

NORFOLK AND WESTERN RAILWAY CO.

RADFORD DIVISION

TIME TABLE No. 15

EFFECTIVE 1:00 A. M.
Sunday, April 26, 1936

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. 15 EFFECTIVE Sunday, April 26, 1936		FIRST CLASS							
	STATIONS		15 Passenger Lv. Daily	41 Passenger Lv. Daily	1 Passenger Lv. Daily	25 Passenger Lv. Daily	23 Passenger Lv. Daily	3 Passenger Lv. Daily	13 Passenger Lv. Daily	17 Passenger Lv. Daily
			A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.
.00	Roanoke.....	{ 4.45 5.05	{ 6.10 6.25	{ 8.45 9.00	{ 12.53 1.03	{ 4.55 5.15	{ 7.05 7.20	7.25	{ 10.55 11.05	
1.39	W. Roanoke... W C T O									
4.30	W. B.....	5.14	6.34 ⁹⁰	9.09 ⁰¹	1.12	5.24	7.29	7.34	11.13	
6.79	Salem..... W S	5.18	M 6.38	S 9.14	M 1.15	S 5.29	Q 7.32	S 7.38	M 11.17	
12.15	Glenvar.....	5.25	6.45	F 9.22	1.22	F 5.36	7.39	7.44	11.23	
20.06	Elliston..... W	5.36	6.56	F 9.35	1.33	S 5.50	7.50	F 7.56	11.34	
23.56	Shawsville.....	5.42	7.02	F 9.43	1.39	F 5.58	7.56	F 8.03	11.40	
26.64	Arthur.....	5.47	7.07	9.48	1.43	6.03	8.01	8.08	11.44	
32.58	Christiansburg..... W	H 5.59	S 7.19	S 9.58	M 1.55	S 6.15	B 8.12	S 8.19	M 11.55	
37.93	Vicker..... W C	6.09	7.30	F 10.10	2.04 ⁵¹	F 6.28	8.22	F 8.29	12.04AM	
39.67	Walton..... W Y S	6.17	7.37	10.17	2.10	6.37	8.29	8.36	12.08	
Dist. from Walton										
3.47	E. Radford... W C T O		S 7.45 ⁵²	{ 10.25 10.30	U 2.18	S { 6.45 6.50		S 8.45	S 12.17	
39.67	Walton..... W Y	6.20		10.37		6.58	8.29			
43.52	Bluff..... W END D T									
44.54	Cowan..... E END D T	6.28		F 10.45		F 7.07	8.37			
46.10	Belspring..... Q	6.31		S 10.49		F 7.11	8.40			
49.59	Dry Branch..... W	6.36		F 10.55		F 7.19	8.45			
54.17	Eggleston..... P	6.43		S 11.04		S 7.29	8.52			
58.16	Pembroke..... W P	6.50		S 11.13		S 7.38	8.59			
61.22	Ripplemead.....	6.54		S 11.19		F 7.44	9.03			
62.47	Potts Valley Jct.....									
68.32	Pearisburg..... A	7.04		S 11.30		S 7.55	9.13			
71.63	Narrows..... A	7.10		S 11.37		S 8.02	9.18			
75.93	Lurich..... W	7.16		F 11.44		F 8.10	9.24			
78.08	Glen Lyn..... W	7.20		S 11.49		S 8.15	9.28			
84.89	Oakvale.....	7.31		S 12.01PM		S 8.27 ⁹⁷	9.38			
90.61	Ingleside.....	7.41		F 12.11		F 8.36	9.47			
92.05	Blake..... W	7.43		12.14		8.39	9.50			
96.62	Ada.....	7.52		F 12.24		F 8.47	9.58			
99.69	E. Bluefield Yard.....	8.00		12.32		8.55	10.06			
100.93	Bluefield... W C T O	{ 8.10 8.25		{ 12.40 1.30		{ 9.00 9.15	{ 10.15 10.20			
		A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	

PASSENGER STOP NOTES:

- A—Stop to discharge or receive revenue passengers from or to Roanoke, Bristol, Bluefield and beyond.
- B—Stop to discharge revenue passengers from Lynchburg and beyond or receive revenue passengers for Bluefield and beyond.
- H—Stop to discharge revenue passengers from Petersburg and beyond or to take on revenue passengers for Bluefield and beyond.
- M—Stop to discharge revenue passengers from Charlottesville and beyond, or receive revenue passengers for Bristol and beyond.

- P—Stop to discharge revenue passengers from beyond Lynchburg or to take on revenue passengers for Kenova and beyond.
- Q—Stop to discharge revenue passengers from beyond Petersburg or to take on revenue passengers for beyond Portsmouth.
- U—Stop to discharge revenue passengers or receive revenue passengers for points at which train is otherwise scheduled to stop.

NOTES: No. 15 will stop at Narrows to discharge passengers for Narrows Branch.
 No. 4 will bring passengers for Bristol line station Christiansburg for transfer to Train No. 1.
 No. 25 will stop at East Radford to receive revenue passengers from Kenova and beyond destined to points where train is scheduled to stop.

Roanoke to Bluefield—Westward

Distance from Roanoke	Time Table No. 15 EFFECTIVE Sunday, April 26, 1936	THIRD CLASS				FOURTH CLASS		Telegraph Office	Telegraph Signals	Station Sidings, Capacity in feet	Passing Sidings, Capacity in feet
		99	51	85	97	91	93				
		Time Freight Lv. Daily	Time Freight Lv. Daily	Time Freight Lv. Daily	Time Freight Lv. Daily	Local Freight Lv. Mon., Wed. and Friday	Local Freight Lv. Mon., Wed. and Friday				
STATIONS											
0.00	Roanoke	A. M.	A. M.	A. M.	P. M.	A. M.	A. M.	D N	M H		
1.39	W. Roanoke w c t o	4.42	10.00	11.12	2.25	8.55	8.55	D N	D O		Yard
4.30	W. B.	4.50	10.30	11.25	4.25	9.09	9.09				
6.79	Salem w	6.20	12.01PM	1.15PM	4.32	10.00	10.00	D	S D	1935	5273
		6.34 ⁴¹	12.10	1.25	4.40						
12.15	Glenvar	6.40	12.16	1.32							
20.06	Elliston w	6.49	12.28	1.43	4.52	10.15	10.15	D N	B S	400	5611
23.56	Shawsville	7.04	12.50	2.05	5.12	10.40	10.40	D	A G	910	12643
26.64	Arthur	7.10	1.00	2.17	5.24	10.50	10.50			420	
		7.19	1.10	2.26	5.32	10.57	10.57	D N	W H		4605 6715
32.58	Christiansburg w	7.38	1.35	2.50	5.52	11.20	11.20	D N	B X	1012	5310
37.93	Vicker w c	7.58	2.04 ²⁵	3.08	6.12	11.44	11.44	D	R G	200	6312
39.67	Walton w y	8.03	2.15	3.15	6.25	11.55	11.55	D N	V K	900	
									B H		
Dist. from Walton	3.47	East Radford w c t o	2.35			12.05PM	6.25	D N	C N		Yard
39.67	Walton w y	8.03		3.15	6.25		6.35				
43.52	Bluff w e n d d t										
44.54	Cowan e e n d d t	8.16		3.25	6.40		6.53	D N	C H	688	
46.10	Belspring	8.19		3.29	6.45		7.07	D	K U	195	
49.59	Dry Branch w	8.28		3.38	6.55		7.20			100	8940
54.17	Eggleston	8.43		3.49	7.07		7.40	D	S Y	1950	
58.16	Pembroke w	8.58		4.00	7.18		8.00	D	M O	510	7800
61.22	Ripplemead	9.05		4.07	7.25		8.15	D	M	370	
62.47	Potts Valley Jct.									900	
68.32	Pearisburg	9.20		4.25	7.40		9.00	D	P G	550	9621
71.63	Narrows	9.30		4.32	7.47		9.15	D	N A	324	
75.93	Lurich w	9.45		4.42	7.57		9.36	D N	O X	477	9139
78.08	Glen Lyn w	9.50 ⁹³		4.46	8.02		9.50 ⁹⁹	D	G N	1024	
84.89	Oakvale	10.10		5.05	8.27 ²³		10.20	D	O V	1440	5355
90.61	Ingleside	10.25		5.20	8.50		10.40			800	
92.05	Blake w	10.35		5.24	8.55		11.00	D N	F X		9100
96.62	Ada	10.50		5.35	9.10		11.12			420	
99.69	East Bluefield Yard	11.10		5.50	9.30		11.25				
100.93	Bluefield w c t o	11.20		6.00	9.40		11.35	D N	B F		Yard
		12.30		7.30	11.50						
		P. M.	P. M.	P. M.	P. M.	P. M.	A. M.				

NOTE—Walton-Pepper middle track is 8,497 feet, 4,486 feet east of crossover, and 4,011 feet west of crossover. Pepper station siding is 475 feet.

Bluefield to Roanoke—Eastward

Distance from Bluefield	Time Table No. 15 EFFECTIVE Sunday, April 26, 1936	FIRST CLASS								
		STATIONS								
		13 Passenger Lv. Daily	4 Passenger Lv. Daily	14 Passenger Lv. Daily	24 Passenger Lv. Daily	2 Passenger Lv. Daily	26 Passenger Lv. Daily	16 Passenger Lv. Daily	42 Passenger Lv. Daily	
		A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	
.00	Bluefield W C T O		{ 7.20		{ 8.30	{ 12.15		{ 8.35		
1.24	E. Bluefield Yard		7.30		8.40	2.35		8.50		
4.31	Ada		7.33		8.43	2.38		8.53		
8.88	Blake W		7.38		F 8.49	F 2.44		9.00		
			7.47		8.58	2.51		9.10		
10.32	Ingleside		7.50		F 9.01	F 2.54		9.12		
16.04	Oakvale		7.59		F 9.10	S 3.04		A 9.22		
22.85	Glen Lyn W		8.10		F 9.21	S 3.16		9.33		
25.00	Lurich W		8.14 ¹⁰⁰		F 9.25	F 3.20		9.37		
29.30	Narrows	D	8.20		F 9.33	S 3.28		A 9.43		
32.61	Pearisburg	D	8.25		F 9.40	S 3.35		A 9.49		
38.46	Potts Valley Jct.									
39.71	Ripplemead		8.35		F 9.50	S 3.45		9.59		
42.77	Pembroke W		8.39		F 9.56	S 3.51		10.04		
46.76	Eggleston		8.46		F 10.04	S 3.59		10.12		
51.34	Dry Branch W		8.53		F 10.13 ¹⁰⁰	F 4.08		10.19		
54.83	Belspring		8.58		F 10.20	S 4.15		10.24		
56.39	Cowan E END D T		9.01		F 10.24	F 4.18		10.26		
57.41	Bluff W END D T									
61.26	Walton W Y		9.08		10.35	4.27		S 10.34		
Dist. from Walton	3.47	E. Radford W C T O G	4.13		S { 10.17 10.22	S { 10.45 10.50	S { 4.35 4.40	S 5.03		S 10.45
61.26	Walton W Y		4.18	9.08	10.28	10.56	4.47	5.09	10.38	10.51
63.00	Vicker W C		4.21	9.11	F 10.32	F 11.00	F 4.51	5.12	10.42	10.55
68.35	Christiansburg W		4.29	E 9.20 ¹⁰²	S 10.42	F 11.11	S 5.02	Y 5.21	S 10.51	Y 11.05
74.29	Arthur W		4.39	9.30	10.53	11.23	5.15	5.32	11.02	11.17
77.37	Shawsville		4.43	9.34	F 10.58	F 11.27	S 5.20	5.36	11.06	11.21
80.87	Elliston W		4.49	9.40 ⁵²	F 11.06	F 11.35	S 5.27	5.42	11.12	11.27
88.78	Glenvar		5.00	9.51	11.19	F 11.47	F 5.40	5.54	11.24	11.38
94.14	Salem W		5.06	K 9.57	S 11.27	F 11.55	S 5.48	Y 6.00	C 11.30	Y 11.44
96.63	W. B.		5.09	10.00	11.32	11.59	5.53	6.04	11.34	11.48
99.54	W. Roanoke W C T O									
100.93	Roanoke		{ 5.20 5.25	{ 10.10 10.25	11.45	{ 12.10 12.25PM	{ 6.05 6.40	{ 6.15 6.35	{ 11.45 12.20AM	{ 12.01AM 12.15

