

THE WESTERN DIVISION

TIME-TABLE

No. 7.

FOR EASTERN DIVISION

Effective, February 9th, 1890.

TIME-TABLE

Changes have been made in the Company's Timetables
and these changes are to take effect on the 9th instant.

READ CAREFULLY.

TIME-TABLE CHANGES HAVE BEEN MADE.

W. D. OSBORNE,
Super. Western Division,
Habersham, Ga.

D. M. SANDS,
General Manager,
Brentwood, Va.

FRANK MILLER,
Super. Transportation
Brentwood, Va.

NORFOLK & WESTERN RAILROAD.

WESTERN DIVISION.

TIME - TABLE

No. 7,

TO TAKE EFFECT

Sunday, February 9th, 1890,

12:01 P. M.

For the Government of the Company's Employees
Only, and not for Public Use or Information.

READ CAREFULLY.

Important Changes have been Made.

JNO. G. OSBORNE,
Supt. Western Division,
Radford, Va.

JOS. H. SANDS,
General Manager,
Roanoke, Va.

FRANK HUGER,
Supt. Transportation,
Roanoke, Va.

STATION NUMBERS AND DISTANCES FROM NORFOLK.

Station Numbers.	STATIONS.	Miles from Norfolk.	Station Numbers.	STATIONS.	Miles from Norfolk.
1	Norfolk.		N 338	Lurich.	337 9
5	Five Mile Sdg.	5	N 341	Glen Lyn.	340 0
P 2	Money Point Br	7	N 343	Wills.	342 3
10	Tucker.	10 5	N 347	Oakvale.	346 9
23	Suffolk.	22 9	N 353	Ingleside.	352 6
31	Myrtle.	30 4	N 359	Ada.	358 5
34	Windsor.	34 9	U.	Bluefield.	363 0
40	Zuni.	40 5	N 366	Graham.	366 0
44	Ivor.	44 5			
51	Wakefield.	51 3	V 10	Tip Top.	376 0
59	Waverly.	59 0	V 19	Tazewell.	385 4
69	Disputanta.	68 8	V 25	Maxwell.	341 3
81	Petersburg.	81 6	V 31	Pounding Mill.	397 0
C. 10	City Point.	91 0	V 35	Cedar Bluff.	400 8
			V 49	Richlands.	404 0
			V 54	Swords Creek.	415 2
				Honaker.	420 1
92	Sutherland.	92 0			
96	Church Road.	95 6			
101	Ford.	101 4	N 369	Mullin.	369 5
109	Wilson.	109 9	N 370	Falls Mill.	369 8
112	Wellyville.	112 1	N 374	Bluestone Jct.	374 0
118	Blackstone.	118 2	P.	Pocahontas.	375 5
124	Nottoway.	123 9			
C.	Crewe.	128 8	N 376	Mill Creek.	375 5
133	Burkeville.	133 0		Cooper's Mine.	376 0
141	Rice.	141 0	M 2		
145	High Bridge.	145 0		Elkhorn.	383 0
150	Farmville.	149 0			
161	Prospect.	161 0			
169	Pamplin.	169 0	N 377	Braunwell.	376 6
175	Evergreen.	175 0	N 378	Simmons.	377 2
181	Appomattox.	181 0	N 382	Flipping.	381 2
186	Spout Spring.	186 0			
191	Concord.	191 0	F.	Duhring.	381 8
199	James River Bg.	198 0	F. 3	Flipping "Y".	383 3
I	Island Yard.	203 0			
L	Lynchburg.	204 0	Dublin.	308 6	
210	Halsey.	207 8	Pulaski.	315 9	
212	Clay.	211 8			
214	Forest.	214 6	X 5	Draper.	318 8
220	Bellevue.	219 8	X 12	Allisonia.	325 1
221	Goode.	220 6	X 13	Rich Hill.	326 1
223	Lowry.	223 1	X 16	Barren Springs.	330 0
228	Liberty.	228 6	X 22	Foster Falls.	336 5
234	Thaxton.	234 1	X 27	Austinville.	341 5
241	Buford.	241 1	X 30	Ivanhoe.	344 3
246	Blue Ridge.	246 1			
251	Bonsack.	251 3	Clark.	322 7	
255	Vinton.	254 8	Max Meadow.	328 8	
R	Roanoke.	257 6	Kent.	333 5	
261	Salem.	264 8	Wytheville.	336 7	
263	Deyerle.	269 0	Grubb.	341 9	
277	Big Spring.	277 5	Crockett.	344 4	
281	Shawsville.	281 1	Rural Retreat.	349 6	
284	Big Tunnel.	284 6	Grosclose.	354 0	
290	Christiansburg.	290 3	Atkin.	358 3	
295	Vicker.	295 6	Marion.	364 2	
D	Radford.	300 5	Copenhagen.	367 0	
N.R.	New River.	302 8	Seven Mile Ford.	371 4	
N 304	Schooler.	304 0	Chilhowie.	374 7	
N 308	Belspring.	307 6	Glade Spring.	380 3	
N 314	Berton.	313 1			
N 316	Eggleston Sp'gs.	315 7	Saltville.	390 0	
N 320	Pembroke.	323 0			
N 324	Ripplemead.	323 1			
N 327	Curve.	326 5	Emory.	383 8	
N 331	Pearlburg.	330 2	Meadow View.	385 7	
N 332	Shumate.	332 2	Abingdon.	393 6	
N 334	Narrows.	333 5	Montgomery.	399 4	
		B.	Wallace.	402 7	
			Bristol.	408 4	

NOTE.

1. Unless otherwise ordered, trains in meeting and passing at Pulaski will use long passing siding at Passenger Station.

2. At West Radford Nos. 4 and 15 will stop, Nos. 1, 2, 3 and 16 will stop on signal.

No 1.

PASSENGER.

WESTERN DIVISION.

Daily.

Time bet. Stations	Distance fr. Radford.	WESTWARD.		FIRST CLASS.
		STATIONS.	LEAVES.	
		RADFORD.....	9 20 a m	
		14 West End Double Tr'k.	9 23	
1 4		9 8		
2 2		NEW RIVER	9 24	
		5 8		
8 0		DUBLIN.....	9 36	
		5 8		
13 8		C. C. JUNCTION...	9 46	
		15		
15 3		PULASKI.....	s 9 48	
		6 8		
22 1		CLARK'S TANK...	10 02	
		0 8		
22 9		SUMMIT.....	10 08	
		5 3		
28 2		MAX MEADOWS..	10 12	
		4 7		
32 9		KENT.....	10 19	
		3 2		
36 1		WYTHEVILLE.....	s 10 25	Pass 57
		6 2		
41 3		GRUBB	10 34	
		2 5		
43 8		CROCKETT.....	10 38	
		5 2		
49 0		RURAL RETREAT..	10 48	
		4 0		
53 0		GROSCLOSE	10 55	
		4 7		
57 7		ATKINS.....	{ 11 04	
		5 6		
63 3		HOLSTON.....	{ 11 10	Meet 52
		0 8		
63 6		MARION	s 11 21	
		7 2		
70 8		SEVEN-MILE FORD	11 35	
		3 3		
74 1		CHILHOWIE.....	11 40	Meet 54
		5 6		
79 7		GLADE SPRING...	s 11 52	
		3 5		
83 2		EMORY.....	11 57	
		1 9		
85 1		MEADOW VIEW...	12 01	Meet 56
		7 9		
93 0		ABINGDON.....	s 12 14	
		5 8		
98 8		MONTGOMERY...	12 25	
		3 3		
102 1		WALLACE.....	12 31	
		5 7		
107 8		BRISTOL.....	12 40 p m	

No. 2.

PASSENGER.
WESTERN DIVISION.

Daily.

Time bet. Stations.	Distance fr. Bristol.	EASTWARD.		First Class. NOTES.
		STATIONS.	LEAVES.	
		BRISTOL.....	12 01 a m	
5 7	5.7	WALLACE.....	12 14	
9 0	8.8	MONTGOMERY.....	12 21	
14 8	5.8	ABINGDON.....	s 12 33	Meet No. 55
	7.9			
22 7	1.9	MEADOW VIEW.....	12 50	
24 6	3.5	EMORY.....	f 12 54	
28 1	5.6	GLADE SPRING.....	s 1 02	
33 7	3.3	CHILHOWIE.....	1 14	Pass 58.
37 0	7.2	SEVEN-MILE FORD.....	1 21	
44 2	0.8	MARION.....	s 1 37	
44 5	5.6	HOLSTON.....	1 38	
50 1	4.7	ATKINS.....	1 50	
54 8	4.0	GROSCLOSE.....	2 00	
58 8	5.2	RURAL RETREAT.....	s 2 08	
64 0	2.5	CROCKETT.....	f 2 20	Meet 51
66 5	5.2	GRUBB.....	2 25	
71 7	3.2	WYTHEVILLE.....	s 2 36	
74 9	4.7	KENT.....	2 43	
79 6	5.3	MAX MEADOWS.....	f 2 54	
84 9	0.8	SUMMIT.....	3 05	
85 7	6.8	CLARK'S TANK.....	3 07	
92 5	1.5	PULASKI.....	s 3 22	
94 0	5.8	C. C. JUNCTION.....	3 25	
99 8	5.8	DUBLIN.....	f 3 37	
105 6	0.8	NEW RIVER.....	3 48	
106 4	1.4	West End Double Tr'k	3 50	
107 8		RADFORD.....	s 55 a m	

No. 3

PASSENGER.
WESTERN DIVISION.

