NORFOLK AND WESTERN RAILWAY CO.

ROANOKE TERMINAL

TIME TABLE No. 24

EFFECTIVE 1:00 A. M. Monday, March 2, 1942

EASTERN STANDARD TIME

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

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

It is for the information of employees only.

THE STONE PRINTING & MFG. CO., ROANOKE, VA., U.S.A.

ROANOKE TERMINAL

RADFORD DIVISION—Westward

Roanoke Terminal Time Table No. 24 EFFECTIVE 1:00 A. M. Monday, March 2, 1942	FIRST CLASS									THIRD CLASS				FOURTH CLASS
	15	41	11	1	45	23	13	3	17	99	51	85	97	91
STATIONS	Passenger Lv. Daily	Passenger Lv. Daily	Passenger Lv. Daily	Passenger Lv. Daily	Passenger Lv. Daily	Passenger Lv. Daily	Passenger Lv. Daily	Passenger Lv. Daily	Passenger Lv. Daily	Time Frt. Lv. Daily	Time Frt. Lv. Daily	Time Frt. Lv. Daily	Time Frt. Lv. Daily	Local Frt. Lv. Mon., Wed. and Fri.
	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	A. M.	P. M.	A. M.
Roanoke	4.45 5.05	5.40 6.00	6.00 6.20	8.55 9.10	2.01 2.10	5.20 5.45	5.30 6.00	7.15 7.30	11.01 11.11	4.38	7.30	11.30	.....	.....
West Roanoke	.....	.....	.....	.....	.....	.....	.....	.....	.....	5.00 6.20	8.00 1.45PM	11.50 1.15PM	2.25 4.25	7.30
W. B.	5.14	6.09	6.29	9.19	2.19	5.54	6.09	7.39	11.20	6.34	1.55	1.25	4.32	7.40
Salem	5.18	6.13	6.33	9.24	2.22	5.59	6.13	7.42	11.24	6.40	2.01	1.32	4.40	8.40
	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	P. M.	P. M.	P. M.	A. M.

NORFOLK DIVISION—Westward

Roanoke Terminal Time Table No. 24 EFFECTIVE 1:00 A. M. Monday, March 2, 1942	FIRST CLASS								THIRD CLASS			FOURTH CLASS
	15	41	11	1	45	23	3	17	99	83	85	75
STATIONS	Passenger Ar. Daily	Passenger Ar. Daily	Passenger Ar. Daily	Passenger Ar. Daily	Passenger Ar. Daily	Passenger Ar. Daily	Passenger Ar. Daily	Passenger Ar. Daily	Time Frt. Ar. Daily	Time Frt. Ar. Daily	Time Frt. Ar. Daily	Local Frt. Ar. Daily Ex. Sun.
	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	A. M.	P. M.
Vinton	4.38	5.35	5.55	8.45	1.57	5.12	7.09	10.56	4.29	9.36	11.21	12.01
Roanoke	4.45 5.05	5.40 6.00	6.00 6.20	8.55 9.10	2.01 2.10	5.20 5.45	7.15 7.30	11.01 11.11	4.38	9.47	11.30	12.15
West Roanoke	.....	.....	.....	.....	.....	.....	.....	.....	5.00 6.20	10.00	11.50 1.15PM	12.30
	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	P. M.	P. M.

SHENANDOAH DIVISION—Southward

Roanoke Terminal Time Table No. 24 EFFECTIVE 1:00 A. M. Monday, March 2, 1942	FIRST CLASS		SECOND CLASS			FOURTH CLASS		
	1	13			51			61
STATIONS	Passenger Ar. Daily	Passenger Ar. Daily			Time Frt. Ar. Daily			Local Frt. Ar. Daily Ex. Sun.
	A. M.	P. M.			A. M.			P. M.
Cloverdale	8.25	5.15	.....	.....	6.47	.....	.....	12.40
North Roanoke	8.36 64	5.25	.....	.....	7.00 62	.....	.....	12.55
Roanoke	8.45 9.10	5.30 6.00	.....	.....	7.30	.....	.....	1.05
West Roanoke	.....	.....	.....	.....	8.00	.....	.....	1.15
	A. M.	P. M.			A. M.			P. M.

