

NORFOLK AND WESTERN RAILWAY CO.

RADFORD DIVISION

TIME TABLE No. 5

EFFECTIVE 1:00 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.

Roanoke to Bluefield—Westward

Distance from Roanoke	Time Table No. 5 EFFECTIVE Sunday, June 7, 1953	FIRST CLASS							
		41	15	9	25	45	23	3	17
STATIONS		Passenger Lv. Daily	Passenger Lv. Daily	Passenger Lv. Daily	Passenger Lv. Daily	Passenger Lv. Daily	Passenger Lv. Daily	Passenger Lv. Daily	Passenger Lv. Daily
.00	Roanoke.....	A. M. 5.05	A. M. 5.15	A. M. 7.00	P. M. 12.10	P. M. 1.15	P. M. 2.45	P. M. 7.27	P. M. 9.01
1.39	W. Roanoke... W C T O Y	5.35	6.25	8.00	12.20	1.30	2.45	7.50	9.16
4.30	W. B.....	5.44	6.34	8.09	12.28	1.39	2.54	7.59	9.25
6.79	Salem..... W H	5.48	6.38	8.16	12.31 ⁸⁵	1.42	2.59	8.02	9.28
12.15	Glenvar.....	5.55	6.48	8.24	12.37	1.48	3.07	8.09	9.35
20.06	Elliston..... W	6.04	7.00	F 8.36	12.46	1.57	F 3.20	8.20	9.44
23.56	Shawsville.....	6.10	7.08	F 8.44	12.51	2.02	F 3.27	8.26	9.49
26.64	Arthur.....	6.15	7.14 ⁹⁰	8.49	12.55	2.06	3.33	8.31	9.54
32.58	Christiansburg..... W S	6.26	7.30	S 9.09	1.04	S 2.17	S 3.46	S 8.43	H 10.04
37.93	Vicker..... W C	6.42	7.40	F 9.22	1.12	2.31	3.57	8.55	10.17
39.67	Walton..... Y P	6.46	7.45	F 9.28	1.15	2.35	4.00	8.58	10.20
Dist. from Walton	3.47	Radford..... W C O	6.53	S 9.45	2.42	S 4.12	4.17	S 10.27	
39.67	Walton..... Y	7.45			1.15		4.26	8.58	
43.52	Bluff..... W E N D D T								
44.54	Cowan..... E E N D D T		7.53		1.21		F 4.34	9.04	
46.10	Belspring.....		F 7.57		1.23		F 4.39	9.06	
49.59	Dry Branch..... W		8.02		1.28		F 4.45 ⁹⁷	9.11	
54.17	Eggleston.....		F 8.11		1.34		F 4.54	9.17	
58.16	Pembroke..... O		S 8.20		1.39		F 5.03	9.22	
61.22	Ripplemead.....		F 8.27		1.43		F 5.09	9.26	
62.47	Potts Valley Jct.....								
68.32	Pearisburg.....		S 8.40		E 1.52		S 5.22	9.35	
71.63	Narrows.....		S 8.49		1.56		S 5.30	A 9.40	
75.93	Lurich..... W		8.57		2.02		F 5.39	9.46	
78.08	Glen Lyn.....		F 9.03		2.06		F 5.45	9.50	
84.89	Oakvale.....		F 9.16		2.15		F 5.57	9.59	
90.61	Ingleside.....		9.26		2.23		F 6.07	10.09	
92.05	Blake..... W		9.29		2.26		6.10	10.12	
96.62	Ada.....		9.38		2.33		F 6.20	10.19	
99.69	E. Bluefield Yard.....		9.45		2.38		6.28	10.25	
100.93	Bluefield..... W C T O Y		9.55		2.45		6.40	10.35	
		A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.

PASSENGER STOP NOTES:

- A—Stop to discharge revenue passengers from Roanoke and beyond or receive revenue passengers for Jaeger and beyond.
- E—Stop to discharge revenue passengers from Roanoke and beyond or receive revenue passengers for Williamson and beyond.
- H—Stop to discharge revenue passengers from beyond Lynchburg or receive revenue passengers for Bristol and beyond.
- P—Stop to receive revenue passengers.

- Q—Stop to discharge revenue passengers from beyond Petersburg or receive revenue passengers for Cincinnati and Columbus.
- W—Stop to discharge or receive revenue passengers.

Roanoke to Bluefield—Westward

Distance from Roanoke	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
		89	99	85	51	97	93				
STATIONS		Time Freight Lv. Daily	Time Freight Lv. Daily	Time Freight Lv. Daily	Time Freight Lv. Daily	Time Freight Lv. Daily	Local Freight Lv. Daily except Sun.				
.00	Roanoke.....	A. M. 4.20	A. M. 10.49	A. M. 7.10	P. M. 12.01	A. M. 12.01	D N M H				
1.39	W. Roanoke... W C T O Y	2.00	4.30	11.00	8.00	12.01	D N D O			Yard	
4.30	W. B.....	2.20	6.00	12.15 ^{PM}	1.30 ^{PM}	2.10					
6.79	Salem..... W	2.26	6.26	12.31 ²⁵	1.56	2.29	D S D		1935	5273	
12.15	Glenvar.....	2.35	6.35	12.40	2.06	2.50				400 5611	
20.06	Elliston..... W	2.50	6.50	12.55	2.21	3.05	D B S		910	12643	
23.56	Shawsville.....	2.58	7.00	1.02	2.33	3.16	D A G		420	4605 6715	
26.64	Arthur.....	3.10	7.14 ¹⁵	1.10	2.41	3.28					
32.58	Christiansburg..... W	3.30	7.30	1.34	2.55	3.50	D R G		1012	5310	
37.93	Vicker..... W C	3.50	7.50	1.57	3.21	4.10	D V K		200	6950	
39.67	Walton..... Y	3.55	7.55	2.10	3.31	4.20	D N B H		900		
Dist. from Walton	3.47	Radford..... W C O			3.50	8.15	D N C N			Yard	
39.67	Walton..... Y	3.55	7.55	2.10		4.20					
43.52	Bluff..... W E N D D T										
44.54	Cowan..... E E N D D T	4.05	8.05	2.20		4.30				688	
46.10	Belspring.....	4.08	8.08	2.23		4.35	D K U		195		
49.59	Dry Branch..... W	4.17	8.17	2.32		4.45 ²³			100	8940	
54.17	Eggleston.....	4.29	8.29	2.44		4.57	D S Y		1950		
58.16	Pembroke..... O	4.40	8.40	2.55		5.08	D M O		510	6196	
61.22	Ripplemead.....	4.47	8.47	3.02		5.15	D M		370		
62.47	Potts Valley Jct.....								900		
68.32	Pearisburg.....	5.01	9.01	3.16		5.33	D P G		550	4787	
71.63	Narrows.....	5.11	9.11	3.26		5.43	D N A		324		
75.93	Lurich..... W	5.24	9.24	3.39		5.55			477	8530	
78.08	Glen Lyn.....	5.29	9.29	3.44		6.00	D G N		1024		
84.89	Oakvale.....	5.49	9.49	4.04		6.22	D O V		1440	5355	
90.61	Ingleside.....	6.04	10.04	4.19		6.37			800		
92.05	Blake..... W	6.14	10.14	4.29		6.45	D N F X			10365	
96.62	Ada.....	6.30	10.30	4.45		7.00			420		
99.69	East Bluefield Yard.....	6.50	10.50	5.05		7.20					
100.93	Bluefield..... W C T O Y	7.00	11.00	5.15		7.30	D N B F			Yard	
		A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	

Bluefield to Roanoke—Eastward

Distance from Bluefield	Time Table No. 5 EFFECTIVE Sunday, June 7, 1953 STATIONS	FIRST CLASS							
		18	4	24	46	10	26	42	16
		Passenger Lv. Daily	Passenger Lv. Daily	Passenger Lv. Daily	Passenger Lv. Daily	Passenger Lv. Daily	Passenger Lv. Daily	Passenger Lv. Daily	Passenger Lv. Daily
		A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.
.00	Bluefield W C T O Y		8.35	11.25			4.05		9.10
1.24	E. Bluefield Yard		8.55	11.50			4.10		9.25
4.31	Ada		8.58	11.53			4.13		9.28
8.88	Blake W		9.03	11.58			4.18		9.33
			9.09	12.05 PM			4.24		9.40
10.32	Ingleside		9.11	12.08			4.26		9.42
16.04	Oakvale		9.20	12.17			4.35	F	9.52
22.85	Glen Lyn		9.29	12.28			4.44		10.02
25.00	Lurich W		9.33	12.33			4.48		10.06
29.30	Narrows	M	9.40	12.41			4.54		10.14
32.61	Pearisburg		9.46	12.51		N	4.58		10.22
38.46	Potts Valley Jct.								
39.71	Ripplemead		9.55	1.02			5.06	F	10.33
42.77	Pembroke O		10.00	1.08			5.10	F	10.39
46.76	Eggleston		10.06	1.16			5.16	F	10.47
51.34	Dry Branch W		10.12	1.23			5.23		10.54
54.83	Belspring		10.17	1.29			5.28		10.59
56.39	Cowan E END D T		10.19	1.33			5.30		11.01
57.41	Bluff W END D T								
61.26	Walton Y		10.25	1.40			5.37	S	11.10
Dist. from Walton									
3.47	Radford W C O	G	5.29	S { 1.50 2.00	S	12.55	S { 4.38 4.43		W 10.57
61.26	Walton Y		5.34	2.09	1.00	4.49	5.37	11.02	S 11.10
63.00	Vicker W C		5.37	F 2.12	1.03	L 4.52	5.39	11.06	S 11.13
68.35	Christiansburg W	C	5.47	S 10.39	S 2.26	S 1.13	S 5.09	S 5.49	S 11.19 ⁹⁴
74.29	Arthur W		5.56 ⁵²	10.48	2.35	1.23	5.19	5.58	11.28
77.37	Shawsville		6.00	10.52	F 2.39	L 1.27	L 5.24	6.02	11.33
80.87	Elliston W		6.05	10.57	F 2.45	L 1.32	L 5.29	6.07	11.39
88.78	Glenvar		6.14	11.07	2.56	1.42	5.38	6.16	11.51
94.14	Salem W		6.20	D 11.14	S 3.07	1.48	S 5.50	O 11.58	S 12.04 AM
96.63	W. B.		6.23	11.17	3.11	1.51	5.55	6.25	12.02 AM
99.54	W. Roanoke W C T O Y								
100.93	Roanoke		6.32	11.30	3.25	2.02	6.10	6.35	12.15
			6.47	11.50		2.17	1.20 AM	6.45	12.45
			A. M.	A. M.	P. M.	P. M.	A. M.	P. M.	A. M.

