

Norfolk & Western Railway Company.

Radford Division.

Time Table No. 10.

EFFECTIVE 6:00 ^{3.55} ^{3.33} ^{3.25} ^{3.20} M.

Sunday, December 1st, 1901.

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 employe 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 Company reserves the right to vary from it at pleasure. It is for the information of employes only.

RADFORD DIVISION.—Bluefield to Roanoke.—Eastbound.

Distance from Bluefield.	E. B. Passing Sidings Capacity in Feet.	Time Table No. 19 IN EFFECT Sunday, Dec. 1, 1901.												Time Table No. 19 IN EFFECT Sunday, Dec. 1, 1901.											
		First Class			Second Class		Third Class						Third Class			Third Class			STATIONS.						
		4 Passenger. Ar. Daily P. M.	16 Passenger. Ar. Daily P. M.	34 Passenger. Ar. Daily P. M.	84 Thro. Frt. Ar. Daily P. M.	86 Stock Freight Ar. Daily A. M.	90 Thro. Freight Ar. Daily Ex. Sunday A. M.	92 Thro. Frt. Ar. Daily Ex. Sunday A. M.	94 Local Frt. Ar. Daily Ex. Sunday P. M.	96 Thro. Freight Ar. Daily Ex. Sunday P. M.	98 Thro. Freight Ar. Daily P. M.	100 Thro. Freight Ar. Daily A. M.	STATIONS.												
105.6		ROANOKE	11.50		12.05													ROANOKE							
103.6	Yard	West Roanoke	1.34		11.47	3.50	9.00					1.50						West Roanoke							
99.5	5600	Salem	1.27		11.39	2.20	6.50					1.27						Salem							
94.4	5660	Glenvar	1.19		11.30	2.02	6.30					1.04						Glenvar							
90.0		Singer	1.12		11.23	1.47	6.15					12.52						Singer							
85.7	4200	Elliston	1.05		11.17	1.32	6.00					12.40						Elliston							
82.1		Shawsville	12.56		11.07	1.20	5.45					12.25						Shawsville							
79.2	2260	Arthur	12.49		10.59	1.06	5.29					12.03						Arthur							
78.7		Montgomery	12.48		10.58	1.04	5.27					12.01						Montgomery							
75.6		Houchins	12.41		10.50	12.51	5.12					11.45						Houchins							
72.9	3277	Christiansburg	12.35		10.43	12.35	4.58					11.30						Christiansburg							
67.4	4054	Vickers	12.24		10.30	11.40	4.38					11.00						Vickers							
61.2	2233	Walton	12.20 PM 11.51 AM	9.25	10.25	11.15	4.14	4.55	7.52	10.50		4.32	9.05	1.13				Walton							
58.6	2825	Pepper	11.46	9.20		11.06	4.05	4.40	7.40	10.41		4.20	8.53	1.04				Pepper							
54.8	4340	Belspring	11.41	9.15		10.50	3.49	4.25	7.23	10.26		4.03	8.36	12.48				Belspring							
53.2		Coe	11.39	9.13		10.45	3.44	4.20	7.15	10.20		3.55	8.28	12.43				Coe							
51.9	3021	Dry Branch	11.33	9.07		10.35	3.35	4.10	7.00	10.10		3.40	8.13	12.33				Dry Branch							
47.2	2807	Eggleston	11.24	8.55		10.18	3.18	3.50	6.20	9.50		3.20	7.53	12.10				Eggleston							
43.0	2700	Pembroke	11.13	8.43		9.55	2.55	3.30	5.55	9.20		2.55	7.15	11.44				Pembroke							
39.9	5934	Ripplemead	11.06	8.35		9.44	2.44	3.15	5.42	9.09		2.41	7.00	11.30				Ripplemead							
36.3	2200	Curve	10.57	8.26		9.29	2.25	3.00	5.26	8.55		2.25	6.20	11.14				Curve							
32.8		Pearisburg	10.50	8.16		9.02	2.02	2.34	5.02	3.33		2.01	6.01	10.48				Pearisburg							
30.7	3223	Shumate	10.45	8.12		8.55	1.55	2.25	4.55	3.25		1.53	5.53	10.40				Shumate							
29.5		Narrows	10.42	8.09		8.49	1.49	2.20	4.47	3.20		1.46	5.46	10.32				Narrows							
25.1	4263	Lurich	10.32	7.59		8.34	1.30	2.00	4.30	7.59		1.30	5.30	10.15				Lurich							
22.9		Glen Lyn	10.28	7.53		8.20	1.15	1.45	4.15	7.36		1.18	5.18	9.57				Glen Lyn							
20.5	3946	Wills	10.21	7.45		8.14	1.05	1.35	4.05	7.26		1.05	5.05	9.42				Wills							
15.6	4644	Oakvale	10.12	7.33		7.40	12.45	1.15	3.45	7.06		12.45	4.45	9.00				Oakvale							
13.1	4160	Hardy	10.07	7.26		7.30	12.34	1.03	3.33	6.53		12.33	4.33	8.48				Hardy							
10.4	1293	Ingleside	10.01	7.19		7.20	12.21	12.50	3.20	6.40		12.20	4.20	8.40				Ingleside							
9.2	2498	Blake	9.57	7.16		7.15	12.16	12.45	3.15	6.35		12.15	4.15	8.35				Blake							
6.3	2520	Tulip	9.51	7.09		7.00	12.01	12.30	3.00	6.20		12.01	4.00	8.20				Tulip							
4.4		Ada	9.48	7.04		6.50	11.50											Ada							
	Yard	BLUEFIELD	9.40 9.33	6.55 6.20		6.30 5.20	11.30 10.15												BLUEFIELD						

Eastbound trains have absolute right of track over trains of the same or inferior class running in the opposite direction. See Rule 384.