SHENANDOAH DIVISION—WINSTON DISTRICT—Northward

Roanoke Terminal Time Table No. 24 EFFECTIVE 1:00 A. M. Monday, March 2, 1942	FIRST CLASS		SECOND CLASS			FOURTH CLASS		
	34	22	86			76		
STATIONS	Mixed Ar. Daily	Passenger Ar. Daily	The Camel Special Ar. Daily			Local Frt. Ar. Daily Ex. Sun.		
	A. M.	P. M.	P. M.			P. M.		
Starkey	11.20	6.13	10.45	.....	.....	1.15	.....	.....
Belt Line Jct.	11.28	6.21	10.53	.....	.....	1.29	.....	.....
Walnut Avenue Tower	11.31 83	6.24	10.57	.....	.....	1.35	.....	.....
Roanoke	11.35	6.30	11.01	.....	.....	1.45	.....	.....
West Roanoke	.....	.....	11.15	.....	.....	2.00	.....	.....
	A. M.	P. M.	P. M.			P. M.		

ROANOKE TERMINAL

RADFORD DIVISION—Eastward

Roanoke Terminal
Time Table No. 24
EFFECTIVE 1:00 A. M.
Monday, March 2, 1942

STATIONS	FIRST CLASS 12 Passenger Ar. Daily	18 Passenger Ar. Daily	4 Passenger Ar. Daily	14 Passenger Ar. Daily	24 Passenger Ar. Daily	46 Passenger Ar. Daily	2 Passenger Ar. Daily	16 Passenger Ar. Daily	42 Passenger Ar. Daily		THIRD CLASS 86 Time Frt. Ar. Daily	52 Time Frt. Ar. Daily	84 Time Frt. Ar. Daily	FOURTH CLASS 102 Local Frt. Ar. Tues., Thurs. and Sat.
	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.		A. M.	P. M.	P. M.	A. M.
Salem	12.41	6.15	10.02	11.32	11.50	2.15	6.13	11.29	11.49	.....	1.42	12.15	1.55	10.35
W. B.	12.46	6.19	10.05	11.37	11.54	2.18	6.18	11.33	11.53	.....	1.50	12.20	2.05	11.15
West Roanoke	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2.00 4.30	12.30 1.30	2.15 4.30	11.25
Roanoke	1.00 1.20	6.30 6.40	10.15 10.30	11.50	12.05PM 12.20	2.30 2.39	6.30 6.40	11.45 12.30AM	12.05AM 12.40	....	4.40	1.40	4.40	.....
	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	A. M.	A. M.		A. M.	P. M.	P. M.	A. M.

NORFOLK DIVISION—Eastward

Roanoke Terminal
Time Table No. 24
EFFECTIVE 1:00 A. M.
Monday, March 2, 1942

STATIONS	FIRST CLASS 16 Passenger Lv. Daily	42 Passenger Lv. Daily	12 Passenger Lv. Daily	18 Passenger Lv. Daily	4 Passenger Lv. Daily	24 Passenger Lv. Daily	46 Passenger Lv. Daily	2 Passenger Lv. Daily	THIRD CLASS 86 Time Frt. Lv. Daily	84 Time Frt. Lv. Daily	FOURTH CLASS 74 Local Frt. Lv. Daily Ex. Sun.
	P. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	A. M.	P. M.	A. M.
West Roanoke	.....	.....	.....	.....	.....	.....	.....	.....	2.00 4.30	2.15 4.30	7.00
Roanoke	11.45 12.30AM	12.05 12.40	1.00 1.20	6.30 6.40	10.15 10.30	12.05 12.20	2.30 2.39	6.30 6.40	4.40	4.40	7.10
Vinton	12.35	12.45	1.25	6.44	10.34	12.25	2.43	6.45	4.50	4.50	7.25
	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	A. M.	P. M.	A. M.

