

# Norfolk & Western Railway Company.

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## Time Table No. 20.

(COMBINED)

(NORFOLK DIVISION No. 19.)

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**EFFECTIVE**

**Sunday, January 8, 1911.**

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CENTRAL STANDARD TIME WEST OF WILLIAMSON.

EASTERN STANDARD TIME EAST OF WILLIAMSON.

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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 Company  
reserves the right to vary from it at pleasure. It is for the information of employees only.

Westbound.		Between Forest and Phoebe. Via Lynchburg Belt Line and Connecting Railway.										Eastbound				
Distance from Crewe	Telegraph Offices.	Telegraph Signals.	Station Sidings, Capacity in feet.	Passing Siding, Capacity in feet.	First Class			Time Table No. 19. EFFECTIVE SUNDAY, OCTOBER 2d, 1910.			First Class			Distance from Roanoke.		
						25 Passenger Lv. Daily A. M.	41 Passenger Lv. Daily A. M.	STATIONS			42 Passenger Ar. Daily A. M.	26 Passenger Ar. Daily P. M.				
60.6	D N	Q	1300	6000				Phoebe	Y.W.C.						65.3	
66.6				6000				Bray							59.3	
72.1				6000				Posm	W						53.8	
77.1	D N	B	Yard	6000	9.35 42	3.40 42		Kinney	Y.W.	1.21	6.53				48.8	
83.1	D N	F		6000	9.43	3.50		Forest	Y.	1.12	6.45				42.8	
					A. M. 25 Ar. Daily	A. M. 41 Ar. Daily		STATIONS			A. M. 42 Lv. Daily	P. M. 26 Lv. Daily				

Eastbound trains are superior to trains of the same class in the opposite direction. See Rule 8r.

**NOTE.**

Trains 25, 26, 41 and 42 will retain their time-table number and class and use the connection track between Kinney and Southern Ry. at Montview. Telegraph Office at Kinney is closed from 12 Noon to 6 P. M.

Westbound.		Between Petersburg and City Point.							Eastbound.					
Distance from City Point	Telegraph Offices.	Telegraph Signals.	Station Sidings, Capacity in feet.	Passing Siding, Capacity in feet.	Second Class			Time Table No. 19. EFFECTIVE Sunday, October 2d, 1910.			Second Class			Distance from Petersburg
					49 Mixed. Lv. Mon. Wed. and Fri. P. M.	47 Mixed. Lv. Tues. Thur. and Sat. P. M.	45 Mixed. Lv. Daily Ex. Sunday A. M.	STATIONS			44 Mixed. Ar. Daily Ex. Sunday A. M.	46 Mixed. Ar. Tues. Thur. and Sat. P. M.	48 Mixed. Ar. Mon. Wed. and Fri. P. M.	
					5.15 48	3.15 46	9.30 44	CITY POINT		8.00	2.30	4.30	10.0	
5.0					5.30	3.30	9.45	Half Way House		7.45	2.15	4.15	5.0	
9.1					5.42 4	3.42 20	9.57 22	City Point Branch Conn.		7.33	2.03	4.03	0.9	
10.0	D N	D			5.45	3.45	10.00	PETERSBURG W.O.T.X.C.		7.30 15	2.00 19	4.00 19		
					P. M. 49 Ar. Mon. Wed. and Fri.	P. M. 47 Ar. Tues. Thur. and Sat.	A. M. 45 Ar. Daily Ex. Sunday	STATIONS			A. M. 44 Lv. Daily Ex. Sunday	P. M. 46 Lv. Tues. Thur. and Sat.	P. M. 48 Lv. Mon. Wed. and Fri.	

Eastbound trains are Superior to trains of the same class in the opposite direction. See Rule 8r.

Lambert Point to Crewe.—Westbound.

Distance from Lambert Point.	Telegraph Offices.	Telegraph Signals.	Station Sidings, Capacity in feet.	Passing Sidings Capacity in feet.	Time Table No. 19. EFFECTIVE Sunday, Oct. 2d, 1910.		First Class.					Second Class.			Fourth Class.		
					STATIONS.	7	3	19	5	21	27	15	85	99	83	67	69
						Passenger. Lv. Daily. A. M.	Passenger Lv. Daily A. M.	Passenger. Lv. Daily A. M.	Passenger. Lv. Daily P. M.	Passenger. Lv. Daily P. M.	Passenger. Lv. Daily Ex. Sunday P. M.	Passenger. Lv. Daily P. M.	Thro. Freight. Lv. Daily A. M.	Thro. Freight, Lv. Daily A. M.	Thro. Freight. Lv. Daily P. M.	Local Freight Lv. Daily Ex. Sunday A. M.	Local Freight. Lv. Daily Ex. Sunday. A. M.
					E. End D. T.												
					Lambert Point W.C.O.T.						6.15						
4.7	D N	N F			NORFOLK W.O.Y.		8.30 <sup>16</sup>	9.15 <sup>16</sup>		4.15 <sup>22</sup>	6.40	8.00 <sup>4</sup>				6.00	
7.3					Norfolk & So. Jc. X.												
7.4					South Norfolk	F	8.38	9.20		4.20		F 8.08					
12.0	D N	A X	3000		W. End D. T. Gilmerton	F	8.45	9.26		4.26		F 8.15	1.30 <sup>4</sup>	4.30 <sup>4</sup>	10.30 <sup>4</sup>	6.25 <sup>108</sup>	
15.1			120	5000	Yadkin W.	F	8.51	9.30		4.30		8.20	1.40	4.40	10.40	6.35	
21.8	D N	J U		5900	Juniper W.	F	9.00	9.37		4.37		8.28	1.55	4.55	10.55	6.50	
27.2					Suffolk Pass. Station	S	9.10	9.45		4.45		S 8.39					
27.7	D N	S	1409	{ 3141 3000	Suffolk X. O.		9.11	9.46		4.46 <sup>20</sup>		S 8.40 <sup>104</sup>	2.15	5.15	11.15	{ 7.10 <sup>16</sup> 7.40 <sup>00</sup>	
35.2	D N	W Q	300	3436	Myrtle	F	9.21	9.55		4.55		F 8.49	2.30 <sup>108</sup>	5.30	11.30	8.10	
38.8	D N	W R	1021	{ 3000 4178	Windsor	S	9.27	10.00		5.00		S 8.55	2.40	5.40	11.40	8.30	
44.1	D N	Z M	400	3400	Dwight		9.35	10.06		5.07		9.04	2.52	5.52	11.52	8.50	
45.2			960		Zunl W.	S	9.40	10.09		5.09		F 9.09	3.00	5.58	12.01 <sup>AM</sup>	9.10	
49.6	D N	V	400	{ 2850 6000	Ivor	S	9.48 <sup>67</sup>	10.16 <sup>87</sup>		5.15		F 9.18	3.12	6.10 <sup>100</sup>	12.13	{ 9.30 <sup>3</sup> 10.30 <sup>12</sup>	
53.4	D N	W G	235	2300	Low C. W.		9.54	10.21		5.19		9.27	3.25	6.33 <sup>16</sup>	12.28	10.45 <sup>70</sup>	
56.4	D N	W A	450	6000	Wakefield X.	S	10.00 <sup>70</sup>	10.25 <sup>70</sup>		5.23		S 9.34	3.30	6.45	12.35 <sup>108</sup>	11.50	
59.0				3000	Herma.		10.05 <sup>22</sup>	10.28		5.26		9.38	3.35	6.50	12.40	12.05 <sup>P</sup>	
63.8	D N	W Y	1050	{ 2785 2700	Waverly X.	S	10.13	10.35		5.32 <sup>104</sup>		S 9.47	3.45	7.00	12.49	12.50 <sup>102</sup>	
67.8			126	3027	Milton		10.19	10.40		5.38 <sup>4</sup>		9.53	3.53	7.08	12.57	1.10	
73.6	D N	D A	750	6000	Disputanta W.	S	10.27	10.47		5.45		F 10.01	4.05	7.20	1.09	1.45	
80.1				5600	Estes		10.36	10.54		5.52		10.11	4.20 <sup>100</sup>	7.35	1.23	2.15	
82.4	D N	D C	800	6000	Poe		10.40	10.56		5.54		10.15	4.25	7.40 <sup>70</sup>	1.28	2.25	
86.3	D N	D			PETERSBURG W.O.T.X.C.		7.00 <sup>16</sup>	{ 10.50 11.00 <sup>102</sup>	11.04 <sup>102</sup>	3.40 <sup>104</sup>	6.00	{ 10.25 <sup>108</sup> 10.40	4.43	8.00	1.45	2.45	7.15 <sup>16</sup>
92.1	D N	P X	5627		Addison	F	7.10	11.10		3.51		10.51	5.20 <sup>16</sup>	8.25	2.10	7.45	
97.0	D N	Z Q	330	3246	Sutherland W.	F	7.19	11.17		4.01		11.01	5.45	8.45	2.25 <sup>100</sup>	8.05	
100.6	D N	CH	272	2486	Church Road	F	7.25	11.22 <sup>68</sup>		4.08		11.06	5.55	8.5	2.35	8.30	
106.6	D N	FR	568	3425	Ford	F	7.35	11.30		4.19		11.14	6.10	9.08 <sup>69</sup>	2.50	9.08 <sup>99</sup>	
110.1			200	3000	Hebron	F	7.41	11.35		4.27 <sup>4</sup>		11.19	6.20	9.18	3.00	9.40 <sup>102</sup>	
113.6	D N	W N	635	6000	Wilson W.	F	7.47	11.40 <sup>6</sup>		4.33		11.24	6.35	9.30 <sup>102</sup>	3.10	10.10 <sup>68</sup>	
117.2	D N	W V	657	3169	Wellyville	F	7.53	11.46		4.38		11.29	6.45	9.40 <sup>68</sup>	3.20	10.25	
122.9	D N	B O	832	6200	Blackstone	S	8.04 <sup>68</sup>	11.57		4.48		S 11.40	7.00	9.55	3.35	11.24 <sup>6</sup>	
129.0	D N	N O	150	2481	Nottoway	F	8.14 <sup>102</sup>	12.05 <sup>PM 69</sup>		4.57		11.49	7.15 <sup>68</sup>	10.10	3.50	12.05 <sup>PM 3</sup>	
133.6	D N	K			CREWE W.C.O.T.		8.24	12.14		5.05		11.59	7.30	10.25	4.05 <sup>16</sup>	12.30 <sup>104</sup>	
					STATIONS.	A. M. 7 Ar. Daily	P. M. 3 Ar. Daily	A. M. 19 Ar. Daily	P. M. 5 Ar. Daily	P. M. 21 Ar. Daily	P. M. 27 Ar. Daily Ex. Sunday	P. M. 15 Ar. Daily	A. M. 85 Ar. Daily	A. M. 99 Ar. Daily	A. M. 83 Ar. Daily	P. M. 67 Ar. Daily Ex. Sunday	P. M. 69 Ar. Daily Ex. Sunday

Eastbound trains are superior to trains of the same class in the opposite direction. See Rule 81.

PASSENGER STOP NOTES:

(E) Stops to let off from Norfolk or north of Richmond, or to take on for beyond Kenova.

NOTE: Telegraph Office at Sutherland is closed from 12 midnight to 4:40 A. M. and from 1:40 P. M. to 3:40 P. M.  
Telegraph Office at Myrtle is closed from 1:00 A. M. to 7:00 A. M.



Crewe to Roanoke.—Westbound.

Distance from Crewe.	Telegraph Offices.	Telegraph Signals.	Station Sidings. Capacity in feet.	Passing Sidings. Capacity in feet.	Time Table No. 19. EFFECTIVE Sunday, October 2d, 1910.														
					First Class.								Second Class.				Fourth Class.		
					STATIONS.	15 Passenger. Lv. Daily. A. M.	41 Passenger. Lv. Daily. A. M.	1 Passenger. Lv. Daily. A. M.	7 Passenger. Lv. Daily. A. M.	25 Passenger. Lv. Daily. A. M.	3 Passenger. Lv. Daily. P. M.	5 Passenger. Lv. Daily. P. M.	83 Thro. Frt. Lv. Daily. A. M.	85 Thro. Frt. Lv. Daily. A. M.	99 Thro. Frt. Lv. Daily. A. M.	87 Thro. Frt. Lv. Daily. Ex. Sunday. P. M.	75 Loc. Freight Lv. Daily. Ex. Sunday. A. M.	77 Loc. Freight Lv. Daily. Ex. Sunday. A. M.	
.....	D N	K	.....	.....	CREWE . . . W C O T	12.04 8	.....	.....	8.27	.....	12.18 6	5.08 4	4.25 16	7.55 16	11.00 6	.....	.....	6.00 16	
4.2	D N	J	1800	3300	Burkeville . . . . .	S 12.14	.....	.....	S 8.37	.....	S 12.28	S 5.18	4.40	8.10	11.10	.....	.....	6.40	
9.2	D N	Z F	.....	6000	Moran . . . . .	12.20	.....	.....	F 8.43	.....	12.34 76	F 5.24 90	4.53	8.22	11.20	.....	.....	7.00	
12.7	D N	R M	165	2888	Rice . . . . .	12.25	.....	.....	F 8.50	.....	E 12.39	F 5.31	5.02	8.30	11.27	.....	.....	7.20	
16.0	D N	H B	214	6000	High Bridge . . . . .	12.30	.....	.....	F 8.55	.....	12.43	F 5.36	5.09	8.36	11.33 76	.....	.....	7.30	
21.6	D N	F A	650	3000	Farmville . . . . .	S 12.42	.....	.....	S 9.08 82 85	.....	S 12.57	S 5.49	5.24	9.08 7 76	11.48	.....	.....	8.15	
27.2	D N	U G	114	6000	Tuggle . . . . .	12.51	.....	.....	F 9.18	.....	1.05	F 5.57 8	5.40	10.02 6 76	12.08 7 76	.....	.....	8.30 82	
31.9	D N	H N	650	2911	Prospect . . . . .	12.58	.....	.....	S 9.26 76 77	.....	E 1.12	S 6.07	5.52	10.20	12.20	.....	.....	9.26 76	
36.0	D N	F G	.....	6000	Elam . . . . .	1.04	.....	.....	F 9.33	.....	1.18	F 6.13	6.02	10.35	12.35	.....	.....	9.49 6	
40.0	D N	P A	1200	3150	Pamplin . . . . .	1.10	.....	.....	S 9.42 6	.....	E 1.24	S 6.21	6.12	10.45	12.43	.....	.....	10.15	
43.0	.....	.....	.....	3000	Bowler . . . . .	1.14 80	.....	.....	9.49	.....	1.28	6.26	6.19	10.52	12.48	.....	.....	10.25	
47.8	D N	G Y	420	3077	Evergreen . . . . .	1.20	.....	.....	S 9.57	.....	1.33	S 6.32	6.30	11.05 77	12.58	.....	.....	11.05 85	
52.8	D N	A	850	5592	Appomattox . . . . .	A 1.29	.....	.....	S 10.08	.....	E 1.42 90	S 6.44	6.43	11.20	1.12 90	.....	.....	11.55	
57.6	D N	M U	300	2340	Spout Spring . . . . .	1.36	.....	.....	F 10.18	.....	1.49	F 6.54 92	6.55 82	11.32	1.22	.....	.....	12.30 7 90	
60.6	D N	Q	1100	3000	Phoebe . . . . .	1.42	.....	.....	10.25	.....	1.55	7.00	7.13 76	11.45	1.35	.....	.....	12.50	
62.1	D	C	800	2832	Concord . . . . .	1.44	.....	.....	S 10.28	.....	E 1.57	S 7.03	7.17	11.48	1.38	.....	.....	1.05	
65.1	.....	.....	.....	2500	Spicer . . . . .	1.49	.....	.....	10.33	.....	2.02	7.08	7.25	11.54	1.44	.....	.....	1.15	
70.8	D N	J R	.....	3000	James . . . . .	2.00	.....	.....	10.45	.....	2.12 99 4	7.21	7.40	12.07 7 76	2.12 4	.....	.....	1.30	
74.4	.....	.....	.....	.....	E. End DT. Island . . . . .	2.10 16	.....	.....	10.53	.....	2.20	7.30	8.10	12.25	2.45	11.00	6.10	1.45 4	
75.6	D N	X	.....	.....	W. End DT LYNCHBURG . . . . .	{ 2.15 2.30	.....	7.05 16	11.00	.....	{ 2.25 2.40	{ 7.35 7.42	8.25 6	12.35 74	3.00	11.10 2	6.20 16	.....	
76.6	.....	.....	.....	.....	Durham Jc. . . . .	2.33	.....	7.09	.....	.....	2.45	7.46	8.30	12.40	3.05	11.15	6.25	.....	
79.0	.....	.....	225	2100	Halsey . . . . .	2.38	.....	F 7.14	.....	.....	2.50	F 7.51	8.37	12.46	3.11	11.25	6.35	.....	
83.0	.....	.....	154	2295	Clay . . . . .	2.45	.....	F 7.22	.....	.....	2.57	F 7.59	8.47	1.00	3.25	11.40	6.50	.....	
85.8	D N	F	116	2748	E. End DT. Forest . . . . .	2.50	q 3.50	s 7.27	.....	9.43	s 3.03	s 8.06	8.53	1.08 4	3.32	11.50	7.00	.....	
91.1	D	Q N	475	3348	Goode . . . . .	2.57	q 4.00	s 7.37	.....	9.52	I 3.11	s 8.15	9.04	1.25	3.45	12.03 7 76	7.25	.....	
94.1	D	A V	159	6000	Lowry . . . . .	3.01	4.04	s 7.42 75	.....	9.56	s 3.16	s 8.21	9.10	1.40	3.50	12.10	7.42 1	.....	
100.1	D N	P	393	6000	Bedford . . . . .	w 3.09	q 4.13	s 7.53	.....	KJ 10.05	s 3.28	s 8.32	9.20	2.00	4.10	12.45	8.35	.....	
105.8	D	W X	367	6000	Thaxton . . . . .	3.16	4.20	s 8.01	.....	10.12	F 3.37	s 8.40	9.33	2.15	4.25	1.00	9.05	.....	
112.4	D	B U	107	3000	Montvale . . . . .	3.25	4.30	s 8.12	.....	10.21	s 3.46	s 8.51	9.45 75	2.32	4.40	1.15	9.45 83	.....	
115.9	D N	U S	227	6000	Ironville . . . . .	3.32	4.37	F 8.19	.....	10.28 75	3.53	F 8.58	9.58	2.47	4.55	1.30	10.28 25	.....	
117.2	D	A S	780	1950	Blue Ridge . . . . .	κ 3.35	q 4.40	s 8.24	.....	GJ 10.30	s 3.57	s 9.03	10.05	2.55	5.00	1.35	11.00	.....	
122.6	D N	C K	513	4400	Bonsack . . . . .	3.43	4.48	s 8.34	.....	10.38	4.06	s 9.14	10.18	3.15	5.15	1.50	11.25	.....	
126.2	.....	.....	357	.....	Vinton . . . . .	3.49	4.53	F 8.42	.....	10.43	4.12	F 9.22	10.28	3.25	5.25	2.00	11.45	.....	
128.6	D N	M H	.....	.....	ROANOKE . . . . .	{ 3.55 4.20	{ 5.00 5.15	{ 8.50 9.10	.....	{ 10.50 11.00	{ 4.20 4.30	9.30	10.40	3.40	5.35	2.15	12.01 7 76	.....	
.....	D N	D O	.....	.....	W. End DT West Roanoke. W C O T Y	.....	.....	.....	.....	.....	{ 11.00 12.10 7 76	{ 3.50 5.05	5.50	6.50	2.30	12.15	.....	.....	
STATIONS.						A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	A. M.	P. M.	P. M.	A. M.	P. M.	P. M.	
STATIONS.						15 Ar. Daily.	41 Ar. Daily.	1 Ar. Daily.	7 Ar. Daily.	25 Ar. Daily.	3 Ar. Daily.	5 Ar. Daily.	83 Ar. Daily.	85 Ar. Daily.	99 Ar. Daily.	87 Ar. Daily Ex. Monday.	75 Ar. Daily Ex. Sunday.	77 Ar. Daily Ex. Sunday.	.....

PASSENGER STOP NOTES:

- (A)—Stops to let off from beyond Petersburg or to take on for beyond Roanoke.
- (E)—Stops to let off from Norfolk or north of Richmond, or to take on for beyond Kenova.
- (I)—Stops to let off from Lynchburg or to take on for Bristol Line or beyond Welch.
- (K)—Stops to let off from beyond Petersburg, or to take on for stations between East Radford and Bristol.
- (Q)—Stops to let off from Charlottesville and points north or to take on for Knoxville and beyond.
- (GJ) Stops to let off passengers holding through tickets from Washington and beyond.

Eastbound trains are Superior to trains of the same class in the opposite direction. See Rule 81.  
 (w)—Stops to let off from beyond Petersburg or to take on for beyond Walton.  
 (KJ)—Stops to let off from Washington or beyond or to take on for Knoxville or beyond.



Southbound.

Between Lynchburg and Durham.

Northbound.

