

70
**NORFOLK AND WESTERN
RAILWAY CO.**

NORFOLK DIVISION

TIME TABLE No. 20

EFFECTIVE 12:01 A. M.

Sunday, October 28, 1962

Eastern Standard Time



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

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

It is for the information of employees only.

Lamberts Point to Crewe—Westward

Distance from Lamberts Point	Time Table No. 20 EFFECTIVE Sunday, October 28, 1962	FIRST CLASS							
	STATIONS	15 Passenger Lv. Daily	25 Passenger Lv. Daily	3 Passenger Lv. Daily	21 Passenger Lv. Daily				
		A. M.	A. M.	P. M.	P. M.				
.00	Lamberts Point..... O T								
1.04	Norfolk (Pass. Sta.).....		6.10	1.05	10.00				
6.49	Norfolk Sou. Jct..... X		6.27	1.23	10.18				
7.41	South Norfolk Tower..... O Y X		6.30	1.26	10.21				
11.50	Gilmerton.....		6.34	1.30	10.25				
20.92	Juniper.....		6.42	1.38	10.33				
26.64	Suffolk..... O X		S 6.48	S 1.45	S 10.45				
34.32	Myrtle.....		6.55	1.53	10.56				
38.15	Windsor.....		6.58	1.56	F 11.00				
44.54	Zuni.....		7.03	2.02	11.06				
48.93	Ivor.....		7.07	2.06	11.10				
55.67	Wakefield.....		7.13	A 2.12	F 11.16				
63.09	Waverly.....		7.19	A 2.18	F 11.24				
72.86	Disputanta.....		7.28	2.27	11.33				
81.76	Poe..... { W E N D D T } ^Y		7.36	2.35	11.41				
84.80	City Point Branch Jct. E E N D D T		7.39	2.38	11.44				
85.59	Petersburg..... { W E N D D T } ^{O Y X}	12.35	S 7.45	S { 2.45 3.00	12.01AM				
91.47	Addison.....	12.45	7.54	3.08					
92.32	Jack..... E E N D D T	12.46	7.55	3.09					
96.47	Sutherland.....	12.51	7.59	3.13					
100.05	Church Road.....	12.54	8.02	3.17					
105.94	Ford.....	12.59	8.08	3.21					
113.43	Wilson.....	1.05	8.14	3.27					
117.03	Wellville.....	1.08	8.17	3.30					
122.95	Blackstone..... S	1.16	B 8.23	S 3.36					
128.86	Nottoway.....	1.25	8.29	3.42					
133.51	Crewe..... O Y S	{ 1.35 1.40 A. M.	S { 8.35 8.40 A. M.	S { 3.50 3.55 P. M.	A. M.				

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

PASSENGER STOP NOTES:

- A—Stop to receive revenue passengers for Roanoke and beyond.
- B—Stop to discharge or receive revenue passengers.

Lamberts Point to Crewe—Westward

Distance from Lamberts Point	Time Table No. 20 EFFECTIVE Sunday, October 28, 1962	THIRD CLASS				FOURTH CLASS		Telegraph Offices	Storage Tracks, Capacity in feet	Station Sidings, Capacity in feet	Passing Sidings, Capacity in feet					
		STATIONS														
		85 Time Freight Lv. Daily	77 Time Freight Lv. Daily	99 Time Freight Lv. Daily	83 Time Freight Lv. Daily	69 Local Frt. Lv. Daily Ex. Sun.	67 Local Frt. Lv. Daily Ex. Sun.									
.00	Lamberts Point O T	A. M.	A. M.	P. M.	P. M.	A. M.	P. M.				Yard					
1.04	Norfolk (Pass. Sta.)															
6.49	Norfolk Sou. Jct. X					7.30		D N								
7.41	South Norfolk Tower O Y X	12.45		5.00	10.45	7.35		D N			Yard					
11.50	Gilmerton	1.07		5.25	11.04	7.40										
20.92	Juniper	1.20		5.45	11.23	7.55					8310					
26.64	Suffolk O X	1.50		6.00	11.37	8.05		D N			Yard					
34.32	Myrtle	2.00		6.15	11.49	8.25				480	8282					
38.15	Windsor	2.06		6.22	11.55	8.35		D		1432						
44.54	Zuni	2.17		6.35	12.07AM	9.00				878						
48.93	Ivor	2.24		6.45	12.16	9.05		D		400	9504					
55.67	Wakefield	2.33		7.00	12.25	9.30		D		1450	8511					
63.09	Waverly	2.42		7.13	12.36	9.55		D		1050	8555					
72.86	Disputanta	2.52		7.30	12.58	10.55		D		1051						
81.76	Poe { W END D T } Y	3.05		7.43	1.15	11.05					5845					
84.80	City Point Branch Jct. E END DT			7.53												
85.59	Petersburg { O Y X } W END DT	Via Petersburg Belt Line	11.30	8.30	Via Petersburg Belt Line	11.15	4.00	D N			Yard					
91.47	Addison		11.45	8.45		11.50	4.20				6932					
92.32	Jack E END D T	3.35	11.47	8.48	1.33	11.55	4.25									
96.47	Sutherland	3.43	11.51	8.56	1.42	12.45PM	4.35			1062						
100.05	Church Road	3.48	11.54	9.02	1.47	1.00	4.50			826	9112					
105.94	Ford	3.54	12.01PM	9.10	1.56	1.15	5.05	D		371	5178					
113.43	Wilson	4.02	12.07	9.20	2.07	1.40	5.30		2500	240						
117.03	Wellville	4.06	12.10	9.25	2.13	1.50	5.40			715						
122.95	Blackstone	4.15	12.16	9.35	2.23	2.00	5.50	D N		607	8320					
128.86	Nottoway	4.25	12.22	9.45	2.33	2.40	6.15			745						
133.51	Crewe O Y	{ 4.40 6.55 A. M.	{ 12.30 1.00 P. M.	{ 10.00 12.01 A. M.	2.45 A. M.	2.50 P. M.	6.30 P. M.	D N			Yard					

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

Time shown South Norfolk Tower is departure time Portlock Yard.

Crewe to Lamberts Point—Eastward

Distance from Crewe	Time Table No. 20 EFFECTIVE Sunday, October 28, 1962		FIRST CLASS							
	STATIONS		16	22	4	26				
			Passenger Lv. Daily	Passenger Lv. Daily	Passenger Lv. Daily	Passenger Lv. Daily				
.00	Crewe..... O Y S	A. M. { 3.25 3.30	A. M.	P. M. { 2.00 2.05	P. M. { 10.15 10.20					
4.65	Nottoway.....	3.35		2.11	10.25					
10.56	Blackstone..... S	3.43		2.19	B 10.31					
16.48	Wellville.....	3.49		2.27	10.37					
20.08	Wilson.....	3.52		2.31	10.40					
27.57	Ford.....	3.58		2.37	10.46					
33.46	Church Road.....	4.03		2.42	10.52					
37.04	Sutherland.....	4.06		2.46	10.55					
41.19	Jack..... E END D T	4.10		2.50	10.59					
42.04	Addison.....	4.11		2.51	11.00					
47.92	Petersburg..... { O Y X W END D T	4.20	5.00	S { 3.00 3.10	S 11.10					
48.71	City Point Branch Jct. E END D T		5.02	3.12	11.11					
51.75	Poe..... { Y W END D T		5.07	3.18	11.16					
60.65	Disputanta.....		5.15	3.27	11.24					
70.42	Waverly..... S		5.24	C 3.37	11.33					
77.84	Wakefield..... S		5.32	C 3.44	11.39					
84.58	Ivor.....		5.40	3.51	11.45					
88.97	Zuni.....		5.44	3.55	11.49					
95.36	Windsor..... F		5.50	4.01	11.54					
99.19	Myrtle.....		5.54	4.05	11.57					
106.87	Suffolk..... O X		S 6.07	S 4.19	S 12.06AM					
112.59	Juniper.....		6.13	4.26	12.12					
122.01	Gilmerton.....		6.22	4.36	12.21					
126.10	South Norfolk Tower..... O Y X		6.30	4.42	12.27					
127.02	Norfolk Sou. Jct..... X		6.33	4.45	12.30					
132.47	Norfolk (Pass. Sta.).....		6.55	5.10	12.55					
133.51	Lamberts Point..... O T	A. M.	A. M.	P. M.	A. M.					

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

PASSENGER STOP NOTES:

B—Stop to discharge or receive revenue passengers.

C—Stop to discharge revenue passengers from Roanoke, Washington or beyond.

Crewe to Lamberts Point—Eastward

Distance from Crewe	Time Table No. 20 EFFECTIVE Sunday, October 28, 1962		THIRD CLASS				FOURTH CLASS		Telegraph Offices	Storage Tracks, Capacity in feet	Station Sidings, Capacity in feet	Passing Sidings, Capacity in feet
	STATIONS		86	92	78	84	68	70				
			Time Freight Lv. Daily	Time Freight Lv. Daily	Time Freight Lv. Daily	Time Freight Lv. Daily	Local Frt. Lv. Daily Ex. Sunday	Local Frt. Lv. Daily Ex. Sunday				
.00	Crewe..... O Y	P. M. { 11.45 12.30AM	A. M. { 1.15 3.15	A. M. { 9.00 9.30	P. M. { 5.00 6.30	A. M. 9.15	P. M. 1.00	D N			Yard	
4.65	Nottoway.....	12.40	3.27	9.38	6.41	9.30	1.15	.....		745	.....
10.56	Blackstone.....	12.50	3.39	9.43	6.52	9.40	1.25	D N		607	8320	
16.48	Wellville.....	1.00	3.50	9.53	7.03	10.50	1.35	.....		715	.....
20.08	Wilson.....	1.05	3.57	9.57	7.10	11.00	1.45	.....	2500	240	.....
27.57	Ford.....	1.15	4.08	10.06	7.22	11.10	1.55	D		371	5178	
33.46	Church Road.....	1.25	4.18	10.15	7.32	11.20	2.05	.....		826	9112
37.04	Sutherland.....	1.30	4.23	10.19	7.37	11.35	2.20	.....		1062	.....
41.19	Jack..... E END D T	1.40	4.33	10.23	7.47	11.40	2.25	.....			.....
42.04	Addison.....					Via Petersburg Belt Line	2.30	.....			6932
47.92	Petersburg .. { W END D T O Y X }	Via Petersburg Belt Line	Via Petersburg Belt Line	Via Petersburg Belt Line	Via Petersburg Belt Line	12.15PM	2.45	D N			Yard	
48.71	City Point Branch Jct. E END D T						4.15	.....			.....
51.75	Poe..... { W END D T Y }	2.25	5.28	11.01	8.25		4.25	.....			5845
60.65	Disputanta.....	2.37	5.50	.....	8.40	.....	4.40	D		1051	.....
70.42	Waverly.....	2.50	6.10	.....	9.00	.....	5.00	D		1050	8555
77.84	Wakefield.....	3.02	6.26	.....	9.15	.....	5.20	D		1450	8511
84.58	Ivor.....	3.12	6.37	.....	9.27	.....	5.35	D		400	9504
88.97	Zuni.....	3.20	6.47	.....	9.37	.....	5.50	.....		878	.....
95.36	Windsor.....	3.35	7.09	.....	9.57	.....	6.00	D		1432	.....
99.19	Myrtle.....	3.42	7.16	.....	10.05	.....	6.15	.....		480	8282
106.87	Suffolk..... O X	3.55	7.34	.....	10.25	.....	6.45	D N			Yard
112.59	Juniper.....	4.06	7.41	.....	10.40	.....	7.05	.....			8310
122.01	Gilmerton.....	4.25	8.05	.....	11.03	.....	7.35	.....			.....
126.10	South Norfolk Tower O Y X	4.45	8.30	.....	11.30	.....	7.45	D N			Yard
127.02	Norfolk Sou. Jct. X						7.50	D N			.....
132.47	Norfolk (Pass. Sta.).....							.....			.....
133.51	Lamberts Point..... O T	A. M.	A. M.	A. M.	P. M.	P. M.	8.15 P. M.	.....			Yard

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

Time shown South Norfolk Tower is arrival time Portlock Yard.

Crewe to Roanoke Via Blue Ridge—Westward

Distance from Crewe	Time Table No. 20 EFFECTIVE Sunday, October 28, 1962		FIRST CLASS							
	STATIONS		15	41	25	45	3	17		
			Passenger Lv. Daily	Passenger Lv. Daily	Passenger Lv. Daily	Passenger Lv. Daily	Passenger Lv. Daily	Passenger Lv. Daily		
.00	Crewe.....	O Y S	A. M. 1.35	A. M.	A. M. 8.35	P. M.	P. M. 3.50			
4.41	Burkeville.....	W END D T D	1.40		8.40		3.55			
12.88	Rice.....		1.47		8.47		4.02			
			1.56		8.56		4.12			
21.36	Farmville.....	S	2.10		9.06		4.25			
30.66	Prospect.....		2.22		9.17		4.38			
38.40	Pamplin.....		2.35 ¹⁰		9.25 ⁶¹		4.47			
44.48	Evergreen.....		2.41		9.30		4.53			
49.29	Appomattox.....	B	2.47		9.35		4.59			
57.11	Phoebe.....	Y	2.58		9.46		5.09			
58.11	Concord.....		2.59		9.47		5.10			
69.90	Island.....	{ O } E END D T	3.15		10.02		5.27			
70.91	Lynchburg.....	{ X } W END D T	3.20		10.06		5.30			
71.92	Durham Jct.....		3.55	Via Lynchburg Belt Line	10.08	Via Lynchburg Belt Line	5.35	Via Lynchburg Belt Line		
74.51	Halsey.....		3.59		10.14		5.38			
			4.04				5.43			
81.07	Forest.....		4.14	4.25	10.24	12.19 ⁴	5.52	8.08		
87.11	Goode.....		4.21	4.32	10.29	12.26	5.58	8.13		
89.78	Lowry.....		4.24	4.35	10.31	12.29	6.02	8.15		
95.44	Bedford.....	S	4.36	G 4.43	E 10.37 ⁶⁰	B 12.37	B 6.07	S 8.21 ²⁶		
100.52	Thaxton.....		4.42	4.49	10.42	12.43	6.14	8.27		
105.39	Montvale.....	E END D T	4.47	4.54	10.47	12.48	6.20	8.32		
112.14	Blue Ridge.....		4.56	5.03	10.56	12.58	6.29	8.42		
117.52	Bonsack.....		5.02	5.09	11.02	1.04	6.35	8.48		
121.13	Vinton.....		5.05	5.12	11.05	1.07	6.38	8.51		
123.53	Roanoke.....	Y	5.15	5.20	11.15	1.15	6.45	9.01		
			6.20	6.00	11.25	1.30	7.05	9.16		
			A. M.	A. M.	A. M.	P. M.	P. M.	P. M.		

PASSENGER STOP NOTES:

- B—Stop to discharge or receive revenue passengers.
- D—Stop to discharge revenue passengers from Petersburg and beyond, or receive revenue passengers for Lynchburg and beyond.
- E—Stop to discharge revenue passengers from points beyond Lynchburg and to receive revenue passengers for points beyond Roanoke.
- G—Stop to discharge revenue passengers from beyond Lynchburg or receive revenue passengers for Bristol and beyond.

Crewe to Roanoke Via Blue Ridge—Westward

Distance from Crewe	Time Table No. 20 EFFECTIVE Sunday, October 28, 1962		THIRD CLASS			FOURTH CLASS	Telegraph Offices	Storage Tracks, Capacity in feet	Station Sidings, Capacity in feet	Passing Sidings, Capacity in feet
	STATIONS		99	85	77	61				
			Time Freight Lv. Daily	Time Freight Lv. Daily	Time Freight Lv. Daily	Local Frt. Lv. Daily Ex. Sunday				
.00	Crewe..... O Y	P. M. 10.00 12.01AM	A. M. 4.40 6.55	P. M. 12.30 1.00	A. M. 7.00	D N			Yard	
4.41	Burkeville..... W END D T	12.12	7.05	1.09	7.15	D		1800	4424	
12.88	Rice.....	12.28	7.15	.....	7.45	D		700	8109
21.36	Farmville.....	12.44	7.27	Via Farmville Belt Line	8.15	D N	2340	650	3067	
30.66	Prospect.....	1.04	7.42	.....	8.55	D		650	8340
38.40	Pamplin.....	1.20	7.58 ⁷⁸	1.52	9.25 ²⁵	D	1600	{ 350 865 }	11000	
44.48	Evergreen.....	1.30	8.05	1.59	9.45	.....		500	.....
49.29	Appomattox.....	1.40	8.10	2.05 ⁶⁰	10.05	D	800	1950	16700	
57.11	Phoebe..... Y	2.00	8.22	2.13	10.30	.....		489	.....
58.11	Concord.....				10.35	.....	1948	1300	.....
69.90	Island..... { O E END D T }	Via Lynchburg Belt Line	Via Lynchburg Belt Line	Via Lynchburg Belt Line	10.55	.....			Yard
70.91	Lynchburg..... { X W END D T }				11.00	D N			Yard	
71.92	Durham Jct.....				11.05	.....			.....
74.51	Halsey.....				.....	.....	1397	2150	.....
81.07	Forest.....	2.49	8.52	2.40	11.25 ⁶⁰	.....	3000	468	.....
87.11	Goode.....	3.00	9.00	2.48	11.35	.....		1570	.....
89.78	Lowry.....	3.05	9.04	2.52	11.40	.....	3880	1150	.....
95.44	Bedford.....	3.16	9.15	3.03 ⁴⁶	11.53 ⁴	D N	2260	{ 650 850 }	12800	
100.52	Thaxton.....	3.26	9.21	3.10	12.15 PM	.....		2230	.....
105.39	Montvale..... E END D T	3.35	9.28	3.20	12.25	.....	1520	450	.....
112.14	Blue Ridge.....	3.52	9.43	3.32	1.05	D	1000	300	.....
117.52	Bonsack.....	4.03	9.51	3.42	1.30	.....	482	1075	.....
121.13	Vinton.....	4.10	9.54	3.45	1.40	.....		357	.....
123.53	Roanoke..... Y	4.20	10.04	3.47	1.45	D N			.....
124.92	West Roanoke..... Y O T	{ 4.30 6.00 A. M.	{ 10.15 12.15PM P. M.	{ 4.00 4.45 P. M.	2.00 P. M.	D N			Yard	

Roanoke to Crewe Via Blue Ridge—Eastward

Distance from Roanoke	Time Table No. 20 EFFECTIVE Sunday, October 28, 1962 STATIONS	FIRST CLASS								
		42	16	18	4	46	26			
		Passenger Lv. Daily	Passenger Lv. Daily	Passenger Lv. Daily	Passenger Lv. Daily	Passenger Lv. Daily	Passenger Lv. Daily			
.00	Roanoke..... Y	P. M. 11.55 12.30AM	P. M. 11.30 12.25AM	A. M. 6.20 6.37	A. M. 11.00 11.20	P. M. 2.12 2.27	P. M. 7.35 7.45			
2.40	Vinton.....	12.35	12.30	6.41	11.24	2.31	7.49			
6.01	Bonsack.....	12.40	12.35	6.46	11.29	2.36	7.54			
11.39	Blue Ridge.....	12.48	12.43	6.53	11.37	2.43	8.02			
18.14	Montvale..... E END D T	12.56	12.51	7.01	11.44	2.51	8.09			
23.01	Thaxton.....	1.01	12.56	7.06	11.48	2.56	8.14			
28.09	Bedford..... J	1.07	S 1.02	B 7.13	S 11.53 ⁶¹	B 3.03 ⁷⁷	K 8.21 ¹⁷			
33.75	Lowry.....	1.15	1.10	7.21	12.01PM	3.11	8.27			
36.42	Goode.....	1.18	1.13	7.24	12.03	3.14	8.30			
42.46	Forest.....	1.26	1.20	7.32	12.09 ⁴⁵	3.22	8.36			
49.02	Halsey.....		1.28		12.18		8.44			
51.61	Durham Jct.....	Via Lynchburg Belt Line	1.31	Via Lynchburg Belt Line	12.22	Via Lynchburg Belt Line	8.48			
52.62	Lynchburg... { X W END D T }		S { 1.35 1.55		S { 12.26 12.31		S 8.52			
53.63	Island..... { O E END D T }		1.58		12.34		8.54			
65.42	Concord.....		2.13		12.48		9.10			
66.42	Phoebe..... Y		2.15		12.49		9.11			
74.24	Appomattox.....		B 2.24		B 12.58		B 9.19			
79.05	Evergreen.....		2.29		1.02		9.23			
85.13	Pamplin.....		2.35 ¹⁵		B 1.07		9.28			
92.87	Prospect.....		2.43		1.16		9.36			
102.17	Farmville.....		S 3.00		S 1.30		S 9.47			
110.65	Rice.....		3.10		1.42		9.56			
119.12	Burkeville.... W END D T		3.19		1.54		10.05			
123.53	Crewe..... O Y		S { 3.25 3.30		S { 2.00 2.05		S { 10.15 10.20			
		A. M.	A. M.	A. M.	P. M.	P. M.	P. M.			

