

VIRGINIAN RAILWAY COMPANY

TIME TABLE No. 18

EFFECTIVE 12:01 A. M.

SUNDAY, NOVEMBER 27, 1938

FOR EMPLOYEES ONLY

EASTERN STANDARD TIME

18

A. R. KYLE,
Superintendent, Norfolk Division

J. W. WHITE,
Superintendent, New River Division

W. D. BAKER,
Assistant General Manager

WM. WHITE,
Vice-President and General Manager

VIRGINIAN RAILWAY COMPANY

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VIRGINIAN RAILWAY COMPANY

SUPERINTENDENT,

.....1938

I have this day received.....copies of

Time Table No. 18

taking effect at 12:01 a. m. Sunday, November 27, 1938.

Name.....

Occupation.....

Coal, Water, Turn Table.	Station Numbers	Miles from Norfolk	STATIONS
CWT	A 8	10	..... SEWALLS POINT.....DN 0.5
	A7.2	9.5	..... WEST JCT. N.P.B.L..... 5.8
	A1.4	3.7	2 STREET CAR CROSSINGS COLEMAN (N. S. ELEC. DIV.)... 1.4
	2	2.3	..... TIDEWATER.....DN 2.3
	0		DOUBLE TRACK NORFOLK TERM. STATION.... N. S. R. R. ELECTRIC DIV.
	2	2.3	2.3 TIDEWATER.....DN N. S. R. R. ELEC. DIV.-INTERLOCKED EASTERN BRANCH DRAWBRIDGE
	4.5	4.5	2.2 CAROLINA.....DN N. S. R. R.-INTERLOCKED
	5	5.2	0.7 SOUTH NORFOLK..... N. & W. RY.-INTERLOCKED N. & P. BELT LINE SOUTH BRANCH DRAWBRIDGE-INTERLOCKED
W	7	7.4	2.2 SOUTH BRANCH..... 7.6
	15	15.0	..... ALGREN..... S. A. L. CROSSING-AUTOMATIC INTERLOCKED 8.5
W	24	23.5	..... SUFFOLK.....D A. C. L., S. A. L., N. & W., SOU., N. S. 4.3
	28	27.8	..... KENYON..... 6.1
	34	33.9	..... BOAZ..... 3.2
	37	37.1	..... COLOSSE..... 1.9
	39	39.0	..... WALTERS.....D 2.4
	41	41.4	..... BURDETTE..... 5.1
	47	46.5	..... SEDLEY.....D 1.3
CW	48	47.8	..... MOEGAN..... 6.5
	54	54.3	..... SEBRELL.....D 7.2
	62	61.5	..... JOYNEE.....D 5.3
	67	66.8	..... GRAY..... SOU. RY. CROSSING 6.9
	74	73.7	..... JARRATT.....DN A. C. L. CROSSING-INTERLOCKED 7.0
W	81	80.7	..... PURDY.....D 6.3
	87	87.0	..... ADSIT.....D 4.9
	92	91.9	..... DOLPHIN..... 6.0
W	98	97.9	S. A. L. UNDER PASS ALBERTA.....DN 4.9
	103	102.8	..... DANIELTOWN..... 3.7
	107	105.5	..... DUNDAS.....D 6.9
	113	113.4	..... KENBRIDGE.....D 6.3
CWT	120	119.7	..... VICTORIA.....DN
			Running Time

EASTWARD TRAINS ARE SUPERIOR BY DIRECTION, EXCEPT AS OTHERWISE SPECIFIED.

Sunray M. P. 13.5 and Magnolia M. P. 21.0 are flag stops for Trains Nos. 3 and 4.

WESTWARD			EASTWARD		
FIRST CLASS	Third Class		FIRST CLASS	Third Class	
3	901	31	4	902	32
Daily	Daily	Tue. Thur. Sat.	Daily	Daily	Mon. Wed. Fri.
Passenger	Norfolk Southern Passenger	Local Freight	Passenger	Norfolk Southern Passenger	Local Freight
AM—Lv		AM—Lv	PM—Ar		PM—Ar
6.30		7.15	3.35		3.20
6.32			3.33		
6.42			3.23		
6.45			3.20		
7.15			3.05		
7.21	AM—Lv 9.40	7.35	2.56	PM—Ar 4.33	2.44
f 7.26	9.45	7.43	f 2.51	4.28	2.35
	AM—Ar			PM—Lv	
7.27			2.50		
7.32		7.50	2.45		2.25
f 7.43		8.08	f 2.34		2.05
s 7.56		8.30	s 2.24		1.45
f 8.02		8.40	f 2.16		12.48
f 8.11		8.56	f 2.08		12.35
f 8.16			f 2.03		
s 8.19			s 2.00		
s 8.23		9.20	s 1.56		12.15
s 8.31		9.35	s 1.50		12.01 PM
f 8.33		9.45	f 1.42		11.50 AM
s 8.43		10.10	s 1.30		11.28
s 8.53		10.29	s 1.19		11.00
s 9.02		10.45	s 1.11		10.45
s 9.13		11.15	s 1.03		10.30
s 9.24		11.30	s 12.52		9.50
s 9.34		11.45 AM	s 12.41		9.34
s 9.42		12.05 PM	s 12.33		9.13
s 9.52		12.25 ⁴	s 12.25 ³¹		8.50
f 10.00			f 12.16		
s 10.06		1.30	s 12.10 PM		8.05
s 10.17		2.00	s 12.00		7.40
s 10.27		2.20	11.50		7.00
AM—Ar		PM—Ar	AM—Lv		AM—Lv
3:57	00:5	7:05	3:45	00:5	8:20

EASTWARD TRAINS ARE SUPERIOR BY DIRECTION, EXCEPT AS OTHERWISE SPECIFIED.

Melrose M. P. 177.7 & Perrows M. P. 191.5 are flag stops for trains Nos. 3 and 4.

Coal, Water, Turn Table.	Station Numbers	Miles from Norfolk	STATIONS	
CWT	120	119.7	VICTORIA	DN
	125	125.2	NUTBUSH	
	132	131.5	MEHERIN	D
			Southern Railway	
	133	133.4	VIRSO	
			Southern Railway	
	137	137.1	BRIERY	
W	143	143.4	ABILENE	D
	151	150.7	CULLEN	D
W	157	157.4	PHENIX	D
	163	162.8	ASPEN	
	167	167.3	PATRICK HENRY	
	168	168.4	VABROOK	
			N. & W. Ry., Connection & Under Pass	
	170	170.3	BROOKNEAL	D
	177	176.5	KEEVER	
	181	180.7	LONG ISLAND	D
CW	183	182.6	SENECA	DN
	189	189.2	TABER	
	195	195.0	MANSION	
	199	199.2	ALTAVISTA	DN
			Southern Railway Over Head	
	205	205.2	LEESVILLE	
W	212	211.7	HUDDLESTON	D
	218	217.7	STONE MOUNTAIN	
	221	221.4	MONETA	D
	222	222.4	WESTGATE	
	224	224.3	MEADOR	
W	228	228.1	GOODVIEW	D
	231	231.4	STEWARTSVILLE	
	234	233.9	HARDY	
	238	238.4	NIAGARA	
	240	239.2	DEMUTH	
CWT	243	243.1	ROANOKE	DN
			N. & W. CROSSING-INTERLOCKED	
			Running Time	

WESTWARD			EASTWARD		
FIRST CLASS	Third Class		FIRST CLASS	Third Class	
3	33		4	34	
Daily	Mon-Wed-Fri.		Daily	Tues-Thurs-Sat.	
Passenger	Local Freight		Passenger	Local Freight	
AM—LV	AM—LV		AM—Ar	PM—Ar	
10.32	6.30		11.45	2.10	
f 10.40	6.40		f 11.37	1.54	
s 10.49	6.55		s 11.27	1.36	
f 10.52			f 11.24		
f 10.58	7.05		f 11.18	1.18	
s 11.08 ⁴	7.20		s 11.08 ³	1.04	
s 11.20	7.38		s 10.54	12.48	
s 11.30	7.56		s 10.44	12.26	
s 11.38	8.07		s 10.36	12.11 PM	
f 11.45			f 10.29		
s 11.51 ³⁴ AM	8.40		s 10.23	11.51 ³ AM	
12.02 PM	8.53		10.12	11.26	
s 12.08			s 10.06		
s 12.12	9.30		s 10.02	11.06	
f 12.25	9.52 ⁴		f 9.52 ³³	10.46	
f 12.35	10.16		f 9.41	10.32	
s 12.43	11.45 AM		s 9.36 ³⁴	9.36 ⁴	
s 12.53	12.10 PM		s 9.26	9.15	
s 1.04	12.30		s 9.15	8.50	
s 1.15	12.50		s 9.02	8.20	
s 1.22	1.01		s 8.55	8.05	
1.24	1.06		8.54	8.01	
f 1.27			f 8.51		
s 1.38	1.25		s 8.43	7.45	
f 1.44			f 8.34		
s 1.48 ³³	1.48 ³		s 8.30	7.20	
f 1.55			f 8.23		
1.57	2.05		8.22	7.05	
2.05	2.25		8.15	6.50	
PM—Ar	PM—Ar		AM—LV	AM—LV	
3:33	7:55		3:30	7:20	

EASTWARD TRAINS ARE SUPERIOR BY DIRECTION, EXCEPT AS OTHERWISE SPECIFIED.