Westbound.

RADFORD DIVISION—Between East Radford and Bristol.

Eastbound.

Distance from East Radford	Third Class		Second Class		First Class		Time Table No. 19 IN EFFECT Sunday, Dec. 1, 1901.	First Class			Third Class			Distance from Bristol.	Telegraph Signals.	Telegraph Office.	Passing Sidings, Capacity in feet.	Station Sidings, Car Capacity.	
	71 Local Freight. Lv. Daily Ex. Sunday A. M.	83 Thro. So. Frt. Lv. Daily Ex. Sunday P. M.	13 Passenger. Lv. Daily P. M.	33 Passenger. Lv. Daily A. M.	STATIONS.	14 Passenger. Ar. Daily A. M.		18 Passenger. Ar. Daily Ex. Sunday P. M.	34 Passenger. Ar. Daily P. M.	72 Local Freight. Ar. Daily Ex. Sunday P. M.	88 Thro. Freight. Ar. Daily P. M.	86 Stock Freight. Ar. Daily A. M.							
	5.50	12.50	6.15	6.15	East Radford W.C.T.	11.50	5.40	10.10	5.15	8.50	4.25			107.7	C N D N	Yard			
1.5	6.00 ⁸⁶	1.00	6.20 ¹⁸	6.25	RADFORD	11.44	5.34 ¹³	10.05	5.05 ¹³	8.43	4.17			106.2	J C D N				
2.3	6.05	1.08	6.22	6.32	New River W. Y.	11.40	5.32	10.03	5.00	8.40	4.12			105.4	N R D	1366	10		
5.4	6.15	1.20	6.30	6.41	Melborn	11.33	5.26	9.58	4.45	8.20	4.02			102.3			1240		
8.0	6.47 ³³	1.31	6.35	6.47 ⁷¹	Dublin	11.27	5.20	9.53	4.35	8.05	3.52			99.7	B N D N	2365	42		
1.6	7.10	1.45	6.42	6.54	Wurno	11.19	5.09	9.47	4.18	7.35	3.37			96.1			1286		
13.9	7.15	1.55	6.45	6.57	Dora Y.	11.15	5.04	9.43	4.05	7.20	3.25			93.8	C R D				
15.3	7.28	2.00	6.48 ⁸⁸	7.00	Pulaski W.C.T.O.	11.13	5.00	9.41	4.00	6.48 ¹³	3.20			92.4	J N D N	Yard	14		
22.1	8.10	2.27	7.03	7.20	Clark W.	10.58	4.43	9.29	3.24	6.05	2.55			85.6			1491		
22.9	8.15	2.30	7.04	7.22	Summit	10.56	4.42	9.28	3.20	6.00	2.50			84.8					
23.0	8.40	2.52 ⁷²	7.17	7.35	Max Meadows	10.46	4.30	9.18	2.52 ⁸³	5.25	2.30			79.7	M X D N	1871	34		
32.8	9.03	3.10	7.24	7.44	Kent	10.37	4.20	9.10	2.05	5.10	2.15			74.9			920		
36.0	9.35	3.24	7.34	7.55	Wytheville W.	10.30	4.12	9.04	1.50	4.50	2.05			71.7	W D N	1169	65		
41.1	9.55	3.40	7.44	8.07	Grubb	10.19	4.00	8.54	1.27	4.25	1.47			66.6			1177		
43.8	10.14 ¹⁴	3.55 ⁸³	7.49	8.14	Crockett W.	10.14 ⁷¹	3.55 ⁸³	8.50	1.15	3.55 ⁸³	1.40			63.9	N V D	1303	25		
49.0	11.00	4.21	7.59	8.26	Rural Retreat	10.04	3.45	8.42	12.50	3.15	1.24			58.7	A Y D N	1023	32		
53.0	11.50	4.41	8.08	8.34	Grosclose	9.58	3.35	8.32	12.30	2.50	1.09			54.7	G Q D		4		
57.8	12.10 ^{P72}	5.10	8.25 ³⁴	8.44	Atkins W.C.	9.47	3.25	8.25 ¹³	12.10 ^{71M}	2.30	12.55			49.9	K N D N	1177	33		
63.1	12.50	5.35	8.35	8.54	Holston	9.38	3.15	8.15	11.32	2.05	12.33			44.6			2123		
63.6	12.55	5.37	8.36	8.57	Marion W.	9.37	3.14	8.14	11.30	2.00	12.31			44.1	N D D		54		
70.7	1.30 ⁸⁸	6.15	8.49	9.10	Seven-Mile Ford W.	9.23	2.59	7.58	10.42	1.30 ⁷¹	12.05 ^A			37.0	F D D N	1601	9		
74.1	2.00	6.31	8.55	9.18 ¹⁴	Chilhowie	9.18 ⁸³	2.53	7.53	10.20	1.05	11.54			33.6	C O D		37		
79.7	2.42 ¹⁸	7.00	9.06	9.33 ⁷²	Glade Spring W.C.Y.	9.07 ⁷²	2.42 ⁷¹	7.43	9.33 ⁸³ 8.40 ¹⁴	12.45	11.38			28.0	G S D N	Yard	30		
83.2	3.00	7.20	9.14	9.42	Emory	9.00	2.34	7.39	8.20	12.21	11.26			24.5			1159		
85.2	3.15	7.36 ³⁴	9.18	9.52	Meadow View	8.55	2.29	7.36 ⁸³	8.10	12.15 ^P	11.20			22.5	C D D		49		
93.0	3.55	8.06	9.33	10.07	Abingdon W.	8.40	2.13	7.22	7.25	11.50	10.55			14.7	Q D N	864	51		
98.8	4.15	8.27	9.43	10.18	Wyndale	8.31	2.00	7.11	6.53	11.33	10.32			8.9	Z D		49		
102.1	4.28	8.40	9.51	10.26	Wallace W.	8.26	1.52	7.05	6.40	11.20	10.20			5.6	W C D		50		
107.7	4.45	9.00	10.05 ⁸⁶	10.40 ⁸⁸	BRISTOL W.C.T.O.	8.15	1.40	6.55	6.15	11.00 ⁸³	10.05 ¹³				B D D N	Yard			