PASSENGER STOP NOTES:

- C—Stop to discharge revenue passengers from south of Bristol.
 - D—Stop to discharge revenue passengers from Cincinnati or Columbus or receive revenue passengers for beyond Petersburg.
 - G—Stop to discharge revenue passengers from Bristol and beyond, or to receive revenue passengers for Roanoke and beyond.
 - L—Stop to discharge passengers from Radford and beyond.
 - M—Stop to discharge revenue passengers from Iaeger and beyond or receive revenue passengers for Roanoke and beyond.
 - N—Stop to discharge revenue passengers from Williamson and beyond or receive revenue passengers for Roanoke and beyond.
 - O—Stop to discharge revenue passengers from Bristol and beyond and to receive revenue passengers for points beyond Lynchburg.
 - W—Stop to discharge or receive revenue passengers.
- NOTE: No. 24 stop at Blake for Company mail.

Bluefield to Roanoke—Eastward

Distance from Bluefield	Time Table No. 5 EFFECTIVE Sunday, June 7, 1953 STATIONS	THIRD CLASS					FOURTH CLASS
		52	84	92	86	94	100 Local Freight Lv. Daily Except Sun.
		Time Freight Lv. Daily	Time Freight Lv. Daily	Time Freight Lv. Daily	Time Freight Lv. Daily	Time Freight Lv. Daily	
		A. M.	A. M.	A. M.	A. M.	P. M.	A. M.
.00	Bluefield W C T O Y						
1.24	East Bluefield Yard		4.55	7.30	11.30	6.15	6.30
4.31	Ada		5.40	9.00	12.15 PM	8.15	6.41
8.88	Blake W		5.50	9.10	12.25	8.25	6.53
			6.10	9.30	12.45	8.45	
10.32	Ingleside		6.14	9.34	12.49	8.49	6.58
16.04	Oakvale		6.30	9.50	1.05	9.05	7.13
22.85	Glen Lyn		6.47	10.07	1.22	9.22	7.35
25.00	Lurich W		6.52	10.12	1.27	9.27	7.45
29.30	Narrows		7.02	10.22	1.37	9.37	8.00
32.61	Pearisburg		7.11	10.31	1.46	9.46	8.16
38.46	Potts Valley Jct.						
39.71	Ripplemead		7.23	10.45	1.58	9.58	8.35
42.77	Pembroke O		7.29	10.53	2.04	10.05	8.44
46.76	Eggleston		7.37	11.03	2.12	10.15	9.00
51.34	Dry Branch W		7.52	11.23	2.27	10.30	9.16
54.83	Belspring		8.00	11.32	2.35	10.37	9.30
56.39	Cowan E END D T		8.04	11.37	2.39	10.41	9.40
57.41	Bluff W END D T						
61.26	Walton Y		8.15	11.57	2.50	10.51	9.55
Dist. from Walton							
3.47	Radford W C O		4.30				10.10
			4.45				
61.26	Walton Y		5.00	8.15	11.57	2.50	10.51
63.00	Vicker W C		5.05	8.19	12.01 PM	2.54	10.55
68.35	Christiansburg W		5.35	8.46	12.27	3.21	11.19 ⁴²
74.29	Arthur W		5.56 ¹⁸	9.03	12.44	3.38	11.36 ¹⁶
77.37	Shawsville		6.05	9.12	12.53	3.47	11.45
80.87	Elliston W		6.25	9.27	1.16	4.08	12.01 AM
88.78	Glenvar		6.40	9.44	1.30	4.19	12.28
94.14	Salem W		6.55	9.52	1.38	4.27	12.36
96.63	W. B.		7.05	10.01	1.46	4.36	12.45
99.54	W. Roanoke W C T O Y		7.15	10.10	2.00	4.45	
100.93	Roanoke		1.30 PM	12.30 PM	8.15	7.15	1.00
			1.40	12.40	8.25	7.25	
		P. M.	P. M.	P. M.	P. M.	A. M.	A. M.

Radford to Bristol—Westward

Distance from Radford	Time Table No. 5 EFFECTIVE Sunday, June 7, 1953	FIRST CLASS				Third Class	Fourth Class
		41	9	45	17	51	71
		Passenger Lv. Daily	Passenger Lv. Daily	Passenger Lv. Daily	Passenger Lv. Daily	Time Frt. Lv. Daily	Local Frt. Lv. Daily Ex. Sunday
STATIONS							
.00	Radford..... W C O W	A. M. 6.53	A. M. 9.45	P. M. 2.42	P. M. 10.27	P. M. 3.50	A. M.
1.17	JC..... W E N D D T	6.55	9.48	2.44	10.29	3.53
2.23	New River.....	6.57	F 9.50	2.46	10.31	3.56
5.22	Melborn.....	7.02	9.56	2.51	10.35	4.04
8.04	Dublin..... K	7.07	F 10.02	2.55	10.40	4.14
8.94	Wysor.....	7.08	10.03	2.56	10.41 ⁴²	4.20 ¹⁰
11.78	Wurno.....	7.12	10.08	3.00	10.45	4.25
15.43	Pulaski..... W C O Y W	7.17	S 10.30	W 3.05	J 10.50	4.50	7.00
18.52	Granite.....	7.23	10.40	3.10	10.55	5.00	7.08
22.01	Clark..... W	7.29	10.48	3.16	11.01	5.10	7.18
28.12	Max Meadows..... W	7.37	F 10.59	3.23	11.08	5.25	7.31
32.99	Kent.....	7.43 ⁷¹	11.06	3.29 ¹⁰	11.14	5.40	7.43 ⁴¹
36.20	Wytheville..... W	7.51	S 11.17	W 3.37	J 11.19	5.50	7.55
41.33	Grubb.....	7.59	F 11.25	3.44	11.26	6.08 ⁸⁸	8.05
43.94	Crockett..... W	8.03	F 11.35 ⁷²	3.48	11.30	6.13	8.13
49.12	Rural Retreat..... K	8.09	F 11.47 ⁴⁶	3.57	11.37	6.24	8.34
53.09	Groseclose.....	8.14	F 11.53	4.02	11.42	6.31	9.00
57.92	Atkins..... W	8.19	F 12.01 PM	4.08	11.47	6.39	9.20
63.42	Marion..... O W	8.26	S 12.26	W 4.16	J 11.54	6.50	9.40
67.81	McMullin.....	8.33	12.33	4.22	12.01 AM	6.59	10.08 ⁷²
70.91	Seven-Mile Ford.....	8.37	F 12.42	4.27	12.05	7.16	10.20
74.22	Chilhowie..... K	8.42	S 12.52	4.31 ⁸⁸	12.09	7.27	10.35
79.77	Glade Spring..... W Y C W	8.50 ⁷²	S 1.09	W 4.40	12.16	7.55	11.04 ⁴⁶
83.22	Emory..... K	8.55	F 1.16	4.44	12.21	8.10	11.25
85.31	Meadow View.....	8.59	F 1.21	4.48	12.24	8.15	11.35
89.08	Hayter.....	9.04	1.32 ¹⁰	4.53	12.29	8.30 ⁴²	12.01 PM
93.05	Abingdon..... W S	9.10	S 1.52	S 4.59	J 12.35 ⁵²	8.40	12.50
99.00	Wyndale.....	9.20	F 2.06	5.07	12.43	9.01	1.15 ¹⁰
102.26	Wallace.....	9.24	F 2.12	5.11	12.47	9.08	1.25
107.88	Bristol..... W C T O Y	9.35 A. M.	2.30 P. M.	5.20 P. M.	12.55 A. M.	9.30 P. M.	1.35 P. M.

PASSENGER STOP NOTES:

- J—Stop to discharge revenue passengers from beyond Lynchburg.
- K—Stop to discharge revenue passengers from beyond Lynchburg and to receive revenue passengers for Bristol and beyond.
- W—Stop to discharge or receive revenue passengers.

NOTE: In order to dispatch mail, Train 17 will stop at Pulaski when Train 42 is occupying main track.