Trains Nos. 3 and 4 observe as REGULAR STOPS: Algonquin M. P. 361.3 and Tracee M. P. 373.9 and as FLAG STOPS: Lafayette M. P. 262.0, Goodwins Ferry M. P. 296.0, Ripplemead M. P. 306.5, Glen Lyn M. P. 323.8, Hates Gap M. P. 325.8, Oakvale M. P. 329.8, Weyanoke M. P. 357.7, Covel M. P. 366.4.

Coal, Water, Turn Table	Station Numbers	Miles from Norfolk	STATIONS
CWT	243	243.1	ROANOKE.....DN 3.7
	247	246.8	BELT LINE..... NORFOLK & WESTERN RY. 3.8
	251	250.6	SALEM.....D 6.0
	257	256.6	WABUN..... 4.2
	261	260.8	KUMIS..... 5.5
	266	266.3	IRONTO..... 3.3
	270	269.6	FAGG..... 2.8
	272	272.4	ELLETT.....D 3.9
	276	276.3	YELLOW SULPHUR..... 2.0
	278	278.3	MERRIMAC.....D NORFOLK & WESTERN RY. 0.8
	279	279.1	SHELBY..... 5.1
	284	284.2	PRICE..... 3.5
CW	288	287.7	WHITETHORNE.....DN 5.0
	293	292.7	McCOY..... 5.5
	298	298.2	EGGLESTON..... 5.2
	303	303.4	PEMBROKE.....D 3.9
	307	307.3	KLOTZ..... 1.9
	309	309.2	N. & W. RY. CROSSING—INTERLOCKED NORCROSS..... 4.9
	314	314.1	NORTH PEARISBURG..... 3.3
	317	317.4	NARROWS..... 3.4
	321	320.8	RICH CREEK.....D 7.0
W	328	327.8	KELLYSVILLE..... 3.6
	331	331.4	STENGLE..... 3.8
	335	335.2	INGLESIDE..... 5.0
CWT	340	340.0	PRINCETON.....DN 4.8
	345	345.0	KEGLEY..... 3.6
	349	348.6	KING..... 2.9
	352	351.5	ROCK..... 4.0
	355	355.5	M. X..... 0.7
	356	356.2	MATOAKA.....DN 0.6
	357	356.8	N. & W. TRANSFER..... 4.0
	360	360.8	CLARK'S GAP..... 1.2
	362	362.0	MILE POST 362..... 1.6
	364	363.6	MICAJAH..... 4.2
	368	367.8	HERNDON.....D 3.3
	371	371.1	BUD..... 0.9
	373	372.0	ALPOCA.....
CWT	375	374.7	ELMORE.....DN

Running Time

DOUBLE TRACK

WESTWARD			EASTWARD		
FIRST CLASS	Third Class		FIRST CLASS	Third Class	
3	63		4	64	
Daily	Mon-Wed-Fri.		Daily	Tues-Thurs-Sat.	
Passenger	Local Freight		Passenger	Local Freight	
PM—Lv	AM—Lv		PM—Ar	PM—Ar	
2.15	7.45		3.15	3.30	
2.23			3.07		
s 2.30	8.05		s 3.04	3.00	4
f 2.38	8.20		f 2.52	2.38	3
f 2.45	8.30		f 2.45	2.22	2
f 2.54	8.45		f 2.33	2.10	
f 3.00	8.55		f 2.26	2.01	
f 3.04	9.02		f 2.21	1.55	
f 3.12	9.11		f 2.13	1.40	
f 3.16	9.20		f 2.09	1.35	
3.18	9.25		2.08	1.33	
f 3.27	9.36		f 1.59	1.15	
f 3.35	9.50		f 1.51	12.55	
f 3.44	10.05		f 1.42	12.30	
f 3.54	10.20		f 1.32	12.01 PM	
f 4.03	10.35		f 1.23	11.40 AM	
f 4.13	10.48		f 1.13	11.26	
f 4.21	11.00		f 1.05	11.13	
s 4.28	11.15		s 12.58	11.00	
s 4.35	11.35		s 12.51	10.48	
f 4.48	11.55 AM		f 12.38	10.23	
4.56			12.29	9.55	
f 5.05	12.20 PM		f 12.20	9.45	
s 5.17	1.20		s 12.10	9.30	
f 5.25			12.05 PM		
f 5.34	1.40		f 11.56 AM	9.08	
f 5.40	1.55		f 11.50	8.55	
f 5.46	2.09		f 11.44	8.43	
5.54	2.30		11.36	8.30	
s 5.56			s 11.34		
6.10			11.18		
f 6.22	3.45		f 11.06	7.35	
f 6.35			f 10.53		
s 6.45	4.30		s 10.45	7.00	
PM—Ar	PM—Ar		AM—Lv	AM—Lv	
4:30	8:45		4:30	8:30	

EASTWARD TRAINS ARE SUPERIOR BY DIRECTION, EXCEPT AS OTHERWISE SPECIFIED.

Nurlva, M. P. 378.1 and Otsego, M. P. 379.3—Semoco M. P. 396.9, and Lick Fork, M. P. 419.9 are flag stops for Trains Nos. 3 and 4.

Trains Nos. 3 and 4 will stop at intermediate points between West Deepwater and Charleston to take on or let off passengers originating on or destined to points on the Virginian Railway.

Coal, Water, Turn Table.	Station Numbers	Miles from Norfolk	STATIONS
CWT	375	374.7	ELMORE.....DN
		1.8	GULF JUNCTION.....DN
T	377	376.7	MULLENS.....
		0.2	WEST END DOUBLE TRACK
		0.4	
		3.3	
	381	380.4	VIRWEST.....
		1.3	MABEN.....D
W	382	381.7	HOTCHKISS.....
		3.9	SLAB FORK.....DN
	386	385.6	JENNY GAP.....
		2.3	
	388	387.9	LESTER SIDING.....
		2.2	LESTER.....D
	390	390.1	SURVEYOR.....D
		1.6	GLEN WHITE JUNCTION.....
		2.3	
	391	391.7	ECCLES.....D
		0.5	HARPER.....DN
	392	392.2	SWEENEYBURG.....
		2.0	CIRTSVILLE.....
W	395	394.6	WILLIS BRANCH.....
		2.0	
T	396	396.3	PAX.....DN
		1.0	LONG BRANCH.....
		0.8	LIVELY.....
	409	409.1	DOTHAN.....
		1.7	SILVER GAP.....
		3.2	
	415	414.8	OAK HILL JUNCTION.....DN
		2.0	WRISTON.....
	417	416.8	INGRAM BRANCH.....
		0.9	HAMILTON.....
		3.4	PAGE.....DN
		1.9	
	421	421.1	BEARDS JCT.....
		0.5	ROBSON.....
		3.7	VACO JUNCTION.....
	422	423.0	WEST DEEPWATER.....
		0.4	C. & O. RAILWAY.....
	423	423.4	D. B. TOWER.....DN
		0.5	N. Y. C. RAILWAY.....
	427	426.8	CHARLESTON.....
CWT			N. Y. C.
	430	430.3	
	431	430.8	
	434	434.1	
		434.6	
	435	435	
		466.5	