Eastbound trains have absolute right of track over trains of the same or inferior class running in the opposite direction. See Rule 384.

Note Trains 13, 14 and 18, Radford and East Radford.

Note Time Table between Walton and Radford, Page 4.

Westbound.

RADFORD DIVISION.—Between Pulaski and Blair.

Eastbound.

Westbound. FRIES BRANCH.—Between Fries Jct. and Fries. Eastbound.

Telegraph Office.	Telegraph Signals.	Distance from Pulaski.	Third Class.		Second Class.	Time Table No. 19 IN EFFECT Sun., Dec. 1, 1901.	Third Class.		Distance from Blair.	Passing Sidings, Car Capacity.	Station Sidings, Car Capacity.
			81 Freight Lv. Daily Ex. Sunday A. M.	77 Local Freight Lv. Daily Ex. Sunday A. M.	79 Mixed. Lv. Daily Ex. Sunday A. M.		78 Mixed. Ar. Daily Ex. Sunday P. M.	80 Freight Ar. Daily Ex. Sunday P. M.			
D N	J N		6.15	6.00	7.30	PULASKI WCTO	4.15	4.00	5.40	48.8	
D	CR	1.7	6.25	6.10	7.35	Dora	4.10	3.40	5.25	47.1	
D	GH	6.2	6.45	6.30	7.55	Draper	3.55	3.20	5.05	42.6	49
		9.4	7.00	6.45	8.08	Delton	3.35	2.25	4.35	39.4	54
D	BD	12.5	7.25	7.10	8.23	Allisonia	3.20	2.13	4.20	36.3	42 32
		13.3	7.35	7.20	8.28	Reed	3.15	2.08	4.15	35.5	
D	FG	17.6	8.05	7.50	8.50	Barren Springs	2.55	1.23	3.40	31.2	31
		19.1	8.25	8.10	8.55	Carter	2.45	1.00	3.23	29.7	33
		20.0	8.55	8.20	9.00	Bertha	2.40	12.53	3.18	28.8	40
D	FS	23.8	9.10	8.55	9.15	Foster Falls	2.25	12.13	2.48	25.0	23
D	AU	28.8	9.25	9.15	9.40	Austinville	2.05	11.45	2.25	20.0	25
D	YA	31.7	9.40	9.25 9.35	9.55	Ivanhoe	1.55	11.30	2.10	17.1	52
		38.5	10.10 10.25		10.20	Grayson	1.30	1.40 1.20		9.8	36
		45.3	10.30		10.25	Fries Jct.	1.25	1.10		8.5	
		48.8			10.50	Chestnut Yard	1.00			5.5	
					11.20	BLAIR	12.30				

Telegraph Office.	Telegraph Signals.	Distance from Fries Jct.	Third Class.	Time Table No. 19 IN EFFECT Sun., Dec. 1, 1901.	Third Class.
			77 Mixed. Lv. Daily Ex. Sunday A. M.		76 Mixed. Ar. Daily Ex. Sunday P. M.
			10.35	FRIES JCT.	1.05
D	F	3.5	11.20	FRIES	12.20
			A. M. 77 Mixed Ar. Daily Ex. Sunday		P. M. 76 Mixed Lv. Daily Ex. Sunday

Westbound.

Between Walton and Radford.

Eastbound.

REED ISLAND BRANCH.—Between Reed and Betty Baker.

