	53	67.92	
2	24	25.00	1	15	48.00	52	69.23	
2	20	25.72	1	14	48.65	51	70.59	
2	15	26.67	1	13	49.31	50	72.00	
2	10	27.69	1	12	50.00	49	73.47	
2	05	28.80	1	11	50.70	48	75.00	
2	00	30.00	1	10	51.43	47	76.59	
1	55	31.30	1	09	52.17	46	78.26	
1	50	32.73	1	08	52.94	45	80.00	
1	45	34.29	1	07	53.73			
1	42	35.29	1	06	54.55			
1	40	36.00	1	05	55.38			
1	38	36.73	1	04	56.25			
1	36	37.50	1	03	57.14			
1	34	38.29	1	02	58.06			
1	32	39.13	1	01	59.02			
1	30	40.00	1	00	60.00			
1	28	40.91		59	61.02			

NORFOLK AND WESTERN RAILWAY COMPANY

DIAGRAMS OF SIGNAL ASPECTS



Roanoke, Virginia

January 1, 1960

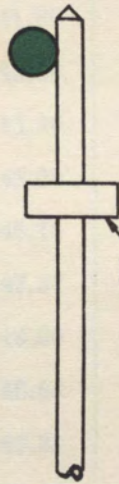
RULE 281



A



B

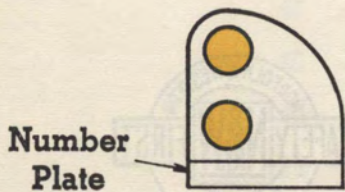


C



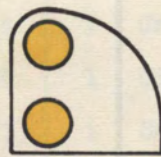
D

Number
Plate



Number
Plate

E



F



G



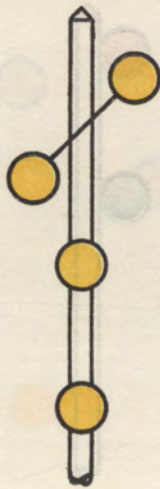
Number
Plate

H

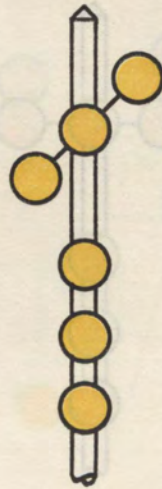
INDICATION—Proceed at prescribed speed.

NAME: Clear

RULE 282



A



B



C

INDICATION—Proceed preparing to move through turnout beyond next signal at prescribed speed.

NAME: Approach Medium

RULE 282-A



A



B

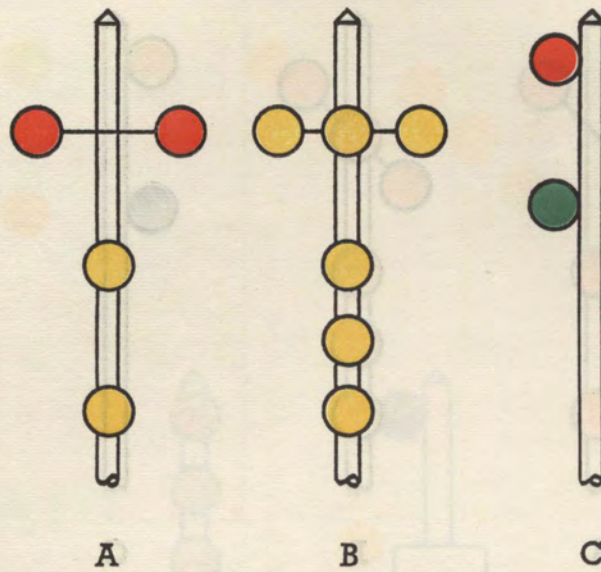


C

INDICATION—Proceed preparing to stop at second signal.

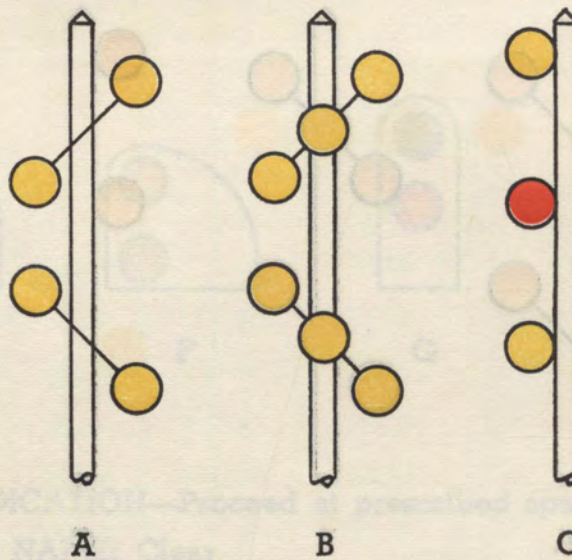
NAME: Advance Approach

RULE 283



INDICATION—Proceed through turnout at prescribed speed.
NAME: Medium Clear

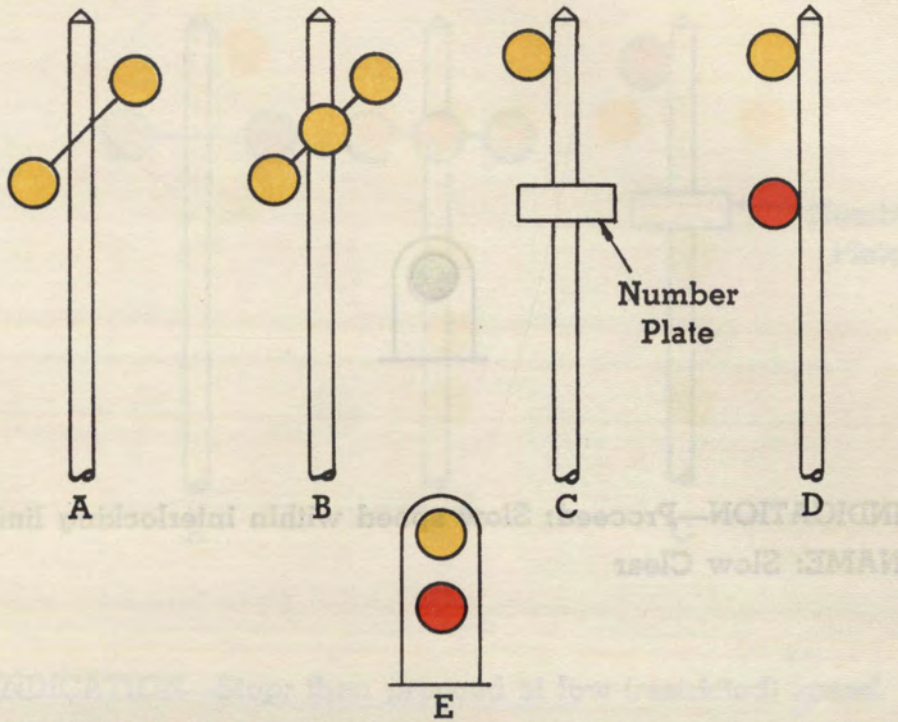
RULE 284



INDICATION—Proceed, approaching next signal at low (restricted) speed. Train exceeding medium speed must at once reduce to that speed.