Running Time

WESTWARD			EASTWARD		
FIRST CLASS		Third Class	FIRST CLASS		Third Class
3		65	4		66
Daily		Mon, Wed, Fri.	Daily		Tues, Thur, Sat.
Passenger		Local Freight	Passenger		Local Freight
PM—LV		AM—LV	AM—Ar		PM—Ar
s 6.45		8.15	s 10.45		12.55
6.50		8.25	10.40		12.46
s 7.00		8.35	s 10.39		12.45
7.01			10.29		
7.10		9.00	10.20		12.25
s 7.14		9.25	s 10.16		12.20 PM
f 7.23		9.40	f 10.07		11.45 AM
s 7.28		10.02	s 10.02		11.30
7.33		10.10	9.57		11.15
7.36		10.25	9.54		11.10
s 7.38		10.35	s 9.52		11.05
f 7.45		10.50	s 9.45		10.50
7.49		11.05	9.41		10.40
f 7.54		11.20	s 9.36		10.30
s 7.58		11.46 AM	s 9.32		10.10
f 8.07			f 9.23		
f 8.11		12.10 PM	f 9.19		9.19
f 8.15			f 9.15		
s 8.18		12.50	s 9.12		8.44
f 8.21			s 9.09		
f 8.25		1.10	f 9.05		8.11
f 8.32			f 8.58		
8.37		1.25	8.53		7.50
f 8.41		1.35	s 8.49		7.45
f 8.50			f 8.38		
f 8.54			f 8.34		
8.56		2.00	8.32		7.15
s 9.05		2.30	s 8.23		7.00
		PM—Ar			AM—LV
f 9.18			f 8.09		
9.28			7.59		
s 9.31			s 7.57		
9.35			7.55		
10.30			7.00		
PM—Ar			AM—LV		
3:45		6:15	3:45		5:55

EASTWARD TRAINS ARE SUPERIOR BY DIRECTION, EXCEPT AS OTHERWISE SPECIFIED.
 No. 11 is superior by direction to No. 12, Pemberton to Fireco.
 No. 13 is superior by direction to No. 14, Pemberton to Fireco.
 No. 67 is superior by direction to No. 68, Gulf Junction to Fireco.
 McVey, M. P. 24.6 and Wiley, M. P. 26.4 are flag stops for all regular trains.

Coal, Water, Turn Table	Station Numbers	Miles from Norfolk	STATIONS
T	377	376.7	MULLENS
		376.5	GULF JUNCTION.....DN
		376.9	WYE JUNCTION.....DN
B378	378.2	1.3	BLACK EAGLE
B380	380.1	1.9	ALLEN JUNCTION.....DN
		1.3	
B381	381.4		IROQUOIS
		1.0	
B382	382.4		STEPHENSON
		1.7	
W B384	384.1		AMIGO.....DN
		3.2	
			C. & O. CONNECTION
B387	387.3		HELEN
		2.0	
B389	389.3		TAMS.....D
		1.8	
B391	391.1		STOTESBURY
		1.1	
B392	392.2		McALPIN
		0.3	
B392½	392.5		WOODBAY.....D
		0.9	
B393	393.4		BIG STICK
		0.5	
B394	393.9		HOT COAL
		1.0	
B395	394.9		LOOP JUNCTION
		2.7	
B398	397.6		SOPIA.....D
		1.5	
B399	399.1		AFFINITY
		1.0	
WT B400	400.1		PEMBERTON.....DN
			C. & O. CROSSING
		2.0	
B402	402.1		SULLIVAN
			C. & O. CROSSING
		1.8	
B404	403.9		ABNEY
		0.9	
B405	404.8		BOWYER
		0.4	
B405½	405.2		WHITBY
		0.8	
B405½	406.0		RALECO
		0.3	
B406	406.3		JONBEN
		0.1	
B406½	406.4		LAMPKIN BRANCH
		0.6	
T B407	407.0		FIRECO
		3.0	
	B410	410	WILLABET
			Running Time

WESTWARD

EASTWARD

WESTWARD			EASTWARD		
FIRST CLASS		Third Class	FIRST CLASS		Third Class
11 Daily	13 Daily	67 Ex. Sun.	12 Daily	14 Daily	68 Ex. Sun.
Passenger	Passenger	Local Freight	Passenger	Passenger	Local Freight
	AM—LV 11.00		AM—AR 10.15		
		AM—LV 8.00			PM—AR 3.00
	11.03	8.03	10.11		2.54
f 11.07			f 10.06		
f 11.12 11.21		8.15	f 10.01 9.52		2.39
f 11.25			f 9.48		
s 11.28			s 9.45		
s 11.36		8.30	s 9.40		2.20
s 11.44			s 9.30		
s 11.49		8.50	s 9.24		1.59
s 11.54 ^{AM}			s 9.19		
f			f		
s 12.01 ^{PM}		9.14 ¹²	s 9.14 ⁶⁷		1.40
s 12.04			s 9.10		
s 12.07			s 9.07		
f 12.10 12.20		10.20	f 9.04 8.55		1.25
s 12.27		10.48	s 8.48		1.15
f 12.31			f 8.43		
AM—LV 7.45	s 12.34	11.15	s 8.39	PM—AR 1.30	1.05
f 7.51	s 12.39	11.30	s 8.31	f 1.21	12.55
f	f		f	f	
8.00	12.48 ⁶⁸	11.45 ^{AM}	8.23	1.13	12.48 ¹³
f	f		f	f	
f	f		f	f	
f	f		f	f	
12 8.10 AM—AR	14 1.00 PM—AR	68 12.05 PM—AR	11 8.15 AM—LV	13 1.05 PM—LV	67 12.30 PM—LV
0:25	2:00	4:05	2:00	0:25	2:45

SPECIAL INSTRUCTIONS

1. All trains must obtain clearance card before departure from any open telegraph office not provided with train order signals.

2. Rule 93 of Book of Rules, effective December 1, 1918, is revised as follows:

Within yard limits the main track may be used, protecting against first class trains.

All other class and extra trains and engines must move within yard limits prepared to stop unless the main track is seen or known to be clear.

YARD LIMITS

Sewalls Point to and including South Branch	Page
Suffolk	Deepwater
Morgan	Pemberton
Jarratt	Fireco
Alberta	Lillybrook
Victoria	Gilbert Yard
Seneca	Allen Jct. to Wyco
Altavista	Oak Hill Jct. on White Oak Branch only
Roanoke	Glen Rogers
Princeton	Morri
Elmore-Mullens	Kopperston

3. At all coal and water stops and at stations that may be designated by Time Table or Bulletin, all trains must be carefully inspected by Trainmen for defects, heated journals, etc., and the Conductor must know that such inspection has been made and that defects, if any, have been remedied before giving signal to proceed.

INTERLOCKED RAILROAD GRADE CROSSINGS AND DRAWBRIDGES

4. At interlocked railroad crossings and drawbridges trains must approach Home Signals prepared to stop should signals be against them.

NON AND PARTIALLY INTERLOCKED RAILROAD CROSSINGS & DRAWBRIDGES

5. NORFOLK—GRANBY STREET, BAY SHORE STREET CAR LINE;
MALTBY AVENUE, FAIRMOUNT PARK, OCEAN VIEW STREET CAR LINE;
CAPE HENRY AVENUE, COLEMAN PLACE, NORFOLK SOUTHERN STREET CAR LINE:

Approach under control, and if crossing is seen to be clear proceed over crossing at 10 miles per hour, resuming regular speed as soon as engine has passed over crossing.

EASTERN BRANCH ELIZABETH RIVER DRAWBRIDGE:

Approach under control prepared to stop unless a proceed signal is received from the drawbridge tender with a green flag by day or green light by night. Then proceed at 10 miles per hour until engine has passed over drawbridge. Then 25 miles per hour until rear of train has cleared drawbridge, when regular speed may be resumed.

BELT JUNCTION, NORFOLK AND PORTSMOUTH BELT LINE RAILROAD:

Approach under control and if semaphore signal operated by Belt Line train crews is in clear position, proceed at 20 miles per hour, resuming regular speed as soon as engine has passed over crossing.