PASSENGER STOP NOTES:

- B—Stop to discharge or receive revenue passengers.
- I—Stop to discharge revenue passengers from Lynchburg and beyond or receive revenue passengers for Petersburg and beyond.
- J—Stop to discharge revenue passengers from Bristol and beyond, or to receive revenue passengers for Charlottesville and beyond.
- K—Stop to discharge revenue passengers from points beyond Roanoke and to receive revenue passengers for points beyond Lynchburg.

Roanoke to Crewe Via Blue Ridge—Eastward

Distance from Roanoke	Time Table No. 20 EFFECTIVE Sunday, October 28, 1962	THIRD CLASS		FOURTH CLASS	Telegraph Office	Storage Tracks, Capacity in feet	Station Sidings, Capacity in feet	Passing Sidings, Capacity in feet
		78	92	60				
		Time Freight Lv. Daily	Time Freight Lv. Daily	Local Frt. Lv. Daily Ex. Sunday				
STATIONS		A. M.	P. M.	A. M.				
1.39	West Roanoke.....O T Y	{ 4.15 5.30	8.15	8.00	D N			Yard
.00	Roanoke.....Y	5.40	8.25	8.10	D N			
2.40	Vinton.....	5.45	8.35	8.30			357	
6.01	Bonsack.....	5.55	8.48	8.55		482	1075	
11.39	Blue Ridge.....	6.10	9.05	9.45	D	1000	300	
18.14	Montvale.....E END D T	6.20	9.20	10.13		1520	450	
23.01	Thaxton.....	6.26	9.30	10.25			2330	
28.09	Bedford.....	6.32	9.41	10.37 ²⁵	D N	2260	{ 650 850	12800
33.75	Lowry.....	6.40	9.53	11.05		3880	1150	
36.42	Goode.....	6.44	10.00	11.15			1570	
42.46	Forest.....	6.55	10.12	11.25 ⁶¹		3000	468	
49.02	Halsey.....					1397	2150	
51.61	Durham Jct.....			11.50				
52.62	Lynchburg... { W END D T X			11.55	D N			Yard
53.63	Island..... { E END D T O	Via Lynchburg Belt Line	Via Lynchburg Belt Line	12.50PM				Yard
65.42	Concord.....			1.40		1948	1300	
66.42	Phoebe.....Y	7.32	11.20	1.50			489	
74.24	Appomattox.....	7.43	11.40	2.05 ⁷⁷	D	800	1950	16700
79.05	Evergreen.....	7.50	11.50	2.15			500	
85.13	Pamplin.....	7.58 ⁸⁵	12.01AM	2.25	D	1600	{ 350 865	11000
92.87	Prospect.....			2.35	D		650	8340
102.17	Farmville.....	Via Farmville Belt Line	Via Farmville Belt Line	3.05	D N	2340	650	3067
110.65	Rice.....			3.25	D		700	8109
119.12	Burkeville.....W END D T	8.50	1.00	3.45	D		1800	4424
123.53	Crewe.....O Y	{ 9.00 9.30 A. M.	{ 1.15 3.15 A. M.	4.00 P. M.	D N			Yard

PHOEBE TO FOREST via Lynchburg Belt Line—Westward

Distance from Crewe	Time Table No. 20 EFFECTIVE Sunday, October 28, 1962	FIRST CLASS			THIRD CLASS		
		41 Passenger Lv. Daily	45 Passenger Lv. Daily	17 Passenger Lv. Daily	99 Time Freight Lv. Daily	85 Time Freight Lv. Daily	77 Time Freight Lv. Daily
	STATIONS	A. M.	P. M.	P. M.	A. M.	A. M.	P. M.
57.11	Phoebe..... Y				2.00	8.22	2.13
68.57	Posm.....				2.25	8.40	2.29
72.94	Kinney..... Y	4.18	12.11	8.01	2.37	8.45	2.33
79.47	Forest.....	4.25 A. M.	12.19 P. M.	8.08 P. M.	2.49 A. M.	8.52 A. M.	2.40 P. M.

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

CREWE TO PAMPLIN via Farmville Belt Line—Westward

Distance from Crewe	Time Table No. 20 EFFECTIVE Sunday, October 28, 1962	THIRD CLASS					
		77 Time Freight Lv. Daily					
STATIONS		P. M.					
0.00	Crewe..... O Y	1.00					
4.41	Burkeville.....	1.09					
10.88	Green Bay.....	1.18					
16.50	Virso Connection..... Y	1.24					
18.41	Virso.....	1.27					
25.15	Abilene.....	1.36					
41.56	Pamplin.....	1.52 P. M.					

POE TO JACK via Petersburg Belt Line—Westward

Distance from Norfolk	Time Table No. 20 EFFECTIVE Sunday, October 28, 1962	THIRD CLASS					
		83 Time Freight Lv. Daily	85 Time Freight Lv. Daily				
STATIONS		A. M.	A. M.				
77.03	Poe..... Y	1.15	3.05				
81.26	Secoast.....	1.24	3.20				
85.90	Jack.....	1.33 A. M.	3.35 A. M.				

FOREST TO PHOEBE via Lynchburg Belt Line—Eastward

Distance from Roanoke	Time Table No. 20 EFFECTIVE Sunday, October 28, 1962 STATIONS	FIRST CLASS			THIRD CLASS				Telegraph Offices	Storage Tracks, Capacity in feet	Station Sidings, Capacity in feet	Passing Sidings, Capacity in feet
		42	18	46	78	92						
		Passenger Lv. Daily	Passenger Lv. Daily	Passenger Lv. Daily	Time Freight Lv. Daily	Time Freight Lv. Daily						
42.46	Forest.....	A. M. 1.26	A. M. 7.32	P. M. 3.22	A. M. 6.55	P. M. 10.12						11890
48.99	Kinney..... Y	1.38	7.39	3.29	7.03	10.30			N		Yard	7483
53.36	Posm.....				7.10	10.50						10028
64.82	Phoebe..... Y				7.32	11.20					489	10292
		A. M.	A. M.	P. M.	A. M.	P. M.						

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

PAMPLIN TO CREWE via Farmville Belt Line—Eastward

Distance from Roanoke	Time Table No. 20 EFFECTIVE Sunday, October 28, 1962 STATIONS	THIRD CLASS				Telegraph Offices	Storage Tracks, Capacity in feet	Station Sidings, Capacity in feet	Passing Sidings, Capacity in feet
		92	78	84	86				
		Time Freight Lv. Daily	Time Freight Lv. Daily	Time Freight Lv. Daily	Time Freight Lv. Daily				
85.13	Pamplin.....	A. M. 12.01	A. M. 7.58	P. M.	P. M.	D			
101.54	Abilene.....	12.23	8.20	4.21	10.57		400		9200
108.28	Virso.....	12.34	8.30	4.30	11.07				9245
110.19	Virso Connection..... Y	12.40	8.34	4.34	11.11				
115.81	Green Bay.....	12.46	8.40	4.42	11.19				9202
122.28	Burkeville.....	1.00	8.50	4.49	11.31	D			
126.69	Crewe..... O Y	{ 1.15 3.15 A. M.	{ 9.00 9.30 A. M.	{ 5.00 6.30 P. M.	{ 11.45 12.30AM A. M.	DN			Yard

JACK TO POE via Petersburg Belt Line—Eastward

Distance from Crewe	Time Table No. 20 EFFECTIVE Sunday, October 28, 1962 STATIONS	THIRD CLASS				Telegraph Offices	Storage Tracks, Capacity in feet	Station Sidings, Capacity in feet	Passing Sidings, Capacity in feet
		86	92	78	84				
		Time Freight Lv. Daily	Time Freight Lv. Daily	Time Freight Lv. Daily	Time Freight Lv. Daily				
41.19	Jack.....	A. M. 1.40	A. M. 4.33	A. M. 10.23	P. M. 7.47				8448
45.83	Secoast.....	1.50	4.45	10.30	8.00				
50.06	Poe..... Y	2.25	5.28	11.01	8.25				9600
	Petersburg..... O Y X W END D T			11.10		DN			Yard
		A. M.	A. M.	A. M.	P. M.				

Between South Norfolk Tower and Virso Conn. Via Jarratt

Westward (Read Down)				Eastward (Read Up)					
FOURTH CLASS	Distance From South Norfolk Tower	Time Table No. 20 EFFECTIVE Sunday, October 28, 1962	FOURTH CLASS	Telegraph Offices	Storage Tracks, Capacity in feet	Station Sidings, Capacity in feet	Passing Tracks, Capacity in feet		
35 Local Freight Lv. Tues., Thurs., Sat.		STATIONS	36 Local Freight Lv. Mon., Wed., Fri.						
A. M.			P. M.						
7.00	0.0	So. Norfolk Tower...OXY	2.15	D N				Yard	
7.05	1.4	Belt Jct.....X	2.10					Yard	
7.15	2.3	South Branch.....Y	2.00						
7.35	10.3	Algren.....X	1.40					7500	
8.00	18.4	Suffolk.....	1.15	D		720	6220		
8.10	22.6	Kenyon.....	1.05			1000			
8.25	28.7	Boaz.....	12.50		5670	160			
8.45	36.3	Burdette.....	12.30		2480	200			
8.55	41.3	Sedley.....	12.20	D		1000			
9.00	42.7	Morgan.....	12.15			920	7670		
9.15	49.2	Sebrell.....	12.01PM			1500			
9.30	56.4	Joyner.....	11.45		4670	200			
9.40	61.7	Gray.....	11.35		4690	160			
9.55	68.6	Jarratt.....X	11.20	D N		600	7530		
10.10	75.6	Purdy.....	11.05		7100	560			
10.25	81.9	Adsit.....	10.50		4690	240			
10.35	86.9	Dolphin.....	10.40		4680	280			
10.50	92.8	Alberta.....	10.25	D N		240	7670		
11.00	97.7	Danielstown.....	10.15			160			
11.10	101.4	Dundas.....	10.05			480			
11.25	108.3	Kenbridge.....	9.50	D	6090	1600			
11.40	114.6	Victoria.....	9.35			980	8530		
11.55	120.1	Nutbush.....	9.20			200	4820		
12.10PM	126.4	Meherrin.....	9.05			600	7170		
12.15	127.1	Virso Conn.....Y	9.00						
P. M.			A. M.						

Between Roanoke and Abilene Conn. Via Altavista

Westward (Read Up)	Eastward (Read Down)								
FOURTH CLASS	Distance from So. Roanoke	Time Table No. 20 EFFECTIVE Sunday, October 28, 1962	THIRD CLASS		FOURTH CLASS	Telegraph Offices	Storage Tracks, Capacity in feet	Station Sidings, Capacity in feet	Passing Tracks, Capacity in feet
39 Local Freight Lv. Mon., Wed., Fri.		STATIONS	84 Time Frt. Lv. Daily	86 Time Frt. Lv. Daily	40 Lv. Tue., Thur., Sat. Local Freight				
P. M. 1.30	2.94	West Roanoke	A. M. 10.10 1.00PM	P. M. 4.45 7.15	A. M. 6.00	.....	.....	.....	.....
..... 1.05 12.55 12.50	0.0 3.7 9.3 11.7	So. Roanoke..... x Tinker Creek Conn..... Hardy..... Stewartsville.....	..... 1.17 1.26 1.31	..... 7.30 7.40 7.45	..... 6.30 6.42 6.47	D N ..... ..... .....	..... ..... 2100 .....	..... ..... 280 200	....................
12.45 12.35 12.30 12.20	15.0 20.5 21.7 25.4	Goodview..... Westgate..... Moneta..... Stone Mountain.....	1.37 1.45 1.48 1.55	8.00 8.10 8.14 8.19	6.53 7.03 7.08 7.18	D ..... ..... .....	..... 1200 6300	600 600 280	9290
12.05PM 11.50 11.35 10.50 10.40	31.5 37.9 43.9 48.1 53.9	Huddleston..... Leesville..... Altavista..... Mansion..... Taber.....	2.08 2.20 2.37 2.45 2.54	8.29 8.39 8.49 8.57 9.06	7.31 7.43 8.31 8.38 8.48	D D N ..... .....	..... ..... ..... 1340 1830	1080 600 {120 440 200	9100 9290
10.20 10.15	60.5 62.4	Seneca..... Long Island.....	3.07 3.11	9.27 9.31	8.58 9.02	..... .....	..... .....	..... 1200	9190
9.45 9.40 9.30 9.15 9.10 9.00	72.8 74.7 80.4 85.8 86.9 92.4	Brookneal..... Vabrook..... Aspen..... Phenix..... Terry..... Cullen.....	3.33 3.37 3.47 3.55 3.57 4.06	9.51 9.55 10.10 10.20 10.22 10.35	9.18 9.23 9.33 9.43 9.46 9.58	D D ..... ..... .....	..... ..... 7980 2700 2900	1000 790 960 620	9300 9290
8.50 A. M.	99.7	Abilene Conn.	4.21 P. M.	10.57 P. M.	10.19 A. M.	.....	7600	680	.....

Between Duke and Kinney

Southward (Read Up)				Northward (Read Down)				
FOURTH CLASS	THIRD CLASS	Distance from Duke	Time Table No. 20 EFFECTIVE Sunday, October 28, 1962		FOURTH CLASS	Telegraph Offices	Station Sidings, Capacity in Feet	Passing Sidings, Capacity in Feet
47 Local Frt. Lv. Daily Ex. Sunday	93 Time Freight Lv. Daily		STATIONS		48 Local Frt. Lv. Daily Ex. Sunday			
P. M.	A. M.				A. M.			
3.30	5.30	.00	Duke	O Y	7.15	.....	.....	Yard
2.45	4.48	11.81	Bahama		7.45	.....	700	.....
2.35	4.37	16.36	Rougemont		7.59	D	648	2490
2.15	4.22	21.25	Helena		8.15	.....	534	.....
2.01	4.00	29.20	Roxboro		9.10	D	1221	5106
1.15	3.40	36.28	Woodsdale		9.50	.....	810	.....
12.55	3.22	42.21	Denniston		10.10	D	796	1658
12.20PM	2.50	51.34	South Boston	X	10.45	D	386 1172	3227
11.25 ⁴⁸	2.20	56.54	Halifax		11.25 ⁴⁷	D	1050	2050
11.10	1.58	64.31	Crystal Hill		11.40	.....	810	.....
10.50	1.50	67.12	Lennig		11.50	.....	860	.....
10.40	1.40	70.71	Nathalie		11.59	D	757	.....
10.30	1.25	75.50	Clarkton		12.10PM	.....	530	.....
10.15	1.10	81.10	Brookneal		12.40	D	834	4900
9.38	12.52	86.57	Naruna		1.01	.....	816	.....
9.20	12.40	92.63	Gladys		1.20	D	1008	.....
9.08	12.30	97.01	Winfall		1.33	.....	478	.....
8.53	12.20AM	101.54	Rustburg		1.54	D	750	3100
8.18	11.48	111.53	Durmid Wye	Y	2.23	.....	.....	.....
8.15 A. M.	11.45 P. M.	112.20	Kinney	Y	2.30 P. M.	N	.....	Yard

NORFOLK DIVISION

SPECIAL INSTRUCTIONS

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

STANDARD TIME

1. Clocks showing Standard Time are located as follows:

Lamberts Point	{ Yardmaster's Office and Enginemen's register room.
Sewells Point	Yard Office.
Norfolk	Passenger Station.
Portlock Yard	Register Room.
Suffolk	Freight Station.
Petersburg	Telegraph Office.
Hopewell	Yard Office.
Crewe	{ Telegraph Office, Yardmaster's Office, Passenger Station and Enginemen's Register Room.
Lynchburg	Telegraph Office, N C Tower.
Kinney	Yardmaster's Office.
Roanoke	{ Trainmen's Register Room, Passenger Station. Yard Office, Park Street. Telegraph Office, Shaffers Crossing. Roundhouse Office, Shaffers Crossing. Enginemen's Register Room, Shaffers Crossing. South Roanoke Yard Office.
Duke	Register Room.
Durham	Agent's Office.

(Note Rule 3, Book of Rules)

REGISTERING

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

(a) Registers are located as follows:

Lamberts Point	Yardmaster's Office.
Sewells Point	Yard Office.
Norfolk	Passenger Station.
Suffolk	Freight Station.
Petersburg	Telegraph Office.
Hopewell	Yard Office.
Crewe	{ Yardmaster's Office, Passenger Station and Enginemen's Register Room.
Lynchburg	Kemper Street Station.
Kinney	Register Room.
Roanoke	Passenger Station and Yard Office, Shaffers Crossing.
So. Roanoke	Yard Office.
Duke	Register Room.

(b) First-class trains and passenger extras will register at Norfolk, Crewe, Roanoke and South Roanoke. Dispatchers will transmit the register of first-class trains and passenger extras to the operators at Petersburg and Shaffers Crossing, which must be repeated and recorded in train order book and the operator will register the trains in accordance therewith.

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

Freight trains will register at Lamberts Point, Crewe, North and South Roanoke.

Trains originating or terminating at Petersburg will register at that point.

Durham Line trains will register at Kinney and Duke.

BULLETIN BOARDS

3. Bulletin Boards are located as follows:

Lamberts Point	{ Yardmaster's Office and Enginemen's Register Room.
Sewells Point	Yard Office.
Norfolk	Passenger Station.
Portlock Yard	Register Room.
Suffolk	Freight Station.
Petersburg	Telegraph Office.

Hopewell	Enginemen's Locker Room and Yard Office.
Crewe	{ Yard Office, Passenger Station and Enginemen's Register Room.
Kinney	Register Room.
Duke	Register Room.
Durham	Agent's Office.
Roanoke	{ Register Room, Pass Station. Register Rooms, Shaffers Crossing. So. Roanoke Yard Office.