Bristol to Radford—Eastward

Distance from Bristol	Time Table No. 5 EFFECTIVE Sunday, June 7, 1953	FIRST CLASS			
		18	46	10	42
		Passenger Lv. Daily	Passenger Lv. Daily	Passenger Lv. Daily	Passenger Lv. Daily
STATIONS					
.00	Bristol..... W C T O Y	A. M. 3.05	A. M. 10.25	P. M. 1.00	P. M. 8.00
5.62	Wallace.....	3.14	10.34	F 1.09	8.10
8.88	Wyndale.....	3.18	10.38	F 1.15 ⁷¹	8.14
14.83	Abingdon..... W	3.26	S 10.47	S 1.26	W 8.24
18.80	Hayter.....	3.31	10.52	1.32 ⁹	8.30 ⁵¹
22.57	Meadow View.....	3.36	10.57	F 1.40	8.36
24.66	Emory.....	3.39	11.00	F 1.45	T 8.40
28.11	Glade Spring..... W C Y	3.43	W 11.04 ⁷¹	S 1.54	W 8.46
33.66	Chilhowie.....	3.50	11.12	S 2.06	T 8.56
36.97	Seven-Mile Ford.....	3.54	11.16	F 2.12	9.01
40.07	McMullin.....	3.59	11.22	2.19	9.07
44.46	Marion..... O	4.04	W 11.28	S 2.30	W 9.15
49.96	Atkins..... W	4.11	11.36	F 2.38	9.24
54.79	Groseclose.....	4.17	11.42	F 2.46	9.32
58.76	Rural Retreat.....	4.22	11.47 ⁹	F 2.54	U 9.38
63.94	Crockett..... W	4.28	11.53	F 3.02	9.45
66.55	Grubb.....	4.32	11.57	F 3.07	9.50
71.68	Wytheville.....	4.39	W 12.05 PM	S 3.20	W 9.59
74.89	Kent.....	4.43	12.09	3.29 ⁴⁵	10.03
79.76	Max Meadows..... W	4.48	12.14 ⁷²	F 3.35	10.09
85.87	Clark..... W	4.57	12.23	3.44	10.20
89.36	Granite.....	5.02	12.28	3.50	10.25
92.45	Pulaski..... W C O Y	5.07	W 12.34	S 4.08	W 10.32
96.10	Wurno.....	5.12	12.39	4.15	10.37
98.94	Wysor.....	5.16	12.43	4.20 ⁵¹	10.41 ¹⁷
99.84	Dublin.....	5.17	12.44	F 4.24	T 10.42
102.66	Melborn.....	5.21	12.48	4.30	10.46
105.65	New River.....	5.25	12.52	F 4.34	10.51
106.71	JC..... W E N D D T	5.27	12.53	4.36	10.54
107.88	Radford..... W C O G	5.29	S 12.55	S 4.38	W 10.57
		A. M.	P. M.	P. M.	P. M.

PASSENGER STOP NOTES:

- G—Stop to discharge revenue passengers from Bristol and beyond or to receive revenue passengers for Roanoke and beyond.
- T—Stop to discharge revenue passengers from beyond Bristol and to receive revenue passengers for beyond Lynchburg.
- U—Stop to discharge revenue passengers from Bristol and beyond or receive revenue passengers for Roanoke and beyond.
- W—Stop to discharge or receive revenue passengers.

Bristol to Radford—Eastward

Distance from Bristol	Time Table No. 5 EFFECTIVE Sunday, June 7, 1953	THIRD CLASS		FOURTH CLASS		Telegraph Signals	Telegraph Office	Passing Sidings, Clearance in Feet	Station Sidings, Capacity in Feet	Passing Sidings, Capacity in Cars
		52	88	72						
		Time Frt. Lv. Daily	Time Frt. Lv. Daily	Local Frt. Lv. Daily Ex. Sunday						
.00	Bristol.....W C T O Y	A. M. 12.01	P. M. 3.05	A. M. 7.10		B D	D N	Yard	Yard	Cars
5.62	Wallace.....	12.10	3.15	7.20					130	
8.88	Wyndale.....	12.20	3.23	7.25				5971	390	132
14.83	Abingdon.....W	12.35 ¹⁷	3.36	8.05		Q	D	3743	Yard	75
18.80	Hayter.....	12.42	3.45	8.15				5808		129
22.57	Meadow View.....	12.48	3.55	8.25		C D	D	6090	1209	135
24.66	Emory.....	12.52	4.00	8.30					147	
28.11	Glade Spring.....W C Y	1.15	4.15	8.50 ⁴¹		G S	D N	5796	Yard	114
33.66	Chilhowie.....	1.25	4.31 ⁴⁵	9.40		C O	D	3079	1751	68
36.97	Seven-Mile Ford.....	1.31	4.48	9.50				5681	350	126
40.07	McMullin.....	1.39	5.01	10.08 ⁷¹				3237		72
44.46	Marion.....O	1.48	5.10	10.47		N D	D	5703	Yard	126
49.96	Atkins.....W	1.57	5.20	11.00		K N	D	6059	1465	134
54.79	Groseclose.....	2.06	5.30	11.10				2177	637	48
58.76	Rural Retreat.....	2.14	5.40	11.20		A Y	D	6169	2507	137
63.94	Crockett.....W	2.22	5.55	11.35 ⁹		N V	D	5917	1314	131
66.55	Grubb.....	2.27	6.08 ⁵¹	11.42				3092	246	68
71.68	Wytheville.....	2.36	6.22	11.52		W	D	5548	1565	123
74.89	Kent.....	2.42	6.30	12.01 ^{PM}				3313	182	73
79.76	Max Meadows.....W	2.48	6.40	12.14 ⁴⁶		M X	D	4640	1617	103
85.87	Clark.....W	3.05	6.57	12.30				6189	133	137
89.36	Granite.....	3.10	7.05	12.40				3592		80
92.45	Pulaski.....W C O Y	3.37	7.35	12.50		J N	D N	3620	Yard	81
96.10	Wurno.....	3.49	7.56					3870	78	85
98.94	Wysor.....	3.59	8.05					6244		130
99.84	Dublin.....	4.02	8.10			B N	D		2300 1550	
102.66	Melborn.....	4.12	8.23					6300		141
105.65	New River.....	4.20	8.28						1711	
106.71	J. C.....W E N D T	4.23	8.30							
107.88	Radford.....W C O	4.30 4.45 A. M.	8.35 P. M.	P. M.		C N	D N	Yard		

Between Pulaski and Galax—Westward

Distance from Pulaski	Time Table No. 5 EFFECTIVE Sunday, June 7, 1953	THIRD CLASS		Telegraph Office	Telegraph Signals	Telephone Calls
		75	79			
		Freight Lv. Daily Ex. Sunday	Freight Lv. Daily Ex. Sunday			
.00	Pulaski.....W C O Y	A. M. 5.40	A. M. 5.45	D N	J N	
5.87	Draper.....	6.00	6.05			
8.69	Delton.....W	6.08	6.13			
12.11	Allisonia.....	6.18	6.23			
17.34	Barren Springs.....	6.30	6.35			
23.52	Foster Falls.....W	6.46	6.51			
28.52	Austinville.....	6.58	7.03	D	A U	— —
31.34	Ivanhoe.....	7.06	7.10	D	V A	— —
38.17	Grayson.....	7.20				
39.41	Fries Jct.....	7.25				
44.95	Chestnut Yd.....W	7.45				
49.10	Cliffview.....	8.00				
51.75	Galax.....Y	8.10		D	G J	— —
		A. M.	A. M.			

No. 75 has right over No. 76 to Galax.

No. 79 has right over No. 80 to Ivanhoe.

Between Galax and Pulaski—Eastward

Distance from Galax	Time Table No. 5 EFFECTIVE Sunday, June 7, 1953	THIRD CLASS		Passing Sidings, Capacity in Feet	Station Sidings, Capacity in Feet
		76	80		
		Freight Lv. Daily Ex. Sunday	Freight Lv. Daily Ex. Sunday		
.00	Galax.....Y	A. M. 9.15		Yard	
2.65	Cliffview.....	9.22		530	320
6.80	Chestnut Yd.....W	9.40		410	410
12.34	Fries Jct.....	9.58			411
13.58	Grayson.....	10.08			
20.41	Ivanhoe.....	10.30	10.20	931	326
23.23	Austinville.....	10.45	10.35	1800	260
28.23	Foster Falls.....W	11.05	10.59	1350	160
34.41	Barren Springs.....	11.30	11.14	764	764
39.64	Allisonia.....	11.50	11.28		930
43.06	Delton.....W	12.04 PM	11.38	1529	
45.88	Draper.....	12.20	11.48	1660	
51.75	Pulaski.....W C O Y	12.35 P. M.	12.10 PM P. M.	Yard	Yard

No. 75 has right over No. 76 to Galax.

No. 79 has right over No. 80 to Ivanhoe.

Regular trains on North Carolina Branch are not required to protect against extra trains. Extra trains must run expecting to find regular trains unprotected.

Westward Blacksburg Branch—Between Christiansburg and Blacksburg Eastward

Distance from Christiansburg	Telegraph Calls	FIRST CLASS		Time Table No. 5 EFFECTIVE Sunday, June 7, 1953	FIRST CLASS		Passing Sidings, Capacity in Feet	Station Sidings, Capacity in Feet
		111 Mixed Lv. Daily Ex. Sunday			112 Mixed Ar. Daily Ex. Sunday			
		STATIONS						
		A. M.			A. M.			
.00		8.50		Christiansburg.....W	10.15		Yard	600
5.06		9.10		Merrimac Mines.....	10.00		Yard	
8.85		9.25		Blacksburg.....	9.45		Yard	
		A. M.			A. M.			

Regular trains on Blacksburg Branch are not required to observe Rule No. 99. Stop at any station to receive or discharge passengers or freight. No. 111 has right over No. 112, Christiansburg to Blacksburg.
Extra trains must run expecting to find regular trains unprotected.

Between Radford and Walton Eastward

Distance from Radford	Time Table No. 5 EFFECTIVE Sunday, June 7, 1953	FIRST CLASS				Telegraph Office	Telegraph Signals
		66 Mixed Lv. Daily Except Sunday	68 Passenger Lv. Daily				
	STATIONS						
		A. M.	P. M.				
.00	Radford.....W C O	7.25	10.51		D N	C N	
3.47	Walton.....Y	7.40	11.00		D N	B H	
		A. M.	P. M.				

Between Walton and Radford Westward

Distance from Walton	Time Table No. 5 EFFECTIVE Sunday, June 7, 1953	FIRST CLASS				Telegraph Office	Telegraph Signals
		67 Passenger Lv. Daily					
	STATIONS						
		P. M.					
.00	Walton.....Y	11.10			D N	B H	
3.47	Radford.....W C O	11.20			D N	C N	
		P. M.					