NAME: Approach Restricting

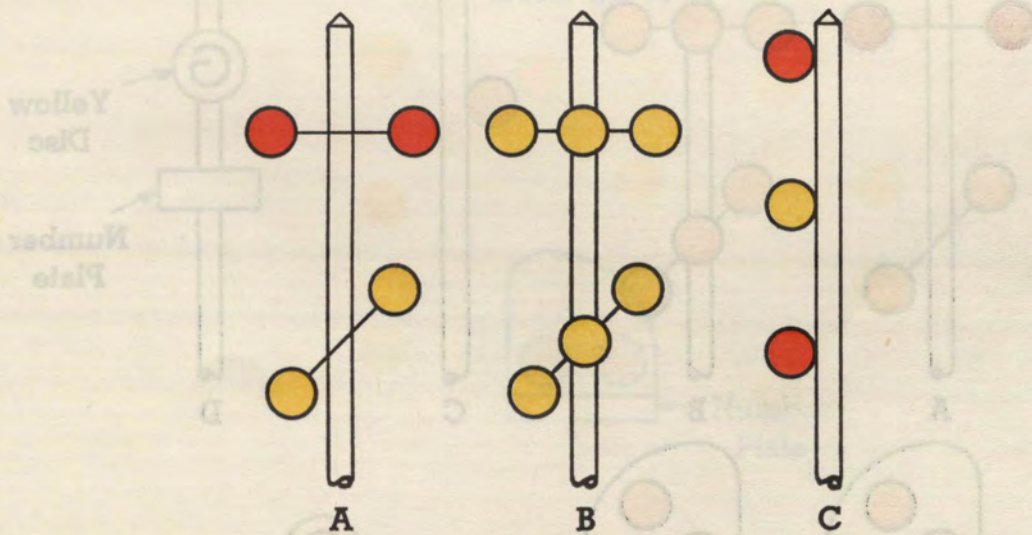
RULE 285



INDICATION—Proceed preparing to stop at next signal. Train exceeding medium speed must at once reduce to that speed.

NAME: Approach

RULE 286



INDICATION—Proceed through turnout at prescribed speed preparing to stop at next signal.

NAME: Medium Approach

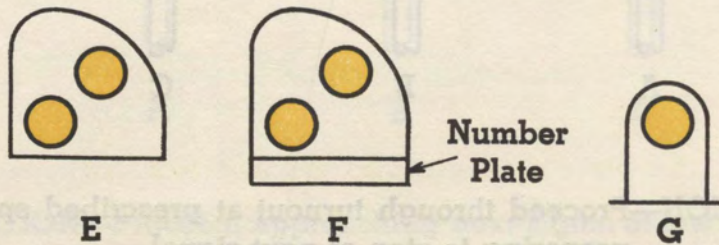
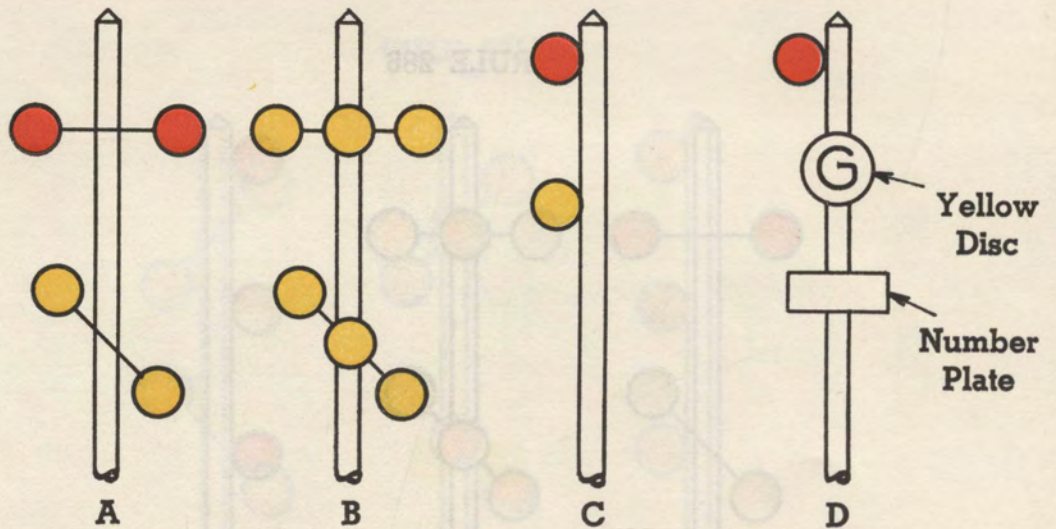
RULE 287



INDICATION—Proceed; Slow speed within interlocking limits.

NAME: Slow Clear

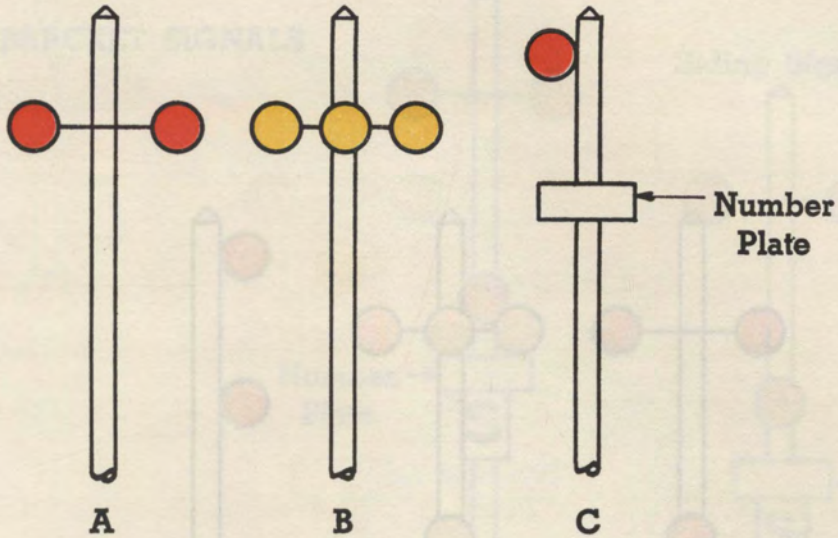
RULE 290



INDICATION—Proceed at low (restricted) speed.

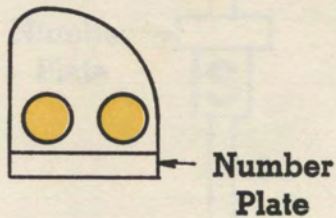
NAME: Restricting

RULE 291



INDICATION—Stop; then proceed at low (restricted) speed.
NAME: Stop and Proceed

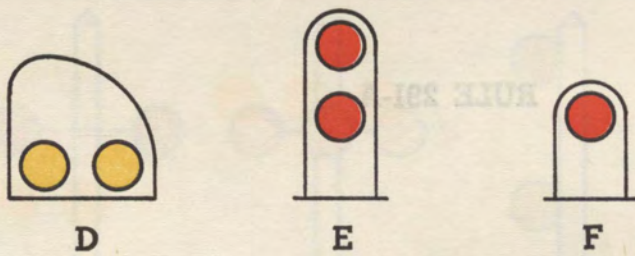
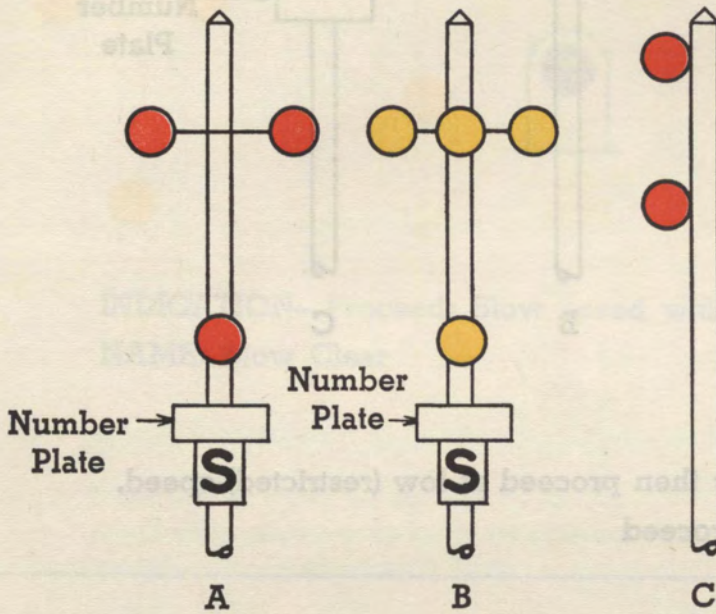
RULE 291-A



INDICATION—Stop; then proceed at low (restricted) speed,
protecting against trains approaching with
current of traffic.