SHENANDOAH DIVISION—Northward

Roanoke Terminal
Time Table No. 24
EFFECTIVE 1:00 A. M.
Monday, March 2, 1942

STATIONS	FIRST CLASS 14 Passenger Lv. Daily	2 Passenger Lv. Daily		SECOND CLASS 88 Time Frt. Lv. Daily	52 Time Frt. Lv. Daily	THIRD CLASS 64 Thru Frt. Lv. Daily	86 Thru Frt. Lv. Daily	FOURTH CLASS 62 Local Frt. Lv. Daily Ex. Sun.
	A. M.	P. M.		A. M.	P. M.	A. M.	P. M.	A. M.
West Roanoke	.....	.....	.....	1.15 2.10	1.30	8.00	7.30	6.40
Roanoke	7.50	6.30 6.40	.....	2.20	1.40	8.20	7.40	6.50
North Roanoke	7.55	6.45	.....	2.30	1.55	8.36 1	7.52	7.00 51
Cloverdale	8.04	6.54	.....	2.44	2.12	8.50	8.10	7.15
	A. M.	P. M.		A. M.	P. M.	A. M.	P. M.	A. M.

SHENANDOAH DIVISION—WINSTON DISTRICT—Southward

Roanoke Terminal
Time Table No. 24
EFFECTIVE 1:00 A. M.
Monday, March 2, 1942

STATIONS	FIRST CLASS 33 Mixed Lv. Daily Ex. Sun.	21 Passenger Lv. Daily	31 Mixed Lv. Sun., Only	THIRD CLASS 81 Time Frt. Lv. Daily	83 Time Frt. Lv. Daily	85 Time Frt. Lv. Daily	87 Thru Frt. Lv. Daily	FOURTH CLASS 75 Local Frt. Lv. Daily Ex. Sun.
	A. M.	A. M.	P. M.	A. M.	A. M.	P. M.	P. M.	A. M.
West Roanoke	.....	.....	.....	5.10	11.05	4.45	9.15	7.25
Roanoke	7.25	10.30	7.00	5.20	11.15	4.55	9.25	7.35
Walnut Ave. Tower	7.32	10.33	7.04	5.26	11.31 34	5.01	9.30	7.40
Belt Line Jct.	7.35	10.36	7.08	5.29	11.34	5.06	9.33	7.44
Starkey	7.48	10.45	7.20	5.51	11.56	5.25	9.52	7.57
	A. M.	A. M.	P. M.	A. M.	A. M.	P. M.	P. M.	A. M.

ROANOKE TERMINAL

SPECIAL INSTRUCTIONS

STANDARD TIME

1. Standard Time Rule No. 2, Book of Rules, is modified to the extent that watch inspection certificates shall be renewed semi-annually between the first and fifteenth of April and October, instead of every three months.

(a) Clocks showing Standard Time are located as follows:
Passenger Station Telegraph Office.
Train Dispatcher's Office.
Yard Office, West Roanoke.
Chief Caller's Office and Roundhouse Foreman's Office, Shaffers Crossing.
Yard Office, Shaffers Crossing.
(Note Rule No. 3, Book of Rules.)

REGISTERING

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

First-class trains and passenger extras will register at Passenger Station.

Dispatchers will transmit the register of first-class trains and passenger extras in both directions to the Operator at West Roanoke Yard Office. Operator will enter on train register. Yardmaster at Yard Office Shaffers Crossing will obtain and record register of first-class trains and passenger extras on train register. Passenger trains and northward freight trains, moving via Walnut Avenue Tower, will throw off register to Operator who will register.

BULLETIN BOARDS

3. Bulletin Boards are located as follows:
Yard Office, East End Shops.
Register Room, Passenger Station.
Switch Box, Park Street.
Pull-Up Shanty.
Yard Office.
Hump Shanty.
Yard Office, Shaffers Crossing.
Engineer's Register Room, Shaffers Crossing.

GENERAL

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

7. Rule 86(c), Book of Rules, is amended to read as follows:

Second-class trains may stand within yard limits, between the outer switches of passing tracks, and within the limits of track signals bearing the words "water" or "coal" at water or coaling stations without protecting against trains of the same or inferior class following, and freight extras, third and fourth-class trains may stand within such limits without protecting against freight extras, third and fourth-class trains following, except in foggy or stormy weather when Rule 99 must be observed.

(a) The second paragraph of Rule 99(b) is amended to read as follows:

This gives all trains except first-class and those running on train order schedule the right to stand within yard limits, between the outer switches of passing tracks and within the limits of track signals bearing the words "water" or "coal" at water or coaling stations outside of passing track limits, without protecting against following trains, as specified in Rule 86(c) and the third paragraph of Rule 99(b), except in foggy or stormy weather when Rule 99 must be observed.