Distance from Lynchburg	Telegraph Offices	Telegraph Signals	Station Sidings, Capacity in feet	Passing Sidings, Capacity in feet	Fourth Class.		Third Class.		Second Class.		First Class	Time Table No. 19. EFFECTIVE Sunday, October 2d, 1910.	First Class	Second Class.		Fourth Class.		Distance from Durham	
						71 Freight Lv. Daily Ex. Sunday A. M.	93 Freight Lv. Daily P. M.		37 Mixed Lv. Daily Ex. Sunday A. M.	35 Passenger Lv. Daily P. M.			36 Passenger. Ar. Daily A. M.	38 Mixed Ar. Daily Ex. Sunday P. M.		72 Freight Ar. Daily Ex. Sunday P. M.			
						5.50	6.00					E. End D. T . . . Island . . . . . W C O T				4.15		118.1	
	D N	X				6.00 <sup>38</sup>	6.15 <sup>36</sup>				5.15 <sup>38</sup>	4.15 <sup>36</sup>	W. End D. T. LYNCHBURG . . . . .	11.55	11.35		4.05		116.9
1.0						6.05	6.20				5.19	4.18	. . . . Durham Junction . . . . .	11.50	11.30		4.00		115.9
2.3	D	N X	754	756		6.25	6.30				s 5.25	s 4.25	. . . . Twelfth Street . . . . .	s 11.45	s 11.25		3.50		114.6
13.1	D	M Z	831	1064		7.25	7.30				s 5.55	s 4.56	. . . . Rustburg . . . . .	s 11.10	s 10.50		2.45		103.8
17.7				522		7.45	7.50				F 6.07	F 5.08	. . . . Winfall . . . . .	F 11.00	F 10.37		2.15		99.2
22.1	D	N C	534	1681		8.05	8.10				s 6.19	s 5.18	. . . . Gladys . . . . .	s 10.50	s 10.24		1.50		94.8
28.1				822		8.25	8.35				s 6.32	s 5.32	. . . . Naruna . . . . .	s 10.37	s 10.08		1.20		88.8
33.6	D	B E	880	1840		8.55	8.55				s 6.45	s 5.45	. . . . Brookneal . . . . .	s 10.25	s 9.52		12.50		83.3
39.2	D	A H		857		9.20	9.35 <sup>38</sup>				s 7.00	s 5.59	. . . . Clarkton . . . . .	s 10.10	s 9.35 <sup>93</sup>		12.25		77.7
44.0	D	N G		785		9.57 <sup>36</sup>	10.04				s 7.12	s 6.11	. . . . Nathalie . . . . .	s 9.57 <sup>71</sup>	s 9.22		12.05 <sup>PM</sup>		72.9
47.6				600		10.15	10.19				F 7.20	F 6.21	. . . . Lennig . . . . .	F 9.47	F 9.11		11.45		69.3
50.4				3000		10.25	10.34				s 7.27	F 6.27	. . . . Crystal Hill . . . . .	F 9.40	s 9.03		11.30		66.5
58.1	D	Q X		968		11.00 <sup>72</sup>	10.59				s 7.48	s 6.43	. . . . Houston . . . . .	s 9.21	s 8.40		11.00 <sup>71</sup>		58.8
63.4	D	V O	315	1072		12.01 <sup>PM</sup>	11.19				s 8.12	s 6.56	. . . . South Boston . . . . . X O T	s 9.08	s 8.25		10.40		53.5
69.3				500		12.25	11.39				F 8.30	F 7.10	. . . . Cluster Springs . . . . .	F 8.53	F 8.05		10.00		47.6
72.5	D	K F	578	888		1.00	11.59				s 8.45 <sup>36</sup>	s 7.19	. . . . Denniston . . . . . C T	s 8.45 <sup>37</sup>	s 7.55		9.45		44.4
78.4				600	1800	1.25	12.25 <sup>AM</sup>				F 9.10 <sup>72</sup>	F 7.34 <sup>38</sup>	. . . . Wooddale . . . . .	F 8.30 <sup>72</sup>	F 7.34 <sup>35</sup>		9.10 <sup>37</sup> 8.20 <sup>36</sup>		38.5
85.5	D N	R X	286	2500		2.10	12.55				s 9.32	s 7.54	. . . . Roxboro . . . . .	s 8.15	s 7.13		7.50		31.4
93.4				590		2.40	1.20				s 9.57	s 8.13	. . . . Helena . . . . .	s 7.58	s 6.50		7.15		23.5
97.2				834		2.55	1.35				F 10.09	F 8.23	. . . . Lyndover . . . . .	F 7.50	F 6.37		7.03		19.7
98.3	D N	S I		3500		3.00	1.40				s 10.13	s 8.26	. . . . Rougemont . . . . .	s 7.47	s 6.33		7.00		18.6
102.9				454		3.20	1.55				F 10.28	F 8.38	. . . . Bahama . . . . .	F 7.35	F 6.18		6.45		14.0
105.2	D N	W	210			3.30	2.05				F 10.35	F 8.44	. . . . Willardville . . . . .	F 7.30	F 6.10		6.37		11.7
107.4				901		3.40	2.15				F 10.43	F 8.50	. . . . Fairntosh . . . . .	F 7.25	F 6.03		6.30		9.5
114.7				1800		4.05	2.45				11.03	9.07	. . . . Duke . . . . .	7.10	5.40		6.08		2.2
116.9	D N	O G				4.15	3.00				11.10	9.12	. . . . DURHAM . . . . . Y W C T	7.05	5.35		6.00 <sup>93</sup>		
											11.15	9.15	. . . Durham Pass. Station . . .	7.00	5.30				
						P. M. 71 Ar. Daily Ex. Sunday	A. M. 93 Ar. Daily				A. M. 37 Ar. Daily Ex. Sunday	P. M. 35 Ar. Daily	STATIONS.	A. M. 36 Lv. Daily	P. M. 38 Lv. Daily Ex. Sunday		A. M. 72 Lv. Daily Ex. Sunday		

Northbound trains are Superior to trains of the same class in the opposite direction. See Rule 81.

Telegraph office at Durham, Willardville and Rougemont is open only from 6.00 a. m. to 12.00 midnight.  
Telegraph office at Roxboro is open only from 7.00 a. m. to 1.00 a. m.

# ROANOKE YARD.

**Time Table No. 20—Effective Sunday, January 8th, 1911.**

## RADFORD DIVISION.

	STATIONS.	First Class.							Second Class.			Fourth Class.		
		29 Passenger Lv. Daily A. M.	15 Passenger Lv. Daily A. M.	41 Passenger Lv. Daily A. M.	1 Passenger Lv. Daily A. M.	25 Passenger Lv. Daily A. M.	3 Passenger Lv. Daily P. M.	13 Passenger Lv. Daily P. M.	17 Passenger Lv. Daily P. M.	83 Through No. Frt. Lv. Daily P. M.	85 Through West. Frt. Lv. Daily P. M.	99 Through West. Frt. Lv. Daily P. M.	91 Local Frt. Lv. Daily Ex. Sunday A. M.	
Westbound.	ROANOKE	4.05	{ 3.55 4.20	{ 5.00 5.15	{ 8.50 9.10	{ 10.50 11.00	{ 4.20 4.30	{ 4.15 4.35	4.40					
	WEST ROANOKE	4.12	4.27	5.21	9.17	11.06	4.36	4.42	4.48	{ 11.00AM 12.10	{ 3.50 5.05	{ 5.50 6.50	6.30	

  

	STATIONS.	First Class.							Third Class.			Fourth Class.		
		42 Passenger Ar. Daily P. M.	16 Passenger Ar. Daily A. M.	18 Passenger Ar. Daily A. M.	14 Passenger Ar. Daily A. M.	4 Passenger Ar. Daily A. M.	26 Passenger Ar. Daily P. M.	2 Passenger Ar. Daily P. M.	30 Passenger Ar. Daily P. M.	86 Stock Frt. Ar. Daily A. M.	92 Time Frt. Ar. Daily P. M.	84 Time Frt. Ar. Daily P. M.	96 Time Frt. Ar. Daily P. M.	102 Local Frt. Ar. Daily Ex. Sunday P. M.
Eastbound.	ROANOKE	{ 12.05 11.55	{ 12.30 12.18	11.35	{ 12.10 11.45	{ 12.10PM 11.59	{ 5.48 5.40	{ 7.10 6.45	10.45					
	WEST ROANOKE	11.48	12.10	11.25	11.35	11.50	5.34	6.32	10.35	{ 3.00 12.30	12.30	{ 4.30 2.00	11.00	12.15

## NORFOLK DIVISION.

Westbound.										Eastbound.											
Fourth Class.		Second Class.			First Class.					STATIONS.										Fourth Class.	
75 Local Freight Ar. Daily Ex. Sunday P. M.	99 Time Frt. Ar. Daily P. M.	85 Time Frt. Ar. Daily P. M.	83 Time Frt. Ar. Daily A. M.	87 Thro. Frt. Ar. Daily Ex. Monday A. M.	5 Passenger Ar. Daily P. M.	3 Passenger Ar. Daily P. M.	25 Passenger Ar. Daily A. M.	1 Passenger Ar. Daily A. M.	41 Passenger Ar. Daily A. M.	15 Passenger Ar. Daily A. M.	42 Passenger Lv. Daily A. M.	16 Passenger Lv. Daily A. M.	6 Passenger Lv. Daily A. M.	4 Passenger Lv. Daily P. M.	26 Passenger Lv. Daily P. M.	2 Passenger Lv. Daily P. M.	74 Local Freight Lv. Daily Ex. Sunday A. M.				
12.01	5.35	3.40	10.40	2.15	9.30	{ 4.20 4.30	{ 10.50 11.00	{ 8.50 9.10	{ 5.00 5.15	{ 3.55 4.20	ROANOKE	{ 12.05 11.55PM		{ 12.30 12.18	6.40	{ 12.10 11.59AM	{ 5.48 5.40	{ 7.10 6.45	7.10		
12.15	{ 5.50 6.50	{ 3.50 5.05	{ 11.00 12.10 PM	2.30		4.36	11.06	9.17	5.21	4.27	WEST ROANOKE	11.48		12.10		11.50	5.34	6.32	7.00		

## Southbound.

## SHENANDOAH DIVISION.—Between Shenandoah and Roanoke.

## Northbound.

Fourth Class.		Second Class.		First Class.			STATIONS.				First Class.		Second Class.		Third Class.		Fourth Class.
61 Local Freight Ar. Daily Ex. Sunday P. M.			83 Time Frt. Ar. Daily A. M.		13 Passenger Ar. Daily P. M.	1 Passenger Ar. Daily A. M.	14 Passenger Lv. Daily P. M.	2 Passenger Lv. Daily P. M.	ROANOKE	14 Passenger Lv. Daily P. M.	2 Passenger Lv. Daily P. M.		88 Stock Frt. Lv. Daily A. M.	64 Through Frt. Lv. Daily A. M.	86 Through Frt. Lv. Daily P. M.	62 Local Freight Lv. Daily Ex. Sunday A. M.	
2.45			10.05		{ 4.15 4.35	{ 9.00 9.10	ROANOKE	{ 12.10 11.45AM	{ 7.20 6.45				2.50	10.35	6.00	5.40	
3.00			10.10 <sup>64</sup>		4.42	9.17	WEST ROANOKE	11.35	6.32				2.30	10.10 <sup>83</sup>	5.45	5.30	

## Southbound.

## SHENANDOAH DIVISION.—Between Roanoke and Winston-Salem.

## Northbound.

Fourth Class.		Third Class.				First Class.			STATIONS.				First Class.		Third Class.	Fourth Class.	
51 Local Freight Lv. Daily Ex. Sunday A. M.	87 Through Frt. Lv. Daily P. M.	85 Through Frt. Lv. Daily P. M.	83 Time Frt. Lv. Daily A. M.	81 Through Frt. Lv. Daily Ex. Sunday A. M.	23 Passenger Lv. Daily Ex. Sunday P. M.	21 Passenger Lv. Daily A. M.	24 Passenger Ar. Daily Ex. Sunday A. M.	22 Passenger Ar. Daily P. M.	ROANOKE	84 Through Frt. Ar. Daily A. M.	52 Local Freight Ar. Daily Ex. Sunday P. M.						
5.50	9.10	2.40	10.05	4.18		5.07	9.22	BELT LINE JUNCTION		11.39	6.53		1.15	4.30			
5.40	9.00	2.30	9.55	4.10		5.00	9.15	ROANOKE		11.45	7.00		1.25	4.40			
5.30	8.45	2.15	9.40	4.00				WEST ROANOKE					1.40	4.55			



Roanoke to Bluefield.—Westbound.

Distance from Roanoke.	Telegraph Office.	Telegraph Signals.	Station Sidings, Capacity in feet.	Westbound Passing Sidings, Capacity in feet.	Time Table No. 20 EFFECTIVE Sunday, January 8th, 1911.		First Class					Second Class			Fourth Class				
					STATIONS.		29	15	41	1	25	3	13	17	83	85	99	91	93
					Passenger Lv. Daily A. M.	Passenger Lv. Daily A. M.	Passenger Lv. Daily A. M.	Passenger Lv. Daily A. M.	Passenger Lv. Daily A. M.	Passenger Lv. Daily P. M.	Passenger Leave Daily P. M.	Passenger Leave Daily P. M.	Thro. Sth'n Frt. Lv. Daily P. M.	Thro. West Frt. Lv. Daily P. M.	Thro. West Frt. Lv. Daily P. M.	Local Freight Lv. Daily Ex. Sunday A. M.	Local Freight Lv. Daily Ex. Sunday A. M.		
	DN	MH			End DT . ROANOKE . . . . T.	4.05	{ 3.55 4.20	{ 5.00 5.15	{ 8.50 9.10	{ 10.50 11.00	{ 4.20 4.30	{ 4.15 4.35	4.40						
2.0		DO	Yard		West Roanoke W. C. T. O.	4.12	4.27	5.21	9.17	11.06	4.36	4.42	4.48	{ 11.00 AM 12.10	{ 3.50 5.05	{ 5.50 6.50	6.30		
6.1			1000	5726	Salem . . . . . W.	4.19	GA 4.34	Q 5.28	S 9.25	GJ 11.12	D 4.43	J 4.49	S 4.56	12.21	5.20	7.00	6.50		
11.2	DN	DY	829	5660	Glenvar . . . . .	4.26	4.41	5.35	F 9.33	11.18	4.50	4.57	F 5.04	12.32	5.32	7.11	7.15		
19.9	DN	BS	1100	4200	Elliston . . . . . W.	4.40	4.55	5.48	S 9.50	11.30	5.05	J 5.12	S 5.22	12.56	6.05	7.35	8.00		
23.5			677		Shawsville . . . . .	4.48	5.03	Q 5.56	S 9.59	GJ 11.38	5.13	J 5.19	S 5.30	1.09	6.20	7.47	8.20		
26.4	DN	WH		2260	Arthur . . . . . W.	4.55	5.11	6.06	10.09	11.47	5.22	5.27	5.37	1.21	6.37	8.00	8.35		
32.2	DN	{ BX RG	1220	3025	Christiansburg . . . .	S 5.09	GA 5.24	Q 6.20	S 10.25	GJ 12.02 <sup>P</sup>	S 5.37	S 5.41	S 5.51	1.42	7.05	8.25	9.15		
38.2		VK	200	4133	Vicker . . . . .	5.21	5.34	6.30	S 10.38	12.12	5.47	J 5.52	S 6.04	1.56	7.25	8.38	9.45		
40.1	DN	BH	900	2250	Walton . . . W. C. Y.	5.27	S { 5.41 5.45	6.39	10.43	12.19	S { 5.53 5.58	6.00	6.11	2.10	7.40	8.50	10.00		
Dis. fr. Walton	DN	CN	Yard		W End DT East Radford . . WOTO	S 5.36		Q 6.46	S 10.50	GJ 12.25		S 6.15	S 6.20	2.25			10.25 <sup>14</sup>	6.00	
					Radford . . . . .	S 5.40		6.49		12.27		S 6.19		2.30			10.45		
					Walton . . . . .		5.45		11.18		5.58		6.37					6.10	
43.1	DN	CB	475	2700	W End DT . Pepper . . . .		5.50		F 11.25		6.04		6.43		7.50	8.58		6.20	
46.9	DN	KU	250	2500	E End DT . Belspring . . . .		D 5.58		S 11.33		6.12		S 6.52		8.00	9.07		6.37	
49.8	DN	DB	210	3021	W End DT Dry Branch . . . .		6.05		F 11.42		6.18		F 7.02		8.14	9.16		6.50	
54.5	DN	{ SY HX MO MQ	246	3196	E End DT . Eggleston . . . .		6.13		S 11.50		6.25		S 7.11		8.30	9.29		7.10	
58.7	DN	{ M O	206	3070	W End DT . Pembroke . . . .	F 6.22			S 12.02 <sup>P</sup>		GE 6.34		S 7.22		8.47	9.42		7.30 <sup>92</sup>	
61.8	DN	M	370	5280	Ripplemead . . . . .	GC 6.27			S 12.09		6.39		S 7.28		8.56	9.50		7.45	
62.8			900		Big Stony Jct . . . . .				F 12.10				F 7.29						
65.4	DN	JO	176	2213	Curve . . . . . W.		6.35		F 12.18		6.46		F 7.37		9.06	10.00		8.12 <sup>84</sup>	
68.9	DN	{ P R	654	2450	E End DT . Pearisburg . . . .	F 6.42 <sup>92</sup>			S 12.26 <sup>94</sup>		S 6.55		S 7.45 <sup>86</sup>		9.19	10.17 <sup>16</sup>		8.27 <sup>108</sup>	
72.2	D	NA	484		Narrows . . . . .	G 6.48			S 12.34		7.00		S 7.52					8.50	
76.6	DN	{ RH OX	329	3200	Lurich . . . . . W. C.	GB 6.56			S 12.43		7.08		S 8.00		9.42	10.45		9.10	
78.8		GN	386		Glen Lyn . . . . . W.		7.01		S 12.50		7.12		S 8.05					9.20	
81.2			186		Wills . . . . .				F 12.57				F 8.12					9.32	
86.1	DN	OV	1440	3600	Oakvale . . . . .	GC 7.16			S 1.06		F 7.25		S 8.21		10.19	11.25		10.00	
91.3		DE	424		Ingleside . . . . .	F 7.30			S 1.22		7.38		S 8.35					10.35	
92.8	DN	FX		2750	Blake . . . . . W.		7.33		1.25		7.41		S 8.39		10.40	11.55		10.42	
96.8	DN	AD	423		Ada . . . . .	GD 7.42			S 1.36		7.51		F 8.48					11.10	
101.2	DN	BF	Yard		End DT . BLUEFIELD W. C. T. O.		{ 8.00 8.10		{ 1.55 2.10		{ 8.10 8.20		9.05		{ 11.30 12.45 AM	{ 12.50 1.50		11.45	
					STATIONS.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	A. M.	
						29	15	41	1	25	3	13	17	83	85	99	91	93	
						Ar. Daily	Ar. Daily	Ar. Daily	Ar. Daily	Ar. Daily	Ar. Daily	Ar. Daily.	Ar. Daily.	Ar. Daily	Ar. Daily	Ar. Daily	Ar. Daily Ex. Sunday	Ar. Daily Ex. Sunday	

Eastbound trains are superior to trains of the same class in opposite direction. Note Rule 81.

PASSENGER STOP NOTES:

- (D)—Stop to take on for west of Welch.
- (G)—Stop to let off from east of Roanoke or to take on for west of Welch; also on Mondays, Wednesdays and Fridays, stop to take on for Bluefield and beyond.
- (J)—Stop to let off from Shenandoah Division or to take on for west of Radford.
- (Q)—Stop to let off from Charlottesville and points north, or to take on for Knoxville and beyond.
- (GA)—Stop to take on for Bluefield and beyond.

- (GB)—Stop to take on for Bluefield and beyond on Mondays, Wednesdays and Fridays.
- (GC)—Stop to let off from east of Roanoke or to take on for west of Welch; also on Tuesdays, Thursdays and Saturdays stop to take on for Bluefield and beyond.
- (GD)—Stop to take on for Bluefield and beyond on Tuesdays, Thursdays and Saturdays.
- (GE)—Stop to let off from east of Roanoke and to take on for beyond Bluestone.
- (GJ)—Stop to let off passengers holding through tickets from Washington and beyond.

Bluefield to Roanoke.—Eastbound.