PASSENGER STOP NOTES:

- A—Stop to discharge or receive revenue passengers from or to Roanoke, Bristol, Bluefield and beyond.
 - C—Stop to discharge revenue passengers from Bluefield and beyond or take on revenue passengers for beyond Lynchburg.
 - D—Stop to receive revenue passengers for beyond Petersburg.
 - E—Stop for revenue passengers from beyond Bluefield or for revenue passengers for beyond Roanoke.
 - G—Stop to discharge revenue passengers from Bristol and beyond for Bluefield and beyond.
 - K—Stop to discharge revenue passengers from beyond Portsmouth or take on revenue passengers for beyond Petersburg.
 - Y—Stop to discharge revenue passengers from beyond East Radford or take on revenue passengers for Lynchburg and beyond.
- NOTES: Train No. 4 will bring passengers for Bristol line stations to Christiansburg for transfer to Train No. 1.
Train No. 16 will stop at Pembroke on Saturdays only to discharge revenue passengers from Bluefield and beyond.

Bluefield to Roanoke—Eastward

Distance from Bluefield	Time Table No. 15 EFFECTIVE Sunday, April 26, 1936		THIRD CLASS			FOURTH CLASS	
	STATIONS		84 Time Freight Lv. Daily	52 Time Freight Lv. Daily	86 Time Freight Lv. Daily	100 Local Freight Lv. Tues., Thurs. and Sat.	102 Local Freight Lv. Tues., Thurs. and Sat.
			A. M.	A. M.	P. M.	A. M.	A. M.
0	Bluefield..... W C T O						
1.24	East Bluefield Yard.....	{	7.15		7.30	6.30	
4.31	Ada.....		9.15		9.00		
8.88	Blake..... W		9.30		9.15	6.41	
			9.45		9.30	6.53	
10.32	Ingleside.....		9.51		9.35	6.58	
16.04	Oakvale.....		10.10		9.55	7.13	
22.85	Glen Lyn..... W		10.30		10.15	7.35	
25.00	Lurich..... W		10.35		10.20	8.14 ⁴	
29.30	Narrows.....		10.45		10.32	8.29	
32.61	Pearisburg.....		10.55		10.42	8.44	
38.46	Potts Valley Jct.....						
39.71	Ripplemead.....		11.13		11.02	9.04	
42.77	Pembroke..... W		11.22		11.12	9.25	
46.76	Eggleston.....		11.36		11.27	9.50	
51.34	Dry Branch..... W		11.50		11.42	10.13 ²⁴	
54.83	Belspring.....		11.59		11.57	10.30	
56.39	Cowan..... E END D T		12.04PM		12.05AM	10.35	
57.41	Bluff..... W END D T						
61.26	Walton..... W Y		12.24		12.15	10.50	
Dist. from Walton							
3.47	East Radford..... W C T O	{	7.45 ⁴¹			11.00	8.00
			8.00				8.15
61.26	Walton..... W Y		12.24	8.15	12.15		8.25
63.00	Vicker..... W C		12.34	8.40	12.35		8.45
68.35	Christiansburg..... W		1.00	9.05	1.00		9.20 ⁴
74.29	Arthur..... W		1.20	9.22	1.20		9.35
77.37	Shawsville.....		1.26	9.28	1.28		9.50
80.87	Elliston..... W		1.45	9.40 ⁴	1.50		10.05
88.78	Glenvar.....		2.10	10.15	2.15		10.23
94.14	Salem..... W		2.25	10.30	2.27		10.35
96.63	W. B.....		2.35	10.50	2.35		12.10PM
99.54	W. Roanoke..... W C T O	{	2.45	11.05	2.45		12.15
			4.30	2.00PM	4.45		12.25
100.93	Roanoke.....	{	4.40	2.10 ⁶¹	4.55		
			P. M.	P. M.	A. M.	A. M.	P. M.

East Radford to Bristol—Westward

Distance from East Radford	Time Table No. 15 EFFECTIVE Sunday, April 26, 1936		FIRST CLASS				Third Class	FOURTH CLASS	
	STATIONS		17 Passenger Lv. Daily	41 Passenger Lv. Daily	25 Passenger Lv. Daily	13 Passenger Lv. Daily	51 Time Frt. Lv. Daily	71 Local Frt. Lv. Daily Ex. Sunday	91 Local Frt. Lv. Mondays, Wed- nesdays and Fridays
			A. M.	A. M.	P. M.	P. M.	P. M.	A. M.	P. M.
.00	East Radford . . . W C T O S	12.17	S 7.45 ⁵²	U 2.18	S 8.45	2.35	.....	12.05
1.17	Radford W E N D D T	12.19	7.48	2.20	F 8.49	2.45	.....	12.10
2.23	New River	12.21	7.50 ¹⁰²	2.22	F 8.52	2.50	.....	12.15
5.22	Melborn	12.26	7.56	2.27	8.58	3.00	.....	12.25
8.04	Dublin	12.30	M 8.01	2.31	S 9.03	3.10	.....	12.45
11.78	Wurno	12.36	8.07	2.37	F 9.10	3.20	.....	1.00
15.43	Pulaski W C T O J	12.40	S 8.11	U 2.42	S 9.16	3.40	6.15	1.15	
18.52	Granite	12.46	8.21	2.48	9.30	3.55	6.30 ⁵²	.....
22.01	Clark W	12.51	8.27	2.54	9.36	4.21 ²⁶	6.38	.....
28.12	Max Meadows W	1.00	8.37	3.04	S 9.49 ⁴²	4.49	6.50	.....
32.99	Kent	1.06	8.44	3.11	F 9.57	5.04	6.58	.....
36.20	Wytheville W J	1.12	S 8.51	N 3.17	S 10.05	5.15	7.25	.....
41.33	Grubb	1.20	9.00 ¹⁴	3.26	F 10.14	5.30	7.35	.....
43.94	Crockett W	1.24	9.04	3.30	S 10.18	5.36	7.45	.....
49.12	Rural Retreat	1.32	S 9.14	3.40 ²⁶	S 10.28	5.54 ⁸⁸	8.05	.....
53.09	Groseclose	1.38	9.22	3.46	F 10.38	6.08	8.35 ¹⁴	.....
57.92	Atkins W	1.45	9.30	3.53	F 10.48	6.22	8.45	.....
63.42	Marion O	1.52	S 9.38	N 4.00	S 10.58	6.37	9.08	.....
67.81	McMullin	1.58	9.45 ⁷¹	4.06	11.08	6.50	9.45 ⁴¹	.....
70.91	Seven-Mile Ford	2.03	9.51	4.11	F 11.14	7.00	9.55 ⁷²	.....
74.22	Chilhowie	2.08	L 9.56	4.16	S 11.20	7.10	10.15	.....
79.77	Glade Spring . . . W Y C	2.18 ¹⁸	S 10.05	N 4.23 ⁸⁸	S 11.30	7.37	10.45	.....
83.22	Emory	2.25	L 10.12	4.28	F 11.38	7.44	11.00	.....
85.31	Meadow View	2.29	10.16	4.31	F 11.42	7.49	11.10	.....
89.08	Hayter	2.36	10.22	4.36	11.49	8.04 ⁴²	11.20	.....
93.05	Abingdon O Y W	2.43	S 10.30	N 4.43	S 11.58	8.20	11.58	.....
99.00	Wyndale	2.52 ⁵²	10.39	4.52	F 12.08AM	8.50	12.15 PM	.....
102.26	Wallace	2.57	10.45	4.58	F 12.14	9.00	12.30	.....
107.88	Bristol W C T O Y	3.10	11.00	5.10	12.25	9.30	12.50	.....
		A. M.	A. M.	P. M.	A. M.	P. M.	P. M.	P. M.	

PASSENGER STOP NOTES:

J—Stop to discharge revenue passengers from Washington and beyond.

L—Stop to discharge or receive revenue passengers from or to Pulaski and beyond, or from or to Bristol and beyond.

M—Stop to discharge revenue passengers from Charlottesville and beyond or receive revenue passengers for Bristol and beyond.

N—Stop to discharge revenue passengers from Roanoke or beyond and from Kenova and beyond or take on revenue passengers for beyond Bristol.

U—Stop to discharge revenue passengers or take on revenue passengers for points at which train is otherwise scheduled to stop.

NOTE: No. 25 will stop at East Radford to receive revenue passengers from Kenova and beyond destined to points where train is scheduled to stop.

Bristol to East Radford—Eastward

Distance from Bristol	Time Table No. 15	FIRST CLASS			
	EFFECTIVE Sunday, April 26, 1936	18 Passenger Lv. Daily	14 Passenger Lv. Daily	26 Passenger Lv. Daily	42 Passenger Lv. Daily
	STATIONS				
		A. M.	A. M.	P. M.	P. M.
.00	Bristol W C T O Y	1.35	6.50	2.10	7.30
5.62	Wallace	1.45	F 7.01	2.20	7.41
8.88	Wyndale	1.50	F 7.07	2.25	7.46
14.83	Abingdon O Y W	1.58	S 7.18	R 2.34	S 7.57
18.80	Hayter	2.04	7.25	2.40	8.04 ⁵¹
22.57	Meadow View	2.09	F 7.33	2.46	8.10
24.66	Emory	2.12	F 7.37	L 2.49	Z 8.14
28.11	Glade Spring W C Y	2.18 ¹⁷	S 7.46	R 2.55	S 8.20
33.66	Chilhowie	2.26	S 7.56	L 3.03	L 8.30
36.97	Seven-Mile Ford	2.30	F 8.02	3.08	8.35
40.07	McMullin	2.35	8.08	3.13	8.41
44.46	Marion O	2.42	S 8.18	R 3.20	S 8.49
49.96	Atkins W	2.49	F 8.28	3.27	8.59
54.79	Groseclose	2.56	F 8.35 ⁷¹	3.34	9.07
58.76	Rural Retreat	3.02	S 8.44	R 3.40 ²⁵	S 9.15
63.94	Crockett W	3.09	S 8.54	3.47	9.23
66.55	Grubb	3.13	F 9.00 ⁴¹	3.51	9.27
71.68	Wytheville W	3.20	S 9.08	R 3.59	S 9.37
74.89	Kent	3.25	F 9.14	4.04	9.42
79.76	Max Meadows W	3.31	S 9.22	4.11	9.49 ¹³
85.87	Clark W	3.40	9.33	4.21 ⁵¹	9.59
89.36	Granite	3.45	9.39	4.26	10.04
92.45	Pulaski W C T O	3.50	S 9.48	S 4.33	S 10.14
96.10	Wurno	3.56	F 9.54	4.40	10.22
99.84	Dublin	4.02	S 10.01	4.47	S 10.29
102.66	Melborn	4.06	10.05	4.51	10.34
105.65	New River	4.10	F 10.10	4.55	10.38
106.71	Radford W E N D D T	4.11	F 10.13	4.57	10.40
107.88	East Radford W C T O G	4.13	S { 10.17 10.22	S 5.03	S 10.45
		A. M.	A. M.	P. M.	P. M.