(b) Rule 86(c) and the second and third paragraphs of Rule 99(b) do not apply to trains handling camp cars occupied by men, circus or carnival trains, and such trains must be protected in all cases as prescribed by Rule 99 at each of the points specified.

(c) Rule 103(c) of Book of Rules, is modified as follows:

Within yard limits, trains and engines, except first class and those running on a train order schedule, must run with caution and under control until the track or automatic signal is plainly seen to be clear.

Trains and engines entering the main track within yard limits must be protected against movements on the main track unless it is plainly seen that there are no approaching movements.

Trains and engines have the right to move within yard limits by direction of the Yardmaster.

Movements against the current of traffic within yard limits in other than interlocking plants, must be protected against opposing movements.

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

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

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

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

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

Freight Service: (a) Locomotives, classes K-1, K-2, K-3, M-2 and E-2, when equipped with 9,000-gallon tenders or larger, may be coupled next to the train when being double-headed by locomotives classes A, K-1, K-2, K-3, Y-2, Y-3, Y-4, Y-5, Y-6 and Z.

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

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

Passenger Service: (d) Any type of passenger engine may be coupled next to train, or behind engines of a heavier type, but the engine that is equipped with steam heat and air signal should always be coupled next to train. In case both engines are provided with steam heat and air signal equipment, the regular assigned engine and crew should be coupled in front.

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

10. Rule 16 (a) at the top of Page 23, Book of Rules, defining the indication of "C" signal, is modified to read, "A disc 20 inches in diameter, painted yellow, bearing two sets of black figures, one set above the other with a black horizontal line between them, will be located at the approach to curves over which speed must be reduced."

11. Transferred to STANDARD TIME.

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

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

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

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

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

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

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

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

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

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

16. The last paragraph of Rule No. 90, Book of Rules, is changed as follows:

"The engineman of each freight train will give signal 14 (n) at least one mile before reaching a meeting or waiting point. Should the engineman fail to give signal 14(n) as herein prescribed, the conductor, fireman and head brakeman must take immediate action to stop the train."

17. The second paragraph of Rule 427, Book of Rules, is supplemented to read as follows:

"When cars are set off or left standing, air brakes must be released and hand brakes applied. When practicable, such cars must be coupled to other cars on the siding, and if on an incline or heavy grade the wheels must be blocked."

18. Rule 34 of Form MP 229, covering the supply of steam for heating passenger trains, is revised to read as follows:

"When coupling to steam-heated trains, enginemen shall apply the maximum pressure of 175 pounds, and when steam has circulated through the train this pressure should be reduced to 15 pounds per car. For example, if there are five cars the total pressure should be 75 pounds, if six cars it should be 90 pounds, and so on. If notified by conductors that this is not sufficient properly to heat the cars, the pressure is to be increased as may be necessary, but not to exceed the maximum of 175 pounds."

19. Rule 410, Book of Rules, is withdrawn.

20. Rule 692, Book of Rules, is hereby supplemented as follows:

"After foremen and others in charge of motor cars receive a line-up on trains from dispatchers or telegraph operators, they will give this information to the members of their force, together with advice of the movements to be made and the work to be performed, before occupying the main track or engaging in work thereon."

21. Rule 908, Book of Rules, is modified and supplemented as follows:

"At signals indicating STOP, where telephones are located, enginemen and trainmen will communicate with leverman for instructions. They must not pass a derail under Stop signal unless they personally assure themselves that it is off the rail. If they receive a hand signal as provided in Rule 905, they may proceed.

In case of repairs or any unusual condition in connection with the signals or interlocking which may affect a derail, the maintainer, repairman or other authorized person in charge will take such action as may be necessary properly to secure the derail off the rail."

22. "In registering the indication of automatic and interlocking plant signals, as required by Rule 34, the following words should be used, irrespective of the type of the signal:

"'Red Block,' 'Yellow Block,' 'Clear Block'."

23. When a helper engine is used in a train, if, for any reason, the leading engine is detached from the train and again recoupled, the engineer of the leading engine should, before starting the train, make a 20-pound reduction of his brake pipe pressure with the automatic brake valve, returning the brake valve handle to lap position, to determine whether or not the brake valves of additional engines are cut out.