Distance from Bluefield.	Time Table No. 20 EFFECTIVE Sunday, Jan. 8th, 1911.		First Class.							Third Class.						Fourth Class.		
	STATIONS.	R. R. Passenger Stations, Capacity in Feet.	18	14	4	26	2	30	42	16	90	92	84	94	96	86	100	102
			Passenger Ar. Daily A. M.	Passenger Ar. Daily A. M.	Passenger Ar. Daily A. M.	Passenger Ar. Daily P. M.	Passenger Ar. Daily P. M.	Passenger Ar. Daily P. M.	Passenger Ar. Daily P. M.	Passenger Ar. Daily P. M.	Passenger Ar. Daily A. M.	Thro. Frt. Ar. Daily A. M.	Time Frt. Ar. Daily P. M.	Time Frt. Ar. Daily P. M.	Thro. Frt. Ar. Daily P. M.	Time Frt. Ar. Daily P. M.	Stock Freight Ar. Daily A. M.	Local Freight Ar. Daily Ex. Sunday A. M.
101.2	End DT ROANOKE . . . T		11.35	{ 12.10 PM 11.45	{ 12.10 PM 11.59	{ 5.48 5.40	{ 7.10 6.45	10.45	12.05 <sup>A</sup> 11.55 <sup>M</sup>	{ 12.30 12.18								
99.2	W. Roanoke . W.C.T.O. Yard		11.25	11.35	11.50	5.34	6.32	10.35	11.48	12.10		12.30	{ 4.30 2.00		11.00	{ 3.00 12.30		12.15
95.1	Salem . . . . . W	5726	s 11.17 <sup>102</sup>	M 11.28 <sup>102</sup>	H 11.43 <sup>102</sup>	GH 5.28	S 6.24	F 10.27	O 11.41	GF 12.03 <sup>A</sup>								11.43 <sup>18</sup>
90.0	Glenvar . . . . .	5660	F 11.09	11.21	11.37	5.22	F 6.14	10.20	11.35	11.57								11.00 <sup>4</sup>
81.8	Elliston . . . . . W	4200	s 10.52	M 11.09	H 11.26	5.11	S 5.59	F 10.05	11.24	11.45								10.35
77.7	Shawsville . . . . .		s 10.44	M 11.03	H 11.20	GH 5.05	S 5.51	F 9.58	O 11.18	X 11.39								10.23
74.8	Arthur . . . . .	2260	10.36	10.57	11.15	4.59	5.44	9.50	11.13	11.34								10.13
69.0	Christiansburg . . . . . W	3025	s 10.23	s 10.47	H 11.06	GH 4.50	S 5.30	S 9.40	O 11.04	X 11.24								9.50
63.0	Vicker . . . . .	4183	s 10.09	10.35	10.57	4.41	S 5.17	9.27	10.53	11.15								8.59
61.1	Walton . . . . . W.C.Y.	2250	10.04	10.32	s 10.53	4.38	5.12	9.22	10.50	s 11.12								8.50
Dist. fr. Walton	W End DT E. Radford . W.C.T.O.		s 9.57	s 10.25 <sup>91</sup>		4.32	5.05	s 9.15	O 10.45									11.30
	Radford . . . . .																	8.40
	Walton . . . . .		9.38		10.51		4.40		11.09									11.15
58.1	W End DT Pepper . . . . .	2700	F 9.30		10.47		F 4.31		11.04									11.05
54.8	E End DT Belspring . . . . .	2500	s 9.22		10.41		S 4.22		10.57									10.50
51.4	W End DT Dry Branch . . . . . W	3021	F 9.12		10.36 <sup>100</sup>		F 4.12		10.50									10.36 <sup>4</sup>
46.7	E End DT Eggleston . . . . .		s 9.02		10.29		S 4.03		10.42									10.00
42.5	W End DT Pembroke . . . . . W	3462	s 8.51 <sup>84</sup>		H 10.22		S 3.53		10.34	12.46	7.30 <sup>93</sup>	8.51 <sup>18</sup>	1.05	6.00	8.25	9.35		9.35
39.4	Ripplemead . . . . .	2932	s 8.44		10.18		S 3.46		10.29	12.33	7.15	8.27	12.53	5.45	8.12	9.20		9.20
38.4	Big Stony Junction . . . . .		F 8.42				F 3.44											
35.8	Curve . . . . . W	1900	F 8.35		10.12		F 3.37		10.23	12.18	7.00	8.12 <sup>93</sup>	12.41	5.30	8.00	8.50		8.50
32.8	E End DT Pearisburg . . . . .	2450	s 8.27 <sup>99</sup>		H 10.06		S 3.29		F 10.17 <sup>99</sup>	12.01	6.42 <sup>15</sup>	8.00	12.26 <sup>1</sup>	5.15	7.45 <sup>17</sup>	8.27 <sup>13</sup>		8.27 <sup>13</sup>
29.0	Narrows . . . . .		s 8.19		10.01		S 3.21		GF 10.11									8.00
24.6	Lurich . . . . . W.C.	2800	s 8.11		9.55		S 3.12		10.04									7.40
22.4	Glen Lyn . . . . .		s 8.06		9.52		S 3.07		10.00									7.33
20.0	Wills . . . . . W		F 8.01				F 3.01											7.23
15.1	Oakvale . . . . .	2400	s 7.53		9.42		S 2.53		9.50									7.05
9.9	Ingleside . . . . .		s 7.40		H 9.32		S 2.40		F 9.40									6.43
8.4	Blake . . . . . W	3000	7.37		9.30		2.37		9.38									6.37
4.4	Ada . . . . .		s 7.29		9.23		S 2.29		9.31									6.21
	End DT BLUEFIELD . W.C.T.O. Yard		{ 7.20 7.10		{ 9.15 9.05		{ 2.20 12.20		{ 9.23 9.10		{ 4.00 2.00	{ 6.00 4.00		{ 3.00 1.00	{ 5.55 3.45	6.05		6.05
	STATIONS.		A. M. Lv. Daily	A. M. Lv. Daily	A. M. Lv. Daily	P. M. Lv. Daily	P. M. Lv. Daily	P. M. Lv. Daily	P. M. Lv. Daily	P. M. Lv. Daily	A. M. Lv. Daily	A. M. Lv. Daily	A. M. Lv. Daily	P. M. Lv. Daily	P. M. Lv. Daily	P. M. Lv. Daily	A. M. Lv. Daily Ex. Sunday	A. M. Lv. Daily Ex. Sunday

Eastbound trains are superior to trains of the same class in opposite direction. Note Rule 81.

PASSENGER STOP NOTES:

- (O) Stop to let off from Chattanooga and beyond.
- (H) Stop to let off from west of Williamson.
- (M) Stop to let off from west of Radford.

- (X) Stop to let off from west of Welch.
- (GF) Stop to let off from Bluefield and beyond.
- (GH) Stop to let off passengers holding through tickets from Knoxville and beyond.

East Radford to Bristol.—Westbound.

Telegraph Signals.	Telegraph Office.	Passing Sidings, Capacity in Feet.	Station Sidings, Capacity in feet.	Distance from East Radford	Time Table No. 20 EFFECTIVE Sunday, January 8th, 1911.		First Class					Second Class	Fourth Class		
					STATIONS.		29 Passenger. Lv. Daily A. M.	41 Passenger. Lv. Daily A. M.	11 Passenger. Lv. Daily A. M.	25 Passenger. Lv. Daily P. M.	13 Passenger. Lv. Daily P. M.	83 Thro. So. Frt. Lv. Daily P. M.	71 Local Frt. Lv. Daily Ex. Sunday A. M.	91 Local Frt. Lv. Daily Ex. Sunday A. M.	
					STATIONS.	29 Lv. Daily A. M.	41 Lv. Daily A. M.	11 Lv. Daily A. M.	25 Lv. Daily P. M.	13 Lv. Daily P. M.	83 Lv. Daily P. M.	71 Lv. Daily Ex. Sunday A. M.	91 Lv. Daily Ex. Sunday A. M.		
C N	DN	Yard			W End DT.	East Radford W.C.T.O.	s 5.36	Q 6.46	11.03	GJ 12.25	s 6.15	2.25		10.25 <sup>14</sup>	
				1.5		RADFORD	s 5.40	6.49	s 11.07	12.27	s 6.19	2.30		10.35	
N R	D	1440	280	2.3		New River . . . W.	F 5.43	6.51	s 11.10	12.29 <sup>70</sup>	6.22	2.35		10.45	
		2700		5.4		Melborn . . . . .	5.50	6.58 <sup>86</sup>	F 11.15	12.36	6.27	2.45		10.55	
B N	D	2500	1695	8.0		Dublin . . . . .	s 5.58	7.05	s 11.21 <sup>91</sup>	12.42	s 6.36 <sup>88</sup>	3.00		11.21 <sup>11</sup>	
W O	D	2450	80	11.6		Wurno . . . . .	6.05	7.11	F 11.27	12.48	6.41	3.15		11.50 <sup>70</sup>	
				18.9		Dora . . . . . Y.	6.09	7.14	11.31	12.51	6.46	3.22		12.01 <sup>PM</sup>	
J N	DN	Yard		15.3		Pulaski W. C. T. O.	s 6.12 <sup>86</sup>	N 7.16 <sup>102</sup>	s 11.34 <sup>70</sup>	GJ 12.53	s { 6.48 7.13	{ 3.35 <sup>12</sup> 4.07 <sup>26</sup>	5.00	12.10	
D G	D	4521		22.1		Clark . . . . . W.	6.30	7.33	11.53	1.05	7.26	4.40	5.35 <sup>86</sup>		
M X	D	2326	1679	28.0		Max Meadows . . .	s 6.42	7.43	s 12.05 <sup>PM</sup>	1.15	s 7.37	4.55 <sup>88</sup>	5.50		
		900		32.8		Kent . . . . .	6.49	7.50	F 12.13	1.21	7.43	5.05	6.00		
W	DN	5658	2288	36.0		Wytheville . . . W.	s 6.58	N 7.58	s 12.22	GJ 1.28 <sup>72</sup>	s 7.53 <sup>30</sup>	5.20	6.30		
		2247	80	41.1		Grubb . . . . .	7.08	8.08	F 12.32	1.35	8.02	5.30	6.45		
N V	D	2585	1314	43.8		Crockett . . . . W.	s 7.13 <sup>71</sup>	8.13	s 12.37 <sup>72</sup>	1.39	s 8.08	5.37	7.13 <sup>29</sup>		
A Y	D	3343	2624	49.0		Rural Retreat . . .	s 7.24	8.23	s 12.47	1.48	s 8.19	5.52	7.45		
G Q	D	2384	637	53.0		Grosclose . . . . .	F 7.32	8.33 <sup>14</sup>	s 12.55	1.54	F 8.27	6.02	7.58		
K N	DN	4703	1509	57.8		Atkins . . . . . W.	s 7.43	8.43 <sup>70</sup>	s 1.06	2.03 <sup>12</sup>	s 8.38	6.16	8.24 <sup>12</sup>		
N D	D	2700	3167	63.1		Marion . . . . W. O.	s 7.55 <sup>70</sup>	N 8.52 <sup>71</sup>	s 1.17	GJ 2.11	s 8.50 <sup>42</sup>	6.43 <sup>30</sup>	8.52 <sup>41</sup>		
M U	D	3260		67.7		McMullin . . . . .	8.06 <sup>14</sup>	8.58	F 1.26	2.17 <sup>88</sup>	8.58	6.57	9.45		
F D	D	2165	350	70.7		Seven-Mile Ford . .	s 8.12	9.03	s 1.34 <sup>82</sup>	2.22	s 9.05	7.05	9.55		
C O	D	3250	1650	74.1		Chilhowie . . . . .	s 8.18	9.07	s 1.40	2.28 <sup>26</sup>	s 9.12	7.13	10.10 <sup>72</sup>		
G S	DN	Yard		79.7		Glade Spring W. C. Y.	s 8.29	N 9.16	s 1.52	2.38	s 9.22	7.35	10.35		
		1143	247	83.2		Emory . . . . .	F 8.39	9.25	F 2.02	2.47	F 9.32	7.45	10.50		
C D	D	1938	1395	85.2		Meadow View . . .	s 8.44	9.28 <sup>72</sup>	s 2.11 <sup>26</sup>	2.51	s 9.38	8.16 <sup>42</sup>	11.00		
Q	DN	1706	3525	93.0		Abingdon . . . W. O.	s 8.59 <sup>72</sup>	N 9.39	s 2.27	GJ 3.05	s 9.53	8.40	12.10 <sup>PM88</sup>		
Z	D	1806	387	98.8		Wyndale . . . . .	F 9.10	9.49	s 2.37	3.13	F 10.03	9.00	12.34 <sup>12</sup>		
W C	D	1922	100	102.1		Wallace . . . . .	F 9.17	9.54	s 2.45	3.18	F 10.10	9.12	12.50		
B D	DN	Yard		107.7		BRISTOL W. C. T. O. Y.	9.30	10.05	3.00	3.30	10.25	10.00	1.15		
STATIONS.							A. M. 29 Ar. Daily	A. M. 41 Ar. Daily	P. M. 11 Ar. Daily	P. M. 25 Ar. Daily	P. M. 13 Ar. Daily	P. M. 83 Ar. Daily	P. M. 71 Ar. Daily Ex. Sunday	P. M. 91 Ar. Daily Ex. Sunday	

Eastbound trains are superior to trains of the same class in opposite direction. Note Rule 81.

PASSENGER STOP NOTES:

- (N)—Stop to let off from Charlottesville and points North.
- (GJ)—Stop to let off passengers holding through tickets from Washington and beyond.
- (Q)—Stop to let off from Charlottesville and points North; or to take on for Knoxville and beyond.

R

No. 11 note time of No. 14 at East Radford.  
No. 71 note time of No. 26 at Bristol.

Bristol to East Radford.—Eastbound.

Distance from Bristol.	Time Table No. 20 EFFECTIVE Sunday, Jan. 8th, 1911. STATIONS.	First Class					Third Class			Fourth Class	
		14 Passenger. Ar. Daily A. M.	12 Passenger. Ar. Daily P. M.	26 Passenger. Ar. Daily P. M.	30 Passenger. Ar. Daily P. M.	42 Passenger. Ar. Daily P. M.	86 Stock Frt. Ar. Daily A. M.	70 Freight Ar. Daily Ex. Sunday P. M.	88 Thro. Frt. Ar. Daily P. M.	72 Local Frt. Ar. Daily Ex. Sunday P. M.	102 Local Frt. Ar. Daily Ex. Sunday A. M.
107.7	W End D † East Radford W.C.T.O. 1.5	s 10.25 <sup>91</sup>	s 4.10	u 4.32	s 9.15	o 10.45	7.25	12.45	7.10	.....	8.25
106.2	..... RADFORD ..... 0.8	s 10.18	s 4.05	4.28	s 9.10	10.42	7.15	12.35	7.00	.....	8.17
105.4	..... New River ... W. 3.1	10.15	s 4.02	4.27	F 9.07	10.41	7.10	12.29 <sup>25</sup>	6.55	.....	8.12
102.3	..... Melborn ..... 2.6	10.08	F 3.55	4.22	9.00	10.35	6.58 <sup>41</sup>	12.12	6.45	.....	8.00
99.7	..... Dublin ..... 3.6	s 10.03	s 3.50	4.18	s 8.55	10.31	6.42	12.05 <sup>PM</sup>	6.36 <sup>18</sup>	.....	7.50
96.1	..... Wurno ..... 2.3	9.55	F 3.42	4.12	8.47	10.24	6.26	11.50 <sup>91</sup>	6.05	.....	7.30
93.8	..... Dora ..... Y. 1.4	9.51	3.38	4.09	8.43	10.21	6.16	11.39	5.55	.....	7.20
92.4	..... Pulaski W.C.T.O. 6.8	s 9.48	s 3.35 <sup>83</sup>	GH 4.07 <sup>83</sup>	s 8.40	o 10.19	6.12 <sup>2</sup>	11.34 <sup>11</sup>	5.50	3.00	7.16 <sup>1</sup>
85.6	..... Clark ..... W. 5.9	9.34	3.18	3.55	8.20	10.06	5.35 <sup>71</sup>	10.45	5.25	2.30	.....
79.7	..... Max Meadows ... 4.8	s 9.21	s 3.06	3.44	s 8.08	9.54	4.50	10.15	4.55 <sup>83</sup>	2.00	.....
74.9	..... Kent ..... 3.2	9.13	F 2.57	3.37	8.00	9.46	4.35	10.00	4.28	1.40	.....
71.7	..... Wytheville ... W. 5.1	s 9.07	s 2.50	GH 3.33	s 7.53 <sup>13</sup>	o 9.42	4.25	9.50	4.20	1.28 <sup>25</sup>	.....
66.6	..... Grubb ..... 2.7	8.55	F 2.39	3.25	7.40	9.30	4.10	9.37	4.05	12.52	.....
63.9	..... Crockett ... W. 5.2	s 8.50	s 2.35	3.21	s 7.35	9.26	4.02	9.30	3.57	12.37 <sup>11</sup>	.....
58.7	..... Rural Retreat ... 4.0	s 8.41	s 2.25	3.14	s 7.22	9.19	3.50	9.15	3.42	12.10 <sup>PM</sup>	.....
54.7	..... Groschlose ..... 1.5	F 8.33 <sup>41</sup>	s 2.15	3.07	s 7.10	9.11	3.35	9.00	3.27	11.55	.....
49.9	..... Atkins ..... W. 5.3	s 8.24 <sup>76</sup>	s 2.03 <sup>25</sup>	2.57 <sup>88</sup>	s 6.57	9.00	3.15	{ 8.43 <sup>14</sup> 8.13 <sup>71</sup>	2.57	11.40	.....
44.6	..... Marlon ... W.O. 4.6	s 8.13	s 1.50	GH 2.45	s 6.43 <sup>88</sup>	o 8.50 <sup>13</sup>	2.55	7.55 <sup>29</sup>	2.30	11.10	.....
40.0	..... McMullin ... 3.0	8.06 <sup>29</sup>	F 1.40	2.39	6.31	8.43	2.40	7.30	2.17 <sup>25</sup>	10.30	.....
37.0	..... Seven-Mile Ford ... 3.4	F 8.00	s 1.34 <sup>11</sup>	2.33	s 6.24	8.37	2.28	7.18	1.34 <sup>11</sup>	10.20	.....
33.6	..... Chilhowie ..... 5.6	s 7.55	s 1.28	2.28 <sup>25</sup>	s 6.18	8.32	2.18	7.08	1.14	10.10 <sup>71</sup>	.....
28.0	..... Glade Spring W.C.Y. 3.5	s 7.44	s 1.15	2.20	s 6.05	8.24	2.00	6.48	12.58	9.55	.....
24.5	..... Emory ..... 2.0	F 7.37	F 1.05	2.14	F 5.55	8.19	1.38	6.23	12.40	9.35	.....
22.5	..... Meadow View ... 7.8	F 7.33	s 1.00	2.11 <sup>11</sup>	s 5.50	8.16 <sup>83</sup>	1.30	6.18	12.35	9.28 <sup>41</sup>	.....
14.7	..... Abingdon ... W.O. 5.8	s 7.19	s 12.46	GH 1.59	s 5.35	o 8.04	1.05	5.55	12.10 <sup>PM71</sup>	8.59 <sup>29</sup>	.....
8.9	..... Wyndale ..... 3.3	F 7.08	s 12.34 <sup>71</sup>	1.48	F 5.20	7.52	12.35	5.30	11.45	7.35	.....
5.6	..... Wallace ..... 5.6	F 7.02	s 12.27	1.43	F 5.14	7.47	12.25	5.20	11.35	7.25	.....
.....	..... BRISTOL W.C.T.O.Y.	6.50	12.15	1.32	5.00	7.35	12.01	5.00	11.15	7.10	.....

Eastbound trains are superior to trains of the same class in opposite direction. Note Rule 81.

PASSENGER STOP NOTES:

- (o) Stop to let off from Chattanooga and beyond. Also stop to let off for beyond Kenova.
- (GH) Stop to let off passengers holding through tickets from Knoxville and beyond.
- (v) Stop to let off from Knoxville and beyond, also stop to let off for beyond Kenova.

Westbound.			Between Pulaski and Galax.							Eastbound.				
Telegraph Office.	Telegraph Signals.	Distance from Pulaski.	Third Class.			First Class.	Time Table No. 20 EFFECTIVE Sun., Jan. 8, 1911.	First Class.	Third Class.			Distance from Galax.	Passing Sidings, Capacity in feet.	Station sidings, Capacity in feet.
			73 Mixed Lv. Daily Ex. Sunday A. M.	79 Freight Lv. Daily Ex. Sunday A. M.	75 Freight Lv. Daily Ex. Sunday A. M.	49 Passenger Lv. Daily A. M.		50 Passenger Ar. Daily P. M.	74 Freight Ar. Daily Ex. Sunday A. M.	80 Freight Ar. Daily Ex. Sunday P. M.	76 Freight Ar. Daily Ex. Sunday P. M.			
D N	J N	.....	6.37	6.27	6.17	7.35	... PULASKI ...	3.10	11.45	2.40	3.30			
		1.7	6.45	6.35	6.25	7.40	... Dora ... Y	3.04	11.35	2.30	3.25			
		7.1	7.08	6.58	6.48	s 7.52	... Draper ...	s 2.52	11.15	2.10	2.59		1409	1396
		10.3	7.19	7.09	6.59	F 8.00	... Delton ... W	F 2.41 76	10.50	1.53	2.41 50		1529	
D	R D	13.4	7.32	7.22	7.12	s 8.10	... Allisonia ...	s 2.31	10.35	1.38	2.08		1343	910
		14.2	7.42	7.25	7.15	F 8.14	... Reed ...	F 2.28	10.27	1.33	2.03			
D	F G	18.5		7.40	7.30	s 8.26	... Barren Springs ...	s 2.16		1.20	1.50			809
		20.0		7.45	7.35	F 8.29	... Carter ...	F 2.12		1.15	1.45			1604
		20.9		7.50	7.40	F 8.32	... Bertha ...	F 2.08		1.11	1.41			1122
D	F S	24.7		8.05	7.55	s 8.41	... Foster Falls ... W	s 2.00		12.58	1.28			653
D	A U	29.7		8.25	8.15	s 8.53	... Austinville ...	s 1.47		12.41	1.11			706
D	V A	32.6		8.35	8.25	s 9.01	... Ivanhoe ... TOW	s 1.40		12.30	1.00			1813
		39.4			8.50	s 9.13	... Grayson ... W	s 1.24			12.40			
		40.7			8.53	{ 9.16 } { 9.50 }	... Fries Jct. ...	{ 1.20 } { 12.42 }			{ 12.35 PM } { 11.14 }			
		46.2			9.18	F 10.10	... Chestnut Yd. W	F 12.23			10.52			
		49.7			9.32	s 10.25 76	... Blair ...	s 12.10			10.25 49			
D	G J	52.4			9.45	10.40	... Galax ... T	12.01			10.10			
			A. M. 73 Ar. Daily Ex. Sunday	A. M. 79 Ar. Daily Ex. Sunday	A. M. 75 Ar. Daily Ex. Sunday	A. M. 49 Ar. Daily	STATIONS.	P. M. 50 Lv. Daily	A. M. 74 Lv. Daily Ex. Sunday	P. M. 80 Lv. Daily Ex. Sunday	A. M. 76 Lv. Daily Ex. Sunday			

No. 76—Note time of No. 50 at Fries Junction.  
No. 78—Note time of No. 53 at Fries Junction.