ALGREN—SEABOARD AIR LINE RAILWAY:

Approach under control and if interlocking home signal is in clear position, proceed at 20 miles per hour, resuming regular speed as soon as engine has passed over crossing.

When a train is stopped at Home Signal and no conflicting train movement is evident, movement may be made as follows:

First: Be sure there is no train approaching from either direction on the Seaboard Air Line.

Second: Member of train crew will unlock relay box near crossing locked with a standard Virginian and Seaboard Air Line switch lock, turn knob of time release (marked VGN) to the right and let it go, close and lock box immediately. Virginian home signal will then indicate "GREEN" (or proceed position). If Virginian signal fails to go to proceed (or green) position trainmen must see that home signals on the Seaboard Air Line are in stop (or red) position before proceeding over crossing.

Third: Prompt report must be made to Dispatcher when it is necessary to use this release.

GRAY—SOUTHERN RAILWAY:

Approach under control, and if semaphore signal, operated by Southern Railway train crews, is in clear position, proceed at 20 miles per hour, resuming regular speed as soon as engine has passed over crossing.

BELT LINE (ROANOKE)—NORFOLK AND WESTERN RAILWAY:

Approach under control, and if semaphore signal, operated by Norfolk and Western train crews, is in clear position, proceed at 28 miles per hour, resuming regular speed as soon as engine has passed over crossing.

NORCROSS—NORFOLK AND WESTERN RAILWAY:

Approach under control and if semaphore signal operated by Norfolk and Western train crews is in clear position, proceed at 20 miles per hour, resuming regular speed as soon as engine has passed over crossing.

HELEN—CHESAPEAKE AND OHIO RAILWAY. (Crossing of Virginian Railway connection track to Helen Nos. 3 and 9 mines over C. & O. main track):

Stop and operate interlocking before crossing. Virginian crews, if no trains are approaching on C. & O. main track, will set semaphore signal at danger position, then remove derails on Virginian track and proceed over crossing. Derails and signal must be restored to normal (clear for C. & O.) when use of crossing is completed.

PEMBERTON—CHESAPEAKE AND OHIO CROSSING:

All trains will come to a full stop at stop signs. If no trains are approaching on C. & O. main track, after two blasts of engine whistle proceed over the crossing.

SULLIVAN—CHESAPEAKE AND OHIO RAILWAY. (Crossing of Virginian Railway connection track to Lillybrook No. 4 Mine over C. & O. main track):

All trains will come to a full stop at the stop sign. If no trains approaching on C. & O. main track, after two blasts of the engine whistle, proceed over the crossing.

SULLIVAN—CHESAPEAKE AND OHIO RAILWAY:

All trains will come to a full stop at the stop sign. If no trains are approaching on C. & O. main track, after two blasts of the engine whistle, proceed over the crossing.

6. Rule 34 of Book of Rules, effective December 1, 1918, is revised as follows:

All members of train and engine crews must communicate to each other by its name the indication of all signals affecting the movement of their train.

7. At night (or during day when night signals are necessary) when switching, making up trains, doubling, running for coal or water, etc., it becomes necessary to leave cars standing on main track, either within or outside of yard limits, a light must be displayed on each end of the car, or cut of cars, and during extremely cold or stormy weather additional protection must be afforded by torpedoes. This Rule does not relieve trainmen of protecting, whenever or wherever required, as prescribed by Rule 99.

8. Conductors and enginemen of all trains using tracks of other Roads will provide themselves with time tables of, and be governed by, the rules and regulations of such other Roads. Conductors and enginemen of trains of other Roads using the tracks of the Virginian Railway must provide themselves with time tables of, and be governed by, the rules and regulations of the Virginian Railway.

9. Train register will not be accepted as evidence that an extra train has arrived at meeting point.

10. When cars with retainers up are set out or arrive at end of run, retainers must be turned down. When cars are set out on grades, hand brakes must be tested and set, air bled off, and every precaution taken before engine is cut off to know that cars will not move by gravity.

11. Enginemen on freight trains arriving at terminals should, so far as possible, stop with slack stretched.

12. When cars are set out bad order on tracks under jurisdiction of Yardmaster, Conductors will make wire report from first telegraph office to Yardmaster and Chief Dispatcher, giving initials, number and contents, on what track it is left, reason for car being set out and disposition of waybill. Chief Dispatcher should be given same information when cars are set out on line.

13. Before attempting to couple to cars, trainmen must know that sufficient hand brakes are set to prevent cars getting beyond control.

14. When double-heading engines of different class, the smaller engine will be put on the head end and engineman on the lead engine will control the air.

15. Engineers will dim their headlights in yards where yard engines are employed; when standing at end of double track; at meeting points; when train is standing; a reasonable distance from open train order or block offices in order to permit safe delivery of orders and reading of engine numbers. Headlights must not burn during daylight except when weather conditions make it necessary, or while passing through tunnels.

16. At meeting point, enginemen and conductors will call to each other the number of their respective trains, and each must hear distinctly the number called by the other; train holding main track will call the number first.

17. On passenger trains after engineman has sounded signal 14-N as required by Rule 90, Conductor will give one quick blast of air whistle which is to be acknowledged by engineman as per Rule 14-G.

18. When a train holding main track arrives at meeting point first, employees in charge thereof will open switch for opposing train.

19. Rule 104, Book of Rules, effective December 1, 1918, is revised as follows:

Switches must be left in proper position after having been used. Conductors are responsible for the switches used by them and their trainmen except where switch-tenders are stationed, but when practicable, the engineman must see that the switches nearest the engine are properly set.

Employees handling switches must observe that switch point fits up to rail after each handling of a switch.

A switch must not be left open for a following train unless in charge of a trainman of such train.

When a train or engine is waiting to cross from one track to another and during the approach or passage of a train on tracks involved, all switches connected with the movement must be secured in the normal position.

Before starting to make the movement all switches involved must be properly lined and not restored to normal until the movement is completed.

Where trains are required to be reported in the clear at sidings with hand operated switches, this report must not be made nor hand signals given other trains until the switch has been properly lined and secured in its normal position.

It is forbidden to move an engine or cars beyond the clearance point in any side track or crossover before the switch or switches are set and signal given by trainmen to proceed.

20. At meeting or passing points, the employee attending the switch must, after locking it for main track, take a position not less than thirty (30) feet from switch stand, and on the opposite side of the track if possible, until the expected train has passed.

21. Posts are located 100 car lengths beyond passing track switches between Sewalls Point and Maben and 80 cars lengths between Maben and Deepwater, on engineman's side in each direction, for the purpose of assisting him in knowing when the rear of his train has passed the switch.

22. At points where spring switch stands are in operation, sand must not be dropped while engine is passing over switch. When a train passes through these switches, a reverse move must not be made while any portion of train is standing on switch until switch is thrown by hand for the back-up move. If it is desired to pull entire train through switch then make a reverse move, train must wait one minute to allow switch to adjust before starting back.

When signals protecting the movement over spring switches are found in caution position (45 degrees) engineers may proceed under control, but must stop in clear of the switch and must not proceed over the switch until it is ascertained that the switch is in safe condition for the passage of their train. A telegraphic report from the first open telegraph office is to be made covering the conditions found.

23. Extreme emergency must exist to require a train to pull by and back in at a meeting point, and when done such a train must be protected at all times in accordance with Rule No. 99. If done by train order, the number of cars in train that will pull by should be stated as information only.

24. Trains must not leave initial terminals where Inspectors are employed, without testing the air brakes and getting signal from Inspectors that the proper percentage of the brakes are working. At points where Inspectors are not employed, when the engine is cut off from the train or when cars have been picked up or set out, brakes must be tried before departure of train. In addition to the terminal inspection Engineers of passenger trains will make the regular running test immediately after leaving station.

The air whistle signal (Rule 16-E) should always be made from the rear car of passenger train when the air whistle signal is working.

24-A. Eastward trains picking up at Clarks Gap will make a brake test of the cars to be picked up before pulling out on the main line to couple to train. After this test is made and train is coupled up, it must not proceed until a signal is received from some member of the crew at the rear indicating that the train line pressure is building up and the rear brakes are released.