PASSENGER STOP NOTES:

- G—Stop to discharge revenue passengers from Bristol and beyond for Bluefield and beyond.
- L—Stop to discharge or receive revenue passengers from or to Pulaski and beyond, or from or to Bristol and beyond.
- R—Stop to discharge or receive revenue passengers.
- Z—Stop to discharge revenue passengers from Knoxville and beyond or to take on revenue passengers for Roanoke and beyond.

Bristol to East Radford—Eastward

Distance from Bristol	Time Table No. 15 EFFECTIVE Sunday, April 26, 1936	THIRD CLASS		FOURTH CLASS				Telegraph Signals	Telegraph Office	Passing Sidings, Clearance in Feet	Station Sidings, Capacity in Feet	Passing Sidings, Capacity in Cars	
	STATIONS	52 Time Frt. Lv. Daily	88 Thro. Frt. Lv. Daily	72 Local Frt. Lv. Daily Ex. Sunday	102 Local Lv. Tues- days, Thursdays and Saturdays								
		A. M.	P. M.	A. M.	A. M.								
.00	Bristol W C T O Y	2.15	3.05	6.55					B D	D N	Yard	Yard	Cars
5.62	Wallace	2.30	3.20	7.10					W C	D	1789	130	39
8.88	Wyndale	2.52 ¹⁷	3.28	7.20							2940	390	65
14.83	Abingdon O Y W	3.10	3.40	8.00					Q	D N	2325	Yard	51
18.80	Hayter	3.20	3.50	8.10							3118		69
22.57	Meadow View	3.30	4.00	8.23					C D	D	1896	1209	42
24.66	Emory	3.35	4.05	8.30							3143	147	70
28.11	Glade Spring W C Y	4.00	4.23 ²⁵	8.55					G S	D N	3316	Yard	73
33.66	Chilhowie	4.15	4.48	9.26					C O	D	3079	1751	68
36.97	Seven-Mile Ford	4.22	4.55	9.35							2900	350	63
40.07	McMullin	4.31	5.03	9.45 ⁴¹							3118		69
44.46	Marion O	4.42	5.15	10.15					N D	D	2414	Yard	53
49.96	Atkins W	4.54	5.27	10.40					K N	D	3859	1465	85
54.79	Groseclose	5.06	5.39	10.55					G Q	D	2177	637	48
58.76	Rural Retreat	5.17	5.54 ⁵¹	11.10					A Y	D	3229	2507	71
63.94	Crockett W	5.26	6.04	11.25					N V	D	2455	1314	54
66.55	Grubb	5.31	6.10	11.40							3092	246	68
71.68	Wytheville W	5.42	6.22	12.20PM					W	D N	5548	1565	123
74.89	Kent	5.49	6.30	12.30							3313	182	73
79.76	Max Meadows W	5.58	6.40	12.50					M X	D	2227	1617	49
85.87	Clark W	6.20	7.04	1.10							4346	133	97
89.36	Granite	6.30 ⁷¹	7.11	1.20							3592		80
92.45	Pulaski W C T O	6.40	7.35	1.35	7.00				J N	D N	3620	Yard	81
96.10	Wurno	6.55	7.45		7.08						3870	78	85
99.84	Dublin	7.10	7.55		7.31				B N	D	2300	1550	51
102.66	Melborn	7.26	8.00		7.40						3300		73
105.65	New River	7.35	8.06		7.50 ⁴¹							1711	
106.71	Radford W END D T	7.40	8.10		7.54								
107.88	East Radford W C T O	7.45 ⁴¹ 8.00 A. M.	8.15 P. M.	P. M.	8.00 8.15 A. M.				C N	D N	Yard		

Between Pulaski and Galax—Westward

Distance from Pulaski	Time Table No. 15 EFFECTIVE Sunday, April 26, 1936 STATIONS	FIRST CLASS	THIRD CLASS			Telegraph Office	Telephone Signals	Telephone Calls	
		49 Passenger Lv. Daily	75 Freight Lv. Daily Ex. Sunday	79 Freight Lv. Daily Ex. Sunday					
		A. M.	A. M.	A. M.					
.00	Pulaski.....W C T O	8.30	5.40	5.45	.....	D N	J N	
5.87	Draper.....Y S	8.44	6.00	6.05	.....			—
8.69	Delton.....W F	8.50	6.08	6.13	.....			
12.11	Allisonia.....S	8.58	6.18	6.23	.....	D	S O	—
13.09	Reed.....F	9.01	6.21	6.26	.....			
17.34	Barren Springs.....S	9.09	6.30	6.35	.....			
18.79	Loneash.....F	9.12	6.34	6.39	.....			
19.85	Bertha.....F	9.15	6.37	6.42	.....			
23.52	Foster Falls.....W S	9.21	6.46	6.51	.....			—
28.52	Austinville.....S	9.31	6.58	7.03	.....	D	A U	—
31.34	Ivanhoe.....O T S	9.40	7.06	7.10	.....	D	V A	— — —
38.17	Grayson.....W	9.53	7.20		.....			
39.41	Fries Jct.....	9.56 ⁷⁶ 10.25	7.25		.....			
44.95	Chestnut Yd.....W S	10.39	7.45		.....			
49.10	Cliffview.....F	10.52	8.00		.....			
51.75	Galax.....Y	11.00	8.10		.....	D	G J	—
		A. M.	A. M.	A. M.					

No. 49 has right over No. 48, and 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. 15 EFFECTIVE Sunday, April 26, 1936 STATIONS	FIRST CLASS	THIRD CLASS			Passing Sidings, Capacity in Feet	Station Sidings, Capacity in Feet	
		48 Passenger Lv. Daily	76 Freight Lv. Daily Ex. Sunday	80 Freight Lv. Daily Ex. Sunday				
		A. M.	A. M.	A. M.				
.00	Galax.....Y	11.25	9.15		.....	Yard	.....
2.65	Cliffview.....F	11.31	9.22		.....	530	320
6.80	Chestnut Yd.....W F	11.44	9.35		.....	810	810
12.34	Fries Jct.....	12.04 ^{PM} 1.15	9.56 ⁴⁹		.....		411
13.58	Grayson.....W	1.19	10.05		.....	1056	1056
20.41	Ivanhoe.....O T S	1.35	10.53	11.45	.....	931	326
23.23	Austinville.....S	1.43	11.03	11.55	.....	795	795
28.23	Foster Falls.....W S	1.54	11.19	12.10 ^{PM}	.....	676	703
31.90	Bertha.....F	2.01	11.29	12.20	.....		
32.96	Loneash.....F	2.04	11.33	12.24	.....	682	682
34.41	Barren Springs.....S	2.07	11.37	12.28	.....	764	764
38.66	Reed.....F	2.15	11.50	12.40	.....		
39.64	Allisonia.....S	2.19	11.54	12.44	.....	1200	930
43.06	Delton.....W F	2.27	12.04 ^{PM}	12.54	.....	1529	.....
45.88	Draper.....S	2.38	12.20	1.10	.....	1660	.....
51.75	Pulaski.....W C T O	2.55	12.35	1.25	.....	Yard	Yard
		P. M.	P. M.	P. M.				

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

Westward

Reed Island Branch—Between Reed and Sylvatus

Eastward

Telegraph Office	Telephone Calls	Distance from Reed	THIRD CLASS	Time Table No. 15 EFFECTIVE Sunday, April 26, 1936	THIRD CLASS	Passing Sidings, Car Capacity	Station Sidings, Capacity in Feet
			73 Mixed Lv. Mon., Wed. and Friday		74 Mixed Ar. Mon., Wed. and Friday		
			A. M.		A. M.		
.....00	9.01	Reed.....	10.30	.....	.....
.....	— ...	2.07	9.08	Kayoulah.....	10.20	.....	427
.....	4.60	9.19	Jett.....	10.10	.....	.....
.....	9.73	9.40	Sylvatus..... W Y	9.50	.....	239
			A. M.		A. M.		

Stop at any station to receive or discharge passengers or freight. No. 73 has right over No. 74 to Sylvatus.
Regular trains on Reed Island Branch are not required to observe Rule No. 99.
Extra trains must run expecting to find regular trains unprotected.

Westward

Fries Branch—Between Fries Junction and Fries

Eastward

Telephone Calls	Telegraph Office	Telegraph Signals	Distance from Fries	THIRD CLASS	FIRST CLASS	Time Table No. 15 EFFECTIVE Sunday, April 26, 1936	FIRST CLASS	THIRD CLASS
				57 Mixed Lv. Daily	55 Passenger Lv. Daily		56 Passenger Ar. Daily	58 Mixed Ar. Daily
				P. M.	A. M.		A. M.	P. M.
.....	.....	.....	.00	12.04	9.56	Fries Jct.....	10.25	1.15
- -	D	B Y	5.46	12.25	10.05	Fries.....	10.10	1.00
				P. M.	A. M.		A. M.	P. M.

No. 55 has right over No. 56; No. 57 has right over No. 58 to Fries.

NARROWS BRANCH

Between Narrows and Suiter

Westward

Eastward

Distance from Narrows Junction	THIRD CLASS	Time Table No. 15 EFFECTIVE Sunday, April 26, 1936	THIRD CLASS	Telephone Calls	Station Sidings, Capacity in Feet
	119 Mixed Lv. Mon., Wed. and Fri.	STATIONS	120 Mixed Ar. Mon., Wed. and Fri.		
	A. M.		P. M.		
.36	7.15	Narrows.....	12.05	..	
.00	7.18	Narrows Junction..... C T	11.55		320
2.74	7.25	Shumate..... W	11.42		40
3.64	7.28	Bridge No. 2.....	11.38		130
5.33	7.34	French.....	11.32		40
6.53	7.38	Penvir.....	11.27		323
8.50	7.45	Chapel..... W	11.20		142
10.64	7.52	Boxley.....	11.13		
11.45	7.55	First Ford.....	11.07		331
12.71	8.02	Day.....	11.00		200
15.39	8.10	Niday.....	10.53	---	150
17.09	8.18	Round Bottom..... W	10.45		160
20.69	8.30	Rocky Gap..... Y	10.35	-..	620
22.61	8.38	South Gap.....	10.20		510
26.69	8.50	Hicksville.....	10.10		235
29.82	9.05	Bastian..... W	10.00	---	740
34.59	9.30	Suiter..... Y	9.40		610
	A. M.		A. M.		

Regular trains between Narrows and Bastian are not required to observe Rule No. 99.

Extra trains must run expecting to find regular trains unprotected.

No. 119 has right over No. 120 to Suiter.

Stop at any station to receive or discharge passengers or freight.

Virginia Hardwood Lumber Co.'s trains have exclusive right between Bastian and Suiter,

1:00 p. m. to 4:00 p. m. and 5:00 p. m. to 9:00 a. m.

CATAWBA BRANCH

Westward

Between Salem and Catawba Sanatorium

Eastward

Distance from Salem	Telegraph Calls	THIRD CLASS		Time Table No. 15 EFFECTIVE Sunday, April 26, 1936	THIRD CLASS		Passing Sidings, Capacity in Feet	Station Sidings, Capacity in Feet
		107 Mixed Lv. Tuesday, Thurs- day and Saturday	A. M.		108 Mixed Ar. Tuesday, Thurs- day and Saturday	A. M.		
STATIONS								
.00		A. M.	Salem.....W				
3.22		10.45	Kesslers Mill.....				100
6.43		10.55	Bennett Springs.....				
9.12		11.04	Catawba Sanatorium.....				280
			11.15					
			A. M.					