Southward Abingdon Branch—Between Abingdon, Va., and West Jefferson, N. C. Northward

Distance from Abingdon	FIRST CLASS		Time Table No. 5 EFFECTIVE Sunday, June 7, 1953	FIRST CLASS		Telephone Calls	Siding Capacity in Feet
	201 Mixed Lv. Daily Ex. Sunday			202 Mixed Ar. Daily Ex. Sunday			
	STATIONS			STATIONS			
	A. M.			P. M.			
.00	7.30		Abingdon.....W	3.40		---	Yard
.38			Yard.....			1138
4.31			Watauga.....F			..	400
9.06	7.55		Alvarado.....F	3.11		..	460
10.96			Delmar.....F				
12.51			Drowning Ford.....F				
14.52			Vails Mill.....F				
16.04	8.20		Damascus.....W S	2.46		---	820
17.82	8.25		Laureldale.....F	2.36			400
22.77	8.40		Taylor's Valley.....F	2.21		---	1605
26.57	8.58		Creek Junction.....W F	2.06		---	1120
30.60	9.19		Green Cove.....F	1.51		---	390
33.53	9.54		Whitetop.....F	1.36		---	990
39.53	10.16		Nella.....F	1.11		---	280
43.94	10.29		Tuckerdale.....W F	12.59		---	480
46.50	10.39		Lansing.....F	12.49		---	804
47.82	10.44		Bina.....F	12.39		---	
49.98	10.51		Warrensville.....F	12.31		---	390
52.95	11.01		Smethport.....F	12.21		---	451
55.45	11.15		West Jefferson.....W Y S	12.15		---	1600
	A. M.			P. M.			

No. 201 has right over No. 202 to West Jefferson.
Regular trains between Abingdon and West Jefferson are not required to observe Rule No. 99.
EXTRA trains must run expecting to find regular trains unprotected between these stations.
MAIN LINE DERAILS—Main Line Derail Switches are located as follows:
Damascus, between depot and junction switch.
Whitetop, 300 feet south of passing siding switch.
West Jefferson, Mile Post 55 plus 576 feet. (Spring switch derail)

Abingdon Branch trains will reduce speed to five (5) miles per hour before passing over road crossings at the following locations:
Mile Post 47 plus 5,000 feet.
Mile Post 50 plus 3,700 feet.
Mile Post 52 plus 1,590 feet.
Mile Post 53 plus 4,750 feet.

RADFORD DIVISION

SPECIAL INSTRUCTIONS

STANDARD TIME

1. Clocks showing Standard Time are located as follows:

Roanoke.

Dispatchers' Office.
Passenger Station, Telegraph Office.
Yardmaster's Office, Park Street.
Telegraph Office, 16th Street.
Yardmaster's Office, Shaffers Crossing.
Chief Caller's Office, Shaffers Crossing.
Round House Foreman's Office, Shaffers Crossing.

Radford.

Telegraph Office.
Engine House.

Pulaski.

Telegraph Office.

Glade Spring.

Telegraph Office.

Abingdon.

Telegraph Office.

Bristol.

Telegraph Office.
Engine House.

Bluefield.

Yardmaster's Office.
Engine House.
Passenger Enginemen's Register Room.

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) First-class trains and passenger extras will register at Roanoke, Bluefield, and Bristol passenger stations. Dispatchers will transmit the register of first-class trains and passenger extras in both directions to the operators at 16th Street Yard Office, Radford, and Pulaski. This register must be repeated and recorded in train order book and the operators must enter it on train register.

(b) Catawba Branch trains will register at Salem Passenger Station.

Blacksburg Branch trains will register at Christiansburg.

Potts Valley Branch trains will register at Potts Valley Junction.

North Carolina Branch trains will register at Pulaski, Fries Junction, and Galax.

Trains originating or terminating at Glade Spring, Pulaski, and Radford will register at these points.

Abingdon Branch trains will register at Abingdon Telegraph Office and West Jefferson.

(c) Freight trains will register at Yardmaster's Office, 16th Street, Yardmaster's Office, Shaffers Crossing, Bluefield Yard Office at the Scale House, and Yardmaster's Office, Bristol.

(d) Extra trains using Catawba, Potts Valley, Fries, and Saltville Branches will be governed by registers at Salem, Potts Valley Junction, Fries Junction, and Glade Spring.

First extra train registered on any of the above referred to Branches has right thereto, without protecting. Other extra trains must protect against trains registered on those Branches.

BULLETIN BOARDS

3. Bulletin Boards are at the following points:

Roanoke:
Passenger Station.
Passenger Enginemen's Register Room.
Yardmaster's Office, 16th Street.
Enginemen's Register Room,
Shaffers Crossing.
Yardmaster's Office,
Shaffers Crossing.

Bluefield:
Passenger Station.
Passenger Enginemen's Register Room.
Yardmaster's Office.
Enginemen's Register Room.

Radford:
Telegraph Office.
Enginemen's Register Room.

Pulaski:
Yard Office.
Enginemen's Register Room.

Glade Spring:
Telegraph Office.

Bristol:
Yardmaster's Office.
Passenger Enginemen's Register Room.
Enginemen's Register Room,
Round House.
Yardmen's Locker Room.

SPEED RESTRICTIONS

Location and Conditions	Class of Service and Miles Per Hour		
	Passenger Trains	Freight Trains	Freight or Mixed Trains Handled by Class A, K or E Engines
4. Main Lines:			
(a) Between Roanoke and Bluefield....	65	45	50
Except:			
Between Roanoke and Salem, westbound	60	45	50
Between west end Glenvar passing siding and west end of Elliston middle track, westbound.....	60	45	50
Between the west end of Elliston middle track and Christiansburg, westbound.....	40	30	30
Between Christiansburg and Walton, westbound.....	50	40	40
Between Walton and Lurich, westbound.	60	45	50
Between Lurich and Ada, westbound...	45	40	40
Between Ada and Bluefield, westbound	40	30	30
Between Bluefield and Oakvale, eastbound.....	45	20	20
Between Oakvale and Lurich, eastbound	50	25	25
Between Lurich and Walton, eastbound.	60	45	50
Between Walton and Christiansburg, eastbound.....	50	40	40
Between Christiansburg and Elliston, eastbound.....	50	20	20
Between Christiansburg and Elliston, eastbound, using westbound track...	40	20	20
Between Elliston and Glenvar, eastbound.....	60	45	50
Between Salem and Roanoke, eastbound	60	45	50
Middle or third track, Walton to Pelton.	25	25	25
(b) Between Walton and Bristol.....	65	45	50
Except:			
Between Walton and West End Morgan's Cut.....	45	35	35
Between West End Morgan's Cut and Pulaski.....	60	45	50
Between Pulaski and Clark.....	45	35	35
Between Clark and Max Meadows.....	60	45	50
Between Marion and Seven-Mile Ford...	55	40	40

SPEED RESTRICTIONS—Continued

(c) Branch Lines:	18	18	18
Catawba Branch.....	18	18	18
Blacksburg Branch.....	25	25	25
Saltville Branch.....	30	30	30
Potts Valley Branch.....	20	20	20
Except:			
Between Bridge 373 and Plasterco....	10	10	10
North Carolina Branch:			
Between Pulaski and Fries.....	45	35	35
Between Fries Junction and Galax...	25	20	20
Over State Highway Route 58 at east end of Galax Yard.....	10	10	10
Abingdon Branch:			
Between Abingdon and Taylors Valley	25	25	25
Between Taylors Valley and Nella...	18	18	18
Between Nella and West Jefferson...	25	25	25
Over Bridge 2472, Blacksburg Branch.	10	10	10
Over Bridge 2476, Blacksburg Branch.	5	5	5
Class A & Y engines over Bridges 1501, 1502, 1504, 1505, 1506, 1530, 1531, 1532, 1533, 1534, 1535 and 1551, North Carolina Branch.....	12	12	12

Mallet Engines over Bridges 372 and 373, Saltville Branch..... 10 10 10

(d) Train 46 will reduce speed to forty (40) miles per hour passing Salem Passenger Station to dispatch U. S. Mail.

(e) Trains in both directions must not exceed a speed of twenty (20) miles per hour between Harrison Street Crossing and the Cross-over east of Radford Passenger Station.

(f) Speed restrictions required by ordinance through incorporated towns:

	All Trains Miles Per Hour
Christiansburg, between Rigby's Mill Siding and east switch of old stock pen siding.....	25
Pulaski, between Valley Street and passenger station.	15
Wytheville, between station siding switches.....	20
Rural Retreat, between station siding switches....	10
Marion, corporate limits.....	15
Chilhowie, over street crossings.....	25
Glade Spring, corporate limits.....	15
Saltville, corporate limits.....	15
Abingdon, corporate limits.....	25
Bristol, corporate limits.....	20
Except between east end passenger station platform and State Street.....	8

(g) GENERAL

Speed is restricted to 30 miles per hour for engines in backward motion, with or without cars, disc speed limit signals and rules requiring greater restriction to govern.

Speed is restricted to 15 miles per hour for Class A and J engines through turnouts at both ends of west leg of Walton wye track, where the wye track connects with the eastward main track on the Bluefield end and where the wye track connects with the westward main track on the Radford end.

The speed of Class S-1 yard locomotives, numbered 200 to 284, inclusive, is restricted to twenty-five (25) miles per hour, both in service and in tow.

(h) 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.

(k) TEST MILE LOCATIONS

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

On eastward and westward tracks at Mile Posts 267 and 268 between Salem and Glenvar.

On Bristol Line, Mile Post 372.5 to Mile Post 373.5 between Seven-Mile Ford and Chilhowie, for eastward and westward trains.

(m) SPEED TABLE

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

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

5. No. 23 will stop at Pepper, Berton, and Wills.

No. 9 will stop at Gunton Park.