24-B. At Princeton when picking up and setting off, after train is coupled up, the head brakeman should go back towards the rear and place himself in position to receive a signal from some member of the crew at the rear to proceed, and this proceed signal must not be given from the rear until the air gauge on the cab indicates that the train line pressure is building up.

25. A train arriving at a non-telegraph station, or at a telegraph station not open, unable to proceed against opposing or ahead of superior trains, or from any other cause, will be promptly reported by Conductor (or in case of light engine by engineman), by telephone to the Dispatcher.

26. Conductors must keep a record of all placarded cars containing inflammables, acids or explosives, and should be careful to see that placards have been removed from empty cars. Any cars improperly placarded should be reported promptly.

Conductors and Agents must familiarize themselves with the Bureau of Explosives Regulations.

27. Spreader cars and other similar work equipment must be placed in local trains and work trains next to the caboose, or as near thereto as conditions will permit. Locomotive cranes, ditchers, etc., must have booms securely fastened in trailing position when being moved dead in freight trains and when being moved from point to point in work trains, except when actually working.

Wrecking derricks must be placed next to the engine with the boom in trailing position securely fastened.

Only in extreme emergency should such equipment be moved in coal or drag freight trains.

28. Between Roanoke and Mullens there are certain zones defined as "Low Wire Zones." All tunnels, including one thousand (1,000) 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," having a circle of electric lamps.

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

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

After the trolley is de-energized and both the Power Director and engineman are satisfied that the locomotive is under the de-energized trolley, the engineman will open all circuit breakers and on direction from the Power Director will put one ground switch in on the locomotive. 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 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 fire hooks, water from sprinkler hose, tools or appliances on locomotives or tenders, 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 or steam derricks must not, under any circumstances, in the electrified territory between Mullens and Roanoke, work in what is termed "The Low Wire Zone," which is designated by lighted warning signals while the line is energized and must not work in the electrified territory without the booms of the machines being 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 Power Director.

In the Electrified Zone in case of power interruption lasting more than three minutes, it will be the duty of the Engineer or Helper to report to the Power Director or the Train Dispatcher personally or through the Conductor, 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 or not the trouble is in the locomotive.

Electric engines with trains of 9,000 tons or more eastward, with one or more motors cut out from any cause, must not, under any circumstances, attempt to descend either Clarks Gap Mountain, Kellysville or Alleghany grades under regeneration, but must, in all cases, turn up the usual number of retainers (designated by Engineer) and handle the train entirely by air brake methods in the same manner as was customary under steam operation. In case one or more motors fail while the train is actually descending either of the grades referred to, enginemen must bring train to stop immediately and have the desired number of retainers turned up for regular air brake operation before proceeding.

29. Between Tidewater and Lovitt Avenue the tracks of the Norfolk Southern Railroad will be used. Between Lovitt Avenue and Norfolk Terminal Stations the tracks of the Norfolk Terminal Railway will be used.

30. Trains running with the current of traffic between Tidewater and Carolina will proceed on signal indication, which signal indication supersedes Time Table superiority. All trains will run with caution between these points, looking out for any train that may be running ahead under this rule. All trains may run with the current of traffic between these points without train order or clearance card.

The crossover between main tracks at the Ford Plant will be used only with permission of Train Dispatcher, which permission shall be secured by telephone communication with the Operator at Carolina.

31. At Main Street, Suffolk, all trains will approach crossing under control. A member of the crew will precede the train sufficiently over the crossing to warn pedestrians and drivers of vehicles of the approaching train. Dropping or kicking cars over this crossing in switching operations is prohibited.

32. On freight trains head Brakeman will call Dispatcher at last stop before reaching Victoria and ascertain which track to use in entering Victoria yard.

33. A distant signal of the semaphore type is located Forty-four Hundred (4400) feet East of the main track switch, East end of Victoria Yard, which signal protects Westward movement over both Johnson's Mill spur switch and the East Yard lead switch. When in caution position, 45 degrees, signal indicates that between the signal and East Yard switch, either the track is occupied, or that there is a broken rail, or that either or both switches are not properly set, and engineers must proceed prepared to stop short of any obstruction and must not proceed over either switch until it is ascertained that they are in safe condition for the passage of trains.

Report must be made immediately upon arrival at Victoria of conditions found.

34. Eastward full tonnage trains holding meet order at Stone Mountain and not finding opposing train in the clear will stop with engine at or near the station.

35. Westward freight trains will look out for signal from towerman at Walnut Street, designating the number of the track on which the train is to enter Roanoke yard.

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

37. Between 9:00 A. M. and 6:00 P. M. daily the track between Merrimac and Ellett will be operated as an absolute block and Rules 750 to 771 of the Book of Rules will be in effect between those hours.

No train will be allowed to enter Alleghany Tunnel unless it is known that a preceding train has cleared the tunnel.

Between the hours of 6:00 P. M. and 9:00 A. M. daily trains in either direction will drop a red fusee when the rear of train enters the tunnel.

38. Trains and engines using passing siding at Norcross may expect to find this track occupied by Norfolk and Western crews handling cars to and from the interchange track.

39. In double track territory no train or engine will cross over from one main track to another without first securing permission from Train Dispatcher, except within Elmore-Mullens Yard limits where movements will be governed by the Yardmaster on duty. Permission to cross over does not relieve crews from protecting their movement in accordance with Rule D-152 of the Book of Rules.

40. Employees handling engines at Elmore Coal Chute must not permit their engines to stand with smoke stack or pop valves under the coal tipple on account of the danger resulting from men being blinded or injured by the smoke, gas or steam.

41. On eastward freight trains, retainers must be turned up on all cars, and necessary hand brakes set in addition, before starting down heavy grade on Shockley Branch.

42. Trains and engines will not use Shockley Branch or the wye track or passing track at Glen White Junction without permission from Dispatcher. An order to take siding at Glen White Junction will be permission to use the passing track.

Employees are warned of close clearance at C. & O. overhead bridge north of wye at Glen White Junction on Shockley Branch.

All trains using Shockley Branch will approach Glen White expecting to find cars on main line between derail and store building not protected.

When Glen White Junction wye is not in use, the switch at the Shockley Branch end must be left lined for east leg of wye.

43. Train register book is provided at Pax by K. G. J. & E. Virginian crews using these tracks must check the register against regular K. G. J. & E. trains. Between 7:30 P. M. and 7:30 A. M. Virginian crews may use K. G. J. & E. tracks without protecting against K. G. J. & E. trains. If necessary to go beyond the West switch to yard, trains and engines must be protected in accordance with Rule 99 of the Book of Rules.

44. Close side and overhead clearance at Loup Creek Colliery Company tippie at Page. Employees are warned to avoid personal injury.

45. On eastward freight trains on Beards Fork Branch and Ingram Branch Mine Track, air brakes must be tested and retainers turned up on all cars. A sufficient number of hand brakes must be set to control the train before descending the grade. No hand brakes will be set or released while cars are in motion.

46. In placing empties at Tams Mine, do not allow cars to be placed below the Road Crossing just west of the Gulf Smokeless Coal Company's sand bin. Do not switch below this crossing except when necessary to work the ice house track due to close clearance of sand bin.

47. Tracks in C. & O. Yard at Stone Coal Junction are laid at close centers. To avoid personal injuries, employees are warned not to ride on sides of cars.

48. The portion of the White Oak Branch between Carlisle and Lochgelly is operated over by the mine run engine without train orders. All trains, other than scheduled trains, will not use this track without first securing permission of the conductor in charge of the mine run.

49. When passenger trains take siding for opposing trains, if the train to be met has not arrived, the passenger train must stop at least 10 car lengths from the **outgoing** switch.

50. Before coupling engines to trains at any point, it will be the duty of the employee making the coupling to open the angle cock on the tank of engine to insure against obstruction of the brake pipe.

51. Wooden underframe cars, loaded or empty, and empty flat cars should, as far as possible, be forwarded in local freight trains. When necessary to forward in heavy tonnage trains they should be handled immediately ahead of caboose, and pusher engines must be coupled in train ahead of such wooden underframe or empty flat cars.