REED ISLAND BRANCH.—Between Reed and Betty Baker.						
Telegraph Office.	Telegraph Signals.	Distance from Reed.	Third Class.	Time Table No. 20	Third Class.	Distance from Betty Baker.
			Westbound.	EFFECTIVE Sun., Jan. 8, 1911.	Eastbound.	
			73 Mixed Lv. Daily Ex. Sunday A. M.	STATIONS.	74 Mixed Ar. Daily Ex. Sunday A. M.	
D F Q		2.1	7.42	... REED ...	10.27	9.8
		4.7	7.55	... Kayolah ...	10.15	7.7
		9.8	8.15	... Patterson Jc. ...	9.50	5.1
			8.55	... BETTY BAKER ... W Y	9.15	239
			A. M. 73 Ar. Daily Ex. Sunday	STATIONS.	A. M. 74 Lv. Daily Ex. Sunday	

Westbound. Fries Branch. — Between Fries Jct. and Fries. Eastbound.									
Telegraph Office.	Telegraph Signals.	Distance from Fries Jct.	Third Class.	First Class.	Time Table No. 20	First Class.	Third Class.	Distance from Fries.	Distance from Fries.
			Local Frt. Lv. Daily Ex. Sun.	53 Pass. Lv. Daily	51 Pass. Lv. Daily	EFFECTIVE Sun., Jan. 8, 1911.	52 Pass. Ar. Daily		
			A. M. 11.14	P. M. 12.42	A. M. 9.16	... FRIES JCT. ...	A. M. 9.50	P. M. 1.20	P. M. 12.35
D B Y		5.5	11.44	1.02	9.31	... Fries ...	A. M. 9.31	P. M. 1.02	P. M. 12.15
			Ar. Daily Ex. Sun. 77	Ar. Daily 53	Ar. Daily 51	STATIONS.	Lv. Daily 52	Lv. Daily 54	Lv. Daily Ex. Sun. 78

Westbound. Speedwell Branch.—Between Ivanhoe and Speedwell. Eastbound.									
Telegraph Office.	Telegraph Signals.	Distance from Ivanhoe.	Third Class.	Time Table No. 20	Third Class.				
			81 Mixed Lv. Daily Ex. Sunday A. M.	EFFECTIVE Sun., Jan. 8, 1911.	STATIONS.	82 Mixed Ar. Daily Ex. Sunday P. M.			
D	V A	.....	9.15	... Ivanhoe ...	12.10				
		10	10.00	... Cripple Creek ...	11.30				
		17	10.30	... Speedwell ...	11.00				
			A. M. Ar. Daily Ex. Sunday	STATIONS.	A. M. Lv. Daily Ex. Sunday				

Eastbound trains are superior to trains of the same class in opposite direction. Note Rule 8r.

Westbound.			Between Radford and Walton.				Eastbound.				
Telegraph Office.	Telegraph Signals.	Distance from Walton.	First Class.				Time Table No. 20 EFFECTIVE Sunday, Jan. 8, 1911. STATIONS.	First Class.			
			5 Passenger Lv. Daily A. M.	7 Passenger Lv. Daily A. M.	9 Passenger Lv. Daily P. M.	19 Passenger Lv. Daily P. M.		20 Passenger Ar. Daily A. M.	6 Passenger Ar. Daily A. M.	8 Passenger Ar. Daily P. M.	10 Passenger Ar. Daily P. M.
D N	B H	.....	9.38	10.51	4.40	11.12	Walton	5.41	11.18	5.43	6.37
D N	C N	3.0	9.46	10.58	4.50	11.20	East Radford	5.25	11.10	5.35	6.30
		4.5					Radford	5.20			
			A. M. 5 Ar. Daily	A. M. 7 Ar. Daily.	P. M. 9 Ar. Daily.	P. M. 19 Ar. Daily.	STATIONS.	A. M. 20 Lv. Daily.	A. M. 6 Lv. Daily.	P. M. 8 Lv. Daily.	P. M. 10 Lv. Daily.

Westbound.			SALTVILLE BRANCH.—Between Glade Spring and Saltville.						Eastbound.			
Telegraph Office.	Telegraph Signals.	Distance from Glade Spring.	First Class.			Time Table No. 20 EFFECTIVE Sun., Jan. 8, 1911. STATIONS.	First Class.			Distance from Saltville.	Passing Sidings, Car Capacity.	Station Sidings, Capacity in feet.
			47 Passenger Lv. Daily Ex. Sunday P. M.	45 Passenger Lv. Daily Ex. Sunday P. M.	43 Passenger Lv. Daily Ex. Sunday A. M.		44 Passenger Ar. Daily Ex. Sunday A. M.	46 Passenger Ar. Daily Ex. Sunday P. M.	48 Passenger Ar. Daily Ex. Sunday P. M.			
D N	G S	.....	6.10	2.55	9.30	GLADESPRING	7.30	1.00	5.30	9.4	990	
D	S V	9.4	6.40	3.25	10.00	SALTVILLE	7.00	12.30	5.00		8474	
			P. M. 47 Ar D'ly ex. Sun	P. M. 45 Ar. D'ly ex. Sun	A. M. 43 Ar. D'ly ex. Sun	STATIONS.	A. M. 44 Lv. D'ly ex. Sun	P. M. 46 Lv. D'ly ex. Sun	P. M. 48 Lv. D'ly ex. Sun			

Eastbound trains are superior to trains of the same class in opposite direction. Note Rule 81.

POTTS VALLEY BRANCH. Between Big Stony Junction and Paint Bank.						
Distance from Big Stony Jct.	Telephone Calls.	Third Class.	Time Table No. 20. EFFECTIVE Sunday, Jan. 8, 1911. STATIONS.	Third Class.	Passing Sidings, Capacity in feet.	Station Sidings, Capacity in feet.
		Westbound.		Eastbound.		
.....	---	3.50	Big Stony Jct.	11.25	.....	.....
.4	.....	3.55	Norcross	11.10	.....	.....
3.8	.....	4.12	Kimballton	11.00	259	.....
4.8	.....	4.17	Kerns	10.55	.....	.....
5.7	.....	4.22	Olean	10.50	243	.....
10.2	---	4.50	Interior	10.25	1664	.....
15.1	---	5.12	Kire	10.00	1302	291
16.3	.....	5.20	Foley	9.53	1216	.....
19.2	---	5.35	Pettit	9.40	1027	.....
22.6	---	5.50	Ray	9.23	232	.....
25.4	---	6.10	Waitville	9.05	2295	829
32.1	---	6.33	Laurel Branch	8.30	384	.....
38.2	---	7.00	Paint Bank	8.00	Yard	.....
		P. M. 103 Arrive daily. Ex. Sunday.	STATIONS.	A. M. 104 Leave daily. Ex. Sunday.		

CATAWBA BRANCH. Between Salem and Crusher.						
Distance from Salem.	Telephone Calls.	Third Class.	Time Table No. 20. EFFECTIVE Sunday, Jan. 8, 1911. STATIONS.	Third Class.	Passing Sidings, Capacity in feet.	Station Sidings, Capacity in feet.
		Westbound.		Eastbound.		
.....	.....	1.30	Salem	3.40	.....	.....
3.1	.....	1.50	Kesslers Mill	3.20	100	.....
6.3	.....	2.05	Bennett Springs	3.05	.....	.....
8.4	.....	2.15	Catawba R'd Crossing	2.45	280	.....
9.7	.....	2.20	Crusher	2.40	Yard	.....
		P. M. 105 Ar. Daily Ex. Sunday.	STATIONS	P. M. 106 Lv. Daily Ex. Sunday.		

Eastbound trains are superior to trains of the same class in opposite direction. (Note Rule 81.)

**SPECIAL NOTE.**

All trains will come to a full stop and see that the switches and signals are properly set before crossing the Virginian Railway at Norcross. (Note Rule 98.)  
Stop at any station to receive or discharge passengers or freight.

Eastbound trains are superior to trains of same class in opposite direction. Note Rule 81.

**SPECIAL NOTE.**

No. 105 has right over No. 106 to Crusher.  
All trains will come to a full stop before crossing the tracks of the Roanoke Railway and Electric Company.  
Stop at any station to receive or discharge passengers or freight.

Roanoke to Shenandoah.—Northbound.

Telegraph Office.	Telegraph Signals.	Distance from Roanoke.	Passing Sidings, Clearance Length.	Station Sidings, Clearance Length.	Time Table No. 20 EFFECTIVE Sunday, Jan. 8th, 1911.	First Class.					Second Class.		Third Class.		Fourth Class.	
						102 Passenger Ar. Daily A. M.	104 Passenger Ar. Daily A. M.	14 Passenger Ar. Daily P. M.	106 Passenger. Ar. Daily P. M.	2 Passenger Ar. Daily P. M.	88 Stock Freight Ar. Daily A. M.	98 Blue Ridge Dispatch Ar. Daily P. M.	64 Through Frt. Ar. Daily P. M.	86 Through Frt. Ar. Daily A. M.	62 Local Freight Ar. Daily Ex. Sunday P. M.	108 Local Freight Ar. Daily Ex. Sunday P. M.
STATIONS.																
DN	{ A N S H	132.6	Yard	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
DN	K O	126.8	2376	1015	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
D	DN	121.1	2275	226	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		114.7	2200	250	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
D	PR	112.2	1991	400	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	GO	109.9	2700	1022	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		107.4	.....	194	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		103.9	3698	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
D	CM	102.4	.....	694	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
DN	BC	96.2	2660	717	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
D	HU	91.4	1275	587	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
D	SX	86.3	2700	570	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
DN	GI	79.8	2214	1843	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		76.7	2996	380	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
D	MF	71.7	2117	1158	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
D	MY	64.4	2678	226	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
D	RQ	59.7	1744	393	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
D	JS	54.3	Yard	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
DN	J	53.2	2831	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
D	BF	48.4	2100	220	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
DN	GA	44.1	2340	175	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		41.0	2719	343	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		40.7	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
D	ZN	32.1	2850	243	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
D	HA	25.1	2700	790	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
D	CH	20.1	2440	1098	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
D	WS	14.7	3727	580	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
DN	MJ	11.4	1544	1117	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
D	QA	7.1	2200	431	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		5.7	.....	390	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
DN	{ M H U D	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
DN	DO	.....	Yard	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
STATIONS.						A. M. 102 Lv. Daily	A. M. 104 Lv. Daily	P. M. 14 Lv. Daily.	P. M. 106 Lv. Daily.	P. M. 2 Lv. Daily	A. M. 88 Lv. Daily.	P. M. 98 Lv. Daily	A. M. 64 Lv. Daily.	P. M. 86 Lv. Daily	A. M. 62 Lv. Daily Ex. Sunday.	P. M. 108 Lv. Daily Ex. Sunday.

Northbound trains are superior to trains of the same class in the opposite direction. See Rule 81.

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

XA—Stop to let off passengers from beyond East Radford, Martinsville or Lynchburg, or to pick up passengers for Connecting lines at Shenandoah Junction and Hagerstown.

XD—Stop to let off passengers from Buena Vista or beyond, or to pick up passengers for Basic or points beyond which are stops for No. 2.

Shenandoah to Roanoke.—Southbound.

Telegraph Office.	Telegraph Signals.	Distance from Shenandoah.	Passing Sidings, Clearance Length	Station Sidings, Clearance Length	Time Table No. 20 EFFECTIVE Sunday, January 8th, 1911.												
					STATIONS.					First Class.			Second Class.			Fourth Class.	
					1 Passenger Lv. Daily A. M.	101 Passenger Lv. Daily A. M.	13 Passenger Lv. Daily A. M.	103 Passenger Lv. Daily P. M.	105 Passenger Lv. Daily P. M.	83 Time Frt. Lv. Daily A. M.	95 Blue Ridge Dispatch Lv. Daily P. M.	97 Blue Ridge Dispatch Lv. Daily P. M.	107 Local Frt. Lv. Daily Ex. Sunday. A. M.	61 Local Frt. Lv. Daily Ex. Sunday. A. M.			
D N	{ A N S H	.....	Yard	.....	SHENANDOAH T W CO	4.50		11.27			1.50	4.10	10.40			5.30	
D N	K O	5.8	2406	435	Elkton	5.00		11.44			2.07 <sup>86</sup>	4.29 <sup>14</sup>	10.55			5.50	
D	D N	11.5	2227	267	Island Ford	5.08		11.54			2.22	4.59 <sup>98</sup>	11.16 <sup>2</sup>			6.05	
		17.9	2200	250	Lewis	5.17		12.05 <sup>P M</sup>			2.37	5.18	11.33			6.30	
D	P R	20.4	1991	400	Port Republic	5.20		12.10			2.43	5.26	11.39			6.38	
D	G O	22.7	2700	1022	Grottoes	5.24		12.16			2.48	5.32	11.44			6.45	
		25.2	.....	194	Harriston	5.28		12.22			2.54	5.40	11.50			6.52	
		28.7	3698	.....	Sampson	5.34		12.29			3.15	5.55 <sup>64</sup>	12.02 AM			7.04	
D	C M	30.2	.....	694	Crimora	5.35		12.31			3.20	6.00	12.05			7.10	
D N	B C	36.4	2660	717	Basic	5.48		12.45 <sup>62</sup>			3.34	6.30	12.30 <sup>86</sup>			7.45	
D	H U	41.2	1275	537	Lyndhurst	5.55		1.12			3.44					8.00	
D	S X	46.3	2700	570	Stuarts Draft	6.06		1.20			3.55					8.45 <sup>88</sup>	
D	G I	52.8	2214	1843	Greenville	6.16		1.31			4.15					9.05	
		55.9	2996	380	Lofton	6.23		1.37			4.30					9.20	
D	M F	60.9	2117	1158	Vesuvius	6.33		1.48			4.45					9.40	
D	M Y	68.2	2678	226	Midvale	6.46 <sup>88</sup>		2.01			5.05					10.10 <sup>62</sup>	
D	R Q	72.9	1744	393	Riverside	6.55		2.09 <sup>14</sup>			5.16					10.25	
D	J S	78.3	Yard	.....	Buena Vista	7.05		2.20 <sup>64</sup>			5.28					10.45	
D N	J	79.4	2831	.....	Loch Laird	7.09	10.25	2.26	5.15	7.20	5.34 <sup>82</sup>		8.02			11.10	
D	B F	84.2	2100	220	Buffalo	7.18	10.38	2.33	5.25	7.31	6.15		8.17			11.28 <sup>104</sup>	
D N	G A	88.5	2340	175	Glasgow	7.28 <sup>102</sup>	10.50	2.40	5.35	7.40	6.25		8.30 <sup>62</sup>			11.45	
		91.6	2719	343	Graves	7.34		2.46			6.34					11.55	
		91.9	.....	.....	Natural Bridge	7.36		2.49			6.36					12.05 PM	
D	Z N	100.5	2850	243	Solitude	7.52 <sup>62</sup>		3.03			6.54					12.40 <sup>64</sup>	
D	H A	107.5	2700	790	Buchanan	8.06		3.18			7.15 <sup>62</sup>					1.02 <sup>14</sup>	
D	C H	112.5	2352	1098	Lithia	8.16		3.29			7.40					1.30	
D	W S	117.9	3727	580	Nace	8.29 <sup>83</sup>		3.43			8.29 <sup>1</sup>					1.55	
D N	M J	121.2	1544	1117	Troutville	8.37		3.51			9.10					2.10	
D	Q A	125.5	2200	431	Cloverdale	8.45		3.59			9.30					2.25	
		126.9	.....	390	Hollins	8.49		4.03			9.35					2.30	
D N	{ M H U D	132.6	.....	.....	ROANOKE	9.00		4.15			10.05					2.45	
D N	D O	.....	Yard	.....	West Roanoke						10.10 <sup>64</sup>					3.00	
					STATIONS.	A. M. 1 Ar. Daily.	A. M. 101 Ar. Daily.	P. M. 13 Ar. Daily.	P. M. 103 Ar. Daily.	P. M. 105 Ar. Daily.	A. M. 83 Ar. Daily.	P. M. 95 Ar. Daily.	A. M. 97 Ar. Daily.	A. M. 107 Ar. Daily Ex. Sunday.	P. M. 61 Ar. Daily Ex. Sunday.		

TELEGRAPH OFFICES WILL BE OPEN AS FOLLOWS:

Buena Vista... Open 6:00 A. M. until 2:00 A. M.  
Loch Laird... Open continuously.  
Buffalo... Open 7:00 A. M. until 6:00 P. M.  
Glasgow... Open continuously.  
Solitude... Open 6:30 A. M. until 5:30 P. M.  
Buchanan... Open 2:00 A. M. until 10:00 P. M.  
Lithia... Open 6:30 A. M. until 2:30 A. M.  
Nace... Open 6:45 A. M. until 8:00 P. M.  
Troutville... Open continuously.  
Cloverdale... Open 6:00 A. M. until 8:00 P. M.  
Roanoke... Open continuously.  
Elkton... Open continuously.  
Island Ford... Open 7:00 A. M. until 6:00 P. M.  
Port Republic... Open 7:00 A. M. until 6:00 P. M.  
Grottoes... Open 5:00 A. M. until 1:00 A. M.  
Crimora... Open 7:30 A. M. until 6:30 P. M.  
Basic... Open continuously.  
Lyndhurst... Open 7:00 A. M. until 6:00 P. M.  
Stuarts Draft... Open 7:00 A. M. until 6:00 P. M.  
Greenville... Open continuously.  
Vesuvius... Open 7:00 A. M. until 6:00 P. M.  
Midvale... Open 2:00 A. M. until 10:00 P. M.  
Riverside... Open 7:00 A. M. until 6:00 P. M.

Northbound trains are superior to trains of the same class in the opposite direction. See Rule 8r.

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

XB—Stop to let off passengers from connecting lines at Hagerstown or Shenandoah Junction, or to pick up passengers for beyond East Radford, Martinsville or Lynchburg.

XE—Stop to let off passengers from Basic or beyond or to pick up passengers for Buena Vista or points beyond which are stops for No. 1.



Southbound.

Between Hagerstown and Shenandoah.

Northbound.