Daily.

Time bet. Stations.	Distance fr. Radford.	WESTWARD.		First Class. NOTES.
		STATIONS.	LEAVES.	
		RADFORD.....	7 25 pm	
1 4	1.4	West End Double Tr'k	7 29	
2 2	0.8	NEW RIVER.....	f 7 30	
8 0	5.8	DUBLIN.....	s 7 45	Meet 56
13 8	5.8	C. C. JUNCTION.....	7 57	
15 3	1.5	PULASKI.....	s 8 00	
22 1	6.8	CLARK'S TANK.....	8 15	
22 9	0.8	SUMMIT.....	8 17	
28 2	5.3	MAX MEADOWS.....	f 8 27	
32 9	4.7	KENT.....	8 37	
36 1	8.2	WYTHEVILLE.....	s 8 45	
41 3	5.2	GRUBB.....	8 55	
43 8	2.5	CROCKETT.....	f 9 00	
49 0	4.0	RURAL RETREAT.....	s 9 12	
53 0	5.2	GROSCLOSE.....	9 20	Meet 50.
57 7	4.7	ATKINS.....	{ 9 30	
63 3	5.6	HOLSTON.....	{ 9 36	
63 6	0.8	MARION.....	9 48	Pass 55.
68 6	7.2		s 9 49	
70 8	3.8	SEVEN-MILE FORD.....	f 10 05	
74 1	5.6	CHILHOWIE.....	10 11	
79 7	3.5	GLADE SPRING.....	s 10 24	
83 2	1.9	EMORY.....	f 10 31	
85 1	7.9	MEADOW VIEW.....	10 36	
93 0	5.8	ABINGDON.....	s 10 52	Meet 58.
98 8	3.3	MONTGOMERY.....	10 08	
102 1	5.7	WALLACE.....	11 10	
107 8		BRISTOL.....	11 20 pm	

No. 4.

PASSENGER.
WESTERN DIVISION.

Daily.

Time bet. Stations.	EASTWARD.		FIRST CLASS.
	STATIONS.	LEAVES.	
Distance fr. Bristol.			
BRISTOL.....	4 45 a m		
5 7WALLACE.....	f 4 57		
9 0MONTGOMERY.....	f 5 03		
14 8ABINGDON.....	s 5 15	Meet 51.	
22 7MEADOW VIEW.....	f 5 32		
24 6EMORY.....	f 5 37		
28 1GLADE SPRING.....	s 5 44		
33 7CHILHOWIE.....	f 5 57		
37 0SEVEN-MILE FORD.....	f 6 03		
44 2MARION.....	s 6 18		
44 5HOLSTON.....	6 19		
50 1ATKINS.....	f 6 31		
54 8GROSCLOSE.....	f 6 41		
58 8RURAL RETREAT.....	s 6 49		
64 0CROCKETT.....	f 7 01		
66 5GRUBB.....	f 7 06		
71 7WYTHEVILLE.....	s 7 17		
74 9KENT.....	f 7 24		
79 6MAX MEADOWS.....	s 7 33		
84 9SUMMIT.....	f 7 45		
85 7CLARK'S TANK.....	7 47		
92 5PULASKI.....	s 8 02		
94 0C. C. JUNCTION.....	8 05	Meet 57.	
99 8DUBLIN.....	s 8 17		
105 6NEW RIVER.....	s 8 28		
106 4West End Double Tr'k	8 30		
107 8RADFORD.....	8 35 a m		

No. 15.

PASSENGER.
WESTERN DIVISION.

Daily.

Time bet. Stations.	WESTWARD.		FIRST CLASS.
	STATIONS.	LEAVES.	
Distance fr. Radford.			
BRISTOL.....	11 45 a m		
1 4RADFORD.....	¹⁴ 11 48		
2 2West End Double Tr'k	⁰⁸		
8 0NEW RIVER.....	s 11 50		
13 8DUBLIN.....	s 12 02		
15 3C. C. JUNCTION.....	12 13		
22 1PULASKI.....	s 12 16		
22 9CLARK'S TANK.....	12 30		
28 2SUMMIT.....	f 12 32		
32 9MAX MEADOWS.....	s 12 43		
36 1KENT.....	f 12 53		
41 3WYTHEVILLE.....	⁵³ 1 00 1 20	Meet 52	
43 8GRUBB.....	f 1 30		
49 0CROCKETT.....	s 1 35		
53 0RURAL RETREAT.....	s 1 47		
57 7GROSCLOSE.....	f 1 55		Meet 54
63 3ATKINS.....	s ⁴⁷ 2 05 2 11		
68 6HOLSTON.....	⁵⁶ 2 25	Meet 56	
70 8MARION.....	s 2 27		
74 1SEVEN-MILE FORD.....	⁷² 2 45	Meet 16, pass 58	
79 7CHILHOWIE.....	s 2 52		
83 2GLADE SPRING.....	s 3 08		
85 1EMORY.....	s 3 10		
85 1MEADOW VIEW.....	s 3 14		
93 0ABINGDON.....	s ⁷⁹ 3 30	Pass 57	
98 8MONTGOMERY.....	f 3 42		
102 1WALLACE.....	f 3 48		
107 8BRISTOL.....	⁵⁷ 4 00 p m	Meet 50	

No. 15 will take siding at Seven Mile Ford for No. 16.

No. 16. PASSENGER.
WESTERN DIVISION.

DAILY.

Time bet. Stations.	Distance fr. Bristol.	EASTWARD.		FIRST CLASS.
		STATIONS.	LEAVES.	
		BRISTOL	1 25 p m	
5 7	WALLACE	1 37		
9 0	MONTGOMERY	1 43		
14 8	ABINGDON	s 1 57		
22 7	MEADOW VIEW	2 13		
24 6	EMORY	f 2 17	Meet 67	
28 1	GLADE SPRING	s 2 25		
33 7	CHILHOWIE	f 2 37		
37 0	SEVEN-MILE FORD	f 2 45	Meet 15 and 53	
44 2	MARION	s 3 00		
44 5	HOLSTON	3 01		
50 1	ATKINS	3 13	Pass 56	
54 8	GROSCLOSE	3 23		
58 8	RURAL RETREAT	s 3 32		
64 0	CROCKETT	f 3 43		
66 5	GRUBB	3 48		
71 7	WYTHEVILLE	s 4 00		
74 9	KENT	4 07		
79 6	MAX MEADOWS	f 4 17		
84 9	SUMMIT	4 30		
85 7	CLARK'S TANK	4 32		
92 5	PULASKI	s 4 45	Pass 64	
94 0	C. C. JUNCTION	4 48	Meet 55	
99 8	DUBLIN	s 5 01		
105 6	NEW RIVER	f 5 13		
106 4	West End Double Tr'k	5 15		
107 8	RADFORD	5 20 p m		

No. 15 will take siding at Seven Mile Ford for No. 16.

No. 17. PASSENGER.
CRIPPLE CREEK EXTENSION.
WESTERN DIVISION.

DAILY
ex. Sunday.

Time bet. Stations.	Distance fr. Bristol.	EASTWARD.		SECOND CLASS.
		STATIONS.	LEAVES.	
		BRISTOL		
5 7	WALLACE	5 7		
9 0	MONTGOMERY	3 3		
14 8	ABINGDON	5 8		
22 7	MEADOW VIEW	7 9		
24 6	EMORY	1 9		
28 1	GLADE SPRING	3 5		
33 7	CHILHOWIE	5 6		
37 0	SEVEN-MILE FORD	3 3		
44 2	MARION	7 2		
44 5	HOLSTON	0 8		
50 1	ATKINS	5 6		
54 8	GROSCLOSE	4 7		
58 8	RURAL RETREAT	4 0		
64 0	CROCKETT	5 2		
66 5	GRUBB	2 5		
71 7	WYTHEVILLE	5 2		
74 9	KENT	3 2		
79 6	MAX MEADOWS	4 7		
84 9	SUMMIT	5 3		
85 7	CLARK'S TANK	0 8		
92 5	PULASKI	6 8		
94 0	C. C. JUNCTION	1 5	8 15 a m	Wait for 4,
99 8	DUBLIN	5 8	8 20 a m	{ Meet 57.
105 6	NEW RIVER	5 8		
106 4	West End Double Tr'k	0 8		
107 8	RADFORD	1 4		

NOTE.

Nos. 17 and 19 are East Bound trains between Pulaski and C. C. Junct.
Nos. 18 and 20 are West Bound trains between C. C. Junct. and Pulaski.
These trains have the same rights as Main Line Second Class trains.
Stock Express 54 runs Mondays and Thursdays only.

No. 18.

PASSENGER.

CRIPPLE CREEK EXTENSION.
WESTERN DIVISION.Daily
Ex. SundayTime bet.
Stations.
Distance fr.
Radford.

WESTWARD.

SECOND CLASS.