Distance from Walton.	Second Class.	First Class.				Time Table No. 19 IN EFFECT Sun., Dec. 1, 1901.	First Class.				Distance from Radford.
	83 Thro. Sth'n Frt. Lv. Daily Ex. Sunday A. M.	19 Passenger. Lv. Daily P. M.	5 Passenger. Lv. Daily A. M.	3 Passenger. Lv. Daily P. M.	33 Passenger. Lv. Daily A. M.		20 Passenger. Ar. Daily A. M.	6 Passenger. Ar. Daily P. M.	4 Passenger. Ar. Daily P. M.	34 Passenger. Ar. Daily P. M.	
3.	12.38	9.25	11.51	5.47	6.06	Walton	6.41	6.16	12.20	10.25	
4.5	12.50	9.32	11.59	5.55	6.15 6.25	East Radford	6.35 6.10	6.10 6.05	12.14 12.09	10.18 10.10	
		9.35	12.02	5.58		Radford	6.05	6.02	12.06		

Telegraph Office.	Telegraph Signals.	Distance from Reed.	Third Class.	STATIONS.	Third Class.	Distance from Betty Baker.	Passing Sidings, Car Capacity.	Station Sidings, Car Capacity.
			75 Mixed. Lv. Daily Ex. Sunday A. M.		74 Mixed. Ar. Daily Ex. Sunday A. M.			
			7.25	REED	10.35	9.8		
D F Q		2.1	7.50	Kayoulah	10.25	7.7	15	
		4.7	8.30	Patterson Jc.	10.05	5.1		
		9.8	9.05	BETTY BAKER WY	9.40			

SALTVILLE BRANCH.—Between Glade Spring and Saltville.

Telegraph Office.	Telegraph Signals.	Distance from Glade Spring.	Third Class.			STATIONS.	Third Class.			Distance from Saltville.	Passing Sidings, Car Capacity.	Station Sidings, Car Capacity.
			45 Mixed. Lv. Daily Ex. Sunday P. M.	43 Mixed. Lv. Daily Ex. Sunday A. M.	41 Mixed. Lv. Daily Ex. Sunday A. M.		42 Mixed. Ar. Daily Ex. Sunday A. M.	44 Mixed. Ar. Daily Ex. Sunday P. M.	46 Mixed. Ar. Daily Ex. Sunday P. M.			
D N	GS		3.00	9.50	7.00	GLADESPRING WCY	8.45	12.15	6.10	9.4	30	
D	SY	9.4	3.40	10.40	7.45	SALTVILLE T	8.05	11.15	5.20		10	

RADFORD DIVISION.

SPECIAL INSTRUCTIONS.

1. Trainmen, when on duty, must always have a copy of current Time-Table and the Book of Rules at hand, and must be perfectly conversant with them.

STANDARD CLOCKS.

2. Standard Clocks are placed in Superintendent's Office, Passenger Station, and Yard Master's Office Roanoke, and Yard Master's Office East Radford, Pulaski, Bristol and Bluefield.

REGISTERING.

3. Registers are placed at Passenger Station and Yard Master's Office Roanoke, Walton, East Radford, Radford, Lurich, Tulip, Bluefield, Pulaski, Bristol and Chestnut Yard. Conductors of first-class trains and Passenger Extras will register their trains at Roanoke Passenger Station, Yardmaster's Office East Radford, Bluefield and Bristol.

Conductors of all freight trains will register at Yardmaster's Office West Roanoke, Yardmaster's Office Bluefield and Bristol, Telegraph Office Tulip, and at Telegraph Office Lurich when signals are closed or numbers changed at that point. Conductors of westbound freight trains may throw off register of their trains, in writing, to the operator at Tulip, to avoid stopping, who in turn will register trains accordingly. But Operators will be held responsible for registering proper signals, and must see that these registers check with the signals displayed on all westbound freight trains.

Conductors of second- and third-class trains, westbound, will register at Walton and Radford.

Conductors of North Carolina Branch trains will register at Pulaski and Chestnut Yard, and place register cards in box at Reed.

Conductors of all freight trains will register at Pulaski, when their runs terminate or when signals are closed or numbers changed at that point.

Yardmaster at Roanoke will register all first-class trains and Passenger Extras.

Dispatchers will transmit the register of all eastbound trains, and of all first-class trains and passenger extras westbound to the operator at Radford Tower; and of all first-class and Passenger Extras to the Operator at Tulip, which must be repeated back and entered in train order book.

Dispatchers will transmit the register of all first-class trains and passenger extras in both directions to operator at Walton, which must be repeated back and entered in train order book. Conductors of all second and third-class trains and freight extras eastbound will register at Walton.

Conductors only of freight trains will examine register at Lurich and Walton, and be responsible therefor. Enginemen of freight trains unaccompanied by conductors will perform this duty.

BULLETIN BOARDS.

4. Bulletin boards are placed at Passenger Station, Yardmaster's Office and Engine House, Roanoke; Telegraph Office, Elliston; Walton, Yardmaster's Office and Engine House, East Radford; Telegraph Office, Lurich and Tulip; Yardmaster's

Office and Engine House, Bluefield; Telegraph Office, Pulaski, and Glade Spring, and at Yardmaster's Office and Engine House, Bristol.