No. 24 will stop at Wills, Berton and Pepper.

No. 10 will stop at Government Siding and Gunton Park.

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 is in effect for westbound trains between Jefferson Street, Roanoke, and the east end of the umbrella shed at Bluefield, W. Va., passenger station platform, and for eastbound trains between eastward automatic signal No. 3630, located just east of Bluefield, W. Va., passenger station platform and Jefferson Street, Roanoke; also, between Walton and State Street Crossing, Bristol. Note Rules 335 to 353, inclusive, Book of Rules.

101. TRAFFIC CONTROL is in service between Walton and State Street Crossing, Bristol. Note Rules 261, 263 and 264, Book of Rules.

(a) TRAFFIC CONTROL is in service between Walton and the Crossovers at Belspring. Note Rules 261, 263 and 264, Book of Rules.

(b) TRAFFIC CONTROL is in service between Pelton and east end of Elliston. 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.

102. The middle or third track Walton to Pelton is for the exclusive use of eastward trains. Trains will not enter this track at intermediate crossovers without permission from the Operator at Walton or under flag protection. Note Rule No. 99.

(a) Dry Branch middle track is for the exclusive use of eastward trains. Westward trains will not use this track without permission from the Operator at Walton or under flag protection.

103. All trains must get a clearance card before leaving terminal stations, except Christiansburg, Blacksburg, Fries Junction, Saltville, Fries on Sunday only, and freight trains at Bluefield.

Should wire fail before trains are ready to leave points named, if Operator has no orders for trains ready to depart, he may issue a clearance card.

104. On North Carolina Branch trains will be blocked as follows and Rule 91(a), Book of Rules, is modified accordingly.

(a) Passenger, 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 preceding and following will be handled under permissive block under Rules 308, 312 and 313, Book of Rules, using permissive card when block is occupied, 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, mixed, circus, and carnival trains, where there is an intervening siding, at which there is no communication.

(c) A member of the crew of train in both directions will report to Dispatcher on arrival at Fries Junction.

105. Eastward coal trains must have 75 per cent of the retainers turned up Bluefield to Blake, ten (10) retainers Blake to Lurich, and all retainers up Christiansburg to Elliston; the handle of the single type retainers to be placed all the way up and the handle of the double type to be placed in the half-way position.

Enginemen will reduce speed to not exceeding ten (10) miles per hour at west switch at Lurich and not increase speed until retainers have been turned down and proceed signal given by the trainman. In case of heavy snow or sleet, trains must be stopped for trainman to turn up or turn down retainers. Retainers must be turned to low pressure position on the first ten (10) head cars of double coal trains Elliston to Roanoke. Low Position is obtained by placing the handle of the retainers in horizontal position. Engineman will make a twenty (20) pound brake pipe reduction at Elliston, allowing ample time for brakes to release before attempting to move.

In handling livestock on head end of eastward coal trains where the number of stock cars does not exceed 10 per cent of the number of cars in the train, they will be handled with retainers down.

Time Freight trains must have 30 retainers on head end turned up to low pressure position Bluefield to Blake and all retainers turned up to low pressure position Christiansburg to Elliston.

Retainers will be turned up on cars in eastbound time freight trains from Bluefield at Walton, and Bristol Line at Radford. If stop is made at Dry Branch or Pepper, retainers will be turned up at these points.

The front trainman on eastward freight trains, after completing turning up retaining valves and before turning over top of hill at Christiansburg, will give enginemen proceed signal. In the absence of

such signal the enginemen will stop train and ascertain whether or not the retaining valves have been turned up.

All eastward double freight trains having sufficient water to make Elliston will not stop at Dry Branch except in emergency or directed by signal indication, and will turn up retainers when stop is made at Pepper or Walton for pusher engine. If stop is made at Dry Branch retainers will be turned up at that point. After retainers have been turned up head trainman will signal engineman and rear trainman will signal pusher engineman. Attempt to start train at Pepper will not be made until pusher engineman signals head engineman and signal is acknowledged.

The head trainman or member of engine crew on westward trains receiving clear signal at east end of Vicker, and eastward trains receiving clear signal at west end of Dry Branch, and then stopping at Vicker or Dry Branch, will call operator at Walton at once.

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 this rule.

106. All trains, day and night, will display a red lantern light on rear between Pepper and Pembroke.

107. Eastward freight trains and extras Blake to West Roanoke and westward freight trains and extras Elliston to Bluefield, will proceed on signal indication with the current of traffic with respect to overdue superior trains. This will in no way relieve trainmen from protecting their trains in accordance with Rule No. 99. When, for any reason, an unusual condition or defects exist with train or engine which will prevent it making normal movement, engineman or conductor will notify the nearest operator by telephone or message.

108. Rule 438 is supplemented as follows:
Conductors of freight trains must make record in their train books of the caboose gauge pressure approaching the following points: Christiansburg, east and west; Gunton Park, east and west; White Top, north and south, and leaving Bluefield eastward.

(a) Between December 1st and March 1st and in freezing weather at other times trainmen of all eastward freight trains will disconnect air hose between engine and head car at Dry Branch, Pepper, Walton or Vicker, depending upon where stop is made for water or retainers, and eastward freight trains off the Bristol Line before passing Vicker and will open angle cock on rear of engine and on head car and thoroughly blow out engine and train air line to expel accumulated moisture. Should engine be equipped with dirt collector trainmen will drain accumulated moisture from the dirt collector instead of blowing out train line. This should be done by head trainman as soon as train stops and before he starts back on his inspection of the train. As soon as train lines are blown out hose should be reconnected so that train line may be recharging while trainman is inspecting head end of train. At the same time engineman before recharging the train line will blow out sufficient air from main reservoir of engine to be sure that any water which has accumulated in the main reservoir is blown out. (Note Rule No. 441.)

(b) When the engine, or engines of an eastward freight train is detached from the train, either on Bluefield or Alleghany Mountain, for any reason, the train must not proceed after the engine is recoupled without a signal from the rear.

109. Yardmaster at Roanoke may move trains of inferior class ahead of trains of superior class from West Roanoke to Elliston.

Yardmaster at Radford may move trains of inferior class ahead of trains of superior class from Radford to Walton.

Yardmaster at Bluefield may move trains of inferior class ahead of trains of superior class from Bluefield to Blake, but they must not be started less than 15 minutes ahead of the scheduled time of superior trains at Bluefield.

110. Yardmasters at Roanoke and Bluefield may start freight extras and Yardmasters at Radford, Pulaski and Bristol may start freight extras, first notifying Superintendent's office of the hour they are to leave and their destination.

111. Rule No. 90-d, Book of Rules, is modified to the extent that engines handling trains of not exceeding twenty (20) cars and single engines handling trains westward, Roanoke to Bluefield, and eastward at Lurich and Dry Branch, and in either direction between Radford and Bristol, may take water without detaching engine from train when conditions will permit.

Westward freight trains stop clear of crossing leading from Vicker station to passenger platform on south side of eastward main track before cutting engine off.

Westward freight trains having sufficient water to make Dry Branch or Lurich will not stop at Vicker except in emergency or directed by signal indication.

112. White porcelain insulators have been installed on the telegraph line to indicate the dispatcher's wire. 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.

113. Location and Length of Turn Tables Bristol.....115 feet

114. Trains, engines, and motor cars must not pass over State Street Crossing, Bristol, or Harrison Street Crossing, Radford, unless the gates are down or the crossing protected by a watchman.

115. When westward passenger trains are flagged over eastward track between Ingleside and Bluefield, the person in charge of movement must ascertain whether any eastward freight trains have passed the last telegraph office to the west and, if so, wait and see that such freight train is stopped before permitting movement of passenger train over opposite track.

116. Scale Test Cars must only be handled in local freight trains and at a speed of not more than 30 miles per hour.

117. Telegraph offices listed below will handle Train Orders or Block Trains and will be open as follows:

Blake.....	Continuously.
Oakvale.....	7:00 A. M. to 4:00 P. M., except Sat. and Sun.
Pearisburg.....	8:00 A. M. to 10:45 P. M.
Walton.....	Continuously.
Elliston.....	8:00 A. M. to 5:00 P. M., except Sun.
Radford.....	Continuously.
Pulaski.....	Continuously.
Wytheville.....	8:00 A. M. to 11:59 P. M.
Marion.....	7:10 A. M. to 11:10 P. M.
Glade Spring....	Continuously, except 11:59 P. M. Sun. to 8:00 A. M. Mon.

Abingdon.....	7:00 A. M. to 4:00 P. M.
Damascus.....	7:50 A. M. to 4:50 P. M., except Sun.
Whitetop.....	9:25 A. M. to 6:25 P. M., except Sat. and Sun.
Lansing.....	8:30 A. M. to 5:30 P. M., except Sat. and Sun.
West Jefferson..	8:00 A. M. to 5:00 P. M., except Sun.
Austinville.....	8:00 A. M. to 5:00 P. M., except Sun.
Ivanhoe.....	7:30 A. M. to 4:30 P. M., except Sun.
Fries.....	8:00 A. M. to 5:00 P. M., except Sun.
Galax.....	8:00 A. M. to 5:00 P. M., except Sun.

