

NORFOLK AND WESTERN RAILWAY CO.

NORFOLK DIVISION

TIME TABLE No. 5

EFFECTIVE 12:01 A. M.

Sunday, June 7, 1953

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.

Lamberts Point to Crewe—Westward

Distance from Norfolk	Time Table No. 5 EFFECTIVE Sunday, June 7, 1953 STATIONS	FIRST CLASS								
		25	7	3	21	15				
		Passenger Lv. Daily	Passenger Lv. Daily	Passenger Lv. Daily	Passenger Lv. Daily	Passenger Lv. Daily				
4.73	Lamberts Point..... W C O T	A. M.	A. M.	P. M.	P. M.	P. M.				
.00	Norfolk..... W C O Y	7.15	9.00	1.45	7.25	10.00				
1.76	Norfolk Sou. Jct..... X									
2.15	South Norfolk..... X	7.19	F 9.05	1.49	7.31	10.07				
6.77	Gilmerton..... X	7.24	F 9.11	1.54	7.41	10.14				
16.19	Juniper..... W	7.32	9.21	2.03	7.47	10.26				
21.91	Suffolk..... W O X S	7.38 ⁶⁷	S 9.32	S 2.10	S 7.57	S 10.37				
29.59	Myrtle.....	7.45	F 9.43	2.18	8.07	10.46				
33.42	Windsor.....	7.48	F 9.48	2.21	8.11	10.50				
38.70	Dwight..... W	7.52	9.54	2.26	8.16	10.55				
39.81	Zuni.....	7.53	F 9.56	2.27	8.17	10.56				
44.20	Ivor.....	7.57	F 10.03	2.31	8.22	11.01				
50.94	Wakefield.....	8.03	S 10.13	D 2.37	S 8.28	11.08				
58.36	Waverly.....	8.09	S 10.25	D 2.45	S 8.37	11.17				
68.13	Disputanta..... W	8.18	F 10.38	2.55	8.48	11.27				
77.03	Poe..... { W END D T } ^Y	8.26 ¹⁶	10.48 ²²	3.03	8.58 ⁸	11.37 ²⁰				
80.07	City Point Branch Jct. E END D T	8.30	10.53	3.07	9.02	11.41				
80.86	Petersburg..... { W END D T } ^S	8.35	S { 11.00 } ^S	S { 3.10 } ^S	9.05	S { 11.45 } ^S				
86.74	Addison..... { W C O Y X }	8.47	11.40	3.30		12.25AM				
87.59	Jack..... { E END D T } ^Y	8.48	11.41	3.31 ⁴		12.36				
91.74	Sutherland.....	8.52	F 11.48	3.36		12.41				
95.32	Church Road.....	8.55	F 11.53	3.41		12.44				
101.21	Ford.....	9.01	F 12.03PM	3.46		12.50				
108.70	Wilson..... W	9.07	F 12.16 ⁶⁷	3.53		12.57				
112.30	Wellville.....	9.10	F 12.23	3.56		1.01				
118.22	Blackstone..... K	9.16	S 12.35	S 4.03		S 1.10				
124.13	Nottoway.....	9.22	F 12.45	4.13		1.20				
128.78	Crewe..... W C O T Y S	S { 9.30 } ^S	S { 12.57 } ^S	S { 4.25 } ^S		S { 1.30 } ^S				
		A. M.	P. M.	P. M.	P. M.	A. M.				

West end of double track at Petersburg is at the first crossover west of Yardmaster's Office.

PASSENGER STOP NOTES:

- D—Stop to receive revenue passengers for Roanoke and beyond.
- K—Stop to discharge or receive revenue passengers.

Lamberts Point to Crewe—Westward

Distance From Norfolk	Time Table No. 5 EFFECTIVE Sunday, June 7, 1953 STATIONS	THIRD CLASS			FOURTH CLASS		Telegraph Office	Telegraph Signals	Station Sidings Capacity in feet	Passing Sidings Capacity in feet
		85	99	83	67					
		Time Freight Lv. Daily	Time Freight Lv. Daily	Time Freight Lv. Daily	Local Freight Lv. Daily Ex. Sunday					
4.73	Lamberts Point..... W C O T	A. M.	P. M.	P. M.	A. M.					Yard
.00	Norfolk..... W C O Y	12.15	5.30	8.45	6.45		D N	F K		Yard
1.76	Norfolk Sou. Jct..... X						D N	N S		
2.15	South Norfolk..... X									
6.77	Gilmerton..... X	12.35	5.55	9.05	7.00					
16.19	Juniper..... W	12.52	6.15	9.25	7.25					8310
21.91	Suffolk..... W O X	1.05	6.30	9.40	7.38 ²⁵		D N	S		Yard
29.59	Myrtle.....	1.20	6.45	9.53	8.03		D	W R	480	8282
33.42	Windsor.....	1.27	6.52	10.00	8.10				1432	
38.70	Dwight..... W	1.37	7.02	10.10	8.25					13910
39.81	Zuni.....	1.40	7.05	10.13	8.30				878	
44.20	Ivor.....	1.50	7.18	10.22	8.45		D	V	400	9504
50.94	Wakefield.....	2.00	7.30	10.32	9.05		D	W A	1450	8511
58.36	Waverly.....	2.12	7.43	10.44	9.30		D	W Y	1050	8555
68.13	Disputanta..... W	2.27	8.00	11.07	10.05		D	D A	1051	
77.03	Poe..... { W END D T } ^Y	2.38 ²⁶	8.13 ⁸	11.25	10.25 ²²					5845
80.07	City Point Branch Jct. E END D T		8.23		10.35 ⁶⁸		D N	D		
80.86	Petersburg..... { W C O Y X }	Via Petersburg Belt Line	9.00	Via Petersburg Belt Line	11.01					Yard
86.74	Addison..... { W END D T }		9.15		11.27					6932
87.59	Jack..... { E END D T } ^Y	3.33	9.18	11.45	11.30					
91.74	Sutherland.....	3.42	9.28	11.55	11.40				1062	
95.32	Church Road.....	3.48	9.34	12.01AM	11.50				826	9112
101.21	Ford.....	3.58	9.44	12.11	12.10PM		D	F R	371	5178
108.70	Wilson..... W	4.09	9.55	12.22	12.16 ⁷		D	W N	363	9098
112.30	Wellville.....	4.15	10.00	12.28	12.50			W V	715	
118.22	Blackstone.....	4.25	10.10	12.38	1.15		D N	B O	607	8320
124.13	Nottoway.....	4.35	10.20	12.48	1.40				745	4282
128.78	Crewe..... W C O T Y	{ 4.45 } ^S	{ 10.30 } ^S	{ 1.00 } ^S	2.00		D N	K		Yard
		A. M.	P. M.	A. M.	P. M.					

West end of double track at Petersburg is at the first crossover west of Yardmaster's Office.

Crewe to Lamberts Point—Eastward

Distance from Crewe	Time Table No. 5 EFFECTIVE Sunday, June 7, 1953	FIRST CLASS					STATIONS			
		16	22	4	8	26				
		Passenger Lv. Daily	Passenger Lv. Daily	Passenger Lv. Daily	Passenger Lv. Daily	Passenger Lv. Daily				
.00	Crewe.....W C O T Y S	A. M. 4.15 4.20	A. M.	P. M. 2.45 2.50	P. M. 4.30 4.35	P. M. 9.15 9.20				
4.65	Nottoway.....	4.27		2.57	F 4.44	9.26				
10.56	Blackstone.....S	4.35		3.07	S 4.55	K 9.32				
16.48	Wellville.....	4.43		3.15	F 5.03	9.39				
20.08	Wilson.....W	4.47		3.19	F 5.09	9.42				
27.57	Ford.....	4.54		3.25	F 5.19	9.48				
33.46	Church Road.....	5.00		3.31	F 5.29	9.54				
37.04	Sutherland.....	5.03		3.34	F 5.33	9.57				
41.19	Jack.....{ E END D T } ^Y	5.08		3.39 ^s	5.38	10.01				
42.04	Addison.....	5.09		3.40	F 5.39	10.02				
47.92	Petersburg.....{ W C O Y X } ^S	5.20	9.15	3.50	S 5.50	S 10.15				
48.71	City Point Branch Jct..E END D T	5.45		4.00	S 6.15					
51.75	Poe.....{ W END D T } ^Y	5.47	9.17	4.02	6.17	10.16				
60.65	Disputanta.....	6.02		4.16	F 6.33	10.29				
70.42	Waverly.....S	6.12	S 9.42	4.26	S 6.45	10.38				
77.84	Wakefield.....S	6.21	S 9.51	4.33	F 6.55	10.45				
84.58	Ivor.....	6.28	S 9.57	4.39	F 7.04	10.51				
88.97	Zuni.....	6.36	10.02	4.43	F 7.11	10.55				
90.08	Dwight.....W	6.37	10.03	4.44	7.13	10.56				
95.36	Windsor.....	6.45	10.08	4.49	F 7.20	11.01				
99.19	Myrtle.....	6.52	10.12	4.53	F 7.24	11.04				
106.87	Suffolk.....W O X S	7.10	S 10.20	S 5.00	S 7.35	S 11.12				
112.59	Juniper.....W	7.19	10.30	5.07	7.49	11.18				
122.01	Gilmerton.....X	7.31	10.42	5.17	F 7.59	11.27				
126.63	South Norfolk.....X	7.41	10.48	5.23	F 8.07	11.33				
127.02	Norfolk Sou. Jct.....X	7.55	10.55	5.30	8.15	11.40				
128.78	Norfolk.....W C O Y X									
133.51	Lamberts Point.....W C O T	A. M.	A. M.	P. M.	P. M.	P. M.				

West end of double track at Petersburg is at the first crossover west of Yardmaster's Office.

PASSENGER STOP NOTES:

- J—Stop to discharge revenue passengers from Roanoke, Washington or beyond.
- K—Stop to discharge or receive revenue passengers.

Crewe to Lamberts Point—Eastward

Distance from Crewe	Time Table No. 5 EFFECTIVE Sunday, June 7, 1953	THIRD CLASS			FOURTH CLASS	Telegraph Office	Telegraph Signals	Station Sidings Capacity in feet	Passing Sidings Capacity in feet
		86	92	84	68				
		Time Freight Lv. Daily	Time Freight Lv. Daily	Time Freight Lv. Daily	Local Freight Lv. Daily Ex. Sunday				
.00	Crewe.....W C O T Y	A. M. 11.45PM 12.30	A. M. 1.15 3.15	P. M. 5.00 6.30	A. M. 8.00	D N	K		Yard
4.65	Nottoway.....	12.40	3.27	6.41	8.15			745	4282
10.56	Blackstone.....	12.50	3.39	6.52	8.35	D N	B O	607	8320
16.48	Wellville.....	1.00	3.50	7.03	8.50		W V	715	
20.08	Wilson.....W	1.05	3.57	7.10	9.00	D	W N	363	9098
27.57	Ford.....	1.15	4.08	7.22	9.15	D	F R	371	5178
33.46	Church Road.....	1.25	4.18	7.32	9.30			826	9112
37.04	Sutherland.....	1.30	4.23	7.37	9.40			1062	
41.19	Jack.....{ E END D T } ^Y	1.40	4.33	7.47	9.50 ²⁵				
42.04	Addison.....				9.55				6932
47.92	Petersburg.....{ W END D T } ^S	Via Petersburg Belt Line	Via Petersburg Belt Line	Via Petersburg Belt Line	10.30				Yard
48.71	City Point Branch Jct..E END D T				10.35 ⁶⁷	D N	D		
51.75	Poe.....{ W END D T } ^Y	2.25	5.28	8.25	10.45				5845
60.65	Disputanta.....	2.37	5.50	8.40	11.05	D	D A	1051	
70.42	Waverly.....	2.50	6.10	9.00	11.30	D	W Y	1050	8555
77.84	Wakefield.....	3.02	6.26 ¹⁶	9.15	11.50	D	W A	1450	8511
84.58	Ivor.....	3.12	6.37	9.27	12.10PM	D	V	400	9504
88.97	Zuni.....	3.20	6.47	9.37	12.25			878	
90.08	Dwight.....W	3.25	6.56	9.42	12.40				13910
95.36	Windsor.....	3.35	7.09	9.57	1.00	D	W R	1432	
99.19	Myrtle.....	3.42	7.16	10.05	1.15			480	8282
106.87	Suffolk.....W O X	3.55	7.34	10.25	1.45	D N	S		Yard
112.59	Juniper.....W	4.06	7.41	10.40	2.00				8310
122.01	Gilmerton.....X	4.25	8.05	11.03	2.25				
126.63	South Norfolk.....X								
127.02	Norfolk Sou. Jct.....X					D N	N S		
128.78	Norfolk.....W C O Y X	4.45	8.30	11.30	2.50	D N	FK		Yard
133.51	Lamberts Point.....W C O T	A. M.	A. M.	P. M.	P. M.				Yard

West end of double track at Petersburg is at the first crossover west of Yardmaster's Office.