MAXIMUM SPEED.

5. First-class trains and passenger extras between Radford and Bluefield, Clark and Pulaski, and Christiansburg and Elliston 40 miles per hour or 1 minute and 30 seconds per mile.

Second-class trains 30 miles per hour or 2 minutes per mile, except eastbound from Bluefield to Tulip, 20 miles per hour, and Christiansburg to Elliston, 15 miles per hour.

Third-class trains, Freight and Work train Extras 25 miles per hour or 2 minutes and 24 seconds per mile, except eastbound, Bluefield to Tulip, Christiansburg to Elliston and on Reed Island Branch 15 miles per hour or 4 minutes per mile. Tulip to Lurich, North Carolina and Saltville Branches 20 miles per hour or 3 minutes per mile.

When consolidation engines are used to haul passenger trains, or used as helpers therein, the maximum speed thereof must be disregarded, and a speed of twenty-five (25) miles per hour must not be exceeded.

STATIONS FOR WHICH TIME IS NOT SHOWN.

6. Trains 15 and 16 will stop at Big Stony Junction, Walker's Creek and Berton and trains 13, 14 and 18 will stop at Snapps and Fish Hatchery Siding on signal.

Train 4 will stop at Big Stony Junction on signal.

GENERAL.

7. West and Southbound Extras will take siding at meeting points. East and Northbound Extras, unless otherwise directed.

8. At telegraph stations closed at night, semaphore arms and light will not be displayed between 7.00 p. m. and 7.00 a. m., except when Operator is on duty.

9. Should wire fail before a train is ready to leave a terminal station, if no orders, or no further orders therefor, Operator may issue a Clearance Card.

10. If all wires fail and no communication with Superintendent's office, trains may proceed and move under train rules and time table rights or by special orders they may hold, running with great care and caution.

11. Where block system is not in effect, absolute block will apply to passenger trains with reference to all trains following, and no train will be permitted to enter a block occupied by a passenger train, and a passenger train will not be permitted to enter a block occupied by a freight train unless such train can clear main track before reaching next telegraph station, in which case a passenger train may be permitted to proceed with permissive card. Freight trains with reference to each other will be moved under a time block. (See Rules 389 and 474.) And freight trains receiving a clear signal must assume that next preceding train has not passed next open telegraph station.

12. Should wire fail where block system is in use from any cause, trains will proceed under their time-table rights without regard to the block until telegraph office is reached where block is operated, and under such conditions when block is clear, operator should issue proper clearance card.

13. An Operator having orders for a train must display a red flag by day or a red lantern light by night in addition to semaphore signal to show that he has orders, so that the train crew can act intelligently with respect thereto (See Rule 474a). This additional red signal must not be removed until all orders have been delivered. When such signal is displayed, enginemen of freight trains will at once give four blasts of the whistle as a signal for Conductors to come forward for orders.

Operators will issue clearance cards to all trains passing their offices for which they have no orders while the additional red signal is displayed.

14. Foremen must not permit any person or persons to ride on their hand or push cars, except those actually employed by them, without order from proper officer, or in case of accident.

15. Freight Conductors must not permit persons other than trainmen and telegraph line repairmen in performance of duty to ride in cupola or upon platforms of caboose cars.

16. Conductors and enginemen of freight trains must personally know that air-brakes are working properly by making service test, as per Air-Brake and Signal Instruction Book, before descending a long grade at any point, as per Rule 141. On trains consisting of air and non-air cars, brakes must be set on rear before rear of train reaches summit.

Enginemen must test air one mile from all points at which stop is to be made, or where train must be under control.

When all cars in a Freight train are not equipped with air brakes in working order, it must be held by hand brakes set from rear, on descending grades, through sags and when approaching stations or other stops (except in case of emergency) sufficiently to prevent slack running up, breaking in two and sectional collision.

To prevent wheels from bursting due to heating in braking by hand, brakes should not be set tight except in case of failure of air, when brakemen should double back over brakes already set. When this has been done, the brakes first set tightly must be partially released and others set tight in their stead; brakes not to be entirely released until foot of grade is reached.

Enginemen and Trainmen must consider train as broken in two when approaching a stop.

Slack must be kept under control at all times.

Enginemen of trains consisting of air brake and non-air brake cars will, by the use of air brakes, assist only in making stops and when speed of train cannot be controlled by hand brakes on non-air cars.

When air brakes are applied in making stops, engineman must whistle off brakes, giving the trainmen ample time to release hand brakes before air brakes on head of train are released.

Retaining valves on air cars must be turned up before turning over summit of a long grade, to hold air on train, should it be necessary for engineman to apply air to assist in reducing speed of train descending grade.

17. Conductors of passenger trains must give one long blast of the air-whistle signal at schedule meeting points with trains of the same or superior class, and at all points at which they have telegraphic orders to meet trains of any class. This signal must be given one-half mile distant from meeting points, and must be acknowledged by the engineman, as per Rule 342.