(a) The following offices listed below will not handle Train Orders or Block Trains and will be open as follows:

Glen Lyn.....	7:15 A. M. to 4:15 P. M., except Sun.
Narrows.....	8:00 A. M. to 5:00 P. M., except Sat. and Sun.
Ripplemead....	8:00 A. M. to 5:00 P. M., except Sun.
Pembroke.....	8:00 A. M. to 5:00 P. M., except Sat.
Eggleston.....	7:45 A. M. to 4:45 P. M., except Sat. and Sun.
Belspring.....	7:15 A. M. to 4:15 P. M., except Sat. and Sun.
Vicker.....	8:00 A. M. to 5:00 P. M., except Sat. and Sun.
Christiansburg..	8:00 A. M. to 5:00 P. M.
Blacksburg.....	8:00 A. M. to 5:00 P. M., except Sat. and Sun.
Shawsville.....	6:30 A. M. to 3:30 P. M., except Sat. and Sun.
Salem.....	8:00 A. M. to 5:00 P. M., except Sun.
Dublin.....	8:00 A. M. to 5:00 P. M., except Sat. and Sun.
Max Meadows..	7:30 A. M. to 4:30 P. M., except Sat. and Sun.
Crockett.....	8:00 A. M. to 5:00 P. M., except Sat. and Sun.
Rural Retreat..	8:00 A. M. to 5:00 P. M., except Sat. and Sun.
Atkins.....	8:00 A. M. to 5:00 P. M., except Sat. and Sun.
Chilhowie.....	8:00 A. M. to 5:00 P. M.
Plasterco.....	8:00 A. M. to 5:00 P. M., except Sun.
Saltville.....	8:00 A. M. to 5:00 P. M., except Sat. and Sun.
Emory.....	8:30 A. M. to 5:30 P. M., except Sat. and Sun.
Meadow View...	8:30 A. M. to 5:30 P. M., except Sat. and Sun.
Warrensville...	8:00 A. M. to 5:00 P. M., except Sat. and Sun.
Draper.....	7:00 A. M. to 4:00 P. M., except Sat. and Sun.
Foster Falls....	8:00 A. M. to 5:00 P. M., except Sat. and Sun.

(b) The following telegraph offices will observe Sunday and holiday hours as follows:

Narrows.....	9:15 A. M. to 12:15 P. M., Holiday only.
Pembroke.....	{ 8:00 A. M. to 9:30 A. M. } Holiday only. { 12:15 P. M. to 1:45 P. M. }
Eggleston.....	7:45 A. M. to 9:45 A. M., Holiday only.
Dublin.....	1:50 P. M. to 4:45 P. M., Holiday only.
Vicker.....	Two hours—to meet local—Holiday only.
Damascus.....	{ 7:50 A. M. to 9:50 A. M. } Holiday only. { 2:15 P. M. to 4:15 P. M. }
Whitetop.....	{ 9:25 A. M. to 11:25 A. M. } Holiday only. { 1:05 P. M. to 3:05 P. M. }
Lansing.....	10:05 A. M. to 2:05 P. M., Holiday only.
Warrensville...	10:20 A. M. to 12:40 P. M., Holiday only.
West Jefferson..	10:45 A. M. to 12:45 P. M., Holiday only.

Agents at Draper and Foster Falls will not observe Holiday hours.

Agents at Oakvale, Glen Lyn, Narrows, Pembroke, Eggleston, Belspring, Vicker, Blacksburg, Shawsville, Dublin, Max Meadows, Wytheville, Crockett, Rural Retreat, Atkins, Marion, Saltville, Emory, Meadow View, Whitetop, Lansing and Warrensville will not observe Holiday hours when the Holiday falls on Saturday.

118. The following named tracks must not be used by Mallet, J, M-2 and K Engines:

Catawba Branch.		} Just east of Bristol Pas- senger Sta.
Salem Tannery Siding.	Both Wye Tracks	
Blacksburg Branch.		
Dora Furnace Tracks:		
Rolling Mill,	Abingdon Branch.	
Track beyond Bridge 364,		
Pulaski.		

(a) Class A, J, K and Y Engines must not use the following tracks:

Radford Branch.	
*Potts Valley Branch west of Norcross.	
*Pearisburg Tannery Siding.	
*Narrows Tannery Siding.	
Malcolm Siding.	

*Indicates these tracks safe for Class Y-3 engines.
(b) Class A, J, K, Y5 or Y6 engines must not be operated on the North Carolina Branch.

(c) The Radford 150-ton Wreck Car must not be used on the Blacksburg Branch, Abingdon Branch, Catawba Branch, or the Dixie Tannery Spur at Bristol.

The Bristol 120-ton Wreck Car must not be used on Abingdon Branch.

(d) The use of Engines larger than Class Z is prohibited over scales in plant of the Radford Arsenal.

(e) Engines must not be allowed to go on Bridge 192, known as Hill Track trestle, Radford Yard.

119. Location of Outside Telephones

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

"B" Indicates Block	"B & D" Block and Dispatcher
"D" Dispatcher	"P & D" Plant and Dispatcher
"P" Plant	"P & Y" Plant and Yard
"Y" Yard	

W. B.....	{ Pull-Out Track. "B & D" In Switchman's House. "D" Facing Point Crossover. "B & D" East End of Middle Track. "B & D" Catawba Branch Junction. "B & D" Crossover. "B & D" Tannery. "B & D" Brick Works. "B & D" East End of Middle Track. "B & D"
Salem.....	{ West End of Middle Track. "B & D" At Tool House. "B & D" "B" "B & D" "B & D"
Glenvar.....	{ M. P. 271.3..... "B" M. P. 272.1..... "B & D" Singer..... "B & D" M. P. 274.1..... "B & D" M. P. 275..... "B & D" East End of Middle Track. "B & D" Elliston Shop Track. "B" Crusher Siding. "B" 1/2 Mile West of Station. "B" Three-fourths (3/4) mile west of Station. "B" West End of Middle Track. "B & D"
Shawsville Tunnel...	"B & D"
Shawsville.....	{ At Crossover. "D" East End of Middle Track. "B & D" At Crossovers. "B & D" At Tool House. "B" West End of Middle Track. "B & D"
Arthur.....	{ Montgomery Tunnel.. West End. "B & D" Montgomery..... Water Tank. "B" M. P. 286.5..... "B & D" M. P. 287..... "B & D" M. P. 288..... "B & D" Houchins. "B" East End of Middle Track. "B & D" Middle Crossover. "B & D" Tool House. "B & D" West End of Middle Track. "B & D" Blacksburg Branch Junction. "D & Y"
Christiansburg.....	

Christiansburg..... Freight Station. "B & D"
Crossover West of Freight Station. "D"
Rigby Siding "D"
Pelton..... Westward and Eastward Stop and Stay
Signals. "B & D"
M. P. 292.3..... "B & D"
M. P. 293..... "B & D"
Vicker..... East End of Passing Siding. "B & D"
Station. "B & D"
Coal Wharf. "B & D"
West End of Passing Siding. "B"
Bracket Signal East of Transfer Platform.
"B & D"
Transfer Platform. "D"
Signal Bridge West of Transfer Platform.
"B & D"
Walton..... West Leg of Wye. "P & D"
Signal Bridge at East End Pepper Middle
Track. "P & D"
West Leg Wye-Bristol Line Side. "B & P"
M. P. 303.1. "B"
Pepper..... Eastward and Westward Signals West End
of Middle Track. "P & D"
M. P. 304. "B"
Bluff..... At Westward Stop and Stay Signal. "P & D"
Hercules Switch. "B"
Bridge 805..... East End. "P & D"
West End. "B"
Cowan..... West of Westward Signal. "P"
Eastward Stop and Stay Signal. "P"
Opposite Eastward Stop and Stay Signal. "B"
At Station Siding. "P"
Belspring..... Westward Signal at Crossovers. "P"
Eastward Signal at Crossovers. "P & D"
Parrott..... Siding. "B"
Dry Branch..... East End of Middle Track. "P & D"
Spur Track. "P & D"
Water Tank. "B & D"
West End of Middle Track. "P, D & B"
Berton..... "B"
M. P. 314.1..... "B"
Eggleston..... At Crossover. "B & D"
Station. "B & D"
West End of First Tunnel. "B & D"
East End of Second Tunnel. "B"
West End of Second Tunnel. "B & D"
M. P. 318.2..... "B & D"
M. P. 319..... "B & D"
Pembroke..... At Tool House. "B & D"
Station. "B & D"
East End Passing Track. "B & D"
West End Passing Track. "B"
Ripplemead..... Station. "B & D"
West End of Yard. "B"
Potts Valley Junction. East End of Bridge. "B & D"
West End of Bridge. "B & D"
Kerns..... "B"
M. P. 325.7..... Watch Box. "B"
Curve..... At Crossover. "B & D"
M. P. 328..... Watch Box. "B"
Pearisburg..... East End of Middle Track. "B & D"
Station. "D"
West End of Middle Track. "B & D"
M. P. 333..... "B"
At Crossover. "B & D"
Station. "B & D"
Branch Junction. "B & D"
Crossover West of Branch Junction. "B & D"
Stock Pen Crossing. "B & D"
M. P. 335.7..... "B"
East End of Middle Track. "P & D"
Lurich..... Station. "P & D"
Tool House. "P & D"
West End of Middle Track. "P & D"
A. P. Co. Track..... "B & D"
Glen Lyn..... West End Station Siding. "B"
Wills..... Tool House. "B"
At Crossover. "B & D"
M. P. 344..... "B"
M. P. 346..... "B"
Oakvale..... Station. "D"
East End Middle Track. "B & D"
West End Middle Track. "B"

M. P. 349.2..... "B & D"
Batchelor's Crossover. "B & D"
McKenzie's..... Spur Track. "B"
Ingleside..... At Crossover. "B"
Blake..... Westward and Eastward Signals East End
Middle Track. "P & D"
M. P. 353.8. "B & D"
Westward and Eastward Signals West End
Middle Track. "P & D"
M. P. 357..... "B"
Ada..... At Crossover. "B"
M. P. 359.6..... "B"
M. P. 360.6..... "B"
M. P. 361.1..... "B & D"

Radford to Bristol

Radford Yard—Telephones for communication with Dispatcher or Operator at Radford are located near all Stop and Stay Signals. JC—Telephones for communication with the Operators at Radford or Pulaski are located near all Stop and Stay Signals and electrically locked switches.

Between JC and Dora Junction—Telephones for communication with Dispatcher or Operator at Pulaski are located near all Stop and Stay Signals and electrically locked switches, also at M. P. 303.6 and M. P. 313.5.

