

SPECIAL NOTICES.

TIME BOOK No. 1.

Enginemen, Conductors and Trainmen generally, must, at all times, be provided with a BOOK OF RULES, with which they are required to be thoroughly familiar.

In addition to the General Rules there given for running trains, they will be governed by the following special instructions :

1. The Standard Clock is in the Train Master's Office at Lynchburg. The standard time will also be shown at all Telegraph Stations.

2. Enginemen and Conductors will compare time with clocks in Stations at Terminal points and with each other before starting trains.

3. Regular Stations are indicated by large type; Flag-Stations by small type.

4. The maximum speed allowed will be designated from time to time by special order, and until further notice the maximum speed for First-Class trains is forty (40) miles per hour—(1½ minutes per mile) ; Second-Class trains twenty (20) miles per hour—(3 minutes per mile) ; Extra trains fifteen (15) miles per hour—(4 minutes per mile). This speed must not be exceeded without special orders from the Superintendent, and must be reduced when not consistent with safety.

Virginia Midland Railway Crossing.

When the Red Arm is **VERTICAL**, and displays two Red Flags by day or two Red Lamps by night, one above the other, the Norfolk and Western track is **OPEN**, and trains of that Company have the right to pass the Crossing.

When the Red Arm is **HORIZONTAL**, and displays two Red Flags by day or two Red Lanterns by night, on the same horizontal line, the Norfolk and Western track is **CLOSED**, and trains of that Company will stop and not enter the Crossing until the Signal is changed and they are notified by the Watchman to proceed.

All Trains or Engines are requested to approach the Crossing cautiously at a rate of speed not exceeding four (4) miles an hour, and be sure the Signal is right before attempting to cross it.

No. 1. PASSENGER. Daily.

P. M.	WESTWARD.			FIRST CLASS.
	STATIONS.	ARRIVES.	LEAVES.	
			P. M.	
3	LYNCHBURG		10 00	
4	Halsey's		10 09	
2	Clay's		10 17	
6	FOREST		10 23	
2	Goode's		10 35	
5	Lowry's		10 40	
5	LIBERTY		10 53	
5	Thaxton's		11 05	
7	BUFORD'S		11 21	
5	Blue Ridge		11 33	
5	BONSACK'S		11 46	
3	GISH'S	A. M.	11 55	Meets No. 2.
2	ROANOKE	12 05	12 25	Meets No. 8.
6	SALEM		12 39	
4	Dyerle's		12 49	
8	BIG SPRING		1 07	Passes No. 5.
3	SHAWSVILLE		1 15	
4	Big Tunnel		1 29	
5	CHRISTIANSBURG		1 45	
5	Vicker's		1 56	
5	CENTRAL	2 07	2 12	
1	NEW RIVER		2 14	
6	DUBLIN		2 29	
7	PULASKI		2 45	
7	Clark's		3 02	
5	MAX MEADOWS		3 14	
3	Kent's		3 22	
4	WYTHEVILLE		3 33	
5	Grubb's		3 44	
2	CROCKETT'S		3 51	Meets No. 6.
5	RURAL RETREAT		4 04	
8	Atkin's		4 22	
6	MARION		4 34	
7	Seven Mile Ford		4 49	
3	Greever's		4 56	
6	GLADE SPRING		5 09	
5	Meadow View		5 21	
7	ABINGDON		5 34	
5	Montgomery's		5 44	
3	Wallace's		5 50	
5	BRISTOL	6 00		Meets No. 4.
		A. M.		

West bound Trains will have absolute right of track over Trains of the same or inferior class running in the opposite direction. East bound Trains of the same or inferior class will keep entirely out of the way. Note explanation in Special Rules.

Full-faced Figures indicate meeting and passing points.

No. 2. PASSENGER. Daily.

P. M.	EASTWARD.			FIRST CLASS.
	STATIONS.	ARRIVES.	LEAVES.	
			P. M.	
5	BRISTOL		6 20	
3	Wallace's		6 30	
5	Montgomery's		6 36	
5	ABINGDON		6 48	
7	Meadow View		7 00	
5	GLADESPRING		7 10	
6	Greever's		7 22	
3	Seven Mile Ford		7 27	
7	MARION		7 38	
6	Atkin's		7 49	
8	RURAL RETREAT		8 07	Meets No. 7.
5	CROCKETT'S		8 17	
2	Grubb's		8 23	
5	WYTHEVILLE		8 33	
4	Kent's		8 42	
3	MAX MEADOWS		8 49	
5	Clark's		9 03	Meets No. 3.
7	PULASKI		9 16	
7	DUBLIN		9 30	
6	NEW RIVER		9 42	
1	CENTRAL	9 45	9 50	
5	Vicker's		10 00	
5	CHRISTIANSBURG		10 12	
5	Big Tunnel		10 24	
4	SHAWSVILLE		10 33	
3	BIG SPRING		10 42	
8	Dyerle's		10 58	
4	SALEM		11 10	Passes No. 8 & Meets No. 5.
6	ROANOKE	11 30	11 40	
2	GISH'S		11 55	Meets No. 1.
3	BONSACK'S	A. M.	12 03	
5	Blue Ridge		12 16	
5	BUFORD'S		12 29	
7	Thaxton's		12 45	
5	LIBERTY		12 58	
5	Lowry's		1 15	
2	Goode's		1 22	
6	FOREST		1 35	
2	Clay's		1 42	
4	Halsey's		1 52	
3	LYNCHBURG	2 00		
		A. M.		

