NORFOLK AND WESTERN RAILWAY CO.

SHENANDOAH DIVISION

TIME TABLE No. 6

(4 AND 5 OMITTED)

Effective 12:01 A. M.
Sunday, April 25, 1954

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.

Shenandoah to Roanoke—Southward

Distance from Shenandoah	Time Table No. 6 EFFECTIVE Sunday, April 25, 1954 — STATIONS		FIRST CLASS 1 Passenger Lv. Daily		THIRD CLASS 51 Time Frt. Lv. Daily	FOURTH CLASS 103 Local Frt. Lv. Daily Ex. Sunday		Telegraph Office	Telegraph Signals	Passing Siding, Clearance Length	Station Siding, Clearance Length
			A. M.		A. M.	A. M.					
.00	Shenandoah	T W C O Y	5.05	.....	2.00 96	6.45	.....	D N	A N	Yard	.....
5.79	Elkton	Y S	5.13	.....	2.13	7.18 88	.....	D	K O	5200	1596
18.10	Lynnwood		5.42	.....	2.36	7.55	.....	.....	.....	5155	192
20.42	Port Republic	F	5.46	.....	2.41	8.10	.....	.....	.....	.....	770
22.34	Grottoes	S	5.48	.....	2.45	8.20	.....	D	G O	.....	820
28.83	Sampson	W	5.57	.....	2.57	8.40	.....	.....	.....	5872	.....
30.17	Crimora	F	5.58	.....	2.59	8.50	.....	D	C M	.....	656
36.26	Waynesboro	T W S	6.20 88	.....	3.12	9.15	.....	D N	B C	S 5383 / N 4436	Yard
41.20	Lyndhurst	F	6.30	.....	3.21	9.32	.....	D	H U	.....	626
46.26	Stuarts Draft	S	6.37	.....	3.29	9.50	.....	D	S X	5842	2022
52.70	Greenville	N END D T F	6.48	.....	3.40	10.01	.....	D	G I	.....	653
55.83	Lofton	Y	6.54	.....	3.49	10.15	.....	.....	.....	.....	333
60.84	Vesuvius	S END D T W F	7.03	.....	4.02	10.25	.....	D	M F	.....	1331
68.18	Midvale	F	7.15	.....	4.17	10.42 102	.....	.....	.....	6041	226
72.91	Riverside	F	7.22	.....	4.25	11.08 64	.....	.....	.....	3462	117
78.25	Buena Vista	O S	7.40	.....	4.36	11.50	.....	D	J S	Yard	.....
79.77	Loch Laird	W	7.43	.....	4.38 88	12.05PM	.....	.....	.....	8061	.....
84.42	Buffalo Forge	F	7.50	.....	5.14	12.18	.....	.....	.....	4500	246
88.28	Glasgow	Y F	7.57	.....	5.23	12.30	.....	D	G A	5563	206
90.93	Graves		8.01	.....	5.29	12.39	.....	.....	.....	2970	610
91.82	Natural Bridge	S W	8.04	.....	5.31	12.42	.....	.....	N B	.....	.....
100.21	Solitude		8.17 102	.....	5.48	1.01	.....	.....	.....	6018	.....
107.43	Buchanan	S	8.30	.....	6.02	1.13	.....	D	H A	4559	790
112.46	Lithia	W F	8.39	.....	6.11	1.28	.....	D	C H	6322	1597
117.83	Nace	F	8.50	.....	6.30	1.45	.....	.....	.....	3550	518
121.12	Troutville	F	8.58 64	.....	6.39	2.01	.....	D	M J	5942	1402
125.36	Cloverdale	F	9.05	.....	6.47	2.12 52	.....	D	Q A	5670	1261
126.91	Hollins	S	9.10	.....	.....	.....	.....	.....	H O	.....	404
131.04	North Roanoke		9.17	.....	7.05 102	2.35	.....	.....	.....	.....	.....
132.44	Roanoke		9.25	.....	7.10	2.50	.....	D N	M H / U D	.....	.....
133.83	West Roanoke	T W C O	.....	.....	8.00 64	3.05	.....	D N	D O	Yard	.....
			A. M.		A. M.	P. M.					

South End double track at Vesuvius located Mile Post 168+4,077 feet.

Roanoke to Shenandoah—Northward

Distance from Roanoke	Time Table No. 6 EFFECTIVE Sunday, April 25, 1954 STATIONS	FIRST CLASS 2 Passenger Lv. Daily		THIRD CLASS 88 Time Frt. Lv. Daily	64 Time Frt. Lv. Daily	52 Time Frt. Lv. Daily	96 Time Frt. Lv. Daily	FOURTH CLASS 102 Local Frt. Lv. Daily Ex. Sunday	
		P. M.		A. M.	A. M.	P. M.	P. M.	A. M.	
1.39	West Roanoke..... T W C O	.....	.....	2.10	8.00 51	1.30	7.30	6.40	.....
.00	Roanoke.....	6.30	.....	2.20	8.10	1.40	7.40	6.50	.....
1.40	North Roanoke.....	6.36	.....	2.30	8.17	1.55	7.52	7.05 51	.....
5.53	Hollins..... S	6.42	.....	.....	.....	.....	.....	.....	.....
7.08	Cloverdale..... F	6.47	.....	2.44	8.32	2.12 103	8.10	7.14	.....
11.32	Troutville..... F	6.55	.....	2.58	8.58 1	2.26	8.25	7.21	.....
14.61	Nace..... F	7.01	.....	3.05	9.12	2.33	8.33	7.26	.....
19.98	Lithia..... W F	7.11	.....	3.19	9.25	2.47	8.48	7.39	.....
25.01	Buchanan..... S	7.19	.....	3.28	9.39	2.57	8.56	7.59	.....
32.23	Solitude.....	7.29	.....	3.40	9.53	3.09	9.10	8.17 1	.....
40.62	Natural Bridge..... W F	7.41	.....	3.54	10.08	3.23	9.24	8.30	.....
41.51	Graves.....	7.44	.....	3.56	10.11	3.26	9.26	8.38	.....
44.16	Glasgow..... Y F	7.49	.....	4.01	10.17	3.37	9.32	9.25	.....
48.02	Buffalo Forge..... F	7.55	.....	4.09	10.25	3.50	9.44	9.40	.....
52.67	Loch Laird..... W	8.02	.....	4.38 51	10.45	3.59	10.20	9.55	.....
54.19	Buena Vista..... O S	8.11	.....	4.43	10.50	4.04	10.30	10.05	.....
59.53	Riverside..... F	8.19	.....	4.57	11.08 103	4.13	10.46	10.30	.....
64.26	Midvale..... F	8.26	.....	5.06	11.17	4.23	10.54	10.42 103	.....
71.60	Vesuvius..... S END DT W F	8.37	.....	5.29	11.40	5.08	11.20	11.00	.....
76.61	Lofton..... Y	8.46	.....	5.54	12.09PM	5.33	11.45	11.15	.....
79.74	Greenville..... N END DT F	8.52	.....	5.59	12.16	5.40	11.53	11.25	.....
86.18	Stuarts Draft..... F	9.00	.....	6.08	12.29	5.52	12.04AM	11.40	.....
91.24	Lyndhurst..... F	9.07	.....	6.14	12.38	6.00	12.12	11.50	.....
96.05	Waynesboro..... T W S	9.23	.....	6.20 1	12.52	6.23	12.30	12.05PM	.....
102.27	Crimora..... F	9.31	.....	6.34	1.06	6.36	12.44	12.20	.....
103.61	Sampson..... W	9.37	.....	6.36	1.09	6.39	12.46	12.25	.....
110.10	Grottoes..... S	9.48	.....	6.50	1.37	6.52	1.01	12.40	.....
112.02	Port Republic..... F	9.51	.....	6.53	1.42	6.56	1.05	12.45	.....
114.34	Lynnwood.....	9.54	.....	6.57	1.47	7.01	1.11	12.56	.....
126.65	Elkton..... Y S	10.20	.....	7.18 103	2.10	7.30	1.39	1.35	.....
132.44	Shenandoah..... T W C O Y	10.30	.....	8.15	2.20	8.15	2.00 51	1.55	.....
		P. M.		A. M.	P. M.	P. M.	A. M.	P. M.	

North end double track Greenville located at Mile Post 158+1,725 feet.