NAME: Stop and Flag

RULE 292

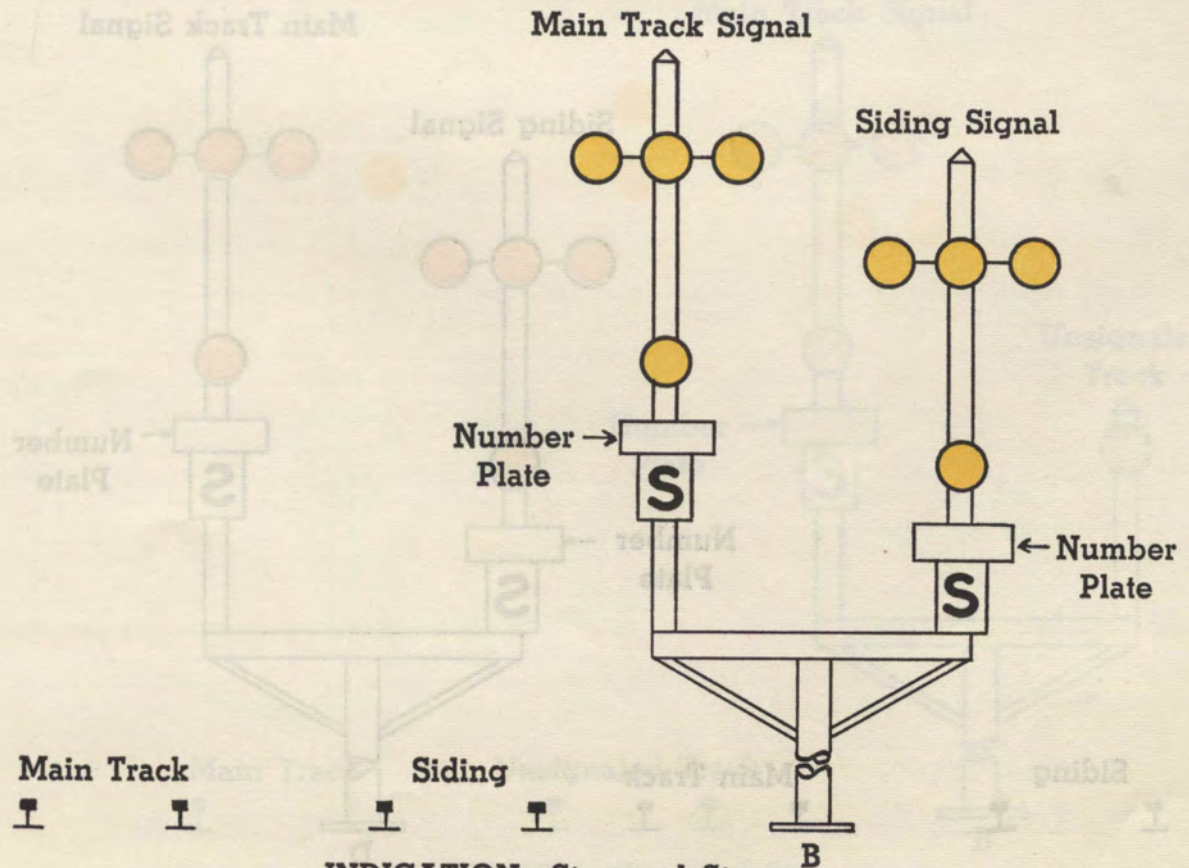
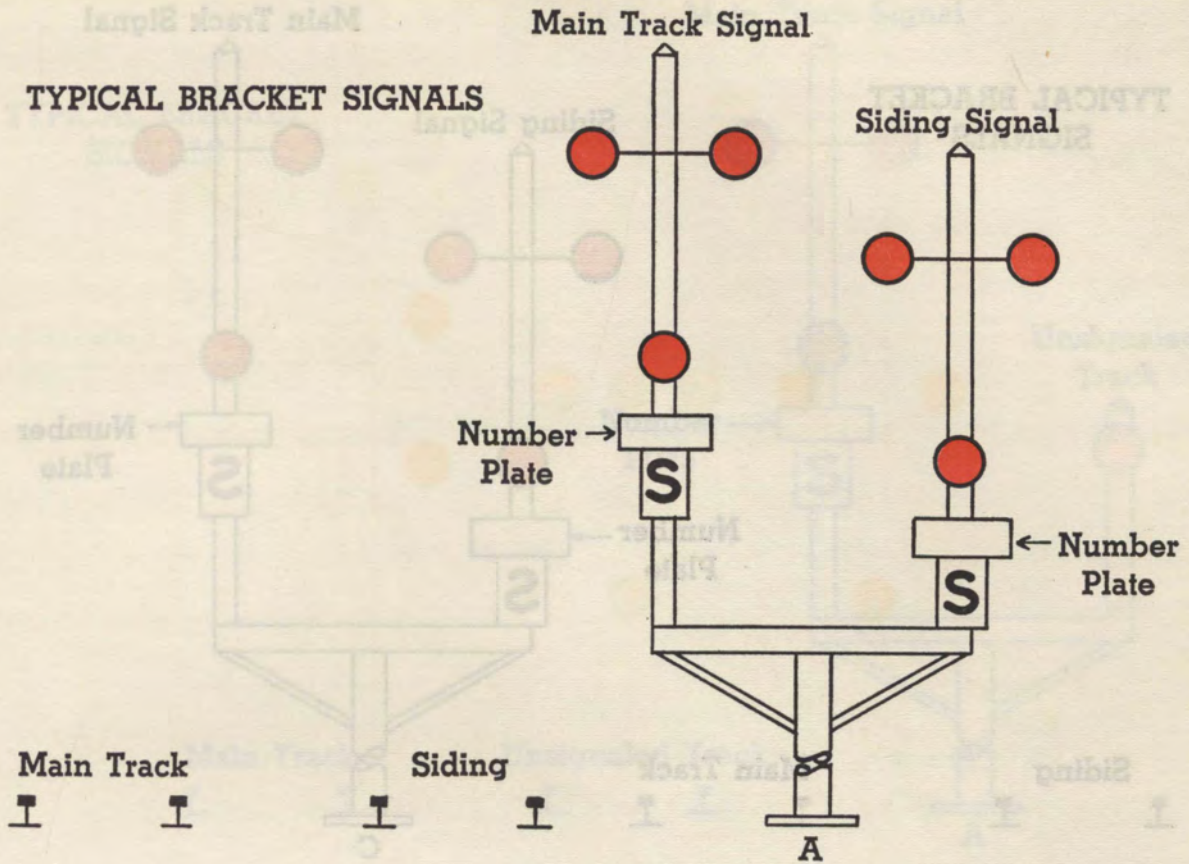