West bound Trains will have absolute right of track over Trains of the same or inferior class running in the opposite direction. East bound Trains of the same or inferior class will keep entirely out of the way. Note explanation in Special Rules.

Full-faced Figures indicate meeting and passing points.

No. 3. PASSENGER. Daily.

Est. Sta. No.	WESTWARD.		FIRST CLASS.	
	STATIONS.	ARRIVES.	LEAVES.	NOTES.
			P. M.	
3	LYNCHBURG		4 10	
4	Halsey's		4 18	
4	Clay's		4 26	
2	FOREST		4 33	Meets No. 6.
6	Goode's		4 45	
2	Lowry's		4 50	
5	LIBERTY		5 02	
5	Thaxton's		5 13	
7	BUFORD'S		5 29	
5	Blue Ridge		5 41	
5	BONSACK'S		5 53	Meets No. 22.
3	GISH'S		6 00	
2	ROANOKE	6 06	6 11	
6	SALEM		6 26	
4	Dyerle's		6 36	
8	BIG SPRING		6 54	
3	SHAWSVILLE		7 03	
4	Big Tunnel		7 15	
5	CHRISTIANSBURG		7 32	
5	Vicker's		7 42	
5	CENTRAL	7 55	8 10	Meets No. 8.
1	NEW RIVER		8 13	
6	DUBLIN		8 30	
7	PULASKI		8 45	
7	Clark's		9 03	Meets No. 2.
5	MAX MEADOWS		9 14	
3	Kent's		9 21	
4	WYTHEVILLE		9 32	
5	Grubb's		9 42	
2	CROCKETT'S		9 48	
5	RURAL RETREAT		10 02	
8	Atkin's		10 20	
6	MARION		10 31	
7	Seven Mile Ford		10 47	
3	Greever's		10 53	
6	GLADE SPRING		11 08	
5	Meadow View		11 24	
7	ABINGDON		11 39	Meets No. 6.
5	Montgomery's		11 49	
3	Wallace's		11 55	Passes No. 7.
5	BRISTOL	12 05		
			A. M.	

West bound Trains will have absolute right of track over Trains of the same or inferior class running in the opposite direction. East bound Trains of the same or inferior class will keep entirely out of the way. Note explanation in Special Rules.

Full-faced Figures indicate meeting and passing points.

No. 4. PASSENGER. Daily.

Est. Sta. No.	EASTWARD.		FIRST CLASS.	
	STATIONS.	ARRIVES.	LEAVES.	NOTES.
			A. M.	
3	BRISTOL		6 00	Meets No. 1.
4	Wallace's		6 10	
3	Montgomery's		6 16	
5	ABINGDON		6 28	
7	Meadow View		6 41	
5	GLADE SPRING		6 53	
6	Greever's		7 04	
3	Seven Mile Ford		7 10	
7	MARION		7 27	
6	Atkins'		7 39	
8	RURAL RETREAT		7 59	
5	CROCKETT'S		8 10	
2	Grubb's		8 15	
5	WYTHEVILLE (B.)	8 24	8 39	Meets No. 5.
4	Kent's		8 47	Meets No. 11.
3	MAX MEADOWS		8 55	
5	Clark's		9 08	
7	PULASKI		9 22	
7	DUBLIN		9 38	
6	NEW RIVER		9 51	
1	CENTRAL		9 54	
5	Vicker's		10 07	
5	CHRISTIANSBURG		10 19	
5	Big Tunnel		10 31	Meets No. 21.
4	SHAWSVILLE		10 42	
3	BIG SPRING		10 51	
8	Dyerle's		11 07	
4	SALEM		11 17	Meets No. 9.
6	ROANOKE	11 30	11 40	Passes No. 6.
2	GISH'S		11 45	
3	BONSACK'S		11 53	
5	Blue Ridge	A. M.	12 05	Meets No. 7.
5	BUFORD'S		12 16	
7	Thaxton's		12 29	
5	LIBERTY		12 41	Passes No. 12
5	Lowry's		12 51	
2	Goode's		12 56	
6	FOREST		1 10	
2	Clay's		1 15	
4	Halsey's		1 23	
3	LYNCHBURG	1 30		
			P. M.	

West bound Trains will have absolute right of track over Trains of the same or inferior class running in the opposite direction. East bound Trains of the same or inferior class will keep entirely out of the way. Note explanation in Special Rules.

Full-faced Figures indicate meeting and passing points.

No. 5. THROUGH F'GHT. Daily ex. Sunday.