Hagerstown to Shenandoah—Southward

Distance from Hagerstown	Time Table No. 6 EFFECTIVE Sunday, April 25, 1954 — STATIONS	FIRST CLASS 1 Passenger Lv. Daily	FIRST CLASS 13 Mixed Lv. Daily Ex. Sunday	THIRD CLASS 51 Time Frt. Lv. Daily	Telegraph Office	Telegraph Signals	Passing Siding, Clearance Length	Station Siding, Clearance Length
		A. M.	A. M.	P. M.				
.00	Hagerstown..... Y W C O	1.25	8.30	.....	.....	.....	Yard	.....
.61	Hager.....	1.28 2	8.32	.....	D N	H J	Yard	.....
2.14	Vardo..... W	1.35	8.37 96	8.00	D N	V	3393	.....
5.74	St. James.....	1.40	F 8.45	8.06	.....	.....	.....	1241
8.88	Grimes.....	1.45	F 8.51	8.12 64	.....	.....	4210	.....
14.03	Antietam.....	1.53	F 9.01	8.22	D	F U	.....	863
16.40	Shepherdstown..... K	1.57 52	F 9.15	8.29	D	Q D	6057	993
22.16	W / Shenandoah Jct..... / S	2.10 / 2.35	S 9.45 / 10.20	8.45	D N	J A	7582	Yard
27.51	Charles-Town..... X	S 2.44	S 10.35	8.55	D	B O	.....	1385
32.85	Rippon.....	2.52	F 10.45	9.06	D	K G	6075	781
39.12	Berryville..... S	3.01	S 10.55 14	9.17	D N	B V	5774	5893
45.36	Boyce..... K	3.10	S 11.15	9.28	D	D K	.....	1570
48.32	White Post.....	3.14	F 11.20	9.33	D	S Q	.....	2235
52.25	Ashby.....	3.19	F 11.30 88	9.40	.....	.....	6057	297
57.56	Carson.....	3.26	12.30PM	9.51	.....	.....	3305	.....
58.18	Riverton..... O X	S 3.30	S 12.40	9.53	D N	R V	.....	647
61.18	Front Royal..... Y W	3.36	S 12.50	10.01	D	F K	6561	1618
72.00	Bentonville.....	3.54	F 1.55	10.25	D	H D	6057	333
78.28	Rileyville.....	K 4.03	F 2.05	10.37	.....	.....	3717	310
81.51	Vaughn.....	4.08	F 2.12	10.48 52	.....	.....	6012	100
87.85	Luray..... W	S 4.15	S 2.20	11.08 2	D N	F H	5507	1739
94.58	Stanley.....	F 4.30 96	F 3.01	11.30	D	C A	5781	1829
100.74	Ingham..... W	4.43	F 3.15	11.45	.....	.....	2889	.....
105.68	Shenandoah..... T W C O Y	4.52	3.55 64	12.45AM	D N	A N	Yard	.....
		A. M.	P. M.	A. M.				

STOP NOTES:

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

Shenandoah to Hagerstown—Northward

Distance from Shenandoah	Time Table No. 6 EFFECTIVE Sunday, April 25, 1954 — STATIONS	FIRST CLASS 14 Mixed Lv. Daily Ex. Sunday	FIRST CLASS 2 Passenger Lv. Daily	THIRD CLASS 96 Time Frt. Lv. Daily	THIRD CLASS 88 Time Frt. Lv. Daily	THIRD CLASS 64 Time Frt. Lv. Daily	THIRD CLASS 52 Time Frt. Lv. Daily
		A. M.	P. M.	A. M.	A. M.	P. M.	P. M.
.00	Shenandoah T W C O Y	7.00	10.40	3.55	9.15	3.55 13	9.50
4.94	Ingham W	F 7.12	10.47	4.03	9.24	4.09	10.00
11.10	Stanley	F 7.40	F 10.57	4.30 1	9.44	4.35	10.20
17.83	Luray W	S 8.25	S 11.08 51	4.40	9.56	4.48	10.32
24.17	Vaughn	F 8.35	11.16	4.55	10.08	5.01	10.48 51
27.40	Rileyville	F 8.42	H 11.21	5.06	10.14	5.08	11.01
33.68	Bentonville	F 8.55	11.29	5.19	10.26	5.22	11.13
44.50	Front Royal Y W	S 9.30	11.45 52	5.55	10.50	5.55	11.45 2
47.50	Riverton O X	S 9.40	S 11.51	6.02	11.11	6.04	12.10AM
48.12	Carson	10.15	11.53	6.04	11.15	6.06	12.12
53.43	Ashby	F 10.30	11.59	6.19	11.30 13	6.21	12.25
57.36	White Post	F 10.35	12.04AM	6.26	11.40	6.28	12.31
60.32	Boyce	S 10.42	H 12.08	6.31	11.45	6.34	12.36
66.56	Berryville	S 10.55 13	S 12.16	6.43	12.07PM	6.47	12.47
72.83	Rippon	F 11.35	12.23	6.55	12.29	6.59	12.57
78.17	Charles-Town X	S 12.01PM	H 12.31	7.05	12.41	7.10	1.07
83.52	Shenandoah Jct. W	S 12.30 / 12.40	S 12.40 / 12.47	7.30	12.58	7.30	1.23
89.28	Shepherdstown	F 1.08 88	H 12.55	7.42	1.08 14	7.40	1.57 1
91.65	Antietam	F 1.30	1.01	7.48	1.15	7.51	2.10
96.80	Grimes	F 1.40	1.08	8.01	1.27	8.12 51	2.30
99.94	St. James	F 1.50	1.13	8.10	1.34	8.18	2.40
103.54	Vardo W	2.10	1.19	8.37 13	2.00	8.30	3.30
105.07	Hager	2.35	1.28 1	.....	.....	.....	.....
105.68	Hagerstown Y W C O	2.45	1.35	.....	.....	.....	.....
		P. M.	A. M.	A. M.	P. M.	P. M.	A. M.

STOP NOTES:

H—Let off revenue passengers from Roanoke or take on revenue passengers for Shenandoah Junction and Hagerstown.

Roanoke to Winston-Salem—Southward

Distance from Roanoke	Time Table No. 6 EFFECTIVE Sunday, April 25, 1954 — STATIONS	FIRST CLASS	THIRD CLASS				Fourth Class	Telegraph Office	Telegraph Signals	Passing Siding, Clearance Length	Station Siding, Clearance Length
		11 Passenger Lv. Daily	81 Time Frt. Lv. Daily	53 Time Frt. Lv. Daily	55 Time Frt. Lv. Daily	57 Time Frt. Lv. Daily	75 Local Frt. Lv. Daily Ex. Sunday				
		P. M.	A. M.	A. M.	P. M.	P. M.	A. M.				
1.39	W. Roanoke..T W C O	.....	5.10	11.40	4.20	9.15	6.45	D N	D O	YARD	....
.00	Roanoke	12.15	5.20	11.50	4.30	9.25	6.55	D N	M H / U D	YARD	....
.95	Walnut Ave. Tower X	12.18	5.26	11.58	4.36	9.30	7.00	D N	J K	....	....
1.16	Belt Line Jct.	12.21	5.29	12.01PM	4.39	9.33	7.04	.....	.....	....	....
6.88	Starkey W	F 12.30 53	5.51	12.30 11	5.01	9.52	7.18	D	A F	3318	847
15.39	Boones Mill	F 12.46	6.13	1.08 76	5.18	10.14	7.42	D	P D	3143	666
20.64	Wirtz	F 12.56 76	6.27	1.22	5.30 12	10.25	7.53	.....	.....	3700	904
27.05	Rocky Mount W	S 1.05	6.43	1.36	6.01	10.50 56	8.15	D	R Y	3271	600
32.86	Lanahan	F 1.21	7.01	1.51	6.16	11.10	8.28	.....	.....	3650	422
36.73	Ferrum	F 1.28	7.10	2.01	6.26	11.20	8.35	D	Q M	3536	927
43.73	Henry	F 1.41	7.24	2.15	6.43	11.36	8.55	D	M B	3845	525
50.55	Jondee	1.54	7.41	2.30	6.59	11.54	9.10	.....	.....	4575	....
51.60	Bassett	S 2.01	7.44	2.33	7.03	11.59	9.14	D	K B	....	YARD
56.60	Payne T W C	2.10	8.10	2.54	7.20	12.25AM	9.30 76	N	Q	3756	2231
58.30	Fieldale	F 2.14	8.14	2.58	7.26	12.32	9.40	D	K N	....	133
61.58	Martinsville	S 2.28	8.30	3.12	7.40	12.50	10.01	D	V M	3023	YARD
65.83	Fontaine	2.36	8.40	3.22	7.50	1.01	10.13	.....	.....	3693	....
71.48	Ridgeway W	F 2.43	8.55 76	3.37 12	8.01	1.14	10.26	D	H R	4457	1252
76.09	Price	F 2.52	9.10	4.01	8.13	1.30	10.45	D	R A	4275	314
81.52	Stoneville	F 2.59	9.24	4.11	8.25 56	1.44	11.01	D	S N	3576	1147
87.60	Mayodan	F 3.09 12	9.45	4.20	8.37	1.57	11.15	D	M N	3338	278
89.53	Madison	S 3.17	9.51	4.23	8.43	2.03	11.22	D	A M	3300	1226
97.87	Pine Hall	F 3.30	10.05	4.38	8.57	2.20	11.42	D	D F	3010	291
103.79	Walnut Cove W X	S 3.42	10.20	4.48	9.08	2.35	11.57	D	W	....	965
106.70	Fulp	3.50	10.30	4.56	9.17	2.44	12.15PM	.....	.....	2937	....
112.52	Walkertown	F 3.59	10.43	5.08	9.28	2.57	12.30	.....	.....	3497	590
118.90	North Winston LOOP ..... W C O	4.10	11.45	6.00	9.50	4.00	12.45	D N	F O	YARD	....
121.30	Winston-Salem Old Yard	4.20	.....	.....	.....	.....	.....	.....	.....	YARD	....
121.88	Union Station	4.25	.....	.....	.....	.....	.....	.....	.....	....	....
		P. M.	A. M.	P. M.	P. M.	A. M.	P. M.				