52. Operators, when receiving train orders for delivery to trains, **must** immediately prepare a clearance card, Form 1166, addressed to the train or trains affected and enter in the space provided for that purpose the number of the train order. When additional orders are received addressed to the same train, each order will be immediately entered on the clearance card so they will appear in numerical order. Before delivery of such orders the Operator must call each number to the Dispatcher, who will check each order issued, recording the numbers in the train order book under the last order issued for such train, then authorize the Operator to clear that train on the numbers recorded, followed by the time such authority is given.

RAILROAD JUNCTIONS.

53. Trains must approach junctions with caution. Where required by Rule or law, trains must stop.

Elmore	Guyandot River Branch
Gulf Jet.	Winding Gulf Branch
Virwest	V. & W. Branch
Glen White Jet.	Shockley Branch
Oak Hill Jet.	White Oak Branch
Beards Jct.	Beards Fork Branch
Vaco Jct.	Vaco Branch
Allen Jct.	Allen Branch
Amigo	Stone Coal and Devils Fork Branch
Loop Jct.	Collins Spur
Milam Jct.	Laurel Fork Branch
Simon Jct.	Morri Branch

STANDARD CLOCKS

54.

NORFOLK DIVISION:

Sewalls Point Telegraph Office.
 Norfolk Terminal Station (Station Master's Office).
 Victoria—Telegraph and Dispatchers' Office.
 Roanoke—Yard Office, Walnut Street Tower and Roundhouse.

NEW RIVER DIVISION:

Roanoke—Yard Office, Walnut Street Tower and Roundhouse.
 Princeton—Dispatchers' Office.
 Elmore—Telegraph Office and Roundhouse.
 Mullens—Roundhouse.
 Surveyor—Telegraph Office.
 Page—Telegraph Office.
 Pemberton—Telegraph Office.

REGISTER STATIONS

55.

NORFOLK DIVISION:

Sewalls Point—Yard Office.
 Carolina—Tower.
 Victoria—Telegraph Office.
 Roanoke—Yard Office and Walnut Street Tower.

NOTE: Trains may register by ticket of prescribed form at Carolina.

NEW RIVER DIVISION:

Roanoke.
 Elmore.
 Gulf Jct., for scheduled trains only.
 Oak Hill Jct., for White Oak Branch scheduled trains only.
 Page.
 DB Tower.
 Allen Jct. for scheduled Allen Branch trains.
 Loop Jct. for scheduled Collins Spur trains.
 Pemberton.
 Fireco.

NOTE: Scheduled trains may register by ticket of prescribed form at Elmore, Gulf Jct., DB Tower and Pemberton.

BULLETIN BOOKS

56.

NORFOLK DIVISION:

Sewalls Point Yard Office and Roundhouse.
 Victoria Telegraph Office and Roundhouse.
 Roanoke Walnut Street Tower, Yardmaster's Office and Roundhouse.

NEW RIVER DIVISION:

Roanoke Yard Office, Walnut Street Tower and Roundhouse.
 Elmore Yard Office and Roundhouse.
 Mullens Roundhouse.
 Page Telegraph Office and Roundhouse.
 Amigo Telegraph Office.
 Pemberton Telegraph Office.
 Oak Hill.
 Glen Rogers.

TEMPORARY SLOW ORDERS

57. A yellow flag by day and in addition a yellow light by night placed beside the track on the engineman's side, indicates that the track 3,000 feet distant is not in condition for regular speed. The speed over the slow track (3,000 feet distant) will be indicated by special order, and the speed of trains must be controlled accordingly. At the point where the slow order begins, an additional yellow flag by day and a yellow light by night will be located, and speed authorized by special order must be maintained up to the point where a green flag by day and a green light by night is located, to indicate resume regular speed. In case engineman has no copy of or has not seen special order, a speed of six (6) miles per hour will not be exceeded. Enginemen must sound the whistle as provided in Rule 14 (m) when approaching temporary slow order signs. Enginemen of passenger trains must be given a signal from the rear of the train as provided in Rule 16 (h) and enginemen of freight trains be given a signal as provided in Rule 12 (c) where physically possible, when the rear end of the train has passed over the track or structure covered by slow order.

PERMANENT SLOW ORDERS

58. A slow board placed alongside the track on the engineman's side showing a numeral in large figures indicates the rate of speed at which the track may be used at a point 1,000 feet distant from such slow board. At the point from which this speed must be maintained (1,000 feet in advance of first slow board), a second board will be placed bearing the word "Slow," and the speed indicated on the first slow board must be maintained from this point until reaching a sign reading "Resume Speed," at which point regular speed may be resumed. These boards will not be marked by any night indication. When a different speed is permissible for passenger and freight trains, two sets of figures will be placed on each board, and passenger trains will be governed by the upper and freight trains by the lower figure.

A passenger train handling freight cars will be governed by speed restrictions for freight trains on curves where the freight train speed restriction is lower than the passenger train speed restriction.

MAXIMUM PERMISSIBLE SPEED

GENERAL LOCATION AND CONDITIONS	Passenger Trains	Time and Local Freight Trains Without Loaded Hoppers	All Freight Trains With Loaded Hop- pers
Sewalls Point to Roanoke.....	50	40	30
Roanoke to M. P. 271.0 East of Ellett.....	50	28	28
M. P. 271.0 West of Fagg to M. P. 348.9 East of Rock.....	35	28	28
M. P. 348.9 West of King to Mullens.....	30	28	28
Mullens to Page.....	30	25	20
Page to D. B. Tower.....	20	10	10
Elmore to Gilbert.....	25	25	25
Simon Jet. to Hatcher.....	25	25	25
Hatcher to Kopperston.....	25	10	10
Mullens to M. P. 9 West of Amigo.....	25	20	20
M. P. 9 West of Amigo to Willabet.....	30	25	25
Amigo to Princewick.....	25	20	20
Loop Junction to Winding Gulf.....	20	15	15
Allen Junction to Wyco.....	15	15	15
Virwest to Polks Gap.....	20	15	15
Polks Gap to Glen Rogers.....	25	20	20
Milam Junction to Morri.....	20	15	15
Glen White Junction to Glen White.....	10	10	10
Oak Hill Jet. to Oak Hill (Duncan's Crossing).....	15	12	12
Oak Hill (Duncan's Crossing) to Lochgelly.....	20	15	15
Oak Hill (Duncan's Crossing) to Carlisle.....	15	12	12
Beards Fork Junction to Beards Fork.....	15	10	10
Vaco Jet. to Deepwater.....	15	10	10
Mallet Type Locomotives.....		30	30
Mallet Type Locomotives backing up.....		15	15
Mikado Type Locomotives.....		40	40
Light Engines or with Caboose Only.....	30	30	30
Engines other than Mallet backing up.....	20	20	20
Engines without Engine Trucks.....		15	15
Trains hauling Dead Engines.....		20	20
Trains handling steam derricks, loco, cranes, steam shovels, etc. (Booms must trail).....		25	25
All trains entering or leaving sidings or yards or through cross-overs, except as otherwise provided.....	15	10	10
All trains over drawbridges.....	25	25	25
SPECIFIC LOCATIONS AND CONDITIONS			
Granby Street Bay Shore Street Car Line.....	10	10	10
Malty Ave., Fairmount Park—Ocean View Street Car Line.....	10	10	10
Cape Henry Ave., Coleman Place—Norfolk Southern St. Car Line.....	10	10	10
Eastern Branch Elizabeth River Drawbridge.....	10	10	10
Carolina—End of Double Track—Eastward.....	15	15	15
Belt Junction—Norfolk & Portsmouth Belt Line Railroad.....	20	20	20
Algren—Seaboard Air Line Railway.....	20	20	20
Suffolk—Main Street—Highway Crossing.....		Under Control	
Gray—Southern Railway.....	20	20	20
Curve M. P. 129.6 to M. P. 130.0.....	45	40	30
On all curves M. P. 141.4 W. of Briery to M. P. 154.0 E. of Phenix.....	45	40	30
On all curves M. P. 166.3 W. of Aspen to M. P. 175.3 E. of Keever.....	40	40	30
Curves M. P. 181.9 to M. P. 182.5.....	45	40	30
On all curves M. P. 185.5 to M. P. 186.6.....	40	40	30
Curve M. P. 187.5 to M. P. 187.9.....	35	35	30
On all curves M. P. 188.0 E. of Taber to M. P. 196.4 E. of Altavista.....	40	40	30
Curve M. P. 202.1 to M. P. 202.4.....	45	40	30
Curves M. P. 204.5 to M. P. 206.9.....	40	40	30
Curves M. P. 207.3 to M. P. 210.1.....	35	35	30
Curves M. P. 213.1 to M. P. 216.4.....	35	30	30
On all curves M. P. 217.2 W. of Huddleston to M. P. 225.9 E. of Goodview.....	40	40	30
Curves M. P. 228.5 to M. P. 231.7.....	45	40	30
On all curves M. P. 232.6 W. of Stewartsville to M. P. 243.1 at Roanoke.....	35	35	30
Belt Line, Roanoke—Norfolk & Western Ry. crossing.....	30	28	28
Curve M. P. 247.2 to M. P. 247.6.....	45	28	28
On all curves M. P. 255.6 W. of Salem to M. P. 264.6 E. of Ironto.....	40	28	28
Curves M. P. 267.4 to M. P. 268.4.....	45	28	28
MX Tower—End of Double Track—Westward.....	28	28	28
Mullens—End of Double Track—Eastward.....	28	25	20
Curves M. P. 393.6 to M. P. 394.5.....	20	20	15
Loop Junction.....	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.