WESTWARD. SECOND CLASS.			
STATIONS.	ARRIVES.	LEAVES.	NOTES.
LYNCBURG		P. M.	
Halsey's		6 10	
Clay's		6 30	
FOREST	7 05	7 20	Meets No. 22.
Goode's		7 45	
Lowry's		7 57	
LIBERTY		8 17	
Thaxton's		8 39	
BUFORD'S		9 10	
Blue Ridge		9 40	
BONSACK'S		10 03	
GISH'S		10 15	
ROANOKE		10 25	
SALEM	11 00	11 10	Meets Nos. 2 & 8
Dyerle's		11 40	Pas'd by No. 1
BIG SPRING A.M.	12 30	1 07	
SHAWSVILLE		1 35	
Big Tunnel		2 05	
CHRISTIANSBURG		2 40	
Vicker's		3 05	
CENTRAL	3 35	4 15	
NEW RIVER		4 25	
DUBLIN		5 10	
PULASKI	5 45	6 10	Meets No. 6.
Clark's		6 42	
MAX MEADOWS		7 10	
Kent's		7 30	
WYTHEVILLE	8 10	8 24	Meets No. 4.
Grubb's		8 44	
CROCKETT'S		8 54	
RURAL RETREAT		9 20	
Atkin's		9 52	
MARION		10 20	
Seven Mile Ford		10 56	Meets No. 10.
Greever's		11 10	
GLADE SPRING		11 35	
Meadow View		11 55	Meets No. 8.
ABINGDON		12 25	
Montgomery's		12 52	
Wallace's		1 07	
BRISTOL	1 30		
		P. M.	

 West bound Trains will have absolute right of track over Trains of the same or inferior class running in the opposite direction. East bound Trains of the same or inferior class will keep entirely out of the way. Note explanation in Special Rules.

Full-faced Figures indicate meeting and passing points.

No. 6. THROUGH F'GHT. Daily ex. Sunday.

EASTWARD. SECOND CLASS.			
STATIONS.	ARRIVES.	LEAVES.	NOTES.
BRISTOL		P. M.	
Wallace's		9 45	
Montgomery's		10 11	
ABINGDON	10 55	11 39	Meets Nos. 3 & 7
Meadow View	A. M.	12 10	
GLADE SPRING		12 35	
Greever's		1 02	
Seven Mile Ford		1 15	
MARION		1 50	
Atkins'		2 20	
RURAL RETREAT		3 10	
CROCKETT'S	3 35	3 51	Meets No. 1.
Grubb's		4 05	
WYTHEVILLE (B.)		4 25	
Kent's		4 45	
MAX MEADOWS		5 00	
Clark's		5 30	
PULASKI	6 00	6 10	Meets No. 5.
DUBLIN	6 40	6 45	Meets No. 11.
NEW RIVER		7 10	
CENTRAL	7 20	7 45	
Vicker's		8 10	
CHRISTIANSBURG		8 45	
Big Tunnel		9 15	
SHAWSVILLE		9 34	
BIG SPRING	9 45	10 00	Meets No. 21.
Dyerle's		10 40	Meets No. 9.
SALEM	11 00	11 17	Pas'd by No. 4.
ROANOKE	12 20	12 50	Meets No. 7
GISH'S		1 02	
BONSACK'S		1 17	
Blue Ridge		1 50	
BUFORD'S		2 20	
Thaxton's		2 48	
LIBERTY		3 18	
Lowry's		3 38	
Goode's		3 53	
FOREST	4 20	4 33	Meets No. 3.
Clay's		4 47	
Halsey's		5 05	
LYNCBURG	5 25		
		P. M.	

 West bound Trains will have absolute right of track over Trains of the same or inferior class running in the opposite direction. East bound Trains of the same or inferior class will keep entirely out of the way. Note explanation in Special Rules.

Full-faced Figures indicate meeting and passing points.

No. 7. THROUGH F'GHT. Daily ex. Sunday.

Est. Sta. No.	WESTWARD. SECOND CLASS.			
	STATIONS.	ARRIVES.	LEAVES.	NOTES.
		A. M.		
...	LYNCHBURG		9 00	
3 1/2	Halsey's		9 15	
4	Clay's		9 31	
2 3/4	FOREST		9 43	
6	Goode's		10 06	
2 3/4	Lowry's		10 16	
5 1/2	LIBERTY		10 40	
7	Thaxton's		11 01	
5 1/2	BUFORD'S		11 30	Meets No. 12.
5	Blue Ridge	11 55	12 05	Meets No. 4.
5 1/2	BONSACK'S		12 28	
3 1/2	GISH'S		12 42	
2 1/2	ROANOKE		12 50	Meets No. 6.
6	SALEM		1 27	
4	Dyerle's		1 46	
8 1/2	BIG SPRING		2 15	
3	SHAWSVILLE		2 35	
4	Big Tunnel		3 00	
5 1/2	CHRISTIANSBURG		3 27	
5	Vicker's	3 45	4 00	Meets No. 22.
5 1/2	CENTRAL	4 15	4 25	
1 1/2	NEW RIVER		4 30	Meets No. 10.
6 1/2	DUBLIN		5 00	Meets No. 8.
7 1/2	PULASKI		5 26	
7	Clark's		6 00	
5 1/2	MAX MEADOWS		6 23	
3 1/2	Kent's		6 38	
4	WYTHEVILLE		6 57	
5	Grubb's		7 17	
2 1/2	CROCKETT'S		7 27	
5 1/2	RURAL RETREAT	7 57	8 07	Meets No. 2.
8 1/2	Atkin's		8 37	
6	MARION		9 01	
7	Seven Mile Ford		9 29	
3	Greever's		9 41	
6	GLADE SPRING		10 08	
5 3/4	Meadow View		10 31	
7 1/2	ABINGDON		11 05	Meets No. 6.
5 1/2	Montgomery's		11 30	Pas'd by No. 3
3 1/2	Wallace's	11 40	11 55	
5 1/2	BRISTOL	12 35		
		A. M.		