Winston-Salem to Roanoke—Northward

Distance from Winston	Time Table No. 6 EFFECTIVE Sunday, April 25, 1954 — STATIONS		FIRST CLASS 12 Passenger Lv. Daily	THIRD CLASS 56 Time Frt. Lv. Daily	FOURTH CLASS 76 Local Frt. Lv. Daily Ex. Sunday
			P. M.	P. M.	A. M.
.00	Union Station		2.00	.....	.....
.58	Winston-Salem Old Yard		2.03	.....	.....
2.98	North Winston ..... LOOP W C O		2.08	7.00	6.45
9.36	Walkertown	F	2.18	7.16	6.58
15.18	Fulp		2.27	7.26	7.10
18.09	Walnut Cove x	F	2.34	7.32	7.17
24.01	Pine Hall ..... W	F	2.45	7.45	7.30
32.35	Madison	S	2.57	7.59	7.45
34.28	Mayodan	F	3.09 11	8.05	8.05
40.36	Stoneville	F	3.20	8.25 55	8.20
45.79	Price	F	3.28	8.40	8.30
50.40	Ridgeway	F	3.37 53	8.47	8.55 81
56.05	Fontaine ..... W		3.47	8.57	9.07
60.30	Martinsville	S	3.55	9.16	9.15
63.58	Fieldale	S	4.10	9.30	9.22
65.28	Payne ..... T W C		4.14	9.45	9.30 75
70.28	Bassett	S	4.26	9.55	9.50
71.33	Jondee		4.29	9.58	10.05
78.15	Henry	F	4.43	10.16	10.25
85.15	Ferrum	F	4.58	10.35	10.45
89.02	Lanahan	F	5.05	10.41	11.05
94.83	Rocky Mount ..... W	S	5.19	10.50 57	12.10PM
101.24	Wirtz	F	5.30 55	11.02	12.56 11
106.49	Boones Mill	F	5.41	11.14	1.08 53
115.00	Starkey ..... W	F	5.59	11.36	1.27
120.72	Belt Line Jct.		6.07	11.45	1.40
120.93	Walnut Ave. Tower x		6.12	11.52	1.45
121.88	Roanoke		6.20	11.59	1.55
123.27	West Roanoke ..... T W C O		.....	12.30AM	2.05
			P. M.	A. M.	P. M.

ROANOKE TERMINAL

RADFORD DIVISION—Westward

Time Table No. 6 Effective 1:00 A. M. Sun., April 25, 1954	FIRST CLASS								THIRD CLASS					
STATIONS	41 Passenger Lv. Daily	15 Passenger Lv. Daily	9 Passenger Lv. Daily	25 Passenger Lv. Daily	45 Passenger Lv. Daily	23 Passenger Lv. Daily	3 Passenger Lv. Daily	17 Passenger Lv. Daily	89 Time Freight Lv. Daily	99 Time Frt. Lv. Daily	51 Time Frt. Lv. Daily	85 Time Frt. Lv. Daily	97 Time Frt. Lv. Daily	
	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	A. M.	A. M.	P. M.	
Roanoke	5.05 / 5.35	4.30 / 5.45	7.00 / 8.00	12.10 / 12.20	1.15 / 1.30	2.45	7.15 / 7.35	9.01 / 9.16	....	4.20	7.10	10.49	.....	.....
West Roanoke	.....	.....	.....	.....	.....	.....	.....	.....	2.00	4.30 / 6.00	8.00 / 1.30PM	11.00 / 12.15PM	12.01 / 2.10	.....
W. B.	5.44	5.54	8.09	12.28	1.39	2.54	7.44	9.25	2.20	6.20	1.50	12.25	2.29	.....
Salem	5.48	5.58	8.16	12.31 85	1.42	2.59	7.47	9.28	2.26	6.26	1.56	12.31 25	2.37	.....
	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	P. M.	P. M.	P. M.	

ROANOKE TERMINAL

RADFORD DIVISION—Eastward

Time Table No. 6 Effective 1:00 A. M. Sun., April 25, 1954	FIRST CLASS								THIRD CLASS				
STATIONS	42 Passenger Ar. Daily	16 Passenger Ar. Daily	18 Passenger Ar. Daily	4 Passenger Ar. Daily	46 Passenger Ar. Daily	24 Passenger Ar. Daily	10 Passenger Ar. Daily	26 Passenger Ar. Daily	94 Time Frt. Ar. Daily	52 Time Frt. Ar. Daily	84 Time Frt. Ar. Daily	92 Time Frt. Ar. Daily	86 Time Frt. Ar. Daily
	P. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	A. M.	P. M.	P. M.
Salem	11.58	12.04	6.20	11.14	1.48	3.07	5.50	6.12	12.36	6.55	9.52	1.38	4.27
W. B.	12.02AM	12.07	6.23	11.17	1.51	3.11	5.55	6.15	12.45	7.05	10.01	1.46	4.36
West Roanoke	.....	.....	.....	.....	.....	.....	.....	.....	1.00	7.15 / 1.30PM	10.10 / 12.30PM	2.00 / 8.15	4.45 / 7.15
Roanoke	12.15 / 12.45	12.20 / 12.55	6.32 / 6.47	11.30 / 11.50	2.02 / 2.17	3.25	6.10 / 1.20AM	6.25 / 6.35	.....	1.40	12.40	8.25	7.25
	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	A. M.	P. M.	A. M.	P. M	P. M.	P. M.	P. M.

SHENANDOAH DIVISION

SPECIAL INSTRUCTIONS

STANDARD TIME

1. Clocks showing Standard Time are located as follows:

Roanoke:
Passenger Station Telegraph Office.
Yard Office, Sixteenth Street.
Chief Caller's Office and Engine House, Shaffers Crossing.
Dispatchers' Office, Commerce Street.
Shenandoah:
Yard Office.
Engine House.
Hagerstown:
Ticket Office, Passenger Station.
Engine House.
Winston-Salem:
Station Master's Office.
Yard Office, North Winston.

REGISTERING

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

Register books and blanks Form C. T. 24-A are located, and trains will register or be registered, as follows:

(a) First-class trains and passenger extras register at Passenger Station, Hagerstown; Yard Office, Shenandoah, and Passenger Station, Roanoke.

Dispatchers will transmit the register of first-class trains and passenger extras in both directions at Roanoke to the Operator at Sixteenth Street Yard Office, which must be repeated and entered in the train order book, and Operator will enter same on train register at Sixteenth Street Yard Office.

(b) First-class trains and passenger extras throw off register to Operator at Vardo, who will register.

(c) First-class trains and passenger extras throw off register to Operator at North Winston, who will register.

(d) Third, fourth-class and extra trains register at Telegraph Office, Vardo, Yard Office, Shenandoah, and North Winston.

(e) Southward third, fourth-class and extra trains register and examine register at Walnut Avenue Tower, unless register of superior trains is given by train order, in which case register will be thrown off to Operator, who will register.

(f) When northward trains are given a meet order or "right" over southward trains to Roanoke, Operators, Walnut Avenue Tower, will be governed by second paragraph of Rule No. 211, Book of Rules, and will stop the southward train before delivering the train order.

(g) Northward trains moving via Walnut Avenue Tower throw off register to Operator, who will register.

(h) All Shenandoah Division freight trains arriving Roanoke will register at Yard Office, Sixteenth Street.

(i) In transmitting register of trains by wire, same must be repeated and recorded in train order book.

(j) The movement of trains on Cloverdale Branch will be governed by a register located at junction at Cloverdale. The first train on the Branch registering has right thereto without protecting. Other trains must protect against trains registered on Branch, except where arrangements are made by Conductors, and when such arrangements are made, they must be in writing, and conductor and engineman each be given copy; where such arrangements are made by telephone, they must be written out and repeated from written copy, and every precaution taken to guard against error or misunderstanding.

(k) The movement of trains on Nylon Spur will be governed by a register located at junction at Mile Post R-65. The first train on the Spur registering has right thereto without protecting. Other trains must protect against trains registered on Spur, except where arrangements are made by conductors, and when such arrangements are made, they must be in writing, and conductor and engineman each be given copy; where such arrangements are made by telephone, they must be written out and repeated from written copy, and every precaution taken to guard against error or misunderstanding.

BULLETIN BOARDS

3. Bulletin Boards are located as follows:

Hagerstown:
Engine House.
Telegraph Office, Vardo.
Crossing Operator's Room—Passenger Station.
Shenandoah:
Engine House.
Yard Office.
Waynesboro:
Yard Office.
Roanoke:
Trainmaster's Office, Commerce Street.
Register Room, Passenger Station.
Yard Office, Sixteenth Street.
Register Room, Shaffers Crossing.
Payne:
Telegraph Office.
Winston-Salem:
Yard Office, North Winston.
Engine House, North Winston.
Engineer's locker room, Union Station.