SPEED TABLE

Time 1 Mile	Speed per hour	Time 1 Mile	Speed per hour	Time 1 Mile	Speed per hour	Time 1 Mile	Speed per hour
M. S.	Miles	M. S.	Miles	M. S.	Miles	M. S.	Miles
1.—	60	1.20	45	2.—	30	4.—	15
1. 1	59	1.21	44	2. 4	29	4.17	14
1. 2	58	1.23	43	2. 8	28	4.37	13
1. 3	57	1.25	42	2.13	27	5.—	12
1. 4	56	1.27	41	2.18	26	5.27	11
1. 5	55	1.30	40	2.24	25	6.—	10
1. 6	54	1.32	39	2.30	24	6.40	9
1. 7	53	1.34	38	2.36	23	7.30	8
1. 9	52	1.37	37	2.43	22	8.34	7
1.10	51	1.40	36	2.51	21	10.—	6
1.12	50	1.43	35	3.—	20	12.—	5
1.13	49	1.46	34	3. 9	19	15.—	4
1.15	48	1.49	33	3.20	18	20.—	3
1.16	47	1.52	32	3.31	17	30.—	2
1.18	46	1.56	31	3.45	16	60.—	1

PASSING TRACKS

Norfolk Division

	Cars		Cars
South Branch.....	118	Briery.....	108
Algren.....	101	Abilene.....	178
Suffolk.....	143	Cullen.....	106
Kenyon.....	106	Phenix.....	135
Boaz.....	130	Aspen.....	137
Burdette.....	109	Brookneal.....	106
Morgan.....	178	Keever.....	135
Sebrell.....	178	Seneca.....	108
Joyner.....	106	Taber.....	107
Gray.....	107	Mansion.....	106
Jarratt.....	177	Altavista.....	178
Purdy.....	110	Leesville.....	32
Adsit.....	107	Huddleston.....	107
Dolphin.....	107	Stone Mountain.....	145
Alberta.....	178	Westgate.....	107
Dundas.....	107	Goodview.....	134
Kenbridge.....	140	Hardy.....	107
Nutbush.....	110	Demuth.....	129
Meherrin.....	130		

New River Division

MAIN LINE

	Cars		Cars
Salem.....	130	Kegley.....	120
Wabun.....	119	King.....	120
Kumis.....	118	Rock.....	141
Ironto.....	130	M. P. 362.....	79
Fagg.....	114	Maben.....	165
Yellow Sulphur.....	75	Hotchkiss.....	75
Shelby.....	135	Slab Fork.....	84
Price.....	130	Jenny Gap.....	73
Whitethorne.....	124	Lester Siding.....	24
McCoy.....	130	Surveyor.....	96
Eggleston.....	119	Glen White Junction.....	48
Pembroke.....	130	Harper.....	113
Norcross.....	150	Cirtsville.....	77
North Pearisburg.....	138	Pax.....	112
Rich Creek.....	118	Lively.....	83
Kellysville.....	158	Silver Gap.....	73
Ingleside.....	47	Oak Hill Junction.....	81
		Hamilton.....	79

WINDING GULF BRANCH

Amigo.....	142	Sophia.....	55
Tams.....	207	Bowyer.....	100
Woodbay.....	140		

STONE COAL BRANCH

Rhodell.....	84	Besoco.....	76
East Gulf.....	93		

GUYANDOT RIVER BRANCH

Jazbo.....	129	Aliff.....	137
Pineville.....	145	Simon.....	157
Mada.....	136		

MORRI BRANCH

Plunkett.....	107	Hatcher.....	111
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WHITE OAK BRANCH

Oak Hill.....	37
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VIRGINIAN RAILWAY MEDICAL STAFF

Name	Title	P. O. Address	Location
Dr. M. H. Todd	Division Surgeon		Norfolk, Va.
Dr. Southgate Leigh, Jr.	Assistant Surgeon		Norfolk, Va.
Dr. A. D. Morgan	Oculist		Norfolk, Va.
Dr. S. B. Whitlock	Roentgenologist		Norfolk, Va.
Dr. T. B. Woods	Local Surgeon		South Norfolk, Va.
Dr. C. J. Riddick	Local Surgeon		Suffolk, Va.
Dr. R. H. Pretlow	Local Surgeon		Suffolk, Va.
Dr. R. L. Raiford	Local Surgeon	(P. O. Franklin, Va.)	Sedley, Va.
Dr. James A. Grizzard	Local Surgeon	(P. O. Drewryville, Va.)	Joyner, Va.
Dr. T. F. Jarratt	Local Surgeon		Jarratt, Va.
Dr. W. C. Harman	Local Surgeon		Dolphin, Va.
Dr. L. A. Law	Local Surgeon		Alberta, Va.
Dr. W. D. Kendig	Surgeon	(P. O. Kenbridge, Va.)	Victoria, Va.
Dr. Harry E. Whaley	Local Surgeon		Victoria, Va.
Dr. Ray A. Moore	Local Surgeon	(P. O. Box 357, Farmville, Va.)	Abilene, Va.
Dr. W. R. Martin	Local Surgeon	(P. O. Charlotte C. H., Va.)	Cullen, Va.
Dr. W. L. Williams	Local Surgeon		Brookneal, Va.
Dr. L. D. Morgan	Local Surgeon	(P. O. Gladys, Va.)	Seneca, Va.
Dr. W. O. Smith	Local Surgeon		Altavista, Va.
Dr. R. A. Bennett	Local Surgeon		Huddleston, Va.
Dr. Leigh Buckner	Division Surgeon		Roanoke, Va.
Dr. C. M. Irvin	Assistant Surgeon		Roanoke, Va.
Dr. H. B. Stone	Oculist		Roanoke, Va.
Dr. H. B. Stone, Jr.	Assistant Oculist		Roanoke, Va.
Dr. J. F. Armentrout	Roentgenologist		Roanoke, Va.
Dr. R. M. Wiley	Local Surgeon		Salem, Va.
Dr. F. W. Barger	Local Surgeon		Salem, Va.
Dr. A. M. Showalter	Local Surgeon	(P. O. Christiansburg, Va.)	Merrimac, Va.
Dr. S. A. Tuck	Local Surgeon		Pembroke, Va.
Dr. J. W. Miller	Local Surgeon		Pembroke, Va.
Dr. H. G. Johnston	Local Surgeon	(P. O. Pearisburg, Va.)	North Pearisburg, Va.
Dr. E. S. Carr	Local Surgeon		Narrows, Va.
Dr. M. C. Newton	Local Surgeon		Narrows, Va.
Dr. Frank J. Holroyd	Surgeon		Princeton, W. Va.
Dr. W. L. Hunter	Assistant Surgeon		Princeton, W. Va.
Dr. J. R. Vermillion	Oculist		Princeton, W. Va.
Dr. J. H. Bird	Local Surgeon		Rock, W. Va.
Dr. Weldon M. Harloe	Local Surgeon		Matoaka, W. Va.
Dr. B. S. Clements	Local Surgeon		Matoaka, W. Va.
Dr. T. W. Heironimus, Jr.	Local Surgeon		Alpoca, W. Va.
Dr. B. W. Steele	Surgeon		Mullens, W. Va.
Dr. Ward Wylie	Assistant Surgeon		Mullens, W. Va.
Dr. R. H. Cox	Local Surgeon		Maben, W. Va.
Dr. J. H. Greene	Local Surgeon		Slab Fork, W. Va.
Dr. D. D. Daniel	Local Surgeon		Eccles, W. Va.
Dr. A. L. Hunter	Local Surgeon		Pax, W. Va.
Dr. H. F. Troutman	Local Surgeon		Page, W. Va.
Dr. Ralph Hogshead	Local Surgeon		Montgomery, W. Va.
Dr. G. A. Smith	Local Surgeon		Montgomery, W. Va.
Dr. W. A. McMillan	Surgeon		Charleston, W. Va.
Dr. U. G. McClure	Assistant Surgeon		Charleston, W. Va.
Dr. Randolph L. Anderson	Consulting Traumatic Surgeon		Charleston, W. Va.
Dr. E. M. Wilkinson	Local Surgeon		Pineville, W. Va.
Dr. W. J. Walker	Local Surgeon		Gilbert, W. Va.
Dr. R. C. Hatfield	Local Surgeon		Oceana, W. Va.
Dr. B. W. Eakin	Local Surgeon		Tams, W. Va.
Dr. G. W. Johnson	Local Surgeon		McAlpin, W. Va.
Dr. W. C. Covey	Local Surgeon		Winding Gulf, W. Va.
Dr. F. J. Moore	Local Surgeon		Affinity, W. Va.
Dr. R. P. Daniel	Local Surgeon		Pemberton, W. Va.
Dr. W. G. Moran	Local Surgeon		Fireco, W. Va.
Dr. J. A. Campbell	Surgeon		Beckley, W. Va.
Dr. A. U. Tieche	Assistant Surgeon		Beckley, W. Va.
Dr. W. W. Hume	Oculist		Beckley, W. Va.
Dr. A. R. Hicks	Local Surgeon		Killarney, W. Va.
Dr. W. M. Riley	Local Surgeon		Lillybrook, W. Va.
Dr. J. E. Robbins, Jr.	Local Surgeon	(P. O. Glen Morrison, W. Va.)	Morri, W. Va.
Dr. A. G. Bowles	Local Surgeon		Glen White, W. Va.
Dr. J. F. Van Pelt	Local Surgeon		Oak Hill, W. Va.
Dr. S. W. Price	Local Surgeon		Scarboro, W. Va.