Before train is started after the leading engine has been detached and recoupled, the engineer of each helper engine must register with the fireman the position of the cut-out valve on their engine.

24. Employees must familiarize themselves with and observe the rules and special instructions of the Bureau of Explosives covering the handling of explosives and other dangerous articles. The attention of employees in train and yard service is directed specially to the condensed rules appearing on explosive and dangerous placards which are attached to cars containing such shipments.

25. That part of Rule No. 16 (a) on Page 23, Book of Rules, specifying the location of track signal bearing the word SLOW, is modified to read as follows:

"Located one mile from points at which speed is restricted by special instructions."

26. When automatic signals are out of service over a section of line for any reason, a train order reading as follows will be put out to trains and operators affected.

"Automatic signals between_____ and_____ are out of service. Trains be governed by manual block and train rules. At interlocking plants be governed by signals or instructions from leverman."

While manual block is being used the train order signal at stations affected will also be used as a block signal, and shall indicate Stop except when changed to Proceed for approaching trains when no orders are on hand and the block is clear. Permissive cards, Form CT 168, will be issued as provided in Rule No. 707 when trains are to enter a block that is occupied. On double track, trains or engines will not cross over to or obstruct the opposite track without permission from the dispatcher.

27. Where spring switches are in service, trailing movements may be made through these switches from the siding to the main track without opening or closing them by hand. In case a train is stopped on the switch while making such movement and it is necessary to back into the siding, the back-up movement must not be started until the switch is changed by hand for the siding. When switching is performed over these switches, or it is necessary to make a facing point movement over them to enter the siding, they must be operated by hand.

Speed is limited to 20 miles per hour while any part of a train is moving through a spring switch in movement from siding to the main track.

Trains or engines approaching the facing end of spring switches on single track, or when running against the current of traffic on double track, and finding the automatic signal or dwarf signal located immediately in front of the switch in STOP position, or in case the automatic signals are out of service, will stop and examine the switch to see that it is properly lined up before passing over it.

28. Rule 19 and diagrams on Pages 31 to 35, inclusive, Book of Rules, covering the display of markers to indicate the rear of trains, are modified as follows:

"When cars operated in passenger trains are equipped with fixed electric markers, the markers will be lighted by day as at night, and will indicate the same as standard marker lamps."

29. The first sentence of Rule No. 92, of the Book of Rules, is eliminated.

ROANOKE TERMINAL

Local

SPEED RESTRICTIONS	Class of Service and Miles per Hour: Passenger Trains	Freight Trains and Engines
200. Through Roanoke Terminals	40	20
Exceptions:		
Entering or leaving Roanoke Interlocking Plant	15	15
Between Commerce and 13th Street	30	15
Through Station Tracks Nos. 1, 2, 3 and 4	10	10
East leg of Campbell Avenue Wye	5	5
Belt Line Track	15	15
Between Campbell Avenue and South Jefferson Street	20	15
Between South Jefferson Street and Yard Limit	30	..
Receiving, Forwarding and Classification Tracks	10	10
Running Tracks	10	10

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

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

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

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

203. Conductors of trains entering Roanoke Yard must see that sufficient brakes are applied (commencing at caboose), to prevent train from moving. Brakes must be set with brake stick.

203-A. Attention is called to the heavy grade on the following tracks between the Belt Line Junction and the River Bridge, South Roanoke. Both Wye connections to main track—Atlantic Refining Company Siding and Colonial Ice Company Siding. Extreme care must be used to prevent runaway. A Trainman with brake stick should be on end car moving in or out of these tracks. Engine must be coupled to cars.

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

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

206. No eastward movement will be made on the Belt Line track east of the Virginian Railway crossing at Norwich except under flag protection or by special order.

207. Freight trains from the east will not block the crossing leading into Roanoke Shops at 8½ Street, until Signal 58-L is in clear position. This also includes yard engines handling cars. If this crossing is blocked in excess of five minutes the crossing must be cut promptly.

In case Ambulance wants to cross track at this point, crossing must be cut at once, regardless of time train has been standing.