Conductors and enginemen of freight trains must have a mutual understanding after consulting each other as to their meeting point with trains having right of track, and enginemen of freight trains must give one long followed by one short blast of the whistle at schedule meeting points with trains of same or superior class, and at all points prearranged for or at which they have telegraphic orders to meet trains of any class. This signal must be given one mile distant from meeting point, and must be acknowledged by conductor by giving a "steady" or "slow-down" signal, by holding up hand by day, or lantern by night, at arm's length. This signal to be acknowledged by the engineman as per rule 342.

Failure to give these signals will not relieve either the conductor or the engineman of responsibility.

18. Engines of freight trains must be detached therefrom before taking water or coal, but not until after train has come to a full stop.

When air brakes are applied to stop approaching a water tank, brakes must not be released after first applied until engine returns from tank and is recoupled to train.

Before cutting engine off, in all cases the brakeman must turn the angle valve so as to hold the air in train.

19. When a train stops on an ascending grade where it is possible for rear end to run back under any conditions, one man must under all circumstances, be stationed on rear end.

When a train stops on a descending grade, it must be immediately protected by the application of sufficient hand brakes on head end to prevent it from moving.

20. When a train holding main track arrives at meeting point first, employes in charge thereof must open switch for opposing train to take siding. Train and enginemen will also change switches for each other at meeting points when time can be saved thereby.

21. Rule 374 is modified to read as follows: When a train turns out to be passed by another train, the Red Lights must be removed and the GREEN displayed as soon as track is clear, but the RED must again be displayed before returning to its own track.

When a train turns out to meet another train the headlight on engine must be covered as soon as track is clear and train has stopped, and also when standing at end of double track.

Information that rear of train is clear of main track must be communicated by word of mouth. The engineman must not cover his headlight until he receives this information from the rear.

The Conductor must not report his train clear to the engineman or the operator until he personally observes that his train is in to clear or he has received such information by word of mouth from the rear.

22. In case of a block at a meeting or passing point, the Conductor arriving first will direct the movement to be made and be held responsible for any unnecessary delay. Should he leave before block is relieved, the Conductor who arrives next will take charge.

23. All Enginemen are required, when approaching stations or water tanks at which they are to stop or reduce speed, to ascertain, by means of signal from rear end, before applying brakes, whether or not their trains are together or broken in two.

24. Fireman and rear brakeman must call upon engineman and conductor, respectively, to show them all orders received regarding the movement of trains, and they will be held responsible for failure on their part to see such orders.

25. In passing through tunnels and over bridges where signs "Tunnel 1 Mile" and "Bridge 1 Mile" are placed, the speed of passenger trains must not exceed 25 miles per hour and freight trains 10 miles per hour.

At curves where green posts with the letter "c" are placed, passenger trains must not exceed a speed of twenty-five (25) miles per hour, and freight trains must not exceed a speed of fifteen (15) miles per hour.

26. Cars left standing on sidings must be entirely out of the way of passing trains, and hand brakes properly set; if brakes are out of order the wheels must be blocked.

Normal position of a derailing switch is open at all times, except when in use, whether cars are left standing on siding or not.

27. Where Telegraph Offices are located at Sidings or distant from Stations of the same name, the time shown on time-table is at Telegraph Office.

28. Enginemen of passenger trains are authorized to carry section foreman over their respective divisions on engine when in performance of their duties.

29. Yard Masters are authorized to start all regular freight trains and direct classification signals to be carried by prescribed form.

30. Conductors of freight trains, whether local or through, having passengers on their trains, must receive from each, regular freight train permit before they can allow them to ride thereon.

31. The use of engine whistle, except to avoid accident, is prohibited within the limits of all terminal yards.

32. Signs "Station One Mile" are located one mile from outer switches of all passing tracks, and also one mile from semaphore signals at all telegraph stations at which there are no passing tracks, from which the speed of trains must be regulated so as to be under control at outer switch of a passing track, or at a telegraph station at which there is no passing track.

Signs "Water One Mile" are located one mile from ALL tanks, at which trains must be under control, expecting to find train of same or superior class ahead standing at tank unprotected. See Rule 321.

33. Two or more engines coupled together must not be used in switching.

This applies to switching in terminal yards as well as on line.

34. Enginemen will be held responsible for proceeding on verbal notice from work train flagmen. Written instructions MUST BE demanded, and flagmen must require Enginemen to acknowledge their understanding by endorsing same. When work train flagmen are not in possession of written instructions from their conductors trains flagged thereby MUST NOT proceed, except under flag protection, to next open telegraph station.

If instructions require Flagman to hold all trains at a designated point, they should be addressed to him; but if they contain instructions affecting the movement of trains beyond the point at which Flagman is stationed, they must be addressed to the Conductors and Enginemen of all trains affected, and such instructions must be written in manifold, a copy of which must be delivered to Conductor as well as to Engineman.

Instructions to Flagman must contain only positive instructions, directing him to hold designated trains at a specified point, or for trains to look out for work train at a designated point. If train should leave point designated before the arrival of such train, a second flagman must be left thereat to give further instructions.

A copy of all instructions issued by work-train Conductors must be sent to Trainmaster at close of each day.