(4) SPEED RESTRICTION		Maximum Speed, Miles per hour Passenger, Freight, and Mixed Trains
(a) Main Line		
Between:		
Lamberts Point to South Norfolk Tower	20	
South Norfolk Tower to Poe	78	
Poe and Jack	60	
Jack and MP 136	78	
MP 136 and MP 158	60	
MP 158 and Phoebe	78	
Phoebe and MP 199	45	
MP 199 and MP 212	50	
MP 212 and Montvale	70	
Montvale and MP 247	50	
MP 247 and Roanoke	60	
Sewells Point and South Branch	20	
South Branch and Virso Cn.	50	
Abilene Cn. and MP V-182	55	
MP V-182 and MP V-187	45	
MP V-187 and MP V-196	40	
MP V-196 and MP V-213	55	
MP V-213 and MP V-216	45	
MP V-216 and MP V-228	40	
MP V-228 and MP V-239	45	
(b) Belt Lines		
Between:		
Poe and Jack	60	
Burkeville and Pamplin	60	
Phoebe and MP P-9	45	
MP P-9 and Kinney	50	
Kinney and Forest	70	
(c) Durham Sub-Division		
Between:		
Kinney and MP L-2	15	
MP L-2 and Duke	35	
(d) City Point Branch		
20		
(e) Exceptions:		
Norfolk, over Drawbridge No. 5	15	
Over Drawbridge No. 7, located 3500 ft. west of MP 6	30	
Carolina, west end Double Track, movement to and from Eastward Track	20	
Petersburg, between Ice House crossing east of ACL Crossing and first crossover west of Yard Office	15	
Over Bridge No. 52, High Bridge located at MP 145	50	
Lynchburg, over Southern Ry. and C. & O. Ry. Crossings	15	
Lynchburg Tunnel	20	
Lynchburg, trains or engines handling wreck car derrick or diesel crane through Lynchburg Tunnel	15	
Railroad Crossings at grade at Algren, Suffolk and Jarratt	40	
Virso Connection, entering, leaving, and through	15	
Tinker Creek Connection, entering, leaving, and through	35	
Curves over which speed must be reduced are designated by speed disc signs located at the approach to curves where speed is restricted		

(4) SPEED RESTRICTION	Maximum Speed, Miles per hour Passenger, Freight, and Mixed Trains
(f) Speed Restrictions required by ordinance through incorporated towns:	
South Norfolk, passenger trains.....	35
South Norfolk, freight trains.....	25
Altavista.....	30
Waverly.....	45
(g) Rules 105 and 105(b), Book of Rules, are modified to govern speed at following power operated crossovers, turnouts and tracks:	
Crossover located 2050 ft. west of MP 8....	30
Disputanta, double crossovers.....	30
Poe:	
To and from Westward track and Petersburg Old Line.....	60
To and from Petersburg Old Line and Eastward track.....	25
To and from Westward track and Petersburg Belt Line.....	25
To and from Petersburg Belt Line and Eastward track.....	55
Jack:	
To and from Petersburg Old Line and Westward track.....	30
Facing point crossover.....	30
To and from Belt Line east end Belt Line siding.....	50
Through Belt Line siding.....	60
Burkeville:	
Facing point crossover.....	30
Belt Line junction switch on Eastward track to and from Old Line.....	35
To and from Eastward or Westward track at West End Double track.....	45
Pamplin:	
To and from Main track at East end.....	35
Through Passing Siding.....	65
To and from Passing track at West end....	50
To and from Belt line.....	55
To and from Main track at Belt Line Jct..	25
Phoebe: Old Line Junction switch.....	30
Kinney: To and from Southern Connection.....	25
Forest:	
To and from Main track or Belt Line passing track at east end.....	70
Through Belt Line passing siding.....	70
To and from Old Line or Belt Line passing track at west end.....	50
MP 239, to and from Eastward or Westward track at East end Double track.....	70
Webster, crossover.....	30
Bonsack, double crossover.....	30
Vinton crossover.....	30
Abilene Connection:	
To and from Belt Line main.....	50
To and from Connection main.....	50
Passing Tracks; entering, leaving, and through siding:	
Green Bay.....	30
Virso.....	30
Abilene.....	30
Terry.....	30
Brookneal.....	30
Seneca.....	30
Altavista.....	30
Huddleston.....	30
Goodview.....	30
Appomattox.....	70
Phoebe.....	25
Posm.....	25
Kinney.....	25
Bedford.....	70
(h) Scale test cars will be moved only in Local Freight trains and the speed of trains handling such cars is restricted to 30 miles per hour.	

- (i) The speed of F-M diesel units is restricted to 65 miles per hour on Norfolk Division.
 - (j) Test Mile signs for checking speedometers on engines are located as follows:
 - On Eastward and Westward tracks between MP 15 and MP 16.
 - On Eastward and Westward tracks between MP 107 and MP 108.
- For Westward Trains:
- Between MP V-37 and MP V-38.
 - Between MP B-16 and MP B-17 on Farmville Belt Line.
 - Between MP P-18 and MP P-19 on Lynchburg Belt Line.
- For Eastward Trains:
- Between MP V-238 and V-237.
 - Between MP V-124 and V-123.
- For Eastward and Westward Trains:
- Between MP 235 and MP 236.
- For Southward and Northward Trains:
- Between MP L-63 and MP L-64.

(5) Railroad Crossings at Grade

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

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

(A) Railroad Crossing at Grade not listed in time table schedule are located as follows:

Coleman Place.....	Norfolk Southern Railway
Tidewater.....	Norfolk Southern Railway
Carolina.....	Norfolk Southern Railway
SUFFOLK Atlantic and Danville Railway.	
Atlantic Coast Line Railroad.	

ALGREN.....Seaboard Air Line Railroad

When a train is stopped at Home Signal and no conflicting train movement is evident, movement may be made as follows:

Be sure there is no train approaching from either direction on the Seaboard Air Line.

A member of the crew will unlock small box marked N&W located on east end of relay case and will operate push button switch marked N&W. Push button must be held in position not less than five (5) seconds and then released. This will start the operation of time element relay. If after five (5) minutes N&W signal fails to go to Proceed position, trainmen must protect their movements over the crossing in accordance with Rule 99.

Prompt report must be made to Dispatcher when it is necessary to use this release or to flag over crossing.

(B) The N&W Railway has trackage rights over Norfolk Southern Railway Co. tracks between Tidewater and Lovitt Avenue and Norfolk Southern Time Table, Rules and Instructions govern.

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 engines, 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 engines of different sizes, when used on trains that are double-headed, will be as follows:

Passenger Service: (a) 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.

(b) 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 position light Stop and Stay signals, an additional plate bearing the letter "S" has been attached to the number plates of all position light Stop and Stay signals, other than dwarf signals.

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

13. Rule 21, Book of Rules, is Modified as follows:

(a) The use of white classification signals will not be required in double track territory. All freight trains will be considered as extra trains

(b) The use of white classification signals will not be required on single track where Traffic Control is in service, as covered by Rule 261. All freight trains will be considered as extra trains.

14. White porcelain insulators have been installed on certain portions of the Railway's communication pole line to indicate the dispatcher's circuit. Portable telephone users, when hooking up telephones, will connect to this circuit.

Caution must be exercised to see that connections are made only to the Railway's communication pole line. At some locations power companies, where their lines cross our tracks or parallel our tracks either on or off the right of way, use white insulators.

15. The definition of "Engine," as shown on Page 10, Book of Operating Rules, reading: "ENGINE—A unit propelled by any form of energy and used in train or yard service" is modified to read: "ENGINE—A unit propelled by any form of energy, or a combination of such units operated from a single control, used in train or yard service."

16. The second paragraph of Rule 102(b), Book of Rules, reading: "Trains having trouble will flag following superior trains around with least delay" is modified to read: "Trains having trouble will flag following trains around with least delay."

17. The second paragraph of Rule 346, Book of Operating Rules, is modified to read as follows: "At points other than in yard limits, and between the outer switches of passing tracks crews must protect before entering main track, regardless of indication of switch indicator. Trains entering main track under above conditions will run at low (restricted) speed to next automatic block signal."

18. Rule 15(a), Book of Operating Rules, is modified to read as follows: "In automatic block signal territory, fuses and torpedoes will be used by trainmen of trains carrying passengers as prescribed by Rule 99, and by trackmen and bridgemen when tracks or bridges are unsafe or obstructed, but will not be used by freight trainmen except in emergency and as prescribed by Rule 99 when entering the main track at hand-operated switches where indicator is in stop position, or in the absence of an indication."

19. Rule 445, Book of Operating Rules, is modified to read: "When handling or switching passenger equipment or occupied camp cars, air hose must be coupled and air cut in, and extreme care used to avoid injury to those working in or around such equipment. Passenger trains should not be switched from both ends at the same time when practicable to avoid it, and when necessary to do so every precaution must be exercised to avoid accidents. When practicable, clerks working in parked RPO cars should be notified before the cars are coupled to or moved."

20. The headlight will be displayed to the front of every train in road service by day and night. The first sentence of Rule 17 and the first sentence of Rule 584, Book of Operating Rules, are amended accordingly.

The headlight of all engines will be dimmed during day and night while standing in yards or terminals.

21. In an emergency when necessary to doublehead Diesel unit with steam engine, the diesel unit should be operated as the lead engine when practicable to do so.

22. Trains or engines delayed for any reason when approaching a grade crossing protected by automatic gates or flashing light signals, or after having been stopped by signal indication displayed by the first automatic signal in advance of such protected crossings, must approach the crossing prepared to stop and must not move over the crossing unless the automatic protection is operating or the crossing is protected by a member of the train crew or by a flagman.

23. An employe ordered to go on duty before expiration of his legal off-duty period under the Hours-of-Service Act, must report the fact to the proper office before going on duty

24. When speed of trains handled by diesel electric units remains below 12 miles per hour for passenger type units, or 10 miles per hour for freight type units for more than 10 minutes continuously with throttle in maximum position (No. 8), there is danger of damaging the traction motors. Under these conditions engine crew should stop and call the Dispatcher for instructions.

In consists where freight and passenger units are mixed, the most restrictive speed (12-MPH) shall apply. Reducing the throttle position from No. 8 position at low speed does not protect traction motors from heating in the overload time limit period.

25. The maximum speed of motor cars, burro cranes, clam shells, and other self-propelled track machines must not exceed twenty (20) miles per hour at any point, and must be reduced to six (6) miles per hour over switches and frogs, and while passing trains on the opposite track, through station grounds, or where pedestrians are likely to be struck. The speed of motor cars, burro cranes, clam shells, and other self-propelled track machines when approaching all grade crossings must be reduced so that positive stop can be made before entering crossing if occasion demands, and they must not move over a crossing at a speed in excess of six (6) miles per hour. Warning must be sounded continuously through stations, tunnels and while passing trains or cars running or standing on adjacent track and while approaching or passing over all grade crossings.

26. The last sentence of the first paragraph of Rule 211, Book of Rules, reading:

"But when delivery to enginemen will take the operator from the immediate vicinity of his office, the engineman's copy will be delivered by conductor,"

is modified to read:

"But when delivery to enginemen will take the operator from the immediate vicinity of his office, the engineman's copy will be delivered by conductor or trainman."

27. The maximum tractive effort of an engine consisting of five 1800 HP diesel units, or equivalent, is close to the designed strength of a car coupler and for this reason tonnage of any one train must not exceed the slow freight rating for five units. However, for the purpose of balancing power, a maximum of six units may be used in an engine consist with multiple unit control, provided care is exercised to see that the maximum tractive effort used does not exceed that of five units.

Because of the large amount of braking effort available on an engine consisting of six units, the dynamic braking of six units must be handled carefully to prevent damage to train.

28. Rule 99, Book of Rules, is supplemented by a note following the rule reading as follows:

"When trains are operating under automatic block signal system rules protection against following trains on the same track will have been complied with when full protection is afforded against trains moving at Low (Restricted) Speed."

29. All signal aspects for the government of train movement have been consolidated and are shown in time table.

30. The first sentence of the first paragraph of Rule 314, Book of Rules, reading:

"When a block signal is changed from Stop to Proceed when a train approaches, it will indicate that the block is clear to the first switch at the next block station ahead," is modified to read:

"When a block signal is changed from Stop to Proceed when a train approaches, it will indicate that the block is clear to the first switch at the next open block station ahead."

The third paragraph of Rule 314, Book of Rules, reading:

"Rule 99(b) must be observed at all stations, yards, passing sidings and coal and water stations regardless of block signal indications."

is modified to read:

"Rule 99(b) must be observed at all stations, yards and passing sidings regardless of block signal indications, except at closed stations and intermediate passing sidings between open block stations when proceeding on clear block indication."

31. Rule 15, Book of Rules, is modified to read:

"In automatic or manual block signal territory the explosion of two torpedoes is a signal for enginemen and trainmen to look out for flagman or other signal. In other than automatic or manual block signal territory, the explosion of two torpedoes is a signal to proceed at low (restricted) speed. The explosion of one torpedo will indicate the same as two, but the use of two is required.

"Torpedoes must not be placed at stations or on public crossings

32. In traffic control territory where authorized speed is in excess of 20 miles per hour, trains or engines must not clear the main track by entering an auxiliary track through a hand-operated switch not equipped with electric lock. Maintenance of Way employees and others concerned must not operate such switches without first securing permission from the traffic control operator.

LOCAL

100. Automatic signals are in effect between Commerce Street, Roanoke, and Colley Avenue, Norfolk, Va.

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

Between Mile Post A-7, Sewells Point Yard and Mile Post V-8.2, South Branch Yard.

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

101. **TRAFFIC CONTROL** is in service as follows:

(a) On both main lines between Colley Ave., Norfolk, and MP 8.5.

(b) Between Tidewater and South Branch Drawbridge Interlocking.

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

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

(e) On Old Line between Poe and Signal Bridge just west of Ice House Crossing, Petersburg. On Old Line between Jack and first crossover west of Petersburg Yard Office.

(f) On City Point Branch between east end of double track at Broadway Yard and west end Hopewell Yard.

(g) Between Burkeville and Roanoke via Farmville and Lynchburg Belt Lines, including connecting track between Kinney and Montview and both tracks MP 239 to Roanoke. Between South Roanoke, Tinker Creek Cn. and Abilene Cn.

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

(i) When Traffic Control is in service, trains not scheduled by time table or train order will proceed extra on signal indication (Note Rules 261, 263, and 264, Book of Rules.)

102. Manual Block is in effect between Kinney and Duke and between Virso Connection and South Norfolk Tower via Jarratt. 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.

103. Passenger trains must get a clearance card before leaving Roanoke and Crewe.

Passenger trains originating at Petersburg must get a clearance card.

Freight trains must get a clearance card before leaving North Roanoke, South Roanoke and Crewe.

Trains originating at Kinney or Duke will get clearance card before departing.

Freight trains originating Lamberts Point, Portlock or Sewells Point via Jarratt District will get clearance card at Carolina or South Norfolk.

Trains originating Suffolk via Jarratt District will get clearance card before departing.

(a) White classification signals will not be required on extra trains on Norfolk Division.

104. Westward trains not scheduled by time table or train order will proceed extra on signal indication with respect to opposing and following superior trains via Old Line Burkeville to Pamplin, unless otherwise provided. This does not apply to trains engaged in work or wreck train service within these limits.

105. Eastward Belt Line trains may proceed on signal indication with the current of traffic Burkeville to Crewe with respect for overdue superior trains following.

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

Eastward: Blue Ridge, Goodview and Sutherland.

Westward: Blue Ridge.

Northward: 12th Street, Lynchburg.

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

Northward yard engines not stopping at 12th Street to set off or pick up, will make Air Brake Test before leaving Kinney Yard.

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

Northbound trains, including yard engines, not setting off or picking up at 12th Street must confer with operator at N. C. Tower and obtain permission that Block is clear, before leaving Durmid Wye.

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

109. "Inspect Train" indicators are located as follows:

(a) Near eastward Signal No. 194 east of Suffolk and near westward Signal No. 259 west of Suffolk. Controlled from Suffolk Tower.

(b) Near eastward Signal No. 542 and westward Signal No. 633 about 4 miles east and west of Waverly. Controlled from box outside Waverly station.

(c) On each side both main tracks 3,225 feet east of M. P. N-74 east of Poe. Controlled by Dispatcher.

(d) Near eastward Signal No. 986 east of Ford. Controlled by Dispatcher.

(e) Near eastward Signal No. 1152 east of Blackstone. Controlled by Agent-Opr. at Blackstone.

(f) Near eastward Signal B-334 on Belt Line and near westward Signal No. 1737 west of Pamplin. Controlled by Agent-Opr. at Pamplin.

(g) At west end Ivor. Controlled from Suffolk Tower.

Telephones are located in vicinity of "Inspect Train" indicators. "Inspect Train" indicators equipped with an amber light only will be

modified and equipped with a red light between the words "Inspect" and "Train" and also a green light. An illuminated amber light or an illuminated red light will indicate a normal stop should be made and the dispatcher contacted for instructions. An illuminated green light indicates inspection stop is not necessary, however, this does not relieve employees of compliance with Rule 106, Rule 413 and other applicable Rules. Crews observing neither red or green light illuminated in indicators so equipped will make normal stop and contact dispatcher.

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

111. Trains and engines making movements on tracks in Camp Pickett, east of Blackstone, will not proceed beyond the Wye connection at Mile Post 115, without instructions from the Dispatcher.

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

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

113. Spring switches are located as follows:

- Broadway Yard... { Inbound engine track.
 - { West end Wye track.
 - City Point Branch... East end double track, Broadway Yard.
 - Poe..... Wye on old line.
- (Note Rules 352, 364 and 339a, Book of Rules.)

114. Blocking of Independent Brake Valve Handle or Bail in Depressed Position is forbidden.

115. Air brake feed valves on engines used in road freight service on Norfolk Division should be adjusted to 75 lbs.
Note Form MP 100, Rule 49.

116. Two bare copper signal transmission line wires energized with 480 volts are located in the 4th and 5th space away from the pole on the field side on top crossarms between Roanoke and Abilene Cn. via Altavista.
Note General Time Table Rule No. 14.

117. Former Virginian main track between Virso Connection and Southern Interchange is designated a running track, and between Southern Interchange and Abilene is designated a storage track. Trains and engines using this track will run with caution and under control. Note Rule 105, Book of Rules.

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

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

119. Trains or engines clearing main track on Sewells Point Branch will not re-enter main track without permission.

YARD LIMIT SIGNS

120. Yard Limit Signs, located as follows, unless otherwise stated provide protection between the sign locations as prescribed by Rules 86(c) and 99(b):

- (a) Gilmerton. Near MP 8. Protects trains within Norfolk Terminal.
- (b) South Branch. MP V-9. Protects trains within Norfolk Terminal.

- (c) Suffolk-Kilby. North side near MP 21 and south side near MP 26.4.
- (d) Petersburg. North side east MP 80, south side west MP 84, north side MP P-4.
- (e) Hopewell. South side near MP P-6, protects trains within Hopewell Yard.
- (f) Lipco. North side near MP 114, south side at east switch Blackstone.
- (g) Blackstone. North side at west switch Blackstone protects to crossover west of Blackstone station. South side MP 120.5 protects to west switch Blackstone.
- (h) Crewe. North side near MP 127. South side near MP 131.
- (i) Burkeville. North side near MP 132. South side near MP 133.
- (j) Farmville. North side MP 149. South side MP 152.
- (k) Phoebe. South side 1,000 feet west MP 191. North side 1,600 feet east of MP 189.
- (l) Leets. North side 500 feet west MP 196. South side 500 feet west MP 197.
- (m) Island-Lynchburg-Kinney-Durmid. North side near MP 201. South side just west Durham Jct. North side 2,200 feet west MP P-14. South side 1,550 feet west of west switch Kinney. East side near MP L-2.
- (n) Ito-Halsey. North side west MP 206. South side west MP 208.
- (o) Blue Ridge. West MP 245. West MP 246.
- (p) Webster. MP 247.9. MP 249.2.
- (q) Vinton. West MP 254. West MP 255.
- (r) Roanoke. Just west MP 255. 4,865 feet west MP V-239. Protects trains within Roanoke Terminal.
- (s) Altavista. South side 3,200 feet west MP V-200. North side 2,000 feet west MP V-196.
- (t) Virso Connection. South side east switch Virso passing siding. North side 1,000 feet east MP B-12. North side west switch Meherrin.
- (u) South Boston. West side near MP L-60. East side south of Bridge 564.
- (v) Baker-Longhurst. West side 1,000 feet north of Baker. East side 800 feet south of Longhurst.
- (w) Roxboro. East side 1,200 feet south of south station siding switch. Protects trains to south switch of passing siding.
- (x) Durham. West side near MP L-112. Protects trains within Duke Yard.