4. SPEED RESTRICTIONS

	Class of Service and Miles per Hour		
	Passenger Trains	Freight Trains	Freight or Mixed Trains Handled by Class A, K, or E Engines
Between:			
Hagerstown and Vardo	30	20	30
Vardo and Roanoke	65	45	50
Roanoke and Ridgeway	45	35	45
Ridgeway and Winston-Salem	50	40	50
Cloverdale Branch	18	18	18
Exceptions:			
(a) Shenandoah Yard	15	15	15
Shenandoah Junction, main junction track switch and track leading to station.	20	20	20
Charles-Town, railway crossing	30	30	30
Riverton, railway crossing	15	15	15
(b) Southward:			
Karo to Bentonville	45	30	45
Bentonville to Vaughn	60	40	50
Luray to Milepost 90	40	30	40
Stanley to Ingham	45	30	45
Greenville to Pkin	55	40	50
Pkin to MP 169	65	35	50
MP 169 to Milepost 182	50	35	45
Milepost 182 to Glasgow	45	35	45
Lithia to Nace	45	30	45
Troutville to North Roanoke	65	40	50
(c) Northward:			
Nace to Lithia	45	30	45
Glasgow to Milepost 182	45	35	45
Milepost 182 to MP 169	50	35	45
Pkin to Greenville	55	40	50
Stanley to Milepost 90	65	40	50
Milepost 90 to Luray	40	30	40
Vaughn to Bentonville	60	40	50
Bentonville to Karo	45	30	45
(d) Between:			
Starkey and M. P. 19	35	28	35
Henry Tank and Bassett	35	28	35
Through Interlocking plant, Winston-Salem	10	10	10
Class Y engines over Bridge 1903	12	12	..
(e) Speed restrictions required by ordinance through incorporated towns as follows:			
Hagerstown	12	12	12
Shepherdstown	30	20	20
Berryville	20	15	15
Luray	25	25	25
Elkton	25	25	25
Grottoes	15	15	15
Waynesboro	25	25	25
Waynesboro—Shifting movements over crossings	..	15	..
Buena Vista	25	15	15
Buchanan	25	25	25
Bassett	25	15	15
Stoneville	25	25	25
Winston-Salem	12	8	8

(f) **Disc Speed Limit Signals at approach to curves.**

Passenger trains handled or assisted by freight engines, other than Class A, will observe freight train speed shown on the disc.

Passenger trains handled or assisted by Class A engines will reduce speed to 5 miles per hour less than passenger train speed shown on the disc.

Freight trains handled by Class K-1 or K-2 engines may observe passenger train speed shown on the disc provided the time table maximum speed for freight trains is not exceeded.

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

(g) **Location of Measured Test Miles.**

Hagerstown District:
Southbound.....MP H-3 x 0′ to MP H-3 x 5,280′
Northbound.....MP H-94 x 5,280′ to MP H-94 x 0′
Roanoke District:
Southbound.....MP H-125 x 2,972′ to MP H-126 x 2,972′
Northbound.....MP H-235 x 20′ to MP H-234 x 0′
Winston District:
Southbound.....MP R-11 x 440′ to MP R-12 x 438′
Northbound.....MP R-102 x 4,297′ to MP R-101 x 4,297′

Enginemen will carefully check the speed over the test mile and report any inaccuracy observed in the speedometer.

(h) Rule 105 (b), Book of Rules, is modified to permit speed of 45 miles per hour for passenger trains and 35 miles per hour for other trains through turnouts at north end double track Greenville and south end double track Vesuvius.

(j) Scale test cars will be handled only in local freight trains and at a speed not to exceed thirty (30) miles per hour.

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

(m) Southward Hagerstown District double trains, being assisted by Y-3 engines with helper engine on rear, will not exceed a speed of 25 miles per hour between Front Royal and Shenandoah.

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

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

Trains Nos. 1 and 2 at Arcadia and Cornwall.

Trains Nos. 13 and 14 at Elgin, Overall, Limeton and Gaylord.

Trains Nos. 11 and 12 at Wrights, Taylor, Blaine, Prilliman, Edgewood and Philpott.

Train No. 1 stop at Harriston on signal from Mail Clerk to put off Parcel Post.

GENERAL

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

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

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

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

Freight Service: (a) Locomotives, classes J, K-1, K-2, 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, Y-3, Y-4, Y-5, Y-6 and Z.

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

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

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

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

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

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

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

LOCAL

100. All passenger trains must get a train order or clearance card at Telegraph Office, Shenandoah and Roanoke.

(a) All southward first-class trains and passenger extras must get a train order or clearance card at Hager.

(b) All northward first-class trains and passenger extras must get a clearance card at telegraph office, Vardo.

(c) All southward trains must get a train order or clearance card at Telegraph Office, Vardo and Shenandoah.

(d) All northward trains must get a train order or clearance card at Shenandoah.

(e) All northward freight trains and light engines except engines moving to passenger station to handle passenger trains must get a train order or clearance card at telegraph office, Yard Office, West Roanoke.

(f) All southward trains must get a train order or clearance card at Walnut Avenue Tower, Roanoke.

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

All northward first-class trains and passenger extras must get a train order or clearance card before fouling single track at North Winston.

101. Automatic block is in effect between the northward home signal at Hager interlocking, Hagerstown, and Roanoke interlocking, Roanoke; and between Tazewell Avenue, Roanoke, and Winston-Salem interlocking, Winston-Salem. Note Rules 335 to 353, Book of Rules.

102. Within automatic block territory, trains clearing by Rule or train order will promptly report clear to the Dispatcher, unless the train to be met has arrived.

103. White porcelain insulators have been installed on the telegraph line to indicate the dispatchers' wires. Portable telephone users, when hooking up phones, will connect to this circuit. **CAUTION**—Connections should not be made where lines cross our track, or at any point where the line is located off our right of way account of power companies at a few locations using white insulators in crossings; also where their lines parallel our tracks.

104. **TRAFFIC CONTROL is in service between North Roanoke and south end of Shenandoah Yard, and between north end of Shenandoah Yard and crossover immediately north of Vardo Yard Office. Note Rules 261, 263 and 264, Book of Rules.**

Trains originating in TC territory, at points other than terminals, not directed by written instructions to represent a schedule, will operate as an extra in accordance with Rule 21, and proper signal indication.

Yardmasters at terminals in TC territory will start regular freight trains and direct signals to be displayed for following sections, using prescribed form in accordance with Rule 95(a).

When Traffic Control is in service, trains not scheduled by time-table or train order will be started by yardmasters, and such trains will proceed extra by proper signal indication as prescribed by Rules 261, 263 and 264, Book of Rules.

Helper engines assisting northward trains from Ingham to Mile Post 98 must go beyond Intermediate Signal H-977 and get specific instructions from dispatcher before making southward movement. If unable to contact dispatcher, the helper engine should proceed northward to Stanley for instructions.

105. **Automatic Cab Signals** are in service between Hager Tower, Hagerstown and Randolph Tower, Roanoke.

CAB SIGNAL RULES
DEFINITIONS

Cab Signal—A signal located in engineman's compartment or cab, indicating a condition affecting the movement of a train or engine and used in conjunction with or in lieu of block signals.

Cab Signal Indications—See Rules 293, 293(a) and 293(b), Rules and Regulations for the Government of the Operating Department, effective November 18, 1951.

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

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

Equipped Train—A train operating under Cab Signal protection.

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

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

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

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

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

(e) Within yard limits, non-equipped engines or trains must not exceed low (restricted) speed.

In other than yard limits, unless authorized by the Superintendent, a non-equipped train must not exceed speeds, as follows:

Trains other than passenger trains, 25 miles per hour. Passenger trains, 35 miles per hour.

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

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

When cab signal and fixed signal indications conflict, wire report must be made to Superintendent from first point of communication, stating indication of cab signal and fixed signal at time of failure.

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

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

(k) Except within interlocking limits, if Cab Signal changes to low (restricted) speed, a train or engine may proceed at not exceeding 15 miles per hour expecting to find a train in the block, broken rail, obstruction or switch not properly set. A train or engine exceeding 15 miles per hour must at once reduce to not exceeding that speed.

107. Note Rule 438: Observation and record of the caboose gauge must be made at the following points:

Southward—approaching Cedarville, Mile Post 98, Lofton, Troutville, Wirtz, Ferrum, Martinsville and Price.

Northward—approaching Fulp, Martinsville, Lanahan, Troutville, Lofton, Mile Post 98, Vaughn and Bentonville.

108. Retaining valves will be turned up on head end of northward trains Troutville to Lithia, and southward trains Ferrum to Henry Tank, by direction of the engineer in charge of train, when in his judgment conditions require the use of retainers.

109. Account heavy grade from main track to Nylon plant Martinsville, all cars handled into this plant must have air coupled and in service. Ample retainers should be turned up to insure controlling train. All placement of cars within plant proper must be made with air coupled and no cars dropped by. Cars left in plant must have air bled off and hand brakes applied, chocking wheels if necessary.

(a) Account heavy grade from main track to General Chemical Plant, Front Royal, all cars handled into or from this plant must have air coupled and in service. Cars left in plant or on lead must have air bled off and hand brakes applied, chocking wheels if necessary.

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

111. All trains approaching Shenandoah Junction passenger station will approach the clearance point of the east end of the main junction track expecting to find B. & O. trains occupying tracks.