INDICATION—Stop and Stay

NAME: Stop and Stay

RULE 294

TYPICAL BRACKET SIGNALS



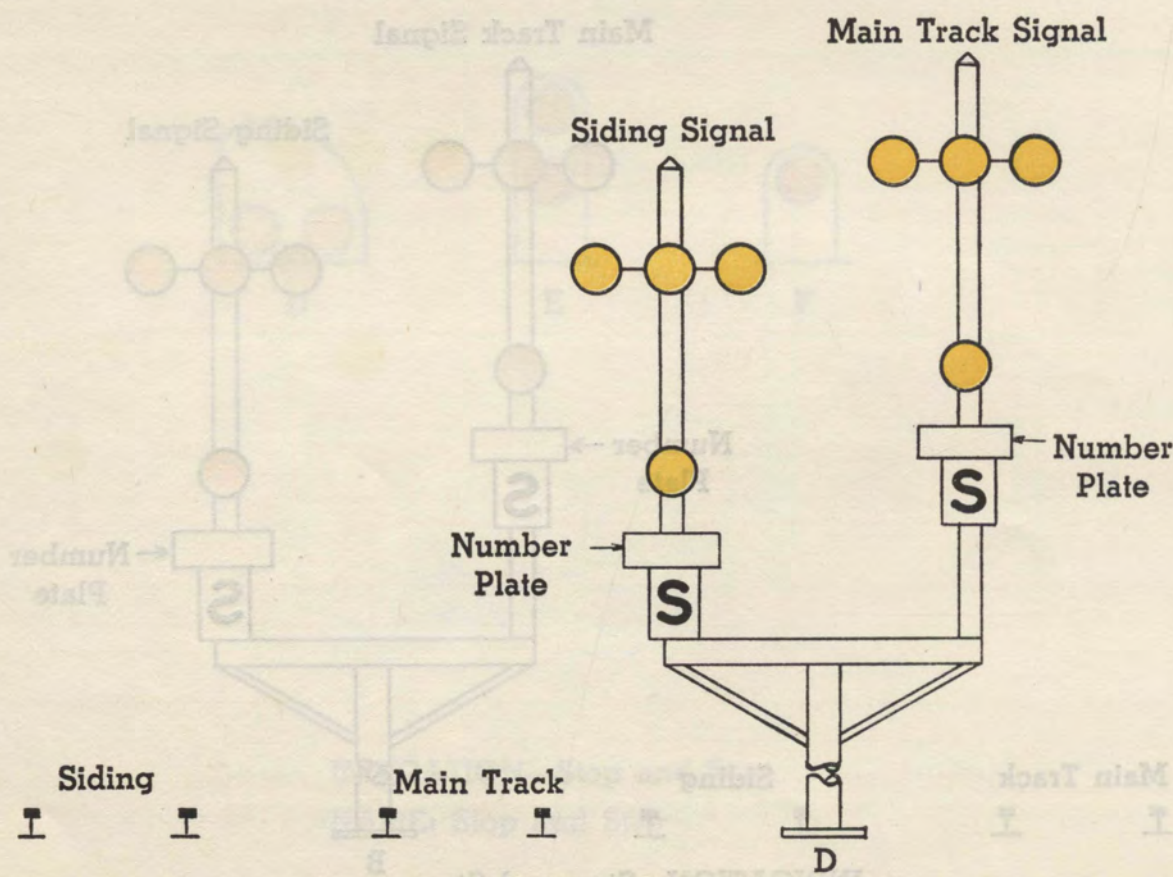
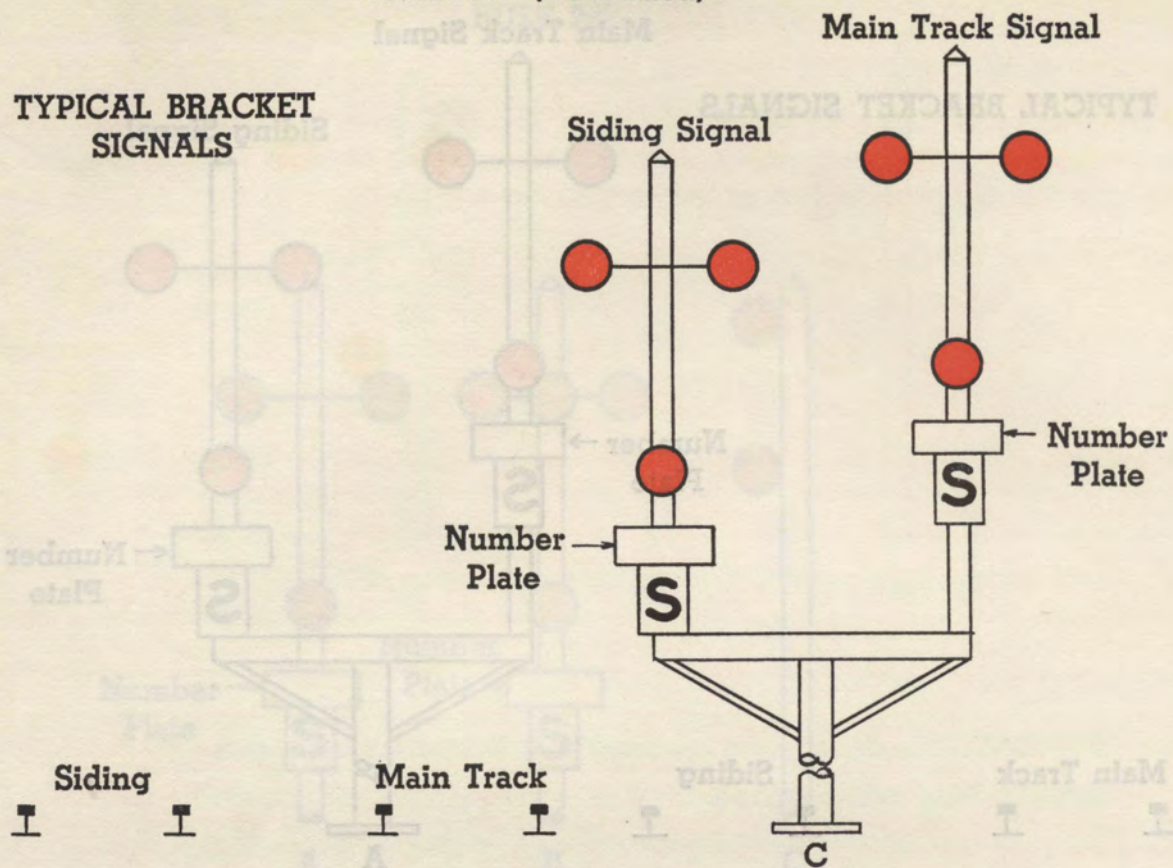
INDICATION—Stop and Stay

NAME: Stop and Stay

(Continued)

RULE 294 (Continued)