RESTRICTED USE OF SIDINGS

121. Diesel engines must not use the following sidings:
- Lynchburg..... Gas Works Siding.
 - Vinton..... Vinton Fuel & Ice Co. Spur beyond Dennis Street.
 - Farmville..... Kayton Coal Tipple.

Single unit Diesels of the 1800 HP-Type, or equivalent may use the Trestles at Hurts Mill, Lynchburg, City Trestle and C. S. Hutters at Twelfth Street, Golden Belt Co. No. 1, Floyd Coal Co., Public Trestle, Imperial Tobacco Co. and Murdock Ice and Coal Co. at Durham.

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

NORFOLK TERMINAL

- Bridge No. 5:**
 - Eastbound Track: West End—33'-5"
 - East End—33'-8"
 - Westbound Track: West End—33'-6"
 - East End—33'-2"
- Norfolk Southern Crossing:**
 - Eastbound Track—34'-10"
 - Westbound Track—29'-11"
- South Norfolk Tower:**
 - Eastbound Track—40'-8"
 - Westbound Track—38'-9"
 - Third Track—30'-5"
- Norfolk-Portsmouth Belt Line Crossing:**
 - (East of Bridge No. 7)
 - Eastbound Track—37'-4"
 - Westbound Track—37'-1½"

Bridge No. 7:

Eastbound Track: West End—33'-3"
 East End—33'-7½"
 Westbound Track: West End—33'-3"
 East End—33'-5"

NORFOLK DIVISION

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

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

123. Telegraph offices not open continuously will handle train orders or block trains and will be open as follows:

Windsor.....	5:20 AM to	2:20 PM Ex. Sat., Sun. & Holidays
Ivor.....	8:00 AM to	5:00 PM Ex. Sat., Sun. & Holidays
Wakefield...	5:00 AM to	2:00 PM Ex. Sat., Sun. & Holidays
		Sat. & Holidays 9:15 AM to 11:15 AM
Waverly.....	4:50 AM to	1:50 PM Ex. Sat., Sun. & Holidays
		Sat. & Holidays 9:15 AM to 11:15 AM
Disputanta...	8:00 AM to	5:00 PM Ex. Sat., Sun. & Holidays
Ford.....	8:00 AM to	5:00 PM Ex. Sat. Sun. & Holidays
Blackstone...	{ 7:50 AM to	3:50 PM
	{ 9:15 PM to	5:15 AM—Daily
Burkeville...	8:00 AM to	5:00 PM Ex. Sat., Sun. & Holidays
Rice.....	7:30 AM to	4:30 PM Ex. Sat., Sun. & Holidays
Farmville.....	{ 8:35 AM to	4:35 PM
	{ 8:30 PM to	4:30 AM—Daily
Prospect.....	8:00 AM to	5:00 PM Ex. Sat., Sun. & Holidays
Pamplin.....	8:00 AM to	5:00 PM Ex. Sat., Sun. & Holidays
		Sat. & Holidays 9:00 AM to 11:00 AM
Kinney.....	1:00 AM to	10:00 AM—Daily
Bedford.....	{ 12:01 AM to	8:00 AM—Daily
	{ 8:00 AM to	4:00 PM Sat. & Sun.
Blue Ridge...	8:15 AM to	5:15 PM Ex. Sat., Sun. & Holidays
Suffolk (Via		
Jarratt)....	8:00 AM to	5:00 PM Ex. Sun. & Holidays
Sedley.....	8:00 AM to	5:00 PM Ex. Sat., Sun. & Holidays
Alberta.....	{ 8:00 AM to	4:00 PM Ex. Sun. & Holidays
	{ 9:00 PM to	5:00 AM—Daily
Kenbridge...	8:00 AM to	5:00 PM Ex. Sat., Sun. & Holidays
Rustburg....	8:45 AM to	5:45 PM Ex. Sat., Sun. & Holidays
Gladys.....	9:00 AM to	6:00 PM Ex. Sat., Sun. & Holidays
Brookneal		
(Dhm	{ 8:15 AM to	5:15 PM Ex. Sat., Sun. & Holidays
District)...	{ Sat.—1:00 PM to	3:00 PM
	{ Holidays—10:00 AM to	1:00 PM
Nathalie.....	9:00 AM to	6:00 PM Ex. Sat., Sun. & Holidays
Halifax.....	8:30 AM to	5:30 PM Ex. Sat., Sun. & Holidays
South Boston.	9:00 AM to	6:00 PM Ex. Sat., Sun. & Holidays
		Sat. & Holidays—10:30 AM to 1:30 PM
Denniston....	8:00 AM to	5:00 PM Ex. Sat., Sun. & Holidays
		Sat.—8:00 AM to 11:00 AM
Roxboro.....	9:00 AM to	6:00 PM Ex. Sun. & Holidays
		Holidays—9:00 AM to 11:00 AM
Rougmont...	8:00 AM to	5:00 PM Ex. Sat., Sun. & Holidays
Durham.....	8:15 AM to	5:15 PM—Daily

The following offices will not handle train orders or block trains and will be open as follows:

Appomattox..	8:00 AM to	5:00 PM Ex. Sat., Sun. & Holidays
Vinton.....	7:00 AM to	4:00 PM Ex. Sat., Sun. & Holidays
Helena.....	7:00 AM to	4:00 PM Ex. Sat., Sun. & Holidays
Victoria.....	8:00 AM to	5:00 PM Ex. Sat., Sun. & Holidays
Cullen.....	7:15 AM to	4:15 PM Ex. Sat., Sun. & Holidays
Phenix.....	8:00 AM to	5:00 PM Ex. Sat., Sun. & Holidays
Brookneal		
(Via Alta-		
vista).....	8:00 AM to	5:00 PM Ex. Sat., Sun. & Holidays
Long Island..	8:00 AM to	5:00 PM Ex. Sat., Sun. & Holidays
Huddleston..	7:00 AM to	4:00 PM Ex. Sat., Sun. & Holidays
Moneta.....	7:30 AM to	4:30 PM Ex. Sat., Sun. & Holidays
Goodview....	7:00 AM to	4:00 PM Ex. Sat., Sun. & Holidays

124. LOCATION OF OUTSIDE TELEPHONES

Outside telephones equipped with locks must be locked immediately after use.

Outside telephones with suitable instructions for use, posted in box, are located at all Stop & Stay signals, each end of all passing sidings, junction points, main line crossovers, electric lock switches, and train inspect. lights.

ROANOKE TERMINAL

Local	Class of Service and Miles Per Hour	
	Passenger Trains	Other Trains and Engines
200. Through Roanoke Terminal.....	40	20
EXCEPTIONS:		
Entering, leaving and through Tinker Creek Connection track.....	35	35
Through Roanoke Interlocking Plant.....	15	15
Through Station Tracks 1, 2, 3 & 4.....	10	10
East leg of Campbell Avenue Wye.....	5	5
West leg of Campbell Avenue Wye.....	10	10
Between Campbell Avenue and South Jefferson Street.....	20	15
Between South Jefferson Street and Yard limit.	30	20
Westward track between Park Street and 24th Street.....	30	15
Eastward track between west end Radford Divn. Receiving Yd. and Park St.....	20	20
Between Tinker Creek Connection and Belt Line Crossing.....	20	20
Roanoke Belt Line.....	15	15
Receiving, forwarding and classification tracks.	10	10
Running tracks.....	10	10
All tracks in the former American Viscose Plant.....	5	5
Car cleaning tracks west of Shaffers Crossing..	5	5

Engineers will reduce speed below the maximum limit at any point where, in their judgment, the maximum is too high, whether covered by speed restrictions or not; and will promptly report such conditions to Superintendent.

(a) 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. Enginemen handling trains eastward, northward or southward out of Roanoke Terminal will, if necessary to avoid excessive use of the dynamic brake, apply automatic brake to control run-in of slack and speed of train so as not to exceed speed of 15 miles per hour through interlocking plant.

202. The movement of trains, engines, motor cars and/or cars in switch movement must be protected over public grade crossings by either automatic device, watchman or member of crew.

Note: Rules 103, 103a, 103b, Book of Rules.

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

203. 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.

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

205. Trainmen must not release hand brakes on rear of west-bound trains made up in the new Retarder Yard until road engine is coupled and blue signals removed from the cab.

206. Conductors of trains entering Roanoke Yard must see that sufficient hand brakes are applied to prevent train from moving. Trains yarded east of Shaffers Crossing will have hand brakes applied on east end, and trains yarded west of Shaffers Crossing will have hand brakes applied to the west end.

207. When drafts of cars are being handled in yard service without air, it is the responsibility of the Conductor to see that sufficient hand brakes are set up to properly and safely control such movements.

When drafts of cars are being handled with air the Engineman must be notified, and it is the responsibility of both the Engineman and Conductor to see that air is coupled through enough cars to furnish sufficient braking power to properly and safely control such movements.

This does not relieve other train and engine service employees of their responsibility under the rules.

208. Attention is called to heavy grade on the following tracks: Both wye connections to main track at Belt Line Jet. Siding 16 and Graves-Humphreys Hardware Co. Siding.

Engine must be coupled to cars and extreme care used to prevent runaway.

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

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

211. Traffic Control is in service as follows: Between Roanoke Passenger Station and Yard Limit sign North Roanoke.

Between Roanoke Passenger Station and south end of double track 1,000 feet south of "JK" Tower.

On Eastward and Westward main tracks between Yard Limit sign East Roanoke and Yard Limit sign West Roanoke except on Eastward main track between pull-in switch west end Radford Division Receiving Yard and ladder crossover at west end New Classification Yard at Shaffers Crossing.

On westbound running track between 16th Street and 24th Street.

On Tinker Creek Connection track.

Between Belt Line Crossing and west end South Roanoke Yard.

Between "JK" Tower and Tinker Creek Connection.

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

212. That portion of eastward main track between Pull-in switch west end Radford Division Receiving Yard and Ladder Crossover at west end New Classification Yard at Shaffers Crossing has been discontinued as such, and will be used exclusively as yard track. Yard crews will not enter this track without first consulting the Yardmaster at Shaffers Crossing.

213. Between 5:00 P. M. and 8:00 A. M. westward movement may be made over the Belt Line from Franklin Road crossing to Belt Line Crossing.

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

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

214. Freight trains will stop east of 8½ Street Crossing when Signal 88-L or 90-L is in stop and stay 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.

215. Trains and engines using running tracks will exercise extreme care.

216. 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 a signal from the switchtender.

A yellow flag by day and a green light by night will be used by the switchtender for this purpose and other movements must not accept these signals.

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

218. Train and engine crews will not enter the Eastward Running Track at the crossover switches located near middle of Track No. 20 and at the west end of Track No. 20, Radford Division Receiving Yard, without permission from either the Switchman at 30th Street or the Switchman at the west end of Radford Division Receiving Yard.

219. Trains or engines must not move westward onto the ladder from Tracks 1 through 8, westward running track, or eastward running track at west end of Empty Side Yard without permission from Operator at "DO" Telegraph Office.

220. All trains and engines moving westward into No. 1 and No. 2 Pull In Tracks must receive hand signal or permission from Switchman at west end of Radford Division Receiving Yard, or permission from Radford Division Dispatcher before moving west of the Diamond Crossover.

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

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.

222. Trains and engines will not enter switching lead (Tail Track) between 16th Street and 24th Street without permission from the Operator at "DO" Telegraph Office.

(a) Eastward movement will not be made on switching lead (Pull-Up) except under flag protection.

(b) Trains and engines will not enter Westbound Running Track at crossover located just east of Radford Division Cab Track without permission from Operator at "DO" Telegraph Office.

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

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

225. Loaded Trailer Flats (In Piggy Back Service) will not be moved over hump except when handled by engine, with or without other cars coupled.

226. The Pile Driver, Jordan Spreader, 200 and 250-ton derrick cars must not be operated through the retarders, due to insufficient retarder clearance.

227. Cars in excess of sixty-five (65) feet in length must not be humped automatically into the new Classification Yard account track circuits being so arranged that length of such cars will permit switches being thrown under them. These cars should be switched manually.

228. 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 trains around them when delays occur after entering yard, but will promptly consult with Yardmaster as to action to be taken.

229. 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.

230. 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.

231. 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.

232. 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 engine 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."

233. Restricted Use of Sidings and Trestles:

Engines must not be used on trestles.

When necessary to place cars on trestles, engine will hold to sufficient cars to make proper placement.

234. Location Spring Switches

West Switch Tracks, 2 through 8,
Empty Side Yard.

West Switch Westbound.
Running Track.

Engine Terminal.
North Track to Turn Table.

Hump.
East End, North Scale Track.
East End, South Scale Track.

Note Rules 352 and 364, Book of Rules.

235. Crews switching at Roanoke Freight Station, when pulling cars off Tracks 1, 2, 3, 4 and 5, will have at least one brakeman on east car, with sufficient hand brakes applied to properly control cars should they become detached from engine.

Not more than three (3) loaded cars should be cut off to one brakeman when cars are moving into any one of the Freight Station tracks, when the track is clear.

Not more than three (3) loaded cars should be cut off to a brakeman when moving into Freight Station Tracks 6, 7 and 8, at any time

Cars spotted in Tracks 1, 2, 3, 4 and 5 for unloading should be at least ten (10) feet from stop block, with sufficient hand brakes applied to prevent cars from striking the stop block when being coupled to by engine or other cars.

236. When it is necessary or desirable for road or yard engine-men or hostlers to exchange the control station from one end of a diesel engine to the opposite end, while on Roanoke Terminal, engine must be stopped in the clear of ladder tracks while the exchange of control stations is being made.

237. Trains and engine will not enter main track at Norwich Junction or move across main track at the Belt Line crossing without permission from the Operator at "JK" Tower.

238. Crews of westward freight trains will look out for signal from Operator at "JK" Tower, designating the number of the track on which the train is to enter yard.

239. Operators of motor cars and other self-propelled track machines entering South Roanoke Yard must stop at yard limits and call Operator at "JK" Tower for instructions.

YARD LIMITS

240. Yard limit signs are located as follows and protect trains and engines within Roanoke Terminal as prescribed by Rules 86 (c) and 99 (b), Book of Rules:

South side of eastward track and connecting track 4880 feet west of M. P. N-262.

South side of track 4250 feet west of M. P. V-246 just west of Belt Line Crossing.

On north side of westward track and south side of eastward track 3398 feet west of M. P. N-255.

On north side of track 5053 feet west of M. P. V-239 just east of Tinker Creek Connection.

On west side of track north of M. P. H-236.

On east side of track 3308 feet south of M. P. R-8.

Tonnage Ratings and Weather Reductions for Diesel Electric Engines—(Per Unit)

ROANOKE TO ISLAND OR CREWE—VIA BLUE RIDGE

CLASS OF ENGINES	Class of Service	Rating A	Rating B	Rating C	Rating D	Rating F	Rating G	Rating H
		Normal	31° to 24°	23° to 16°	15° to 8°	7° to Zero	Zero to 8° Below	9° to 15° Below
			5% red.	10% red.	15% red.	20% red.	25% red.	30% red.
2400 H P	Slow or Time	2550	2425	2295	2170	2040	1915	1785
1600-2250 H P-Per Unit*	Slow or Time	1700	1615	1530	1445	1360	1275	1190

Normal tonnage rating for No. 78 Roanoke to Crewe is 1,100 tons per unit.

ROANOKE TO ABILENE OR CREWE—VIA ALTAVISTA

2400 H P	Slow	8700	8265	7830	7395	6960	6525	6090
	Time	5250	4990	4725	4465	4200	3940	3675
1600-2250 H P-Per Unit*	Slow	5860	5510	5220	4930	4640	4350	4060
	Time	3500	3325	3150	2975	2800	2625	2450

*Normal tonnage rating Roanoke to Crewe is 3,000 tons per unit for No. 84 and 3,300 tons per unit for No. 86.

CREWE OR ISLAND TO ROANOKE VIA BLUE RIDGE

2400 H P	Slow	2100	1995	1890	1785	1680	1575	1470
	Time	1600	1520	1440	1360	1280	1200	1120
1600-2250 H P-Per Unit*	Slow	1400	1330	1260	1190	1120	1050	980
	Time	1050	1000	950	900	850	800	750

*Normal tonnage rating for No. 77 Crewe to Roanoke is 750 tons per unit.

Tonnage Ratings and Weather Reductions for Diesel Electric Engines—(Per Unit)—Continued

CREWE OR ABILENE TO ROANOKE—VIA ALTAVISTA

CLASS OF ENGS.	Class of Service	Rating A	Rating B	Rating C	Rating D	Rating F	Rating G	Rating H
		Normal	31° to 24°	23° to 16°	15° to 8°	7° to Zero	Zero to 8° Below	9° to 16° Below
		5% red.	10% red.	15% red.	20% red.	25% red.	30% red.	
2400 H P	Slow or Time	2100	1995	1890	1785	1680	1575	1470
1600-2250 H P-Per Unit	Slow or Time	1400	1330	1260	1190	1120	1050	980

CREWE TO PETERSBURG OR NORFOLK

CLASS OF ENGS.	Slow	7500	7125	6750	6375	6000	5625	5250
	Time	3600	3420	3240	3060	2880	2700	2520
2400 H P	Slow	5000	4750	4500	4250	4000	3750	3500
1600-2250 H P-Per Unit*	Time	2400	2280	2160	2040	1920	1800	1680

*Normal tonnage rating for No. 78 Crewe to Petersburg is 1,800 tons per unit.

CREWE OR VIRSO CONN. TO PORTLOCK—VIA JARRATT

CLASS OF ENGS.	Slow	5700	5415	5130	4845	4560	4275	3990
	Time	3600	3420	3240	3060	2880	2700	2520
2400 H P	Slow	3800	3610	3420	3230	3040	2850	2660
1600-2250 H P-Per Unit	Time	2400	2280	2160	2040	1920	1800	1680

NORFOLK TO PETERSBURG OR CREWE PETERSBURG TO CREWE OR NORFOLK

CLASS OF ENGS.	Slow or Time	2100	1995	1890	1785	1680	1575	1470
	2400 HP	Slow or Time	1400	1330	1260	1190	1120	1050	980
1600-2250 H P-Per Unit*	Slow or Time	1400	1330	1260	1190	1120	1050	980

*Normal tonnage rating for No. 77 Petersburg to Crewe is 750 tons per unit.