112. Crews of the N. & W. Railway will not invade the transfer tracks at Waynesboro until having ascertained whether a crew of the C. & O. Ry. is at work thereon, and, if so, a definite understanding must be had between the respective Conductors as to what tracks each will use, so that there can be no possible misunderstanding that would result in an accident.

113. Double track is in service between MP 168 plus 4,077 feet, just south of Vesuvius, and MP 158 plus 1,725 feet, just north of Greenville.

(a) Winston-Salem Yard—Double track is in service North Winston to W. S. Tower, and from crossover south of W. S. Tower to extreme south end Fries Yard. Normal position of switches to enter double track. Signal R 40, W. S. Tower, in proceed position will indicate, in addition to route lined up, that overdue N. & W. first-class trains have departed.

All southward trains, except trains moving on southward main track, will communicate with Leverman, W. S. Tower, from Signal R-2 for route desired. The top indication of signal 2-R governs movement to W. S. S. track. Bottom indication governs movement to Union Station lead.

114. Rule 90(d), Book of Rules, is modified to the extent that single trains need not detach engine when taking coal or water.

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

(a) Southward trains on passing siding must stop 100 feet north of highway crossing, MP H-195 plus 1,922 feet, Glasgow, unless leave siding signal is in clear position. The wig-wag signals will not operate for southward train on passing siding unless signal is clear. Other southward movements over this crossing must be protected by flagman.

116. When cars are left on any passing siding which has a spur track suitably located, reverse switch to act as a derail and immediately wire Superintendent's office. Trains using such sidings will do so expecting to find spur track switch reversed.

117. At B. & O. Crossing, Charles-Town, there is a 35-foot section of dead track in connection with the Automatic Signal System. If equipment is left standing on this dead section it will not affect the automatic signals. When necessary to leave detached equipment standing on this crossing, it should be left on either side of the dead section, or be protected by flagman, and the dispatcher immediately notified.

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

Cedarville	Engines and box cars must not be used over the coal unloading facilities Northern Virginia Power Company's siding, MP H-57 plus 1,312 ft., account overhead obstruction. This obstruction will not clear man on top of car.
*Carson	Riverton Lime and Stone Company—Lime kiln and tipple track beyond south end of lime plant. Class K engines may use Riverton Lime and Stone Company lime kiln and tipple track to north end of lime plant. Engines must not go on tipple or beyond signs located on each side of track. Engines, box and stock cars must not be operated beyond overhead structure on No. 1 and No. 2 crusher tracks.
Compton	Class K engines must not use Compton Spur when necessary for such engines to set off or pick up cars from this Spur. Sufficient cars should be used to make proper placement.
*Luray	Hershberger and Groves Wharves.
*Elkton	Wye track.
Waynesboro	Belt Line.
Emil	Account close clearance of tipple on inside track, engines and engine tanks are prohibited from using track from south end of tipple to north end.
Martinsville	Nylon Plant, du Pont Corp., Engines must not move under the Adipic Acid Shed, No. 6 track.

Martinsville	Y-6 engines are prohibited from moving over coal wharfs on following tracks: Team track Martinsville Novelty Co. No. 7 track

Engines operating at Fontaine Converting Works must not allow smoke stack to move under roof of shed over coal bin.

Mayodan	Washington Mills Co., coal trestle Engines heavier than Class M2 or cars over 70 tons prohibited.
Winston-Salem	Class S engines are prohibited from movement on Nissen Spur, all coal trestles, and sidings leading off Tar Branch.

(*Also applies to Class M-2 and Z engines.)

119. LOCATION OF OUTSIDE TELEPHONES

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

All Stop and Stay Signals, except Interlocking Signals		"D"
M. P. 11	East side of track	"D"
M. P. 19	West side of track	"D"
Shenandoah Junction	Pump house	"D" and "O"
Charles-Town	Belt Line Switch	"D"
Charles-Town	Signal 12E and 2E	"O"
Berryville	Signal H-399	"D"
Briggs	West side of track	"D"
Cedarville	West side of track	"D"
Cedarville	Siding to Northern Virginia Power Co.	"D" and "M"
Carson	East side crusher track	"D" and "O"
Carson	Freight House and Signals 6E-7E	"O"
Carson	South end passing siding	"O"
Riverton	Signal 2E	"O"
Front Royal	North switch	"D" and "O"
Front Royal	Signal H-619	"D"
Front Royal	North switch Viscose plant	"D" and "M"
Front Royal	South end Wye track	"D"
Karo	East side of track	"D"
Limeton	East side of track	"D" and "M"
Bentonville	East side of track	"D"
Bentonville	East side—switch to Stauffers Chemical Co.	"D" and "M"
Overall	East side of track	"D"
Compton	East side of track	"D" and "M"
Luray	North end tannery track	"D"
Luray	East side north end old passing siding	"D"
Luray	East side of track south end old passing siding	"D"
Mile Post 90	East side of track	"D"
Spitler	East side of track	"D"
M. P. 98	Watchman's box	"D" and "M"
M. P. 100	East side of track	"D"
M. P. 103	East side of track	"D"
Elkton	Signal H-1123	"D"
Elkton	N and S end C. W. Railway Connection	"O"
M. P. 115	East side of track	"D" and "B"
Weavers Bluff south end	Watchman's box	"D" and "B"
Harriston	East side of track	"D"
Dooms	East side of track	"B"
Waynesboro	North end transfer	"O"
Waynesboro	Southbound passing siding crossover	"D"
Waynesboro	Signal substation	"D" and "B"
Waynesboro	North end northbound passing siding	"D" and "B"
Wilda	Shelter shed	"D"
Greenville	East side of crossover	"D" and "B"
Lofton	100-car limit sign	"D" and "B"
Lofton	South and North Wye Switch	"D" and "B"
Lofton	Spur track, east side	"D"
Pkin	Crossover, east side	"D" and "B"
Pkin	Spur track, east side	"D"
Vesuvius	East side of crossover	"D"
Vesuvius	Spur track, east side of track	"D" and "B"
Vesuvius	South end station siding	"D"
Bridge 450	East side of track	"D" and "B"
Cornwall	East side of spur	"D" and "B"
Cornwall	Signal H-1774	"D"
Buena Vista	East side of station track	"D" and "B"
Buena Vista	West side of track south end No. 1 track	"D"
Buena Vista	Paper Mill siding west side track	"D" and "B"
Buena Vista	Dickinson Spur east side of track	"D" and "B"
Loch Laird	Crossover	"D" and "B"
Buffalo Forge	Shelter Shed	"D" and "B"
Emil	Spur switch east side	"D" and "B"
Glasgow	Blue Ridge Spur	"D"
James River Tank	West side of track	"D"
Ursa	West side of track	"D"
Arcadia	East side of track	"D" and "B"
Calera	West side of track south end	"D" and "B"
213 Mile Siding	West side of track north end	"D" and "B"
213 Mile Siding	East side of track south end	"D" and "B"
Lithia	East side north and south end of overload siding	"D" and "B"
Fringer	East side track	"D"
Coling	East side track	"D"
Cloverdale	East side south end station track	"D"
Cloverdale	Cloverdale Branch	"D" and "B"
Hollins	East side south end station siding	"D"
Rockydale Siding	East side of switch	"D"
Johnson-Carper Sdg.	East side north and south end	"D"
North Roanoke	Opposite frog shop	"D"
South Roanoke	Jefferson Street Signal RW-66	"O"
M. P. 9	East side of track	"D"
Blaine	East side of track	"D"
Wirtz	East side north end passing siding	"D"
Rocky Mount	Signal RW 319	"D"
Prilliman	South end shelter shed	"D"
Jondee	Signal RW-559	"D"
Bassett	South switch overload	"D"
Payne	Opposite AEP Company Substation Signal RW-619 and opposite coal wharf	"D"
M. P. 65.5	West side of track	"D"
Martinsville	Signal RW-670	"D"
M. P. 69.5	East side of track	"D"
M. P. 79	East side of track	"D"
Stoneville	South end passing siding	"D"
M. P. 91	West side of track	"D" and "M"
M. P. 100	East side of track	"D"
Pine Hall	Signal RW-1035	"D"
Walnut Cove	Signals RW-1087, 1088, north and south ends of Wye track	"O"
Dennis	East side of track	"D"
Winston-Salem	North end pull-in switch	Yard Line
	Sixteenth Street Crossover	Yard Line
	Seventeenth Street Crossover	Yard Line
	Third Street, Trainmen's House	Yard Line
	Signal R-2	Yard Line
	Signal R-40	Yard Line
	North End Union Station	Yard Line

Note "B"—Block
"D"—Dispatcher
"O"—Operator
"M"—Message

YARD LIMITS

120. (a) **Yard Limit signs are placed as follows:**

(b) On east side of track, at MP 3, protects trains and engines on main track to Vardo Yard.*

(c) On west side of track, MP 22 plus 1039′, protects southward trains to junction switch, Shenandoah Junction.*

(d) On west side of track MP-57 plus 4225′, north of Carson, protects southward trains to Bakers Siding, Riverton.*

(e) On east side of track, MP-59 plus 4482′, south of Riverton, protects northward trains to south switch, Carson.*

(f) On west side of track, just south of MP-105, protects southward trains to Shenandoah Yard.*

(g) On east side of track, just south of Bridge 526, protects northward trains to Shenandoah Yard.*

(h) On west side of track, MP-111, protects southward trains to south leg C&W Wye.*

(j) On east side of track, MP-113 plus 2468′, protects northward trains to south switch Elkton passing siding.*

(k) On west side of track, MP-141 plus 2668′, north of southbound siding, Waynesboro, protects southward trains to north switch northbound passing siding.*

(l) On east side of track, MP-144 plus 4730′, south of northbound siding, Waynesboro, protects northward trains to south switch southbound passing siding.*

(m) On west side of track, MP-183 plus 4108′, protects southward trains to north switch Loch Laird passing siding.*

(n) On east side of track, MP-186 plus 4026′, protects northward trains to MP-184.*

(o) On west side of track, north of MP-236, protects southward trains to Roanoke Yard.*

*As prescribed by Rules 86(c) and 99(b).