STATIONS.	LEAVES.	NOTES.
RADFORD.....		
1 4 West End Double Tr'k.....		
0 8		
2 2 NEW RIVER.....		
5 8		
8 0 DUBLIN.....		
5 8		
13 8 C. C. JUNCTION.....	11 50 a m	Note time 15, and 53.
1 5		
15 8 PULASKI.....	11 55 a m	
6 8		
22 1 CLARK'S TANK.....		
0 8		
22 9 SUMMIT.....		
5 8		
28 2 MAX MEADOWS.....		
4 7		
32 9 KENT.....		
3 2		
36 1 WYTHEVILLE.....		
5 2		
41 8 GRUBB.....		
2 5		
43 8 CROCKETT.....		
5 2		
49 0 RURAL RETREAT.....		
4 0		
53 0 GROSCLOSE.....		
4 7		
57 7 ATKINS.....		
5 6		
63 3 HOLSTON.....		
0 3		
63 6 MARION.....		
7 2		
70 8 SEVEN-MILE FORD.....		
3 3		
74 1 CHILHOWIE.....		
5 6		
79 7 GLADE SPRING.....		
3 5		
83 2 EMORY.....		
1 9		
85 1 MEADOW VIEW.....		
7 9		
93 0 ABINGDON.....		
5 8		
98 8 MONTGOMERY.....		
3 3		
102 1 WALLACE.....		
5 7		
107 8 BRISTOL.....		

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No. 19

PASSENGER

Daily

CRIPPLE CREEK EXTENSION.
WESTERN DIVISION.

Time bet. Stations.	Distance fr. Bristol.	EASTWARD.	SECOND CLASS.
STATIONS.	LEAVES	NOTES.	

BRISTOL.....			
5 7	WALLACE.....	5 7	
		3 3	
9 0	MONTGOMERY.....	5 8	
		3 3	
14 8	ABINGDON.....	7 9	
		1 9	
22 7	MEADOW VIEW.....	7 9	
		1 9	
24 6	EMORY.....	3 5	
		3 5	
28 1	GLADE SPRING.....	5 6	
		3 3	
33 7	CHILHOWIE.....	7 2	
		7 2	
37 0	SEVEN-MILE FORD.....	7 2	
		7 2	
44 2	MARION.....	0 3	
		0 3	
44 5	HOLSTON.....	5 6	
		4 7	
50 1	ATKINS.....	4 7	
		4 7	
54 8	GROSCLOSE.....	4 0	
		5 2	
58 8	RURAL RETREAT.....	5 2	
		2 5	
64 0	CROCKETT.....	2 5	
		5 2	
66 5	GRUBB.....	5 2	
		3 2	
71 7	WYTHEVILLE.....	4 7	
		4 7	
74 9	KENT.....	5 3	
		5 3	
79 6	MAX MEADOWS.....	0 8	
		0 8	
84 9	SUMMIT.....	0 8	
		0 8	
85 7	CLARK'S TANK.....	6 8	
		6 8	
92 5	PULASKI.....	3 00 p m	3 00 p m
		1 5	
94 0	C. C. JUNCTION.....	3 05 p m	3 05 p m
		5 8	
99 8	DUBLIN.....	5 8	
		5 8	
105 6	NEW RIVER.....	0 8	0 8
		0 8	
106 4	West End Double Tr'k.....	1 4	1 40
		1 40	
107 8	RADFORD.....		8 70

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No. 20. PASSENGER.
CRIPPLE CREEK EXTENSION.
WESTERN DIVISION.

Dialy.

WESTWARD. SECOND CLASS.

Time bet. Stations.	Distance fr. Radford.	STATIONS.	LEAVES.	NOTES.
		RADFORD.....		
1 4	1.4	W. End Double Track.....		
	0.8			
2 2	2.2	NEW RIVER.....		
	5.8			
8 0	8.0	DUBLIN.....		
	5.8			
13 8	13.8	C. C. JUNCTION.....	6 45 p m	
	1.5			
15 3	15.3	PULASKI.....	6 50 p m	
	6.8			
22 1	22.1	CLARK'S TANK.....		
	0.8			
22 9	22.9	SUMMIT.....		
	5.3			
28 2	28.2	MAX MEADOWS.....		
	4.7			
32 9	32.9	KENT.....		
	3.2			
36 1	36.1	WYTHEVILLE.....		
	5.2			
41 3	41.3	GRUBB.....		
	2.5			
43 8	43.8	CROCKETT.....		
	5.2			
49 0	49.0	RURAL RETREAT.....		
	4.0			
53 0	53.0	GROSCLOSE.....		
	4.7			
57 7	57.7	ATKINS.....		
	5.6			
63 3	63.3	HOLSTON.....		
	0.3			
63 6	63.6	MARION.....		
	7.2			
70 8	70.8	SEVEN-MILE FORD.....		
	3.3			
74 1	74.1	CHILHOWIE.....		
	5.6			
79 7	79.7	GLADE SPRING.....		
	3.5			
83 2	83.2	EMORY.....		
	3.5			
85 1	85.1	MEADOW VIEW.....		
	1.9			
85 1	85.1	MEADOW VIEW.....		
	7.9			
93 0	93.0	ABINGDON.....		
	5.8			
98 8	98.8	MONTGOMERY.....		
	3.3			
102 1	102.1	WALLACE.....		
	5.7			
107 8	107.8	BRISTOL.....		

NOTE.

Nos. 17 and 19 are East Bound trains between Pulaski and C. C. Junct.
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Stock Express 54 runs Mondays and Thursdays only.

No. 41. C. C. LOCAL F.R.T. Daily
WESTERN DIVISION.

WESTWARD. SECOND CLASS.

Time bet. Stations.	Distance fr. Radford.	STATIONS.	LEAVES.	NOTES.
		RADFORD.....	5 30 a m	
4	1 4	West End Double Tr'k.....	5 85	
	0.8			
3	2 2	NEW RIVER.....	5 38	
	5.8			
20	8 0	DUBLIN.....	6 04	
	5.8			
17	13 8	C. C. JUNCTION.....	6 25	
	1.5			
6	15 3	PULASKI.....	6 30 a m	Note time 58
	6.8			
	22 1	CLARK'S TANK.....		
	0.8			
22 9	22.9	SUMMIT.....		
	5.3			
28 2	28.2	MAX MEADOWS.....		
	4.7			
32 9	32.9	KENT.....		
	3.2			
36 1	36.1	WYTHEVILLE.....		
	5.2			
41 3	41.3	GRUBB.....		
	2.5			
43 8	43.8	CROCKETT.....		
	5.2			
49 0	49.0	RURAL RETREAT.....		
	4.0			
53 0	53.0	GROSCLOSE.....		
	4.7			
57 7	57.7	ATKINS.....		
	5.6			
63 3	63.3	HOLSTON.....		
	0.3			
63 6	63.6	MARION.....		
	7.2			
70 8	70.8	SEVEN-MILE FORD.....		
	3.3			
74 1	74.1	CHILHOWIE.....		
	5.6			
79 7	79.7	GLADE SPRING.....		
	3.5			
83 2	83.2	EMORY.....		
	1.9			
85 1	85.1	MEADOW VIEW.....		
	7.9			
93 0	93.0	ABINGDON.....		
	5.8			
98 8	98.8	MONTGOMERY.....		
	3.3			
102 1	102.1	WALLACE.....		
	5.7			
107 8	107.8	BRISTOL.....		

Note Time 17, 18, 19 and 20.
No. 17 runs daily except Saturday and Sunday.

No. 50. THROUGH FR'T. Daily.
WESTERN DIVISION.

Time bet. Stations.	Distance fr. Bristol.	EASTWARD.		Second Class.
		STATIONS.	LEAVES.	
		BRISTOL.....	4 00 p m	Meet 15.
17	5 7	WALLACE.....	4 33	Meet 57.
11	9 0	MONTGOMERY.....	4 53	Meet 53.
17	14 8	ABINGDON.....	5 25	
23	22 7	MEADOW VIEW.....	6 09	
6	24 6	EMORY.....	6 20	
9	28 1	GLADE SPRING.....	6 40	
18	33 7	CHILHOWIE.....	7 12	
9	37 0	SEVEN-MILE FORD	7 31	
21	44 2	MARION.....	8 12	
2	44 5	HOLSTON.....	8 14	
17	50 1	ATKINS.....	8 45	Meet 55.
14	54 8	GROSCLOSE.....	9 20	Meet 8.
12	58 8	RURAL RETREAT	9 45	
17	64 0	CROCKETT.....	10 18	
8	66 5	GRUBB.....	10 35	
15	71 7	WYTHEVILLE.....	11 09	
13	74 9	KENT.....	11 29	
11	79 6	MAX MEADOWS.....	12 00	
15	84 9	SUMMIT.....	12 27	
2	85 7	CLARK'S TANK.....	12 32	Meet 51.
21	92 5	PULASKI.....	1 04	
6	94 0	C. C. JUNCTION.....	1 10	
17	99 8	DUBLIN.....	1 38	
20	105 6	NEW RIVER.....	2 04	
3	106 4	West End Double Tr'k	2 08	
4	107 8	RADFORD.....	2 15 a m	

No. 51. THROUGH FR'T. Daily.
WESTERN DIVISION.