PORTLOCK TO VIRSO CONN.—VIA JARRATT

CLASS OF ENGS.	Slow or Time	2100	1995	1890	1785	1680	1575	1470
	2400 H P	Slow or Time	1400	1330	1260	1190	1120	1050	980
1600-2250 H P-Per Unit	Slow or Time	1400	1330	1260	1190	1120	1050	980

BETWEEN KINNEY AND NARUNA—Both Directions

CLASS OF ENGS.	Slow	1800	1710	1620	1530	1440	1350	1260
	2400 H P	Slow	1200	1140	1080	1020	960	900	840
1600-2250 H P-Per Unit	Slow	1200	1140	1080	1020	960	900	840

BETWEEN NARUNA AND DUKE—Both Directions

CLASS OF ENGINES	Class of Service	Rating A	Rating B	Rating C	Rating D	Rating F	Rating G	Rating H
		Normal	31° to 24°	23° to 16°	15° to 8°	7° to Zero	Zero to 8° Below	9° to 16° Below
		5% red.	10% red.	15% red.	20% red.	25% red.	30% red.	
2400 H P	Slow	2100	1995	1890	1785	1680	1575	1470
1600-2250 H P-Per Unit	Slow	1400	1330	1260	1190	1120	1050	980

When combinations of power other than those shown are used add single ratings.

The rating of locals to include loads or empties to be picked up on line of road, information of which local Conductors must furnish Yardmasters.

Durham District locals will be given full tonnage, including cars to be picked up on line, information of which Conductors must furnish Yardmasters.

ISLAND TO CREWE TRAINS will use same ratings as Roanoke to Crewe.

In case of snow or other extraordinary conditions, Dispatchers will be governed thereby, making such further reductions as conditions require to keep trains moving.

COMPANY SURGEONS

- Dr. W. R. Whitman, Jr. System Surgeon.....Roanoke, Va.
- Dr. J. D. Collins.....Consulting Surgeon...Norfolk, Va.
- Dr. Southgate Leigh, Jr. Surgeon.....Norfolk, Va.
- Dr. John A. Vann.....Orthopedic Surgeon...Norfolk, Va.
- Dr. M. S. Andrews.....Asst. Surgeon.....Norfolk, Va.
- Dr. M. S. Herrington...Asst. Surgeon.....Norfolk, Va.
- Dr. E. D. Floyd.....Asst. Surgeon.....Norfolk, Va.
- Dr. R. A. Morton.....Asst. Surgeon.....Norfolk, Va.
- Dr. C. C. Cooley.....Ophthalmologist.....Norfolk, Va.
- Dr. W. W. Taylor.....Ophthalmologist.....Norfolk, Va.
- Dr. K. K. Wallace.....Radiologist.....Norfolk, Va.
- Dr. S. B. Whitlock....Radiologist.....Norfolk, Va.
- Dr. A. D. Morgan.....Ophthalmologist.....Norfolk, Va.
- Dr. J. L. Thomson.....Neurosurgeon.....Norfolk, Va.
- Dr. J. T. McFadden...Neurosurgeon.....Norfolk, Va.
- Dr. J. G. Sellers.....Otolaryngologist.....Norfolk, Va.
- Dr. E. R. Altizer.....Asst. Surgeon.....South Norfolk, Va.
- Dr. G. W. Simpson....Asst. Surgeon.....South Norfolk, Va.
- Dr. J. E. Rawles, Jr....Asst. Surgeon.....Suffolk, Va.
- Dr. David Corcoran...Asst. Surgeon.....Suffolk, Va.
- Dr. Edward C. Joyner...Surgeon.....Suffolk, Va.
- Dr. F. I. Steele.....Surgeon.....Windsor, Va.
- Dr. E. M. Babb.....Surgeon.....Ivor, Va.
- Dr. T. Addison Morgan..Surgeon.....Franklin, Va.
- Dr. R. B. McEwen.....Surgeon.....Wakefield, Va.
- Dr. Maurice S. Rosenberg.Surgeon.....Waverly, Va.
- Dr. Chas. D. Townes...Dental Surgeon.....Waverly, Va.
- Dr. F. J. Wright, Jr....Asst. Surgeon.....Petersburg, Va.
- Dr. T. B. Pope.....Asst. Surgeon.....Petersburg, Va.
- Dr. E. Palmore Irving..Orthopedic Surgeon...Petersburg, Va.

Dr. Meade C. Edmunds..Ophthalmologist.....Petersburg, Va.
 Dr Edward J. Kiember..Surgeon.....Alberta, Va.
 Dr. E. D. Baugh.....Asst. Surgeon.....Kenbridge, Va.
 Dr. D. L. Elder.....Surgeon.....Hopewell, Va.
 Dr. A. T. Brickhouse...Asst. Surgeon.....Hopewell, Va.
 Dr. F. S. Johns.....Asst. Surgeon.....Richmond, Va.
 Dr. J. T. Tucker.....Orthopedic Surgeon...Richmond, Va.
 Dr. R. Finley Gayle...Neuropsychiatrist...Richmond, Va.
 Dr. B. F. Eckles.....Consulting Surgeon...Richmond, Va.
 Dr. E. W. Watts, Jr....Surgeon.....Crewe, Va.
 Dr. Chas. W. Scott....Surgeon.....Burkeville, Va.
 Dr. A. Tyree Finch....Asst. Surgeon.....Farmville, Va.
 Dr. H. B. Holsinger...Asst. Surgeon.....Farmville, Va.
 Dr. R. A. Moore, Jr....Asst. Surgeon.....Farmville, Va.
 Dr. Ray A. Moore.....Surgeon.....Farmville, Va.
 Dr. R. A. Moore.....Surgeon.....Prospect (P. O.,
 Farmville), Va.
 Dr. C. G. O'Brien.....Surgeon.....Pamplin (P. O.,
 Appomattox), Va
 Dr. R. H. Cross.....Surgeon.....Concord, Va.
 Dr. J. B. Woodson....Consultant.....Lovesville, Va.
 Dr. J. W. Devine, Jr...Asst. Surgeon.....Lynchburg, Va.
 Dr. E. G. Scott.....Asst. Surgeon.....Lynchburg, Va.
 Dr. W. M. Wattles....Asst. Surgeon.....Lynchburg, Va.
 Dr. R. F. Hawkins....Asst. Surgeon.....Lynchburg, Va.
 Dr. J. R. Gorman.....Ophthalmologist.....Lynchburg, Va.
 Dr. W. F. Thornton...Roentgenologist.....Lynchburg, Va.
 Dr. B. K. Mundy.....Orthopedic Surgeon...Lynchburg, Va.
 Dr. J. P. Kent.....Surgeon.....Altavista, Va.
 Dr. W. A. Cassada, Jr..Surgeon.....Brookneal, Va.
 Dr. Louis P. Bailey...Surgeon.....Nathalie, Va.
 Dr. N. H. Wooding....Surgeon.....Halifax, Va.
 Dr. Wm. R. Watkins...Surgeon.....South Boston, Va.
 Dr. W. Lloyd Eastlack..Asst. Surgeon.....South Boston, Va.
 Dr. G. W. Gentry.....Surgeon.....Roxboro, N. C.
 Dr. J. S. Wilson.....Asst. Surgeon.....Durham, N. C.
 Dr. Hunter Sweaney...Asst. Surgeon.....Durham, N. C.
 Dr. W. G. Hardy.....Surgeon.....Thaxton (P. O., Bed-
 ford), Va.
 Dr. W. V. Rucker.....Asst. Surgeon.....Bedford, Va.
 Dr. E. L. Johnson.....Asst. Surgeon.....Bedford, Va.
 Dr. Jesse M. Tucker...Surgeon.....Huddleston
 (R. F. D.), Va.
 Dr. G. E. Clapsaddle...Surgeon.....Vinton, Va.
 Dr. Paul Davis.....Asst. Surgeon.....Roanoke, Va.
 Dr. F. F. Davis.....Asst. Surgeon.....Roanoke, Va.
 Dr. W. L. Sibley.....Asst. Surgeon.....Roanoke, Va.
 Dr. K. D. Graves.....Asst. Surgeon.....Roanoke, Va.
 Dr. Elbyrne G. Gill...Ophthalmologist.....Roanoke, Va.
 Dr. H. B. Stone.....Ophthalmologist.....Roanoke, Va.
 Dr. H. B. Stone, Jr...Ophthalmologist.....Roanoke, Va.
 Dr. William F. Hatcher.Ophthalmologist.....Roanoke, Va.
 Dr. C. T. Burton.....Ophthalmologist and
 Otolaryngologist...Roanoke, Va.
 Dr. W. Conrad Stone...Ophthalmologist.....Roanoke, Va.

Dr. Kyle T. Lee, Jr....Oral Surgeon.....Roanoke, Va.
 Dr. C. D. Nofsinger...Internist.....Roanoke, Va.
 Dr. R. F. Bondurant...Internist.....Roanoke, Va.
 Dr. F. A. Wade.....Internist.....Roanoke, Va.
 Dr. R. M. Newton....Internist.....Roanoke, Va.
 Dr. R. H. Fisher.....Orthopedic Surgeon...Roanoke, Va.
 Dr. S. B. Cary.....Urologist.....Roanoke, Va.
 Dr. W. A. Barker.....Radiologist.....Roanoke, Va.
 Dr. J. G. Snead.....Radiologist.....Roanoke, Va.
 Dr. R. E. Glendy.....Consulting Internist..Roanoke, Va.
 Dr. William P. Tice...Neurosurgeon.....Roanoke, Va.
 Dr. W. L. Moorman...Plastic and Reconstruction
 Surgeon.....Roanoke, Va.
 Dr. B. M. John.....Dentist.....Roanoke, Va.
 Dr. C. M. Irvin.....Surgeon.....Roanoke, Va.
 Dr. Frederick R. Person.Asst. Surgeon.....Roanoke, Va.
 Dr. Robert L. A. Keeley.Thoracic Surgeon....Roanoke, Va.
 Dr. G. G. Gooch, III...Asst. Surgeon.....Roanoke, Va.
 Dr. H. W. Brubaker...Asst. Surgeon.....Roanoke, Va.
 Dr. K. C. Edmunds...Asst. Surgeon.....Roanoke, Va.

FIRST AID TO THE INJURED

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

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

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

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

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

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

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

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

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

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

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

L. When the injured person is able to be moved, take or send him to the nearest Surgeon of the Company in the direction in which

the first train is moving. It can then be decided whether the patient will be treated there or taken to some other point.

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

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

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

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

R. F. DUNLAP,
General Superintendent, Eastern General Division,
ROANOKE, VA.

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

C. H. HALE,
Superintendent,
CREWE, VA.

H. L. SCOTT,
Superintendent Transportation,
ROANOKE, VA.

SPEED TABLE

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

NORFOLK AND WESTERN RAILWAY COMPANY

DIAGRAMS OF SIGNAL ASPECTS



Roanoke, Virginia

January 1, 1960

NORFOLK AND WESTERN
RAILWAY COMPANY

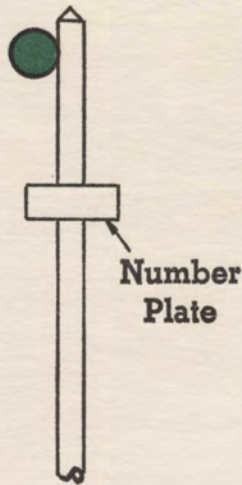
DIAGRAMS
OF
SIGNAL
ASPECTS



A

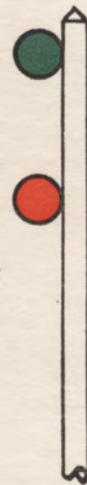


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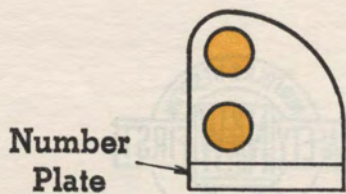


Number
Plate

C



D



Number
Plate

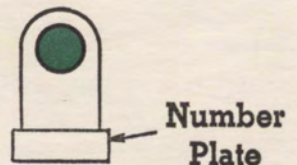
E



F



G



Number
Plate

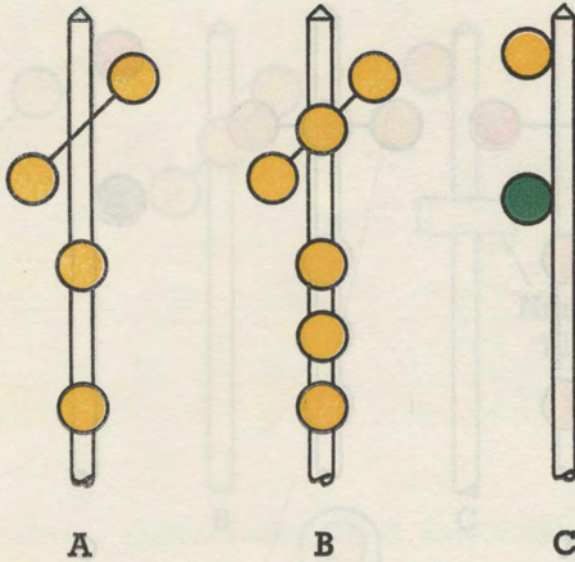
H

INDICATION—Proceed at prescribed speed.

NAME: Clear

Roanoke, Virginia
January 1, 1960

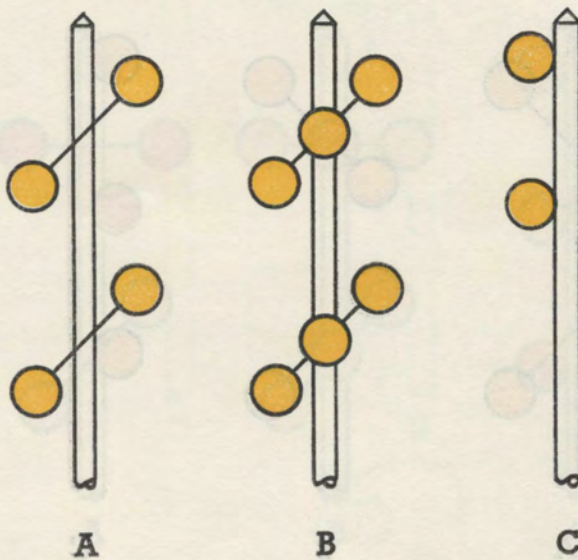
RULE 282



INDICATION—Proceed preparing to move through turnout beyond next signal at prescribed speed.

NAME: Approach Medium

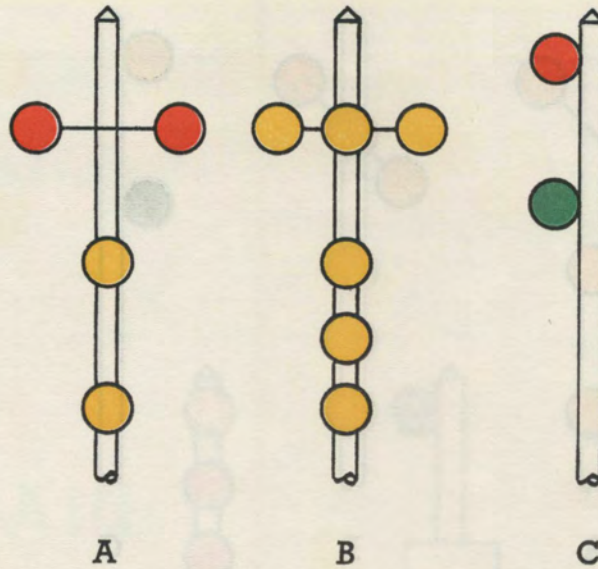
RULE 282-A



INDICATION—Proceed preparing to stop at second signal.

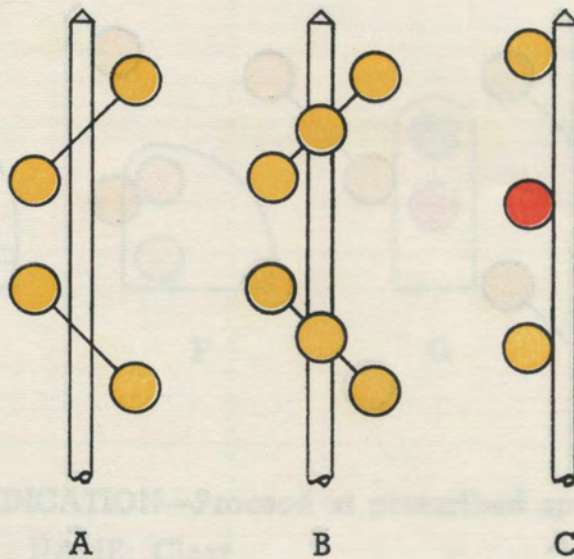
NAME: Advance Approach

RULE 283



INDICATION—Proceed through turnout at prescribed speed.
NAME: Medium Clear

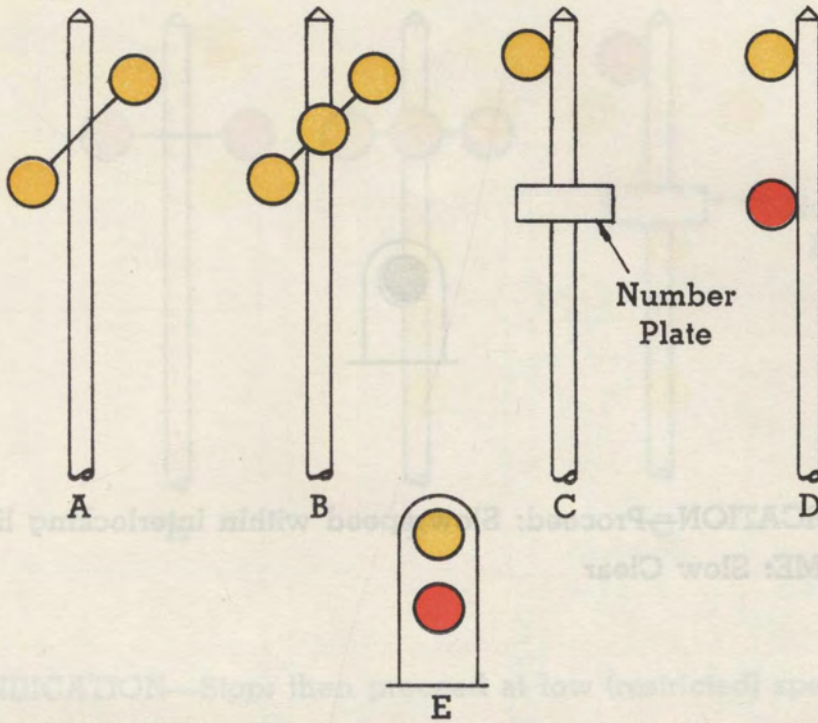
RULE 284



INDICATION—Proceed, approaching next signal at low (restricted) speed. Train exceeding medium speed must at once reduce to that speed.

NAME: Approach Restricting

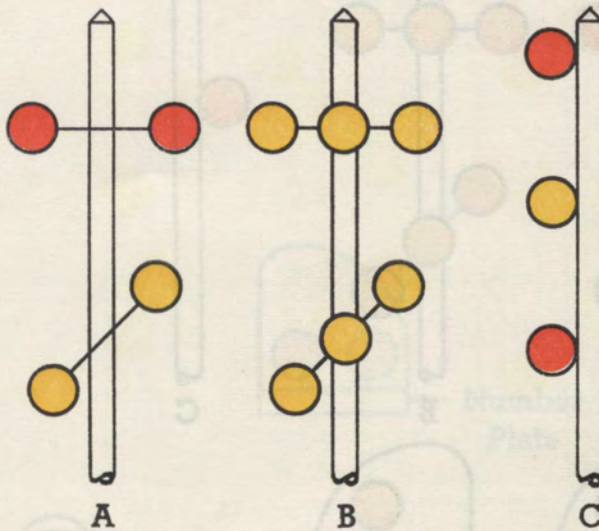
RULE 285



INDICATION—Proceed preparing to stop at next signal. Train exceeding medium speed must at once reduce to that speed.

NAME: Approach

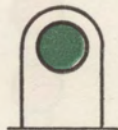
RULE 286



INDICATION—Proceed through turnout at prescribed speed preparing to stop at next signal.