Pulaski Yard—Telephones for communication with Operator at Pulaski are located near all Stop and Stay Signals and electrically locked switches.

Dispatcher's phone at all Stop and Stay Signals and electrically locked switches from Walton to Bristol.

M. P. 320. "D"
Clark Tank. "D"
M. P. 324. "D"
M. P. 325.7 between Clark and Max Meadows. "D"
Max Meadows—East End Passing Siding. "D"
Wytheville (substation). "D"
Government Siding—Watch Box. "D"
M. P. 355. "D"
M. P. 361.5. "D"
Marion (substation). "D"
Marion—West End Passing Siding. "D"
Copenhaver's Siding. "D"
M. P. 369.7. "D"
M. P. 377.3 between Chilhowie and Glade Spring. "D"
Glade Spring—West End Set-Off Tracks. "D & Y"
M. P. 396.4 between Abingdon and Wyndale. "D"
M. P. 401. "D"
M. P. 404.9. "B & D"
Pyeritz' Crossing, Bristol Yard—On second telegraph pole, west of. "B & D"

Blacksburg Branch

Christiansburg. "B"
Merrimac. "B"
Blacksburg. "B"

North Carolina Branch

Draper—Outside of Station. "D"
Delton. East End Passing track. "B"
Hiwassee. "B"
Reed. "B"
Barren Springs. "B"
Jackson's Ferry. "D"
Byllesby. "B"
Grayson—West End Passing Siding. "D"
Fries Junction. "B & D"
Fries—Tool House. "B"
Chestnut Yard—Section Foreman's House. "B"
Gossan Junction. "B"
Cliff View (Shelter Shed). "B"

Saltville Branch

Glade Spring. "B"
Stock Pen. "B"
Clinchburg. "B"
Plasterco. "B"
Saltville—Middle Crossover. "B"

Abingdon Branch

Abingdon Yard. "B"
Watauga. "B"
Drowning Ford. "B"
Damascus—Lincoln Industry Platform. "B"
M. P. 16—On telephone pole. "D"
M. P. 21. "B"
Creek Junction. "B"
Canthook. "B"
Nella. "B"

Rule 120. YARD LIMITS

Yard Limit Signals are located as follows:

- (a) South side of eastward track 1,000 feet west of MP 262, protects trains and engines within Roanoke Yard.
(b) North side of westward track at MP 264, and south side of eastward track at MP 265, protects trains within these limits.
(c) North side of westward track at east end of Christiansburg middle track, and south side of eastward track, MP 291 plus 4,407 feet, protects trains within these limits.
(d) North side of westward track at MP 304 protects westward trains to Bluff.
(e) North side of westward track 3,000 feet east of Narrows station, and south side of eastward track 2,500 feet west of Narrows Branch Junction, protects trains within these limits.
(f) North side of westward track 246 feet west of MP 360, protects trains and engines within Bluefield Yard.
(g) North side of westward track 2,100 feet east of MP 299, between Walton and Radford and south side of track at JC, protects trains and engines within Radford Yard.
(h) North side of track at east end of Pulaski Yard near Dora and south side of track at west end of Pulaski Yard near Bridge 243 and south side of North Carolina Branch main track 3,000 feet west of junction, protects trains and engines within Pulaski Yard.
(i) South side of main track 4,400 feet west of Austinville and north side of main track 3,300 feet east of Austinville, protects trains within these limits.
(j) North side of main track east of Ivanhoe, MP 31 plus 650 feet, and south side of main track west of Ivanhoe, MP 33 plus 300 feet, protects trains within these limits.
(k) Two thousand (2,000) feet from Fries Junction in each of the three directions, protects trains within these limits.
(l) North side of main track 2,500 feet east and south side of main track 1,500 feet west of Gossan Junction, protects trains within these limits.
(m) North side of main track 1,500 feet east of east switch at Galax, protects trains to end of track west of Galax station.
(n) South side of main track at Marion, MP 365 plus 750 feet, protects eastward trains to west end of Marion passing siding.
(o) North side of main track 820 feet west of east switch at Glade Spring and south side of main track, MP 331 plus 4,800 feet, protects trains within these limits.
(p) South side of Saltville Branch main track 500 feet west of Wye switch, protects trains to Saltville Branch Junction.
(q) North side of main track just east of old hotel at Saltville, protects trains to Saltville passenger station.
(r) East side of Abingdon Branch main track one mile south of junction, protects trains to junction.
(s) North side of main track at Litchfield, MP 392 plus 500 feet, and south side of main track at Gilpins, MP 394 plus 750 feet, protects trains through Abingdon within these limits.
(t) North side of main track at MP 406, protects trains and engines within Bristol Yard.

Rule 121. SPRING SWITCHES

Spring Switches are located as follows:

- Pull out track at WB
West end Vicker passing siding
East end Dry Branch middle track
East and West end Blake middle track
Note Rules 352 and 364, Book of Rules

ROANOKE TERMINAL

Speed Restrictions	Class of Service and Miles Per Hour		
	Passenger Trains	Mixed Trains	Freight Trains Work Trains and Engines
200. Through Roanoke Terminals... Entering or leaving Roanoke Interlocking Plant.....	40	30	20
Between Commerce Street and Shaffers Crossing undergrade (24 St.)..... Through Station Tracks Nos. 1, 2, 3 and 4.....	15	15	15
East leg of Campbell Avenue Wye..... Belt Line Track.....	30	30	15
Between Campbell Avenue and South Jefferson Street..... Between South Jefferson Street and Yard Limit.....	10	10	10
Receiving, Forwarding and Classification Tracks..... Running Tracks.....	5	5	5
	15	15	15
	20	20	15
	30	25	..
	10	10	10
	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 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. No eastward movement will be made on the Belt Line track east of the Virginian Railway crossing at Norwich except under flag protection or by special order.

207. Freight trains from the east will not block the crossing leading into Roanoke Shops at 8½ Street, until Signal 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 en-

gine 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 the 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 dumping 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.
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.

BLUEFIELD YARD

290. Radford Division freight trains, westward, will not pass engine house at Bluefield without a signal from Switchman.

Passenger trains must reduce speed to six (6) miles per hour entering Bluefield Passenger Station.

Radford Division trainmen will protect the rear of westbound freight trains between east end Bluefield Yard and Roundhouse until relieved by a yard trainman.

Tonnage Ratings and Weather Reductions for Locomotives

BLUEFIELD OR RADFORD TO ROANOKE—Without Pusher

CLASS OF ENGINES	Class of Service	Rating A	Rating B	Rating C	Rating D	Rating E	Rating F
		Normal	31° to 24°	23° to 16°	15° to 8°	7° to Zero	Zero to 8° Below
		5% red.	10% red.	15% red.	20% red.	25% red.	
Y-5 or Y-6	Slow	4650	4420	4185	3955	3720	3490
	Time	4200	3990	3780	3570	3360	3150
A, Y-3 or Y-4	Slow	4300	4085	3870	3655	3440	3225
	Time	3500	3325	3150	2975	2800	2625
Z	Slow	2850	2710	2565	2425	2280	2140
	Time	2300	2185	2070	1955	1840	1725
K	Slow	2350	2235	2115	2000	1880	1765
	Time	1900	1805	1710	1615	1520	1425
M-2	Slow	1950	1855	1755	1660	1560	1465
	Time	1600	1520	1440	1360	1280	1200
M	Slow	1500	1425	1350	1275	1200	1125
	Time	1200	1140	1080	1020	960	900

BLUEFIELD OR RADFORD TO ROANOKE—With Pusher

Y-5 or Y-6 with Y-5 or Y-6 Pusher	Slow	9300	8835	8370	7905	7440	6975
	Time	*6000	5700	5400	5100	4800	4500
Y-5 or Y-6 with Y-3 or Y-4 Pusher	Slow	9000	8550	8100	7650	7200	6750
	Time	6000	5700	5400	5100	4800	4500
A, Y-3 or Y-4, with Y-3, Y-4, Y-5 or Y-6 Pusher	Slow	8600	8170	7740	7310	6880	6450
	Time	5500	5225	4950	4675	4400	4125

*Maximum tonnage for Train 86—5,000 tons.

SPECIAL RATINGS BLUEFIELD TO RADFORD—Short Run

Y-5 or Y-6	Slow	7300	6935	6570	6205	5840	5475
Y-3 or Y-4	Slow	6500	6175	5850	5525	5200	4875
Z	Slow	4500	4275	4050	3825	3600	3375

ROANOKE TO BLUEFIELD OR BRISTOL—Without Pusher

Y-5 or Y-6	Slow or Time	*2800	2660	2520	2380	2240	2100
A, Y-3 or Y-4	Slow or Time	2300	2185	2070	1955	1840	1725
Z	Slow or Time	1500	1425	1350	1275	1200	1125
K	Slow or Time	1350	1285	1215	1150	1080	1015
M-2	Slow or Time	1050	1000	945	895	840	790
M	Slow or Time	800	760	720	680	640	600

When sections of Train 99 leave Roanoke 30 minutes or more late tonnage rating will be reduced five (5) per cent, also making necessary reductions for weather.

*Tonnage for Train 85 limited to 2,500 tons, except this train may be given up to the regular time freight rating when it is known it will depart from Roanoke on time or ahead in order to move a few loads that would otherwise be left.