Distance from Hagerstown	Telegraph Office.	Telegraph Signals.	Distance from Shenandoah.	Passing Sidings, clearance length.	Station Sidings, clearance length.	Fourth Class			Second Class				First Class			Time Table No. 20 EFFECTIVE Sunday, January 8th, 1911.			First Class			Second Class		Third Class	Fourth Class
						71	83	97	95	27	13	1	STATIONS.			2	28	14	88	98	86	72			
						Local Freight Lv. Daily Ex. Sunday A. M.	Time Freight Lv. Daily P. M.	Blue Ridge Dispatch Lv. Daily P. M.	Blue Ridge Dispatch Lv. Daily A. M.	Passenger Lv. Daily P. M.	Passenger Lv. Daily A. M.	Passenger Lv. Daily A. M.	Passenger Ar. Daily A. M.	Passenger Ar. Daily A. M.	Passenger Ar. Daily P. M.	Stock Freight Ar. Daily P. M.	Blue Ridge Dispatch Ar. Daily A. M.	Thro. Freight Ar. Daily A. M.	Local Freight Ar. Daily Ex. Sunday P. M.						
0.6	DN	D X H A J	106.7	Yard	.....	5.30	5.30	2.45 <sup>72</sup>	8.45	5.00	7.45	1.45	... HAGERSTOWN TWC0	3.10	11.05	8.45	5.15	2.50	10.30	2.45 <sup>97</sup>					
5.9	DN	M A	106.1	Yard	.....	5.40	6.00	3.45	9.45	5.02 <sup>88</sup>	7.47	1.47	... Hagerstown Junc. ...	3.07	11.01	8.41	5.02 <sup>27</sup>	2.45	10.15	2.35					
8.9	DN		100.8	1680	.....	5.52	6.11	3.57	9.57 <sup>86</sup>	s 5.10	s 7.54	1.54	... St. James ...	2.57	s 10.51	s 8.31	4.45	2.09	9.57 <sup>95</sup>	2.20					
14.1	DN		97.8	1724	164	6.00	6.18	4.03	10.03	F 5.17	7.59	1.58 <sup>98</sup>	... Crimes ...	2.51	F 10.44	8.25	4.38	1.58 <sup>1</sup>	9.40	2.05					
16.8	DN	Q D	89.9	2865	997	6.20	6.33	4.22 <sup>88</sup>	10.18	s 5.28	s 8.09	2.05	... Antietam ...	2.40	s 10.34	s 8.12	4.22 <sup>97</sup>	1.17	9.20	1.50					
23.1	DN	J A V A	88.6	2820	Yard	6.28	6.39	4.28	10.29 <sup>28</sup>	s 5.33	s 8.14	2.09	... Shepherdstown ... W	2.33	s 10.29 <sup>95</sup>	s 8.04	4.15	12.44	9.10	1.35					
28.8	DN	C S	83.6	2820	Yard	7.30	7.38 <sup>14</sup>	4.55	10.52	s { 5.45	s { 8.25	s { 2.20	.. Shenandoah Junc. TWC0	s { 2.20 <sup>1</sup>	s { 10.15	s { 7.50	4.00	12.10 <sup>AM</sup>	8.32 <sup>13</sup>	1.00 <sup>PM</sup>					
33.7	DN	K G	78.4	2134	1424	8.05 <sup>86</sup>	7.53	5.25	11.20	s 6.15	s 8.43	2.39	... Charlestown ... X	1.59	s 9.52	s 7.28	3.23	11.38	8.05 <sup>71</sup>	11.55					
39.8	DN	B V	73.0	1624	718	8.20	8.07	5.38	11.31 <sup>72</sup>	s 6.26	s 8.52	2.47	... Rippon ...	1.50	s 9.41	s 7.15	3.09	11.21	7.50	11.31 <sup>95</sup>					
46.1	DN	D K	66.9	3050	2105	8.35	8.25	5.52	11.43	s 6.38	s 9.03	2.56	... Berryville ...	s 1.41	s 9.29	s 7.04	2.54	11.05	7.28	11.00					
49.2	DN	S Q	60.6	629	673	8.50	8.45	6.06	11.56	s 6.51 <sup>14</sup>	s 9.15 <sup>28</sup>	3.05	... Boyce ...	1.31	s 9.15 <sup>13</sup>	s 6.51 <sup>27</sup>	2.40	10.50	7.10	10.37					
53.1	DN	A Y	57.5	4090	623	9.05 <sup>28</sup>	9.03	6.22	12.10 <sup>PM</sup>	s 7.00	s 9.24	3.13	... White Post ... W	1.23	s 9.05 <sup>71</sup>	s 6.42	2.27	10.30	6.50	10.22					
58.6	DN	R V	53.6	1770	297	9.15	9.11	6.35 <sup>14</sup>	12.18	F 7.07	F 9.30	3.18	... Ashby ...	1.17	F 8.56	F 6.35 <sup>97</sup>	2.19	10.20	6.40	10.10					
59.1	DN	F K	48.1	1621	.....	9.40 <sup>13</sup>	9.25	6.50	12.30	7.20	9.40 <sup>73</sup>	3.26	... Carson ...	1.07	8.42	6.24	2.04	9.53	6.22	9.40 <sup>13</sup>					
62.0	DN	H D	47.6	.....	489	10.00	9.27	6.52	12.32	s 7.22	s 9.41	3.27	... Riverton ... 0X	s 1.06	s 8.41	s 6.22	2.03	9.50	6.20	9.30					
66.2	DN	V Y	44.7	2123	268	10.15	9.35 <sup>98</sup>	6.59	12.40	s 7.29	s 9.48	3.33	... Front Royal ... W	1.00	s 8.34	s 6.15	1.55	9.35 <sup>83</sup>	6.12	9.10					
72.9	DN	H D	40.5	1874	.....	10.30	9.48	7.07	12.48	F 7.37	9.57	3.40	... Manor ...	12.53	F 8.25	6.07	1.40	9.17	6.00	8.50					
79.1	DN	F H	33.8	2750	900	11.00	10.20	7.30	1.15 <sup>88</sup>	s 7.51	s 10.12	3.52	... Bentonville ...	12.41	s 8.12	s 5.55	1.15 <sup>95</sup>	9.00	5.41	8.30					
82.4	DN	A N	27.6	2593	295	11.20	10.33	7.43	1.30	s 8.05	s 10.24	4.00	... Rileyville ... W	12.32	s 7.58 <sup>72</sup>	s 5.45	1.00	8.40	5.26	7.58 <sup>28</sup>					
85.0	DN	V Y	24.3	2712	254	11.40	11.10	8.12 <sup>88</sup>	2.00	F 8.12 <sup>95</sup>	10.31	4.05	... Vaughn ...	12.26	F 7.52	5.37	12.45	8.12 <sup>83</sup>	5.06	7.40					
88.8	DN	H D	21.7	770	550	11.50	11.15	8.25	2.06	F 8.17	F 10.37	4.08	... Elgin ...	12.22	F 7.45	F 5.32	12.35	8.00	4.59	7.30					
95.5	DN	F H	17.9	766	878	12.25 <sup>88</sup>	11.25	8.40	2.16	s 8.25	s 10.44	4.15	... Luray ... 0TW	s 12.15	s 7.38	s 5.24	12.25 <sup>71</sup>	7.50	4.46	7.15					
101.7	DN	A N	11.2	3030	1181	1.00	12.04 <sup>2</sup>	9.05	2.42	s 8.40	s 10.59	4.26 <sup>86</sup>	... Stanley ...	12.04 <sup>AM</sup>	s 7.25	s 5.11	12.10 <sup>PM</sup>	7.30	4.26 <sup>1</sup>	6.15					
106.7	DN	S H A N	5.0	2955	868	1.30	12.30	9.25	3.00	F 8.52	F 11.12	4.37	... Ingham ...	11.49	F 7.10	F 4.55	11.35	7.00	3.45	5.50					
						2.00	12.50	9.40	3.15	9.02	11.22 <sup>88</sup>	4.45	... SHENANDOAH TWC0	11.40	7.00	4.45	11.22 <sup>13</sup>	6.45	3.30	5.30					
						P. M. 71 Ar. Daily Ex. Sunday	A. M. 83 Ar. Daily	P. M. 97 Ar. Daily	P. M. 95 Ar. Daily	P. M. 27 Ar. Daily	A. M. 13 Ar. Daily	A. M. 1 Ar. Daily	STATIONS.	P. M. 2 Lv. Daily	A. M. 28 Lv. Daily	P. M. 14 Lv. Daily	A. M. 88 Lv. Daily	P. M. 98 Lv. Daily	A. M. 86 Lv. Daily	A. M. 72 Lv. Daily Ex. Sunday					

Northbound trains are superior to trains of the same class in the opposite direction. See Rule 81.

When trains 1 and 2 meet at Shenandoah Junction by rule or train order, the meeting point will be at the main junction switch. First train arriving will go to the station ahead of the opposing train.

TELEGRAPH OFFICES WILL BE OPEN AS FOLLOWS:

Hagerstown Junction.....	Open continuously.	White Post.....	Open 8:00 A. M. until 3:00 A. M.
St. James.....	Open 6:30 A. M. until 2:30 A. M.	Ashby.....	Open 8:00 A. M. until 7:00 P. M.
Shepherdstown.....	Open 7:00 A. M. until 11:00 P. M.	Riverton.....	Open continuously.
Shenandoah Junction.....	Open continuously.	Front Royal.....	Open 8:00 A. M. until 8:00 P. M.
Charlestown.....	Open 7:00 A. M. until 11:00 P. M.	Bentonville.....	Open 7:00 A. M. until 3:00 A. M.
Rippon.....	Open 7:00 A. M. until 11:00 P. M.	Rileyville.....	Open 3:00 A. M. until 11:00 P. M.
Berryville.....	Open continuously.	Luray.....	Open continuously.
Boyce.....	Open 8:00 A. M. until 7:00 P. M.	Stanley.....	Open 5:00 A. M. until 1:00 A. M.
		Shenandoah.....	Open continuously.

Southbound.

Between Roanoke and Winston-Salem.

Northbound.

Distance from Roanoke.	Telegraph Office.	Telegraph Signals.	Distance from Winston-Salem.	Passing Sidings, Clearance Lgth.	Station Sidings, Clearance Lgth.	Southbound.					Between Roanoke and Winston-Salem.		Time Table No. 20 EFFECTIVE Sun., Jan. 8th, 1911.		Northbound.		
						Fourth Class	Third Class			First Class		STATIONS.		First Class	Third Class	Fourth Class	
						51 Local Freight. Lv. Daily Ex. Sunday A. M.	87 Through Frt. Lv. Daily P. M.	85 Through Frt. Lv. Daily P. M.	83 Through Frt. Lv. Daily A. M.	81 Through Frt. Lv. Daily Ex. Sunday A. M.	23 Passenger. Lv. Daily Ex. Sunday P. M.	21 Passenger. Lv. Daily A. M.		24 Passenger. Ar. Daily Ex. Sunday A. M.	22 Passenger. Ar. Daily P. M.	84 Time Freight. Ar. Daily A. M.	52 Local Freight. Ar. Daily Ex. Sunday P. M.
	DN	DO	.....	Yard	.....	5.30	8.45	2.15	9.40	4.00			.. West Roanoke ..			1.40	4.55
	DN	MH UD	121.4	.....	.....	5.40	9.00	2.30	9.55	4.10	5.00	9.15	... ROANOKE ...	11.45	7.00	1.25	4.40
2.2			119.2	.....	.....	5.50	9.10	2.40	10.05	4.18	5.07	9.22	Belt Line Junction	11.39	6.53	1.15	4.30
6.9	D	AF	114.5	2493	335	6.10	9.40	3.15	10.45	4.55	s 5.17	s 9.33	... Starkey ... W	s 11.29	s 6.42	12.59	3.52
10.5			110.9	1170	.....	6.22	9.52	3.35 <sup>52</sup>	11.22 <sup>24</sup>	5.10	5.24	9.40	... Hester ... W	11.22 <sup>83</sup>	6.34	12.48	3.35 <sup>81</sup>
15.4	D	PD	106.0	1271	590	6.45	10.17	4.05	11.55	5.33	s 5.37	s .	... Boone's Mill ... W	s 11.12	s 6.25	12.23	3.15
20.6			100.8	3821	945	7.05	10.33	4.25	12.15 <sup>P</sup>	5.53	s 5.48	s 10.04	... Wirtz ... W	s 11.02	s 6.15	12.07 <sup>AM</sup>	2.40
27.1	DN	RY	94.3	1435	443	7.35	10.53	4.50	12.35	6.20	s 6.01 <sup>22</sup>	s 10.18	.. Rocky Mount .. X W	s 10.49	s 6.01 <sup>23</sup>	11.47	2.05
32.9			88.5	2502	207	7.55	11.27 <sup>84</sup>	5.45 <sup>22</sup>	1.24 <sup>52</sup>	7.00	F 6.18	F 10.34 <sup>24</sup>	... Lanahan ... W	F 10.34 <sup>21</sup>	F 5.45 <sup>85</sup>	11.27 <sup>87</sup>	1.24 <sup>83</sup>
36.8	D	QM	84.6	2730	834	8.15	11.40	5.58	1.36	7.12	s 6.26	s 10.44	... Ferrum ... W	s 10.24	s 5.37	11.15	1.05
43.8	D	MB	77.6	1271	694	8.50	12.10 <sup>AM</sup>	6.22	1.57	7.33	s 6.41	s 11.00	... Henry ... W	s 10.07	s 5.20	10.40	12.30
48.2	D	B	73.2	2079	.....	9.04	12.24	6.35	2.11	7.47	s 6.50	s 11.09	... Philpott ... W	s 9.57	s 5.11	10.26	12.10 <sup>P</sup>
51.6	D	KB	69.8	1496	332	9.15	12.35	6.45	2.22	7.59	s 6.58	s 11.17	... Bassett ... W	s 9.48	s 5.03	10.15	11.55
56.6			64.8	2530	165	9.37 <sup>24</sup>	12.50	7.08 <sup>23</sup>	2.37	8.14	7.08 <sup>85</sup>	11.25 <sup>52</sup>	... Paynes ... W	9.37 <sup>51</sup>	4.54	10.00	11.25 <sup>21</sup>
58.3	D	KN	63.2	.....	80	9.50	1.05	7.29	2.42	8.19	s 7.11	s 11.28	... Koehler ... W	s 9.34	s 4.51	9.47	11.17
61.6	DN	VM	59.8	1380	467	10.50 <sup>52</sup>	1.25	7.52	3.07	8.44	s 7.24	s 11.40	.. Martinsville .. T	s 9.26	s 4.44	9.35	10.50 <sup>51</sup>
66.6			54.8	2320	.....	11.05	1.43	8.10	3.27	9.12 <sup>24</sup>	F 7.35	F 11.49	... Fontaine ... W	F 9.12 <sup>81</sup>	F 4.29	9.10	10.00
71.5	D	HR	49.9	2880	759	11.30	2.18	8.45 <sup>81</sup>	4.19 <sup>22</sup>	9.40 <sup>52</sup>	s 7.47	s 12.01 <sup>P</sup>	... Ridgeway ... C	s 9.02	s 4.19 <sup>83</sup>	8.45 <sup>85</sup>	9.40 <sup>81</sup>
76.1	D	RA	45.3	2037	375	11.50	2.33	9.05	4.33	10.10	s 7.57	s 12.10	... Price ... T	s 8.51	s 4.09	8.25	9.10
81.6	D	SN	39.8	2870	293	12.39 <sup>PM</sup>	2.50	9.28	4.50	10.30	s 8.08 <sup>84</sup>	s 12.21 <sup>9</sup>	... Stoneville ... W	s 8.40 <sup>52</sup>	s 3.58	8.08 <sup>23</sup>	8.40 <sup>24</sup>
87.9	D	MN	33.5	1255	389	1.15	3.15	9.48	5.09	10.50	s 8.20	s 12.52	... Mayodan ... W	s 8.27	s 3.46	7.40	8.05
89.8	D	AM	31.6	.....	475	1.25	3.21	9.54	5.15	10.58	s 8.24	s 12.55	... Madison ... W	s 8.23	s 3.43	7.34	7.54
98.1	D	DF	23.3	1680	336	1.52	3.46	10.24	5.40	11.24	s 8.39	s 1.12	... Pine Hall ... W	s 8.05	s 3.26	7.09	7.28
104.0	D	W	17.4	1629	1060	2.15	4.16	10.43	5.58	11.46	s 8.51	s 1.27	.. Walnut Cove .. X	s 7.51	s 3.15	6.51	7.03
109.3			12.1	.....	395	2.33	4.40	11.10	6.14	12.14 <sup>P</sup>	s 9.01	s 1.39	... Dennis ... W	s 7.38	s 3.04	6.35	6.44
112.7	D	HF	8.7	2348	480	2.58 <sup>22</sup>	5.00	11.25	6.25 <sup>84</sup>	12.35	s 9.10	s 1.51	.. Walkertown .. W	s 7.30	s 2.58 <sup>51</sup>	6.25 <sup>83</sup>	6.32
121.4	DN	FO	.....	Yard	.....	3.30	5.30	11.55	6.50	1.05	9.30	2.10	WINSTON-SALEM T W C O	7.10	2.40	6.00	6.00

Northbound trains are superior to trains of the same class in the opposite direction. See Rule 81.

TELEGRAPH OFFICES WILL BE OPEN AS FOLLOWS:

Starkey.....	Open 5:00 A. M. until 1:00 A. M.	Ridgeway.....	Open 7:45 A. M. until 8:00 P. M.
Boones Mill.....	Open 7:00 A. M. until 7:00 P. M.	Price.....	Open 8:00 A. M. until 8:00 P. M.
Rocky Mount.....	Open 7:00 A. M. until 3:00 A. M.	Stoneville.....	Open 8:00 A. M. until 8:00 P. M.
Ferrum.....	Open 8:00 A. M. until 7:00 P. M.	Mayodan.....	Open 8:00 A. M. until 7:00 P. M.
Henry.....	Open 8:00 A. M. until 7:00 P. M.	Madison.....	Open 8:00 A. M. until 7:00 P. M.
Philpott.....	Open 8:00 A. M. until 7:00 P. M.	Pine Hall.....	Open 2:00 A. M. until 10:00 P. M.
Bassett.....	Open 8:00 A. M. until 7:00 P. M.	Walnut Cove.....	Open 6:30 A. M. until 2:30 A. M.
Koehler.....	Open 8:00 A. M. until 7:00 P. M.	Walkertown.....	Open 6:00 A. M. until 2:00 A. M.
Martinsville.....	Open Continuously.	Winston-Salem.....	Open 4:00 A. M. until 12:00 Midnight.

No. 52 will note time of No. 23 at Roanoke.



Bluefield to Williamson.—Westbound.

Distance from Bluefield.	Telegraph Offices.	Telegraph Signals.	Station Sidings, Capacity in feet.	Passing Sidings, Capacity in feet.	Time Table No. 20. EFFECTIVE Sunday, Jan. 8th, 1911.							Second Class		Fourth Class.							
					STATIONS.							9	15	111	17	7	1	3	85	77	79
					Passenger. Lv. Daily A. M.	Passenger Lv. Daily A. M.	Passenger Lv. Daily A. M.	Passenger Lv. Daily P. M.	Passenger. Lv. Daily A. M.	Passenger. Lv. Daily P. M.	Passenger. Lv. Daily P. M.	Thro. Freight. Lv. Daily A. M.	Local Freight. Lv. Daily Ex. Sunday A. M.	Local Freight. Lv. Daily Ex. Sunday A. M.							
.....	D N	B F	.....	Yard	E. End D.T. Bluefield. { W. C. 2.9 T. O.	6.15	{ 8.00 8.10					11.30	{ 1.55 2.15	{ 8.10 8.20	1.50						
2.9	D N	N M H Q	710	.....	Graham . Y.W.	s 6.24	s 8.18					s 11.39	s 2.27	s 8.29	1.58						
6.2	.....	.....	466	.....	Falls Mill . . . .	s 6.32	8.24					s 11.47	s 2.35	8.36	2.08						
7.2	.....	.....	.....	Yard	Flat Top . . W.	s 6.35	8.27					s 11.50	s 2.38	8.38	2.11						
10.4	D N	S U	.....	.....	Bluestone . . . .	s 6.50	s 8.37					s 11.59	s { 2.45 3.21	s 8.47	2.23						
12.3	.....	.....	188	.....	Ruth . . . . .	F 6.56	8.42					F 12.05 PM	F 3.28	8.52	2.32						
13.0	D N	C Q	120	.....	Coaldale . . . .	s 7.02	8.46					s 12.11	s 3.34	8.54	2.36						
15.1	.....	.....	.....	.....	Maybeury . . . .	s 7.07	8.51					s 12.16	s 3.40	F 8.59	2.44						
15.9	.....	.....	800	2700	Switchback . W.	7.10	8.53					12.19	3.43	9.01	2.48						
17.0	D	Q	.....	.....	Ennis . . . . .	s 7.13	B 8.56					s 12.23	s 3.50	F 9.04	2.53						
17.9	.....	.....	800	.....	Morgan . W. C.	7.15	8.58					12.25	3.53	9.06	2.56						
18.5	D	R N	710	1400	Elkhorn . . . . .	s 7.25	9.01					s 12.33	s 4.00	s 9.08	2.59						
19.9	.....	.....	80	2746	Powhatan . . . .	s 7.30	9.04					s 12.38	s 4.05	9.11	3.05						
21.5	D	H C	400	2036	North Fork . W. C.	s 7.49	9.09					s 12.52	s 4.16	s 9.18	3.15						
22.9	.....	.....	578	.....	Keystone . . . .	s 7.56	9.13					s 12.58	s 4.26	F 9.21	3.19						
23.8	D	Z B	175	{ Yard 2913	Eckman . . . . .	s 8.00	B 9.15					s 1.05	s 4.31	v 9.25	3.23						
24.7	.....	.....	.....	.....	Landgraf . . . .	s 8.03	9.17					s 1.09	s 4.36	9.27	3.27						
26.2	.....	.....	268	.....	W. End D.T. East Vivian . .	s 8.10	B 9.21					s 1.15	s 4.42 10	F 9.32	3.31						
26.7	.....	.....	Yard	.....	Vivian C. W. T. O.	8.12	9.22					s 1.17	4.44	9.33	3.35						
27.5	D N	B K	.....	.....	West Vivian . . .	s 8.18	9.24					s 1.23	s 4.50	9.35	3.40	8.10					
31.7	.....	.....	616	3000	E. End D. T. Huger . . . .	s 8.32	9.32					s 1.38	s 5.02	9.43	3.54	8.40					
34.6	D	K C	840	.....	Welch . . . . .	s 8.50	s 9.42					s 1.55	s 5.16	s 9.53	4.05	9.15					
34.8	D N	H I	.....	.....	Tug . . . . . T. W.C.	8.51	9.43					1.56	5.20	9.54	4.10	9.20					
37.5	.....	.....	6000	.....	Farm . . . . .	8.58	9.47 77					2.03	9.58	4.10	9.47 15						
42.1	D	Z A	872	.....	Davy . . . . .	s 9.10	BA 9.55					s 2.15	F 10.08	4.22	10.30						
45.5	.....	.....	750	3138	Claren . . . . W	s 9.20	10.02					s 2.25	10.15	4.28	11.29						
48.2	D	U X	680	.....	Roderfield . . . .	s 9.32	BA 10.08	10.55				s 2.32	10.20	4.35	12.13 PM						
58.1	.....	.....	6000	.....	Wilmore . . . . .	F 9.38	10.13	{ 11.01 12.30 PM				F 2.37	10.27	4.46	12.30						
57.2	D	C T	425	.....	laeger . . . . .	s 9.50	s 10.22	12.40				2.50	s 10.37	4.57	1.30	7.15					
60.0	.....	.....	6432	.....	Hull . . . . .		10.28					2.57	10.43	5.09	7.35						
64.7	.....	.....	1126	.....	Panther . . . . .		10.37					s 3.07	10.53	5.20	8.10						
67.3	D N	M I	.....	.....	W. End D. T. Wyoming . . .		10.43					3.15	10.59	5.35	8.25 2						
69.7	D N	V D	430	5907	Alwick . . . . W.		10.48					s 3.20	11.05	5.55 4	8.45						
75.1	D N	G	2200	{ 3100 2442	Glen Alum . . . .		F 11.00					s 3.35	11.17	6.18	{ 9.19 86 9.40 72						
78.1	D N	U B	539	{ 2552 2354	Lindsey . . . . W.		11.07					s 3.45 74	11.24	6.35	10.00						
82.0	D	V O	860	3400	E. End D. T. Jim . . . . .		11.17					v 11.33	6.50 2	10.40							
82.5	D N	S A	.....	.....	Devon . . . . .		F 11.20					s 3.58	11.35	10.55							
86.5	.....	.....	5450	.....	Sands . . . . .		11.29 79					4.08	11.44	7.07	11.29 15						
89.1	D	J M	873	.....	Delorme . . . . .		F 11.36					s 4.19	11.50	7.15	12.10 PM						
91.7	D	O Q	75	.....	Thacker . . . . W. C.		F 11.48					s 4.30	F 11.58	7.40	12.45						
96.0	D	V X	483	5700	Matewan . . . . .		F 11.59					s 4.45	F 12.09 A M	7.53	1.30						
104.4	D N	W Y	.....	Yard	W. End D.T.E. William'n { W. T. 0.6 C. O.		12.18 PM					5.05	12.25	{ 9.00 10.30	2.15						
105.0	.....	.....	.....	.....	WILLIAMSON . . . .		{ 12.25 12.35	2.50				5.10	{ 12.35 12.50								
					STATIONS.	A. M. 9 Ar. Daily	P. M. 15 Ar. Daily	P. M. 111 Ar. Daily	P. M. 17 Lv. Daily	P. M. 7 Ar. Daily	P. M. 1 Ar. Daily	A. M. 3 Ar. Daily	A. M. 85 Ar. Daily	P. M. 77 Ar. Daily Ex. Sunday	P. M. 79 Ar. Daily Ex. Sunday						

Scioto Division Train.