Time bet. Stations.	Distance fr. Radford.	WESTWARD.		Second Class.
		STATIONS.	LEAVES.	
		RADFORD.....	11 00 p m	
4	1 4	West End Double Tr'k	11 06	
3	2 2	NEW RIVER.....	11 09	
20	8 0	DUBLIN.....	11 33	
17	13 8	C C JUNCTION.....	11 55	
6	15 3	PULASKI.....	12 00	
21	22 1	CLARK'S TANK.....	12 32	Meet 50
2	22 9	SUMMIT.....	12 37	
15	28 2	MAX MEADOWS.....	1 00	
11	32 9	KENT.....	1 22	
13	36 1	WYTHEVILLE.....	1 35	
15	41 3	GRUBB.....	1 59	
8	43 8	CROCKETT.....	2 20	Meet 2.
17	49 0	RURAL RETREAT	2 35	
12	53 0	GROSCLOSE.....	2 47	
14	57 7	ATKINS.....	3 02	Meet 58
17	63 3	HOLSTON.....	3 22	
2	63 6	MARION.....	3 23	
21	70 8	SEVEN-MILE FORD	3 48	
9	74 1	CHILHOWIE.....	4 00	
18	79 7	GLADE SPRING.....	4 20	
9	83 2	EMORY.....	4 32	
8	85 1	MEADOW VIEW.....	4 38	
23	93 0	ABINGDON.....	5 15	Meet 4.
17	98 8	MONTGOMERY.....	5 47	
11	102 1	WALLACE.....	6 05	Meet 52
17	107 8	BRISTOL.....	6 30 a m	

Note time 17, 18, 19 and 20.

On Sundays, No. 50 will not leave Bristol until sundown, unless otherwise ordered.

Note time 17, 18, 19 and 20.

No. 52. THE LOCAL R.R.T.

Daily
Ex. Sunday.

WESTERN DIVISION.

Time bet. Stations.	Distance fr. Bristol	EASTWARD.		Second Class.
		STATIONS.	LEAVES.	
		BRISTOL	5 30 a m	
	5.7	WALLACE	6 05	Meet 51
11 9 0	3.3	MONTGOMERY	6 25	
17 14 8	5.8	ABINGDON	7 04	0 8 32
23 22 7	7.9	MEADOW VIEW	7 56	8 51 11
8 24 6	1.9	EMORY	8 08	8 51 0
9 28 1	3.5	GLADE SPRING	8 31	1 29 12
18 33 7	5.6	CHILHOWIE	9 10	2 22 1
9 37 0	3.8	SEVEN-MILE FORD	9 32	3 22 11
21 44 2	7.2	MARION	10 20	4 13 11
2 44 5	0.3	HOLSTON	10 22	5 13 11
17 50 1	5.6	ATKINS	{ 11 04	Meet 1
14 54 8	4.7	GROSCLOSE	{ 11 10	Meet 57
12 58 8	4.0	RURAL RETREAT	12 08	
17 64 0	5.2	CROCKETT	12 35	
8 66 5	2.5	GRUBB	12 48	Meet 58
15 71 7	5.2	WYTHEVILLE	{ 1 00	Meet 15
13 74 9	3.2	KENT	{ 1 20	
11 79 6	4.7	MAX MEADOWS	2 08	
15 84 9	5.3	SUMMIT	2 40	
2 85 7	0.8	CLARK'S TANK	2 45	
21 92 5	6.8	PULASKI	3 27	
6 94 0	1.5	C. C. JUNCTION	3 35	
17 99 8	5.8	DUBLIN	4 10	Meet 55
20 105 6	5.8	NEW RIVER	4 42	
8 106 4	0.8	West End Double Tr'k	4 47	
4 107 8	1.4	RADFORD	4 55 p m	8 10 11

Note time 17, 18, 19 and 20.

11/3

No. 53. THROUGH R.R.T.

Daily
Ex. Sunday.

WESTERN DIVISION.

Time bet. Stations.	Distance fr. Radford	WESTWARD.		Second Class.
		STATIONS.	LEAVES.	
		RADFORD	10 20 a m	
4 1 4	1 4	West End Double Tr'k	10 25	1 3 11
3 2 2	0 8	NEW RIVER	10 28	0 3 11
20 8 0	5 8	DUBLIN	10 55	0 3 11
17 13 8	5 8	C. C. JUNCTION	11 11	0 3 11
6 15 3	1 5	PULASKI	11 15	3 2 3
21 22 1	6 8	CLARK'S TANK	11 43	1 3 11
2 22 9	0 8	SUMMIT	11 45	3 2 11
15 28 2	5 8	MAX MEADOWS	12 03	0 3 11
11 32 9	4 7	KENT	12 19	2 1 11
18 36 1	3 2	WYTHEVILLE	12 30	0 3 11
15 41 3	5 2	GRUBB	12 48	Meet 52
8 43 8	2 5	CROCKETT	12 59	
17 49 0	5 2	RURAL RETREAT	1 18	
12 53 0	4 0	GROSCLOSE	1 33	Meet 54
14 57 7	4 7	ATKINS	1 50	
17 63 3	5 6	HOLSTON	2 10	Meet 56
2 63 6	0 3	MARION	2 12	
21 70 8	7 2	SEVEN-MILE FORD	2 45	{ Passed by 15 Meet 16
9 74 1	3 3	CHILHOWIE	3 08	0 3 11
18 79 7	5 6	GLADE SPRING	3 33	0 3 11
9 83 2	3 5	EMORY	3 48	0 3 11
8 85 1	1 9	MEADOW VIEW	3 56	0 3 11
23 93 0	7 9	ABINGDON	4 29	0 3 11
17 98 8	5 8	MONTGOMERY	4 53	Meet 50
11 102 1	3 3	WALLACE	5 07	1 3 11
17 107 8	5 7	BRISTOL	5 30 p m	0 3 11

Note time 17, 18, 19 and 20.

11/3

No. 54. STOCK EXPRESS. Mondays and Thursdays only.
WESTERN DIVISION.

Time bet. Stations.	Distance fr. Bristol.	EASTWARD.		Second Class.
		STATIONS.	LEAVES.	
		BRISTOL.....	8 45 a m	
17 5 7	5 7	WALLACE.....	9 12	
11 9 0	8 8	MONTGOMERY....	9 28	
17 14 8	5 8	ABINGDON.....	9 58	
23 22 7	7 9	MEADOW VIEW...	10 36	
8 24 6	1 9	EMORY.....	10 45	
9 28 1	3 5	GLADE SPRING...	11 03	
18 33 7	5 6	CHILHOWIE.....	11 40	Meet 1
9 37 0	3 3	SEVEN-MILE FORD	11 58	
21 44 2	7 2	MARION.....	12 32	
2 44 5	0 8	HOLSTON.....	12 35	Meet 57
17 50 1	5 6	ATKINS.....	1 06	
14 54 8	4 7	GROSCLOSE.....	{ 1 33	Meet 58 and 15
12 58 8	4 0	RURAL RETREAT.	{ 1 55	
17 64 0	5 2	CROCKETT.....	2 33	
8 66 5	2 5	GRUBB.....	2 44	
15 71 7	5 2	WYTHEVILLE....	3 06	
18 74 9	3 2	KENT.....	3 19	
11 79 6	4 7	MAX MEADOWS...	3 40	
15 84 9	5 8	SUMMIT.....	4 03	
2 85 7	0 8	CLARK'S TANK...	4 06	
21 92 5	6 8	PULASKI.....	{ 4 45	{ Passed by 16
6 94 0	1 5	C. C. JUNCTION...	{ 4 55	{ Meet 55
17 99 8	5 8	DUBLIN.....	5 28	
20 105 6	5 8	NEW RIVER.....	5 51	
8 106 4	0 8	West End Double Tr'k	5 54	
4 107 8	1 4	RADFORD.....	6 00 p m	

Note time 17, 18, 19 and 20.
MONDAYS and THURSDAYS only.

No. 55. THROUGH FR'T. Daily.
WESTERN DIVISION.

Time bet. Stations.	Distance fr. Radford.	WESTWARD.		Second Class.
		STATIONS.	LEAVES.	
		RADFORD.....	8 30 p m	
4	1 4	West End Double Tr'k	8 37	
8	2 2	NEW RIVER.....	8 41	
20	8 0	DUBLIN.....	4 10	Meet 52.
17	13 8	C. C. JUNCTION...	4 48	Meet 16.
6	15 3	PULASKI.....	4 55	Meet 54.
21	22 1	CLARK'S TANK...	5 36	
2	22 9	SUMMIT.....	5 40	
15	28 2	MAX MEADOWS...	6 02	Meet 56
11	32 9	KENT.....	6 28	
18	36 1	WYTHEVILLE....	6 46	
15	41 3	GRUBB.....	7 14	
8	43 8	CROCKETT.....	7 29	
17	49 0	RURAL RETREAT	7 58	
12	53 0	GROSCLOSE....	8 19	
14	57 7	ATKINS.....	8 45	Meet 50.
17	63 3	HOLSTON.....	9 48	Passed by 3
2	63 6	MARION.....	10 00	
21	70 8	SEVEN-MILE FORD	10 34	
9	74 1	CHILHOWIE....	10 51	
18	79 7	GLADE SPRING...	11 19	
9	83 2	EMORY.....	11 36	
8	85 1	MEADOW VIEW...	11 45	Meet 58.
23	93 0	ABINGDON.....	12 33	Meet 2.
17	98 8	MONTGOMERY....	1 00	
11	102 1	WALLACE.....	1 14	
17	107 8	BRISTOL.....	1 40 a m	

Note time 17, 18, 19 and 20. 10 10
On Sundays, No. 55 will not leave Radford until sundown,
unless otherwise ordered.