(p) On east side of track, MP-8 plus 3308′, protects northward trains to Roanoke Yard.*

(q) On west side of track, south switch Jondee, protects southward trains to MP-59, just south of Edgewood.*

(r) On east side of track, MP-59, just south of Edgewood, protects northward trains to south switch Jondee passing siding.*

(s) On west side of track, MP-62 plus 3792′, protects southward trains to Cold Storage track, Fieldale.*

(t) On east side of track, MP-64, protects northward trains to Fieldale station.*

(u) On west side of track, MP-66 plus 654′, protects southward trains to north switch, Martinsville passing siding.*

(v) On east side of track, MP-67 plus 5070′, protects northward trains to MP-66, just north of Martinsville station.*

(w) On east side of track MP-87 plus 1650′, protects northward trains to south end Stoneville passing siding.*

(x) On west side of track, MP-108 plus 2024′, protects southward trains to south switch, Walnut Cove station siding.*

(y) On east side of track, MP-109 plus 2046′, protects northward trains to north leg wye track, Walnut Cove.*

(z) On west side of track, north switch, pull-out track, North Winston, protects southward trains to North Winston Yard.*

*As prescribed by Rules 86(c) and 99(b).

RAILROAD CROSSINGS AND JUNCTION POINTS

121. Rule No. 98 will govern the movement of trains and engines at the following named points:

Pennsylvania Railroad Connection, Hagerstown.
Western Maryland Railway Connection, Hagerstown.
Baltimore & Ohio Railroad Crossing, Charles-Town.
Southern Railway Crossing, Riverton.
Chesapeake Western Railway Connection, Elkton.
Virginian Railway Crossing, Roanoke.
Southern Railway Crossing, Walnut Cove.
Southern Railway Crossing, Winston-Salem Yard.

122. Spring Switches:

South end Vardo passing siding.
South end Grimes passing siding.
South end Shepherdstown passing siding.
North end Rippon passing siding.
South end Berryville passing siding.
North end Ashby passing siding.
North end Carson passing siding.
South end Elkton passing siding.
South end Lynnwood passing siding.
South end Sampson passing siding.
North end North Winston Yard—Pull-out track.

Note Rules 352 and 364, Book of Rules.

123. LENGTH OF TURN TABLES

Shenandoah..... 115 feet Payne..... 105 feet
Waynesboro..... 115 feet

124. Telegraph offices which are not open continuously will be open as follows:

Antietam..... 8:00 A. M. to 5:00 P. M. Except Sat. and Sun.
Shepherdstown... 8:30 A. M. to 4:30 P. M. Except Sat. and Sun.
Shenandoah Jct.. 9:00 A. M. to 5:00 P. M. Non Train Order Office.
8:00 P. M. to 4:00 A. M.
Charles-Town.... 8:30 A. M. to 4:30 P. M. Except Sunday. Non Train Order Office.
Rippon..... 8:00 A. M. to 5:00 P. M. Except Sat. and Sun.
Berryville..... 11:00 P. M. to 7:00 A. M. Daily.
9:00 A. M. to 5:00 P. M. Except Sat. and Sun.
Boyce..... 9:00 A. M. to 5:00 P. M. Except Sat. and Sun.
White Post..... 8:00 A. M. to 4:00 P. M. Except Sat. and Sun.
Riverton..... 11:00 P. M. to 7:00 A. M.
Front Royal..... 8:00 A. M. to 5:00 P. M. Except Sat. and Sun.
Bentonville..... 8:00 A. M. to 4:00 P. M. Except Sunday.
Luray..... 10:00 P. M. to 6:00 A. M. Daily.
8:00 A. M. to 4:00 P. M. Except Sat. and Sun.
Stanley..... 7:15 A. M. to 4:15 P. M. Except Sat. and Sun.
Elkton..... 7:00 A. M. to 4:00 P. M.
Grottoes..... 5:15 A. M. to 2:15 P. M. Except Sat. and Sun.
Crimora..... 5:30 A. M. to 2:30 P. M. Except Sat. and Sun.
Waynesboro.... 11:00 P. M. to 7:00 A. M. Daily.
8:00 A. M. to 4:00 P. M. Except Sat. and Sun.
Lyndhurst..... 6:00 A. M. to 3:00 P. M. Except Sat. and Sun.
Stuarts Draft.... 6:00 A. M. to 3:00 P. M. Except Sunday.
Greenville..... 6:15 A. M. to 3:15 P. M. Except Sat. and Sun.
Vesuvius..... 6:30 A. M. to 3:30 P. M. Except Sat. and Sun.
Buena Vista..... 7:00 A. M. to 4:00 P. M. Except Sunday Non. Train Order Office.
Glasgow..... 7:25 A. M. to 4:25 P. M. Except Sat. and Sun.
Buchanan..... 7:00 A. M. to 4:00 P. M.
Lithia..... 7:00 A. M. to 4:00 P. M. Except Sat. and Sun.
Troutville..... 7:00 A. M. to 4:00 P. M. Except Sat. and Sun
Cloverdale..... 7:00 A. M. to 4:00 P. M. Except Sat. and Sun.
Starkey..... 9:45 A. M. to 6:45 P. M. Except Sat. and Sun.
Boones Mill..... 9:15 A. M. to 6:15 P. M. Except Sat. and Sun.
Rocky Mount.... 8:00 A. M. to 11:59 P. M.
Ferrum..... 8:15 A. M. to 5:15 P. M. Except Sat. and Sun.
Henry..... 8:30 A. M. to 5:30 P. M. Except Sat. and Sun.
Bassett..... 9:00 A. M. to 6:00 P. M.
Payne..... 11:45 P. M. to 7:45 A. M.
Fieldale..... 8:30 A. M. to 4:30 P. M. Except Sundays.
Martinsville..... 7:45 A. M. to 11:45 P. M.
Ridgeway..... 8:15 A. M. to 5:15 P. M. Except Sat. and Sun.
Price..... 8:00 A. M. to 5:00 P. M. Except Sat. and Sun.
Stoneville..... 8:30 A. M. to 5:30 P. M. Except Sundays.
Mayodan..... 7:15 A. M. to 4:15 P. M. Except Sat. and Sun.
Madison..... 8:00 A. M. to 5:00 P. M. Except Sundays.
Pine Hall..... 11:00 A. M. to 8:00 P. M. Except Sat. and Sun.
Walnut Cove..... 7:30 A. M. to 4:30 P. M. Except Sunday.

The following telegraph offices will be open on Sundays as follows:

Buena Vista..... 7:00 A. M. until departure of No. 1.
Stoneville..... 2:00 P. M. until departure of Nos. 11 and 12.
Walnut Cove..... 2:00 P. M. until departure of No. 11.

The following telegraph offices will be open on Saturdays as follows:

Berryville..... 10:25 A. M. until departure of Nos. 13 and 14.
Luray..... 1:45 P. M. until departure of No. 13.
Boyce..... 10:25 A. M. until departure of No. 13.

The non-telegraph offices listed below will be open 8:00 A. M. to 5:00 P. M., except Saturdays and Sundays: St. James, Port Republic, Wirtz, Lanahan, Walkertown.

ROANOKE TERMINAL

Local

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

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

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

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

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

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

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

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

(a) On Tracks 1 to 8, inclusive, Empty Side Yard, west of Shaffers Crossing, sufficient hand brakes must be set on head end cars.

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

204. Freight trains leaving Roanoke at night, before cabin car has been attached, must be protected by a trainman, with light, on rear car.

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

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

(a) Automatic Cab Signals are in service between Randolph Street Tower and yard limit board, Mile Post H-236. Non-equipped engines moving within Cab Signal territory are restricted to low (restricted) speed.

(b) Traffic Control is in service between Roanoke Passenger Station and North Roanoke, and between the passenger station and end of Double Track at a point 1,000 feet south of Walnut Avenue Tower and on the EASTWARD MAIN TRACK ONLY, between Signal 88 R, located about 50 feet west of eastward freight pull-in track at "WB," and Signal 8 R, located near the Freight Station at Commerce Street Crossing.