West bound Trains will have absolute right of track over Trains of the same or inferior class running in the opposite direction. East bound Trains of the same or inferior class will keep entirely out of the way. Note explanation in Special Rules.

Full-faced Figures indicate meeting and passing points.

No. 8. THROUGH F'GHT. Daily ex. Sunday.

Est. Sta. No.	EASTWARD. SECOND CLASS.			
	STATIONS.	ARRIVES.	LEAVES.	NOTES.
			A. M.	
...	BRISTOL		9 40	
5 1/2	Wallace's		10 04	
3 1/2	Montgomery's		10 25	
5 3/4	ABINGDON		10 55	
7 1/2	Meadow View	11 45	11 55	Meets No. 5.
5 3/4	GLADE SPRING	P. M.	12 25	
6	Greever's		12 50	
3	Seven Mile Ford		1 05	
7	MARION	1 32	1 37	Meets No. 11.
6	Atkins'		1 52	
8 1/2	RURAL RETREAT		2 31	
5 1/2	CROCKETT'S		2 50	
2 1/2	Grubb's		3 00	
5	WYTHEVILLE		3 25	
4 1/2	Kent's		3 43	
3 1/2	MAX MEADOWS		4 05	
5	Clark's		4 45	
7 1/2	PULASKI	5 16	5 26	Meets No. 7.
6 1/2	DUBLIN		6 10	
1 1/2	NEW RIVER		6 45	Meets No. 3.
5 1/2	CENTRAL	6 55	7 55	
5 1/2	Vicker's		8 15	
5 1/2	CHRISTIANSBURG		8 55	
5 1/2	Big Tunnel		9 25	
4	SHAWSVILLE		9 42	
3	BIG SPRING		9 55	
8 1/2	Dyerle's		10 30	{ Meets No. 5.
4 1/2	SALEM	10 55	11 10	{ Pas'd by No. 2.
2 3/4	ROANOKE	11 45	12 05	Meets No. 1
3 1/2	GISH'S		12 20	
3 1/2	BONSACK'S		12 35	
5 1/2	Blue Ridge		1 05	
5 1/2	BUFORD'S		1 25	
7	Thaxton's		2 05	
5 1/2	LIBERTY		2 30	
5 1/2	Lowry's		2 50	
2 1/2	Goode's		3 05	
6	FOREST		3 35	
2 3/4	Clay's		3 50	
4	Halsey's		4 05	
3 1/2	LYNCHBURG	4 20		
			A. M.	

West bound Trains will have absolute right of track over Trains of the same or inferior class running in the opposite direction. East bound Trains of the same or inferior class will keep entirely out of the way. Note explanation in Special Rules.

Full-faced Figures indicate meeting and passing points.

No. 9.

LOCAL F'GHT.

Daily ex. Sunday.

Est. Sta. No.	WESTWARD.			
	STATIONS.	ARRIVES.	LEAVES.	NOTES.
		A. M.		
1	LYNCHBURG	5 00		
33	Halsey's	5 20		
4	Clay's	5 36		
2	FOREST	5 51		
6	Goode's	6 25		
2	Lowry's	6 40		
5	LIBERTY	7 05		
5	Thaxton's	7 54	8 04	Pas'd by No. 21
7	BUFORD'S		8 45	
7	Blue Ridge		9 18	
5	BONSACK'S		9 52	Meets No. 12.
3	GISH'S		10 06	
2	ROANOKE	10 18	10 30	
6	SALEM	11 07	11 17	Meets Nos. 6 & 4
4	Dyerle's		11 40	
8	BIG SPRING	P. M.	12 25	
3	SHAWSVILLE		12 50	
4	Big Tunnel		1 20	
5	CHRISTIANSBURG		1 55	
5	Vicker's	3 00	2 25	Meets No. 22.
5	CENTRAL	3 40		
1	NEW RIVER		P. M.	
6	DUBLIN			
7	PULASKI			
7	Clark's			
5	MAX MEADOWS			
3	Kent's			
4	WYTHEVILLE			
5	Grubb's			
2	CROCKETT'S			
5	RURAL RETREAT			
8	Atkin's			
6	MARION			
7	Seven Mile Ford			
3	Greever's			
6	GLADE SPRING			
5	Meadow View			
7	ABINGDON			
5	Montgomery's			
3	Wallace's			
5	BRISTOL			

West bound Trains will have absolute right of track over Trains of the same or inferior class running in the opposite direction. East bound Trains of the same or inferior class will keep entirely out of the way. Note explanation in Special Rules.