No. 56. THROUGH FR'T. ^{Daily}
WESTERN DIVISION.

Ex. Sunday.

Time bet. Stations.	Distance fr. Bristol.	EASTWARD.		Second Class.
		STATIONS.	LEAVES.	
		BRISTOL.....	10 00 a m	
17	5 7	WALLACE..... ⁵⁷	10 27	
11	9 0	MONTGOMERY..... ⁸⁸	10 43	
17	14 8	ABINGDON..... ⁵⁸	11 12	0 8 02
23	22 7	MEADOW VIEW..... ⁷⁹	12 01	Meet 1
8	24 6	EMORY..... ³⁵	12 11	3 6 0
9	28 1	GLADE SPRING..... ⁵⁶	12 30	1 22 12
18	33 7	CHILHOWIE..... ³³	1 02	0 22 0
9	37 0	SEVEN-MILE FORD..... ⁷²	1 20	Meet 57
21	44 2	MARION..... ⁰³	2 07	0 22 11
2	44 5	HOLSTON..... ⁵⁶	{ 2 10	Meet 58 & 15
17	50 1	ATKINS..... ⁴⁷	2 25	Passed by 16
14	54 8	GROSCLOSE..... ⁴⁰	3 48	8 21 8
12	58 8	RURAL RETREAT..... ⁵²	4 10	0 21 11
17	64 0	CROCKETT..... ²⁵	4 38	0 21 81
8	66 5	GRUBB..... ⁵²	4 52	1 21 11
15	71 7	WYTHEVILLE..... ³²	5 20	0 22 11
18	74 9	KENT..... ⁴⁷	5 37	0 22 8
11	79 6	MAX MEADOWS..... ⁶⁸	6 02	Meet 55
15	84 9	SUMMIT..... ⁰⁸	6 27	1 21 0
2	85 7	CLARK'S TANK..... ⁶⁸	6 30	1 21 81
21	92 5	PULASKI..... ¹⁵	7 02	1 22 0
6	94 0	C. C. JUNCTION..... ⁵⁸	7 08	1 22 8
17	99 8	DUBLIN..... ⁵⁸	7 45	Meet 8
20	105 6	NEW RIVER..... ⁰⁸	8 10	8 20 11
8	106 4	West End Double Tr'k..... ¹⁴	8 14	1 20 11
4	107 8	RADFORD.....	8 20 p m	8 20 11

No. 57. LOCAL FR'T. ^{Daily}
WESTERN DIVISION.

Ex. Sunday.

Time bet. Stations.	Distance fr. Radford.	WESTWARD.		Second Class.
		STATIONS.	LEAVES.	
		RADFORD..... ¹⁴	6 45 a m	
4	1 4	West End Double Tr'k..... ⁰⁸	6 52	1 20 11
8	2 2	NEW RIVER..... ⁵⁸	6 57	1 20 11
20	8 0	DUBLIN..... ⁵⁸	7 25	Meet 58
17	18 8	C. C. JUNCTION..... ¹⁵	8 05	Meet 4
6	15 3	PULASKI..... ⁶⁸	8 15	Meet 17
21	22 1	CLARK'S TANK..... ⁰⁸	8 54	1 22 11
2	22 9	SUMMIT..... ⁵³	9 00	1 22 11
15	28 2	MAX MEADOWS..... ⁴⁷	9 29	0 18 21
11	32 9	KENT..... ³²	9 57	0 18 12
13	36 1	WYTHEVILLE..... ⁶²	10 25	Passed by 1
15	41 8	GRUBB..... ²⁵	10 58	1 08 11
8	43 8	CROCKETT..... ⁵²	11 08	8 18 11
17	49 0	RURAL RETREAT..... ⁴⁰	11 30	1 18 21
12	53 0	GROSCLOSE..... ⁴⁷	11 46	Meet 52
14	57 7	ATKINS..... ⁵⁶	12 08	0 08 3
17	63 3	HOLSTON..... ⁰³	12 35	Meet 54
2	63 6	MARION..... ⁷²	12 37	0 17 21
21	70 8	SEVEN MILE FORD..... ³³	1 20	Meet 56
9	74 1	CHILHOWIE..... ⁵⁶	1 32	0 18 11
18	79 7	GLADE SPRING..... ³⁵	1 53	1 22 21
9	83 2	EMORY..... ¹⁹	2 17	Meet 16
8	85 1	MEADOW VIEW..... ⁷⁹	2 30	0 18 3
23	93 0	ABINGDON..... ⁵⁸	3 30	Passed by 15
17	98 8	MONTGOMERY..... ³³	4 18	3 20 02
11	102 1	WALLACE..... ⁵⁷	4 33	Meet 50
17	107 9	BRISTOL..... ⁵⁷	5 05 p m	8 10 11

Note time 17, 18, 19 and 20. ^{10, 20} minutes
between leaving stations of Jon New 00 00 00, 00 00 00
between leaving stations of Jon New 00 00 00, 00 00 00

Note time 17, 18, 19 and 20. ^{10, 20} minutes
between leaving stations of Jon New 00 00 00, 00 00 00

No. 58. THROUGH FR'T. Daily.
WESTERN DIVISION.

Time bet. Stations.	Distance fr. Bristol.	EASTWARD.		Second Class.
		STATIONS.	LEAVES.	
		BRISTOL.....	9 30 p in	
17	5 7	WALLACE..... 5 7	9 57	
11	9 0	MONTGOMERY.... 5 8	10 18	
17	14 8	ABINGDON..... 7 9	10 52	Meet 3 8 02
23	22 7	MEADOW VIEW... 1 9	11 45	Meet 55 8 02
8	24 6	EMORY..... 3 5	11 59	
9	28 1	GLADE SPRING... 5 6	12 24	
18	33 7	CHILHOWIE..... 3 3	1 14	Passed by 2
9	37 0	SEVEN-MILE FORD 7 2	1 44	
21	44 2	MARION..... 0 3	2 27	
2	44 5	HOLSTON..... 5 6	2 30	
17	50 1	ATKINS..... 4 7	3 02	Meet 51
14	54 8	GROSCLOSE..... 4 0	3 27	
12	58 8	RURAL RETREAT... 5 2	3 48	
17	64 0	CROCKETT..... 2 5	4 16	
8	66 5	GRUBB..... 5 2	4 30	
15	71 7	WYTHEVILLE.... 3 2	4 57	
13	74 9	KENT..... 4 7	5 13	
11	79 6	MAX MEADOWS... 5 8	5 38	
15	84 9	SUMMIT..... 0 8	6 06	
2	85 7	CLARK'S TANK... 6 8	6 10	
21	92 5	PULASKI..... 1 5	6 47	Note time 41
6	94 0	C. C. JUNCTION... 5 8	6 54	
17	99 8	DUBLIN..... 5 8	7 25	Meet 57 8 02
20	105 6	NEW RIVER..... 0 8	8 00	
3	106 4	West End Double Tr'k 1 4	8 04	
4	107 8	RADFORD..... 1 4	8 10 a m	

Note time 17, 18, 19 and 20.

1040

Cripple Creek Extension
AND
Saltville Branch.

Maximum speed for first class trains Cripple Creek Branch is 30 miles per hour (two minutes per mile).

CRIPPLE CREEK EXTENSION.

No. 17. PASSENGER.
WESTERN DIVISION.Daily
Ex. Sunday.

Time bet. Stations.	Distance fr. Pulaski.	WESTWARD.		First Class.
		STATIONS.	LEAVES.	
	PULASKI.....			
1 7	...C. C. JUNCTION... 4.5	s 8 20 a m		
6 2	...DRAPER..... 6.2	s 8 32		
12 4	...ALLISONIA..... 0.9	s 8 49		
13 3	..REED ISLAND JC. 4.3	s 8 52		
17 6	..BARREN SPRINGS. 6.2	s 9 04	Pass 43.	
23 8	...FOSTER FALLS... 5.0	s 9 22		
28 8	...AUSTINVILLE... 2.9	s 9 35		
31 7IVANHOE..... s 9 45 a m			

No. 18. PASSENGER.
WESTERN DIVISION.Daily
Ex. Sunday.

Time bet. Stations.	Distance fr. Ivanhoe.	EASTWARD.		First Class.
		STATIONS.	LEAVES.	
	IVANHOE..... 2.9		10 25 a m	
2 9	...AUSTINVILLE... 5.0	s 10 33	Meet 43.	
7 9	...FOSTER FALLS... 6.2	s 10 47		
14 1	..BARREN SPRINGS. 4.3	s 11 05		
18 4	..REED ISLAND JC.. 0.9	s 11 17		
19 3ALLISONIA..... 6.2	s 11 20		
25 5DRAPER..... 4.5	s 11 38		
30 0	...C. C. JUNCTION... 1.7	11 50 a m		
31 7PULASKI.....			

CRIPPLE CREEK EXTENSION.

No. 19. PASSENGER. Daily.
WESTERN DIVISION.

Time bet. Stations.	WESTWARD.		First Class.
	STATIONS.	LEAVES.	
	PULASKI		
1 7	C. C. JUNCTION	s 3 05 pm	Meet 42
6 2	DRAPER	s 3 17	
12 4	ALLISONIA	s 3 35	
18 3	REED ISLAND JC.	s 3 37	
17 6	BARREN SPRINGS	s 3 50	
28 8	FOSTER FALLS	s 4 07	
28 8	AUSTINVILLE	s 4 21	
31 7	IVANHOE	s 4 30 pm	

No. 20. PASSENGER. Daily.
WESTERN DIVISION.