Crewe to Roanoke—Westward

Distance from Crewe	Time Table No. 5 EFFECTIVE Sunday, June 7, 1953 STATIONS	FIRST CLASS							
		41	15	9	25	45	7	3	17
		Passenger Lv. Daily	Passenger Lv. Daily	Passenger Lv. Daily	Passenger Lv. Daily	Passenger Lv. Daily	Passenger Lv. Daily	Passenger Lv. Daily	Passenger Lv. Daily
.00	Crewe..... W C O T Y	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.
4.41	Burkeville..... W E N D D T	S 1.30	S 1.35	S 9.30	S 9.35	S 1.02	S 1.02	S 4.25	S 4.30
12.88	Rice.....	M 1.43	1.53	9.42 ¹⁶	9.51	S 1.12 ⁷⁶	F 1.24	4.37	4.46
15.45	High Bridge.....		1.56		9.54	F 1.29		4.49	
21.36	Farmville..... W	S 2.07		S 10.01		S 1.40	S 4.58		
26.64	Tuggle.....		2.15		10.08	F 1.47		5.05	
30.66	Prospect.....		2.20		10.13	F 2.00 ⁴		5.10	
38.40	Pamplin..... E E N D D T		2.31		10.22 ⁷⁶	S 2.17		5.19	
44.48	Evergreen..... W		2.39		10.28	F 2.25		5.25	
49.29	Appomattox.....	S 2.47		S 10.33		S 2.32		5.31	
54.05	Spout Spring.....		2.54		10.38	F 2.40		5.37	
57.11	Phoebe..... { W Y } { W E N D D T }		3.00 ¹⁶		10.42	F 2.46 ⁸		5.41	
58.11	Concord.....		3.02		10.43	F 2.49		5.42	
66.36	James.....		3.14		10.53	F 3.01		5.52	
69.90	Island..... { W C O T } { E E N D D T }		3.20		10.58		3.08	5.58	
70.91	Lynchburg..... { W E N D D T }	S 3.25		S 11.03		S 3.15	S 6.03		
71.92	Durham Jct.....	S 3.55		S 11.06		S 3.45	S 6.10		
74.51	Halsey.....	S 3.59		S 11.10		S 3.48	S 6.13		
78.40	Clay.....	4.10		11.15		4.00	6.23		
81.07	Forest..... E E N D D T	4.10	4.15	6.00	11.19	F 4.05	6.27	8.08	
87.11	Goode.....	4.17	4.21	6.07	11.24	F 4.15	6.34	8.15	
89.78	Lowry..... W	4.20	4.23	6.10	11.26	F 4.20	6.37	8.18	
95.44	Bedford.....	Z 4.28	S 4.32	S 6.18	11.32	Z 12.37	S 4.34	K 6.45	S 8.25
100.52	Thaxton.....	4.34	4.37	6.24	11.37	F 12.43	F 4.42	6.52	8.31
107.32	Montvale.....	4.41	4.44	6.32	11.44	F 12.50	F 4.53	6.59	8.38
110.25	Villamont..... W	4.46	4.51	6.38	11.48 ⁷⁵	F 12.56	5.00	7.05	8.43
112.14	Blue Ridge.....	4.48	4.53	6.40	11.50	F 12.58	F 5.04	7.07	8.45
117.52	Bonsack..... W	4.56	5.02	6.48	11.58	F 1.06	F 5.12	7.15	8.52
121.13	Vinton.....	5.00	5.07	6.53	12.03 ^{PM}	F 1.10	F 5.18	7.19	8.56
123.53	Roanoke..... W Y	{ 5.05 } { 5.35 }	{ 5.15 } { 6.25 }	{ 7.00 } { 8.00 }	{ 12.10 } { 12.20 }	{ 1.15 } { 1.30 }	5.30	{ 7.27 } { 7.50 }	{ 9.01 } { 9.16 }
124.92	West Roanoke..... W C O T	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.

PASSENGER STOP NOTES:

K—Stop to discharge or receive revenue passengers.
M—Stop to discharge revenue passengers from Petersburg and beyond, or receive revenue passengers for Lynchburg and beyond.
Z—Stop to discharge revenue passengers from beyond Lynchburg or receive revenue passengers for Bristol and beyond.

Crewe to Roanoke—Westward

Distance from Crewe	Time Table No. 5 EFFECTIVE Sunday, June 7, 1953 STATIONS	THIRD CLASS			FOURTH CLASS		Telegraph Office	Telegraph Signals	Station Sidings, Capacity in feet	Passing Sidings, Capacity in feet
		99	83	85	75	77				
		Time Freight Lv. Daily	Time Freight Lv. Daily	Time Freight Lv. Daily	Local Freight Lv. Daily Ex. Sunday	Local Freight Lv. Daily Ex. Sunday				
.00	Crewe..... W C O T Y	A. M.	A. M.	A. M.	A. M.	A. M.	D N	K	.....	Yard
4.41	Burkeville..... W E N D D T	10.30 ^{PM}	{ 1.00 } { 2.40 }	{ 4.45 } { 6.30 }	7.15	7.15	D N	J	1800	4424
12.88	Rice.....	12.01	2.52	6.42 ¹⁸	8.15	8.15	D	R M	700	8109
15.45	High Bridge.....	12.28		6.58						
21.36	Farmville..... W	12.33	Via Farmville Belt Line	7.03	8.25	8.25			550	5574
26.64	Tuggle.....	12.44		7.14	9.10	9.10	D N	F A	650	3067
30.66	Prospect.....	12.55		7.25	9.35	9.35			250	5161
38.40	Pamplin..... E E N D D T	1.04		7.34	9.50	9.50	D	H N	650	8340
44.48	Evergreen..... W	1.20	3.50	7.50	10.22 ²⁵	10.22 ⁷⁶	D N	P A	{ 350 } { 865 }	8628
49.29	Appomattox.....	1.30	4.00	8.00	11.10	11.10			500	4226
54.05	Spout Spring.....	1.49	4.19	8.19	12.15 ^{PM}	12.15 ^{PM}			1950	10120
57.11	Phoebe..... { W Y } { W E N D D T }	2.00	4.30 ¹⁶	8.30	1.29 ⁴	1.29 ⁴			650	.....
58.11	Concord.....		4.34		1.32	1.32		C	489	8991
66.36	James.....		4.48		1.44	1.44			1300	1948
69.90	Island..... { W C O T } { E E N D D T }	Via Lynchburg Belt Line	5.00	Via Lynchburg Belt Line	7.15	1.50			2700	4000
70.91	Lynchburg..... { W E N D D T }	5.10		7.25			D N	X	.....	Yard
71.92	Durham Jct.....	5.15		7.30					.....	Yard
74.51	Halsey.....	5.24		7.45					2150	1397
78.40	Clay.....		5.35		8.05	8.05			215	2158
81.07	Forest..... E E N D D T	2.49	5.40	9.15	8.33 ⁹	8.33 ⁹			468	3875
87.11	Goode.....	3.00	5.50	9.26	8.50	8.50		Q N	550	.....
89.78	Lowry..... W	3.05	5.55	9.31	9.05	9.05			1150	8414
95.44	Bedford.....	3.16	6.07	9.43 ⁷⁵	9.43 ⁸⁵	9.43 ⁸⁵	D N	P	{ 650 } { 850 }	8623
100.52	Thaxton.....	3.26	6.16	9.53	10.45	10.45		D	450	4421
107.32	Montvale.....	3.38	6.27	10.06	11.10	11.10		B U	450	4380
110.25	Villamont..... W	3.48	6.37	10.16	11.48 ²⁵	11.48 ²⁵			450	7340
112.14	Blue Ridge.....	3.52	6.40	10.20	12.07 ^{PM}	12.07 ^{PM}	D	A S	Yard	.....
117.52	Bonsack..... W	4.03	6.52	10.32	12.24	12.24			1080	6190
121.13	Vinton.....	4.10	6.59	10.39	12.45	12.45			357	.....
123.53	Roanoke..... W Y	4.20	7.09	10.49	1.00	1.00	D N	M H	.....	.....
124.92	West Roanoke..... W C O T	{ 4.30 } { 6.00 } A. M.	7.20	{ 11.00 } { 12.15 ^{PM} }	1.15	1.15	D N	D O	.....	.....

Roanoke to Crewe—Eastward

Distance from Roanoke	Time Table No. 5 EFFECTIVE Sunday, June 7, 1953 STATIONS	FIRST CLASS								
		42	16	10	18	4	8	46	26	
		Passenger Lv. Daily	Passenger Lv. Daily	Passenger Lv. Daily	Passenger Lv. Daily	Passenger Lv. Daily	Passenger Lv. Daily	Passenger Lv. Daily	Passenger Lv. Daily	
1.39	West Roanoke... W C O T	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	
.00	Roanoke... W Y	12.15	12.20	6.10PM	6.32	11.30	12.15	2.02	6.35	
2.40	Vinton... W Y	12.45	12.55	1.20	6.47	11.50	12.21	2.17	6.45	
6.01	Bonsack... W	12.50	12.59	1.25	6.51	11.54	12.27	2.21	6.49	
11.39	Blue Ridge... W	12.55	1.03	1.29	6.56	11.59	12.37	2.26	6.54	
		1.03	1.11	1.37	7.03	12.07PM	12.37	2.33	7.00	
13.28	Villamont... W	1.05	1.13	1.39	7.05	12.09	12.40	2.35	7.02	
16.21	Montvale... W	1.09	1.17	1.44	7.09	12.13	12.46	2.39	7.06	
23.01	Thaxton... W	1.16	1.24	1.52	7.16	12.19	12.55	2.46	7.12	
28.09	Bedford... X	1.22	1.31	1.59	7.23	12.25	1.07	2.53	7.17	
33.75	Lowry... W	1.30	1.38	2.07	7.31	12.32	1.17	3.01	7.23	
36.42	Goode... W	1.33	1.41	2.10	7.34	12.35	1.22	3.04	7.26	
42.46	Forest... E END D T	1.41	1.48	2.17	7.42	12.43	1.32	3.12	7.32	
45.13	Clay... W		1.51			12.46	1.36		7.35	
49.02	Halsey... Via Lynchburg Belt Line	1.57		Via Lynchburg Belt Line		12.52	1.42	Via Lynchburg Belt Line	7.41	
51.61	Durham Jct... Via Lynchburg Belt Line	2.00		Via Lynchburg Belt Line		12.56	1.46	Via Lynchburg Belt Line	7.45	
52.62	Lynchburg... X	2.05				1.00	1.50		7.50	
		2.30				1.10	2.15			
53.63	Island... X	2.33				1.13	2.18		7.53	
57.17	James... W Y		2.38			1.18	2.23		7.58	
65.42	Concord... W Y		2.48			1.28	2.37		8.08	
66.42	Phoebe... W Y		2.50			1.29	2.39		8.09	
69.48	Spout Spring... W Y		2.53			1.33	2.46		8.13	
74.24	Appomattox... S	2.58				1.39	2.57		8.18	
79.05	Evergreen... W	3.06				1.44	3.06		8.23	
85.13	Pamplin... E END D T	3.13				1.51	3.17		8.29	
92.87	Prospect... F		3.23			2.00	3.32		8.38	
96.89	Tuggle... F		3.30			2.05	3.39		8.43	
102.17	Farmville... W		3.42			2.13	3.54		8.49	
108.08	High Bridge... W		3.51			2.22	4.03		8.56	
110.65	Rice... F		3.54			2.25	4.07		8.59	
119.12	Burkeville... W END D T		4.05			2.36	4.20		9.08	
123.53	Crewe... W C O T Y		4.15			2.45	4.30		9.15	
			4.20			2.50	4.35		9.20	
		A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	

PASSENGER STOP NOTES:

K—Stop to discharge or receive revenue passengers.
 N—Stop to discharge revenue passengers from Lynchburg and beyond or receive revenue passengers for Petersburg and beyond.
 X—Stop to discharge revenue passengers from Bristol and beyond, or to receive revenue passengers for Charlottesville and beyond.