TYPICAL BRACKET SIGNALS



INDICATION—Stop and Stay
NAME: Stop and Stay

TYPICAL BRACKET SIGNALS

Main Track Signal

Unsignaled Track

Number Plate
S

Main Track

Unsignaled Track

A

Main Track Signal

Unsignaled Track

Number Plate
S

Main Track

Unsignaled Track

B

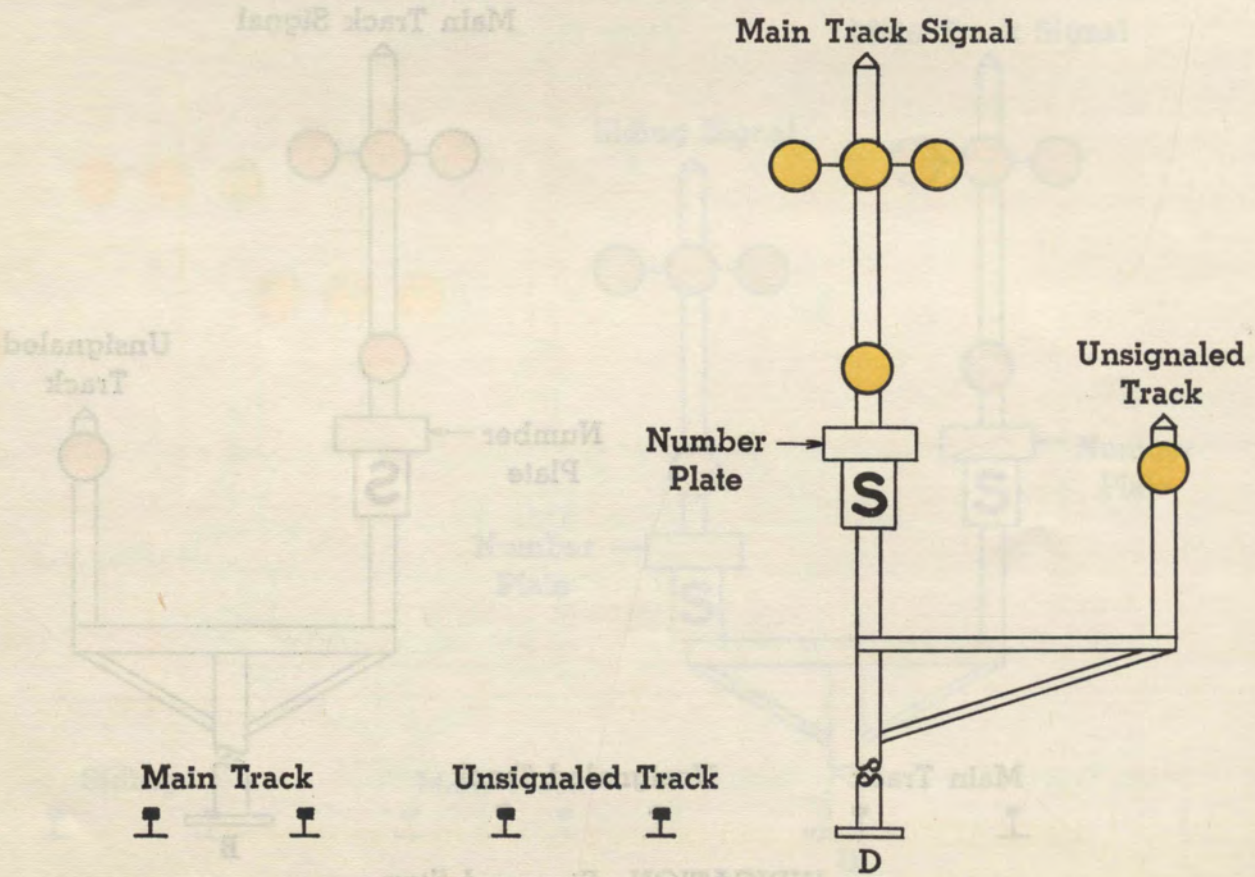
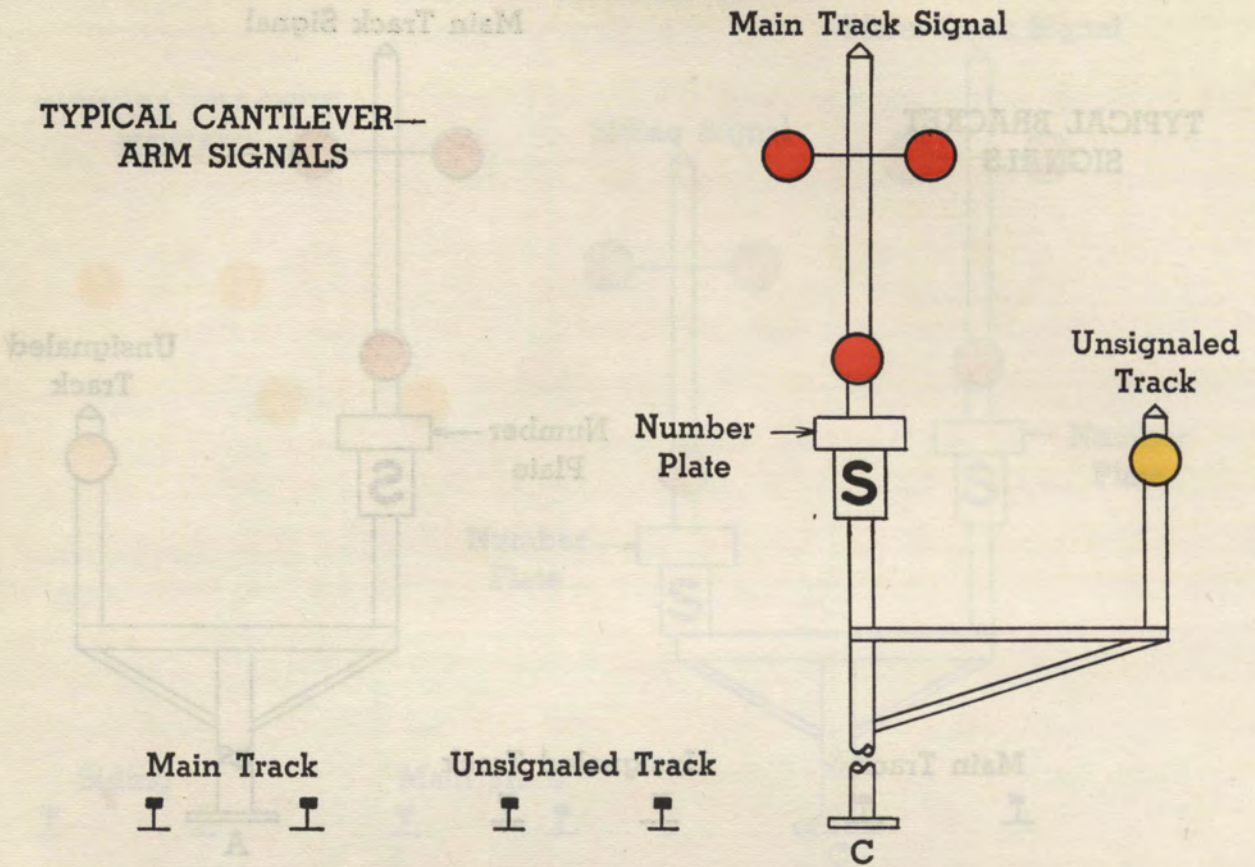
INDICATION—Stop and Stay

NAME: Stop and Stay

(Continued)