Time bet. Stations.	EASTWARD.		First Class.
	STATIONS.	LEAVES.	
	IVANHOE	5 20 pm	
2 9	AUSTINVILLE	s 5 29	
7 9	FOSTER FALLS	s 5 42	
14 1	BARREN SPRINGS	s 5 59	
18 4	REED ISLAND JC.	s 6 12	
19 3	ALLISONIA	s 6 14	
25 5	DRAPER	s 6 32	
30 0	C. C. JUNCTION	s 6 45 pm	
31 7	PULASKI		

CRIPPLE CREEK EXTENSION.

No. 42. LOCAL F.R.T. Daily.
WESTERN DIVISION.

Time bet. Stations.	EASTWARD.		Second Clss.
	STATIONS.	LEAVES.	
	IVANHOE	12 30 pm	
9 2 9	AUSTINVILLE	12 45	
15 7 9	FOSTER FALLS	1 08	
18 14 1	BARREN SPRINGS	1 38	
13 18 4	REED ISLAND JC.	1 59	
8 19 3	ALLISONIA	2 03	
18 25 5	DRAPER	2 33	
13 30 0	C. C. JUNCTION	3 05 pm	Meet 19
81 7	PULASKI		

No. 43. LOCAL F.R.T. Daily.
WESTERN DIVISION.

Time bet. Stations.	WESTWARD.		Second Class.
	STATIONS.	LEAVES.	
	PULASKI		
1 7	C. C. JUNCTION	7 15 a m	
18 6 2	DRAPER	7 43	
18 12 4	ALLISONIA	8 21	
8 13 3	REED ISLAND JC.	8 27	
13 17 6	BARREN SPRINGS	9 04	Passed by 17
18 23 8	FOSTER FALLS	9 52	
15 28 8	AUSTINVILLE	10 33	Meet 18
9 31 7	IVANHOE	11 00 a m	

SALTVILLE EBRANCH.--Western Division.

No. 65. MIXED TRAIN. Daily
WESTERN DIVISION.

Time bet. Stations.	Distance fr. Glade Spgs.	WESTWARD.	Second Class.
		WESTWARD	
STATIONS.	LEAVES.	NOTES.	
GLADE SPRING	7 00 a m		
35 8 3 SALTVILLE	7 40 a m		

No 66. MIXED TRAIN. Daily
WESTERN DIVISION.

Time bet. Stations.	Distance fr. Saltville.	EASTWARD.	Second Class.
		EASTWARD	
STATIONS.	LEAVES.	NOTES.	
SALTVILLE	8 45 a m	0 00	
35 8 3 GLADE SPRING	9 25 a m	18	

No. 67. MIXED TRAIN. Daily
WESTERN DIVISION.

Time bet. Stations.	Distance fr. Glade Spgs.	WESTWARD.	Second Class.
		WESTWARD	
STATIONS.	LEAVES.	NOTES.	
GLADE SPRING	3 10 p m	Wait for 15.	
35 8 3 SALTVILLE	3 50 p m		

No. 68. MIXED TRAIN. Daily
WESTERN DIVISION.

Time bet. Stations.	Distance fr. Saltville.	EASTWARD.	Second Class.
		EASTWARD	
STATIONS.	LEAVES.	NOTES.	
SALTVILLE	5 00 p m	8 28 31	
35 8 3 GLADE SPRING	5 40 p m	18	

Nos. 66 and 68, when delayed, will have right of track
Saltville to Glade Spring against Nos. 65 and 67.

260
815
1015
1015
378 12
1256 18
1256 18
16.51.83

1236 28
13,988 2

RULES.**Special and General.**

SPECIAL RULES.

Time Table No. 7.

Important --- Read Carefully!

WEST-BOUND Trains will have absolute right of track over trains of the same or inferior class running in the opposite direction.

Work trains can only use the Main track as per Rule 113, between the hours of 5 a. m. and 8 p. m., and must not go out in the morning without first receiving orders. Should they, from any cause, be unable to reach a Telegraph Office by 8 p. m., they can flag to the nearest Telegraph Office, running ahead of the first train due, clearing the time of all Passenger and Freight trains at least ten (10) minutes.

Work trains may occupy the main track, when protected by proper signals, until regular freight trains approach, and run ahead of them to the first siding, but they must not occupy the main track within ten (10) minutes of the time of regular first-class Passenger trains.

An order against a specified train gives no rights whatever over any other train.

No train has a right to run ahead of its schedule time without written orders to do so.

Five (5) minutes must be allowed at meeting points for variation of watches. This time, allowed for possible variation of watches, must be observed at every succeeding station or siding until the

expected train is met. No part of this time will be used by the delayed train in an effort to make the meeting point.

When trains having right of track do not arrive at meeting and passing points on time, trains not having the right of track, unless otherwise ordered, will wait INDEFINITELY for them.

Note carefully time allowed between stations. Rate of speed specified must not be exceeded.

ALL trains in both directions will hereafter be required to get a "31" order or a clearance card signed by the Superintendent before leaving Norfolk, Crewe, Island Yard, Lynchburg, Roanoke, Radford, Bristol, Bluefield, Pocahontas, Elkhorn, Ivanhoe and Honaker.

Should the telegraph line fail before trains are ready to leave at these terminals, if the operator has no other orders for trains ready to depart, he is authorized to issue a proper clearance card.

All passenger trains are required to consume full schedule time descending grade between Blue Ridge and Buford, Christiansburg and Big Spring, Christiansburg and Vicker, and Clark and Pulaski.

All East-bound Freight trains are required to consume not less than one (1) hour running time between Christiansburg and Big Spring.

All regular and extra Freight trains will pass into and through all regular stations, and will approach all isolated side-tracks and also all water tanks and coaling stations with train under full control, expecting to find trains at such points. Speed must be reduced and Enginemen and Trainmen must commence to get their train under control one mile from all such specified points, so that under no circumstances whatever shall it be possible for them to strike any train, car or engine that may be within the switches of any regular stations or that may be taking coal or water at any coaling station or water tank; but trains

occupying the main track, as an additional precaution, must protect themselves, as per Rule No. 99.

All schedule Passenger trains except when otherwise specified are first-class; all schedule Freight trains are second-class. All other trains are extra.

The maximum speed will be designated from time to time by special order; and, until further notice, the maximum speed for First-Class trains is forty-five (45) miles per hour (1 $\frac{1}{2}$ minutes per mile); Second-class and extra trains as per time allowed between stations, as shown on margin of time table. Between Radford and Pocahontas the maximum speed of Passenger Trains will not exceed thirty (30) miles per hour.

Slides, accidents, defects in track, detentions, &c., must be reported to the Superintendent, with number of the nearest mile-post.

In case any of the Rules should not be clearly understood, when out on the road, ask for information by wire.

In all cases of doubt and uncertainty take the safe course and run no risks.

In reporting accidents give the information asked for by following questions:

- A. Is anyone hurt; if so, how much?
- B. Is wreck-car or work-train needed to clear track; if not, how long will it be blocked?
- C. Is Engine disabled?
- D. How many cars off, and what is their condition and position?
- E. How much track torn up, and what material is required to relay it?
- F. Give cause of accident.

RULES FOR RAILROAD CROSSING.

NORFOLK SOUTHERN RAILROAD, NORFOLK AND CAROLINA RAILROAD, ATLANTIC AND DANVILLE RAILROAD, SUFFOLK AND CAROLINA RAILROAD, AND PETERSBURG RAILROAD.

1. When the arm on Semaphore stands horizontal (thus ) showing a *Red* blade by day or a *Red* light by night, the crossing is *blocked* and no train will attempt to pass over it.
2. When the arm on Semaphore stands perpendicular (thus ) by day or shows a white light by night, the crossing is clear, and the train having such signal can pass over it.
3. All trains will approach the crossing under perfect control, (not exceeding four (4) miles per hour), prepared to stop at the Semaphore signal.
4. The Semaphore signals will be kept set for a clear track to trains of Norfolk & Western Railroad, and will only be changed when the trains of the Railroads named approach.
5. When trains of the *same class* meet at the crossing, those of the Norfolk & Western Railroad shall have precedence.
6. When trains of the superior and inferior class meet at the crossing, then the train of the superior class shall have precedence.
7. The signal shall not be changed within five (5) minutes of the time of any first-class train to allow an inferior class train to pass, unless the first-class train is fifteen (15) minutes or more behind schedule time.
8. *Enginemen will be governed by the Semaphore signal, on the RIGHT HAND SIDE IN THE DIRECTION THE TRAIN IS GOING.*

SURRY, SUSSEX AND SOUTHAMPTON RAIL- ROAD.

When the arm of Signal Post is VERTICAL, displaying two Red Disks by day or two Red Lamps by night, one above the other, the Norfolk & Western track is OPEN and trains of that Company have the right to pass the Crossing.

When the arm of the Signal Post is HORIZONTAL, displaying two Red Disks by day or two Red Lamps by night on the same horizontal line, the Norfolk & 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 are required to approach the Crossing cautiously, and will reduce speed to one-half schedule rate in going over the same.