WATCH INSPECTORS

National Railway Time Service Co.....	Chicago, Ill.
D. P. Paul Co.....	Norfolk, Va.
J. A. Keaton.....	Victoria, Va.
Harrison Jewelry Co.....	Roanoke, Va.
Polan Bros and Siegel.....	Princeton, W. Va.
H. L. Wykel.....	Mullens, W. Va.
Polan Bros. and Siegel.....	Charleston, W. Va.

LIST OF OFFICIALS

Norfolk Division:

C. W. Dowdy, Trainmaster.....	Roanoke, Va.
B. E. Nevins, Master Mechanic.....	Victoria, Va.
H. D. Lucy, Chief Dispatcher.....	Victoria, Va.
J. P. Strickland, Dispatcher.....	Victoria, Va.
G. F. Williams, Dispatcher.....	Victoria, Va.
T. A. Wooding, Dispatcher.....	Victoria, Va.
R. J. Matthews, Dispatcher.....	Victoria, Va.
E. H. Patterson, Dispatcher.....	Victoria, Va.

New River Division:

G. B. Daniel, Trainmaster.....	Princeton, W. Va.
Berkeley Mills, Assistant Trainmaster.....	Mullens, W. Va.
J. G. Baker, Assistant Trainmaster.....	Oak Hill, W. Va.
K. M. Cook, Road Foreman of Engines and Assistant Trainmaster.....	Mullens, W. Va.
W. H. Foster, Master Mechanic.....	Elmore, W. Va.
B. L. Pedneau, Chief Dispatcher.....	Princeton, W. Va.
E. C. Penn, Dispatcher.....	Princeton, W. Va.
J. S. S. Leach, Dispatcher.....	Princeton, W. Va.
G. C. Hash, Dispatcher.....	Princeton, W. Va.
W. E. Cunningham, Dispatcher.....	Princeton, W. Va.
J. E. Goodwin, Dispatcher.....	Princeton, W. Va.
R. J. Ryan, Dispatcher.....	Princeton, W. Va.
H. M. Strong, Dispatcher.....	Princeton, W. Va.
L. C. Thompson, Dispatcher.....	Princeton, W. Va.

DESPATCH FREIGHT SERVICE

TO AND FROM THE WEST

—VIA THE—

VIRGINIAN RAILWAY

In Connection with the New York Central

Via Deepwater Bridge, W. Va.

SCHEDULE**WEST BOUND**

(Time Freight Train No. 71)

DAILY

			Example	
Lv. Norfolk, Va.	(VGN)	8:00 PM	Mon.	
Lv. Suffolk, Va.	"	9:30 PM	"	
Lv. Jarratt, Va.	(ACL Conn.)	11:30 PM	"	
Lv. Alberta, Va.	(SAL Conn.)	12:30 AM	Tues.	
Lv. Virso	(Sou. Conn.)	3:15 AM	"	
Lv. Altavista, Va.	"	5:45 AM	"	
Ar. Roanoke, Va.	"	8:00 AM	"	
Lv. Roanoke, Va.	"	9:00 AM	"	
Ar. Page, W. Va.	(Deepwater, W. Va.—C&O)	8:00 PM	"	
Ar. Dickinson, W. Va.	(Deepwater Bridge—NYC)	10:30 PM	"	
Lv. Dickinson, W. Va.	(NYC)	11:30 PM	"	
Ar. Charleston, W. Va.	"	12:30 AM	Wed.	
Ar. Columbus, Ohio	"	10:45 AM	"	
Ar. Toledo, Ohio	"	6:00 PM	"	
Ar. Detroit, Mich.	"	2:00 AM	Thur.	
Ar. Cleveland, Ohio	(Big Four)	3:45 AM	"	
Ar. South Bend, Ind.	(NYC)	5:45 AM	"	
Ar. Chicago, Ill.	"	6:00 AM	"	
Ar. Erie, Pa.	"	11:30 AM	"	
Ar. Buffalo, N. Y.	"	3:00 PM	"	
Ar. Pittsburgh, Pa.	(P&LE)	5:15 AM	Fri.	

EAST BOUND

(Time Freight Train No. 72)

DAILY

			Example	
Lv. Chicago, Ill.	(NYC)	7:00 PM	Mon.	
Lv. South Bend, Ind.	"	3:00 PM	"	
Lv. Detroit, Mich.	"	1:00 AM	Tues.	
Lv. Toledo, Ohio	"	8:15 AM	"	
Lv. Cleveland, Ohio	(Big Four)	7:00 PM	"	
Lv. Buffalo, N. Y.	(NYC)	5:00 AM	"	
Lv. Erie, Pa.	"	10:00 AM	"	
Lv. Columbus, Ohio	"	2:30 PM	"	
Lv. Charleston, W. Va.	"	1:00 AM	Wed.	
Ar. Dickinson, W. Va.	"	1:45 AM	"	
Lv. Dickinson, W. Va.	(VGN)	2:45 AM	"	
Lv. Deepwater, W. Va.	(C&O Conn.)	4:00 AM	"	
Lv. Page, W. Va.	"	5:00 AM	"	
Ar. Roanoke, Va.	"	4:00 PM	"	
Lv. Roanoke, Va.	"	5:30 PM	"	
Lv. Altavista, Va.	(Sou. Conn.)	7:30 PM	"	
Lv. Virso	"	10:00 PM	"	
Lv. Alberta, Va.	(SAL Conn.)	12:30 AM	Thur.	
Lv. Jarratt, Va.	(ACL Conn.)	1:30 AM	"	
Lv. Suffolk, Va.	"	4:00 AM	"	
Ar. Norfolk, Va.	(VGN)	5:30 AM	Thur.	