Regular trains on Catawba Branch are not required to observe Rule No. 99.
Extra trains must run expecting to find regular trains unprotected.

Stop at any station to receive or discharge passengers or freight.
No. 107 has right over No. 108, Salem to Catawba Sanatorium.

Westward

BLACKSBURG BRANCH

Between Christiansburg and Blacksburg

Eastward

Distance from Christiansburg	Telegraph Calls	THIRD CLASS				Time Table No. 15 EFFECTIVE Sunday, April 26, 1936	THIRD CLASS				Passing Sidings, Capacity in Feet	Station Sidings, Capacity in Feet
		113 Mixed Lv. Daily Ex. Sunday	111 Mixed Lv. Daily Ex. Sunday	STATIONS			112 Mixed Ar. Daily Ex. Sunday	114 Mixed Ar. Daily Ex. Sunday	A. M.	P. M.		
.00		A. M.									
5.06		11.20		Christiansburg.....W			9.15	12.50			Yard
8.85		11.40		Merrimac Mines.....			8.50	12.30			600
			11.55		Blacksburg.....			8.35	12.15			Yard
			A. M.					A. M.	P. M.			
			A. M.					A. M.	P. M.			

Regular trains on Blacksburg Branch are not required to observe Rule No. 99.
Extra trains must run expecting to find regular trains unprotected.

Stop at any station to receive or discharge passengers or freight.
No. 111 has right over No. 112 and No. 113 has right over No. 114,
Christiansburg to Blacksburg.

SALTVILLE BRANCH
Between Glade Spring and Saltville

Westward

Eastward

Telegraph Office	Telegraph Signals	Distance from Glade Spring	THIRD CLASS		Time Table No. 15 EFFECTIVE Sunday, April 26, 1936	THIRD CLASS		Passing Sidings, Car Capacity	Station Sidings, Capacity in Feet	
				63 Mixed Lv. Daily Ex. Sunday		61 Mixed Lv. Daily Ex. Sunday	60 Mixed Ar. Daily Ex. Sunday			62 Mixed Ar. Daily Ex. Sunday
STATIONS										
				P. M.	A. M.		P. M.	P. M.		
D N	G S	.00	.....	2.00	10.15	Glade Spring w c y	1.00	5.15	Yard	Yard
		3.09	.....	2.10	10.22	Litz	12.50	5.05	13	.....
D	P O	7.58	.....	2.30	10.40	Plasterco	12.38	4.53	.....	550
D	S V	9.46	.....	2.40	10.50	Saltville T	12.30	4.45	Yard	Yard
				P. M.	A. M.		P. M.	P. M.		

Stop at any station to receive or discharge passengers or freight.

Between Radford and Walton

Eastward

Distance from Radford	Time Table No. 15 EFFECTIVE Sunday, April 26, 1936	FIRST CLASS				THIRD CLASS	Telegraph Office	Telegraph Signals	
		8 Passenger Lv. Daily							20 Passenger Lv. Daily
STATIONS									
			P. M.					A. M.	
.00	Radford . . . . .		.....					6.02
1.17	East Radford w c t o		10.20					6.07	D N C N
4.64	Walton w y		10.34					6.17	D N B H
			P. M.					A. M.	

Between Walton and East Radford

Westward

Distance from Walton	Time Table No. 15 EFFECTIVE Sunday, April 26, 1936	FIRST CLASS				Telegraph Office	Telegraph Signals
		7 Passenger Lv. Daily	19 Passenger Lv. Daily				
STATIONS							
		A. M.	P. M.				
.00	Walton w y	6.20	10.38			D N B H	
3.47	East Radford w c t o	6.30	10.50			D N C N	
		A. M.	P. M.				

ABINGDON BRANCH

Southward

Between Abingdon, Va., and West Jefferson, N. C.

Northward

Distance from Abingdon	THIRD CLASS		Time Table No. 15 EFFECTIVE Sunday, April 26, 1936		THIRD CLASS		Telephone Calls	Siding Capacity in Feet
	201 Mixed Lv. Daily Ex. Sunday		STATIONS		202 Mixed Ar. Daily Ex. Sunday			
	A. M.				P. M.			
.00	10.50		Abingdon..... W O		6.30		} Yard	
.38			Yard..... C Y				} 1138	
4.31			Watauga..... F				} 400	
9.06	S 11.15		Alvarado..... S		6.01		} 460	
10.96	F		Delmar..... F				} 120	
12.51	F		Drowning Ford..... F				} 125	
14.52	F		Vails Mill..... F				} 140	
16.04	S 11.40		Damascus..... W T S		5.36		} 820	
17.82	F 11.48		Laureldale..... F		5.26		} 400	
22.77	S 12.08 ^{PM}		Taylor's Valley..... S		5.11	-...-	} 1605	
26.57	F 12.28		Creek Junction..... W F		4.56		} 1120	
30.60	F 12.48		Green Cove..... F		4.41	-...-	} 390	
33.53	S 1.13		Whitetop..... T S		4.26	...-	} 990	
39.53	F 1.33		Nella..... W F		4.01		} 280	
43.94	S 1.45		Tuckerdale..... W S		3.49	..--	} 480	
46.50	S 1.55		Lansing..... S		3.39	-....	} 804	
47.82	F 2.00		Bina..... F		3.29		} 195	
49.98	S 2.06		Warrensville..... S		3.21	....-	} 390	
52.95	F 2.16		Smethport..... F		3.11		} 451	
55.45	S 2.25		West Jefferson..... W C Y S		3.05	-...-	} 1600	
		P. 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.
 White Top, 300 feet south of passing siding switch.

RADFORD DIVISION

SPECIAL INSTRUCTIONS

STANDARD TIME

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

1-a. Clocks showing Standard Time are located as follows:

Roanoke.

Dispatchers' Office.
Passenger Station, Telegraph Office.
Yardmaster's Office, West Roanoke.
Yardmaster's Office, U N Tower.
Chief Caller's Office, Shaffers Crossing.
Round House Foreman's Office, Shaffers Crossing.

East Radford.

Telegraph Office.
Engine House.

Abingdon.

Telegraph Office.

Pulaski.

Telegraph Office.
Baggage Room, Passenger Station.

Bristol.

Telegraph Office.
Engine House.

Glade Spring.

Telegraph Office.

Bluefield.

Yardmaster's Office.
Engine House.

1-b. Rule 3 (a), Book of Rules, is modified at Roanoke as follows: After Conductors and enginemen of freight trains have compared watches with a standard clock, they will compare with their rear trainmen and firemen, respectively, and with each other when practicable.

REGISTERING

2. Conductors, only, will examine registers. (Note Form C. T. 24-A.)

(a) First-class trains and passenger extras will register at Roanoke, Bluefield and Bristol passenger stations. First-class trains and passenger extras, except 17, 18, 25, 26, 41 and 42 will register at East Radford Telegraph Office.

(b) Catawba Branch trains will register at Salem. Blacksburg Branch trains will register at Christiansburg. Trains using track Potts Valley Junction and Oehl will register at Potts Valley Junction.

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

Reed Island Branch trains will register at Reed Junction. Saltville Branch trains will register at Glade Spring and Saltville. Trains originating and terminating at Glade Spring will register at Glade Spring.

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

First-class North Carolina Branch trains and passenger extras only will place register card in register box at Gossan Junction.

(c) "Freight trains will register at 'U N' Tower, Roanoke, Bluefield Yard Office at the Scale House, and Telegraph Offices East Radford, Pulaski and Bristol."

(d) Dispatchers will transmit the register of first-class trains and passenger extras in both directions at Roanoke to the Operator at West Roanoke Yard Office and register of such trains at Pulaski, including North Carolina Branch trains, to the Operator at that point. This register must be repeated and recorded in the train order book and the Operator must enter on train register. Yardmaster at "U N" Tower, Roanoke, will obtain and record register of first-class trains and passenger extras on train register. Dispatchers will transmit to first-class trains and passenger extras westward by Form "19" order the register of eastward superior trains at East Radford and Pulaski.

Dispatchers will transmit the register of trains Nos. 17, 18, 25, 26, 41 and 42 to the Operator at East Radford, which must be repeated and recorded in train order book. Operator will enter on train register.

BULLETIN BOARDS

3. Bulletin Boards are at the following points:

Roanoke:	Pulaski:
Passenger Station.	Yard Office.
Yardmaster's Office.	Passenger Station.
Engineers' Register Room,	Engineers' Register Room.
Shaffers Crossing	Bristol:
U N Tower.	Yardmaster's Office.
Bluefield:	Passenger Engineers' Register Room.
Passenger Station.	Engineers' Register Room,
Yardmaster's Office.	Round House.
Engineers' Register Room.	Narrows Station.
East Bluefield Yard	Glade Spring:
Switch Box.	Telegraph Office.
East Radford:	Abingdon Branch Junction:
Telegraph Office.	Abingdon Telegraph Office.
Engineers' Register Room.	

MAXIMUM SPEED

4. Main Lines.

"First-class trains and passenger extras, sixty (60) miles per hour except Bluefield to Lurich, and Clark to Pulaski, forty-five (45) miles per hour, or one (1) minute and twenty (20) seconds per mile, and Walton to Elliston, fifty (50) miles per hour, or one (1) minute and twelve (12) seconds per mile, and Marion to Seven Mile Ford, fifty-five (55) miles per hour, or one (1) minute and five (5) seconds per mile, and Melbourn to Radford, fifty (50) miles per hour, or one (1) minute and twelve (12) seconds per mile. Passenger trains hauled or assisted by freight engines will not exceed a speed of forty-five (45) miles per hour."

(a) Third and fourth-class trains, freight and work train extras, forty-five (45) miles per hour or one (1) minute and twenty (20) seconds per mile, except eastward, Bluefield to Oakvale and Christiansburg to Elliston, twenty (20) miles per hour or three (3) minutes per mile, and Oakvale to Lurich, twenty-five (25) miles per hour or two (2) minutes and twenty-four (24) seconds per mile. Time freight trains with not exceeding thirty (30) cars of coal, Bluefield to Oakvale and Christiansburg to Elliston, twenty-five (25) miles per hour or two (2) minutes and twenty-four (24) seconds per mile, and Oakvale to Lurich, thirty (30) miles per hour or two (2) minutes per mile.

(b) Branch Lines

Saltville Branch: Thirty (30) miles per hour or two (2) minutes per mile.

North Carolina Branch: First-class trains and passenger extras, between Pulaski and Fries, forty-five (45) miles per hour or one (1) minute and twenty (20) seconds per mile, Fries Junction and Galax, twenty-five (25) miles per hour or two (2) minutes and twenty-four (24) seconds per mile.

Third and fourth-class trains, freight and work train extras, between Pulaski and Fries, thirty-five (35) miles per hour or one (1) minute and forty-three (43) seconds per mile, Fries Junction and Galax, twenty (20) miles per hour or three (3) minutes per mile.

Reed Island Branch: Fifteen (15) miles per hour or four (4) minutes per mile.

Catawba Branch: Twenty (20) miles per hour or three (3) minutes per mile.

Blacksburg Branch: Twenty-five (25) miles per hour or two (2) minutes and twenty-four (24) seconds per mile.

Narrows Branch: Twenty-five (25) miles per hour or two (2) minutes and twenty-four (24) seconds per mile.