In approaching the Crossings, trains of the Norfolk & Western Railroad will give a loud blast of the whistle at the Signal Board (S) and reduce speed to half schedule rate. In FOGGY weather, day or night, the Norfolk & Western Railroad trains will reduce speed to four (4) miles per hour at the Signal Board (S), if at that point the signal for open track is not distinctly seen, they will come to a full stop before reaching the crossing, and ascertain, by sight of the signals or by information from the watchman, that the track is open. The trains of the Norfolk & Western Railroad are to have precedence, and the signals are to remain habitually at "open track" for trains of the Norfolk & Western Railroad except for the actual passage of the trains of the Surry, Sussex & Southampton R. R.

VIRGINIA MIDLAND RAILWAY CROSSING AT LYNCHBURG.

When the arm on Semaphore stands horizontal (thus ) showing a Red blade by day or a Red

light by night, the crossing is *blocked*, and no train will attempt to pass over it.

When the arm on Semaphore stands perpendicular (thus ) by day, or shows a white light by night, the crossing is clear, and the train having such signal can pass over it.

When trains of the *same class* meet at the crossing, those of the Norfolk & Western Railroad shall have precedence.

When trains of the superior and inferior class meet at the crossing, then the train of the superior class shall have precedence.

All Trains are required 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.

RICHMOND & ALLEGHANY RAILROAD CROSSING.

All trains must come to a FULL STOP at a point fifty (50) feet on either side of the crossing of the Richmond & Alleghany Railroad at Lynchburg, and only proceed when "clear track" is shown by the Home-Signal opposite the Signal-Tower.

Enginemen of ALL TRAINS must approach the distant-signal with trains under perfect control, so as to be able to conform to this Rule.

RULES FOR DRAW BRIDGES.

All Enginemen are required, in approaching any of the draws with their trains, to sound two (2) long blasts of the whistle, when within one mile of the draw, and again when within one-third of a mile of the draw.

At the first blast of the whistle from an approaching train, the draw-tender will indicate, by means of

a flag, the position of the draw. If **CLOSED** and **ALL RIGHT** for the passage of the train, he will display a white flag, and give the train the signal to come ahead, which signal he will continue to give until acknowledged by the Engineman by two (2) successive short blasts of the whistle. At the second blast of the whistle the draw-tender will repeat his signal. If the draw is **OPEN**, or the bridge from that or any other cause is unprepared for the passage of the train, he will display a red flag and give the signal for the train to stop, which signal the draw-tender will **CONTINUE** to give until it has been acknowledged by the Engine by (2) successive short blasts of the whistle, which acknowledgment must be **REPEATED** after a slight interval, at the same time planting his red flag in the center of the track and between him and the approaching train. At night, the signals herein required will be given by white or red lamps in place of flags.

In case of fog or any other cause preventing a clear and distinct sight of the signal on the part of the Engineman, the train must be brought to a stop, the same as if the draw were open.

All trains must approach the draw under full control, and must not exceed the rate of six (6) miles per hour in crossing the same. (Note Rule No. 65.)

It is of the utmost importance that proper rules for the government of the employes of a railroad company should be literally and absolutely enforced, in order to make such rules efficient. If they cannot or ought not to be enforced, they ought not to exist. Officers or employes whose duty it may be to make or enforce rules, however temporary or unimportant they may seem, should keep this clearly in mind. If in the judgment of any one whose duty it is to enforce a rule, such rule cannot or ought not to be enforced, he, should at once bring it to the attention of those in authority.

GENERAL RULES.
NOTE.—The following are the Uniform Train Rules adopted by the General Time Convention.

GENERAL NOTICE.

All employes should be required to be polite and considerate in their intercourse with the public. The reputation and prosperity of a company depend greatly upon the promptness with which its business is conducted and the manner in which its patrons are treated by its employes.

GENERAL RULES.

1. The Rules herein set forth apply to and govern all roads operated by this company.

2. In addition to these Rules the Time-tables will contain special instructions, as the same may be found necessary. Special instructions, whether in conflict with these Rules or not, which may from time to time be given by proper authority, whether upon the Time-tables or otherwise, shall be fully observed while in force.

3. The head of each Department must be conversant with the Rules, supply copies of them to his subordinates, see that they are understood, enforce obedience to them, and report to the proper officer all violations and action taken thereon.

4. Every employe of this Company whose duties are in any way prescribed by these Rules, must always have a copy of them at hand when on duty, and must be conversant with every rule. He must render all the assistance in his power in carrying them out, and immediately report any infringement of them to the head of his department.

5. The fact that any person enters, or remains in, the service of the Company will be considered as an assurance of

willingness to obey its rules. No one will be excused for the violation of any of them, even though not included in those applicable to his department.

6. If in doubt as to the meaning of any rule or special instruction, application must be made at once to the proper authority for an explanation. Ignorance is no excuse for neglect of duty.

7. All employees will be regarded as in the line of promotion, advancement depending upon the faithful discharge of duty, and capacity for increased responsibility.

8. If an employe should be disabled by sickness or other cause, the right to claim compensation will not be recognized. An allowance, if made, will be a gratuity justified by the circumstances of the case, and the employe's previous good conduct.

9. Every employee, while on duty connected with the trains on any division of the road, is under the authority, and must conform to the orders, of the Superintendent of that Division.

10. Employees must wear the prescribed badges or uniforms while on duty.

11. Mail agents, express messengers, parlor and sleeping car conductors and porters, news agents, and persons in charge of individual cars, are subject, while on duty, to the rules governing employees of the Company.

STANDARD TIME.

12. Observatory Standard Time is the only recognized standard, and will be transmitted from the Washington, D. C., Observatory to the designated offices.

13. The Standard Time will be telegraphed to all points from the General Offices at 12 noon, Eastern time, daily.

14. Clocks in Superintendent's offices at Crewe, Roanoke, Radford and Bluefield, will be standards for the respective Divisions.

15. Where station clocks are provided, station agents must see that they show correct time; but trainmen and engineers must not take time from such clocks unless they are also designated as Standard Clocks.

16. Each conductor and Engineman must have a reliable watch which has been examined and certified to on the form attached hereto by a reliable watchmaker. Conductors and enginemen entering service must file such certificates with the Superintendents before they are allowed to take charge of trains or engines; and watches must be examined, and certificates renewed every six months.

(Form of Certificate.)

WATCHMAKER'S CERTIFICATE.

This is to certify that on..... 188.....
the watch of.....
employed as.....

on the NORFOLK & WESTERN RAILROAD, has been examined and found to be a reliable and accurate time-piece,

and in such repair as will, in my judgment, with proper usage, enable it to run within a variation not to exceed thirty seconds per week.

Name of Maker.....

Brand.....

Number of Movement.....

Gold or Silver.....

Open or hunting case.....

Stem or key winding.....

Signed,.....

Watchmaker.

Address.....

17. Each conductor and engineman must regulate his watch by the designated Standard Clock before starting on each trip, and register his name and the time at which he regulated his watch, on a blank form (or in a book) provided for that purpose.

18. Conductors and enginemen whose duties prevent them from having access to a Standard Clock, must compare daily with, and regulate their watches by, those of conductors and enginemen who have Standard Time, and have registered their names as above provided.

TIME-TABLES.

19. A Time-table is the general law governing the arriving and leaving time of all regular trains at all stations. Time-tables will be issued from time to time, as may be necessary. The times given for each train on such Time-tables is the Schedule of such train.

20. Each Time-table, at the moment it takes effect, supersedes the preceding Time-table, and all special instructions relating thereto; and trains shall be run as directed thereby, subject to the rules. All regular trains on the road running according to the preceding Time-table shall, unless otherwise directed, assume the time and rights of trains of corresponding numbers on the new Time-table.

21. Upon the Time-Table not more than two sets of figures are shown for a train at any station.

The times at regular meeting and passing points are shown in full-faced type; other times in ordinary type.

When two times are shown for a train at any station, the earlier (placed in its proper position) is the arriving time, and the later the leaving time.

When but one time is shown in ordinary type it is the leaving time.

When but one time is shown in full-faced type it is the actual meeting or passing time.

When both the arriving and leaving times shown are in **full-faced type** it indicates that one or more trains are to be met or passed at or between those times.

In all cases trains are required to clear and follow as per Rules 85 to 90, inclusive.

22. On the employees' Time-table the words "daily" "daily, except Sunday," etc., printed at the head and foot in connection with a train, indicate how it shall be run. The figures given at intermediate stations shall not be taken as indicating that a train will stop unless the rules require it. The following signs, placed before the figures, indicate:

"s"—regular stop:

"f"—stop on signal to receive or discharge passengers or freight;

"ff"—stop for meals.

Trains are designated by numbers, and their class indicated on the Time-tables.

SIGNAL RULES.

SIGNALS.

23. Conductors, Enginemen, Firemen, Brakemen, Station Agents, Telegraph Operators, Track Foremen, Switchmen, Switch-Tenders, Road and Bridge Watchmen, and all other employees whose duties may require them to give signals, must provide themselves with the proper appliances, and keep them in good order, and always ready for immediate use.

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

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

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

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

28. Green-and-White is a signal to be used to stop trains at flag stations for passengers or freight.

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

30. An Explosive cap or torpedo, placed on the top of the rail is a signal to be used in addition to the regular signals.

The explosion of **one** torpedo is a signal to stop immediately; the explosion of **two** torpedoes is a signal to **reduce speed** immediately, and look out for a danger signal.