Roanoke to Crewe—Eastward

Distance from Roanoke	Time Table No. 5 EFFECTIVE Sunday, June 7, 1953 STATIONS	THIRD CLASS			FOURTH CLASS		Telegraph Offices	Telegraph Signals	Station Sidings, Capacity in feet	Passing Sidings, Capacity in feet
		84	86	92	76	74				
		Time Freight Lv. Daily	Time Freight Lv. Daily	Time Freight Lv. Daily	Local Freight Lv. Daily Ex. Sunday	Local Freight Lv. Daily Ex. Sunday				
1.39	West Roanoke... W C O T	P. M. 10.10AM 12.30	P. M. 4.45 7.15	P. M. 2.00 8.15	A. M. 7.00	A. M. 7.00	D N	D O	Yard	
.00	Roanoke... W Y	12.40	7.25	8.25		7.10	D N	M H	Yard	
2.40	Vinton... W Y	12.48	7.33	8.35		7.30			357	
6.01	Bonsack... W	1.00	7.45	8.48		7.55			1080	6190
11.39	Blue Ridge... W	1.17	8.02	9.05		8.45	D	A S	Yard	
13.28	Villamont... W	1.22	8.07	9.10		8.55			450	7340
16.21	Montvale... W	1.30	8.15	9.18		9.15		B U	450	4380
23.01	Thaxton... W	1.42	8.27	9.30		9.35	D	W X	450	4421
28.09	Bedford... W	1.53	8.37	9.41		10.25	D N	P	650 850	8623
33.75	Lowry... W	2.05	8.50	9.53		10.55			1150	8414
36.42	Goode... W	2.12	8.57	10.00		11.10		Q N	550	
42.46	Forest... E END D T	2.24	9.10	10.12		11.25			468	3875
45.13	Clay... W								215	2158
49.02	Halsey... Via Lynchburg Belt Line									2150
51.61	Durham Jct... Via Lynchburg Belt Line									1397
52.62	Lynchburg... X						D N	X		Yard
53.63	Island... X					7.15 ss				Yard
57.17	James... W Y					7.30				2700
65.42	Concord... W Y					8.00		C		1300
66.42	Phoebe... W Y	3.10	9.55	11.20		8.15				489
69.48	Spout Spring... W Y	3.20	10.03	11.29		8.35				650
74.24	Appomattox... W	3.30	10.14	11.40		9.30	D	A		1950
79.05	Evergreen... W	3.40	10.24	11.50		10.00				500
85.13	Pamplin... E END D T	3.52	10.35	12.01AM		10.22 ²⁵ / ₇₇	D N	P A	350 865	8628
92.87	Prospect... Via Farmville Belt Line					11.15	D	H N		650
96.89	Tuggle... Via Farmville Belt Line					11.30				250
102.17	Farmville... Via Farmville Belt Line					12.15PM	D N	F A		650
108.08	High Bridge... Via Farmville Belt Line					12.35				550
110.65	Rice... Via Farmville Belt Line					12.50	D	R M		700
119.12	Burkeville... W END D T	4.49	11.31	1.00		1.12 ⁷	D N	J		1800
123.53	Crewe... W C O T Y	5.00 6.30 P. M.	11.45 12.30AM P. M.	1.15 3.15 A. M.		2.15	D N	K		Yard

PHOEBE TO FOREST via Lynchburg Belt Line—Westward

Distance from Croze	Time Table No. 5 EFFECTIVE Sunday, June 7, 1953 STATIONS	FIRST CLASS				THIRD CLASS	
		41	9	45	17	99	85
		Passenger Lv. Daily	Passenger Lv. Daily	Passenger Lv. Daily	Passenger Lv. Daily	Time Freight Lv. Daily	Time Freight Lv. Daily
57.11	Phoebe..... W Y	A. M.	A. M.	P. M.	P. M.	A. M.	A. M.
68.57	Posm.....					2.00 ⁹²	8.30 ⁹²
72.94	Kinney..... W Y	4.03 ¹⁰	5.51	12.11 ¹⁸	8.01 ⁴⁶	2.25	8.53
79.47	Forest.....	4.10	6.00	12.19	8.08	2.37 ¹⁰	9.04 ¹⁸
		A. M.	A. M.	P. M.	P. M.	2.49	9.15
						A. M.	A. M.

Trains Nos. 9, 10, 17, 18, 41, 42, 45 and 46 will retain their time-table number and use the connection track between Kinney and Southern Railway at Montview.

BURKEVILLE TO PAMPLIN via Farmville Belt Line—Westward

Distance from Croze	Time Table No. 5 EFFECTIVE Sunday, June 7, 1953 STATIONS	THIRD CLASS					
		83					
		Time Freight Lv. Daily					
4.41	Burkeville.....	A. M.					
10.88	Green Bay.....	2.52 ⁹²					
18.41	Virso.....	3.04					
25.15	Abilene.....	3.15					
34.02	Maloney..... W	3.26					
41.56	Pamplin.....	3.38					
		3.50					
		A. M.					

POE TO JACK via Petersburg Belt Line—Westward

Distance from Norfolk	Time Table No. 5 EFFECTIVE Sunday, June 7, 1953 STATIONS	THIRD CLASS					
		85	83				
		Time Freight Lv. Daily	Time Freight Lv. Daily				
77.03	Poe..... Y	A. M.	P. M.				
81.26	Secoast..... W	2.38 ²⁶	11.25 ⁸⁴				
85.90	Jack..... Y	3.00	11.35				
		3.33	11.45				
		A. M.	P. M.				

CITY POINT BRANCH—Westward

Distance from City Point	Time Table No. 5 EFFECTIVE Sunday, June 7, 1953 STATIONS	FIRST CLASS		THIRD CLASS	
		55	57		
		Mixed Lv. Daily Ex. Sunday	Freight Lv. Daily		
.00	City Point.....			P. M.	P. M.
1.12	Hopewell..... W O Y			4.00 ⁵⁶	1.00 ⁵⁶
5.89	Camp Lee Siding..... E END D T			4.10	1.10
	Puddledock.....			4.15	1.15
9.08	City Point Branch Jct.....			4.25	1.25
				4.30PM	1.30PM
9.77	Petersburg..... W CO Y X } W END D T }				9.30PM

West end of double track at Petersburg is at the first crossover west of Yardmaster's Office.

FOREST TO PHOEBE via Lynchburg Belt Line—Eastward

Distance from Roanoke	Time Table No. 5 EFFECTIVE Sunday, June 7, 1953 STATIONS	FIRST CLASS				THIRD CLASS			Telegraph Offices	Telegraph Signals	Station Sidings, Capacity in feet	Passing Sidings, Capacity in feet
		42	10	18	46	84	86	92				
		Passenger Lv. Daily	Passenger Lv. Daily	Passenger Lv. Daily	Passenger Lv. Daily	Time Freight Lv. Daily	Time Freight Lv. Daily	Time Freight Lv. Daily				
42.46	Forest.....	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.			468		
48.99	Kinney..... W Y	1.41	2.17	7.42	3.12	2.24 ⁴⁵	9.10 ¹⁷	10.12 ¹⁷		Yard	7483	
53.36	Posm.....	1.52	2.24	7.49	3.19	2.35	9.20	10.30			7663	
64.82	Phoebe..... W Y					2.45	9.30	10.50			7292	
		A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.				

Trains Nos. 9, 10, 17, 18, 41, 42, 45 and 46 will retain their time-table number and use the connection track between Kinney and Southern Railway at Montview.

PAMPLIN TO BURKEVILLE via Farmville Belt Line—Eastward

Distance from Roanoke	Time Table No. 5 EFFECTIVE Sunday, June 7, 1953 STATIONS	THIRD CLASS			Telegraph Offices	Telegraph Signals	Station Sidings, Capacity in feet	Passing Sidings, Capacity in feet
		92	84	86				
		Time Freight Lv. Daily	Time Freight Lv. Daily	Time Freight Lv. Daily				
85.13	Pamplin.....	A. M.	P. M.	P. M.	D N	P A		
92.67	Maloney..... W	12.01	3.52	10.35			247	
101.54	Abilene.....	12.11	4.03	10.46			9296	
108.28	Virso.....	12.23	4.15	10.57			9235	
115.81	Green Bay.....	12.34	4.27	11.07			9245	
122.28	Burkeville.....	12.46	4.38	11.19	D N	J	9202	
		1.00	4.49	11.31				
		A. M.	P. M.	P. M.				

JACK TO POE via Petersburg Belt Line—Eastward

Distance from Croze	Time Table No. 5 EFFECTIVE Sunday, June 7, 1953 STATIONS	THIRD CLASS			Telegraph Offices	Telegraph Signals	Station Sidings, Capacity in feet	Passing Sidings, Capacity in feet
		86	92	84				
		Time Freight Lv. Daily	Time Freight Lv. Daily	Time Freight Lv. Daily				
41.19	Jack..... Y	A. M.	A. M.	P. M.				
45.83	Secoast..... W	1.40	4.33	7.47			5840	
50.06	Poe..... Y	1.50	4.45	8.00			8100	
		2.25	5.28	8.25				
		A. M.	A. M.	P. M.				

CITY POINT BRANCH—Eastward

Distance from Petersburg	Time Table No. 5 EFFECTIVE Sunday, June 7, 1953 STATIONS	FIRST CLASS		THIRD CLASS		Telegraph Offices	Telegraph Signals
		56	62	58	62		
		Mixed Lv. Daily Ex. Sunday	Freight Lv. Daily	Freight Lv. Daily	Freight Lv. Daily		
.00	Petersburg..... W CO Y X } W END D T }	A. M.		A. M.	P. M.		
0.69	City Point Branch Jct.....	8.30		6.15	2.30		
	Puddledock.....	8.35		6.20	2.35	D N	D
3.88	Camp Lee Siding..... E END D T	8.40		6.25	2.40		
8.65	Hopewell..... W O Y S	8.45		6.30	2.45		
9.77	City Point.....	9.00		6.45	3.00		
		A. M.		A. M.	P. M.		

West end of double track at Petersburg is at the first crossover west of Yardmaster's Office.

Island to Durham—Southward

Distance from Lynchburg	Time Table No. 5 EFFECTIVE Sunday, June 7, 1953	FIRST CLASS		THIRD CLASS		FOURTH CLASS	
		35 Passenger Lv. Daily		93 Freight Lv. Daily		71 Local Freight Lv. Daily Ex. Sunday	
STATIONS		P. M.		P. M.		A. M.	
1.03	Island.....			10.00		8.15	
.00	Lynchburg.....	1.25		10.10		8.25	
1.01	Durham Junction.....	1.29		10.17		8.32	
2.34	Twelfth Street.....	1.35		10.25		8.45	
3.18	Durmid Wye.....	1.36		11.15		8.50	
7.43	Lone Jack.....	1.44		11.40		9.05	
13.17	Rustburg.....	1.54 ⁷²		12.05AM		9.25	
17.70	Winfall.....	2.01		12.20		9.40	
22.08	Gladys.....	2.07		12.35		9.52	
28.14	Naruna.....	2.15		12.50		10.10	
33.61	Brookneal.....	2.25		1.05		10.45	
39.21	Clarkton.....	2.33		1.25		11.10	
44.00	Nathalie.....	2.39		1.42		11.35 ⁷²	
47.59	Lennig.....	2.44		1.52		11.47	
50.40	Crystal Hill.....	2.49		2.00		11.59	
58.17	Halifax.....	2.59		2.20		12.25PM	
63.37	South Boston.....	3.10		2.50		12.50	
72.50	Denniston.....	3.25 ³⁶		3.22		1.25	
78.43	Woodsdale.....	3.35		3.40		1.45	
85.51	Roxboro.....	3.50		4.00		2.30	
93.46	Helena.....	4.05		4.22		2.44 ³⁶	
98.35	Rougemont.....	4.15		4.37		3.00	
102.90	Bahama.....	4.23		4.48		3.10	
107.42	Fairntosh.....	4.32		5.04		3.30	
114.71	Duke.....	4.43		5.30		3.53	
116.94	Durham.....	4.50		6.00		4.05	
117.11	Durham Pass. Station.....	5.00					
		P. M.		A. M.		P. M.	