P Eastbound trains are superior to trains of the same class in the opposite direction. (See Rule 81.) Westbound extras will hold main track at meeting points with third and fourth class trains when made by train order between Wyoming and Jim. Connections.—No. 9 with Nos. 21 and 47 at Bluestone. No. 7 with No. 12 at Graham and No. 26 at Bluestone. No. 15 with Nos. 23 and 51 at Bluestone. Nos. 100 and 101 at North Fork. Nos. 152 and 153 at Welch, and No. 213 at Iaeger. No. 1 with Nos. 31 and 55 at Bluestone, and Nos. 102 and 103 at North Fork. No. 3 with No. 6 at Graham, and Nos. 36, 37, 64 and 65 at Bluestone, and Nos. 104 and 105 at North Fork. No. 85 has right over No. 84, East Vivian to West Vivian. When Nos. 84 and 85 meet at W. Vivian by rule or train order, No. 84 will pull through back lead to E. Vivian. Inferior trains Westbound, may run ahead of No. 111 Roderfield to Iaeger without orders, but when overtaken must clear promptly.

PASSENGER STOP NOTES.—(A)—Stop to let off from Roanoke and points East, or to take on for Thacker and beyond. (B)—Stop to let off from Roanoke and points East, or to take on for west of Williamson. (C)—Stop to let off from Bluefield and points east. (V)—Stop to let off from east of Bluefield or to take on for west of Williamson. (BA)—Stop to let off passengers from Roanoke or beyond.



Westbound.		GOODWILL BRANCH.				Eastbound.	
Distance from Flipping	First Class		TIME TABLE No. 20. Effective Sunday, Jan. 8th, 1911.	First Class		Distance from Goodwill	
	131 Passenger. Lv. Daily. P. M.	129 Passenger. Lv. Daily. A. M.		130 Passenger. Ar. Daily. A. M.	132 Passenger. Ar. Daily. P. M.		
			STATIONS				
.....	4.05	9.42	... FLIPPING ...	10.18	4.24	1.9	
0.3	s 4.08	s 9.45	... Duhring ...	s 10.15	s 4.21	1.6	
1.9	4.13	9.55	... GOODWILL ...	10.05	4.15	.....	
	P. M. 131 Ar. Daily.	A. M. 129 Ar. Daily	STATIONS	A. M. 130 Lv. Daily	P. M. 132 Lv. Daily		

Nos. 129 and 131 have right to Goodwill over  
Nos. 130 and 132 respectively.  
Eastbound trains are superior to trains of the same class in the opposite direction. (See Rule 81.)

Westbound.		CRANE CREEK BRANCH.								Eastbound.				
Distance from Montcalm	Telegraph Offices.	Telegraph Signals.	Station Siding Capacity in feet	Passing Siding Capacity in feet	First Class.				TIME TABLE No. 20. Effective Sunday, Jan. 8th, 1911.	First Class.				Distance from Mora
					139 Passenger. Lv. Daily. P. M.	137 Passenger. Lv. Daily. P. M.	135 Passenger. Lv. Daily. A. M.	133 Passenger. Lv. Daily. A. M.		134 Passenger. Ar. Daily. A. M.	136 Passenger. Ar. Daily. A. M.	138 Passenger. Ar. Daily. P. M.	140 Passenger. Ar. Daily. P. M.	
									STATIONS					
.....	D	CS	320	1965	4.00 <sup>138</sup>	3.20	10.25 <sup>134</sup>	9.47	... MONTCALM ...	10.25 <sup>135</sup>	11.12	4.00 <sup>139</sup>	4.48	4.2
2.3					s 4.11	s 3.31	s 10.36	s 9.55	... Crystal ...	s 10.15	s 11.00	s 3.50	s 4.35	1.9
4.2	D	MA			4.20	3.40	10.45	10.03	... MORA ...	10.10	10.50	3.41	4.25	.....
					P. M. 139 Ar. Daily	P. M. 137 Ar. Daily	A. M. 135 Ar. Daily	A. M. 133 Ar. Daily	STATIONS	A. M. 134 Lv. Daily	A. M. 136 Lv. Daily	P. M. 138 Lv. Daily	P. M. 140 Lv. Daily	

Nos. 133, 135, 137 and 139 have right over  
Nos. 134, 136, 138 and 140 respectively, Montcalm to Mora.  
Extra trains on Crane Creek will be operated in accordance with Time Table Rule 2. The register at Montcalm is for registering trains on and off Crane Creek Branch.  
P No. 139 will carry express to Pinnacle and Thomas on Mondays, Wednesdays and Fridays.  
Eastbound trains are superior to trains of the same class in the opposite direction. (See Rule 81.)

Westbound.			NORTH FORK BRANCH.				Eastbound.		
Distance from North Fork.	First Class.			Passing Sidings, Capacity in Feet.	Time Table No. 20. Effective Sun., Jan. 8th, 1911.	First Class.			Distance from Zenith.
	105 Passenger Lv. Daily P. M.	103 Passenger. Lv. Daily P. M.	101 Passenger. Lv. Daily A. M.			100 Passenger. Ar. Daily A. M.	102 Passenger. Ar. Daily P. M.	104 Passenger Ar. Daily P. M.	
	STATIONS.					STATIONS.			
.....	9.20	5.00	10.30	.....	NORTH FORK JC. 0.6	8.40	4.10	7.55	7.1
0.6	s 9.23	s 5.03	s 10.33	.....	Algora . . . . s	8.29	s 3.59	s 7.44	6.5
1.5	s 9.28	s 5.08	s 10.38	.....	Gilliam . . . . s	8.26	s 3.56	s 7.41	5.6
2.0	9.31	5.11	10.41	1200	Jones . . . . .	8.23	3.53	7.38	5.1
2.6	s 9.34	s 5.14	s 10.44	.....	Rolfe . . . . .	8.20	s 3.50	s 7.35	4.5
3.0	s 9.37	s 5.17	s 10.47	.....	Bear Wallow W	8.17	s 3.47	s 7.32	4.1
3.8	s 9.41	s 5.21	s 10.51	.....	Arlington . . . s	8.13	s 3.43	s 7.28	3.3
4.2	s 9.44	s 5.24	s 10.54	.....	McDowell . . . s	8.10	s 3.40	s 7.25	2.9
5.4	s 9.50	s 5.30	s 11.00	.....	Ashland . . . . s	8.06	s 3.36	s 7.21	1.7
7.1	10.00	5.40	11.10	.....	CRUMPLER . . .	8.00	3.30	7.15	.....
	P. M. 105 Ar. Daily	P. M. 103 Ar. Daily	A. M. 101 Ar. Daily		STATIONS.	A. M. 100 Lv. Daily	P. M. 102 Lv. Daily	P. M. 104 Lv. Daily	

CONNECTIONS: Nos. 100 and 101 with Nos. 2 and 15 at North Fork.  
Nos. 102 and 103 with Nos. 1 and 10 at North Fork.  
Nos. 104 and 105 with Nos. 8 and 16 at North Fork.  
Nos. 101 and 103 have right to Crumpler over  
Nos. 102 and 104, respectively.  
Nos. 100, 101, 102, 103 and 104 will stop at Gilliam Bottom on signal.  
Eastbound trains are superior to trains of the same class in the opposite direction. (See Rule 81.)

Westbound.			TUG FORK BRANCH.										Eastbound.						
Distance from Welch	Telegraph Offices.	Telegraph Signals.	First Class.						Time Table No. 20. Effective Sun., Jan 8th, 1911.	First Class.							Distance from Leckie		
			161 Passenger Lv. Daily P. M.	1 Passenger Lv. Daily P. M.	159 Passenger Lv. Daily P. M.	157 Passenger Lv. Daily P. M.	155 Passenger Lv. Daily A. M.	153 Passenger Lv. Daily A. M.		151 Passenger Lv. Daily A. M.	18 Passenger Ar. Daily A. M.	150 Passenger Ar. Daily A. M.	152 Passenger Ar. Daily A. M.	154 Passenger. Ar. Daily. A. M.	156 Passenger Ar. Daily P. M.	158 Passenger Ar. Daily P. M.		160 Passenger Ar. Daily P. M.	
			STATIONS.							STATIONS.									
.....	D	K C	6.36	5.16	3.40	.....	.....	10.00	7.10	.....	WELCH . . . . .	4.43	6.50	8.20	.....	.....	3.10	6.35	19.0
0.2	D N	H I	6.40	5.35	3.45	.....	.....	10.05	7.15	.....	TUG . . . . . T	4.30	6.43	8.14	.....	.....	3.01	6.28	18.8
5.2	D	W C	6.55	s 5.50	s 4.00	.....	.....	s 10.25	s 7.35	.....	WILCOE . . . W T	s 4.12	s 6.32	s 8.03	.....	.....	s 2.48	s 6.17	13.8
6.4	.....	.....	7.00	s 5.54	s 4.25	.....	.....	s 10.30	s 7.39	.....	KENNON . . . . .	s 4.08	s 6.28	s 7.58	.....	.....	s 2.42	s 6.13	12.6
6.8	D	G R	7.05	6.00	.....	.....	.....	2.00	.....	s 10.35	7.43	.....	.....	7.55	11.25	.....	s 2.40	6.10	12.2
8.0	.....	.....	.....	.....	.....	.....	.....	s 2.05	.....	s 10.45	.....	.....	.....	.....	.....	.....	s 2.37	.....	16.8
9.3	.....	.....	.....	.....	.....	.....	.....	s 2.10	.....	s 10.50	.....	.....	.....	.....	.....	.....	s 2.30	.....	14.7
11.4	.....	.....	.....	.....	.....	.....	.....	2.18	.....	10.58	.....	.....	.....	.....	.....	.....	2.20	.....	13.4
8.8	.....	.....	.....	.....	.....	.....	.....	s 4.30	.....	11.30	.....	.....	.....	.....	.....	.....	1.55	.....	12.2
12.8	.....	.....	.....	.....	.....	.....	.....	s 4.50	.....	s 11.50	.....	.....	.....	.....	.....	.....	s 1.35	.....	6.2
14.8	.....	.....	.....	.....	.....	.....	.....	s 5.00	.....	s 12.01	.....	.....	.....	.....	.....	.....	s 1.30	.....	4.2
16.5	.....	.....	.....	.....	.....	.....	.....	s 5.06	.....	s 12.11	.....	.....	.....	.....	.....	.....	s 1.25	.....	2.5
17.6	.....	.....	.....	.....	.....	.....	.....	s 5.10	.....	s 12.16	.....	.....	.....	.....	.....	.....	s 1.20	.....	1.4
18.0	.....	.....	.....	.....	.....	.....	.....	s 5.13	.....	s 12.25	.....	.....	.....	.....	.....	.....	s 1.10	.....	1.0
19.0	.....	.....	.....	.....	.....	.....	.....	5.18	.....	12.30	.....	.....	.....	.....	.....	.....	1.05	.....	5.20
			P. M. 161 Ar. Daily	P. M. 1 Ar. Daily	P. M. 159 Ar. Daily	P. M. 157 Ar. Daily	P. M. 155 Ar. Daily	A. M. 153 Ar. Daily	A. M. 151 Ar. Daily		STATIONS.	A. M. 18 Lv. Daily	A. M. 150 Lv. Daily	A. M. 152 Lv. Daily	A. M. 154 Lv. Daily	P. M. 156 Lv. Daily	P. M. 158 Lv. Daily	P. M. 160 Lv. Daily.	

All except schedule trains, West of Wilcoe, must be, unless otherwise directed by the Assistant Trainmaster, moved only under flag protection. Dispatchers will not issue train orders affecting train movement west of Wilcoe, except to run schedule trains late or display signals.  
No. 151 has right over No. 152 to Gary. No. 153 has right over No. 154 to Filbert. No. 155 has right over No. 156 to Leckie. No. 157 has right over No. 158 to Filbert. No. 159 has right over No. 160 to Leckie.  
CONNECTIONS: Nos. 150 and 151 with No. 4; Nos. 152 and 153 with Nos. 2, 9 and 15, and Nos. 158 and 159 with No. 10, and No. 160 with Nos. 3 and 16 at Welch.  
Eastbound trains are superior to trains of the same class in the opposite direction. (See rule 81.)

WESTBOUND.		SPICE CREEK BRANCH.			EASTBOUND.	
Distance from Spice Creek Junction	First Class	TIME TABLE No. 20.			First Class	Distance from Premier
	165 Passenger Lv. Daily A. M.	EFFECTIVE Sunday, Jan. 8th, 1911.			166 Passenger Ar. Daily A. M.	
		STATIONS				
.....	10.09	..... Roderfield.....			10.52	5.0
5.0	10.30	..... Premier.....			10.21	.....
	A. M.	STATIONS			A. M.	
	165 Ar. Daily				166 Lv. Daily	

No. 165 has right over No. 166 Roderfield to Premier.  
**CONNECTION.**—No. 165 with Nos. 2, 9 and 15 at Roderfield.  
 Nos. 165 and 166 will stop at Erin on signal.  
 Extra trains on Spice Creek will be handled in accordance with Time Table Rule 2. The register at Roderfield is for registering on and off the branch. First train on the branch has the right thereto without protecting; following trains must protect against trains occupying branch. Regular trains must be cleared by rule.  
 Eastbound trains are superior to trains of the same class in the opposite direction. (See Rule 81.)

WESTBOUND.		CLEAR FORK BRANCH.			EASTBOUND.	
Distance from Gordon	First Class	Time Table No. 20.		First Class	Distance from Coalwood	
	109 Passenger Lv. Daily A. M.	EFFECTIVE Sun., Jan. 8th, 1911.		110 Passenger Ar. Daily P. M.		
		STATIONS				
.....	11.02	... Clear Fork Jct. ...		12.29	9.0	
9.0	11.30	... Coalwood ...		11.59	.....	
	A. M.	STATIONS		A. M.		
	109 Ar. Daily			110 Lv. Daily		

Extra trains will be handled on this branch in accordance with Time Table, Rule No. 2.  
 The register at Clear Fork Junction is for registering trains on and off Clear Fork Branch.  
 The first train on the branch has right thereto without protecting. Following trains must protect against trains occupying same. Regular trains must be cleared by rule.  
 No. 109 has right over No. 110 to Coalwood.

**CONNECTIONS.**  
 P No. 109 will get connections from Nos. 2, 9 and 15 at Roderfield.  
 No. 110 will take connections for No. 3 and No. 16 to Iaeger.

Eastbound trains are superior to trains of the same class in the opposite direction. (See Rule 81.)

Westbound.			Dry Fork Branch.				Eastbound.			
Distance from Iaeger.	Telegraph Offices.	Telegraph Signals	Third Class	First Class		Time Table No. 20. Effective Sun., Jan. 8th, 1911.	First Class		Third Class	Distance from Canebrake.
			217 Local Frt. Lv. Daily Ex. Sunday A. M.	215 Passenger Lv. Daily P. M.	213 Passenger Lv. Daily P. M.		212 Passenger Ar. Daily A. M.	214 Passenger Ar. Daily P. M.	216 Local Frt. Ar. Daily Ex. Sunday P. M.	
			STATIONS.							
.....	D C T		6.30	6.37	12.42	..... IAEGER... W	8.07	6.10	3.30	30.2
0.4	.....		6.40	6.39	12.48	..... Dry Fork Jct Y	8.05	6.04	3.10	29.8
1.1	.....		6.50	6.41	12.50	Yard ... Auville... W	8.03	6.02	3.00	29.1
5.0	.....		7.15	s 6.57	s 1.00	..... Ritter..... S	7.52	s 5.49	2.20	25.2
5.4	.....		7.20	F 6.59	F 1.02	..... Harman Yard... F	7.50	F 5.46	2.10	24.8
7.2	.....		7.45 <sup>212</sup>	7.06	1.08	4000 ... Carlos ...	7.45 <sup>217</sup>	5.40	2.00	23.0
14.1	.....		8.25	7.26	1.28 <sup>216</sup>	4000 ... Atwell ... W	7.26	5.21	1.28 <sup>213</sup>	16.1
18.0	D P Y		8.55	s 7.38	s 1.40	..... English... S	7.15	s 5.10	12.55	12.2
21.6	.....		9.20	F 7.49	F 1.48	4000 ... War ... F	7.05	F 5.00	12.28	8.6
26.1	.....		9.50	F 8.03	F 2.06	..... Rift ... W	6.52	F 4.47	12.10	4.1
26.4	.....		9.55	8.06	2.09	4000 ... Dawson ...	6.49	4.44	12.07	3.8
27.9	D B D		10.10	8.15	s 2.14	..... Berwind. C T	6.45	{ 4.40 2.32	12.01	2.3
30.2	.....				2.20	..... CANEBRAKE		2.25		
			A. M.	P. M.	P. M.	STATIONS.	A. M.	P. M.	P. M.	
			217 Ar. Daily Ex. Sunday	215 Ar. Daily	213 Ar. Daily		212 Lv. Daily	214 Lv. Daily	216 Ex. Sunday Lv. Daily	

No. 213 has right over No. 214 to Canebrake.  
 No. 217 has right over No. 216 to Berwind.  
 Nos. 212, 213, 214 and 215 will stop at Bradshaw, Bartley, Beartown and Susanna on signal.

**CONNECTIONS.** { No. 212 with Nos. 2 and 9.  
 No. 213 with Nos. 2, 9 and 15. } at Iaeger.  
 No. 214 with No. 16.

No extra train will use the track on Dry Fork Branch west of Auville except by direction of conductor of regular assigned local freight train.  
 Eastbound trains are superior to trains of the same class in the opposite direction. (See Rule 81.)



Norton to Bluefield.—Eastbound.

Distance from Norton.	Telegraph Offices.	Telegraph Signals.	Station Sidings, Capacity in Feet.	Passing Sidings, Capacity in Feet.	Time Table No. 20.														
					EFFECTIVE Sunday, Jan. 8th, 1911.														
					STATIONS.														
					First Class.					Second Class.		Third Class.	Fourth Class.						
					12	126	200	202	6	204	208	212	86	84	92	96	98		
					Passenger.	C. C. & O. Mixed	V. & K. Passenger	Wise Term'l. Passenger.	Passenger.	V. & K. Passenger.	V. & K. Passenger	Wise Terminal. Passenger	Thro. Freight	Thro. Freight	Thro. Freight	Local Freight	Thro. Freight		
					Ar. Daily	Ar. Daily	Ar. Daily	Ar. Daily	Ar. Daily	Ar. Daily	Ar. Daily	Ar. Daily	Ar. Daily	Ar. Daily	Ar. Daily	Ar. Daily	Ar. Daily		
					A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	Ex. Sunday	Ex. Sunday		
					A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	A. M.	P. M.	P. M.	A. M.	P. M.	P. M.		
					Lv. Daily	Lv. Daily.	Lv. Daily	Lv. Daily.	Lv. Daily	Lv. Daily.	Lv. Daily	Lv. Daily	Lv. Daily	Lv. Daily	Lv. Daily.	Lv. Daily	Lv. Daily		
102.7	D N	BF NM	Yard.	.. BLUEFIELD { W.O. C.T.	11.30				7.45				3.00	4.00	8.30		5.20		
99.8	D N	H Q		.. Graham . . . W. Y. W	11.20				7.35				12.25	1.30	8.00		4.50		
99.3			1200	.. Furnace . . .	11.17				7.30				12.20 PM	1.26 <sup>85</sup>	7.55		4.40		
92.7			80	.. Bailey . . .	11.02				7.12				11.54	1.06	7.35		4.15		
89.9	D	FN	320	1600 . . . Tip Top . . .	10.56				7.05				11.43	12.55	7.25 <sup>91</sup>		4.00		
84.0			80	867 . . . Five Oaks . . .	10.38				6.47				11.14	12.28	6.50		3.25		
82.5			160	260C . . . Burks Garden . . .	10.34				6.41				11.08	12.22	6.46		3.15		
80.5	D N	J D	1125	1880 . . . Tazewell . . . W.	10.30				6.37				11.00	12.15 AM	6.40		3.05 <sup>11</sup>		
77.5			423	.. Pisgah . . .	10.23				6.25				10.43	11.53	6.20		2.05		
75.6			2000	.. Youngs . . .	10.18 <sup>91</sup>				6.20				10.35 <sup>91</sup>	11.45	6.15		1.55		
71.4			2609	.. Gillespie . . .	10.09 <sup>86</sup>				6.11				10.19 <sup>5</sup>	11.28	5.55		1.35		
68.9	D	PM	685	.. Pounding Mill . . . W.	9.59				6.04				9.50	10.58	5.45		1.15		
65.1	D	CF	487	.. Cedar Bluff . . .	9.46				5.53				9.38	10.42	5.30		12.50		
62.1	D N	RS	1927	.. Richlands C. W. Y. O.	9.38				5.45				9.25	10.30	5.15	2.10	12.30		
58.6				.. Raven . . .	9.26				5.34				8.53	10.04	4.45	1.40			
56.1			2000	.. Daw . . .	9.19				5.28				8.42	9.54	4.35	1.12			
50.6	D	SW	450	1869 . . . Swords Creek . . . W	9.06				5.16				8.20 <sup>93</sup>	9.32	4.12 <sup>85</sup>	12.40			
45.8	D	HK	830	2559 . . . Honaker . . .	8.53 <sup>93</sup>				5.03				8.01	9.13	3.35	12.05 PM			
41.2	D N	HB	160	1900 . . . Finney . . . W	8.37				4.49 <sup>11</sup>				7.39	8.47	3.00	11.30 <sup>5</sup>			
34.3	D	CV	1893	1705 . . . Cleveland . . .	8.22				4.28				7.17	8.19	2.31	10.40			
31.6	D	KI		.. Kiser . . .	8.14	9.35			4.21				7.09	8.11	2.20	10.10			
29.5	D	MY	80	1620 . . . Carterton . . .	8.09	9.28			4.16				7.02	8.04	2.10	10.00 <sup>93</sup>			
25.4	D	WO	1087	.. Castlewood . . .	7.59	9.15			4.06				6.49	7.48	1.50	9.40			
23.4			1670	.. Fink . . . T	7.53	9.05			4.00				6.43	7.40	1.40	9.25			
22.5	D	SP	569	1565 . . . St. Paul . . . X	7.50	9.00			3.55				6.40	7.32	1.30	9.15			
19.0				.. Russell Creek . . .	7.40				3.40				6.25 <sup>85</sup>	7.18	1.09	8.34			
18.4	D	GX	400	.. Virginia City . . .	7.38				3.38				6.20	7.15	1.06	8.30			
12.2			1426	.. Bannervane . . .	7.23				3.23				5.52	6.48	12.38	8.00			
10.3	D N	MQ	946	.. Coeburn . . . W	7.18 <sup>85</sup>				3.18				5.45	6.41 <sup>11</sup>	1.00	12.30 AM	7.45		
6.1	D	TA	300	.. Tacoma . . .	6.54				2.54				5.21	6.21	10.25	7.22 <sup>85</sup>			
0.7				.. V. & K. Junct. . .	6.33		7.45		2.33	2.05	7.20		5.04	6.04	10.03	6.51			
0.4				.. Wise Term'l Jct. . .	6.32		7.42	2.30	2.32	2.02	7.17	7.15	5.02	6.02	10.02	6.49			
	D N	NI	Yard.	.. NORTON. W.O. C.T.	6.30		7.40	2.25	2.30	2.00	7.15 <sup>11</sup>	7.10 <sup>11</sup>	5.00	6.00	10.00	6.45			

Eastbound Trains are superior to trains of the same class in the opposite direction (See Rule 8r), except that Westbound First Class trains have right over Eastbound First Class trains, V. & K. Junction and Wise Terminal Junction to Norton.