Abingdon Branch: Passenger and mixed trains must not exceed: 25 miles per hour between Abingdon and Taylor's Valley.

18 miles per hour between Taylor's Valley and Nella.

25 miles per hour between Nella and West Jefferson.

Freight trains must not exceed:

20 miles per hour between Abingdon and Taylor's Valley.

15 miles per hour between Taylor's Valley and Nella.

20 miles per hour between Nella and West Jefferson.

All trains will reduce speed to twenty (20) miles per hour over Bridges 81, 82, 83, 84, 86, 87, 89, 90, 91, 93, 95, 96, 97, 99, 101 and 102.

(c) M-2 and Mallet engines, when backing, light or coupled in trains, must not exceed twenty (20) miles per hour.

Class Y and K-3 engines must not exceed a speed of twelve (12) miles per hour over Bridges 1501, 1502, 1504, 1505, 1506, 1508, 1530, 1531, 1532, 1533, 1534, 1535 and 1551 on North Carolina Branch.

(d) Speed of engines backing, with or without trains, on Fries Branch, must not exceed thirty (30) miles per hour. Speed of ten (10) miles per hour must not be exceeded by Mallet engines over

Bridges 372 and 373 and all trains from Bridge 373 to Plasterco, Saltville Branch. Speed of ten (10) miles per hour must not be exceeded by Class M engines over Bridge 2472; and speed of five (5) miles per hour must not be exceeded by Class M engines over Bridge 2476, Blacksburg Branch.

When passenger movement is reversed on double track, trains will not exceed a speed of thirty-five (35) miles per hour.

(e) All trains must reduce speed through incorporated towns as follows:

Christiansburg, between Rigbys Mill Siding and East Switch Old Stock Pen Siding, twenty-five (25) miles per hour.

Pulaski, between Valley Street and passenger station, fifteen (15) miles per hour.

Wytheville, between station siding switches, twenty (20) miles per hour.

Rural Retreat, between station siding switches, ten (10) miles per hour.

Marion, fifteen (15) miles per hour.

Chilhowie, twenty-five (25) miles per hour over street crossings.

Glade Spring, fifteen (15) miles per hour.

Saltville, corporate limits, fifteen (15) miles per hour.

Abingdon, corporate limits, twenty-five (25) miles per hour.

Bristol, corporate limits, twenty (20) miles per hour, except between the east end passenger station platform and State Street where it will be eight (8) miles per hour.

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

5. Trains Nos. 1 and 2 at Singer, Montgomery, Pepper, Parrott, Berton, Curve and Wills.

Trains Nos. 13 and 14 at Gunton Park, Government Siding, Mt. Carmel, Snapps and at Glenvar, Singer and Montgomery to receive or discharge revenue passengers to or from stations west of East Radford on Bristol Line.

Trains Nos. 23 and 24 at Singer, Montgomery, Pepper, Parrott, Berton, Curve and Wills.

Trains Nos. 48 and 49 at McAdams, Hiawassa, Ardway, Jacksons Ferry, Buck, Bylesby and Gambetta.

Trains Nos. 73 and 74 at Limestone and High Rock.

GENERAL

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

7. Rule 86 (c) and the second and third paragraphs of Rule 99 (b), Book of Rules, are amended to the extent that they do not apply to trains handling camp cars occupied by men, circus or carnival trains, and such trains must be protected as prescribed by Rule 99 at points specified in these rules.

Rules 91 (a) and 705 are amended to include carnival trains.

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

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

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

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

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

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

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

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

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

steam heat and air signal equipment, the regular assigned engine and crew should be coupled in front.

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

10. Rule 16 (a) at the top of Page 23, Book of Rules, defining the indication of "C" signal, is modified to read "Curve over which speed must be reduced."

11. Transferred to STANDARD TIME.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

18. During extremely cold weather, it has been found that observance of Rule 34, of Form MP-229, does not meet the requirements in connection with supplying steam to heat passenger trains satisfactorily.

The steam pressure figures shown in Rule 34 of Form MP-229 are hereby increased so the rule will read as follows:

"RULE No. 34—When coupling to steam-heated trains, engine-men shall apply the maximum pressure of 120 pounds, and when the steam has circulated through the train pipe this pressure should be reduced to ten pounds per car; for instance, if there are five cars, the total pressure would be 50 pounds, and so on. If this is not sufficient to heat the cars, upon notice from conductors, the pressure is to be increased by not exceeding the maximum of 120 pounds."

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

LOCAL

100. On North Carolina Branch, passenger trains will be blocked in accordance with Rule No. 91-A, except that Dispatchers will permit freight trains by permissive card to enter block occupied by passenger trains, and in such cases freight trains must keep at least ten (10) minutes behind the passenger train.

101. Absolute block will apply to all trains, in both directions, between Bluff and Cowan.

Automatic block signals are in use between Roanoke and Bluefield, Walton and Bristol.

102. The middle or third track Walton to Peiton is for the exclusive use of eastward trains and is operated under Manual block

rules. Trains will not enter this track at intermediate crossovers without permission by telephone from the Operator at Walton or under absolute flag protection. Note Rule No. 99.

(a) The crossover at Christiansburg near the freight station, and the crossover at Shawsville are electrically locked, and trains must not attempt to use these crossovers without first obtaining permission from Operators at Christiansburg or Arthur.

103. Attention is called to the fact that signals governing movement from the main track to the middle track at the middle and at each end of Arthur middle track, at the middle and at each end of Christiansburg middle track, at the middle of Blake middle track, and at the east end of Walton-Pepper middle track indicate simply the position of the pull-in crossover switches and give no indication as to whether or not the middle track is occupied. Trains entering these middle tracks on signal indication must be governed by Rule No. 105.

(a) Position light dwarf signals governing the pull-out movement through the trailing point switches at the west end of Vicker westward passing track, west end of Walton-Pepper middle track, at west end of Lurich middle track, and at each end of Blake middle track, must be regarded as stop and stay signals and when in stop position must not be passed without permission from the interlocking plant operator in addition to protection as required by Rule No. 812.

Position light dwarf signals controlling pull-out movement through trailing point spring switches at east end of Dry Branch middle track, and at the east end of Lurich middle track, indicate simply the position of the switch and the occupancy of the main line block back of the switch and when in stop position may be passed protecting as per Rule No. 812.

(b) The following interlocking signals at Christiansburg and Walton are two-position lower quadrant signals and when in proceed position indicate only that the block is clear to the next signal in advance but do not indicate the position of the next signal. Movement of trains must be controlled accordingly.

Christiansburg.

Westward side track signal at west end middle siding.

Eastward side track signal at east end middle siding.

Walton.

(c) Westward signal at Radford end of Wye connection.

104. All trains must get a clearance card before leaving terminal stations, except Sylvatus, Christiansburg, Blacksburg, Fries Junction, Salem, Catawba Sanatorium, Narrows, Suiter, Saltville, freight trains at Bluefield and West Roanoke.

Third and fourth-class trains westward must get a train order or a clearance card at East Radford.

Third and fourth-class trains and freight extras in either direction must get a train order or clearance card at Pulaski.

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.

105. Freight extras westward must get a train order at East Radford.

(a) Form H, last paragraph, Page 81, Book of Rules, is modified to the extent that on double track protected by automatic signals, copies of work train orders issued under example H (1) on Page 79, will not be given to other trains.

On single track, copies of work train orders will be given to all trains except first-class.

106. All retaining valves on eastward tonnage trains from Bluefield to Blake and Christiansburg to Elliston will be placed in low pressure position, that is, with the handle of the valves all the way up, except on time freight trains from Bluefield to Blake, including those headed off with not exceeding 20 cars of coal, it will be permissible to leave the retainers turned down on the cars on the rear one-third of the train.

On eastward coal trains 10 retainers will be kept turned up from Blake to the west switch at Lurich middle track, and Engineers will reduce speed to not exceeding ten (10) miles per hour at west switch of Lurich middle track and not increase speed until the retainers have been turned down and a proceed signal given by the Brakeman.

In handling live stock on the head end of eastward loaded coal freight trains, Bluefield to Blake and Christiansburg to Elliston, where the number of stock cars does not exceed 10% of the number of cars in the train, they will be handled with retainers down. The Engineer handling such a train after the brake is released should make a kick-off with the automatic brake valve to avoid sticking the brakes on the head cars as a result of an overcharge.

107. Trains stopped by interlocking signal at either end of Elliston and Arthur middle tracks, by automatic signal, either end of middle track at Lurich and Blake, and at Pearisburg between the hours of 6:00 A. M. and 10:00 P. M., will call up Operator on 'phone and find out whether or not they are wanted to pull through middle track.

(a) Westward trains stopped at east end Vicker middle track, will call Operator at Walton on 'phone and ask for instructions.

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

108. Eastward trains will proceed on signal indication from Pelton either with or against the current of traffic to Christiansburg. Eastward freight trains Cowan to Walton and Christiansburg to Elliston and westward freight trains Elliston to Cowan will proceed on signal indication with 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 a train or engine which will prevent it making normal movement the Engineer or Conductor will notify nearest Operator by telephone or message.

109. 437-A 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 when water stop is made Pembroke, Dry Branch, Walton or Vicker or 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. This should be done by head Brakeman 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 Brakeman is inspecting head end of the train. At the same time Engineer 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. 437-D)

(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.

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

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

Yardmaster at Bluefield may move trains of inferior class ahead of trains of superior class from Bluefield to Blake.

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

112. Rule No. 90-e, 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, Pembroke, Dry Branch and Walton, and in either direction between East Radford and Bristol, may take water without detaching engine from train when conditions will permit.

113. Freight and extra trains will be governed with reference to overdue first-class trains at Walton by position of interlocking signal. When signal is clear, they will assume that overdue first-class trains have passed. When overdue first-class trains have not passed, Operator at Walton will hold signal against freight and extra trains and they will either procure time on the first-class trains or wait for them to pass, except that Operators may put eastward trains in middle track, but must give them information about overdue eastward superior trains.

ALL trains will approach WALTON under ABSOLUTE control.

113a. Trains using the Potts Valley Branch will be governed by register located at Potts Valley Junction. The first train on the branch has right thereto, without protecting. Other trains must protect against trains registered on branch.

114. White porcelain insulators have been installed on the telegraph line to indicate the dispatchers 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.

115. Location and Length of Turn Tables

East Radford.....	60 feet	Bristol.....	115 feet
Narrows.....	60 feet	Ivanhoe.....	60 feet
Pulaski.....	75 feet	White Top.....	60 feet
Saltville.....	60 feet		

116. Trains and engines must not pass over State Street Crossing, Bristol, and Harrison Street Crossing, East Radford, unless the gates are down.

117. All westward freight trains entering Bristol Yard must pull into the yard and clear the main track at Pyeritz' Crossing. The running track between Pyeritz' Crossing and Barytes is for the exclusive use of eastward trains, and westward trains must not occupy same without proper flag protection. The rights of westward passenger trains, given right over or meet order with superior trains at Bristol will be specified by the order.

118. When westward passenger trains are flagged over eastward track between Elliston and Christiansburg or 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.