Note Rules 261, 263 and 264, Book of Rules.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

211. The attention of crews of freight trains entering Roanoke Yard is directed to Rule 102B, Book of Rules. Road crews are not relieved of the responsibility of getting superior trains around them when delays occur after entering yard, but will promptly consult with Yardmaster as to action to be taken.

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

(a) 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 a signal from the switchtender.

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

Yard and other engines must not enter the westward running track at 20th Street from old No. 1 Receiving Yard track, or from the east end of the switching lead, except under flag protection, and must not move west from this point on the westward running track to the crossover at the coal wharf, except under flag protection.

No westward movement will be made on the switching lead between 20th Street and Mile Post 260, except under flag protection.

(c) The tank track will be used by the repair track locomotive crane and by the engine working the repair tracks. No other movements will be made over this track, except under flag protection.

213. Trains and engines will not enter the main track or cross from one main track to the other at the crossovers at the Furnace Crossing without obtaining permission from the leverman at Randolph Street.

(a) Trains or engines will not enter main track at east switch of switching lead, located just west of Midway Crossing, without permission from leverman at Randolph Street Tower.

Note Rule 346.

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

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

Note instructions in the phone boxes when necessary for changing power-operated switches to hand operation.

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

216. 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.

217. 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 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."

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

S-1 or heavier engines must not be used on trestles.

(a) Engines heavier than S-1's must not be used on the following tracks:

Siding No.	Industry:
80	Roanoke Fruit and Produce Company.
81	Kenrose Manufacturing Company, Track 1.
47	Woodland Park Track, serving Harris Coal Company, Ideal Laundry and other industries.
33	J. P. Gardner Coal Company.
82	Wilson & Company and Wood Brothers Coffee Co.
26	Virginia Brewing Company.
45	Roanoke Scrap Iron & Metal Company, Randolph Street.
18	Inside gate at Roanoke Gas Light Company.
91	Texas Company.
19	Signal Track, Tazewell Avenue.
50	Valley Lumber Company.
117	Roanoke Water Department.

(b) The use of engines on the following tracks is prohibited:

Siding No.	Industry:
81	Kenrose Manufacturing Company, Track 2.
51	Under the overhead cinder pit at the Appalachian Electric Power Company.

98 Barret Company over Pit.

(c) Class M, M2 and Mallet locomotives must not be used on the following tracks:

Siding No.	Industry:
33	J. P. Gardner Coal Compay
81	Continental Can Company, Track 2.
82	Wilson and Company.
9	Concrete Ready Mix Co., Trestle only.
26	Virginia Brewing Company.
50	Valley Lumber Company.
45	Roanoke Scrap Iron and Metal Company, at Randolph Street.
18	Inside gate at Roanoke Gas Light Company.
51	Steel portion of trestle, Appalachian Electric Power Company.
91	Texas Company.
19	Coal Track, Tazewell Avenue.

(d) When necessary to place cars on the restricted tracks and trestles, engines will hold to sufficient cars to make proper placement.

(e) When cars are placed on the Appalachian Trestle, Siding 51, it must be definitely understood by all concerned that only a sufficient number of cars are handled to avoid the engine going on the trestle. Extreme care should be exercised to avoid damage to this trestle.

(f) The Pile Driver and Jordan Spreader Cars must not be operated through the retarders, due to improper clearance.

HAGERSTOWN YARD

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

1. Norfolk and Western Railway Company Time Table will be authority for movement of Norfolk and Western Railway Company first-class trains between Vardo and Hagerstown Passenger Station. Hagerstown Yard is districted and numbered as follows:

No. 1 yard—Between a point 11,347 feet north of Town and passenger station.

No. 2 yard—Between passenger station and southward home signal, Hager.

No. 3 yard—Between southward home signals, Hager, and yard limit board, south of Shomo yard, and between southward home signals, Hager, and yard limit board south thereof.

Between Town, Hager and Vardo:

No. 2 secondary track and station track from switches Washington Street, 170 feet north of station, to switches Antietam Street, 270 feet south of station, are storage tracks.

The operation of the main track controlled by signalman, Hager.

All train and engine movements on main track between Town and Hager will be made on signal indication or on permission of signalman, Hager, superseding time-table superiority.

After an understanding with the signalman and under permissive signal, an engine may enter a block occupied by a passenger train, which it is to move, switch or assist.

Shifting crews must secure permission to enter and promptly report when clear of main track.

Freight or cabin cars must not be run over the crossing at Town or Hager detached from engines or train.

Vardo Train Order Office, located at south end, Shomo Yard.

Movements on main track, Hager to Vardo, controlled by signalman, Hager.

Movements on yard track between Hager and north end Shomo Yard may be made by permission from signalman, Hager.

Automatic highway crossing gates and flashing light signals at Wilson Boulevard and Virginia Avenue.

Small signboards, one stenciled Clear Crossing, are located 70 feet north and south of each crossing, one stenciled Yard Crossing Limits, erected 250 feet north and south of these crossings, one stenciled Main Crossing Limits, located 1,200 feet north and south of the crossing.

When either a northbound or southbound train or engine on main track, after passing the Main Crossing Limit sign, is delayed before reaching the Clear Crossing sign, the gates will, after a short interval has elapsed, operate to the raised position.

When such train resumes movement and proceeds past the Clear Crossing sign, the gate will operate to and remain in the down position until the rear of the train passes over the crossing.

These gates will also operate in the same manner for either a northbound or southbound train or engine on the yard running track located west of the main track after passing the Yard Crossing Limit signs.

Trains, engines or cars must not move over these crossings until the gates have operated to the down position.

Shifting movements over these crossings must not be made when gates are not in down position unless they are protected by a member of the train crew.

A green indicator light, located on pole on east side of tracks at each crossing, will be illuminated when the gates are in down position.

2. Maximum speed between Hager and Vardo: Passenger trains—30 miles per hour. Freight trains—20 miles per hour. Speed Ordinance, Hagerstown, 12 miles per hour.

3. (a) Unless otherwise provided by Special Instructions, Cab Signal Rules are in effect between Hager and Vardo.

(b) Cab Signal System in service on main track between Hager and Vardo.

(c) Cab Signal Rules—Hager to Vardo:

Non-equipped yard engines and PRR trains using main track within cab signal territory must be operated at restricted speed.

4. Speed over Wye track—5 miles per hour.

Tonnage Ratings and Weather Reductions for Locomotives

HAGERSTOWN TO SHENANDOAH

CLASS OF ENGINES	Class of Service	Rating A	Rating B	Rating C	Rating D	Rating F	Rating G
		Normal	31° to 24°	23° to 16°	15° to 8°	7° to Zero	Zero to 8° Below
			5% red.	10% red.	15% red.	20% red.	25% red.
Y-5 or Y-6	Slow or Time	2750	2615	2475	2340	2200	2065
Y-3 or Y-4	Slow or Time	2400	2280	2160	2040	1920	1800
Z	Slow or Time	1600	1520	1440	1360	1280	1200
K-1 or K-2	Slow or Time	1075	1025	970	915	860	810
M-2	Slow or Time	900	855	810	770	720	675

SHENANDOAH TO HAGERSTOWN—With Pusher

Y-5 or Y-6 with Y-3 Pusher 60% Coal	Slow or Time	5200	4940	4680	4420	4160	3900
Y-5 or Y-6 with Y-3 Pusher Less than 60% Coal	Slow or Time	5000	4750	4500	4250	4000	3750
Y-5 or Y-6 with Z-1b Pusher Less than 60% Coa	Slow or Time	4800	4560	4320	4080	3840	3600
Y-3 or Y-4 with Y-3 Pusher 60% Coal	Slow or Time	4850	4605	4360	4115	3870	3625
Y-3 or Y-4 with Y-3 Pusher Less than 60% Coal	Slow or Time	4650	4420	4190	3960	3730	3500
Y-3 or Y-4 with Z-1b Pusher Less than 60% Coal	Slow or Time	4250	4040	3830	3620	3410	3200
Z	Slow or Time	2700	2565	2430	2295	2160	2025
K-1 or K-2	Slow or Time	1880	1790	1695	1600	1505	1410
M-2	Slow or Time	1600	1520	1440	1360	1280	1200

Tonnage Ratings and Weather Reductions for Locomotives—Continued

SHENANDOAH TO HAGERSTOWN—Without Pusher

CLASS OF ENGINES	Class of Service	Rating A	Rating B	Rating C	Rating D	Rating F	Rating G
		Normal	31° to 24°	23° to 16°	15° to 8°	7° to Zero	Zero to 8° Below
			5% red.	10% red.	15% red.	20% red.	25% red.
Y-5 or Y-6	Slow or Time	3000	2850	2700	2550	2400	2250
Y-3 or Y-4	Slow or Time	2650	2520	2340	2210	2080	1950
Z	Slow or Time	1700	1615	1530	1445	1360	1275
K-1 or K-2	Slow or Time	1175	1120	1060	1000	940	885
M-2	Slow or Time	1000	950	900	850	800	750