Connections—No. 12 with No. 7 at Graham, and No. 207 at Honaker.  
 No. 6 with No. 3 at Graham.  
 Trains 207 and 206 will use passing siding Honaker Junction to Honaker station without protecting against main line trains, but will not use the main track between these points except under flag protection.  
 All main line trains, using passing siding between Honaker Junction and Honaker station, will do so expecting to find it occupied.  
 Inferior eastbound trains may run ahead of Second-Class trains, Graham to Bluefield.  
 C. C. & O., V. & K., Wise Terminal and V. & S. W. trains while upon the tracks of the N. & W. Ry. Co. will be regarded in every respect as N. & W. trains.  
 Inferior trains may run ahead of C. C. & O. trains 125 and 126 between St. Paul and Kiser, but when overtaken must clear promptly.



Westbound.		Toms Creek Branch.				Eastbound.						
Distance from Coeburn.	Telegraph Offices.	Telegraph Signals.	First Class.				TIME TABLE No. 20. Effective Sun., Jan. 8th, 1911.	First Class.				Distance from Toms Creek.
			123 Passenger. Lv. Daily. P. M.	121 Passenger. Lv. Daily. P. M.	119 Passenger. Lv. Daily. P. M.	117 Passenger. Lv. Daily. A. M.	STATIONS.	118 Passenger. Ar. Daily. A. M.	120 Passenger. Ar. Daily. P. M.	122 Passenger. Ar. Daily. P. M.	124 Passenger. Ar. Daily. P. M.	
.....	D	M. Q.	6.17	2.55	1.03	6.55	..... Coeburn . . W.	7.17	1.25	3.17	6.40	2.5
2.5	D	T. C.	6.27	3.07	1.12	7.05	. . Toms Creek { C.O. Y.	7.06	1.13	3.08	6.28	.....
			P. M. 123 Ar. Daily.	P. M. 121 Ar. Daily.	P. M. 119 Ar. Daily.	A. M. 117 Ar. Daily.	STATIONS.	A. M. 118 Lv. Daily.	P. M. 120 Lv. Daily.	P. M. 122 Lv. Daily.	P. M. 124 Lv. Daily.	

NOTE.—Trains Nos. 117, 119, 121 and 123 have right over Nos. 118, 120, 122 and 124, respectively, Coeburn to Toms Creek. Trains 117, 120, 121 and 124 will consume full schedule time. Engines going on and coming off Lee Branch will register in Book at Watch Box at West leg of "Y."

**YARD LIMITS.**

Toms Creek yard limits have been established on Toms Creek Branch. Yard limit board has been placed 7,000 feet west of Toms Creek Junc. Toms Creek yard engines will use all tracks west of the yard limit board, but must not go east of the yard limits without protecting themselves and must clear the time of all schedule trains ten (10) minutes. Extras in either direction must not use main track except under flag protection, except that eastbound freight trains will not protect themselves while making up trains at east end of scale tracks, and yard engines must approach this part of yard under control, expecting to find main track blocked without protection.

Eastbound trains are Superior to trains of the same class in the opposite direction. (See Rule 81.)

Westbound.		Honaker Branch		Eastbound.	
Distance from Honaker	First Class	TIME TABLE No. 20. Effective Sun., Jan. 8th, 1911.	First Class	Distance from Blackford	
	207 Passenger Lv. Tues., Thurs. and Satur. A. M.	STATIONS	206 Passenger Ar. Tues., Thurs. and Satur. P. M.		
.....	11.51	..... Honaker . . . .	1.30	5.3	
0.6	11.56	..... Honaker Junction . . . .	1.26	4.7	
2.7	12.12 P. M.	..... Hubbard Junction . . . .	1.14	2.6	
4.3	12.24	..... Stumptown . . . .	1.02	1.0	
5.3	12.31	..... Blackford . . . .	12.55	.....	
	P. M. 207 Ar. Tues., Thurs. and Satur.	STATIONS	P. M. 206 Lv. Tues., Thurs. and Satur.		

All schedule trains will stop at Old Honaker on signal. No. 207 has right over No. 206 Honaker to Blackford. Connections—No. 206 with Nos. 11 and 6 and No. 207 with Nos. 5 and 12 at Honaker. Trains 207 and 206 will use passing siding Honaker Junction to Honaker station without protecting against main line trains, but will not use the main track between these points except under flag protection. All main line trains, using passing siding between Honaker Junction and Honaker station will do so, expecting to find it occupied. Extra trains will be handled on this branch in accordance with Time Table Rule 2.

Eastbound trains are Superior to trains of the same class in the opposite direction. (See Rule 81.)

Westbound.

Between East Portsmouth and Cincinnati.

Eastbound.

Telegraph Offices	Telegraph Signals	Passing Sdg Clearance Length	Distance from East Portsmouth	Time Table No. 20 EFFECTIVE Sun., Jan. 8th, 1911.					First Class				Second Class.	Third Class.			Distance from Cincinnati		
				85 Thro. Freight Lv. Daily P. M.	25 Passenger Lv. Daily P. M.	37 Passenger Lv. Daily P. M.	35 Passenger Lv. Daily Ex. Sunday A. M.	23 Passenger Lv. Daily A. M.	38 Passenger Ar. Daily A. M.	26 Passenger Ar. Daily A. M.	36 Passenger Ar. Daily Ex. Sunday P. M.	24 Passenger Ar. Daily P. M.	84 Thro. Frt. Ar. Daily A. M.	58 Local Frt. Ar. Daily Ex. Sunday P. M.	62 Thro. Freight Ar. Daily P. M.	66 Thro. Freight Ar. Daily P. M.			
D N	K M	Yard		6.00															
D	B S		1.8		3.40	2.20	7.30	4.00	End D T E. Portsm'th W.C.T.O.					4.20	2.25	4.50	10.35		108.5
D N	O D	3800	3.8	6.20	3.44	2.24	7.34	4.04	1.8 Portsmouth . . . . . X	10.25	11.20	9.30	11.40						106.7
			1100	6.25	3.46	2.27	7.37	4.07	2.0 W End D T Vera . . . . . X	10.19	11.15	9.25	11.33	3.57 <sup>23</sup>					104.7
D	M C	1635	11.7	6.45	3.56 <sup>62</sup>	2.39	7.49	4.17	1.4 Wharton . . . . .	10.16	11.12	9.22	11.30	3.50	1.55 <sup>37</sup>	4.25	10.07		103.3
			1575	6.55	4.01	2.46	7.57	4.23	6.5 McDermott . . . . . W	10.05	11.04	9.09	11.21	3.30	1.30	3.56 <sup>25</sup>	9.45		96.8
						2.51	8.02		3.4 Brookside . . . . . F	9.58	10.59	9.01	11.15	3.20	12.55	3.38	9.32		93.4
D	O A	1616	21.1	7.15	4.08	2.58	8.08	4.32	2.6 Henley . . . . . F	9.53		8.56			12.45				90.8
D N	R A	2000	26.4	7.40	4.15	3.08 <sup>62</sup>	8.18	4.40	3.4 Otway . . . . . S	9.47	10.51	8.49	11.06	3.04	12.35	3.22	9.15		87.4
						3.14	8.24	4.45	5.3 Rarden . . . . . W	9.38	10.44	8.39	10.58	2.52	12.15 <sup>PM</sup>	3.08 <sup>37</sup>	8.55		82.1
D N	U	1636	36.5	8.20 <sup>36</sup>	4.29	3.27	8.38	4.59	3.3 Mineral Springs . . . . . F	9.32		8.33			11.55				78.8
D	N P	1725	40.7	8.40	4.35	3.35	8.46	5.06	6.8 Peebles . . . . . W	9.19	10.30	8.20 <sup>85</sup>	10.45	2.27	11.30	2.25	8.20 <sup>36</sup>		72.0
D	M U	942	46.7	9.15	4.44	3.47	9.00 <sup>88</sup>	5.17	4.2 Lawshe . . . . . W	9.11	10.24	8.11	10.39	2.10	10.55	2.06	7.57		67.8
D	W H	1000	51.4	9.35	4.52	3.57	9.11	5.26	6.0 Seaman . . . . . S	9.00 <sup>35</sup>	10.15 <sup>58</sup>	7.59	10.29	1.48	10.15 <sup>26</sup>	1.46	7.40		61.8
			1880	10.15 <sup>21</sup>	4.58	4.05	9.19 <sup>58</sup>	5.33	4.7 Winchester . . . . . WY	8.50	10.08	7.50	10.22	1.35	9.45	1.35	7.27		57.1
D N	S D	1800	60.9	10.40	5.08	4.15	9.31	5.42	4.5 Macon . . . . . S	8.40	10.02	7.41	10.15 <sup>85</sup>	1.20	9.19 <sup>35</sup>	1.20	7.12		52.6
D	M O		67.4						5.0 Sardinia . . . . . W.Y.	8.30 <sup>58</sup>	9.55	7.30	10.07	12.59	8.30 <sup>38</sup>	1.00	6.55		47.6
			1685	11.15	5.22	4.34	9.56	6.00	6.5 Mt. Oreb . . . . . S	8.17	9.46 <sup>35</sup>	7.16			7.55				41.1
D	M S		75.1						3.9 Eastwood . . . . . F	8.07	9.41	7.07	9.50	12.15 <sup>AM</sup>	7.37	12.33	6.28		37.2
			2125	11.55 <sup>84</sup>	5.32	4.46	10.14	6.12	3.8 Williamsburg . . . . . W	8.02		7.01			7.25				33.4
D	B	2500	84.3	12.15 <sup>AM</sup>	5.42 <sup>66</sup>	4.58	10.26	6.25 <sup>58</sup>	2.8 Afton . . . . . C	7.57	9.32	6.56	9.40	11.55 <sup>85</sup>	7.00	12.15 <sup>PM</sup>	6.13		30.6
									6.4 Batavia . . . . . W	7.45	9.22	6.41	9.27	11.15	6.25 <sup>23</sup>	11.45	5.42 <sup>25</sup>		24.2
D	C N	1788	89.8	12.35	5.50	5.10 <sup>66</sup>	10.37	6.37	3.3 Baldwin . . . . . F	7.39		6.35							20.9
			1815	12.55	5.58	5.21	10.48	6.49	2.2 Perintown . . . . . F	7.34	9.16	6.31	9.21	10.55	5.57	11.28	5.10 <sup>37</sup>		18.7
D	N A	1100	98.3						5.7 Broadwell . . . . . F	7.23	9.09	6.19	9.13	10.40	5.35	11.12	4.45		13.0
D N	B R	Yard	99.5	2.00 <sup>AM</sup>	6.06 <sup>36P</sup>	5.29	10.57	7.00 <sup>38A</sup>	2.8 Newtown . . . . . S	7.18		6.13			5.25	11.05	4.35		10.2
			100.7						1.2 Clare . . . . . W.C.T.O.X.	7.15	9.03 <sup>AM</sup>	6.10 <sup>25</sup>	9.06 <sup>PM</sup>	10.30 <sup>PM</sup>	5.20 <sup>AM</sup>	11.00 <sup>AM35</sup>	4.30 <sup>PM</sup>		9.0
			103.3		Via P.C.C. & St. L.	5.32	11.00		1.2 Red Bank . . . . . F	7.12		6.05							7.8
			104.1			5.38	11.06		2.6 Hyde Park . . . . . F	7.07		5.59							5.2
D	W I		104.9			5.40	11.08		0.8 Cleneay . . . . . F	7.05		5.56							4.4
D	{ X F D		108.5			5.43 <sup>36</sup>	11.13		0.8 Idlewild . . . . . W	7.03		5.53							3.6
						6.25	11.25	7.20	3.6 CINCINNATI . . . . . W.T.O.	6.50	8.45	5.40	8.50						
				A. M.	P. M.	P. M.	A. M.	A. M.	STATIONS.	A. M.	A. M.	P. M.	P. M.	P. M.	A. M.	A. M.	P. M.		
				85	25	37	35	23		33	26	36	24	84	58	62	66		
				Ar. Daily	Ar. Daily	Ar. Daily	Ar. Daily Ex. Sunday	Ar. Daily		Lv. Daily	Lv. Daily	Lv. Daily Ex. Sunday	Lv. Daily	Lv. Daily	Lv. Daily Ex. Sunday	Lv. Daily	Lv. Daily		

No. 36 will wait at Idlewild until 6.00 p. m. for No. 37, and at Clare until 6.15 p. m. for No. 25.

No. 26 will wait at Mt. Oreb until 9.53 a. m. for No. 35.

At Batavia, the time given for eastbound trains will apply to the east switch of passing siding, where inferior trains enter siding.

Eastbound Trains are superior to trains of same class in the opposite direction. See Rule 81.

Note time of Columbus District trains between Vera and East Portsmouth.

Freight Trains may proceed with the current of traffic on the time of Cincinnati District first-class trains between Portsmouth and Vera. Cincinnati District first-class trains will run with train under control expecting to find tracks occupied between these points.

One engine is assigned to helper service at Rarden; will help westbound freight trains, Rarden to Winchester, and will return extra, and is superior to all trains except first-class, Winchester to Rarden.

Helper engine will not move west without train order, except when coupled in a train, and will not return east from any point between Winchester and Rarden without train order. Absolute block will not apply to helper engine. Westbound trains except first-class will register with helper engine.

See Cincinnati District, eastbound freight trains may proceed from Vera to East Portsmouth on the time of delayed Columbus District eastbound first-class trains.

Westbound. East Williamson to Portsmouth.

Telegraph Office	Telegraph Signals	Passing Siding Clearance Length	Distance from East Williamson.	Time Table No. 20		First Class.					Second Class	Third Class.
				EFFECTIVE Sun., Jan. 8th, 1911.								
				STATIONS		33 Passenger. Lv. Daily Ex. Sunday A. M.	15 Passenger. Lv. Daily A. M.	17 Passenger. Lv. Daily P. M.	7 Passenger. Lv. Daily P. M.	3 Passenger. Lv. Daily P. M.	85 Thro. Freight. Lv. Daily A. M.	61 Local Freight. Lv. Daily Ex. Sunday P. M.
DN	WY	YARD	0.7	End DT E. WILLIAMSON . . . . . W. C. T. O.		11.18			4.05	11.25	9.30	
			5.2	Williamson . . . . .	s { 11.25 11.35		1.50		4.10	s { 11.35 11.50		
			8.7	Chattaroy . . . . . C.W.		F 11.42	s 1.57			11.58	9.45	
D	QF	7240	8.7	Nolan . . . . .		F 11.49	s 2.07			12.05 AM	9.57	
DN	NS	3315	15.5	W End DT Naugatuck . . . . . W.Y.		s 12.02 PM	s 2.20			s 12.18 AM	10.20 AM	
		2300	19.4	Lenore . . . . .			F 2.29 84					
		2216	23.1	Canterbury . . . . . W.			F 2.38					
		2200	27.8	Hale . . . . .			F 2.52					
D	HM	2200	30.0	Dingess . . . . . W.			s 2.58					
		3468	32.2	Trace . . . . .			s 3.04					
		2100	38.4	Breden . . . . . W.			s 3.20					
D	WA	3150	43.4	Wilsondale . . . . . W			s 3.32					
		2300	47.7	Doane . . . . .			F 3.43					
D	DW	2400	53.4	Dunlow . . . . .			s 3.57					
		2300	56.0	Watts . . . . . W.			s 4.03					
		2550	60.2	Radnor . . . . .			s 4.13					
		2250	67.6	Coleman . . . . .			F 4.30					
DN	MI	2550	74.4	Wayne . . . . . W.C.			s 4.50					12.45 PM
		2182	80.4	Ardel . . . . .			F 5.02					1.10
		2212	86.7	Lavalette . . . . .			s 5.14					1.35
		2540	92.3	Buffalo Creek . . . . . W.			F 5.26					2.00
			97.8	Ceredo . . . . .			s 5.38					
DN	KX	Yard	99.0	E End DT Kenova . . . . . W.C.T.O.	6.00 AM	s 2.00 PM	s 5.47		s 2.20 AM	1.25 PM	2.30 PM	
		7000	103.2	Rex . . . . .	6.10	2.08	5.57		2.29	1.38		
			106.9	Coal Grove . . . . . W.	s 6.15	F 2.15	s 6.02		2.35	1.48		
D	S	Yard	111.0	Ironton . . . . . X.	s 6.25	s 2.25	s 6.12		s 2.45	1.58		
D	W		114.1	Hanging Rock . . . . . X.	F 6.33	2.32	F 6.20		2.52	2.11		
		6425	116.9	Union . . . . .	6.37	2.36	6.24		2.56	2.16		
			119.3	Haverhill . . . . . W.	s 6.42	F 2.40	F 6.28		3.00	2.24		
DN	K	6700	122.3	Gennett . . . . .	6.48	2.47	6.34		3.05	2.32		
			123.8	Franklin Furnace . . . . .	s 6.51	F 2.50	F 6.37		3.08	2.36		
		3200	129.6	Wheelerburg . . . . . W.	s 7.01	F 3.01	s 6.48		3.17	2.51		
D	SJ		132.4	Scotenville . . . . . X.	s 7.08	F 3.08	s 6.54		3.22	3.00 15		
DN	KM	Yard	135.9	E. Portsmouth . . . . . X.	7.16	3.17	7.02		3.29	3.10		
D	BS		137.7	nd DT PORTSMOUTH . . . . . X.	s 7.25	s 3.25	7.10		s 3.35			
				STATIONS	A. M. 33 Ar. Daily Ex. Sunday	P. M. 15 Ar. Daily	P. M. 17 Ar. Daily	P. M. 7 Ar. Daily	A. M. 3 Ar. Daily	P. M. 85 Ar. Daily	P. M. 61 Ar. Daily Ex. Sunday	

Via Big Sandy Line

Via Big Sandy Line

Via Big Sandy Line

Eastbound Trains are superior to trains of the same class in the opposite direction. See Rule 81.

Westbound extras will hold main track at meeting points with Third Class Trains when made by train order.  
Extras may pass Extras.

So.

Eastbound.

Portsmouth to East Williamson.

Eastbound.