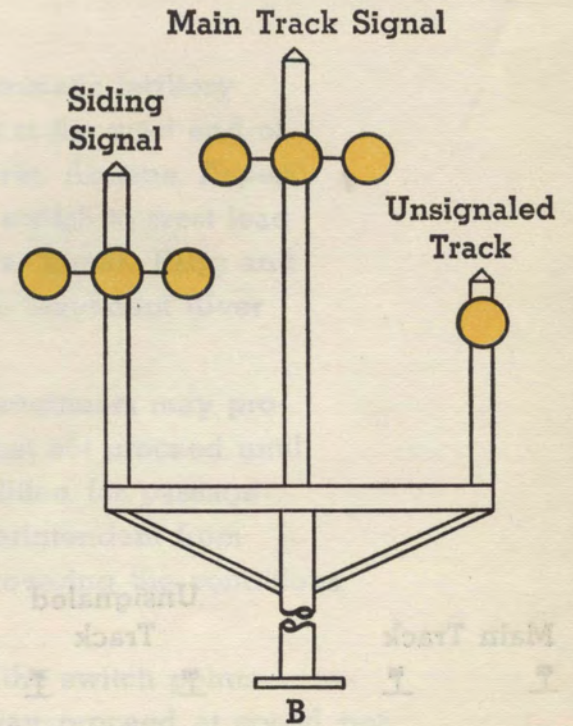
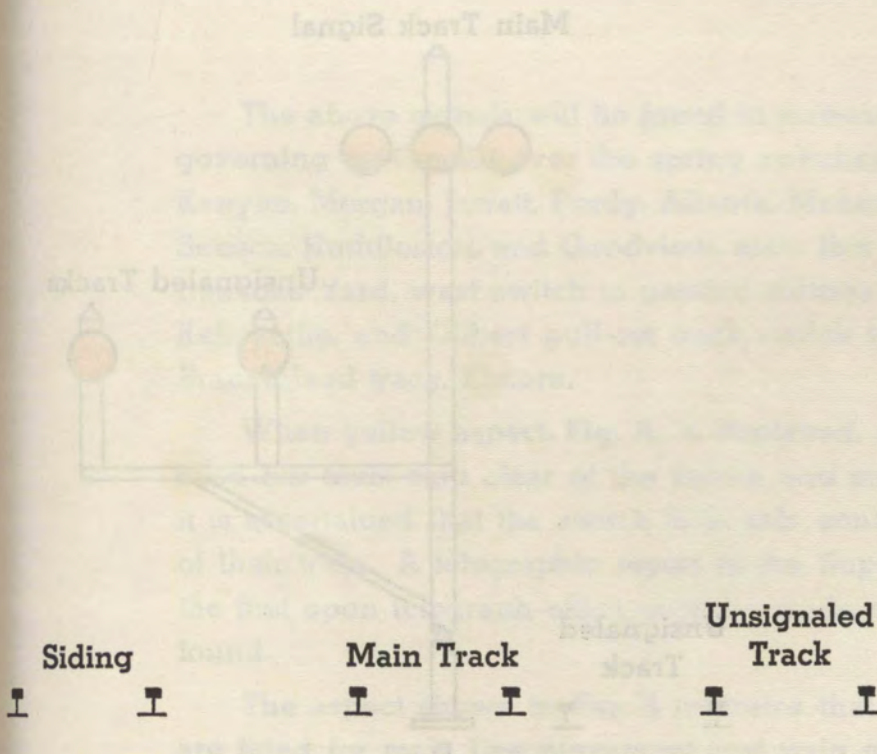
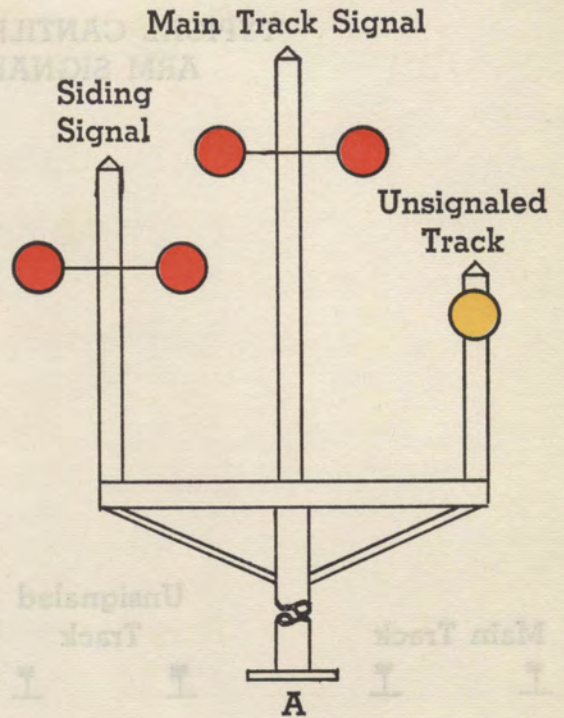
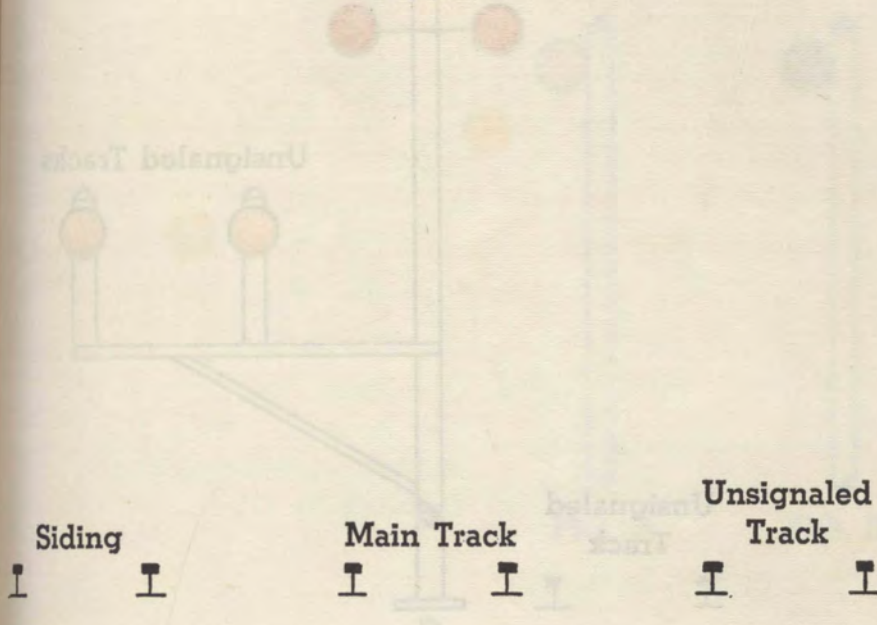
RULE 294-A (Continued)