Durham to Island—Northward

Distance from Durham	Time Table No. 5 EFFECTIVE Sunday, June 7, 1953	FIRST CLASS		FOURTH CLASS		Telegraph Offices	Telegraph Signals	Station Sidings, Capacity in feet	Passing Sidings, Capacity in feet
		36 Passenger Lv. Daily		72 Local Freight Lv. Daily Ex. Sunday					
STATIONS		P. M.		A. M.					
.00	Durham Pass. Station.....	2.00							
0.17	Durham.....	2.03		6.30 ⁹³		DN	OG		Yard
2.40	Duke.....	2.10		6.37					Yard
9.69	Fairntosh.....	2.19		6.52					1542
14.21	Bahama.....	2.29		7.06				1558	
18.76	Rougemont.....	2.37		7.18		D	SI	648	2490
23.65	Helena.....	2.44 ⁷¹		7.33		D	RX	1230	
31.60	Roxboro.....	2.56		8.15		D		1221	5106
38.68	Woodsdale.....	3.06		8.45				500	1250
44.61	Denniston.....	3.25 ³⁵		9.00		D	KF	796	1658
53.74	South Boston.....	3.39		10.00		D	VO	386 1172	4800
58.94	Halifax.....	3.51		10.45		D	QX	1050	2050
66.71	Crystal Hill.....	4.02		11.10				810	1672
69.52	Lennig.....	4.07		11.20				860	
73.11	Nathalie.....	4.13		11.35 ⁷¹		D	NG	757	3000
77.90	Clarkton.....	4.20		11.50				851	
83.50	Brookneal.....	4.31		12.30PM		D	BE	834	4900
88.97	Naruna.....	4.41		12.50				816	
95.03	Gladys.....	4.51		1.20		D	NC	621	1515
99.41	Winfall.....	4.58		1.33				478	
103.94	Rustburg.....	5.06		1.54 ³⁵		D	MZ	750	4800
109.68	Lone Jack.....	5.16		2.10					939
113.93	Durmid Wye.....	5.23		2.23					Y
114.77	Twelfth Street.....	5.26		2.30				754	900 1094
116.10	Durham Jct.....	5.31		2.38					
117.11	Lynchburg.....	5.40		2.45		DN	X		
118.14	Island.....			3.00					Yard
		P. M.		P. M.					

ROANOKE TERMINAL

RADFORD DIVISION—Westward

Time Table No. 5 Effective 1:00 A. M. Sunday, June 7, 1953	FIRST CLASS								THIRD CLASS				
	41	15	9	25	45	23	3	17	89	99	51	85	97
	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	Time Frt. Lv. Daily
STATIONS													
Roanoke	A. M. 5.05 5.35	A. M. 5.15 6.25	A. M. 7.00 8.00	P. M. 12.10 12.20	P. M. 1.15 1.30	P. M. 2.45	P. M. 7.27 7.50	P. M. 9.01 9.16	.....	A. M. 4.20	A. M. 7.10	A. M. 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	6.34	8.09	12.28	1.39	2.54	7.59	9.25	2.20	6.20	1.50	12.25	2.29
Salem	5.48 A. M.	6.38 A. M.	8.16 A. M.	12.31 ⁸⁵ P. M.	1.42 P. M.	2.59 P. M.	8.02 P. M.	9.28 P. M.	2.26 A. M.	6.26 A. M.	1.56 P. M.	12.31 ²⁵ P. M.	2.37 P. M.

ROANOKE TERMINAL

RADFORD DIVISION—Eastward

Time Table No. 5 Effective 1:00 A. M. Sunday, June 7, 1953	FIRST CLASS								THIRD CLASS					
	42	16	18	4	46	24	10	26	94	52	84	92	86	
	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	Time Frt. Ar. Daily	Time Frt. Ar. Daily	
STATIONS														
Salem	P. M. 11.58	A. M. 12.04	A. M. 6.20	A. M. 11.14	P. M. 1.48	P. M. 3.07	P. M. 5.50	P. M. 6.22	.....	A. M. 12.36	A. M. 6.55	A. M. 9.52	P. M. 1.38 4.27
W. B.	12.02AM	12.07	6.23	11.17	1.51	3.11	5.55	6.25	.....	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 A. M.	12.20 12.55 A. M.	6.32 6.47 A. M.	11.30 11.50 A. M.	2.02 2.17 P. M.	3.25 P. M.	6.10 1.20AM A. M.	6.35 6.45 P. M.	1.40 P. M.	12.40 P. M.	8.25 P. M.	7.25 P. M.

NORFOLK DIVISION

SPECIAL INSTRUCTIONS

Employees Norfolk Terminals will be governed by Special Instructions in Norfolk Division Time Table.

STANDARD TIME

- Clocks showing Standard Time are located as follows:
 - Lamberts Point. Yardmaster's Office and Enginemen's register room.
 - Norfolk. Telegraph Office.
 - Petersburg. Yardmaster's Office, and Broadway Shop.
 - Crewe. Dispatcher's Office, Yardmaster's Office, Passenger Station and Enginemen's register room at roundhouse.
 - Island. Yardmaster's Office and Shop Office.
 - Lynchburg. Telegraph Office.
 - Roanoke. Pass. Station Telegraph Office. Yard Office, West Roanoke. Chief Caller's Office and Roundhouse Foreman's Office, Shaffers Crossing.
 - Durham. Agent's Office and Shop Office.
- (Note Rule 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 engineman (Note Rules 83 and 590, Book of Rules).

(a) Registers are located as follows:

- Lamberts Point. Yardmaster's Office.
- Norfolk. Yardmaster's Office.
- Petersburg. Yardmaster's Office.
- Hopewell. Agent's Office.
- Crewe. Yardmaster's Office and Passenger Station.
- Island. Yardmaster's Office.
- Lynchburg. Telegraph Office, "X" Tower, and Baggage Agent's Office, Kemper Street Station.
- Roanoke. Passenger Station and Yard Office, West Roanoke.
- Durham. Agent's Office.

(b) First-class trains and passenger extras will register at Norfolk, Petersburg, Crewe, Lynchburg, Roanoke and Durham.

Conductors of Trains Nos. 9, 10, 17, 18, 41, 42, 45 and 46 and other trains operated to or from the Southern Railway Station, will register at Kemper Street Station, Lynchburg.

Freight trains will register at Lamberts Point, Crewe, Island, West Roanoke and Durham.

Freight trains originating or terminating at Petersburg will register at that point.

City Point Branch trains will register at Petersburg and Hopewell.

Dispatchers will transmit the register of first-class trains and passenger extras to the Operator at West Roanoke which must be repeated and recorded in train order book, and the Operator will register the trains in accordance therewith.

BULLETIN BOARDS

3. Bulletin boards are located as follows:

- Lamberts Point. Yardmaster's Office and Enginemen's register room.
- Norfolk. Yardmaster's Office and Enginemen's register room.
- Petersburg. Yardmaster's Office and Enginemen's register room.
- Crewe. Yardmaster's Office and Enginemen's register room.
- Island. Yardmaster's Office and Enginemen's register room.
- Lynchburg. Telegraph Office.
- Durham. Agent's Office and Shop Office.

- Roanoke. Register Room, 16th Street.
- Register Room, Shaffers Crossing.
- Pass. Station. Conductor's Register Room.
- Enginemen's Register Room.

SPEED RESTRICTION

Class of Service and Miles Per Hour

4. Main Line Between:	Class of Service and Miles Per Hour		
	Passenger Trains	Freight Trains	Freight or Mixed Trains Handled by Class A, J, K & E Engines
Lamberts Point and Norfolk	20	20	20
Norfolk to Poe	78	78	78
Poe and Jack	60	45	50
Jack and MP 136	78	45	60
MP 136 and Elam	60	45	50
Elam and Spout Spring	78	45	60
Spout Spring and Phoebe	60	45	50
Phoebe and Clay	50	40	45
Clay and Montvale	70	45	60
Montvale and Villamont	50	35	35
Villamont and Roanoke	60	45	50
(a) Belt Lines Between:			
Poe and Jack	50	45	50
Burkeville and Pamplin	60	45	60
Phoebe and Kinney	50	45	50
Kinney and Forest	70	45	60
(b) Durham Sub-Division Between:			
Lynchburg and Rustburg	45	35	40
Rustburg and Durham	55	35	45
(c) City Point Branch	25	25	25
(d) Exceptions:			
Norfolk, eastward trains en route to Terminal station; over turnout just west of Lovitt Avenue and over switches entering station	6	6	6
Norfolk, over Drawbridge No. 5	25	10	10
Norfolk, over Drawbridge No. 5-A	15	10	10
Over Drawbridge No. 7 near MP 7	30	20	20
Over railroad crossings and at junction points	30	20	20
Petersburg, between Ice House crossing east of ACL Tower and first crossover west of Yardmaster's office	15	15	15
Over Bridge No. 52, High Bridge	50	45	50
Over Bridge No. 56, Beaver Creek	40	40	40
Lynchburg, over Southern Railway and C&O Crossings	15	15	15
Lynchburg Tunnel	20	20	20
Lynchburg, trains or engines handling 200-ton derrick or 250-ton diesel derrick through tunnel	.....	15	15
Westward trains using eastward track Villamont to Bonsack	45	35	35
Eastward trains using westward track Blue Ridge to Montvale and Appomattox to Evergreen	45	35	35
On Durham Sub-Division, mixed trains are limited to 40 miles per hour between Lynchburg and Rustburg, and 45 miles per hour between Rustburg and Durham.			
On Durham Sub-Division the speed of Mountain type and Mallet engines is limited over bridges as follows:			
Class A, J, K-1, K-2, Y-3, Y-4, Y-5 and Y-6 engines	.....	.....	.....
Bridge No. 551 between 12th Street and Durmid Wye	14	14	14
Bridge No. 552 south of Falwell Siding between MP L-3 and L-4	.....	.....	.....
Bridge No. 570 north of Hyco Tank between MP L-72 and 73	.....	.....	.....
Class A, J, K-1, K-2, Y-3, Y-4, Y-5 and Y-6 engines	.....	.....	.....
Bridge No. 586, Little River, south of MP L-106	14	14	14
Bridge No. 588, Eno River, south of MP L-107	.....	.....	.....

(e) Speed Restrictions required by ordinance through incorporated towns:

South Norfolk	35	25	25
Suffolk	25	25	25
Windsor	35	35	35
Wakefield	25	25	25
Waverly	45	45	45
Blackstone, over Broad Street Crossing	25	25	25
Burkeville	25	25	25
Farmville	15	15	15
Pamplin	25	15	15
Bedford	20	20	20
Brookneal, public crossing just south of station	10	10	10
Brookneal, Maddox Street Crossing, north of station	15	15	15
South Boston, Edmunds Street	15	15	15
Roxboro, public crossing just north of station	10	10	10
Durham	20	20	20

(f) Railroad Crossings at Grade

Trains of the Norfolk and Western Railway of the same or superior class shall have precedence over trains of same or inferior class of other roads.

Where fixed signals are not in use, hand signals will be given to indicate stop or proceed. Where trains are required to stop before passing over a drawbridge or a railroad crossing, the point at which stop is to be made will be indicated by a sign reading "STOP" (Note Rules Nos. 16[a] and 98, Book of Rules).

(g) 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.

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

On Eastward and Westward tracks at Mile Posts 15 and 16, at Juniper.

On Eastward and Westward tracks at Mile Posts 107 and 108 east of Wilson.

On Eastward and Westward tracks at Mile Posts 235 and 236, west of Thaxton.

On both sides of track at Mile Posts L-63 and L-64, south of South Boston.

(j) Rule No. 105 (b), Book of Rules, is modified to govern the following locations:

Speed of 45 miles per hour for passenger trains and 35 miles per hour for other trains, in both directions, through turnout at the east end of double track just east of Mile Post 20 on the Belt Line at Forest.

Westward trains moving from the Old Line Main Track to double track at Jack, are restricted to speed of 30 miles per hour for passenger trains, and 20 miles per hour for freight trains, over the junction switch.

Westward trains moving from double track to the Belt Line and Eastward trains moving from the Belt Line to double track at Poe are restricted to speed of 25 miles per hour through the turnouts.

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

(m) 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.

(o) The speed of Class S-1 and S-1a yard locomotives, is restricted to twenty-five (25) miles per hour, both in service and in tow.

STATIONS FOR WHICH NO TIME IS SHOWN AT WHICH TRAINS WILL STOP ON SIGNAL

5. Trains Nos. 7 and 8 at Yadkin, Poole, Hebron, Elam, Moran, James River Bridge and Webster.

Trains Nos. 35 and 36 at Longhurst, Cluster Springs, Dudley, Weaver, Willardville and Ca-Vel.

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. Automatic block signals are in effect: Between Commerce Street, Roanoke, and westward interlocking signal No. 42-R, located just east of Lovitt Avenue, Norfolk, Va.

Between Lynchburg and northward automatic signal L-28, located about 1,000 feet north of Mile Post L-3 on the Durham District.

Between eastward automatic signal P-32, located about 1,500 feet east of Mile Post P-3 and the east end of double track on City Point Branch.

Note Rules: 335 to 353, inclusive, Book of Rules.

101. TRAFFIC CONTROL is in service as follows: (a) On both main lines between Bonsack and double crossover located just west of the station at Montvale.

(b) On Lynchburg Belt Line between Forest and Phoebe including the connection track between Kinney and Montview.