Full-faced Figures indicate meeting and passing points.

No. 10. LOCAL FR'GHT.

Daily ex. Sunday.

Est. Sta. No.	EASTWARD.			
	STATIONS.	ARRIVES.	LEAVES.	NOTES.
			A. M.	
1	BRISTOL		7 00	
5	Wallace's		7 28	
3	Montgomery's		7 45	
5	ABINGDON	8 14	8 24	
7	Meadow View		9 10	
5	GLADE SPRING		9 40	
6	Greever's		10 18	
3	Seven Mile Ford	10 45	10 56	Meets No. 5.
7	MARION		11 30	
6	Atkins's P. M.	12 00	12 10	Meets No. 11.
8	RURAL RETREAT		12 50	
5	CROCKETT'S		1 20	
2	Grubb's		1 30	
5	WYTHEVILLE		2 03	
4	Kent's		2 22	
3	MAX MEADOWS		2 46	
5	Clark's		3 18	
7	PULASKI		3 50	
7	DUBLIN	4 40	5 00	Meets No. 7.
6	NEW RIVER		5 30	
1	CENTRAL	5 40		
5	Vicker's		P. M.	
5	CHRISTIANSBURG			
5	Big Tunnel			
4	SHAWSVILLE			
3	BIG SPRING			
8	Dyerle's			
4	SALEM			
6	ROANOKE			
2	GISH'S			
3	BONSACK'S			
5	Blue Ridge			
5	BUFORD'S			
7	Thaxton's			
5	LIBERTY			
5	Lowry's			
2	Goode's			
6	FOREST			
2	Clay's			
4	Halsey's			
3	LYNCHBURG			

West bound Trains will have absolute right of track over Trains of the same or inferior class running in the opposite direction. East bound Trains of the same or inferior class will keep entirely out of the way. Note explanation in Special Rules.

Full-faced Figures indicate meeting and passing points.

No. 11. LOCAL F'GHT.

Daily ex. Sunday.

Pet. Sta. No.	WESTWARD. SECOND CLASS.			
	STATIONS.	ARRIVES.	LEAVES.	NOTES.
...	LYNCHBURG	.....	.....	
3	 Halsey's	.....	.....	
4	 Clay's	.....	.....	
2	FOREST	.....	.....	
6	 Goode's	.....	.....	
2	 Lowry's	.....	.....	
5	LIBERTY	.....	.....	
5	 Thaxton's	.....	.....	
7	 BUFORD'S	.....	.....	
5	 Blue Ridge	.....	.....	
5	BONSACK'S	.....	.....	
3	 GISH'S	.....	.....	
2	ROANOKE	.....	.....	
6	SALEM	.....	.....	
4	 Dyerle's	.....	.....	
8	BIG SPRING	.....	.....	
3	SHAWSVILLE	.....	.....	
4	 Big Tunnel	.....	.....	
5	CHRISTIANSBURG	.....	.....	
5	 Vicker's	A. M.	.....	
5	CENTRAL	5 30	.....	
1	NEW RIVER	5 45	.....	
6	DUBLIN	6 30	6 45	Meets No. 6.
7	PULASKI	7 15	.....	
7	 Clark's	8 00	.....	
5	MAX MEADOWS	8 40	8 55	Meets No. 4.
3	 Kent's	9 14	.....	
4	WYTHEVILLE	9 46	.....	
5	 Grubb's	10 12	.....	
2	CROCKETT'S	10 25	.....	
5	RURAL RETREAT	11 15	.....	
8	 Atkin's	11 50	12 10	Meets No. 10.
6	MARION	1 15	1 37	Meets No. 8.
7	Seven Mile Ford	2 05	.....	
3	Greever's	2 20	.....	
6	GLADE SPRING	2 50	.....	
5	 Meadow View	3 25	.....	
7	ABINGDON	4 00	4 10	
5	 Montgomery's	4 40	.....	
3	 Wallace's	4 55	.....	
5	BRISTOL	5 20	.....	
		P. M.		

West bound Trains will have absolute right of track over Trains of the same or inferior class running in the opposite direction. East bound Trains of the same or inferior class will keep entirely out of the way. Note explanation in Special Rules.

Full-faced Figures indicate meeting and passing points.

No. 12. LOCAL FR'GHT.

Daily ex. Sunday.