NAME: Medium Approach

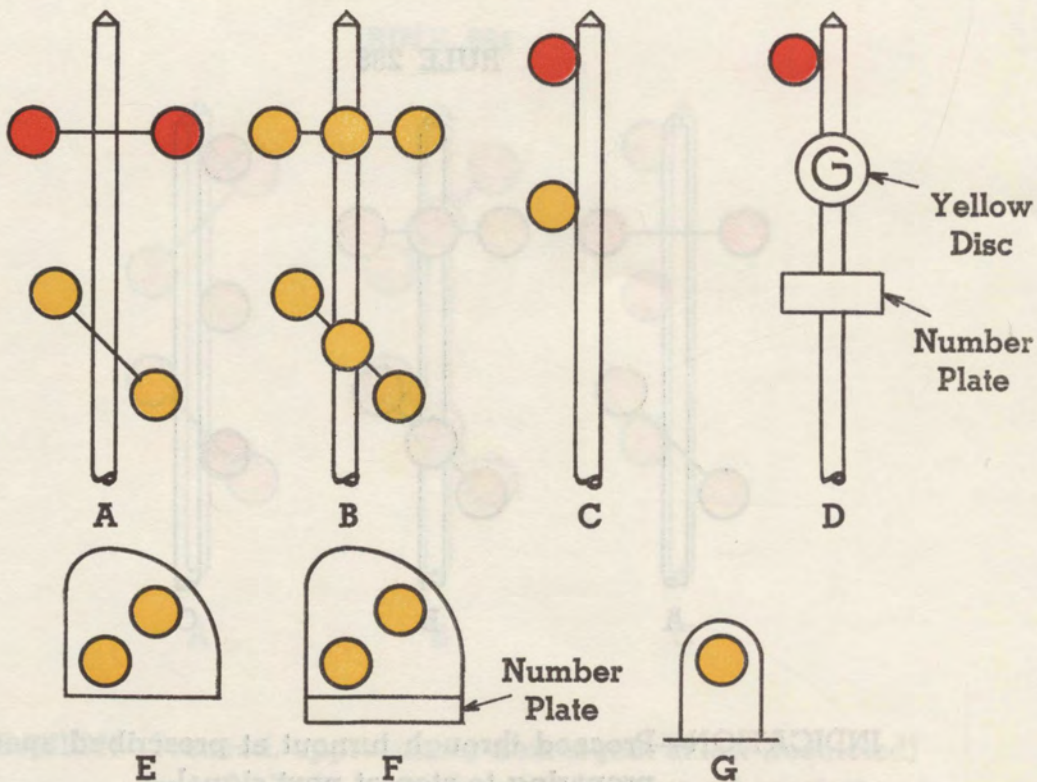
RULE 287



INDICATION—Proceed; Slow speed within interlocking limits.

NAME: Slow Clear

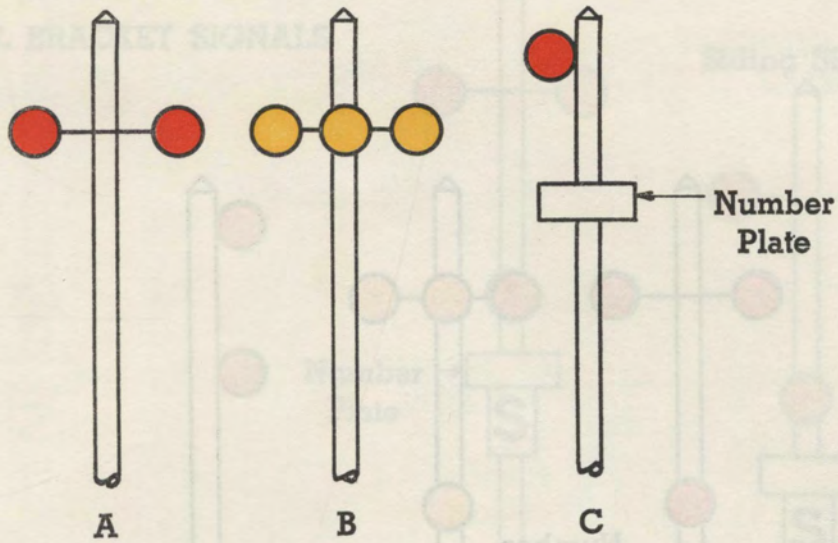
RULE 290



INDICATION—Proceed at low (restricted) speed.

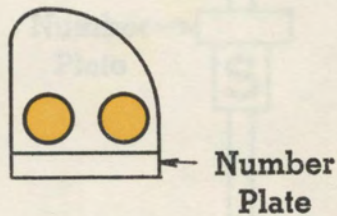
NAME: Restricting

RULE 291

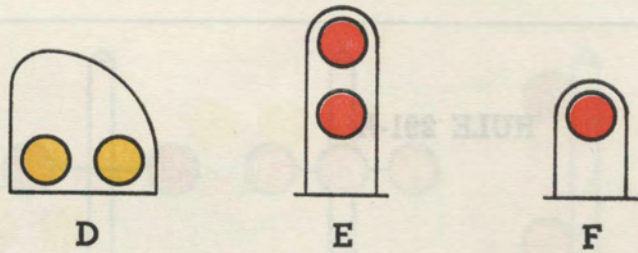
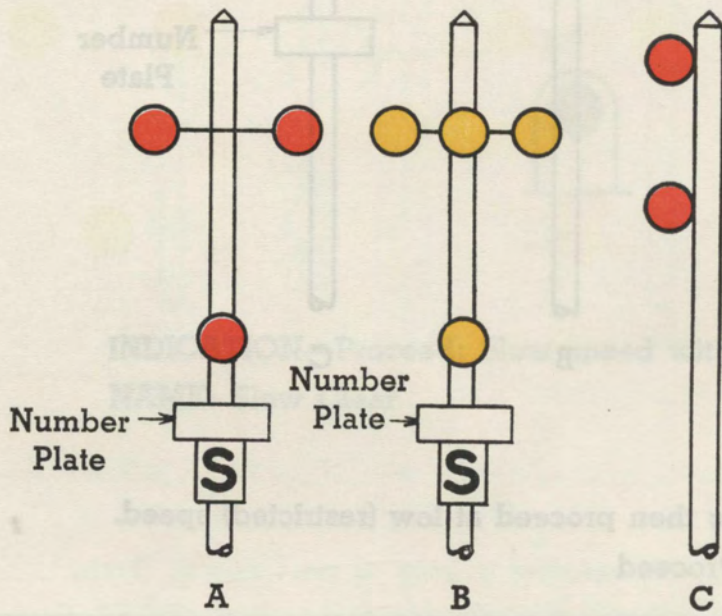


INDICATION—Stop; then proceed at low (restricted) speed.
NAME: Stop and Proceed

RULE 291-A

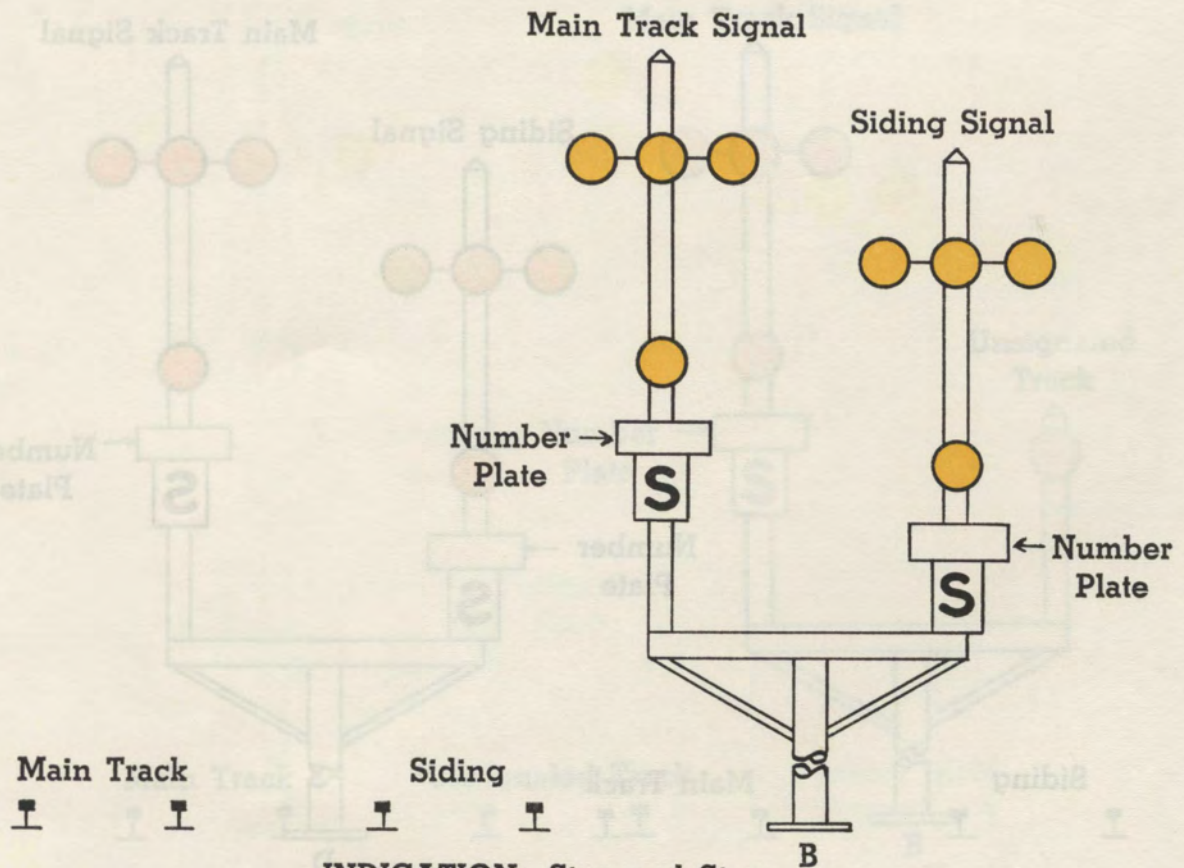
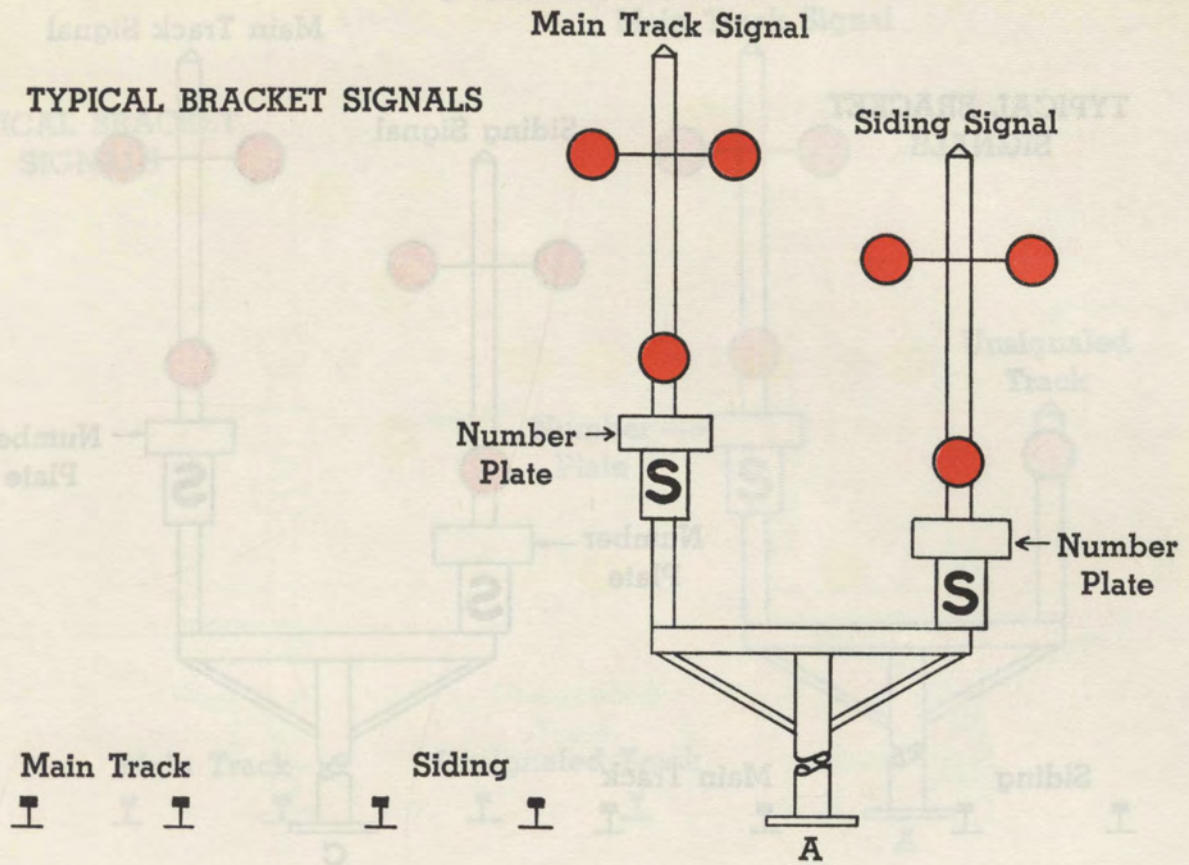


INDICATION—Stop; then proceed at low (restricted) speed,
protecting against trains approaching with
current of traffic.
NAME: Stop and Flag



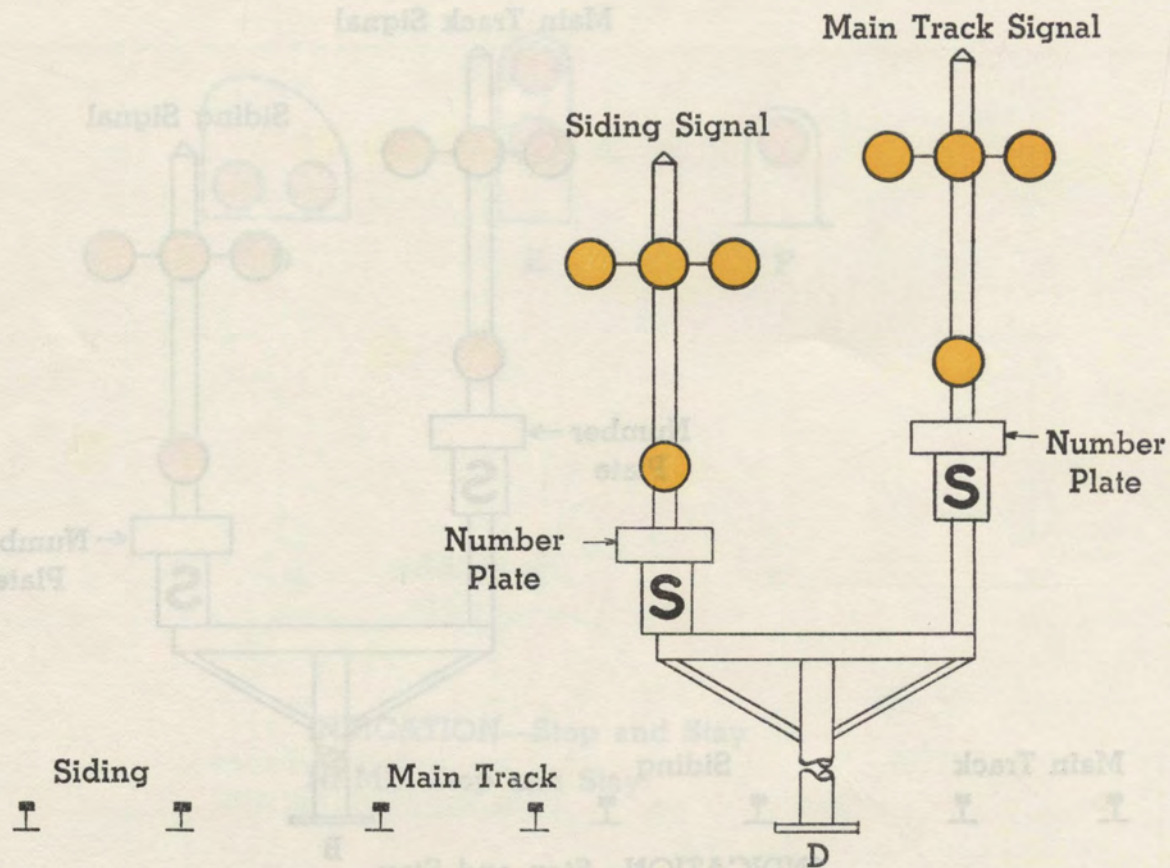
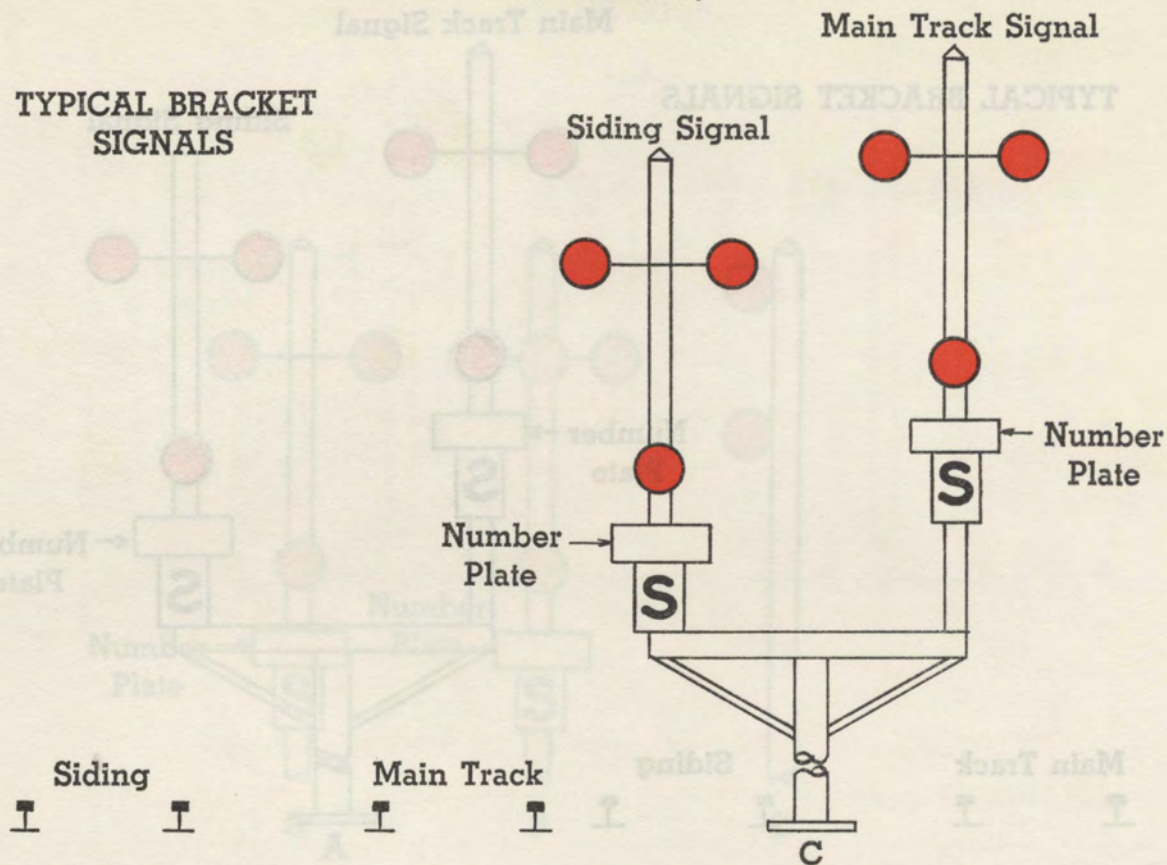
INDICATION—Stop and Stay
NAME: Stop and Stay