When a train is stopped by a work train flagman and engineman receives instructions affecting the movement thereof beyond the point at which flagman is stationed, engineman will blow meet order signal and not proceed until same is acknowledged, as per time table Rule No. 17.

35. When a train is stopped at a siding by flagman of a work train, which is working near said siding, and delay to both trains may be prevented thereby, the work train may be called in to clear at that point by two or three long blasts of the whistle (as conditions demand); otherwise they must be governed by Rule 413.

36. When a freight train takes a siding for a passenger train at a station and it is necessary to cut for a street or public crossing used by passengers in getting to the station or train,

such crossing shall remain open and the freight train must not re-couple until after the passenger train pulls clear of the station grounds.

37. When there are two (2) engines coupled to the head of a train the first engine will handle the air-brake. Should it become necessary for the second engine to assume control of the train brakes the Engineman will retain charge thereof until first siding at which stop can be made, without endangering safety of train, where the engines will be changed, providing the defect has not been remedied.

38. Signals, where switchtenders are stationed, indicate the position of switches only, and do not confer any rights over trains having right of track.

39. Movements on double track in yards must not be made against the traffic, unless absolutely necessary for a short distance, and then only under protection of a flag.

40. Where mail cranes are provided, if a mail train uses other than its own track, it will stop for exchange of mail.

LOCAL.

41. Schedule freight trains the runs of which terminate at Radford or Walton will proceed therefrom as extras.

42. Rules governing the operation of Block Signals, 501 to 542, inclusive, apply between Roanoke and Bluefield only.

At stations where permissive block arms are not provided, as per rule 514, a Green Flag by day and a Green Lantern by night, displayed on signal mast, will have the same meaning as a permissive block arm in a horizontal position.

Operators will use them as follows:

EASTBOUND.

Tulip to Lurich for 3rd. class Trains, Freight and Work Train Extras.

Lurich to Belspring and Pepper to Christiansburg, for ALL Freight Trains.

Christiansburg to West Roanoke for "Light" engines following Freight trains or each other.

WESTBOUND.

West Roanoke to Elliston, Vicker to Pepper, and Belspring to Lurich, for 3d Class Trains, Freight, and Work Train Extras, and for 2d Class Trains following each other.

Elliston to Christiansburg, and Lurich to Bluefield, for ALL Freight Trains.

Christiansburg to Vicker, for "Light" Engines following Freight Trains or each other.

Absolute Block will apply to all Passenger Trains with reference to all trains ahead, and to all trains with reference to a Passenger Train ahead at all points, and to Second-Class Trains with reference to all trains ahead.

Tulip to Lurich,
Christiansburg to West Roanoke,
West Roanoke to Elliston,
Christiansburg to Lurich.

Absolute Block will apply to all trains, in both directions, between Pepper and Belspring.

43. Between Tulip (east limits of Bluefield Yard) and Bluefield Yard proper, trains will be governed by same rules which apply between terminals, except that Freight Trains are authorized to move from Bluefield to Tulip as directed by Yardmaster at Bluefield. Classification signals will be arranged by Yardmaster at Bluefield for eastbound Freight Trains departing therefrom.

44. Second and third-class trains and Freight Extras west-bound must get a train order or a clearance card signed by the Superintendent at Walton and Radford.

Second- and third-class trains and Freight Extras, eastbound, must get a train order or a clearance card signed by the Superintendent at Tulip and Pulaski.

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

45. All trains must reduce speed through corporations as follows:

Pulaski, between freight station and tank, fifteen (15) miles per hour.

Wytheville, between switches, six (6) miles per hour.

Marion, at station, fifteen (15) miles per hour.

Glade Spring, fifteen (15) miles per hour.

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

Bristol, corporate limits, eight miles per hour.

46. Owing to the necessity for excess of regulation speed by eastbound Freight Trains Radford to East Radford to avoid having to double out of dip entering East Radford yard, an exception will be made to Rule 394 B at point named, by requiring eastbound trains to be protected per rule 399 A, should they stop between Radford and East Radford.

47. Walton pusher engines will work extra between East Radford and Christiansburg.

Helper engines will work extra between Roanoke and Christiansburg, and Lurich and Bluefield, and will not move west except when coupled in a train, and will not move east without orders except between Bluefield and Tulip, Christiansburg and Roanoke or when coupled in a train.

Rule No. 72 is hereby amended to the extent that helper engines returning light from Bluefield may leave there without a clearance card.

When helper engines working between Christiansburg and Glenvar are ordered to assist a train from Singer, they will take siding thereat and cross to westbound main track on arrival of train they are to assist.

Eastbound trains, except first-class, will approach Singer under control expecting to find main track occupied by helper engines.

Westbound trains to be assisted from Singer, will give one long blast of the whistle approaching there, as a signal for helper engine to cross over to westbound track.

Engines assisting westbound freight trains from Glenvar or Singer will run around train at Elliston and push therefrom to summit of grade.

Pusher enginemen when assisting in rear of a train will not be required to sign for orders, but must be furnished with a copy of each order delivered to the train they are assisting.

Pusher engines moving "light" may run ahead of second and third-class trains, and will be governed by Rule 399 (a), when delayed.