Pet. Sta. No.	EASTWARD. SECOND CLASS.			
	STATIONS.	ARRIVES.	LEAVES.	NOTES.
...	BRISTOL	.....	.....	
5	 Wallace's	.....	.....	
3	 Montgomery's	.....	.....	
5	ABINGDON	.....	.....	
7	 Meadow View	.....	.....	
5	GLADE SPRING	.....	.....	
6	 Greever's	.....	.....	
3	Seven Mile Ford	.....	.....	
7	MARION	.....	.....	
6	 Atkins's	.....	.....	
8	RURAL RETREAT	.....	.....	
5	CROCKETT'S	.....	.....	
2	 Grubb's	.....	.....	
5	WYTHEVILLE	.....	.....	
4	 Kent's	.....	.....	
3	MAX MEADOWS	.....	.....	
5	 Clark's	.....	.....	
7	PULASKI	.....	.....	
7	DUBLIN	.....	.....	
6	NEW RIVER	A. M.	.....	
1	CENTRAL	5 00	.....	
5	 Vicker's	5 25	.....	
5	CHRISTIANSBURG	6 05	.....	
5	 Big Tunnel	6 40	.....	
4	SHAWSVILLE	7 00	.....	
3	BIG SPRING	7 15	.....	
8	 Dyerle's	7 48	.....	
4	SALEM	8 12	.....	
6	ROANOKE	8 45	9 15	Meets No. 21.
2	GISH'S	9 30	.....	
3	BONSACK'S	9 52	.....	Meets No. 9.
5	 Blue Ridge	10 35	.....	
5	BUFORD'S	11 15	11 30	Meets No. 7.
7	 Thaxton's	P. M.	12 04	Pas'd by No. 4
5	LIBERTY	12 31	12 41	
5	 Lowry's	1 23	.....	
2	Goode's	1 38	.....	
6	FOREST	2 21	.....	
2	 Clay's	2 37	.....	
4	 Halsey's	3 00	.....	
3	LYNCHBURG	3 25	.....	
		P. M.		

West bound Trains will have absolute right of track over Trains of the same or inferior class running in the opposite direction. East bound Trains of the same or inferior class will keep entirely out of the way. Note explanation in Special Rules.

Full-faced Figures indicate meeting and passing points.

No. 21. PASSENGER.

Daily ex. Sunday.

Est. Sta. No.	WESTWARD.		FIRST CLASS.	
	STATIONS.	ARRIVES.	LEAVES.	NOTES.
			A. M.	
3	LYNCBURG	7 00		
4	Halsey's	7 09		
2	Clay's	7 17		
6	FOREST	7 23		
2	Goode's	7 36		
5	Lowry's	7 41		
5	LIBERTY	7 53		
7	Thaxton's	8 04		Passes No. 9.
7	BUFORD'S	8 19		
5	Blue Ridge	8 34		
5	BONSACK'S	8 47		
3	GISH'S	8 54		
3	ROANOKE	9 01	9 15	Meets No. 12.
6	SALEM	9 32		
4	Dyerle's	9 42		
8	BIG SPRING	10 00		Meets No. 6.
3	SHAWSVILLE	10 10		
4	Big Tunnel	10 31		Meets No. 4.
5	CHRISTIANSBURG	10 45		
5	Vicker's	10 56		
5	CENTRAL	11 07	11 10	
1	NEW RIVER	11 15		
6	DUBLIN		A. M.	
7	PULASKI			
7	Clark's			
5	MAX MEADOWS			
3	Kent's			
4	WYTHEVILLE			
5	Grubb's			
2	CROCKETT'S			
5	RURAL RETREAT			
8	Atkin's			
6	MARION			
7	Seven Mile Ford			
3	Greever's			
6	GLADE SPRING			
5	Meadow View			
7	ABINGDON			
5	Montgomery's			
3	Wallace's			
5	BRISTOL			

West bound Trains will have absolute right of track over Trains of the same or inferior class running in the opposite direction. East bound Trains of the same or inferior class will keep entirely out of the way. Note explanation in Special Rules.

Full-faced Figures indicate meeting and passing points.

No. 22. PASSENGER.

Daily ex. Sunday.

Est. Sta. No.	EASTWARD.		FIRST CLASS.	
	STATIONS.	ARRIVES.	LEAVES.	NOTES.
5	BRISTOL			
3	Wallace's			
5	Montgomery's			
5	ABINGDON			
7	Meadow View			
5	GLADE SPRING			
6	Greever's			
3	Seven Mile Ford			
7	MARION			
8	Atkins's			
5	RURAL RETREAT			
2	CROCKETT'S			
5	Grubb's			
4	WYTHEVILLE			
3	Kent's			
5	MAX MEADOWS			
7	Clark's			
7	PULASKI			
6	DUBLIN		P. M.	
1	NEW RIVER		3 35	
5	CENTRAL	3 38	3 40	Meets No. 9.
5	Vicker's		4 00	Meets No. 7.
5	CHRISTIANSBURG		4 10	
5	Big Tunnel		4 27	
4	SHAWSVILLE		4 38	
3	BIG SPRING		4 47	
8	Dyerle's		5 07	
4	SALEM		5 16	
6	ROANOKE	5 30	5 35	
2	GISH'S		5 41	
3	BONSACK'S		5 53	Meets No. 3.
5	Blue Ridge		6 08	
5	BUFORD'S		6 19	
7	Thaxton's		6 35	
5	LIBERTY		6 46	
5	Lowry's		6 58	
2	Goode's		7 07	
6	FOREST		7 20	Meets No. 5.
2	Clay's		7 28	
4	Halsey's		7 37	
3	LYNCBURG	7 45		
			P. M.	

West bound Trains will have absolute right of track over Trains of the same or inferior class running in the opposite direction. East bound Trains of the same or inferior class will keep entirely out of the way. Note explanation in Special Rules.

Full-faced Figures indicate meeting and passing points.