ROANOKE TO GREENVILLE

Y-5 or Y-6 60% Coal	Slow or Time	3000	2850	2700	2550	2400	2250
Y-5 or Y-6 with Y-5 or Y-6 pusher 60% Coal	Slow or Time	6000	5700	5400	5100	4800	4500
Y-5 or Y-6 Less than 60% Coal	Slow or Time	2850	2710	2565	2425	2280	2140
Y-5 or Y-6 with Y-5 or Y-6 pusher Less than 60% Coal	Slow or Time	5800	5510	5220	4930	4640	4350
Y-3 or Y-4	Slow or Time	2650	2520	2340	2010	2080	1950
Z	Slow or Time	1550	1495	1395	1320	1240	1165
K-1 or K-2	Slow or Time	1150	1095	1035	980	920	865
M-2	Slow or Time	975	930	880	830	780	730

Tonnage Ratings and Weather Reductions for Locomotives—Continued

GREENVILLE TO ROANOKE

CLASS OF ENGINES	Class of Service	Rating A	Rating B	Rating C	Rating D	Rating F	Rating G
		Normal	31° to 24°	23° to 16°	15° to 8°	7° to Zero	Zero to 8° Below
			5% red.	10% red.	15% red.	20% red.	25% red.
Y-5 or Y-6	Slow or Time	2650	2520	2385	2255	2120	1990
Y-3 or Y-4	Slow or Time	2300	2185	2070	1955	1840	1725
Z	Slow or Time	1550	1475	1395	1320	1240	1165
K-1 or K-2	Slow or Time	1025	975	925	875	820	770
M-2	Slow or Time	900	855	810	765	720	675

SHENANDOAH TO GREENVILLE

Y-5 or Y-6	Slow or Time	4000	3800	3600	3400	3200	3000
Y-3 or Y-4	Slow or Time	3500	3315	3130	2945	2760	2575
Z	Slow or Time	2400	2280	2160	2040	1920	1800
K-1 or K-2	Slow or Time	1900	1805	1710	1615	1520	1425
M-2	Slow or Time	1600	1520	1440	1360	1280	1200

GREENVILLE TO SHENANDOAH

Y-5 or Y-6	Slow or Time	8000	7600	7200	6800	6400	6000
Y-3 or Y-4	Slow or Time	7200	6840	6480	6120	5760	5400
Z	Slow or Time	4700	4465	4230	3995	3760	3525
K-1 or K-2	Slow or Time	3900	3705	3510	3315	3120	2925
M-2	Slow or Time	2800	2660	2520	2380	2240	2100

Tonnage Ratings and Weather Reductions for Locomotives—Continued

ROANOKE TO NORTH WINSTON

CLASS OF ENGINES	Class of Service	Rating A	Rating B	Rating C	Rating D	Rating F	Rating G
		Normal	31° to 24°	23° to 16°	15° to 8°	7° to Zero	Zero to 8° Below
			5% red.	10% red.	15% red.	20% red.	25% red.
Y-5 or Y-6 60% Coal	Slow or Time	2900	2755	2610	2465	2320	2175
Y-5 or Y-6 Less than 60% Coal	Slow or Time	2800	2660	2520	2380	2240	2100
Y-3 or Y-4 60% Coal	Slow or Time	2500	2385	2250	2125	2000	1875
Y-3 or Y-4 Less than 60% Coal	Slow or Time	2400	2280	2160	2040	1920	1800
Z	Slow or Time	1600	1520	1440	1360	1280	1200
M-2	Slow or Time	925	880	835	790	745	695
K-1 or K-2	Slow or Time	1100	1045	990	935	880	825

Tonnage Ratings and Weather Reductions for Locomotives—Continued

NORTH WINSTON TO ROANOKE

CLASS OF ENGINES	Class of Service	Rating A	Rating B	Rating C	Rating D	Rating F	Rating G
		Normal	31° to 24°	23° to 16°	15° to 8°	7° to Zero	Zero to 8° Below
			5% red.	10% red.	15% red.	20% red.	25% red.
Y-5 or Y-6	Slow	2800	2660	2520	2380	2240	2100
	*Time	2400	2280	2160	2040	1920	1800
Y-3 or Y-4	Slow	2400	2280	2160	2040	1920	1800
	*Time	2100	1995	1890	1785	1680	1575
Z	Slow or Time	1500	1430	1350	1275	1200	1125
M-2	Slow or Time	900	855	810	765	720	675
K-1 or K-2	Slow or Time	1075	1025	970	915	860	810

When combinations of power are used add single ratings.
In case of snow or other extraordinary conditions, Dispatchers will be governed thereby, making such further reduction as conditions require to keep trains moving.

*Train 56 only.

COMPANY SURGEONS

Dr. W. R. Whitman	Chief Surgeon	Roanoke, Va.
Dr. W. R. Whitman, Jr.	Asst. Chief Surgeon	Roanoke, Va.
Dr. Paul Davis	Asst. Surgeon	Roanoke, Va.
Dr. F. F. Davis	Asst. Surgeon	Roanoke, Va.
Dr. H. J. Hagan	Asst. Surgeon	Roanoke, Va.
Dr. K. D. Graves	Asst. Surgeon	Roanoke, Va.
Dr. W. L. Sibley	Asst. Surgeon	Roanoke, Va.
Dr. W. A. Barker	Roentgenologist	Roanoke, Va.
Dr. W. L. Powell	Orthopedic Surgeon	Roanoke, Va.
Dr. H. H. Wescott	Orthopedic Surgeon	Roanoke, Va.
Dr. G. M. Maxwell	Ophthalmologist	Roanoke, Va.
Dr. H. B. Stone	Ophthalmologist	Roanoke, Va.
Dr. H. B. Stone, Jr.	Ophthalmologist	Roanoke, Va.
Dr. W. C. Stone	Asst. Ophthalmologist	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. Kyle T. Lee, Jr.	Oral Surgeon	Roanoke, Va.
Dr. R. E. Glendy	Consulting Internist	Roanoke, Va.
Dr. James B. Hutcheson.	Pathologist	Roanoke, Va.
Dr. E. B. Morgan	Surgeon	Troutville, Va.
Dr. M. S. Stinnett	Surgeon	Buchanan, Va.
Dr. E. W. Dodd	Consulting Surgeon.	Buchanan, Va.
Dr. Frank M. Leech	Surgeon	Lexington, Va.
Dr. R. R. Eason	Asst. Surgeon	Buena Vista, Va.
Dr. L. A. Micou	Asst. Surgeon	Buena Vista, Va.
Dr. H. J. Morton	Surgeon	Stuarts Draft, Va.
Dr. R. S. Griffith	Consulting Surgeon.	Waynesboro, Va.
Dr. D. Edward Watkins.	Surgeon	Waynesboro, Va.
Dr. C. S. Armentrout	Surgeon	Harrisonburg, Va.
Dr. E. B. Miller	Surgeon	Elkton, Va.
Dr. J. J. Waff	Asst. Surgeon	Shenandoah, Va.
Dr. B. C. Shuler	Surgeon	Shenandoah, Va.
Dr. Geo. H. Long	Surgeon	Luray, Va.
Dr. E. L. Grubbs	Surgeon	Front Royal, Va.
Dr. L. J. Hansbrough	Asst. Surgeon	Front Royal, Va.
Dr. A. Osborne	Asst. Surgeon	Berryville, Va.
Dr. John L. Van Metre.	Surgeon	Charles-Town, W. Va.
Dr. O. H. Binkley	Surgeon	Hagerstown, Md.
Dr. H. D. Gilmer	Oculist	Hagerstown, Md.
Dr. J. T. Colley	Asst. Surgeon	Rocky Mount, Va.
Dr. E. C. Jamison	Asst. Surgeon	Rocky Mount, Va.
Dr. D. L. Fleshman	Surgeon	Bassett, Va.
Dr. Jno. A. Shackleford	Asst. Surgeon	Martinsville, Va.
Dr. F. B. Teague	Asst. Surgeon	Martinsville, Va.
Dr. G. B. Dudley	Oculist	Martinsville, Va.
Dr. W. B. Dudley	Ophthalmologist	Martinsville, Va.
Dr. Drewry H. Mason	Surgeon	Ridgeway, Va.

COMPANY SURGEONS—Continued

Dr. J. F. Fulp	Surgeon	Stoneville, N. C.
Dr. W. R. Beach	Surgeon	Madison, N. C.
Dr. C. J. Helsabeck	Surgeon	Walnut Cove, N. C.
Dr. A. de T. Valk	Surgeon	Winston-Salem, N. C.
Dr. H. M. Starling	Asst. Surgeon	Winston-Salem, N. C.
Dr. H. F. Munt	Asst. Surgeon	Winston-Salem, N. C.
Dr. V. F. Couch	Oculist	Winston-Salem, N. C.
Dr. Fielding Combs	Oculist	Winston-Salem, N. C.
Dr. S. W. Hurdle	Asst. Surgeon	Winston-Salem, N. C.
Dr. J. P. Rousseau	Roentgenologist	Winston-Salem, N. C.
Dr. Geo. W. Holmes	Orthopedic Surgeon	Winston-Salem, N. C.

FIRST AID TO 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.

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

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

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

H. B. SMITH,
General Superintendent, Eastern General Division,
ROANOKE, VA.

F. E. TAYLOR,
Superintendent,
ROANOKE, VA.

SPEED TABLE

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