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

Oakvale.....	7:00 A. M. to 4:00 P. M.
Pearisburg.....	6:55 A. M. to 10:55 P. M.
Dublin.....	7:15 A. M. to 4:15 P. M.
Max Meadows.....	6:45 A. M. to 10:45 P. M.
Crockett.....	7:00 A. M. to 11:00 P. M.
Rural Retreat.....	6:00 A. M. to 8:00 P. M.
Groseclose.....	8:15 A. M. to 5:15 P. M.
Atkins.....	8:20 A. M. to 4:20 P. M.
Marion.....	10:40 P. M. to 6:40 A. M.
Chilhowie.....	7:30 A. M. to 11:30 P. M.
Meadow View.....	7:25 A. M. to 3:25 P. M.
Wallace.....	3:59 P. M. to 11:59 P. M.
Saltville.....	7:15 A. M. to 3:15 P. M.
Damascus.....	3:50 P. M. to 11:50 P. M.
White Top.....	6:45 A. M. to 3:45 P. M.
Lansing.....	8:00 A. M. to 5:00 P. M.
West Jefferson.....	11:00 A. M. to 8:00 P. M.
Allisonia.....	11:00 A. M. to 8:00 P. M.
Austinville.....	10:00 A. M. to 7:00 P. M.
Ivanhoe.....	9:00 A. M. to 6:00 P. M.
Fries.....	6:15 A. M. to 3:15 P. M.
Galax.....	6:50 A. M. to 3:50 P. M.
	7:00 A. M. to 4:00 P. M.
	8:00 A. M. to 5:00 P. M.
	8:00 A. M. to 5:00 P. M.

(a) The following agencies do not handle train orders or block trains:

Ada.....	6:30 A. M. to 6:30 P. M.
Ingleside.....	6:45 A. M. to 6:45 P. M.
Glen Lyn.....	7:15 A. M. to 4:15 P. M.
Narrows.....	8:00 A. M. to 5:00 P. M.
Ripplemead.....	8:00 A. M. to 5:00 P. M.
Eggleston.....	10:45 A. M. to 7:45 P. M.
Belspring.....	8:00 A. M. to 5:00 P. M.
Vicker.....	8:40 A. M. to 5:40 P. M.
Shawsville.....	6:50 A. M. to 3:50 P. M.
Salem.....	8:00 A. M. to 5:00 P. M.
New River.....	7:30 A. M. to 4:30 P. M.
Seven Mile Ford.....	7:45 A. M. to 4:45 P. M.
Plasterco.....	8:00 A. M. to 5:00 P. M.
Wyndale.....	6:50 A. M. to 4:30 P. M.
Alvarado.....	10:15 A. M. to 8:00 P. M.
Warrensville.....	10:00 A. M. to 7:00 P. M.
Draper.....	6:00 A. M. to 3:00 P. M.
Foster Falls.....	6:45 A. M. to 3:45 P. M.

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

Glen Lyn.....	9:15 A. M. to 11:50 A. M.
Narrows.....	2:35 P. M. to 4:35 P. M.
Pembroke.....	9:25 A. M. to 11:25 A. M.
Eggleston, Sunday.....	9:35 A. M. to 11:35 A. M.
Holiday.....	8:30 A. M. to 11:35 A. M.
Belspring, Holiday only.....	9:50 A. M. to 11:50 A. M.
Vicker, Holiday only.....	3:15 P. M. to 5:15 P. M.
Shawsville, Sunday only.....	2 hour call meet local 6:50 A. M. to 11:30 A. M.

Wallace.....	No Sunday or Holiday assignment
Alvarado, Holiday only.....	10:45 A. M. to 12:45 P. M. 5:30 P. M. to 7:30 P. M.
Damascus, Holiday only.....	11:10 A. M. to 1:10 P. M. 5:05 P. M. to 7:05 P. M.
White Top, Holiday only.....	12:40 P. M. to 4:30 P. M.
Lansing, Holiday only.....	1:25 P. M. to 3:40 P. M.
Warrensville, Holiday only.....	1:30 P. M. to 3:35 P. M.
West Jefferson, Holiday only.....	2:00 P. M. to 4:00 P. M.
Austinville, Sunday only.....	9:00 A. M. to 11:00 A. M. 1:10 P. M. to 3:10 P. M.
Ivanhoe, Sunday only.....	9:10 A. M. to 11:10 A. M. 1:05 P. M. to 3:05 P. M.
Fries, Sunday only.....	9:40 A. M. to 1:05 P. M.
Galax, Sunday only.....	10:30 A. M. to 12:30 P. M.
Sylvatus, Holiday.....	9:10 A. M. to 11:10 A. M. only on days train runs.

Agents, at Ada, Ingleside, Lurich, Ripplemead, Belspring, Vicker, New River, Groseclose, Seven Mile Ford, Wyndale, Wallace, Allisonia and Foster Falls will not observe Sunday hours.

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

Catawba Branch.	Potts Valley Branch, west of Norcross.
Salem Tannery Siding.	Pearisburg Tannery Siding.
Blacksburg Branch.	Narrows Tannery Siding.
Parrott, from Tipple west.	Malcolm Siding.
Dora Furnace Tracks; P. I.	Radford Branch.
Furnace Track; Rolling Mill	Furnace Tracks, Max Meadows.
Track beyond Bridge 364,	Coal Trestle, Meadow View.
Pulaski.	Both Wye Tracks, Bristol.

121. Location of Outside Telephones

"B" Indicates Block
"D" Dispatcher
"B & D" Block and Dispatcher

W. B.....	Roanoke to Bluefield Pull-out Track. "B"
Salem.....	Catawba Branch Junction. "D" Crossover. "B" Brick Works. "B" East End of Middle Track. "B"
Glenvar.....	West End of Middle Track. "B & D" At Tool House. "B"
M. P.-271.1.....	"B"
Singer.....	"B & D"
M. P.-274.....	"B"
M. P.-275.....	"B"
Elliston.....	East End of Middle Track. "B" Three-fourths (¾) mile west of Station. "B" West End of Middle Track. "B"
Shawsville Tunnel.....	East End. "B"
Shawsville.....	At Crossover. "B"
Arthur.....	East End of Middle Track. "B" West End of Middle Track. "B"
Montgomery Tunnel.....	West End. "B"
M. P.-286.5.....	"B & D"
M. P.-287.5.....	"B"
Christiansburg.....	East End of Middle Track. "B" West End of Middle Track. "B" Freight Station. "B"
Pelton.....	Westward Stop and Stay Signal. "B" Eastward Stop and Stay Signal. "B"
M. P.-292.3.....	"B & D"
M. P.-293.0.....	"B"
Vicker.....	East End of Passing Siding. "B" Station. "B" Coal Wharf. "B" West End of Passing Siding. "B"
Walton.....	First westward Stop and Stay Signal. "B" Transfer Platform. "D" At East, West and South legs of wye. "B"
Pepper Middle Track.....	Crossover. "B" West End. "B"
Bluff.....	At Westward Stop and Stay Signal. "B & D"
Bridge 805.....	East End. "B" West End. "B" Eastward Stop and Stay Signal. "B" Westward Stop and Stay Signal. "B"
Cowan.....	West of Westward Stop and Stay Signal. "B & D"

Belspring..... Tool House. "B"
 Bridge 806..... "B"
 Parrott..... At Crossover. "B"
 Dry Branch..... { East End Middle Track. "B"
 Passenger Shelter Shed. "B & D"
 West End Middle Track. "B"
 Berton..... "B"
 M. P.-314.1..... "B"
 Eggleston..... { At Crossover. "B & D"
 East End Second Tunnel. "B"
 M. P.-318.6..... Watch Box. "B"
 Pembroke..... { Station. "B"
 East End Middle Track. "D"
 West End Middle Track. "B"
 Ripplemead..... { Station. "B"
 West End of Yard. "B"
 Potts Valley Junction. "B & D"
 Kimballton..... In Section House. "B"
 Kerns..... "B"
 M. P.-325.7..... Watch Box. "B"
 Curve..... At Crossover. "B & D"
 M. P.-328.0..... Watch Box. "B"
 Pearisburg..... { East End Middle Track. "B & D"
 Station. "D"
 West End Middle Track. "B & D"
 M. P.-332.3..... "B"
 Narrows..... { At Crossover. "B"
 Branch Junction. "B & D"
 M. P.-335.7..... "B"
 Lurich..... { East End Middle Track. "B & D"
 West End Middle Track. "B"
 A. P. Co. Track..... "B & D"
 Glen Lyn..... West End Station Siding. "B"
 Wills..... { Tool House. "B"
 At Crossover. "B & D"
 M. P.-344.0..... "B"
 M. P.-345.9..... "B"
 Oakvale..... { Station. "D"
 West End Middle Track. "B"
 M. P.-349.2..... "B"
 Batchelor's Crossover. "B & D"
 McKenzie's..... Spur Track. "B"
 Ingleside..... At Crossover. "B"
 Blake..... { East End. "B"
 West End. "B"
 M. P.-357.0..... "B"
 Ada..... At Crossover. "B"
 M. P.-359.6..... "B"
 M. P.-360.6..... "B"

East Radford to Bristol

Dispatcher's 'phone at all Stop and Stay Signals, except westward signal at Dora Junction.
 New River Station. "D"
 Dora Junction—Westward Stop and Stay Signal. "B"
 Akers Siding. "D"
 M. P.—325.7 between Clark and Max Meadows. "D"
 Wytheville (sub-station). "D"
 Government Siding—Watch Box. "D"
 Marion—West End Passing Siding. "D"
 Marion—Sub-station west of. "D"
 Copenhaver's Siding. "D"
 M. P.—377.3 between Chillhowie and Glade Spring. "D"
 M. P.—396.4 between Abingdon and Wyndale. "D"
 Pyeritz Crossing, Bristol Yard—On second telegraph pole, west of. "B & D"

Blacksburg Branch

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

Narrows Branch

Narrows Junction. "B & D"
 First Ford Tool House. "B"
 Chappel Tank. "B"
 Boyd. "B"
 Round Bottom. "B"
 Rocky Gap. "B"
 Bastian—Section House. "B"
 Lumber Company Office. "B"
 Suiter—East End of Wye. "B"

North Carolina Branch

Delton. "B"
 Hiawassi. "B"
 Reed. "B"
 Barren Springs. "B"
 Byllesby. "B"
 Fries Junction. "B & D"
 Fries—Tool House. "B"
 Section Foreman's House. "B"
 Chestnut Yard—Section Foreman's House. "B"
 Gossan Junction. "B"
 Cliff View (Shelter Shed) "B"

Saltville Branch

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

Abingdon Branch

Abingdon Yard. "B"
 Damascus—Section Foreman's House. "B"
 Creek Junction. "B"
 Canthook. "B"
 Nella. "B"

Rule 122.

Yard limit signs are placed as follows:

On the south side of the eastward track at "WB" office—protects trains entering Roanoke Yard.

On the north side of the westward track opposite the east end of the old glass plant siding at Salem—protecting against westward trains to M. P. 265.

On the south side of the eastward track opposite M. P. 265—protecting against eastward trains to the Virginian interchange track.

On north side westward track opposite east end middle track Christiansburg—protecting against westward trains to M. P. 291.

On south side of eastward track 3,500 feet west of Pelton—protecting eastward trains to east end Christiansburg middle track.

On the south side of eastward track just west of Walton—protects eastward trains to Walton Tower.

On north side of westward track just east of Pepper—protects westward trains to west end of double track at Bluff.

On north side of westward track one-half (½) mile east of Ripplemead—protects westward trains to Ripplemead station.

On the south side of eastward track one-half (½) mile west of Ripplemead—protects eastward trains to Ripplemead station.

On north side of westward track one-half (½) mile east of Narrows—protects westward trains to Narrows station.

On south side of eastward track one-half (½) mile west of Narrows Branch Junction—protects eastward trains to Narrows station.

On south side of Narrows Branch track, three-fourths (¾) mile west of Narrows Branch Junction—protects trains to Narrows Branch Junction.