EXTRACT

From the "Rules and Regulations Governing the Transportation Department of the Norfolk & Western Railroad Company."

SIGNALS.

18. Conductors, Enginemen, Firemen, Brakemen, Station Agents, Telegraph Operators, Track Foremen, Switchmen, Road and Bridge Watchmen, and all other employes having to use Signals, must provide themselves with them, keep them in good order, and always ready for immediate use.

19. Flags of the proper color must be used by day, and lamps of the proper color by night, or, when from fog or other cause, the day signals cannot be clearly seen.

20. Red signifies **Danger**, and is a signal to stop.

21. Green signifies **Caution**, and is a signal to go slowly.

22. White signifies **Safety**, and is a signal to go on.

23. Green-and-White is a signal to be used to stop trains at Flag-Stations.

24. Blue is a signal to be used by Car Inspectors.

25. An Explosive Cap or Torpedo clamped to the top of the rail, is a signal to be used **in addition** to the regular signals, when, from fog or other cause, other signals cannot be clearly seen or relied upon.

The explosion of **one** Cap is a signal to **stop** immediately; the explosion of **two** Caps is a signal to **reduce speed** immediately, and look out for a **Danger**-signal.

26. A Fusee is an **Extra** Danger signal, to be lighted and placed on the track at night, in cases of accident or emergency.

A train finding a Fusee burning upon the track must come to a stop, and not proceed until it is burned out.

27. A Flag or Lamp swung across the track, a hat or any object waved violently by any person on the track, signifies **Danger**, and is a signal to stop.

TRAIN SIGNALS.

28. All trains are designated as Regular or Extra. Regular trains are those represented on the Time Table. Extra trains are those not represented on the Time Table. An Engine without Cars in the service on the road will be considered a train.

29. Each train, while running, must display two Green Flags by day, and two Green Lights by night, one on each side of the rear of the train, as **Markers**, to indicate the

rear of the train. Yard Engines will not display markers.

30. Each train running after sunset, or when obscured by fog or other cause, must display the Head Light in front and two **Red Lights** in the rear. Yard Engines must display two Green Lights instead of Red, except when provided with a Head Light on both the front and rear.

31. Each Passenger Train, while running, must have a Bell Cord attached to the Signal Bell of the Engine, passing through or over the entire length, and secured to the rear end of the train.

32. Two Green Flags by day and two Green Lights by night, displayed in places provided for that purpose **on the front of an Engine**, denote that the train is followed by another train running on the same schedule, and entitled to the same rights as the train carrying the signals.

33. Two White Flags by day and two White Lights by night, displayed in the places provided for that purpose **on the front of an Engine**, denote that the train is an Extra. These signals must be displayed by all Extra trains.

34. A Blue Flag by day and a Blue Light by night, placed on the end of a car, denotes that the Car Inspectors are working under the car or train. The car or train thus protected must not be coupled to or moved until the Blue signal is removed by the Car Inspectors.

WHISTLE SIGNALS.

35. One **long** blast of the Whistle is a signal for approaching Stations, Railroad Crossings, and Junctions. (Thus ———)

36. One **short** blast of the Whistle is a signal to apply the Brakes—Stop. (Thus, —)

37. Two **long** blasts of the Whistle is a signal to throw off the Brakes. (Thus, ———)

38. Two **short** blasts of the Whistle is an answer to any signal. (Thus, — —)

39. Three **long** blasts of the Whistle is a signal that the train has parted. (Thus, ———)

40. Three **short** blasts of the Whistle, when the train is **standing**, is a signal that the train will back. (Thus, ———)

41. Three **short** blasts of the Whistle, when the train is **running**, is a signal to be given by all trains when displaying signals for a following train, to call the attention of train they pass to the signals. (Thus, — — —)

42. Four **long** blasts of the Whistle is a signal to call in the Flagman or Signalman. (Thus, ———)

43. Four **short** blasts of the Whistle is the Engineman's call for signals from Switchmen, Watchmen and Trainmen. (Thus, — — — —)

44. Two **long** followed by two **short** blasts of the Whistle is a signal for approaching Road Crossings at grade. (Thus, ———)

45. Five **short** blasts of the Whistle is a signal to the

Flagmen to go back and protect the rear of the train. (Thus, — — — — —).

46. A succession of **short** blasts of the Whistle is an alarm for persons or cattle on the track, and calls the attention of trainmen to danger ahead.

BELL-CORD SIGNALS.

47. One tap of the Signal Bell, when the train is **standing**, is a notice to start.

48. Two taps of the Signal Bell, when the train is **Running**, is a notice to stop at once.

49. Two taps of the Signal Bell, when the train is **Standing**, is a notice to call in the Flagmen.

50. Three taps of the Signal Bell, when the train is **Running**, is a notice to stop at the next station.

51. Three taps of the Signal Bell, when the train is **Standing**, is a notice to back the train.

52. Four taps of the Signal Bell, when the train is **Running**, is a notice to reduce speed.

LAMP SIGNALS.

53. A Lamp swung across the track is a signal to stop.

54. A Lamp raised and lowered vertically is a signal to move ahead.

55. A Lamp swung vertically in a circle across the track, when the train is **standing**, is a signal to move back.

56. A Lamp swung vertically in a circle across the track, when the train is **running**, is a signal that the train has parted.