Helper engines will not move east from Tulip, or from any point between Tulip and Lurich, without orders against westbound Extras, unless orders received at Tulip cover movement to Lurich.

Rule No. 371 is hereby amended to the extent that when a helper engine is coupled ahead, Roanoke to Christiansburg,

or Lurich to Tulip, both engines will display classification signals as provided in Rules 336 and 337.

All pusher or helper engines moving light must ascertain before leaving a terminal or registering station, that all first class trains due have passed; in leaving Bluefield must ascertain that preceding passenger trains have cleared the block.

48. Yard Masters at Roanoke and East Radford may start freight extras, first notifying Superintendent's Office of the hour they are to leave and their destination.

Yard Master at Roanoke may authorize freight trains of inferior class to run ahead of freight trains of superior class, from West Roanoke to Salem.

Yard Master at East Radford may move trains of inferior class ahead of trains of superior class from East Radford to Radford.

49. Eastbound trains entering double track at Radford will be governed with respect to trains of superior class by the position of the Semaphore signals thereat.

50. Unless otherwise ordered, trains in meeting and passing at Pulaski will use the long siding on south side of main track at passenger station, except that inferior trains when meeting or being passed by passenger trains will use the track on the north side of main track at the passenger station when practicable.

51. The outer switches connected with either main track at Salem, Glenvar, Elliston and Vicker, will indicate station limits of both main tracks as at other points see Rule 399 (a.)

52. On heavy descending grades, Bluefield to Tulip, and Christiansburg to Elliston, sufficient hand brakes must be set up on air cars next to engine to prevent train from getting beyond control, in case air should fail.

This rule must be observed in approaching stations, Tulip to Lurich, to avoid an accident at station, in case of failure of air-brakes from any cause, whether they fail to work, or whether the engineman fails to apply them, which does not relieve engineman of any responsibility.

ROANOKE YARD.

53. The double-arm semaphore signal at Watch Box, Park Street, governs the movement of trains on main tracks, and trains into and departing from Park Street Yard.

The right hand arm to a train approaching, governs a train moving in that direction.

Trains will enter and depart from Park Street Yard only when the proper signal shows "clear track."

Eastbound trains on "lead" in order not to obstruct movement into the yard, will stop west of Park Street Bridge, unless semaphore signal at Watch Box indicates "clear track."

A train must not move from forwarding tracks in Park Street or West Yards until "clear" track is indicated as prescribed above, and when signal shows "clear" for train to pull out yard engines and road engines without trains must not obstruct a track which such train will use.

54. Westbound trains must not obstruct cross-over for eastbound trains to enter yard at West End, and eastbound trains must not enter yard on any track unless semaphore signal indicates "clear" track.

Eastbound freight trains may cross over westbound main track on the time of second and third-class trains westbound.

55. Movements eastbound only may be made on the lead in Park Street Yard, between the Coal Wharf and Park Street, and on No. 13 track in the West Yard.

56. Trains must not pass over Jefferson or Commerce street when gates are up. When in that position, trains must stop before obstructing same, and wait until they are lowered.

57. The dropping of cars by gravity on main tracks or lead in Park Street Yard is prohibited.

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

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

60. The speed of passenger trains through Roanoke yard must not exceed twenty (20) miles per hour while passing over facing point switches.

61. All trains leaving Roanoke yard, in either direction after night before cabin car has been attached to train must be protected by a man with a red lantern light on rear car.

NORTH CAROLINA AND SALTVILLE BRANCHES.

62. The section of track between Pulaski and Dora will be operated as "absolute block" for Main Line and North Carolina Branch trains with respect to each other.

North Carolina Branch trains will proceed from Dora to Pulaski, or from Pulaski to Dora when semaphore signal indicates clear block, which operators will give only when authorized to do so by a "31" order.

Main Line trains will be governed with reference to North Carolina Branch trains by semaphore signals at telegraph offices at Pulaski and Dora.

63. That part of Reed Island Branch between Patterson Junction and Tipton and tracks west of Chestnut Yard will be operated as a siding, and movements over it will be made under Yard Rules. Train No. 75 will have right of track to Betty Baker over train No. 74.

64. Passengers may be carried on the last section of No. 77 Pulaski to Reed to connect with No. 75, from there to Betty Baker, and on the last section of the freight train which connects at Reed with No. 74, from there to Pulaski, when No. 74 fails to connect at Allisonia with No. 78. Conductors of freight trains, whether local or through, having passengers on their trains, must receive from each, regular freight train permit before they can allow them to ride thereon.

65. The Saltville Branch, Glade Spring to Saltville, will be operated as a siding, and movements there-over will be made under yard rules. This applies only to the regularly assigned Saltville Branch Service.

Trains 41, 43 and 45 will have right of track over Trains 42, 44 and 46 to Saltville.

66. Train No. 77 will have right of track to Ivanhoe over Train No. 76. Train No. 79 will have right of track to Chestnut Yard over No. 78.

L. E. JOHNSON,

General Manager,

ROANOKE, VA.

J. C. CASSELL,

General Superintendent,

ROANOKE, VA.

J. W. COOK,

Superintendent,

ROANOKE, VA.