TYPICAL CANTILEVER—
ARM SIGNALS



INDICATION—Stop and Stay
NAME: Stop and Stay

TYPICAL BRACKET SIGNALS

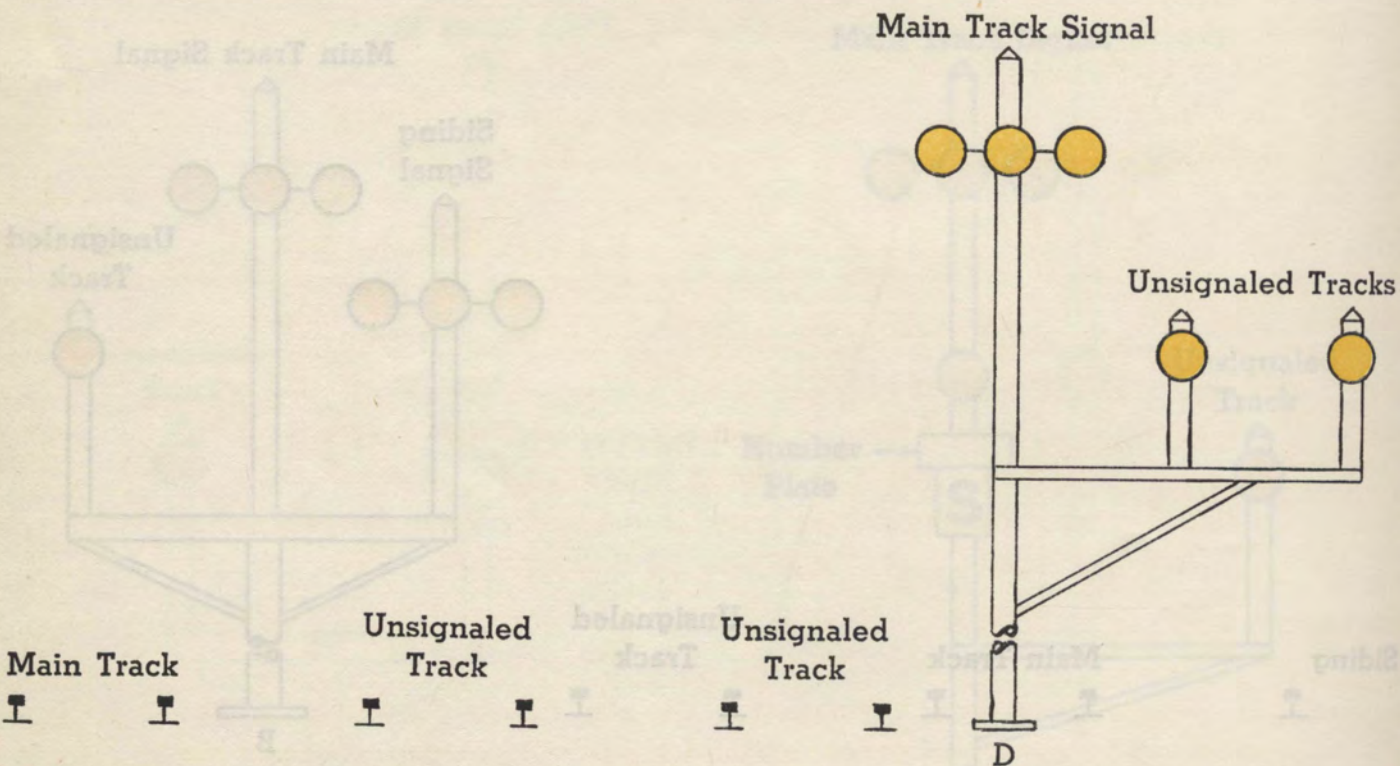
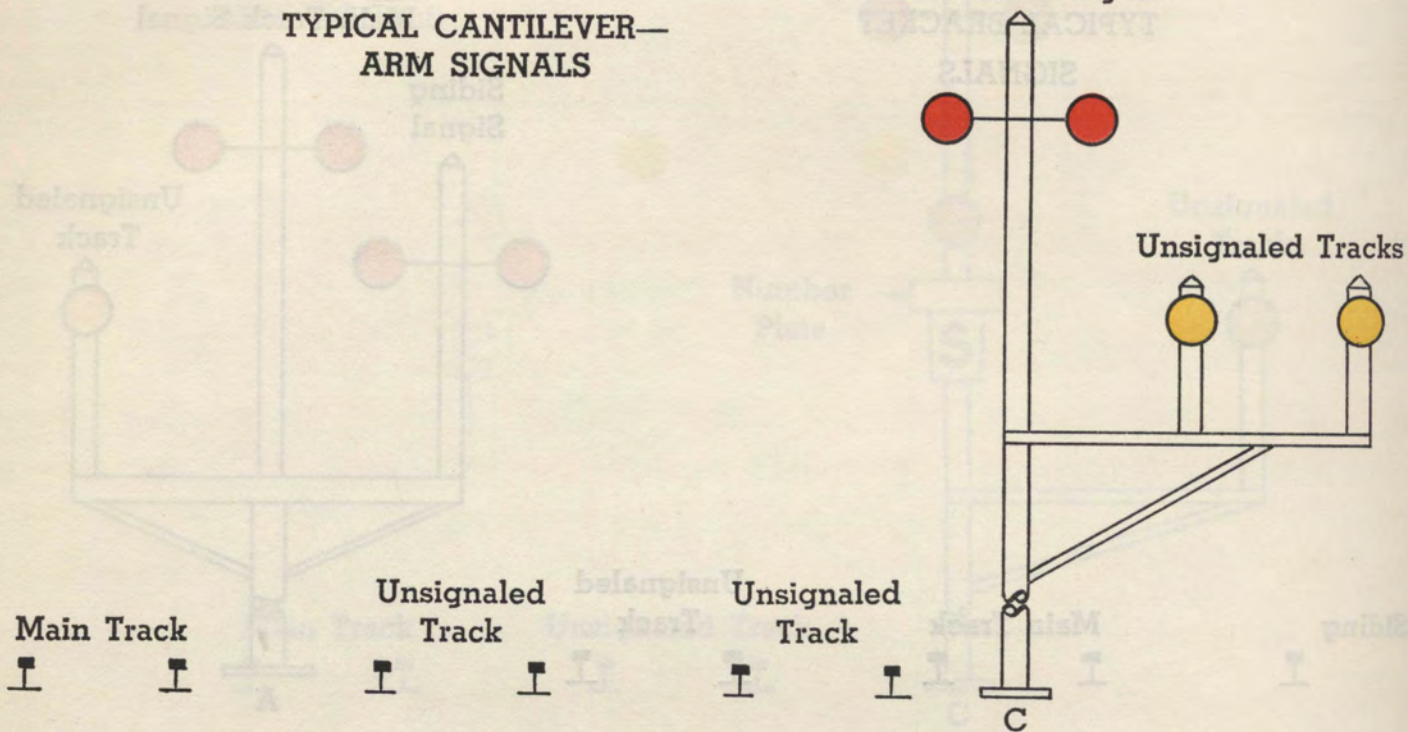


INDICATION—Stop and proceed at low (restricted) speed.

NAME: Stop and Proceed

(Continued)

TYPICAL CANTILEVER—
ARM SIGNALS



INDICATION—Stop and proceed at low (restricted) speed.

NAME: Stop and Proceed

SPRING SWITCH SIGNALS

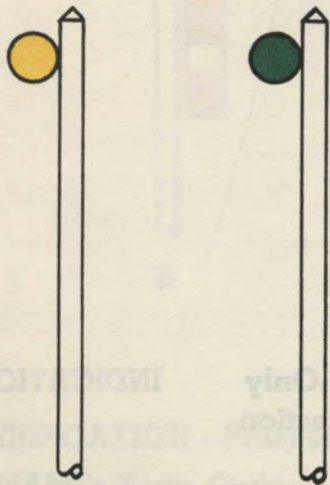


FIG. A

FIG. B

The above signals will be found in non-automatic territory governing movement over the spring switches at the west end of Kenyon, Morgan, Jarratt, Purdy, Alberta, Meherrin, Abilene, Aspen, Seneca, Huddleston, and Goodview, main line switch to west lead Roanoke Yard, west switch to passing sidings at Kumis, Fagg and Kellysville, and Gilbert pull-out track switch to Guyandot River Branch lead track, Elmore.

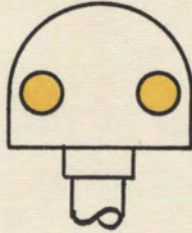
When yellow aspect, Fig. A, is displayed, engineers may proceed but must stop clear of the switch and must not proceed until it is ascertained that the switch is in safe condition for passage of their train. A telegraphic report to the Superintendent from the first open telegraph office must be made covering the conditions found.

The aspect shown in Fig. B indicates that the switch points are lined for main line movement and train may proceed at speed not exceeding the maximum for the territory.

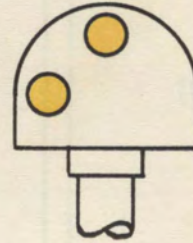
Neither Aspect, Fig. A nor Fig. B, shown above offers automatic block protection.