(c) On Old Line between Phoebe and the east end of double track at Island Yard. On Old Line between Forest and Lynchburg Interlocking at Durham Junction.

(d) On Petersburg Belt Line between Jack and Poe.

(e) On both main lines between Poe and double crossover located just west of the station at Disputanta.

(f) On Old Line between Poe and City Point Junction. On Old Line between Jack and first crossover west of Petersburg Yard Office.

(g) (Note Rules 261, 263 and 264, Book of Rules. This will in no way relieve trainmen from protecting their trains in accordance with Rule No. 99.)

(h) When Traffic Control is in service, trains not scheduled by time table or train order will proceed, extra, on signal indication.

102. On Durham Subdivision trains will be blocked as follows and Rule 91 (a), Book of Rules, is modified accordingly:

(a) Passenger, troop, mixed, circus and carnival trains will be moved only under absolute block with reference to preceding,

following and opposing trains, and the block between open telegraph stations must not be occupied when such trains are due therein except as provided in Rule 316, Book of Rules.

(b) Freight trains will be moved in accordance with Rule 91, Book of Rules, with reference to freight trains preceding and following, except that trains handling camp cars occupied by men will be moved only under absolute block, but may be moved under permissive block with reference to preceding trains other than passenger, troop, mixed, circus and carnival trains, where there is an intervening siding at which there is no communication.

103. Slow freight extras will permit third-class trains and time freight extras to pass promptly when overtaken.

104. Trains not scheduled by time table or train order will proceed extra on single track as follows, unless otherwise directed:

Eastward: Via Belt Line—Forest to Phoebe, Pamplin to Burkeville and Jack to Poe.

Westward: Via old lines. This does not apply to trains engaged in wreck or work train service.

105. All trains, except westward trains on westward track entering the middle track at the east end on signal indication, must get permission from the Dispatcher at Crewe before using the middle track at Bedford.

(a) Trains using the passing siding west of middle crossover at Maloney, Abilene and the wye at Jack must do so under control, expecting to find the track obstructed with cars.

106. Conductors of freight trains will make observation and records of caboose gauge pressure, as prescribed by Rule No. 438, Book of Rules, at the following points:

Eastward: Before reaching the summit of grade at Blue Ridge and at 93-Mile Post just west of Sutherland.

Westward: Before reaching the summit of grade at Blue Ridge. Northward: Before departing from 12th Street.

107. The provisions of Rule 441, Book of Rules, must be complied with, by through freight trains, where stop is made for water or inspection.

108. Westward freight trains moving from single to double track at Pamplin will be governed by Train Order signal at telegraph office with reference to overdue first-class trains in the same direction, and Operators will hold such freight trains until overdue first-class trains have passed, unless they hold orders giving them right therewith.

Train Order signal in "proceed" position will indicate that overdue first-class trains have passed.

109. Rule No. 90(d), Book of Rules, is modified to the extent that engines may take water or coal, without being detached from train, as follows:

Engines handling trains with not exceeding 20 cars at all points; single engines handling westward trains at all points, single engines handling eastward trains at Maloney and Yadkin, and single engines handling northward and southward trains at Clarkton and Hycoc.

110. Passenger trains must get a train order or a clearance card before leaving Roanoke, Lynchburg, Crewe, Norfolk and Durham.

111. Eastward freight trains must get a train order or a clearance card before leaving West Roanoke, Farmville and Crewe.

112. Eastward freight extras using the Old Line and holding orders to move east of Island, must get a train order or clearance card at Lynchburg.

113. Westward freight trains using the old line must get a train order or a clearance card before leaving Lynchburg.

114. Northward freight trains must get a train order or a clearance card before leaving Durham.

115. Southward freight trains must get a train order or a clearance card before leaving Lynchburg.

116. Eastward freight trains entering Petersburg Yard will call Yardmaster's office on telephone located at west switch Fleet passing track for instructions.

117. In Norfolk Terminals, trains, engines or motor cars must not pass over street crossings protected by gates until the gates are down or the crossing protected by watchman.

118. All trains and yard crews, eastward and westward, will approach crossover switch between Colley Avenue and Hampton Boulevard, on Lamberts Point Branch, under control, expecting to find westward trains pulling from third track over eastward track through crossover to westward track.

119. Trains or engines will not use the main lead track at Portlock Yard without securing permission from the Terminal Trainmaster at Norfolk.

120. Trains, engines or cars will not pass over Ramseur, Walker, Lamond Avenue, Randolph, Morgan, East and West Main Street Crossings in Durham yard unless the gates are down or the crossing is protected by watchman. In the absence of gateman or watchman they will flag over these crossings.

(a) A new Stop-and-Go traffic signal has been installed at intersection of Main and Great Jones Streets, Durham, which will cause street traffic moving east on Main Street to stop on signal at street intersection and bank up over our main track.

Trains and engines will approach Main Street crossing prepared to stop if street traffic is on crossing, as gates cannot be lowered under these conditions.

(b) Southward freight and work trains, light engines including engines turning on the Wye, yard engines and motor cars, must communicate with Durham Shop by telephone before proceeding from Duke and obtain information that they are protected.

(c) All track motor cars and push cars making movements in Lynchburg Yard will come to a full stop before passing over the Southern Ry. and C. & O. Crossings and not proceed until it is seen that no movements on these roads are approaching or being made over the crossings.

(d) It shall be unlawful in South Norfolk corporate limits for any railroad company whose lines enter the City when switching to cause railway cars of any kind to be propelled or pushed across any of the streets of the City or public highways used as streets, detached from engine.

Penalties are provided for violations of the above regulations. Therefore train and engine crews operating within the corporate limits of South Norfolk will be governed accordingly.

121. White porcelain insulators have been installed on the telegraph line from Bridge No. 5 at Norfolk to Roanoke (except on Petersburg Belt Line) and Lynchburg to Durham, to indicate the Dispatcher's wires.

Portable telephone users, when hooking up phones, will connect to this circuit. (CAUTION)—Connections should not be made where lines cross our tracks, 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.

122. Northward trains, including yard engines, before leaving Twelfth Street, must communicate with the Operator at Lynchburg tower by telephone, and obtain information that the block is clear.

123. Northward yard Engines, handling cars, must test the air brakes and know they are in good working order before starting from 12th Street.

124. Eastward freight trains with more than 9,000 tons must have retainers turned up on twenty (20) cars on the head end of train from the west switch at Villamont to a point on Price's grade about 2 miles east of Montvale. Enginemen will reduce the speed of train to 10 miles per hour on the ascending grade east of Montvale and continue this speed until the retainers have been turned down and proceed signal has been given by the trainmen. When such trains are stopped at Montvale for any reason the retainers must be turned down at Montvale instead of on Price's grade east of that point.

In case of heavy snow or sleet, trains must be stopped for trainmen to turn up and turn down retainers, and the stop to turn them down should be made after getting over the grade at Irving.

When foreign line freight trains are handled in detour movement, the pilot used with such trains will instruct the foreign line crews regarding the use of retainers on their trains as prescribed by these rules.

125. Westward trains must not pull up to the passenger station at Bedford, or pass same, while an eastward passenger train is standing there doing its work, but will stop east of the station until the eastward train finishes its work and starts away.

If an eastward passenger train should pull up to the station while a westward train is standing at the station, or passing same, the eastward train must not leave until the westward train pulls away and the Conductor satisfies himself that no passengers are at the station waiting to get across to the eastward train.

126. If a westward passenger train should pull up to the station at Blackstone while an eastward train is standing at the station, or passing same, the westward train must not leave until the eastward train pulls away and the conductor satisfies himself that no passengers are at the station waiting to get across to the westward train.

127. When passenger trains are standing at the station at Crewe, trains or engines using the adjoining track will not pass such trains without receiving a hand signal from the men on ground who are engaged in work about the engine or train that is standing at the station.

128. Trains and engines making movements on tracks in Camp Pickett, east of Blackstone, will not proceed beyond the Wye

connection at Mile Post 115, without instructions from the Dispatcher.

Speed is limited to 10 miles per hour over both legs of the Wye at Mile Post 115, and 15 miles per hour on tracks in Camp Pickett beyond the Wye connection.

129. Eastward freight trains having to set off or pick up cars at Suffolk, or being stopped in the yard there for any reason, will communicate with the Operator at the interlocking tower by telephone from either Wellon Street crossing or the freight station when ready to proceed.

130. Spring switches are located as follows:

Broadway Yard. Inbound engine track.
 West end Wye track.
 City Point Branch. East end double track, east of MP P-4.
 Church Road. West switch to middle siding, Westward track.
 Durmid. South switch to south leg of Wye.
 Lowry. East switch to middle siding, Eastward track.
 Bedford. West switch to middle siding, Westward track.
 Montvale. West switch to middle siding, Westward track.
 (Note Rules 352, 364 and 339a, Book of Rules.)

131. Eastward Freight Trains receiving proceed indication at the "Stop-and-Stay" signal at the east end of Lowry will proceed with the current of traffic and run ahead of superior trains Lowry to Forest. This will in no way relieve trainmen from protecting their trains in accordance with Rule No. 99.

132. Eastward freight trains receiving proceed indication at "Stop-and-Stay" signal at the east end of Farmville Belt Line, at Burkeville, will proceed with the current of traffic and run ahead of superior trains Burkeville to Crewe. This will in no way relieve trainmen from protecting their trains in accordance with Rule No. 99.

YARD LIMIT SIGNS

133. Yard Limit Signs are located and effective as follows:

(a) Gilmerton. On south side of track near MP 8, effective continuously. Protects movements in Norfolk Terminals.

(b) Suffolk-Kilby. On north side of track near MP 21 east of Suffolk and on south side of track near MP 26 west of Kilby, effective 7:00 A. M. to 11:00 P. M. Protects between signs.

(c) Petersburg. On north side of track east of MP 80, on south side of track west of MP 84 and on north side of track at MP 4 on City Point Branch, effective continuously. Protects between signs.

(d) Hopewell. On south side of track near MP P-6, west of Hopewell, effective continuously. Protects between sign and City Point.

(e) Lipco, MP 115. On north side of track near MP 114 and on south side of track east of MP 116, effective continuously. Protects between signs.

(f) Blackstone. On north side of track east of freight station and on south side of track near MP 119 west of passenger station, effective 6:00 A. M. to 8:00 P. M. Protects between signs.

(g) Crewe. On north side of track near MP 127 east of yard and on south side of track near MP 131 west of yard, effective continuously. Protects between signs.

(h) Burkeville. On north side of track near MP 132 and on south side of track west of MP 133, effective continuously. Protects between signs.

(j) Farmville. On north side of track at MP 149 and on south side of track east of MP 151, effective 8:00 A. M. to 6:00 P. M. Protects between signs.

(k) Island-Lynchburg-Kinney-Durmid. On north side of track near MP 201, east of Veeseck, on south side of track just west of Durham Junction, on north side of track near MP P-14, east of Kinney, on south side of track just west of west switch at Kinney and on east side of track near MP L-2 on Durham Line south of Durmid, effective continuously. Protects between signs.

(m) Bedford. On south side of track west of MP 229, west of passenger station, effective 8:00 A. M. to 6:00 P. M. Protects between sign and west switch of middle siding.

(n) Blue Ridge. On north side of track, west of MP 245, and on south side of track west of MP 246, effective 8:00 A. M. to 7:00 P. M. Protects between signs.

(o) Boaz Pusher Siding. On north side of track east of crossover and on south side of track west of crossover, effective continuously. Protects between signs.

(p) Vinton. On north side of track west of MP 254, and on south side of track west of MP 255, effective 8:00 A. M. to 7:00 P. M. Protects between signs.

(q) Roanoke. On north side of track west of MP 255, effective continuously. Protects movements in Roanoke Terminal.

(r) South Boston. On west side of track near MP L-60 and east side of track south of Bridge 564—Dan River, effective continuously. Protects between signs.

(s) Baker-Longhurst. On west side of track 1,000 feet north of the switch at Baker, and on east side of track 800 feet south of switch at Longhurst, effective 8:00 A. M. to 7:00 P. M. Protects between signs.

(u) Roxboro. On east side of track 1,200 feet south of south switch to station siding, effective 7:00 A. M. to 7:00 P. M. Protects between sign and south switch of passing siding.

(v) Durham. On west side of track near MP L-112 north of Duke Yard, effective continuously. Protects between sign and Durham.