TYPICAL BRACKET SIGNALS



INDICATION—Stop and Stay
 NAME: Stop and Stay
 (Continued)

TYPICAL BRACKET SIGNALS

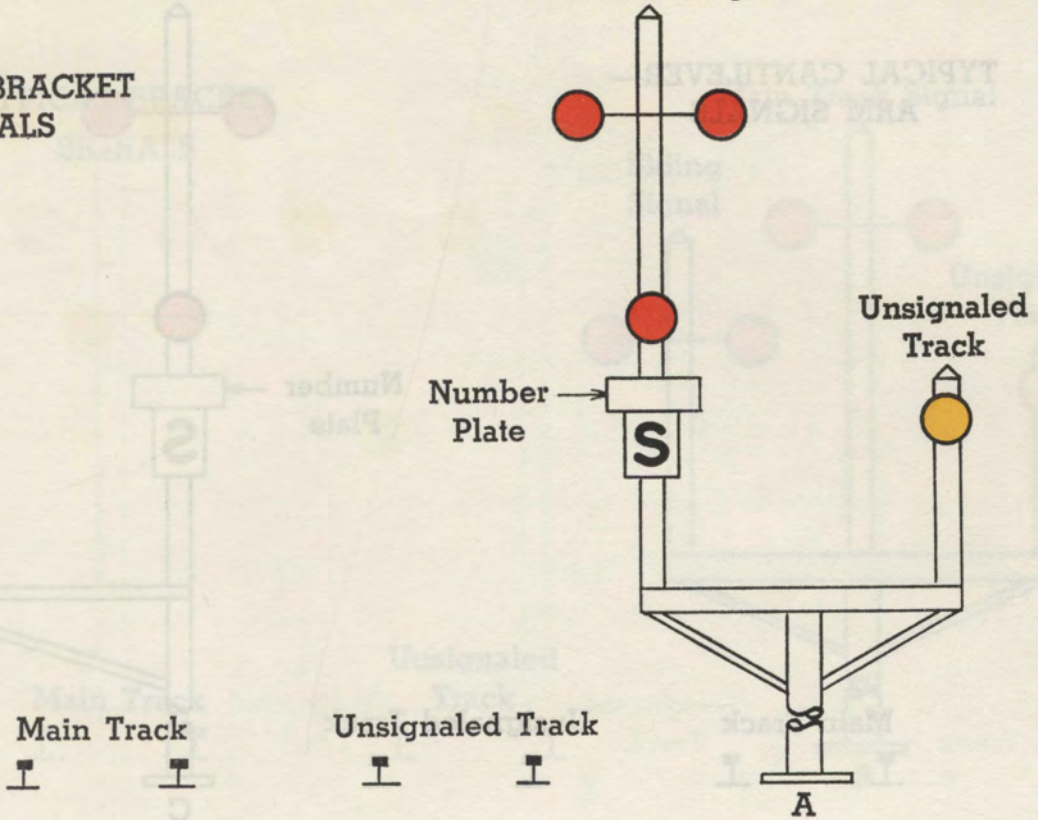


INDICATION—Stop and Stay

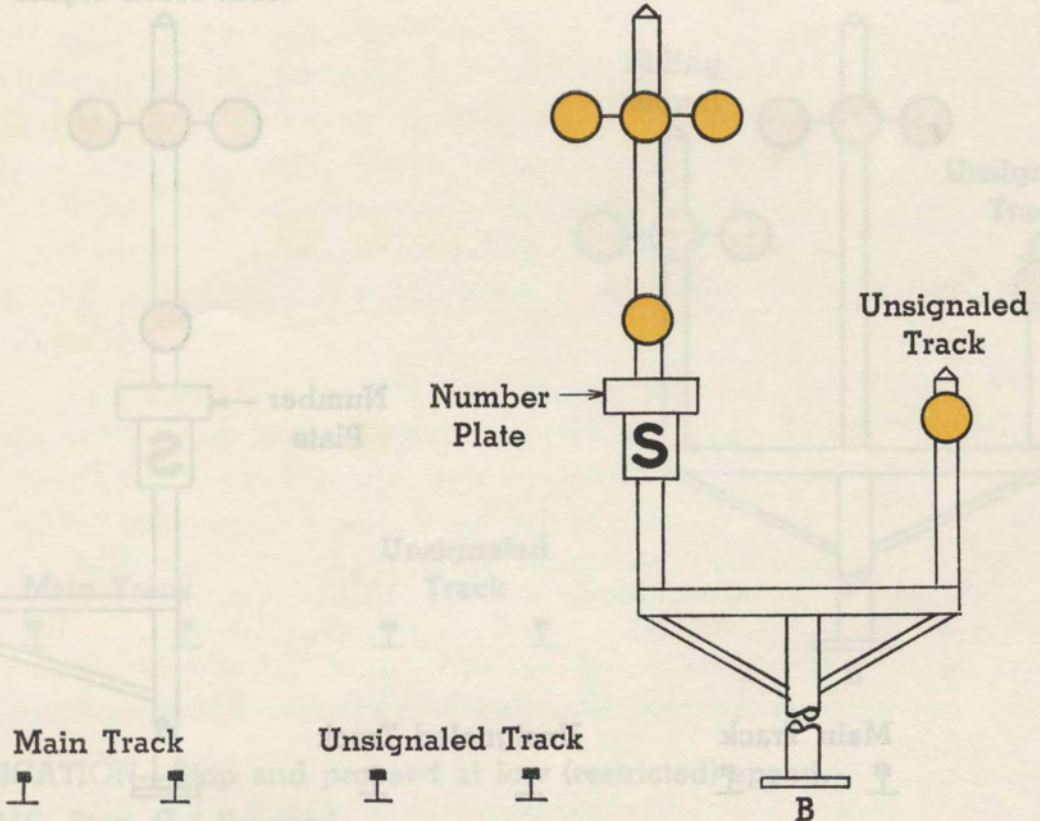
NAME: Stop and Stay

TYPICAL BRACKET SIGNALS

Main Track Signal



Main Track Signal

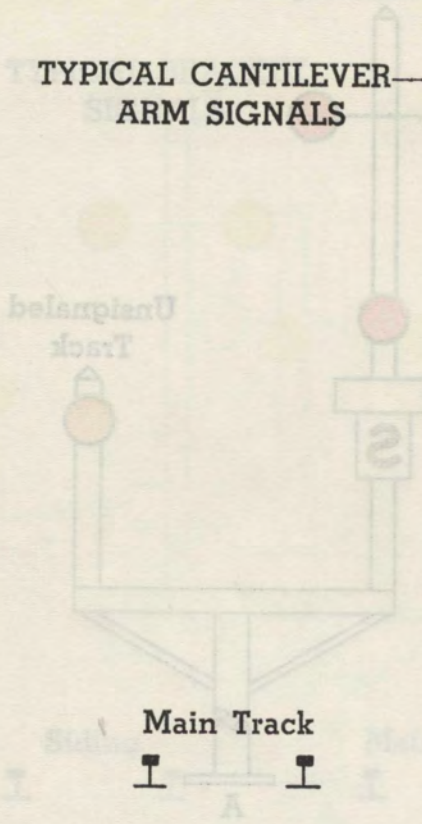


INDICATION—Stop and Stay

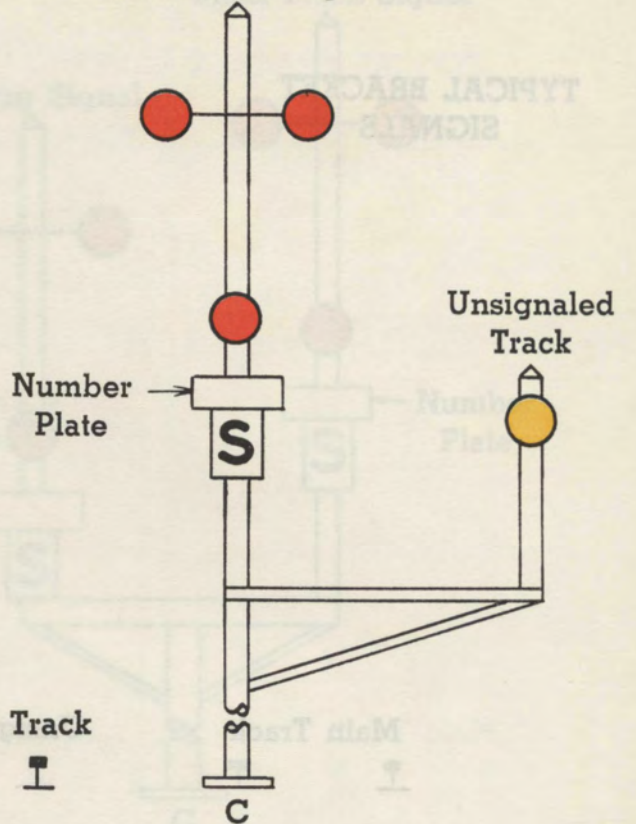
NAME: Stop and Stay

(Continued)

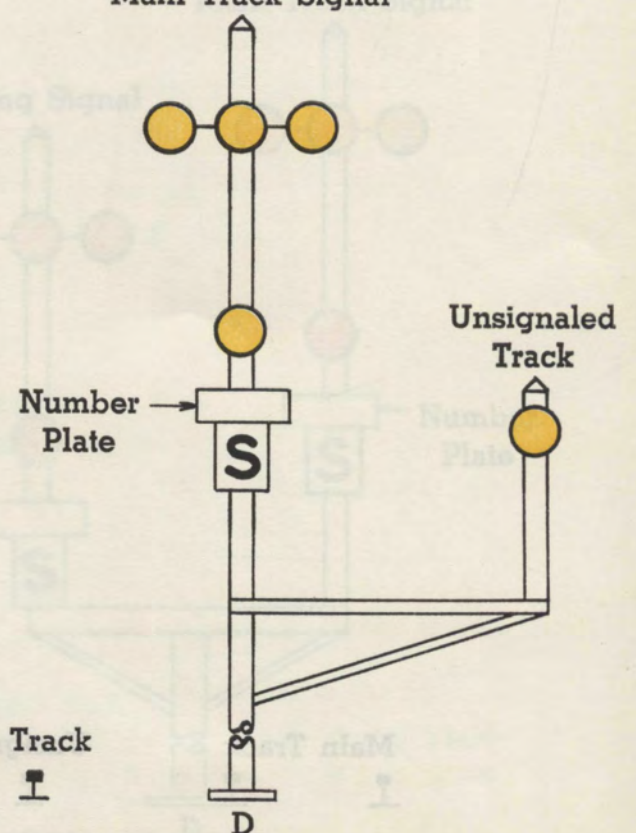
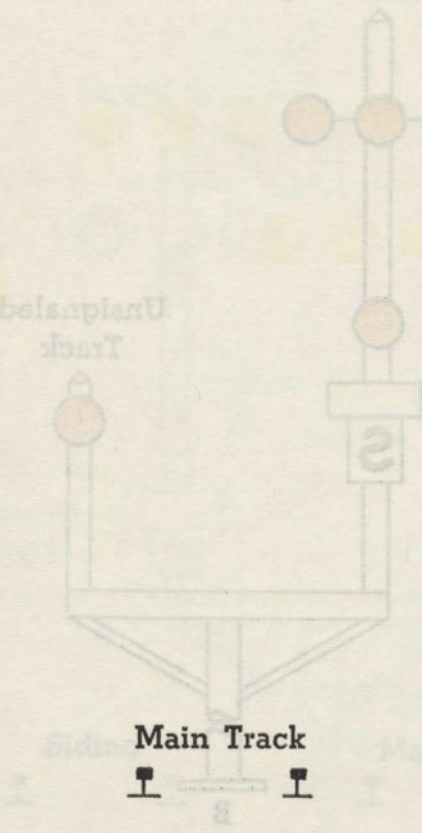
TYPICAL CANTILEVER—
ARM SIGNALS



Main Track Signal



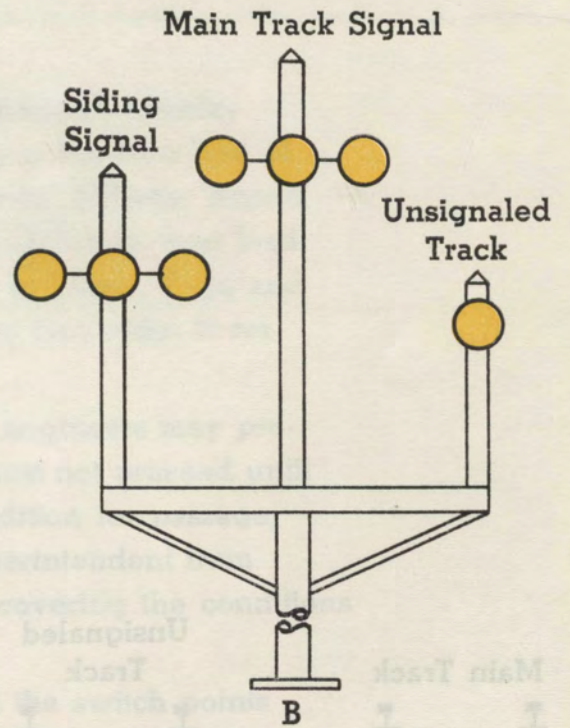
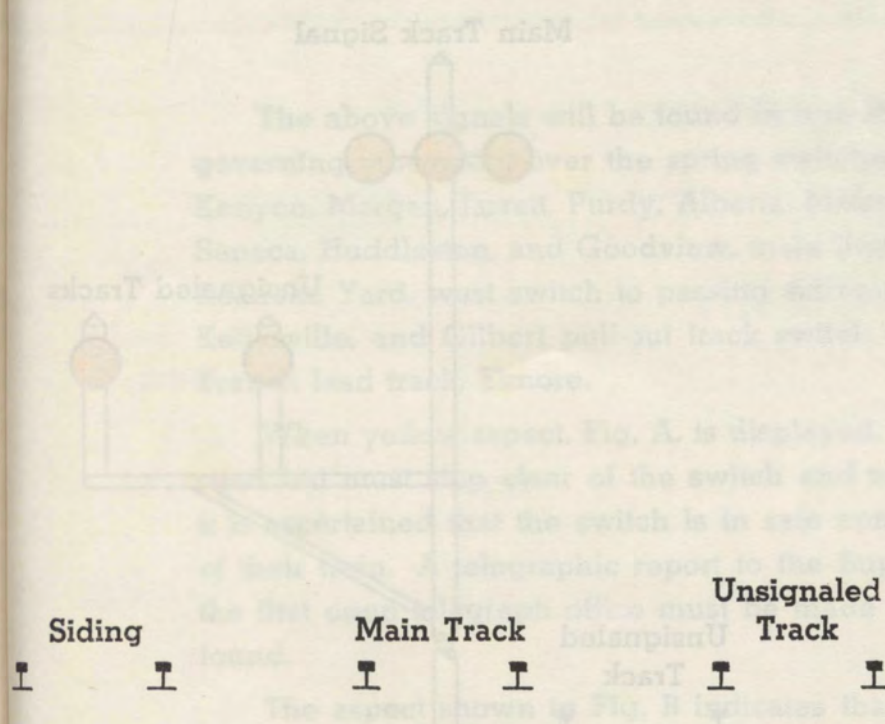
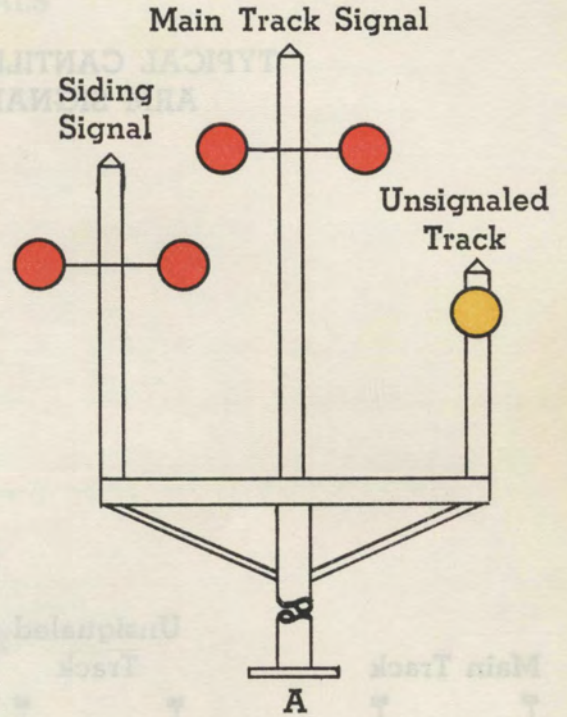
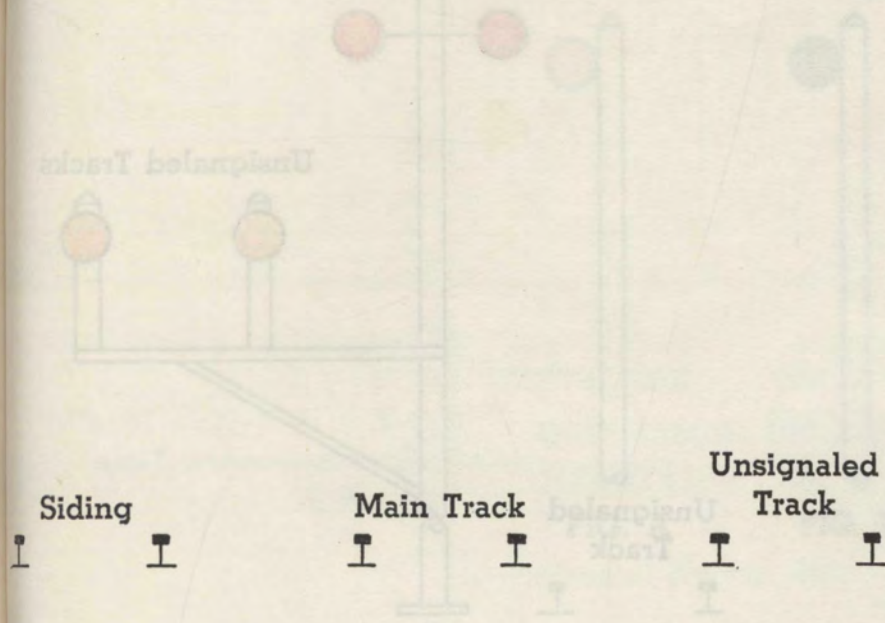
Main Track Signal



INDICATION—Stop and Stay

NAME: Stop and Stay

TYPICAL BRACKET SIGNALS

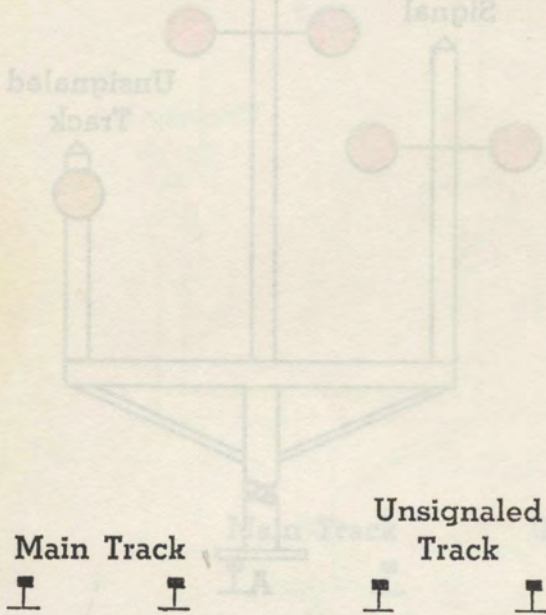


INDICATION—Stop and proceed at low (restricted) speed.