RULE 296

SWITCH INDICATORS



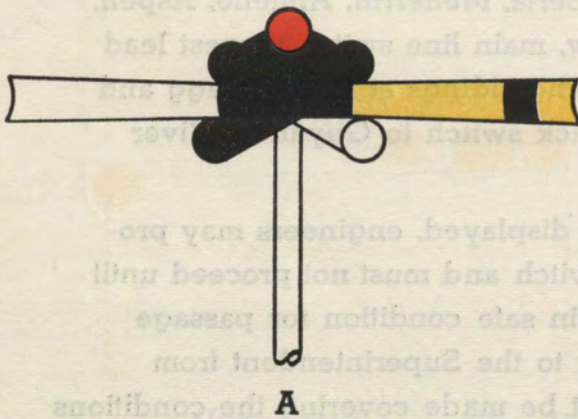
**INDICATION—Use Main Track Only
Under Flag Protection**



**INDICATION—Use Main Track.
See Rule 346. Note Modifi-
cation in General Time
Table Rule 17.**

NAME: Switch Indicators

RULE 297



A



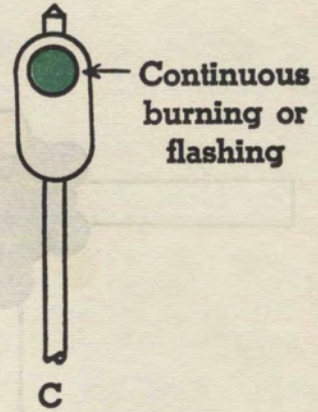
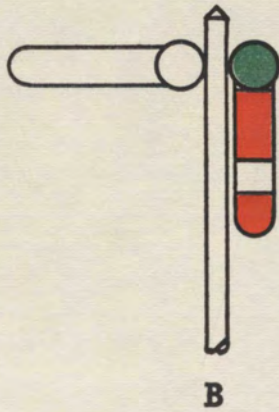
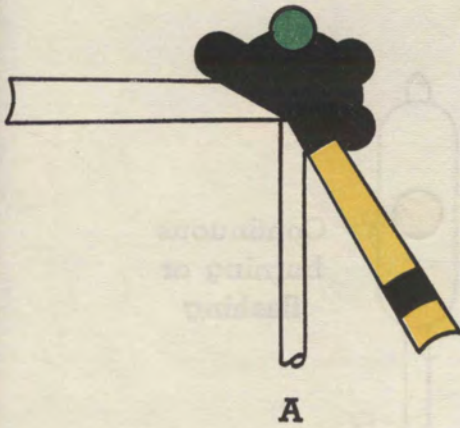
B

**Continuous burning
or flashing**

INDICATION—Stop For Orders.

NAME: Train Order

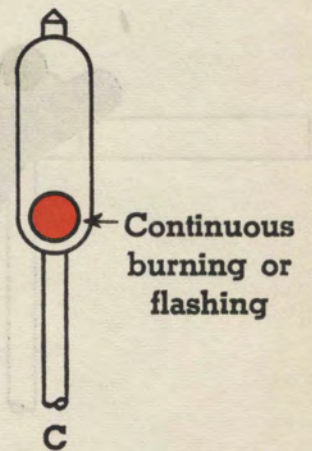
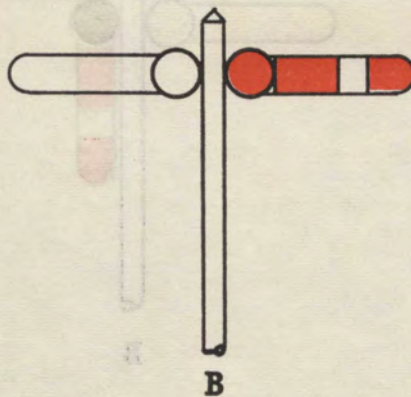
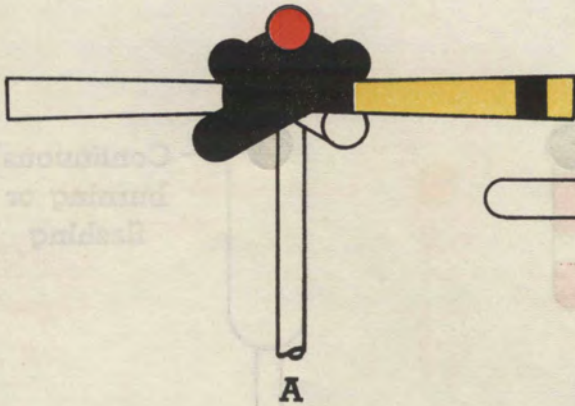
RULE 298



INDICATION—Proceed

NAME: Train Order

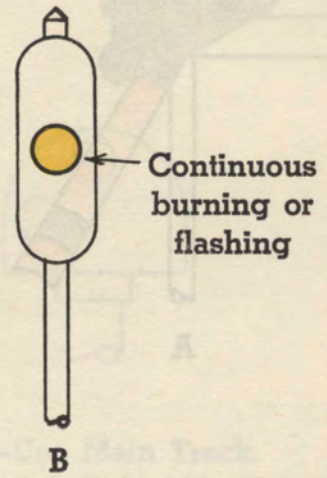
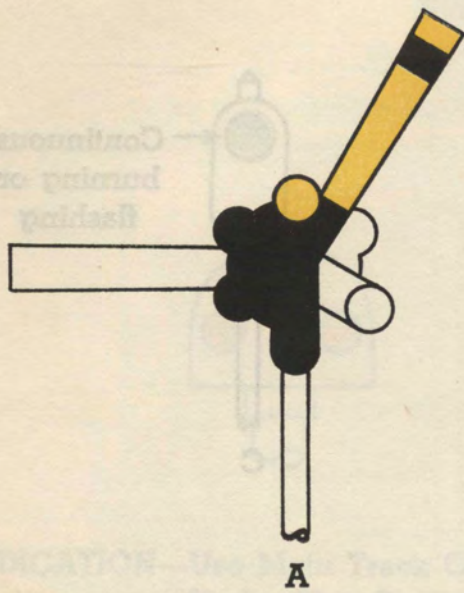
RULE 299



INDICATION—Stop for Orders or Block Occupied.

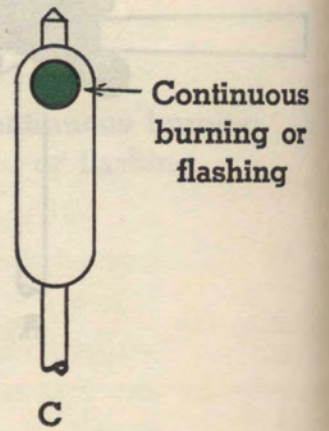
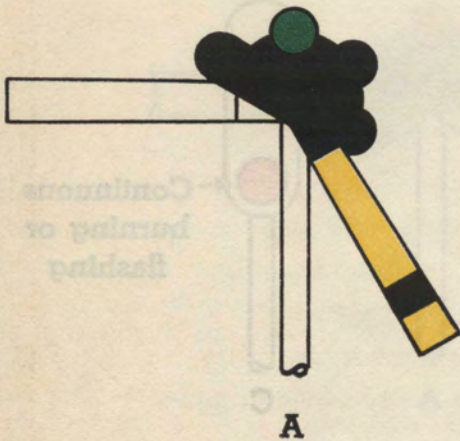
NAME: Block and Train Order

RULE 300



INDICATION—Proceed Under Permissive Block.
NAME: Block

RULE 301



INDICATION—Proceed.
NAME: Block



RADFORD DIVISION