134. At drawbridges and the railroad crossings listed below there is a section of track which is dead in connection with the automatic signal system, and if equipment is left standing on these dead sections it will not affect the automatic signals, the length of these dead sections being as follows:

NORFOLK TERMINALS

Lovitt Avenue: Eastbound Track—52'-0"
 Westbound Track—52'-4"

Norfolk Southern Crossing, South Norfolk:
 Eastbound Track—34'-10"
 Westbound Track—29'-11"

Virginian Crossing, South Norfolk:
 Eastbound Track—40'-8"
 Westbound Track—38'-9"
 Third Track—30'-5"

Norfolk-Portsmouth Belt Line Crossing:
 (East of Bridge No. 7)
 Eastbound Track—37'-4"
 Westbound Track—37'-1½"

Bridge No. 7:
 Eastbound Track: West End—33'-3"
 East End—33'-7½"
 Westbound Track: West End—33'-3"
 East End—33'-5"

Bridge No. 5:
 Westbound Track: West End—33'-5"
 East End—33'-8"
 Switching Track: West End—33'-6"
 East End—33'-2"

Bridge No. 5A:
 Eastbound Track: West End—32'-1"
 East End—32'-2"

NORFOLK DIVISION

A. C. L. Crossing, Suffolk—28'
 Atlantic and Danville, Suffolk—30'
 Virginian Crossing, Suffolk—33'
 C. & O. Crossing, Lynchburg—116'
 Southern Crossing, Lynchburg—33'

When necessary to leave detached equipment standing on these drawbridges or crossings, it should be left on either side of the dead section or be protected by flagman and the draw tender or leverman notified immediately.

135. Within the limits of interlocking at Virginian Railway Crossing, Portlock, enginemen will signal the leverman by the use of steam whistle, to indicate the track or switches desired, as follows:

Main track through plant—One long blast.
 From main track to yard—One long and four short blasts.
 From yard to eastward main track—Four short blasts.
 From yard to pull-out track—Two short blasts.
 From N. & W. main track to Virginian main track, and vice versa—Four shorts and one long blast.

136. Engines with bald drivers must not be operated over crossing frog located at the point where the eastward track to the Terminal Station, Norfolk Yard, crosses the westward main track from Lamberts Point Branch.

137. Telegraph offices not open continuously are as follows:

Windsor. 8:00 AM to 5:00 PM Ex. Sat., Sun. & Holiday
 Ivor. 8:15 AM to 5:15 PM Ex. Sat., Sun. & Holiday
 Wakefield. 8:15 AM to 5:15 PM Ex. Sat., Sun. & Holiday
 Waverly. 8:15 AM to 5:15 PM Ex. Sat., Sun. & Holiday
 Disputanta. 8:00 AM to 5:00 PM Ex. Sat., Sun. & Holiday
 Ford. 9:00 AM to 6:00 PM Ex. Sat., Sun. & Holiday
 Wilson. 9:00 AM to 6:00 PM Ex. Sat., Sun. & Holiday
 Wellville. 9:00 AM to 6:00 PM Ex. Sat., Sun. & Holiday
 Rice. 8:30 AM to 5:30 PM Ex. Sat., Sun. & Holiday
 Prospect. 8:00 AM to 5:00 PM Ex. Sat., Sun. & Holiday
 Appomattox. 8:00 AM to 5:00 PM Ex. Sat., Sun. & Holiday
 Concord. 8:00 AM to 5:00 PM Ex. Sat., Sun. & Holiday
 Goode. 8:15 AM to 5:15 PM Ex. Sat., Sun. & Holiday
 Thaxton. 8:15 AM to 5:15 PM Ex. Sat., Sun. & Holiday
 Montvale. 8:15 AM to 5:15 PM Ex. Sat., Sun. & Holiday

Blue Ridge. 8:15 AM to 5:15 PM Ex. Sat., Sun. & Holiday
 Twelfth Street. 7:45 AM to 4:45 PM Ex. Sat., Sun. & Holiday
 Rustburg. 8:30 AM to 5:30 PM Ex. Sat., Sun. & Holiday
 Gladys. 8:30 AM to 5:30 PM Ex. Sat., Sun. & Holiday
 Brookneal. 8:30 AM to 7:00 PM Ex. Sun.
 Brookneal. 11:00 AM to 7:00 PM on Sunday only
 Nathalie. 9:00 AM to 6:00 PM Ex. Sat., Sun. & Holiday
 Halifax. 8:30 AM to 5:30 PM Ex. Sat., Sun. & Holiday
 Halifax. 2:00 PM to 5:00 PM Sat., Sun. & Holiday
 South Boston. 9:00 AM to 6:00 PM Ex. Sun. & Holiday
 South Boston. 2:00 PM to 5:00 PM Sun. & Holiday Only
 Denniston. 8:00 AM to 5:00 PM Ex. Sat., Sun. & Holiday
 Roxboro. 8:00 AM to 7:00 PM Ex. Sun. & Holiday
 Roxboro. 11:00 AM to 7:00 PM On Sun. & Holiday Only
 Rougemont. 9:30 AM to 6:30 PM Ex. Sat., Sun. & Holiday
 Durham. 6:00 AM to 10:00 PM

Straight non-telegraph agencies are open as follows:

South Norfolk. 8:00 AM to 5:00 PM Ex. Sat., Sun. & Holiday
 Zuni. 8:00 AM to 5:00 PM Ex. Sat., Sun. & Holiday
 Sutherland. 9:00 AM to 6:00 PM Ex. Sat., Sun. & Holiday
 Evergreen. 9:00 AM to 5:00 PM Ex. Sat., Sun. & Holiday
 Forest. 8:00 AM to 5:00 PM Ex. Sat., Sun. & Holiday
 Bonsack. 8:00 AM to 5:00 PM Ex. Sat., Sun. & Holiday
 Vinton. 7:00 AM to 4:00 PM Ex. Sat., Sun. & Holiday
 Naruna. 8:30 AM to 5:30 PM Ex. Sat., Sun. & Holiday
 Crystal Hill. 9:00 AM to 6:00 PM Ex. Sat., Sun. & Holiday
 Woodsdale. 8:30 AM to 5:30 PM Ex. Sat., Sun. & Holiday
 Helena. 8:00 AM to 5:00 PM Ex. Sat., Sun. & Holiday
 Bahama. 9:00 AM to 6:00 PM Ex. Sat., Sun. & Holiday

138. LOCATION OF OUTSIDE TELEPHONES:

"A" Indicates Yard, "B" Block, "D" Dispatcher, "M" Message

NORFOLK TERMINAL

North side of track east of overpass at Hampton Boulevard—"A."
 North side of track east of Colley Avenue crossing—"A."
 South side of track east of Llewellyn Avenue crossing—"A."
 North side of track west of Monticello Avenue crossing—"A."
 South side of track east of Church Street crossing—"A."
 South side of track east of Pennsylvania connection between Goff Street and St. Julian Avenue crossing—"A."
 North side of track west of Calvert Street crossing—"A."
 South side of track east of Brambleton Avenue crossing—"A."
 In Leverman's tower, Lovitt Avenue crossing—"A."
 In Scale house west of Lovitt Avenue—"A."
 South side of track west of Lovitt Avenue opposite Scale house—"A."
 In Drawtender's house east end Bridge 5—"A."
 On north side of track near east end of Belt Line connection—"A."
 East of Berkley Avenue crossing west end of Belt Line crossing—"A."
 In Leverman's tower—"A."
 In Agent's Office, South Norfolk Station—"A."
 In Virginian Tower—"A."
 Outside of shanty south side of track near east end of yard—"A."
 On pole south side of track near east end of yard—"A."
 On pole west end of Hopper track—"A."
 On South side of No. 2 lead at west end—"A."
 East end of Cloverleaf Underpass—MP N No. 6—"A."
 Eastbound—Home signal Bridge 7—"A."
 Westbound—Home signal Bridge 7—"A."
 In Drawtender's house at West end of Bridge 7—"A" and "D."
 On pole south side of track east of Gilmerton Road crossing—VEPCo Sdg.—"A."
 On pole south side of track east of Gilmerton Road crossing—"D."

Bridge No. 7 and Crewe

Yadkin. "D" and "M."
 MP 13.5. "D."
 Juniper. East and west switches—"D" and "M."
 MP 17.2. "D."
 MP 19.9. "D."
 Suffolk. Near home signals east and west of tower, Wellon Street and west switch—"D" and "M."
 Kilby. At crossover—"D."
 MP 28. "D."
 Myrtle. East and west switches—"D" and "M."
 MP 30.4. "D" and "M."
 Windsor. Outside of station—"D" and "M."
 MP 36.3. "D" and "M."
 Dwight. East switch—"D" and "M." At stand-pipe—"D."
 Zuni. Outside of station—"D" and "M."
 MP 42.3. "D."
 Ivor. Outside of station, east and west switches—"D" and "M."
 MP 48. "D."
 Wakefield. Outside of station, east and west switches—"D" and "M."
 MP 55. "D."
 Waverly. Outside of station, east and west switches—"D" and "M."
 Gray's Spur. "D" and "M."
 MP 63.5. "D" and "M."
 MP 65. "D."
 Disputanta. Outside of station, east and west switches—"D" and "M."
 MP 71.2. "D" and "M."
 MP 72.1. "D."
 Poe. Middle crossover, westward home signal, eastward home signals on old line and Belt Line—west leg of Wye, section house, Signal Maintainer's tool house, TC house, west switch on Belt Line—"D" and "M." East switch—"D."
 MP 79.1. "D."
 City Point Jct. Westward home signal—"D" and "M."
 Puddledock. Near switch—"D" and "M."
 Camp Lee Jct. Near switch—"D" and "M."
 Hopewell. Near water tank—"M."
 Petersburg. At ice house crossing, A. C. L. connection, east end of Broadway Yard—"M." Yard office, stop and stay signal east end of TC, west end of Wye, west end of yard, west end Fleet Siding—"D" and "M."
 MP 83.2. "D."
 SAL Connection. "D" and "M."
 P & A Jct. "D."
 Addison. East and west switches—"D" and "M."
 Jack. Wye track, east switch on Belt Line, south leg of Wye—"D." Section Foreman's house, westward home signal on Belt Line, eastward home signal—"D" and "M."
 Secoast. East and west switches, middle crossover, MP 3 Belt Line—"D."
 MP 90.5. "D" and "M."
 Sutherland. Outside of station—"D" and "M."
 MP 93.5. "D" and "M."
 Church Road. East switch, middle and west switch—"D" and "M."
 Poole Siding. Shelter Shed—"D."
 Ford. Outside of station and west switch—"D" and "M."
 Hebron. Shelter Shed—"D."
 Wilson. Outside station, east and west switch—"D" and "M."
 Wellville. Outside station—"D" and "M."
 Lipco. East and West Leg of Wye—"D" and "M."
 Blackstone. East end passing siding, Broad Street Crossing, and West end of station—"D" and "M."
 M. P. 121.5. "D."
 Nottoway. Outside station and west switch—"D" and "M."
 Crewe. Outside station—"D" and "M."

Crewe and Roanoke

Burkeville..... East switch passing siding—east switch to Yard, Crossover west end station and west end double track "D" and "M."
M. P. B—O Plant 'phone.
No. 14 signal—Plant 'phone.
West end double track Plant 'phone.
M. P. 135.5..... "D" and "M."
Moran..... Spur track switch—"D" and "M."
Rice..... East and West end of passing siding—"D" and "M."
High Bridge..... East and west end of passing siding—"D" and "M."
M. P. 147..... "D" and "M."
M. P. 148..... "D" and "M."
M. P. 149..... "D" and "M."
Farmville..... Outside of freight station "D" and "M."
West end of passing siding "D" and "M."
Furnico..... North storage track switch—"D" and "M."
M. P. 153..... "D" and "M."
Tuggle..... East and West switch passing siding "D" and "M."
Prospect..... Outside of Station, East and West switch passing siding "D" and "M."
M. P. 162.8..... "D" and "M."
Elam..... Spur track switch "D" and "M."
Pamplin..... M. P. 168 East end, M. P. 168.5 team track switch, Sub-station, Station siding switch—Plant 'phones.
M. P. B-1.6..... "D."
Green Bay..... East and West Switch passing siding, Tool house "D."
M. P. B-9.6..... "D."
M. P. B-11.5..... "D."
Virso..... East and West Switch Passing siding—"D."
M. P. B-16.6..... "D."
Abilene..... East west switch and middle crossover passing siding—"D."
M. P. B-23.8..... "D."
Maloney..... Tool house, east and west switch and middle crossover passing siding "D."
M. P. B-32.6..... "D."
M. P. B-35.6..... "D."
M. P. 171..... Tool house "D" and "M."
M. P. 173..... "D."
Evergreen..... Outside station "D."
Appomattox..... Outside station, east and west switch station and passing siding "D" and "M."
Spout Springs..... Shelter Shed—"D."
Phoebe..... East switch, middle crossover passing siding, M. P. 189.5 Crossover Phoebe Wye—"D."
M. P. 192.7..... "D" and "M."
M. P. 194..... "D."
M. P. 196..... "D."
M. P. 197.7..... "D" and "M."
M. P. 201.4..... "M."
James..... East and west end passing siding—"D."
M. P. 202.4..... "D."
Island..... In watch box east and west end and west end Sub-station—"D."
Lynchburg..... 10th Street Crossover, 9th Street Crossover Signal 12-R, Gas House Track, West end double track, East and west end tunnel, and Durham Junction—Plant 'phones.
M. P. 206.8..... "D."
Halsey..... East and west switch—"D."
M. P. 210.2..... "D."
Clay..... East and west switch—"D."
Doctor..... Spur "D."
M. P. P-5.3..... "D."
M. P. P-6.4..... "D."
M. P. P-8.7..... "D."
Posm..... East and west switch—"D."
M. P. P-9.4..... "D" and "M."
M. P. P-13.2..... "D" and "M."
M. P. P-14.5..... "D" and "M."