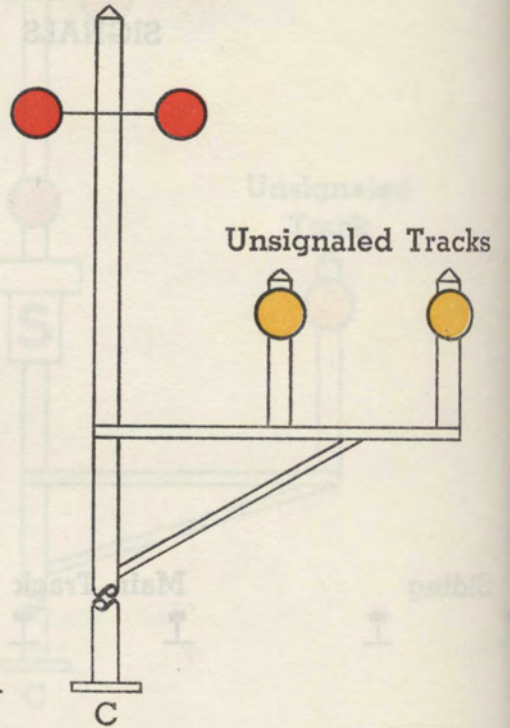
NAME: Stop and Proceed

(Continued)

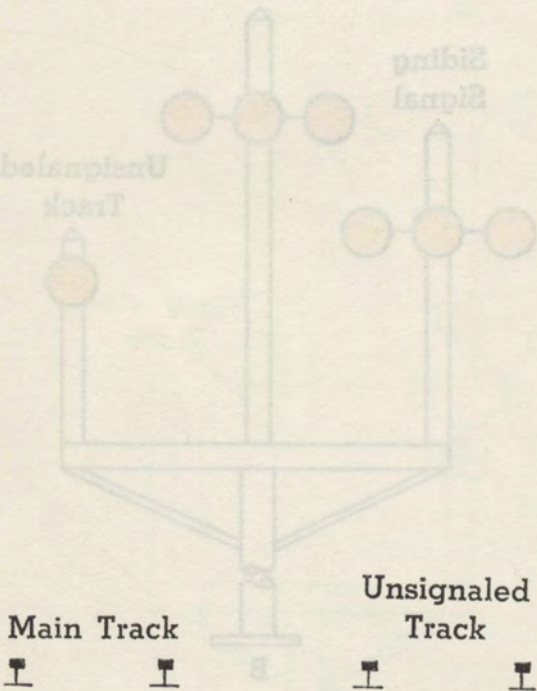
TYPICAL CANTILEVER—
ARM SIGNALS



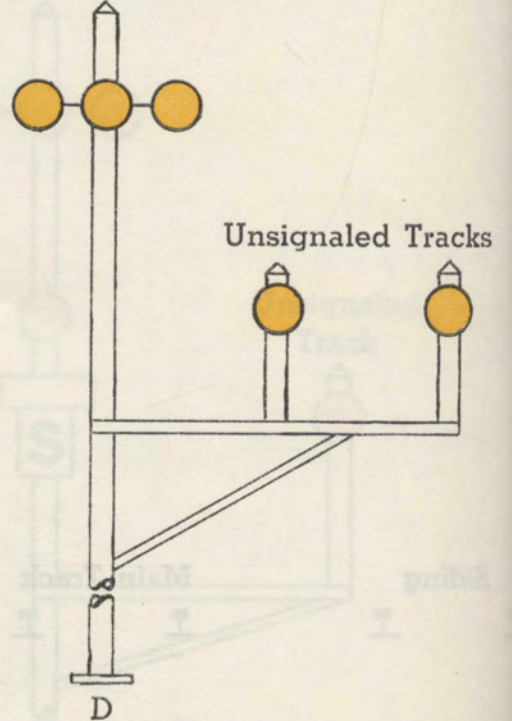
Main Track Signal



Main Track Signal



Main Track Signal



INDICATION—Stop and proceed at low (restricted) speed.

NAME: Stop and Proceed

SPRING SWITCH SIGNALS

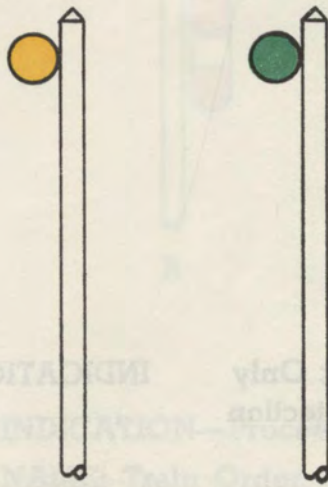


FIG. A

FIG. B

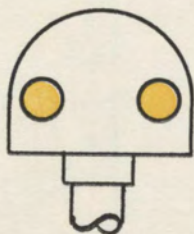
The above signals will be found in non-automatic territory governing movement over the spring switches at the west end of Kenyon, Morgan, Jarratt, Purdy, Alberta, Meherrin, Abilene, Aspen, Seneca, Huddleston, and Goodview, main line switch to west lead Roanoke Yard, west switch to passing sidings at Kumis, Fagg and Kellysville, and Gilbert pull-out track switch to Guyandot River Branch lead track, Elmore.

When yellow aspect, Fig. A, is displayed, engineers may proceed but must stop clear of the switch and must not proceed until it is ascertained that the switch is in safe condition for passage of their train. A telegraphic report to the Superintendent from the first open telegraph office must be made covering the conditions found.

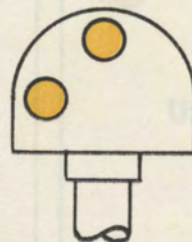
The aspect shown in Fig. B indicates that the switch points are lined for main line movement and train may proceed at speed not exceeding the maximum for the territory.

Neither Aspect, Fig. A nor Fig. B, shown above offers automatic block protection.

RULE 296
SWITCH INDICATORS



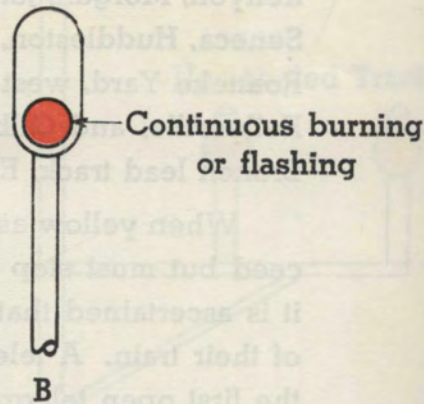
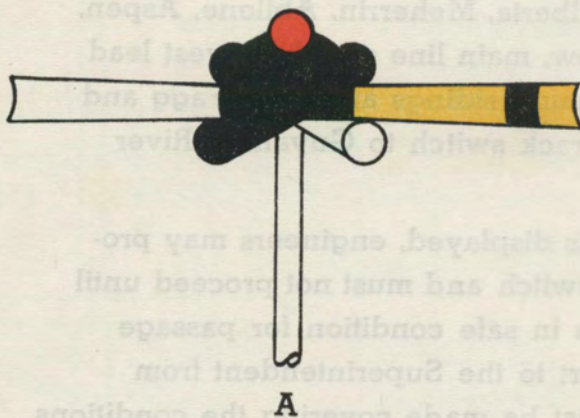
INDICATION—Use Main Track Only Under Flag Protection



INDICATION—Use Main Track. See Rule 346. Note Modification in General Time Table Rule 17.

NAME: Switch Indicators

RULE 297

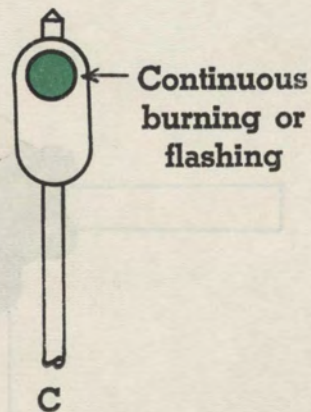
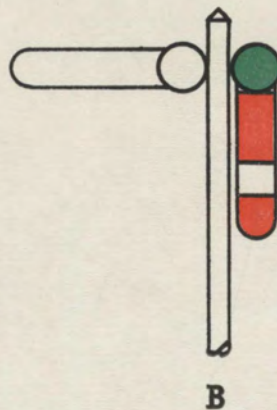
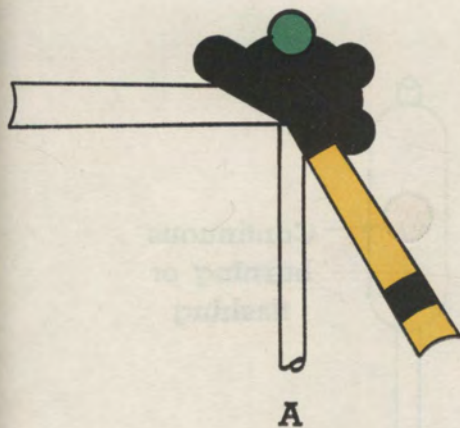


Continuous burning or flashing

INDICATION—Stop For Orders.

NAME: Train Order

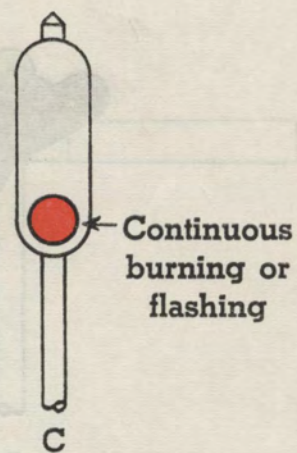
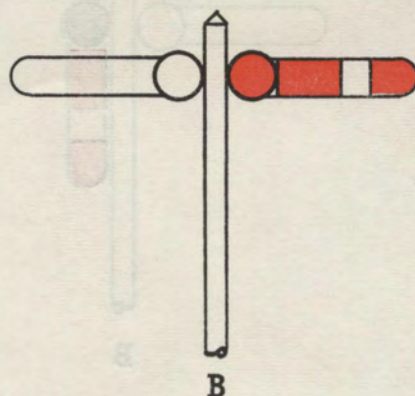
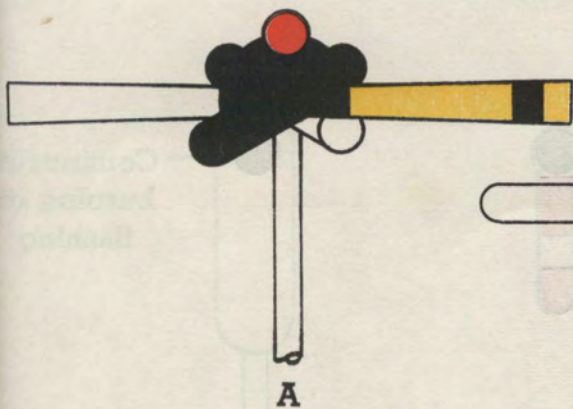
RULE 298



INDICATION—Proceed

NAME: Train Order

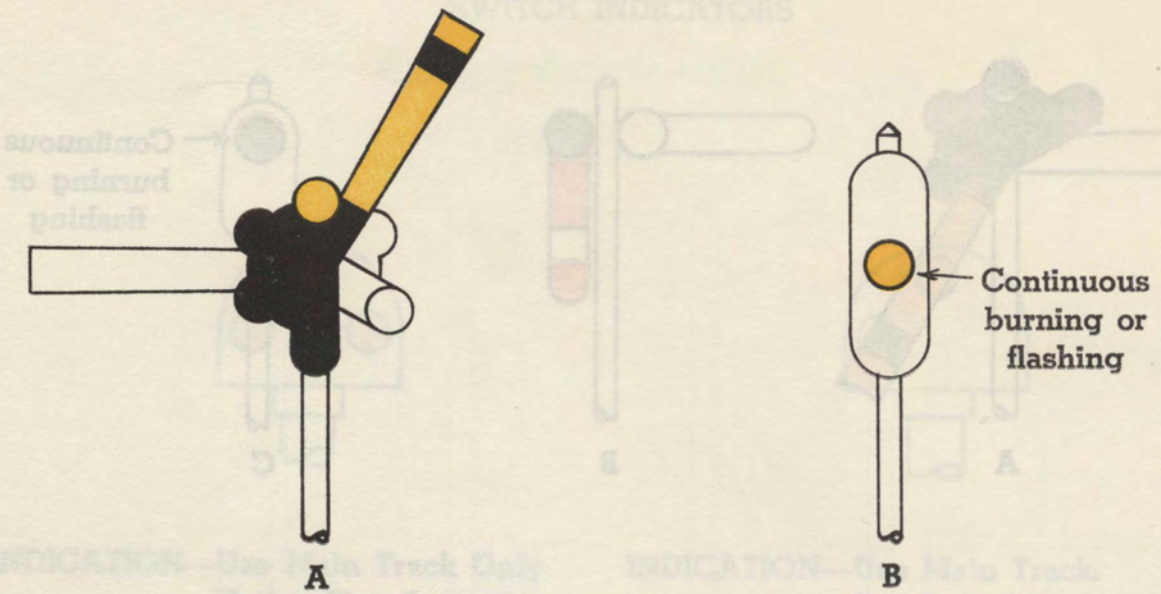
RULE 299



INDICATION—Stop for Orders or Block Occupied.

NAME: Block and Train Order

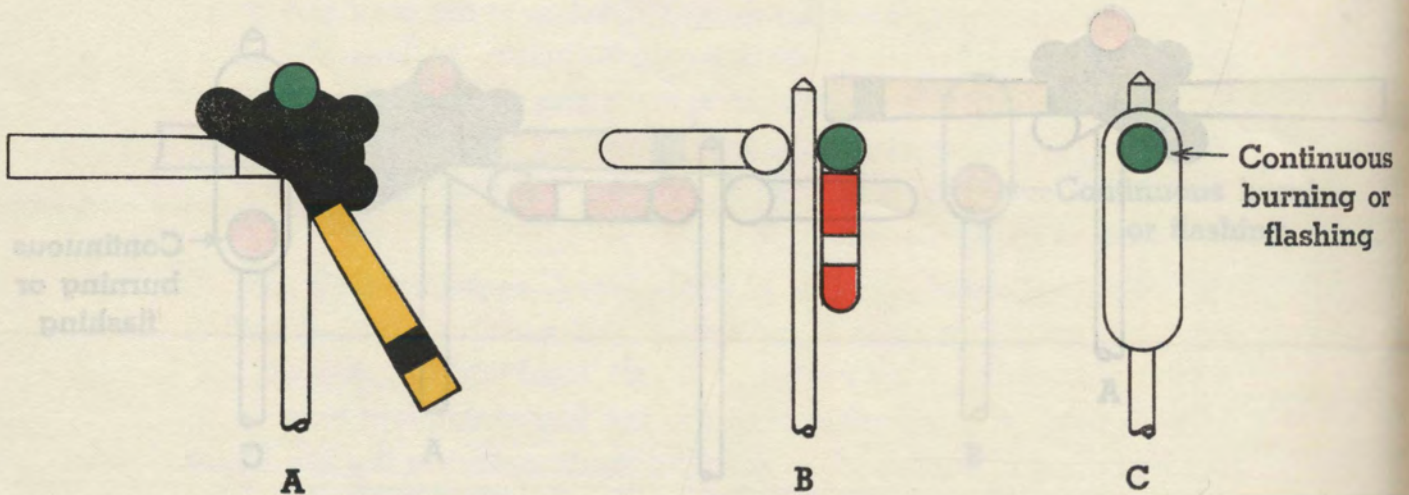
RULE 300



INDICATION—Proceed Under Permissive Block.

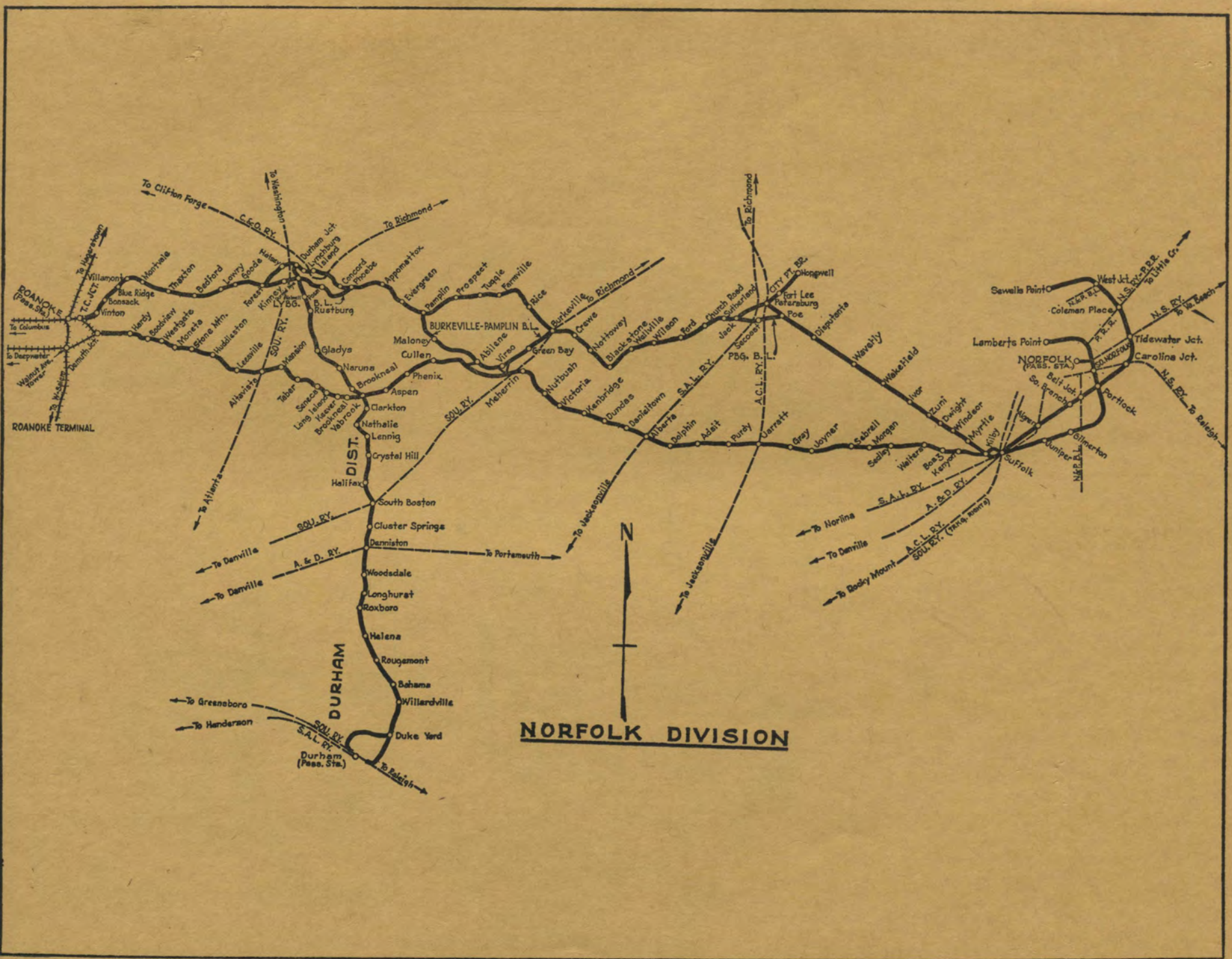
NAME: Block

RULE 301



INDICATION—Proceed.

NAME: Block



ROANOKE (Pass. Sta.)

DURHAM DIST.

NORFOLK DIVISION

NORFOLK (PASS. STA.)