On north side of westward track east of Bluefield—protects westward trains entering Bluefield Yard.

At each end of East Radford Yard—protects trains between these limit signs.

At east end of Pulaski Yard near Dora and west end near Bridge 243—protects trains through Pulaski Yard.

On south side of North Carolina Branch track west of Dora—protects trains to Pulaski Yard.

On south side of main track west of Austinville and on north side of main track east of Austinville—protects trains between these limit signs.

On north side of main track east of Ivanhoe, and on south side of main track west of Ivanhoe, protects trains between these limit signs.

Two thousand (2,000) feet distance from Fries Junction in each of the three directions—protects within these limits.

Two thousand and five hundred (2,500) feet east, and one thousand and five hundred (1,500) feet west of the switch at Gossan Junction on the North Carolina Branch, protecting between the boards.

One thousand and five hundred (1,500) feet east of east switch at Galax—protects trains to end of track above Galax station.

On north side of main track east of Max Meadows—protects trains to Max Meadows passing siding.

On south side of main track west of Marion—protects trains to west end Marion passing siding.

On north side of main track east of Glade Spring—protects trains entering Glade Spring Yard.

On south side of main track one-half (½) mile west of the west switch of Glade Spring Wye—protecting eastward trains to the west switch of Glade Spring passing siding.

On north side of main track east of Litchfield siding and on south side of main track at Gilpin siding—protects trains through Abingdon between these limit signs.

On north side of main track at Barytes—protects trains through Bristol Yard.

On south side of Saltville Branch main track west of Glade Spring—protects trains to Saltville Branch Junction.

On north side of main track east of old hotel at Saltville—protects trains to Saltville passenger station.

Abingdon Branch: One thousand and fifty (1,050) feet south of south leg of Wye.

ROANOKE TERMINALS

Special Instructions

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

201. Before trains depart from Park Street and West End Yards, Conductors in charge thereof must see that a sufficient number of brakes are set on cars in rear of their trains to prevent them from dropping out by gravity.

202. Conductors of trains entering Roanoke Yard must see that sufficient brakes are applied (commencing at caboose), to prevent train from dropping back.

203. Radford Division passenger trains are restricted to 15 miles per hour entering or leaving Roanoke Passenger Station; 30 miles per hour between Commerce Street and West End Roundhouse, and 40 miles per hour between West End Roundhouse and West Yard Limits.

(a) Norfolk Division passenger trains are restricted to 15 miles per hour when within the confines of Roanoke Interlocking Plant, and 40 miles per hour between Interlocking Plant and Yard Limit Board, East Roanoke.

(b) Shenandoah Division passenger trains, including the Winston District, are restricted to 30 miles per hour through Roanoke Yard Limit, and 15 miles per hour when within the confines of the Interlocking Plant.

(c) Eastward Norfolk Division freight trains and engines are restricted to 15 miles per hour; and northward Shenandoah Division freight trains and engines to 10 miles per hour when within the confines of Roanoke Passenger Station Interlocking Plant.

(d) Freight trains entering Receiving Yard at Switch Box at Stock Pens, West Roanoke, are restricted to 10 miles per hour.

(e) Trains and engines using east leg of the Wye are restricted to 5 miles per hour between Tazewell Avenue and Campbell Avenue.

(f) Speed of 15 miles per hour must not be exceeded on Belt Line Tracks.

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

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

206. No southward movements will be made on Roanoke Belt Line, except under flag protection or by special order.

207. Freight trains from the east will not block the crossing leading into Roanoke Shops at 8½ street, until Signal 58-L is in clear

position. This also includes yard engines handling cars. If this crossing is blocked in excess of five minutes the crossing must be cut promptly.

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

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

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

209. Road crews using eastward running track, Roanoke Yard, will exercise extreme care to prevent possibility of collision with cars standing on that track below Park Street Scale House, or being dropped down scale track.

210. All eastward passenger trains, and eastward freight trains using running track, will not pass Commerce Street, except on signal from Switchman.

Westward trains and engines will not pull out of Roanoke Passenger Station tracks 1, 2, 3 or 4, and westward trains on westward main track will not foul crossover at Henry Street, without signal from Switchman.

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

(b) The Switchtender at the Yard entrance just north of the Stock Pens, at West Roanoke, will use a green lantern for the purpose of signaling incoming trains from the Radford Division to enter yard tracks. The green lamp should be used for no other purpose.

211. The bottom arm of the three-arm signal at north limit of Roanoke Interlocking Plant governs movement into Pullman yard tracks. Road crews will not accept bottom arm of this signal.

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

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

Top arms of Signals 4-R, 6-R, 8-R, 16-R and 52-R.

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

Signals 56-L, 60-R and 64-R.

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

214. The normal position of switches to the crossover connecting Belt Line pull-in track with Radford Division pull-in track, opposite stock pens, is for straight track. Yard crews will see that switches are set back in normal position.

215. All trains and engines will approach the intersection of the freight running track and coalwharf tracks just west of Shaffers Crossing Coalwharf with extreme care, expecting to find the intersection occupied. This includes engines moving off the Coalwharf Tracks.

All trains except first-class trains and those running on Train Order Schedule moving westward on the westward track will approach the crossover just west of the switch box at Shaffers Crossing Coalwharf with extreme care, expecting to find the crossover occupied.

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

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

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

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 Brakemen will protect the rear of westbound freight trains between east end Bluefield Yard and Roundhouse until relieved by a yard brakeman.

TONNAGE RATINGS AND WEATHER REDUCTIONS FOR LOCOMOTIVES

BLUEFIELD OR EAST RADFORD TO ROANOKE—With 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 with booster equipped helper engines	Slow	8600	8170	7740	7310	6880	6450
Y-2a, Y-3, Y-3a and Y-4 with 240 lbs. boiler pressure—with booster equipped helper engines	Slow	7800	7410	7020	6630	6240	5850
Y-2a, Y-3, Y-3a or Y-4 with 270 lbs. boiler pressure—with booster equipped helper engines	Slow	8300	7885	7470	7055	6640	6225
Z-1a and Z-1b	Slow	5600	5320	5040	4760	4480	4200
M-2	Slow	2950	2803	2655	2508	2360	2213
M or W	Slow	2150	2042	1935	1828	1720	1613
M-2 and Z	Slow	7500	7125	6750	6375	6000	5625
Z-1a, Z-1b and M or W	Slow	7000	6650	6300	5950	5600	5250

CAR LIMITS—Coal trains 115 cars.

BLUEFIELD OR EAST 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	Slow	4500	4275	4050	3825	3600	3325
	Time	4000	3800	3600	3400	3200	3000
Y-2a, Y-3, Y-3a or Y-4 with 240 lbs. boiler pressure.	Slow	3300	3125	2970	2805	2640	2475
	Time	2900	2755	2610	2465	2320	2175
Y-2a, Y-3, Y-3a or Y-4 with 270 lbs. boiler pressure	Slow	3700	3515	3330	3145	2960	2775
	Time	3400	3230	3060	2890	2720	2550
Z-1a and Z-1b	Slow	2400	2280	2160	2040	1920	1800
	Time	2200	2090	1980	1870	1760	1650
K	Slow	1600	1520	1440	1360	1280	1200
	Time	1450	1378	1305	1233	1160	1088
M-2	Slow	1475	1401	1328	1254	1180	1106
	Time	1400	1330	1260	1190	1120	1050
M or W	Slow	1100	1045	990	935	880	825
	Time	1050	998	945	893	840	788

CAR LIMITS—Coal trains 115 cars.

ROANOKE TO EAST RADFORD OR BLUEFIELD—Without Pusher

CLASS OF ENGINES	Class of Service	Rating A	Rating B	Rating C	Rating D	Rating F	Rating G	Rating H
		Normal	40° to 32°	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.	30% red.	
Y-5	Slow	2700	2565	2430	2295	2160	2025	1890
	Time	2400	2280	2160	2040	1920	1800	1680
Y-2a, Y-3, Y-3a or Y-4 with 240 lbs. boiler pressure	Slow	2100	1995	1890	1785	1680	1575	1470
	Time	1800	1710	1620	1530	1440	1350	1260
Y-2a, Y-3, Y-3a or Y-4 with 270 lbs. boiler pressure	Slow	2300	2185	2070	1955	1840	1725	1610
	Time	2100	1995	1890	1785	1680	1575	1470
Z-1a and Z-1b	Slow	1300	1225	1170	1105	1040	975	910
	Time	1150	1093	1035	978	920	863	805
K-1 or K-2	Slow	925	880	830	785	740	690	650
	Time	900	855	810	765	720	675	630
M-2	Slow	850	808	765	723	680	638	595
	Time	800	760	720	680	640	600	560

CAR LIMITS—Roanoke to Lurich—135 cars.
Lurich to Bluefield—150 cars.

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 reductions as conditions require to keep trains moving.

EAST RADFORD TO PULASKI

CLASS OF ENGINES	Class of Service	Rating A	Rating B	Rating C	Rating D	Rating F	Rating G	Rating H
		Normal	40° to 32°	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.	30% red.	
Y-2a, Y-3, Y-3a and Y-4 with 240 lbs. boiler pressure.	Slow	2200	2090	1980	1870	1760	1650	1540
	Time	1850	1758	1665	1573	1480	1388	1295
Y-2a, Y-3, Y-3a or Y-4 with 270 lbs. boiler pressure	Slow	2500	2375	2250	2125	2000	1875	1750
	Time	2100	1995	1890	1785	1680	1575	1470
Z-1a and Z-1b	Slow	1550	1473	1395	1318	1240	1163	1085
	Time	1200	1140	1080	1020	960	900	840
M-2	Slow	1025	974	923	871	820	769	718
	Time	800	760	720	680	640	600	560
M or W	Slow	700	665	630	595	560	525	490
	Time	500	475	450	425	400	375	350

Tonnage Ratings and Weather Reductions for Locomotives—Continued

EAST RADFORD TO BRISTOL

CLASS OF ENGINES	Class of Service	Rating A	Rating B	Rating C	Rating D	Rating F	Rating G	Rating H	
		Normal							Zero to 8° Below
		40° to 32°	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.	30% red.		
M and K	Slow	1500	1425	1350	1275	1200	1125	1050	
	Time	1400	1330	1260	1190	1120	1050	980	

PULASKI TO BRISTOL

CLASS OF ENGINES	Class of Service	Rating A	Rating B	Rating C	Rating D	Rating F	Rating G	Rating H	
		Normal							Zero to 8° Below
		40° to 32°	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.	30% red.		
Y-2a, Y-3, Y-3a or Y-4 with 270 lbs. boiler pressure	Slow	2400	2280	2160	2040	1920	1800	1680	
	Time	2100	1995	1890	1785	1680	1575	1470	

PULASKI TO MARION OR GLADE SPRING TO BRISTOL

CLASS OF ENGINES	Class of Service	Rating A	Rating B	Rating C	Rating D	Rating F	Rating G	Rating H	
		Normal							Zero to 8° Below
		40° to 32°	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.	30% red.		
Y-2a, Y-3, Y-3a and Y-4 with 240 lbs. boiler pressure.	Slow	2100	1975	1890	1785	1680	1575	1470	
	Time	1850	1758	1665	1573	1480	1388	1295	
Z-1a and Z-1b	Slow	1450	1378	1305	1233	1160	1088	1015	
	Time	1200	1140	1080	1020	960	900	840	
M-2	Slow	975	926	878	829	780	731	683	
	Time	800	760	720	680	640	600	560	
M or W	Slow	650	618	585	553	520	488	455	
	Time	500	475	450	425	400	375	350	