Telegraph Office.	Telegraph Signals.	Passing Siding Clearance Length.	Distance from Portsmouth	First Class.					Time Table No. 20 EFFECTIVE Sun., Jan. 8, 1911.	Second Class.		Third Class.		
				4	2	18	16	32		86	84	50	52	60
				Passenger Ar. Daily A. M.	Passenger Ar. Daily A. M.	Passenger Ar. Daily P. M.	Passenger Ar. Daily P. M.	Passenger Ar. Daily Ex. Sunday P. M.		Meat Express Ar. Daily A. M.	Thro' Freight Ar. Daily P. M.	Local Frt. Ar. Daily Ex. Sunday P. M.	Local Frt. Ar. Daily Ex. Sunday A. M.	Local Frt. Ar. Daily Ex. Sunday A. M.
STATIONS.								86	84	50	52	60		
STATIONS.								86	84	50	52	60		
D N	W Y	YARD	137.7	3.43	5.02		3.54	End DT E. WILLIAMSON	5.30	4.30	2.30			
			137.0	s { 3.41 3.31	5.00		s { 3.52 3.45	0.7 W C T O Williamson						
			132.5	3.22		s 12.10	F 3.36	4.5 Chattaroy	5.00	3.50				
D	Q F	7240	129.0	3.16		s 12.01 PM	F 3.28 84	3.5 Nolan	4.50	3.28 16				
D N	N S	3815	122.2	s 3.05 AM		s 11.45	s 3.15 PM	6.8 W End DT Naugatuck	4.30 AM	2.55	12.35			
		2300	118.8			F 11.37		3.9 Lenore		2.29 17	12.15 PM			
		2216	114.6			F 11.28		3.7 Canterbury		2.05	11.55			
		2200	109.9			F 11.16		4.7 Hale		1.45	11.30			
D	H M	2200	107.7			s 11.11 50		2.2 Dingess		1.35	11.11 18			
		3468	105.5			11.04		2.2 Trace		1.20	10.35			
		2100	99.8			s 10.48		6.2 Breedon		12.50	10.05			
D	W A	3150	94.8			s 10.36		5.0 Wilsondale		12.30	9.40			
		2300	90.0			F 10.26		4.3 Doane		12.10 PM	9.20			
D	D W	2400	84.8			s 10.12		5.7 Dunlow		11.50	8.55			
		2300	81.7			10.05		2.6 Watts		11.40	8.35			
		2550	77.5			s 9.55		4.2 Radnor		11.25	8.15			
		2250	70.1			F 9.37		7.4 Coleman		11.00	7.40			
D N	M I	2550	63.8			s 9.22		6.8 Wayne		10.35	7.15		8.45 AM	
		2182	57.8			F 9.06		6.0 Ardel		10.05	6.35		8.10	
		2212	51.0			s 8.53		6.3 Lavalette		9.43	6.13		7.50	
		2540	45.4			F 8.41		5.6 Buffalo Creek		9.25	5.55		7.25	
		39.9				s 8.29		5.5 Ceredo						
D N	K X	YARD	38.7	s 1.10 AM		s 8.25	s 1.00 PM	1.2 E End DT Kenova	12.40 AM	8.55	5.30 AM	8.55 AM	7.00 AM	
		7000	34.5	1.00		8.08	12.50	4.2 Rex	12.25	8.38				
			30.8	12.55		s 8.03 52	F 12.44	3.7 Coal Grove	12.18	8.30		8.03 18		
D	S	YARD	26.7	s 12.47		s 7.53	s 12.36	4.1 Ironton	12.01 AM	8.10				
D	W		23.6	12.40		F 7.43	12.27	3.1 Hanging Rock	11.50	7.55		7.25		
		6425	20.8	12.36		7.38 84	12.23	2.8 Union	11.45	7.38 18				
			18.4	12.32		F 7.34	F 12.19	2.4 Haverhill	11.40	7.25		7.12		
D N		6700	15.4	12.27		7.29	12.14	3.0 Gennett	11.34	7.14				
			13.9	12.25		F 7.26	F 12.12	1.5 Franklin Furnace	11.30	7.10		6.55		
		3300	8.1	12.16		s 7.17	F 12.03 PM	5.8 Wheelersburg	11.17	6.52		6.30		
D	S J		5.8	12.12		s 7.12	F 11.56	2.8 Sciotoville	11.10	6.43				
D N	K M	YARD	1.8	12.06		7.05	11.50	3.5 East Portsmouth	11.00	6.30		6.00		
D	B S			s 12.01		7.00	s 11.45	1.8 End DT PORTSMOUTH						
				A. M. 4 Lv. Daily	A. M. 2 Lv. Daily	A. M. 18 Lv. Daily	A. M. 16 Lv. Daily	P. M. 32 Lv. Daily Ex. Sunday	STATIONS.	P. M. 86 Lv. Daily	A. M. 84 Lv. Daily	A. M. 50 Lv. Daily Ex. Sunday	A. M. 52 Lv. Daily Ex. Sunday	A. M. 60 Lv. Daily Ex. Sunday

WESTBOUND.				BETWEEN NAUGATUCK AND KENOVA---Big Sandy Line.					EASTBOUND.			
Telegraph Offices	Telegraph Signals	Passing Sid'g Clearance Length	Distance from Naugatuck	Second Class		First Class		Time Table No. 20 EFFECTIVE Sunday, Jan. 8th, 1911.	First Class		Second Class	Distance from Kenova
				85 Thro. Freight Lv. Daily A. M.	15 Passenger Lv. Daily P. M.	3 Passenger Lv. Daily A. M.	4 Passenger Ar. Daily A. M.		16 Passenger Ar. Daily P. M.	86 Meat Express Ar. Daily A. M.		
D N	N S	3315	.....	10.20	s 12.02	s 12.18	.... NAUGATUCK... W Y	s 3.05	s 3.15	4.30	59.1	
D	W F	4000	5.1	10.35	s 12.12	12.27	..... Kermit .....	2.55	s 3.02	4.05	54.0	
D	G I	4000	11.3	10.49	s 12.23	12.38	..... Crum .....	2.42	s 2.50	3.45	47.8	
N	V R	4000	18.3	11.08	F 12.35	12.50	..... Webb .....	2.30	F 2.34	3.22	40.8	
D	Q N	4000	24.1	11.33	s 12.46	12.59	..... Glenhayes .....	2.18	s 2.21	3.03	35.0	
		3800	29.8	11.44	F 12.54	1.07	..... Saltpeter .....	2.10	F 2.09	2.43	29.3	
D N	A V	4000	33.9	11.55	s 1.04	s 1.16	..... Fort Gay .....	s 2.02	s 2.00	2.30	25.2	
		4000	39.4	12.10 PM	F 1.16	1.25	..... Hewlet .....	1.51	F 1.44	2.10	19.7	
D N	A G	8000	45.9	12.40	s 1.32 <sup>16</sup>	1.39 <sup>16</sup>	..... Prichard .....	1.39 <sup>16</sup>	s 1.32 <sup>15</sup>	1.39 <sup>16</sup>	13.2	
		4000	51.0	12.53	s 1.40	1.52	..... Cyrus .....	1.30	s 1.22	1.00	8.1	
		8200	55.4	1.14 <sup>16</sup>	F 1.47	2.02	..... Neal .....	1.22	F 1.14 <sup>85</sup>	12.50	3.7	
D N	K X	2100	59.1	1.25	s 2.00	s 2.15	..... KENOVA... W C T O	s 1.15	s 1.05	12.40	.....	
				P. M. 85 Ar. Daily	P. M. 15 Ar. Daily	A. M. 3 Ar. Daily	STATIONS	A. M. 4 Lv. Daily	P. M. 16 Lv. Daily	A. M. 86 Lv. Daily		

Extras may pass Extras.  
Eastbound Trains are superior to trains of same class in the opposite direction. See Rule 81.

Westbound.		Between Sardinia and Hillsboro.				Eastbound.			
Telegraph Offices	Telegraph Signals	Passing Siding Clearance Length	Distance from Hillsboro	Second Class		Time Table No. 20 EFFECTIVE Sunday, Jan. 8th, 1911.	Second Class		Distance from Sardinia
				125 Mixed Lv. Daily Ex. Sunday P. M.	135 Passenger Lv. Daily Ex. Sunday A. M.		184 Mixed Ar. Daily Ex. Sunday A. M.	126 Mixed Ar. Daily Ex. Sunday A. M.	
D	H B	.....	.....	2.15	7.30	..... HILLSBORO .....	7.05	11.30	20.0
		.....	10.0	F 2.45	F 7.52	..... East Danville .....	F 6.33	F 10.55	10.0
		.....	13.0	F 2.55	F 8.00	..... Taylorsville .....	F 6.26	F 10.39	7.0
		.....	15.6	F 3.05	F 8.03	..... Mowrystown .....	F 6.20	F 10.25	4.4
D N	S D	.....	20.0	3.25	8.20	..... SARDINIA... W Y	6.05	10.05	.....
				P. M. 125 Ar. Daily Ex. Sunday	A. M. 135 Ar. Daily Ex. Sunday	STATIONS	A. M. 184 Lv. Daily Ex. Sunday	A. M. 126 Lv. Daily Ex. Sunday	

Eastbound trains are superior to trains of same class in opposite direction. See Rule 81.  
No. 126 will not leave Sardinia until No. 135 has arrived there.

Westbound.		Between Wayne and East Lynn.				Eastbound.		
Telegraph Offices	Telegraph Signals	Distance from East Lynn	Second Class		Time Table No. 20 EFFECTIVE Sunday, Jan. 8th, 1911.	Second Class		Distance from Wayne
			161 Mixed Lv. Daily Ex. Sunday A. M.	160 Mixed Ar. Daily Ex. Sunday A. M.				
		.....	11.00	..... East Lynn .....	10.15	7.5	.....	
		1.9	F 11.15	..... Armilda .....	F 10.05	5.6	.....	
		5.0	F 11.30	..... Dean .....	F 9.50	2.5	.....	
		6.4	F 11.40	..... Elmwood .....	F 9.40	1.1	.....	
D N	M I	7.5	11.45	..... Wayne .....	9.35	.....	.....	
			A. M. 161 Ar. Daily Ex. Sunday	STATIONS	A. M. 160 Lv. Daily Ex. Sunday			

Eastbound trains are superior to trains of same class in opposite direction. See Rule 81.

Westbound.

BETWEEN EAST PORTSMOUTH AND COLUMBUS.

Eastbound.

Telegraph Office.	Telegraph Signals.	Passing Sdg. Clearance Length.	Distance fr. East Portsmouth.	2d Class.				First Class.				Time Table No. 20 EFFECTIVE Sunday, January 8th, 1911.			First Class.			Second Class.		Third Class	Distance fr. Columbus.
				85 Thro. Frt. Lv. Daily P. M.	15 Passenger Lv. Daily P. M.	33 Passenger Lv. Daily Ex. Sunday A. M.	3 Passenger Lv. Daily A. M.	16 Passenger Ar. Daily A. M.	32 Passenger Ar. Daily Ex. Sunday P. M.	4 Passenger Ar. Daily A. M.	86 Meat Express Ar. Daily P. M.	84 Thro. Freight Ar. Daily A. M.	54 Local Frt. Ar. Daily Ex. Sunday P. M.								
D N	K M	Yard	.....	5.00	3.17	7.16	3.29	End D T E. Portsm'th	11.50	7.34	12.06	10.00	4.10	.....	101.8						
D	B S	.....	1.8	.....	s { 3.25 3.35	s 7.25	s { 3.35 3.47	1.8 W C T O X ..... Portsmouth	s { 11.45 11.35	s 7.28	s { 12.01 AM 11.50	.....	.....	.....	100.0						
D N	O D	3800	3.8	5.20	3.39	7.29	3.51	..... Vera	11.28	7.20	11.44	9.38	3.45	.....	98.0						
.....	.....	.....	9.0	5.40	F 3.47	F 7.37	3.58	..... Davis	F 11.18	F 7.12	11.35	9.25	3.30	.....	92.8						
D	U C	.....	12.8	.....	s 3.55	s 7.44	.....	..... Lucasville	s 11.09	s 7.04	.....	.....	.....	.....	89.0						
D N	D A	7000	13.5	5.55	3.56	7.45	4.04	W End D T Dugan	11.07	7.02	11.28	9.13	3.15	.....	88.3						
.....	.....	3000	16.2	6.05	F 4.03	F 7.52	4.09	..... Clifford	F 11.02	F 6.57	11.22	9.05	3.05	.....	85.6						
.....	.....	6700	21.3	6.20	F 4.13	F 8.03	4.18	E End D T Sargents	F 10.49	F 6.45	11.12	8.48	2.48	.....	80.5						
D	N	.....	26.1	6.45	s 4.22	s 8.10	4.25	W End D T Pike-ton	s 10.40	s 6.37	11.04	8.37	2.35	.....	75.7						
D	G R	7000	31.1	7.10	s 4.33	s 8.22	s 4.35	E End D T Waverly	s 10.28	s 6.26	s 10.55	8.22	2.18	1.00 PM	70.7						
.....	.....	.....	35.5	7.27	F 4.41	s 8.30	4.42	..... Omega	F 10.17	s 6.15	10.45	8.11	2.05	12.25	66.8						
.....	.....	7300	39.6	7.45	F 4.49	s 8.37	4.49	..... Hlgbys	F 10.09	s 6.07	10.37	8.01	1.52	12.01 PM	62.2						
.....	.....	.....	44.2	8.05	F 4.57	F 8.45	4.57	..... Locks	F 10.00	F 5.59	10.29	7.48	1.35	.....	57.6						
D N	X D	5750	49.8	8.25	5.09	8.57	5.05	W End D T Renick	9.48	5.48	10.18	7.34	1.20	.....	52.0						
D	C H	.....	51.2	.....	s 5.15	s 9.02	s 5.10	Chillicothe Pass. Sta.	s 9.45	s 5.45	s 10.15	.....	10.50	.....	50.6						
D N	R T	6000	52.6	8.45	5.18	9.05	5.13	..... Riton	9.40	5.39	10.10	7.24	1.00	10.35	49.2						
D N	D N	4500	56.5	9.05	5.25 32	9.12	5.19	E End D T Delano	9.33	5.30	10.03	7.12	12.48	10.20	45.8						
D	K N	.....	61.7	9.25	F 5.34	s 9.22	F 5.26	..... Kingston	F 9.25	s 5.21	9.54	6.59	12.35	10.00	40.1						
.....	.....	{ 4000 4000	67.9	9.50	5.46	9.34	5.38	..... Dorney	9.16 54	5.09	9.46	6.40	12.15	9.16 16	33.9						
D N	G	3000	69.8	10.00	5.50	9.38	5.42	W End D T Gregg	9.12	5.05	9.42	6.25	12.05 AM	.....	32.0						
.....	.....	.....	70.9	.....	s 5.55	s 9.43	s 5.45	..... Circleville Pass. Sta.	s 9.10	s 5.03	s 9.40	.....	.....	.....	30.9						
.....	.....	7000	73.5	10.20	6.01	9.52	5.53	E End D T Ritts	9.01	4.53	9.32	6.10	11.48	8.07	28.3						
D	A	.....	79.7	.....	F 6.12	s 10.03	F 6.03	..... Ashville	F 8.52	s 4.44	.....	.....	7.55	.....	22.1						
.....	.....	6700	81.9	10.45	6.16	10.07	6.07	..... Dix	8.47	4.39	9.20	5.50	11.30	.....	19.9						
.....	.....	.....	86.5	11.00	6.23	F 10.17	6.14	..... Lockbourne	8.39	F 4.30	9.13	5.38	11.18	6.55	15.3						
D N	S K	{ 3300 3300	91.9	11.25	6.32	F 10.28	6.23	..... Valley Cr'g	8.30	F 4.21	9.05	5.25	11.05	6.35	9.9						
.....	.....	.....	96.6	11.50	6.42	F 10.38	6.33	..... Main Street	8.20	F 4.10	8.55	5.00	10.40	.....	5.2						
.....	.....	Yard	99.4	1.00 AM	6.48	10.43	6.38	..... Joyce Ave.	8.16	4.06	8.51	4.50	10.30	6.00	2.4						
D N	{ C X R N	.....	101.8	.....	6.55	10.50	6.45	End D T COLUMBUS	8.10	4.00	8.45	.....	.....	.....	.....						

Eastbound trains are superior to trains of the same class in the opposite direction. See Rule 81.

Extras may pass extras.

Cincinnati District, eastbound freight trains may proceed from Vera to East Portsmouth on the time of delayed Columbus District eastbound first class trains.

Columbus District, eastbound first class trains will run with train under control between these points.

Note time of Cincinnati and Kenova District first class trains between Vera and East Portsmouth.

A. M. 85 Ar. Daily	P. M. 15 Ar. Daily	A. M. 33 Ar. Daily Ex. Sunday	A. M. 3 Ar. Daily	STATIONS.	A. M. 16 Lv. Daily	P. M. 32 Lv. Daily Ex. Sunday	P. M. 4 Lv. Daily	P. M. 86 Lv. Daily	P. M. 84 Lv. Daily	A. M. 54 Lv. Daily Ex. Sunday
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**Stations for which no Time is shown at which Trains  
will Stop on Signal:**

**NORFOLK DIVISION.**

Trains 1 and 2, at Coyner, Webster, Irving and West's Crossing.  
Trains 5 and 6, at Poole, James River Bridge, West's Crossing,  
Irving and Coyner, and Train 6 at Dewey.  
Trains 7 and 8, at Poole and James River Bridge.  
Trains 35 and 36, at Durmid, Bocoock, Lone Jack, Harlow Farm,  
Alexanders, Neathery, Jalong, Pick, Mount Tirzah, Quail Roost and  
Weaver.  
Trains 37 and 38, at Durmid, Bocoock, Lone Jack, Alexanders,  
Neathery, Jalong, Pick, Mount Tirzah, Quail Roost and Weaver.

**RADFORD DIVISION.**

Trains Nos. 1 and 2, at Singer, Montgomery and Parrott.  
Trains Nos. 11 and 12, at Summit, Government Siding, Snapps  
and Barytes.  
Train No. 13 at Government Siding.  
Trains Nos. 17 and 18, at Singer, Montgomery, Houchens, Cowan,  
Parrott, Berton, Walker Creek and Carey.  
Trains Nos. 29 and 30, at Government Siding, Snapps and Barytes.  
Trains Nos. 11 and 30 at Mt. Carmel.  
Trains Nos. 49 and 50 at McAdams, Hiawassa, Ardway, Jackson  
Ferry and Gambetta.

**SHENANDOAH DIVISION.**

Trains 1 and 2 will stop at Arcadia on signal.  
No. 2 will stop at Crimora, Sundays, to discharge passengers.  
Trains 13 and 14 will stop at Grove Hill, Yancey, Dooms and  
Arcadia on signal.  
Trains 27 and 28 will stop at Spielman, Mondel, Wheatland,  
Gaylord, Briggs, Success, Cedarville, Vannatta, Limeton, Overall,  
Compton, Long and Grove Hill on signal.  
Trains 21 and 22 will stop at Wright, Taylor, Blaine, Saunders,  
Prilliman, Edgewood, Phospho Lithia, Avalon, Fulp and Daisy on  
signal, and on Sundays 21 and 22 will make all flag stops on signal.  
Avalon will be regular stop for Trains 23 and 24.  
Trains 23 and 24 will stop at Wright, Taylor, Blaine, Saunders,  
Prilliman, Edgewood, Phospho Lithia, Sharp, Fulp and Daisy on  
signal.

**POCAHONTAS DIVISION.**

War Eagle is flag stop for Nos. 15 and 16.  
Nos. 7 and 2 will stop at Hemphill, Shannon, Antler, Pando,  
Twin Branch, Marytown, Big Sandy, Mohawk, War Eagle, Wharn-  
cliffe, Cedar, Vulcan, Lick Fork, Rose, Lynn, Burnwell, Merrimac,  
Lichen and Moorman Bros. Camp, just west of Lindsey, on signal.  
Nos. 1, 2, 7, 9, 10 and 18 will stop at Nemours and Big Four on  
signal, and will stop at Kyle and Lick Branch.  
Lick Branch is "A" stop for No. 15 and "P" stop for No. 16.  
Nos. 1, 7, 9, 10 and 18 will stop at Crozer Store on signal.  
Scheduled trains on Tug Fork Branch will stop at Jed, Thorpe,  
Lesleys and Kuro.  
All scheduled trains will stop at Godfrey on signal.  
Nos. 5, 6, 11 and 12 will stop at St. Clair, Wittens Mill, Maxwell,  
Doran, Gardner, Putnam, Artrip, Kiser and Pine on signal.  
Nos. 5 and 6 will stop at Hockman and Dwina on signal.  
Nos. 117, 118, 119, 120, 121, 122, 123 and 124 will stop at  
Bondtown on signal.  
Nos. 7, 9 and 10 will stop at Contractors' Camps, between West  
Vivian and Huger, on signal.  
Nos. 9 and 10 will stop at Hemphill, Shannon, Antler, Pando,  
Twin Branch, Marytown and Big Sandy on signal.

**SCIOTO DIVISION.**

Nos. 17 and 18, at Goodman, Borderland, Mary Helen Coal  
Co., Blocton, Rapp, Kirk, Wells Branch, Ferguson, Genoa, Echo,  
County Farm, Dickson, Iverson, South Point, and Sheridan.  
Nos. 32 and 33 at Reeses, Duvalls, Elmwood Farm, Kinnickin-  
nick, Glen Jean, Wakefield, Sheridan, South Point and Darney.  
No. 3, at Chattaroy to take on passengers for points west of  
Portsmouth, and at any point west of Ironton to let off passengers  
originating east of Williamson.  
No. 4, at Chattaroy to let off passengers holding tickets from  
points west of Portsmouth.  
Nos. 15 and 16, at Wakefield.  
No. 23 at Davis.  
No. 24 will stop at Batavia and Peebles on signal to let off  
passengers holding tickets from connecting lines at Cincinnati or  
to take on passengers from points east of Kenova.  
Nos. 37 and 38, at Arion, Rushtown, Youngs, Oak Street,  
Shillito Street, Evanston and Silver Hook.  
No. 25, at any point to let off passengers holding tickets from  
stations east of Kenova, and at Winchester to take on passengers  
holding tickets for Cincinnati.  
Nos. 35 and 36, at Oak Street, Shillito Street, Evanston, Church  
Street, Edwards, Silver Hook, South Milford, Newtown, Gravel Pit,  
Davis, Bodman, White Oak, Arion and Rushtown.  
Hillsboro Branch trains, at Shackleton and New Market.  
No. 61 will handle passengers between Wayne and Ceredo, in-  
clusive.

**D. E. SPANGLER,**  
Superintendent Transportation,  
ROANOKE, VA.

**A. C. NEEDLES,**  
General Superintendent, Eastern General Division,  
ROANOKE, VA.

**GEO. P. JOHNSON,**  
General Superintendent, Western General Division,  
BLUEFIELD, W. VA.