Kinney..... East and west switch—"D."
Tank, middle crossover and Sou connection "D."
M. P. P-17.5..... "M."
M. P. P-21.8..... "D."
M. P. 213.9..... "D."
M. P. 214.7..... "D."
M. P. 215.5..... "D."
M. P. 215.6..... "D."
M. P. 217..... Watch Box "D."
M. P. 218.2..... "D."
M. P. 220.1..... "D" and "M."
Goode..... Outside station "D" and "M."
M. P. 222.2..... "D."
Lowry..... East and west end, "D" and "M" and "D." Spur track—"D." Station "D" and "M."
M. P. 225.5..... "D."
Bedford..... East end "D" and "M." Stock yard track, Grove Street watch box and Station—"D" and "M."
M. P. 230.4..... "D" and "M."
M. P. 231.5..... "D."
Thaxton..... East switch and outside Station "D."
M. P. 234.6..... "D" and "M."
M. P. 235.8..... "D" and "M."
Irving..... "D" and "M."
M. P. 238.5..... "D" and "M."
M. P. 239.1..... "D" and "M."
Montvale..... East switch and outside station—"D" Crossover west of station... "D."
M. P. 242.7..... "D."
Villamont..... East and west end "D." Spur track and middle crossover "D."
Blue Ridge..... East end crusher—"D." Outside station—"D."
M. P. 247..... "M."
M. P. 247.1..... "D."
M. P. 247.9..... "D."
Webster..... "D" and "M."
M. P. 249.8..... "M."
Bonsack..... East and west end—"D." Spur track east and west of station—"D." Bridge 89 "D." Pusher Siding "D," "M" and yard. Outside station "D" and "M."
Vinton..... Outside station "D" and "M."
Roanoke..... Near crossing to Bridge Works "M" and in switch box east of 10th Street Bridge "D."

Lynchburg and Durham

Durham Junction..... "M."
12th Street..... Near overhead bridge north of Station "M." South end yard "D" and "M."
Durmid..... At north leg of Wye "D" and "M." North end Durmid Tunnel "D."
Lone Jack..... "D."
M. P. L-8.1..... "D."
Rustburg..... North end passing siding, south switch passing siding "D" and "M."
Winfall..... "D."
Gladys..... In station "D" and "M."
M. P. L-23, Hickson's Tank..... "D."
Naruna..... Outside station "D." Inside station "D."
Brookneal..... North switch passing siding and station "D" and "M."
Vabrook..... On post "D."
Clarkton..... At water tank "D" and "M."
Nathalie..... North end passing siding and in station "D" and "M."
Lennig..... Outside station "D."
Crystal Hill..... Station "D" and "M."
M. P. L-52..... "D."
Halifax..... North end passing siding and station "D" and "M."
South Boston..... North end passing siding and outside of station "D" and "M."
Cluster Springs..... "D" and "M."
Denniston..... Station and at south end passing siding "D" and "M."
Hyco Tank..... "D."
Woodsdale..... Outside station "D."

Baker's Siding..... "D" and "M."
Roxboro..... North end passing siding "D" and "M." Outside station "D."
M. P. L-87..... "D."
Helena..... Station "D" and "M."
M. P. L-93.4..... "D."
Rougemont..... At north end passing siding and Station "D" and "M."
Bahama..... Station "M."
Willardville..... "D" and "M."
Fairtosh..... North end passing siding "D." South end passing siding "D" and "M."
M. P. L-107..... "D."
Weavers..... "D."
Duke..... North end yard "D" and "M."
Durham..... North leg of Wye "D" and "M." Tool house "D."

RESTRICTED USE OF SIDINGS

139. Class A, K and Mallet engines must not use the following sidings:
Vinton..... The coal wharf tracks.
Webster..... Spur siding.
Bedford..... All spur sidings, except depot sidings and new team track.
Lowry..... Depot siding.
Kinney..... Thornhill Wagon Works sidings. (Gas Works siding. Spring siding. Southern connection. Hurt's Mill siding. The elevated coal wharf track. Spur siding behind coal wharf. Spur sidings to lumber yards.)
Lynchburg..... (Spur siding two hundred feet back of main line frog. Spur siding two hundred feet back of main line frog. Depot sidings and all industrial sidings. All industrial sidings. Power-house trestle. City Electric Light Plant siding. Siding back of passenger station and all industrial sidings.)
Waverly..... Gray Lumber Company siding.
Wakefield..... Depot sidings.
Ivor..... Depot sidings.
Myrtle..... Depot siding.
Suffolk..... Vgn. connection, Southern connection, A. C. L. connection from westward track, and all industrial sidings.
Twelfth Street..... City siding north of station and all industrial sidings.
Durmid..... United Cigarette Machine Company.
Brookneal..... Standard Oil Company and Ice Plant.
South Boston..... Cotton Mill, Coal & Ice Company, and Hill track.
Baker..... Spur sidings.
Longhurst..... Cotton Mill sidings.
Roxboro..... Cotton Mill, Harveys and Team tracks back of station.
Duke..... McGuire's siding. Imperial Tobacco Company. Team tracks Nos. 1, 2, 3, 4, 5 and 6.
Durham..... Freight house tracks. Golden Belt Company. Hosiery Mill. City Ice Company.

The coal trestles at Vinton, Bedford, except Hill Track, Ito, Lynchburg, Island, Farmville, Crewe, Blackstone, Petersburg, Suffolk, Twelfth Street, South Boston, Longhurst, Roxboro and Durham, must not be used by engines heavier than Class M engines.

When necessary for any of the engines listed above to set off cars on the tracks named they will hold to sufficient cars to make proper placement.

When Class M-2 engines have to switch the Burkeville Distributing Co. siding leading off of the eastward track at Burkeville, they will hold to sufficient cars to prevent the engine from going on this track.

The restrictions specified do not apply to Class Z engines on Grays Siding and depot siding at Waverly, depot sidings at Wakefield, Ivor and Myrtle, South Boston, Brookneal, Baker, Longhurst, Roxboro, Vinton, coal wharf tracks, Webster, spur siding, Bedford, all spur sidings, Lowry, depot siding, Farmville, depot sidings and

all industrial sidings, Burkeville, all industrial sidings, Halsey and Ito trestles.

The restrictions specified do not apply to Class K engines on Waverly, Wakefield, Ivor, Myrtle, Farmville and Burkeville sidings. 140. The Wye at Phoebe must not be used by Class A, K-1, K-2 and J engines.

141. LOCATION AND LENGTH OF TURN TABLES
Lamberts Point.....100 feet.
Crewe.....115 feet.
Island.....100 feet.

ROANOKE TERMINAL

Local	Class of Service and Miles Per Hour		
	Passenger Trains	Mixed Trains	Freight Trains and Engines
Speed Restrictions	40	30	20
200. Through Roanoke Terminals	40	30	20
Exceptions:			
Entering or leaving Roanoke Interlocking Plant.....	15	15	15
Between Commerce Street and Shaffers Crossing under grade (24th St.).....	30	30	15
Through Station Tracks Nos. 1, 2, 3 and 4.....	10	10	10
East leg of Campbell Avenue Wye.....	5	5	5
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 enter upon or pass over street crossings protected by gates, unless the gates are down or the crossing protected by watchman.

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

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

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

203. Conductors of trains entering Roanoke Yard must see that sufficient hand brakes are applied (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. Extreme care must be used to prevent runaway. A Yardman with a 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 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 Campbell 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 a point 1,000 feet south of Walnut Avenue Tower. (End of Double Track.)

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 4:00 P. M. and 9:30 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 Virginian crossing, Norwich, to switch leading to Siding 96 (Roanoke Ice & Cold Storage Co.), between 9:30 A. M. and 4:00 P. M., except under flag protection, or by special instructions. Yard engines, passing the switch leading to Siding 96, and unable to reach the Virginian Railway crossing, Norwich, by 9:30 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 Co.), between 9:30 A. M. and 4:00 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 S $\frac{1}{2}$ 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. 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 Rule 109, Book of Rules.

210. 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) Eastward trains on the eastward main track will approach the switch located just east of the Switch Box, east of Park Street Bridge, under control, expecting to find the track occupied; and will not pass the fouling point without a signal from the switchtender.

A yellow lantern will be used by switchtender by night and yellow flag by day.

Trains and engines will not foul pull-out track east of Park Street Bridge without a hand or lantern signal.

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

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

211. 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.

212. 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.

213. 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.

214. 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.

215. 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.

216. When trains or light engines are standing on main or yard tracks on Roanoke Terminals, the headlight must 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. 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."

219. 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 Company.
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	Flecks Coal Company.
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.

Siding No.	Industry:
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.

Tonnage Ratings and Weather Reductions for Locomotives

ROANOKE TO ISLAND OR CREWE—With Pusher

CLASS OF ENGINES	Class of Service	Rating A	Rating B	Rating C	Rating D	Rating F	Rating G	Rating H
		Normal	31° to 24°	23° to 16°	15° to 8°	7° to Zero	Zero to 8°	9° to 16°
		5% red.	10% red.	15% red.	20% red.	25% red.	30% red.	Below
Y-5 or Y-6 with Y-5 or Y-6 Pusher	Slow	8200	7790	7380	6970	6560	6150	5740
	Time	5800	5510	5220	4930	4640	4350	4060
Y-5 or Y-6 with Y-3 or Y-4 Pusher	Slow	7600	7220	6840	6460	6080	5700	5320
	Time	5800	5510	5220	4930	4640	4350	4060
A, Y-3 or Y-4 with Y-5 or Y-6 Pusher	Slow	7500	7125	6750	6375	6000	5625	5250
	Time	5700	5415	5130	4845	4560	4275	3990
A, Y-3 or Y-4 with Y-3 or Y-4 Pusher	Slow	7000	6650	6300	5950	5600	5250	4900
	Time	5700	5415	5130	4845	4560	4275	3990

ROANOKE TO ISLAND OR CREWE—Without Pusher

Y-5 or Y-6	Slow	4100	3895	3690	3485	3280	3075	2870
	Time	3600	3420	3240	3060	2880	2700	2520
A, Y-3 or Y-4	Slow	3500	3325	3150	2975	2800	2625	2450
	Time	3000	2850	2700	2550	2400	2250	2100
Z	Slow	2250	2140	2025	1915	1800	1690	1575
K-1 or K-2	Slow or Time	1500	1425	1350	1275	1200	1125	1050
	Slow	1300	1235	1170	1105	1040	975	910

CREWE OR ISLAND TO ROANOKE—With Pusher

Y-5 or Y-6	Slow	3600	3420	3240	3060	2880	2700	2520
	Time	3500	3325	3150	2975	2800	2625	2450
A	Slow	3200	3040	2880	2720	2560	2400	2240
	Time	3100	2945	2790	2635	2480	2325	2170
Y-3 or Y-4	Slow	3200	3040	2880	2720	2560	2400	2240
	Time	2800	2660	2520	2380	2240	2100	1960
Z	Slow	2300	2185	2070	1955	1840	1725	1610
	Time	1900	1805	1710	1615	1520	1425	1330
K-1 or K-2	Slow or Time	1900	1805	1710	1615	1520	1425	1330
	Slow	1550	1475	1395	1320	1240	1165	1085