The crossing at yard gate at north end of Roanoke Shop Yard which is used by the City Fire Department, must not be blocked, and when trains are stopped at this point, crossing must be cut.

208. Norfolk or Shenandoah Division freight trains, or Yard Engines, leaving or entering Roanoke Yard, when stopped for any cause, must stop with engine at least one hundred and fifty (150) feet from Commerce or Jefferson Street Crossings.

209. Trains and engines using running tracks will exercise extreme care. Note Time Table General Rule 7, paragraph (c).

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

(a) A green lantern will be used by the Switchtender at Henry Street for signaling passenger trains entering and leaving the Station during night hours. Freight trains and Yard engines will not accept green lantern signals.

(b) Trains and engines from the Radford Division will not enter new Receiving Tracks Nos. 1 to 20, 'without first receiving signal from switchtender. A green light will be used at night by the Switchtender; other movements must not accept green lantern signals.

(c) Engines will not move off of Get Ready tracks at Coal Wharf at Shaffers Crossing, except on signal from Switchtender. At night a green lantern must be used. Engine crews must also see that switches are properly lined before fouling other tracks. The green lantern signal must not be accepted by other engines or trains.

(d) Trains and engines, other than passenger trains, on eastward main track, will not foul pull-out track east of Park Street Bridge without a signal from the Switchtender.

Movements on eastward running track will not pass Yardmaster's Office at Park Street without a signal from the Switchtender.

(e) Trains and road engines will not foul ladder track when moving out of forwarding tracks 1 to 8, Park Street, without a signal from the Switchtender. A green lantern must be used at night for signaling trains out of Tracks 1 to 8. Other trains and engines will not accept this green lantern signal.

211. The bottom arm of the three-arm signal 48-L of Roanoke Interlocking Plant governs movement into Pullman Yard tracks. Road crews will not accept bottom arm of this signal.

212. Signals at Roanoke interlocking are purely route signals and furnish no block protection. Engineers accepting these signals must proceed with caution and be on the lookout for engines, cars, or other obstructions.

The above applies to all except the following signals, which are semi-automatic and furnish block protection:

Top arms of Signals 4-R, 6-R, 8-R, 52-R and 64-R

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

One-Arm Signals 16-R, 56-L and 60-R.

213. The attention of crews of freight trains entering Roanoke Yard is directed to Rules Nos. 97 (a) and 102 (a), Book of Rules. Road crews are not relieved of the responsibility of getting superior trains around them when delays occur after entering yard, but will promptly consult with Yardmaster's office as to action to be taken.

214. The normal position of the switches of the crossover where the eastward running track crosses the old tank track is for the engine running track. Movement on the tank track will not foul the engine running track until the switches have been adjusted for the tank track and these switches must not be restored to normal position until the movement has cleared the engine running track. No westward movement will be made on old tank track except light engines, unless under flag protection. Yard cranes protect their movement in either direction. Time Table, General Rule 7, Paragraph (c) should be completely observed, however.

215. All trains and engines on all tracks will approach crossover near 20th Street, at Automatic Signal 2593, leading from westward main track to westward running track and No. 1 Track, North Receiving Yard, expecting to find the tournout being used.

(a) Trains and engines will not move from westward main track through the crossover to running track west of the undergrade at Shaffers Crossing without getting a signal from the Switchtender.

(b) Trains and engines moving west on the running track will approach the crossover leading from westward main track to running track west of Shaffers Crossing undergrade expecting to find trains using crossover and will not foul the crossover without getting a signal from the Switchtender.

(c) Trains and engines using running track between 16th Street and Switchtender's box located just west of Shaffers Crossing undergrade will approach the new cab track under control expecting to find the track occupied.

215-A. Road engines and trains will not foul the eastward running track when moving westward on old Receiving Yard Tracks 1, 2 and 3, to the connection near the derrick car track, Shaffers Crossing, except on signal from switchtender.

Yard engines and engines handled by hostlers will not foul this track while using old Receiving Yard Tracks 1, 2 and 3, until switches have been lined up for their route and it is known that no approaching movement is being made on this track.