BRISTOL TO PULASKI

CLASS OF ENGINES	Class of Service	Rating A	Rating B	Rating C	Rating D	Rating E	Rating F	Rating G
		Normal	31° to 24°	23° to 16°	15° to 8°	7° to Zero	Zero to 8° Below	
		5% red.	10% red.	15% red.	20% red.	25% red.		
Y-5 or Y-6	Slow or Time	3100	2945	2790	2635	2480	2325	
A, Y-3 or Y-4	Slow or Time	3000	2850	2700	2550	2400	2250	
Z	Slow or Time	1850	1760	1665	1575	1480	1390	
K	Slow or Time	1350	1285	1215	1150	1080	1015	
M-2	Slow or Time	1150	1095	1035	980	920	865	
M	Slow or Time	850	810	765	725	680	640	

PULASKI TO RADFORD

Y-5 or Y-6	Slow or Time	3400	3230	3060	2890	2720	2550	
A, Y-3 or Y-4	Slow or Time	3000	2850	2700	2550	2400	2250	
Z	Slow	1850	1760	1665	1575	1480	1390	
K	Slow	1350	1285	1215	1150	1080	1015	

ABINGDON BRANCH

BETWEEN DISTRICTS	Class "M" Engines	Rating A	Rating B	Rating C	Rating D	Rating E	Rating F	Rating G
		Normal	31° to 24°	23° to 16°	15° to 8°	7° to Zero	Zero to 8° Below	
		5% red.	10% red.	15% red.	20% red.	25% red.		
Abingdon and Damascus	North	750	715	675	640	600	565	
	South	900	855	810	765	720	675	
Damascus and Taylor's Valley	North	1200	1140	1080	1020	960	900	
	South	450	430	405	380	360	340	
Taylor's Valley and Whitetop xx(Nella)	North	1200	1140	1080	1020	960	900	
	South	325	310	295	280	260	245	
Whitetop and West Jefferson xx(W. Jeff.)	North	350	335	315	300	280	270	
	South	1000	950	900	850	800	750	

xxIndicates basing point.

Class "G" engine's tonnage one-third less than "M."

Tonnage Ratings and Weather Reductions for Locomotives—Continued

NORTH CAROLINA BRANCH—Both Directions

CLASS OF ENGINES		Rating A	Rating B	Rating C	Rating D	Rating F	Rating G
		Normal					
		31° to 24°	23° to 18°	15° to 8°	7° to Zero	Zero to 8° Below	
		5% red.	10% red.	15% red.	20% red.	25% red.	
Y-3 or Y-4	West	2500	2375	2250	2125	2000	1875
	East	3000	2850	2700	2550	2400	2250
Z	West	1600	1520	1440	1360	1280	1200
	East	2000	1900	1800	1700	1600	1500
M-2	West	1150	1095	1035	980	920	865
	East	1350	1285	1215	1150	1080	1015
M	West	850	810	765	725	680	640
	East	1000	950	900	850	800	750
G	West	600	570	540	510	480	450
	East	750	715	675	640	600	565

SALTVILLE BRANCH

Y-5 or Y-6	East	2800	2660	2520	2380	2240	2100
	West	2900	2755	2610	2465	2320	2175
Y-3 or Y-4	East	2300	2185	2070	1955	1840	1725
	West	2400	2280	2160	2040	1920	1800
Z	East	1500	1425	1350	1275	1200	1125
	West	1600	1520	1440	1360	1280	1200
M	East	725	690	655	620	580	545
	West	875	835	790	745	700	660

When combinations of power other than those shown are used add single ratings not to exceed car limit.
In case of snow or other extraordinary conditions, dispatchers will be governed thereby, making such further reduction as conditions require to keep trains moving.

COMPANY SURGEONS

LOCAL SURGEONS AND ASSISTANT SURGEONS

Dr. W. R. Whitman..... Chief Surgeon..... Roanoke, Va.
Dr. M. A. Johnson, Jr..... Asst. Chief Surgeon..... Roanoke, Va.
Dr. Paul Davis..... Asst. Surgeon..... Roanoke, Va.
Dr. F. F. Davis..... Asst. Surgeon..... Roanoke, Va.
Dr. H. J. Hagan..... Asst. Surgeon..... Roanoke, Va.
Dr. K. D. Graves..... Asst. Surgeon..... Roanoke, Va.
Dr. W. R. Whitman, Jr..... Asst. Surgeon..... Roanoke, Va.
Dr. William L. Sibley..... Asst. Surgeon..... Roanoke, Va.
Dr. W. A. Barker..... Roentgenologist..... Roanoke, Va.
Dr. W. L. Powell..... Orthopedic Surgeon..... Roanoke, Va.
Dr. H. H. Wescott..... Orthopedic Surgeon..... Roanoke, Va.

Dr. G. M. Maxwell..... Ophthalmologist..... Roanoke, Va.
Dr. H. B. Stone..... Ophthalmologist..... Roanoke, Va.
Dr. H. B. Stone, Jr..... Ophthalmologist..... Roanoke, Va.
Dr. W. Conrad Stone..... Asst. Ophthalmologist..... Roanoke, Va.
Dr. C. D. Nofsinger..... Serologist..... Roanoke, Va.
Dr. S. B. Cary..... Urologist..... Roanoke, Va.
Dr. Kyle T. Lee..... Dental Surgeon..... Roanoke, Va.
Dr. R. E. Glendy..... Consulting Internist..... Roanoke, Va.
Dr. Kyle T. Lee, Jr..... Oral Surgeon..... Roanoke, Va.
Dr. Fred Barger..... Surgeon..... Salem, Va.
Dr. R. B. Smiley..... Asst. Surgeon..... Salem, Va.
Dr. A. M. Showalter..... Surgeon..... Christiansburg, Va.
Dr. R. H. Grubbs..... Asst. Surgeon..... Christiansburg, Va.
Dr. S. J. Beeken..... Asst. Surgeon..... Christiansburg, Va.
Dr. C. F. Manges..... Surgeon..... Blacksburg, Va.
Dr. J. J. Giesen..... Surgeon..... Radford, Va.
Dr. A. F. Giesen..... Asst. Surgeon..... Radford, Va.
Dr. J. P. King..... Asst. Surgeon..... Radford, Va.
Dr. T. L. Gemmill..... Asst. Surgeon..... Radford, Va.
Dr. H. D. Fitzpatrick..... Asst. Surgeon..... Radford, Va.
Dr. D. S. Divers..... Surgeon..... Pulaski, Va.
Dr. R. F. Thornhill..... Asst. Surgeon..... Pulaski, Va.
Dr. W. F. Delp..... Asst. Surgeon..... Pulaski, Va.
Dr. W. W. Walton..... Asst. Surgeon..... Pulaski, Va.
Dr. C. A. Michael..... Surgeon..... Austinville, Va.
Dr. A. B. Grubb..... Asst. Surgeon..... Cripple Creek, Va.
Dr. B. F. Eckles..... Surgeon..... Galax, Va.
Dr. V. J. Cox..... Asst. Surgeon..... Galax, Va.
Dr. E. Scott Elliott..... Asst. Surgeon..... Galax (P. O., Independence), Va.

Dr. E. M. Chitwood..... Surgeon..... Wytheville, Va.
Dr. C. F. Graham..... Asst. Surgeon..... Wytheville, Va.
Dr. C. D. Moore..... Asst. Surgeon..... Wytheville, Va.
Dr. W. R. Chitwood..... Asst. Surgeon..... Wytheville and Max Meadows, Va.

Dr. A. B. Greiner..... Surgeon..... Rural Retreat, Va.
Dr. Geo. A. Wright..... Surgeon..... Marion, Va.
Dr. W. M. Sprinkle..... Asst. Surgeon..... Marion, Va.
Dr. A. B. Graybeal..... Asst. Surgeon..... Marion, Va.
Dr. D. C. Boatwright..... Asst. Surgeon..... Marion, Va.
Dr. Joseph R. Blalock..... Psychiatrist..... Marion, Va.
Dr. J. M. Rogers..... Surgeon..... Glade Spring, Va.
Dr. T. K. McKee..... Surgeon..... Saltville, Va.
Dr. R. D. Campbell..... Surgeon..... Saltville, Va.
Dr. R. L. Hillman..... Surgeon..... Emory, Va.
Dr. J. C. Motley..... Surgeon..... Abingdon, Va.
Dr. H. M. Hayter..... Asst. Surgeon..... Abingdon, Va.
Dr. J. S. Shaffer..... Asst. Surgeon..... Abingdon, Va.
Dr. C. F. Johnston, Jr..... Asst. Surgeon..... Abingdon, Va.
Dr. R. S. LeGarde..... Surgeon..... Damascus, Va.
Dr. Wm. R. Rogers..... Consulting Surgeon..... Bristol, Va.
Dr. W. K. Vance..... Surgeon..... Bristol, Va.
Dr. N. H. Copenhaver..... Asst. Surgeon..... Bristol, Va.
Dr. Arthur Hooks..... Ophthalmologist..... Bristol, Va.
Dr. G. W. McCall..... Roentgenologist..... Bristol, Va.
Dr. S. A. Tuck..... Surgeon..... Pembroke, Va.
Dr. W. C. Caudill..... Surgeon..... Pearisburg, Va.
Dr. M. C. Newton..... Surgeon..... Narrows, Va.
Dr. E. S. Carr..... Asst. Surgeon..... Narrows, Va.
Dr. J. Francke Fox..... Surgeon..... Bluefield, W. Va.
Dr. W. H. St. Clair..... Asst. Surgeon..... Bluefield, W. Va.
Dr. D. L. Hosmer..... Asst. Surgeon..... Bluefield, W. Va.
Dr. Hampton St. Clair..... Asst. Surgeon..... Bluefield, W. Va.
Dr. J. R. Shanklin..... Asst. Surgeon..... Bluefield, W. Va.
Dr. John McGuire..... Ophthalmologist..... Bluefield, W. Va.
Dr. C. T. St. Clair, Jr..... Ophthalmologist..... Bluefield, W. Va.
Dr. R. C. Fugate..... Ophthalmologist..... Bluefield, W. Va.
Dr. S. G. Davidson..... Roentgenologist..... Bluefield, W. Va.

FIRST AID TO THE INJURED

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

S. J. HALE,
Superintendent,
ROANOKE, VA.