CREWE OR ISLAND TO ROANOKE—Without Pusher

CLASS OF ENGINES	Class of Service	Rating A	Rating B	Rating C	Rating D	Rating F	Rating G	Rating H
		Normal	31° to 24°	23° to 16°	15° to 8°	7° to Zero	Zero to 8°	9° to 16°
		5% red.	10% red.	15% red.	20% red.	25% red.	30% red.	Below
Y-5 or Y-6	Slow or Time	3300	3135	2970	2805	2640	2475	2310
	Slow	2800	2660	2520	2380	2240	2100	1960
A, Y-3 or Y-4	Slow	2800	2660	2520	2380	2240	2100	1960
	Time	2700	2565	2430	2295	2160	2025	1890
Z	Slow	1800	1710	1620	1530	1440	1350	1260
K-1 or K-2	Slow or Time	1350	1285	1215	1150	1080	1015	945
	Slow	1200	1140	1080	1020	960	900	840

CREWE TO PETERSBURG OR NORFOLK

Y-5 or Y-6	Slow	14000	13300	12600	11900	11200	10500	9800
	Time	7200	6840	6480	6120	5760	5400	5040
A, Y-3 or Y-4	Slow	13500	12825	12150	11475	10800	10125	9450
	Time	7200	6840	6480	6120	5760	5400	5040
Z	Slow	8200	7790	7380	6970	6560	6150	5740
	Time	5500	5225	4940	4675	4400	4125	3850
K-1 or K-2	Slow	6000	5700	5400	5100	4800	4500	4200
	Time	5000	4750	4500	4250	4000	3750	3500
M-2	Slow	5400	5130	4860	4590	4320	4050	3780

NORFOLK TO PETERSBURG OR CREWE PETERSBURG TO CREWE OR NORFOLK

Y-5 or Y-6	Slow	3900	3705	3510	3315	3120	2925	2730
	Time	4200	3990	3780	3570	3360	3150	2940
A, Y-3 or Y-4	Slow	3900	3705	3510	3315	3120	2925	2730
	Time	4100	3895	3690	3485	3280	3075	2870
Z	Slow	3100	2945	2790	2635	2480	2325	2170
	Time	2700	2565	2430	2295	2160	2025	1890
K-1 or K-2	Slow or Time	2500	2375	2250	2125	2000	1875	1750
	Slow	1850	1760	1665	1575	1480	1390	1295

Tonnage Ratings and Weather Reductions for Locomotives—Continued

ISLAND TO 12TH STREET									12TH STREET TO NARUNA AND NARUNA TO ISLAND														
CLASS OF ENGINES	Class of Service	Rating A	Rating B	Rating C	Rating D	Rating E	Rating F	Rating G	Rating H	Y-5 or Y-6	Y-3 or Y-4	Z	M-2	M	NARUNA AND DURHAM—Both Directions								
		Normal	31° to 24°	23° to 16°	15° to 8°	7° to Zero	Zero to 8°	9° to 16°	Below	Below	Slow	Slow	Slow	Slow	Slow	Y-5 or Y-6	Y-3 or Y-4	Z	M-2	M			
			5% red.	10% red.	15% red.	20% red.	25% red.	30% red.								Slow	Slow	Slow	Slow	Slow	Slow		
Y-5 or Y-6	Slow	1700	1615	1530	1445	1360	1275	1190		2700	2565	2430	2295	2160	2025	1890	3300	3135	2970	2805	2640	2475	2310
Y-3 or Y-4	Slow	1490	1415	1345	1270	1195	1120	1045		2250	2140	2030	1915	1805	1690	1580	2800	2660	2520	2380	2240	2100	1960
Z	Slow	1000	950	900	850	800	750	700		1500	1425	1350	1275	1200	1125	1050	1900	1805	1710	1615	1520	1425	1330
M-2	Slow	700	665	630	595	560	525	490		1100	1045	990	935	880	825	770	1200	1140	1080	1020	960	900	840
M	Slow	450	430	405	385	360	340	315		750	715	675	640	600	565	525	850	810	765	725	680	640	595

When combinations of power other than those shown are used add single ratings. When pusher is used from Island to Winfall, the rating from Naruna to Durham will apply from Island or 12th Street for the road engines used. The rating of locals to include loads or empties to be picked up on line of road, information of which local Conductors must furnish Yardmasters. Durham District locals will be given full tonnage, including cars to be picked up on line, information of which Conductors must furnish Yardmasters. Locals out of Roanoke will be given rating without pusher. ISLAND TO CREWE TRAINS will use same ratings as Roanoke to Crewe without pusher. In case of snow or other extraordinary conditions, Dispatchers will be governed thereby, making such further reductions as conditions require to keep trains moving.

COMPANY SURGEONS

- | | |
|---|--|
| Dr. W. R. Whitman... Chief Surgeon... Roanoke, Va. | Dr. W. L. Ould... Surgeon... Appomattox, Va. |
| Dr. M. A. Johnson, Jr... Asst. Chief Surgeon... Roanoke, Va. | Dr. R. H. Cross... Surgeon... Concord, Va. |
| Dr. J. D. Collins... Consulting Surgeon... Norfolk, Va. | Dr. J. B. Woodson... Consultant... Lowesville, Va. |
| Dr. Southgate Leigh, Jr... Surgeon... Norfolk, Va. | Dr. R. M. Taliaferro... Surgeon... Lynchburg, Va. |
| Dr. M. S. Andrews... Asst. Surgeon... Norfolk, Va. | Dr. W. C. Adkerson... Surgeon... Lynchburg, Va. |
| Dr. M. S. Herrington... Asst. Surgeon... Norfolk, Va. | Dr. J. W. Devine, Jr... Asst. Surgeon... Lynchburg, Va. |
| Dr. A. A. Burke... Ophthalmologist... Norfolk, Va. | Dr. W. C. Adkerson... Surgeon... Forest (P. O.,
Lynchburg), Va. |
| Dr. C. C. Cooley... Asst. Ophthalmologist... Norfolk, Va. | Dr. J. R. Gorman... Ophthalmologist... Lynchburg, Va. |
| Dr. Foy Vann... Orthopedic Surgeon... Norfolk, Va. | Dr. W. F. Thornton... Roentgenologist... Lynchburg, Va. |
| Dr. S. B. Whitlock... Roentgenologist... Norfolk, Va. | Dr. B. H. Kyle... Orthopedic Surgeon... Lynchburg, Va. |
| Dr. E. R. Altizer... Asst. Surgeon... South Norfolk, Va. | Dr. W. O. Tune... Surgeon... Brookneal, Va. |
| Dr. G. W. Simpson... Asst. Surgeon... South Norfolk, Va. | Dr. Louis P. Bailey... Surgeon... Nathalie, Va. |
| Dr. O. R. Yates... Asst. Surgeon... Suffolk, Va. | Dr. C. B. White... Surgeon... Halifax, Va. |
| Dr. F. I. Steele... Surgeon... Windsor, Va. | Dr. Wm. R. Watkins... Surgeon... South Boston, Va. |
| Dr. E. M. Babb... Surgeon... Ivor, Va. | Dr. W. Lloyd Eastlock... Asst. Surgeon... South Boston, Va. |
| Dr. R. B. McEwen... Surgeon... Wakefield, Va. | Dr. G. W. Gentry... Surgeon... Roxboro, N. C. |
| Dr. E. Paul Jones... Surgeon... Waverly, Va. | Dr. N. D. Bitting... Surgeon... Durham, N. C. |
| Dr. Chas. D. Townes... Dental Surgeon... Waverly, Va. | Dr. Wm. M. Coppridge... Asst. Surgeon... Durham, N. C. |
| Dr. W. C. Webb... Surgeon... Disputanta, Va. | Dr. Hunter Sweaney... Asst. Surgeon... Durham, N. C. |
| Dr. J. M. Williams... Surgeon... Petersburg, Va. | Dr. W. G. Hardy... Surgeon... Thaxton (P. O., Bed-
ford), Va. |
| Dr. F. J. Wright, Jr... Asst. Surgeon... Petersburg, Va. | Dr. W. V. Rucker... Asst. Surgeon... Bedford, Va. |
| Dr. T. B. Pope... Asst. Surgeon... Petersburg, Va. | Dr. E. L. Johnson... Asst. Surgeon... Bedford, Va. |
| Dr. E. Palmore Irving... Orthopedic Surgeon... Petersburg, Va. | Dr. R. H. Newman... Surgeon... Vinton, Va. |
| Dr. C. S. Dodd... Ophthalmologist... Petersburg, Va. | Dr. Paul Davis... Asst. Surgeon... Roanoke, Va. |
| Dr. Meade C. Edmunds... Asst. Ophthalmologist... Petersburg, Va. | Dr. F. F. Davis... Asst. Surgeon... Roanoke, Va. |
| Dr. D. L. Elder... Surgeon... Hopewell, Va. | Dr. W. L. Sibley... Asst. Surgeon... Roanoke, Va. |
| Dr. A. T. Brickhouse... Asst. Surgeon... Hopewell, Va. | Dr. H. J. Hagan... Asst. Surgeon... Roanoke, Va. |
| Dr. F. S. Johns... Asst. Surgeon... Richmond, Va. | Dr. K. D. Graves... Asst. Surgeon... Roanoke, Va. |
| Dr. Wm. T. Graham... Orthopedic Surgeon... Richmond, Va. | Dr. W. R. Whitman, Jr... Asst. Surgeon... Roanoke, Va. |
| Dr. R. Finley Gayle... Neuropsychiatrist... Richmond, Va. | Dr. G. M. Maxwell... Ophthalmologist... Roanoke, Va. |
| Dr. Wm. B. Porter... Consulting Internist... Richmond, Va. | Dr. H. B. Stone... Ophthalmologist... Roanoke, Va. |
| Dr. D. C. Mayes... Surgeon... Church Road, Va. | Dr. H. B. Stone, Jr... Ophthalmologist... Roanoke, Va. |
| Dr. J. M. Hurt... Surgeon... Blackstone, Va. | Dr. W. Conrad Stone... Asst. Ophthalmologist... Roanoke, Va. |
| Dr. W. R. Warriner... Surgeon... Crewe, Va. | Dr. K. T. Lee... Dental Surgeon... Roanoke, Va. |
| Dr. J. A. B. Lowry... Asst. Surgeon... Crewe, Va. | Dr. Kyle T. Lee, Jr... Oral Surgeon... Roanoke, Va. |
| Dr. Chas. W. Scott... Surgeon... Burkeville, Va. | Dr. C. D. Nofsinger... Serologist... Roanoke, Va. |
| Dr. Thos. G. Hardy... Surgeon... Farmville, Va. | Dr. H. H. Wescott... Orthopedic Surgeon... Roanoke, Va. |
| Dr. A. Tyree Finch... Asst. Surgeon... Farmville, Va. | Dr. W. L. Powell... Orthopedic Surgeon... Roanoke, Va. |
| Dr. R. A. Moore... Surgeon... Prospect (P. O.,
Farmville), Va. | Dr. S. B. Cary... Urologist... Roanoke, Va. |
| Dr. C. G. O'Brien... Surgeon... Pamplin (P. O.,
Appomattox), Va. | Dr. W. A. Barker... Roentgenologist... Roanoke, Va. |
| Dr. D. A. Christian... Surgeon... Appomattox, Va. | Dr. R. E. Glendy... Consulting Internist... Roanoke, Va. |

FIRST AID TO THE INJURED

A. In accidents to persons, the ranking employee of the road 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 road, 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.

W. H. JACKSON,
Superintendent,
CREWE, VA.

SPEED TABLE

TIME Going 1 Mile		MILES Per Hour	TIME Going 1 Mile		MILES Per Hour	TIME Going 1 Mile		MILES Per Hour
Min.	Sec.		Min.	Sec.		Min.	Sec.	
5	00	12.00	1	26	41.86	58	62.07	
4	00	15.00	1	24	42.86	57	63.14	
3	00	20.00	1	22	43.90	56	64.29	
2	50	21.18	1	20	45.00	55	65.45	
2	40	22.50	1	18	46.15	54	66.66	
2	30	24.00	1	16	47.37	53	67.92	
2	24	25.00	1	15	48.00	52	69.23	
2	20	25.72	1	14	48.65	51	70.59	
2	15	26.67	1	13	49.31	50	72.00	
2	10	27.69	1	12	50.00	49	73.47	
2	05	28.80	1	11	50.70	48	75.00	
2	00	30.00	1	10	51.43	47	76.59	
1	55	31.30	1	09	52.17	46	78.26	
1	50	32.73	1	08	52.94	45	80.00	
1	45	34.29	1	07	53.73	44	81.82	
1	42	35.29	1	06	54.55	43	83.72	
1	40	36.00	1	05	55.38	42	85.71	
1	38	36.73	1	04	56.25	41	87.80	
1	36	37.50	1	03	57.14	40	90.00	
1	34	38.29	1	02	58.06	39	92.31	
1	32	39.13	1	01	59.02	38	94.74	
1	30	40.00	1	00	60.00	37	97.30	
1	28	40.91		59	61.02	36	100.00	