57. A Flag, or the Hand, moved in any of the directions given above, will indicate the same Signal as given by a Lamp.

FIXED SIGNALS.

58. Fixed Signals are placed at Junctions, Railroad Crossings, Stations, and other points that require special protection; they consist of Home, Distant and Starting Signals. Special regulations will be issued indicating their position and use.

RULES GOVERNING THE USE OF SIGNALS.

59. A Signal imperfectly displayed, or the absence of a Signal at a place where a Signal is usually shown, must be regarded as a Danger Signal, and the fact reported to the Superintendent.

60. The unnecessary use of the Whistle is prohibited.

When shifting at stations and in yards, the Engine Bell should be rung, and the Whistle used only when absolutely necessary to prevent accident.

61. The Whistle must not be sounded while passing a Passenger train, except in cases of Emergency or Danger.

62. When a Danger Signal (except Fixed Signals and the Block Signal at Block Stations) is displayed to stop a train, it must be acknowledged, as per Rule No. 46.

63. The Engine Bell must be rung before starting a train, and when running through tunnels and the streets of towns and cities.

64. The Engine Bell must be rung for a quarter of a mile before reaching every Road Crossing at grade, and until it is passed; and the Whistle must be sounded at all Whistle-Posts.

65. When **one** tap of the Signal Bell is heard, while a train is **running**, the Engineman must immediately ascertain if the train is parted, and, if so, be governed by Rule No. 95.

66. When two or more Engines are coupled in a train, each Engine shall display the signals provided for in Rules Nos. 32 and 33.

67. One Flag or Light displayed on the front of an Engine will be regarded the same as if two were displayed; but Enginemen and Firemen will be held responsible for the display of all signals.

68. When an Engine is run backward, the signals provided for in Rules 32 and 33 must be displayed in the same position on the Engine as when it run forward.

69. When an Engine is run backward without cars, or when cars are pushed ahead of an Engine running backward, the Markers and Red Lights must be placed on the Bumper of the Engine, and not on the Tender.

70. A White Light must be displayed on the forward end of a train at night, or when obscured by fog or other cause, when it is run backward, or when cars are pushed ahead of the Engine. (See Rule No. 96.)

71. When a train turns out to allow another train to pass, the Red Lights must be removed and the Green displayed as soon as the track is clear for the following train; but the Red must be displayed before crossing back to its own track.

72. The combined Green-and-White Signal is be used only to stop trains at Flag-Stations designated on the Time-Table. When it is necessary to stop a train at a point that is not a Flag-Station for that train, a Red Signal must be used.

73. Switch Signals will show White when the switch is set for the main track, and Red when set for the Siding, Crossing, or Junction track.

74. Explosive Caps must not be placed near Stations or Road Crossings, where persons are liable to be injured by them.

75. ALL SIGNALS MUST BE USED STRICTLY IN ACCORDANCE WITH THE RULES, AND TRAINMEN MUST KEEP A CONSTANT LOOKOUT FOR SIGNALS.

TRAIN RULES.

76. All Regular trains will be classified on the Time-Table. A train of Inferior Class must, in all cases, keep out of the way of a train of Superior Class.

77. All trains in one direction (to be specified on the Time-Table) will have the absolute right of the track, over trains of the same or inferior class running in the opposite direction. Trains not having right of track must keep entirely out of the way of trains of the same or Superior Class running in the opposite direction.

78. When trains of the same class meet, the train not having the right of track must take the Siding (except when it cannot enter without backing), and be clear of the Main track before the leaving time of the opposing train.

79. When a Freight train meets a Passenger train, the Freight train must take the Siding, and clear the Passenger train **TEN** minutes.

80. A train of inferior class must keep twenty minutes off the time of the train of superior class following it.

81. Extra trains must clear the time of Passenger trains twenty minutes, and Freight trains ten (10) minutes.

82. A train must not leave a Station to follow a Passenger train until ten minutes after the departure of the Passenger train.

83. Passenger trains running in the same direction must keep not less than fifteen minutes apart.

84. Freight trains following each other must keep not less than ten minutes apart, except in closing up at Stations or passing places.

85. A Passenger train must not leave a Station expecting to meet or to be passed at the next Station by a train having the right of track, unless it has full Schedule time to make the meeting or passing ~~the~~ point.

86. A Freight train must not leave a Station expecting to meet or to be passed at the next Station by a train having the right of track, unless it has the full time allowed between Stations (to be shown on the margin of the Time-Table) to make the meeting or passing ~~the~~ point, and clear the Main track by the time required by rule to clear the opposing or following train.

87. A train not having the right of track must be on ^{isot} ~~the~~ clear of the Main track by the time it is required by rule to clear an opposing train, or a train running in the same direction; failing to do so, it must be immediately protected as per Rule No. 94.

88. All trains must **STOP** at Schedule meeting places, unless the switches are plainly seen to be right and the track clear. The point at which a train should stop is the switch used by an opposing train to go on the Siding.

When an expected train is not found at the Schedule meeting place, the train having right of track must approach