MARION TO GLADE SPRING

CLASS OF ENGINES	Class of Service	Rating A	Rating B	Rating C	Rating D	Rating F	Rating G	Rating H	
		Normal							Zero to 8° Below
		40° to 32°	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.	30% red.		
Y-2 or 3, Y-3a and Y-4 with 240 lbs. boiler pressure.	Slow	2100	1995	1890	1785	1680	1575	1470	
	Time	1850	1758	1665	1573	1480	1388	1295	
Z-1a and Z-1b	Slow	1700	1615	1530	1445	1360	1275	1190	
	Time	1200	1140	1080	1020	960	900	840	
M-2	Slow	1075	1021	968	913	860	806	753	
	Time	800	760	720	680	640	600	560	
M or W	Slow	725	689	653	616	580	544	508	
	Time	500	475	450	425	400	375	350	

BRISTOL TO ABINGDON OR GLADE SPRING TO PULASKI

CLASS OF ENGINES	Class of Service	Rating A	Rating B	Rating C	Rating D	Rating F	Rating G	Rating H	
		Normal							Zero to 8° Below
		40° to 32°	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.	30% red.		
Y-2a, Y-3, Y-3a and Y-4 with 240 lbs. boiler pressure.	Slow	2200	2090	1980	1870	1760	1650	1540	
	Time	2000	1900	1800	1700	1600	1500	1400	
Y-2a, Y-3, Y-3a or Y-4 with 270 lbs. boiler pressure	Slow	2500	2375	2250	2125	2000	1875	1750	
	Time	2300	2185	2070	1955	1840	1725	1610	
Z-1a and Z-1b	Slow	1550	1473	1395	1318	1240	1163	1085	
	Time	1350	1283	1215	1148	1080	1013	945	
K	Slow	1150	1093	1035	978	920	863	805	
	Time	1050	998	945	893	840	788	735	
M-2	Slow	1050	998	945	893	840	788	735	
	Time	900	855	810	765	720	675	630	
M or W	Slow	700	665	630	595	560	525	490	
	Time	600	570	540	510	480	450	420	

BRISTOL TO PULASKI

K and M Coupled	Slow	2000	1900	1800	1700	1600	1500	1400
	Time	1750	1663	1575	1488	1400	1313	1225

PULASKI TO EAST RADFORD

K and M Coupled	Slow	2150	2042	1935	1828	1720	1613	1505
Y-2a, Y-3, Y-3a and Y-4 with 240 lbs. boiler pressure.	Slow	2400	2280	2160	2040	1920	1800	1680
	Time	2100	2000	1900	1800	1700	1600	1500
Y-2a, Y-3, Y-3a or Y-4 with 270 lbs. boiler pressure	Slow	2800	2660	2520	2380	2140	2000	1860
	Time	2500	2375	2250	2125	2000	1875	1750
Z-1a and Z-1b	Slow	1700	1615	1530	1445	1360	1275	1190

Tonnage Ratings and Weather Reductions for Locomotives—Continued ABINGDON TO GLADE SPRING

CLASS OF ENGINES	Class of Service	Rating A	Rating B	Rating C	Rating D	Rating F	Rating G	Rating H
		Normal	40° to 32°	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.	30% red.
Y-3, Y-3a and Y-4 with 240 lbs. boiler pressure.	Slow	2500	2375	2250	2125	2000	1875	1750
	Time	2000	1900	1800	1700	1600	1500	1400
Y-2a, Y-3, Y-3a or Y-4 with 270 lbs. boiler pressure	Slow	2800	2660	2520	2380	2140	2000	1860
	Time	2300	2185	2070	1955	1840	1725	1610
Z-1a and Z-1b	Slow	1900	1805	1710	1615	1520	1425	1330
	Time	1350	1283	1215	1148	1080	1013	945
M-2	Slow	1200	1140	1080	1020	960	900	840
	Time	900	855	810	765	720	675	630
M or W	Slow	825	784	743	701	660	619	578
	Time	600	570	540	510	480	450	420

ABINGDON BRANCH

BETWEEN DISTRICTS	Class "W" and "M" Engines	Rating A	Rating B	Rating C	Rating D	Rating F	Rating G	Rating H
		Normal	40° to 32°	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.	30% red.
Abingdon and Damascus	North	750	712	675	638	600	562	525
	South	900	855	810	765	720	675	630
Damascus and Taylor's Valley	North	1200	1140	1080	1020	960	900	840
	South	450	427	405	380	360	337	315
Taylor's Valley and Whitetop xx(Nella)	North	1200	1140	1080	1020	960	900	840
	South	325	309	293	276	260	244	228
Whitetop and West Jefferson xx(W. Jeff.)	North	350	333	315	298	280	268	245
	South	1000	950	900	850	800	750	700

xxIndicates basing point.

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

NORTH CAROLINA BRANCH—Both Directions

CLASS OF ENGINES	Class of Service	Rating A	Rating B	Rating C	Rating D	Rating F	Rating G	Rating H
		Normal	40° to 32°	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.	30% red.
G	West	500	475	450	425	400	375	350
	East	600	570	540	510	480	450	420
M	West	700	665	630	595	560	525	490
	East	850	808	765	723	680	638	595
Z	West	900	855	810	765	720	675	630
	East	1100	1045	990	935	880	825	770
	West	1300	1235	1170	1105	1040	975	910
	East	1500	1425	1350	1275	1200	1125	1050

SALTVILLE BRANCH

CLASS OF ENGINES	DIRECTION	Rating A	Rating B	Rating C	Rating D	Rating F	Rating G	Rating H
		Normal	40° to 32°	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.	30% red.
Z-1a and Z-1b	Eastward	1500	1425	1350	1275	1200	1125	1050
	Westward	1600	1520	1440	1360	1280	1200	1120
M or W	Eastward	725	689	653	616	580	544	508
	Westward	875	831	788	744	700	656	613

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.	Roanoke, Va.
Dr. T. D. Armistead	Asst.	Roanoke, Va.
Dr. E. H. Luck	Asst.	Roanoke, Va.
Dr. H. J. Hagan	Asst.	Roanoke, Va.
Dr. C. B. Ransone	Asst.	Roanoke, Va.
Dr. H. H. Wescott	Orthopedic	Roanoke, Va.
Dr. W. L. Powell	Orthopedic	Roanoke, Va.
Dr. G. M. Maxwell	Oculist	Roanoke, Va.
Dr. H. B. Stone	Oculist	Roanoke, Va.
Dr. J. T. McKinney	Roentgenologist	Roanoke, Va.
Dr. J. F. Armentrout	Roentgenologist	Roanoke, Va.
Dr. N. S. Peters	Roentgenologist	Bristol, Va.
Dr. C. D. Nofsinger	Serologist	Roanoke, Va.
Dr. S. B. Carey	Urologist	Roanoke, Va.
Dr. Kyle T. Lee	Dental Surgeon	Roanoke, Va.
Dr. W. T. Davis	Consulting Oculist	Washington, D. C.
Dr. E. E. Watson	Asst.	Salem, Va.
Dr. Fred Barger	Asst.	Salem, Va.
Dr. John P. Haller	Asst.	Salem, Va.
Dr. A. M. Showalter	Surgeon	Cambria (Christiansburg), Va.
Dr. R. M. De Hart	Asst.	Christiansburg (Cambria), Va.
Dr. C. R. Woolwine	Asst. Surgeon	Blacksburg, Va.
Dr. C. F. Mangus	Asst. Surgeon	Blacksburg, Va.
Dr. E. F. Hall	Oculist	East Radford, Va.
Dr. J. A. Noblin	Asst.	East Radford, Va.
Dr. J. J. Geisen	Asst.	East Radford, Va.
Dr. W. B. Fuqua	Asst.	Radford, Va.
Dr. J. C. King	Surgeon	Radford, Va.
Dr. J. L. Early	Surgeon	Radford, Va.
Dr. G. W. Skaggs	Surgeon	Dublin, Va.
Dr. D. S. Divers	Asst.	Pulaski, Va.
Dr. R. H. Woolling	Asst.	Pulaski, Va.
Dr. R. F. Thornhill	Asst.	Pulaski, Va.
Dr. C. A. Michael	Asst.	Austinville, Va.
Dr. J. R. Chitwood	Surgeon	Ivanhoe, Va.
Dr. A. B. Grubb	Asst.	Cripple Creek, Va.
Dr. S. M. Robinson	Surgeon	Fries (Woodlawn), Va.
Dr. J. K. Caldwell	Surgeon	Galax, Va.
Dr. H. T. Smith	Surgeon	Galax, Va.
Dr. B. F. Eckles	Asst. Surgeon	Galax, Va.
Dr. John C. Phipps	Surgeon	Fries, Va.
Dr. C. R. Robinson	Asst.	Max Meadows, Va.
Dr. E. M. Chitwood	Asst.	Wytheville, Va.
Dr. C. F. Graham	Asst.	Wytheville, Va.
Dr. C. D. Moore	Asst.	Wytheville, Va.

Dr. A. B. Griener	Asst.	Rural Retreat, Va.
Dr. Geo. A. Wright	Surgeon	Marion, Va.
Dr. W. M. Sprinkle	Asst.	Marion, Va.
Dr. A. B. Graybeal	Asst. Surgeon	Marion, Va.
Dr. J. D. Buchanan	Surgeon	Marion, Va.
Dr. M. C. Fields	Surgeon	Chilhowie, Va.
Dr. R. R. Preston	Surgeon	Glade Spring, Va.
Dr. T. K. McKee	Surgeon	Saltville, Va.
Dr. R. D. Campbell	Asst. Surgeon	Saltville, Va.
Dr. S. H. Yokeley	Asst.	Meadow View, Va.
Dr. F. H. Smith	Asst.	Abingdon, Va.
Dr. J. C. Motley	Asst.	Abingdon, Va.
Dr. H. M. Hyter	Asst.	Abingdon, Va.
Dr. G. Hunter Wolfe	Asst. Surgeon	Abingdon, Va.
Dr. Chas. Clendennen	Asst.	Damascus, Va.
Dr. B. E. Reeves	Asst.	West Jefferson, N. C.
Dr. W. K. Vance, Jr.	Asst. Surgeon	Bristol, Tenn.
Dr. Wm. R. Rogers	Asst.	Bristol, Tenn.
Dr. Arthur Hooks	Oculist	Bristol, Va.
Dr. Thos. F. Staley	Consultant Oculist	Bristol, Va.
Dr. S. A. Tuck	Asst.	Eggleston, Va.
Dr. J. W. Miller	Asst.	Pembroke, Va.
Dr. H. G. Johnston	Surgeon	Pearisburg, Va.
Dr. W. C. Caudill	Asst.	Pearisburg, Va.
Dr. M. C. Newton	Surgeon	Narrows, Va.
Dr. E. S. Carr	Asst.	Narrows, Va.
Dr. J. Francke Fox	Surgeon	Bluefield, W. Va.
Dr. W. H. St. Clair	Asst.	Bluefield, W. Va.
Dr. R. O. Rogers	Asst.	Bluefield, W. Va.
Dr. D. L. Hosner	Asst. Surgeon	Bluefield, W. Va.
Dr. C. T. St. Clair	Oculist	Bluefield, W. Va.
Dr. John McGuire	Asst. Oculist	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.

J. E. CRAWFORD,
General Manager,
ROANOKE, VA.

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

L. C. AYERS,
General Superintendent, Eastern General Division,
ROANOKE, VA.

W. O. FRANKLIN,
Superintendent,
ROANOKE, VA.