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

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

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

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

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

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

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

COMPANY SURGEONS

LOCAL SURGEONS AND ASSISTANT SURGEONS

Dr. W. R. Whitman	Chief Surgeon	Roanoke, Va.
Dr. M. A. Johnson, Jr.	Asst. Chief Surgeon	Roanoke, Va.
Dr. Paul Davis	Asst. Surgeon	Roanoke, Va.
Dr. F. F. Davis	Asst. Surgeon	Roanoke, Va.
Dr. T. D. Armistead	Asst. Surgeon	Roanoke, Va.
Dr. E. H. Luck	Asst. Surgeon	Roanoke, Va.
Dr. H. J. Hagan	Asst. Surgeon	Roanoke, Va.
Dr. C. B. Ransone	Asst. Surgeon	Roanoke, Va.
Dr. K. D. Graves	Asst. Surgeon	Roanoke, Va.
Dr. H. H. Wescott	Orthopedic	Roanoke, Va.
Dr. W. L. Powell	Orthopedic	Roanoke, Va.
Dr. G. M. Maxwell	Oculist	Roanoke, Va.
Dr. H. B. Stone	Oculist	Roanoke, Va.
Dr. H. B. Stone, Jr.	Asst. Oculist	Roanoke, Va.
Dr. J. F. Armentrout	Roentgenologist	Roanoke, Va.
Dr. C. D. Nofsinger	Serologist	Roanoke, Va.
Dr. S. B. Cary	Urologist	Roanoke, Va.
Dr. Kyle T. Lee	Dental Surgeon	Roanoke, Va.
Dr. W. A. Barker	Radiographer	Roanoke, Va.

FIRST AID TO THE INJURED

A. In accidents to persons, the ranking employee of the Company present will take command and direct proceedings for the relief of the injured.

B. When there is danger from fire, remove all persons promptly from the train, looking first to those who may be helpless from injury, or jammed in the wreck.

C. Take hold of the injured gently, but firmly, and without fear. Lay the injured one down on cushions, blankets, clothing, or straw, where he will have perfect ventilation and not be in a draught or strong current of air. Loosen the clothes about the neck and body to permit easy breathing, and place the injured part in the position most comfortable to the sufferer. Do not permit strangers to approach and talk to or ask the injured one questions. Place him, if possible, in charge of one or two friends, and keep him warm with proper covering.

D. As soon as practicable, summon the nearest Surgeon of the Company, and notify the Superintendent by telegraph. State the number of persons injured, and the nature and extent of the injuries, as clearly as time will allow, in order that the Surgeon may come with what is needed.

E. BLEEDING—If the bleeding is from the limbs, keep them bent and the bleeding points elevated as much as practicable.

F. In case of broken bones, place the injured part in the most natural position, or if this cannot be done, then in the position most comfortable to the patient. Having done this, seek to steady the limb, either by splints of wood or by a pillow folded around the limb and tied in the desired position. In case of broken ribs, relief will be afforded by a wide bandage around the chest drawn as tightly as can be borne. When a broken bone is suspected, do not move the limb about to find out if this is so.

G. In case of burns or scalds cover the parts with a paste made of baking soda and water.

H. When there is much weakness from an injury, whiskey may be given in small quantities, say from one to two tablespoonfuls, to be repeated at short intervals, if necessary. Large quantities must not be given and no whiskey must be given if the head is injured. In all cases of weakness from shock or loss of blood, keep the patient warm.

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

J. In moving an injured person, place a board, door, shutter or mattress, with one end at the patient's head, and lift or slide him gently on it. If the patient can sit up, he may be carried in a chair or upon the locked hands of two persons, around whose necks he throws his arms to steady himself.

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

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

M. When the injured person is not able to be moved, place him in charge of Station Agent, Section Master, or some official of the Company, and summon the Surgeon of the Company most easily obtained.

N. In urgent cases, if no Surgeon of the Company can be promptly had, summon the nearest physician to take charge of the case until the Company's Surgeon arrives.

O. In a general emergency, summon the Surgeons of the Company in both directions and wire the Superintendent if more Surgeons are needed.

C. H. TABOR,
General Manager,
ROANOKE, VA.

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

J. P. JACKSON,
General Superintendent, Eastern General Division,
ROANOKE, VA.

K. V. CONRAD,
Superintendent Transportation,
ROANOKE, VA.

R. A. NELSON,
Superintendent Terminals,
ROANOKE, VA.