31. 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.

32. 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.

33. 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.

34. Each train running after sunset, or when obscured by fog or other cause, must display the Head-Light in front and two or more 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.

35. Each car on a passenger train while running must be in communication with the engine. In the absence of an equivalent appliance, a bell-cord must be attached to the signal bell of the engine, passing through or over the entire length of the train, and secured to the rear end of it.

36. Two Green Flags by day and two Green Lights by night, displayed in the 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 Time-table rights as the train carrying the signals.

37. 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, but not by yard engines.

38. A Blue Flag by day or a Blue Light by night, placed on the end of a car, denote that the car inspectors are at work under or about 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.

When a car or train standing on a siding is protected by a blue signal, other cars must not be placed in front of it so that the blue signal will be obscured, without first notifying the car inspector, that he may protect himself.

WHISTLE SIGNALS.

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

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

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

42. Two **short** blasts of the Whistle, is an answer to any signal, except "train parted"—(thus, ——)

43. Three **long** blasts of the Whistle (to be repeated until answered, as provided in Rule No. 62) is a signal that the train has parted. (Thus, ——)

44. Three **short** blasts of the Whistle, when the train is **standing**, (to be repeated until answered, as provided in Rule No. 61) is a signal that the train will back. (Thus, ——)

45. Four **long** blasts of the Whistle is the signal to call in the flagman. (Thus, — — — —)

46. Four **short** blasts of the Whistle, is the Engineman's call for signals from Switch-tenders, Watchmen, Trainmen and others. (Thus, — — — —)

47. Five **short** blasts of the Whistle is a signal to the Flagman to go back and protect the rear of the train. (Thus, — — — —)

48. One **long** followed by two **short** blasts of the Whistle, is a signal to be given by trains when displaying signals for a following train, to call the attention of trains of the same or inferior class to the signals displayed. (Thus, — — — —)

49. Two **long**, followed by two **short** blasts of the Whistle, is the signal for approaching road crossings at grade. (Thus, — — — —).

50. 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.

WHISTLE-CORD SIGNALS.

51. One blast of the Signal Whistle when the train is **Standing**, is the signal to start.

52. Two blasts of the Signal Whistle when the train is **Running**, is the signal to stop at once.

53. Two blasts of the Signal Whistle when the train is **Standing**, is the signal to call the Flagman.

54. Three blasts of the Signal Whistle when the train is **Running**, is the signal to stop at the next station.

55. Three blasts of the Signal Whistle when the train is **Standing**, is the signal to back the train.

56. Four blasts of the Signal Whistle when the train is **Running**, is the signal to reduce speed.

57. When one blast of the Signal Whistle is heard while a train is **Running**, the Engineman must immediately ascertain if the train is parted, and, if so, be governed by Rule 103.

58. Signals of the same number of sounds shall have the same significance when given by other appliances.

LAMP SIGNALS.

59. A Lamp swung across the track is the signal to stop.

60. A Lamp raised and lowered vertically is the signal to move ahead.

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

62. A Lamp swung vertically in a circle at arm's length across the track, when the train is **running**, is the signal that the train has parted.

63. A Flag, or the hand, moved in any of the directions given above, will indicate the same as Signals given by a Lamp.

FIXED SIGNALS.

64. Fixed Signals are placed at Junctions, Railroad Crossings, Stations, and other points that require special protection. Special instructions will be issued indicating their position and use.

RULES GOVERNING THE USE OF SIGNALS.

65. 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.

66. The unnecessary use of the Whistle is prohibited. When necessary in shifting at stations and in yards, the Engine Bell should be rung, and the Whistle used only when required by rule or law, or when necessary to prevent accident.

67. The Whistle must not be sounded while passing a Passenger train, except in cases of Emergency or Danger, or when required by the rules.

68. When a Danger Signal (except a Fixed Signal) is displayed to stop a train, it must be acknowledged, as provided in Rule No. 42.

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

70. 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 Whistling Posts.

70a. Extra and delayed trains must sound the Whistle frequently on approaching curves, and before passing obscure places.

71. When two or more Engines are coupled to the head of a train, the leading engine only shall display the signals as provided in Rules Nos. 36 and 37.

72. One Flag or Light displayed as a classification signal will be regarded the same as if two were displayed; but Conductors and Enginemen will be held responsible for the proper display of all train signals.

73. When a train is being pushed by an engine (except when shifting and making up trains in yards) a white light must be displayed on the front of the leading car at night, or when the train is obscured by fog or other cause.

74. When a train turns out to meet or pass another train, the red lights must be removed and green displayed as soon as the track is clear; but the red must again be displayed before returning to its own track.

Head lights on engines when on side tracks or at the end of double tracks, waiting for trains, must be covered as soon as the track is clear and the train has stopped.

75. The combined Green-and-White Signal is to be used to stop a train only at the Flag-Station designated by the

Schedule of that train. 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.

76. White Signals must be used by Watchmen at public road and street crossings to prevent persons and teams from crossing when trains are approaching. Danger signals must be used only when necessary to stop trains.

77. Torpedoes must not be placed near Stations or Road Crossings, where persons are liable to be injured by them.

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

TRAIN RULES.

CLASSIFICATION OF TRAINS.

79. All trains are designated as regular or extra. Regular trains are those represented on the Time-table, and may consist of one or more sections. All sections of a train, except the last, must display signals as provided in Rule No. 36. Extra trains are those not represented on the Time-table. An engine without cars, in service on the road, shall be considered a train.

80. All regular trains are classified on the Time-table with regard to the priority of right to the track; trains of the first-class being superior to those of the second and all succeeding classes, and trains of the second-class being superior to those of the third and all succeeding classes; and so on indefinitely. The terms passenger, freight or mixed are descriptive and do not refer to class.

81. Extra trains may be distinguished as:

Passenger Extra, or Special;

Freight Extra;

Work Train Extra.

82. All extra trains are of inferior class to all regular trains of whatever class.

MOVEMENT OF TRAINS.

83. A train of Inferior Class must, in all cases, keep out of the way of a train of Superior Class.

84. On single track all trains in one direction, specified in Time-Table, have the absolute right of track over trains of the same class running in the opposite direction.

85. When trains of the same class meet, the train not having right of track must take the siding and be clear of the main track before the leaving time of the opposing train; but such train must not pass the switch to back in on a siding, until after the arrival of the opposing train, unless otherwise directed by special instructions. When necessary to back in on the siding, before passing the switch, a flagman must be sent out in the direction of the opposing train as per Rule No. 99.

86. When a train of inferior class meets a train of superior class, the train of inferior class must take the siding and clear the train of superior class **ten (10) minutes**. A train of inferior class must keep **ten (10) minutes** off the time of a train of superior class following it.

87. A train must not leave a Station to follow a Passenger train until **ten (10) minutes** after the departure of such Passenger train, unless some form of block signal is used.

88. Passenger trains running in the same direction must keep not less than **fifteen (15) minutes** apart, unless some form of block signal is used.

89. Freight trains following each other must keep not less than **ten (10) minutes** apart, (except in closing up at Stations or at meeting and passing points), unless some form of block signal is used.

90. No train must 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 point, or unless it has the full time allowed between stations to make the meeting or passing point, and clear the track by the times required by Rules Nos 85 and 86.

91. A train not having right of track must be entirely 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 provided in Rule No. 99.

91. (a.) On a passing siding, to be used by trains in either direction, trains must run expecting to meet opposing trains, and at a speed not exceeding six miles per hour, and must not pass the centre, except under the protection of a danger signal kept at least **ten (10) telegraph poles** in advance. When trains meet on siding, the train nearest the switch must be backed, under the protection of a danger signal, kept at least **ten (10) telegraph poles** in advance, in the direction in which the train is moving. Where there are crossing switches they must be used when the backing of either train from the siding, on to the main track can be avoided. The centre of a siding is indicated by the position of the telegraph station, or a designating post. The use of long sidings, used partly as running tracks, will be regulated by special rules.

92. Except at meeting or passing points, as provided in Rules Nos. 85 to 91, inclusive, no train must arrive at a station in advance of its schedule arriving time, when shown.

No train must leave a station in advance of its schedule leaving time.

93. All trains must **STOP** at Schedule meeting or passing points, if the train to be met or passed is of the same class, 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 the train to be met or passed in going on the siding.

When the expected train of the same class is not found at the Schedule meeting or passing point, the train having right of track must approach all sidings prepared to stop, until the expected train is met or passed.

94. All trains must approach the end of double track, junctions, railroad crossings at grade, and drawbridges, prepared to stop, and must not proceed until the switches or signals are seen to be right, or the track is plainly seen to be clear. Where required by law, all trains must stop.

95. No train must leave a junction, a terminal, or other starting point, or pass from double to single track, until it is

ascertained that all trains due, which have the right of track against it, have arrived.

96. When a Passenger train is detained at any of its usual stops more than **THREE** (3) minutes, the Flagman must go back with Danger Signals and protect his train, as provided in Rule No. 99; but if it stops at any unusual point, the Flagman must immediately go back far enough to be seen from a train moving in the same direction when it is at least one-half a mile from the rear of his own train, and if the stop is over **FIVE** (5) minutes he must be governed by Rule No. 99.

When it is necessary to protect the front of the train, the same precautions must be observed by the Fireman. If the Fireman is unable to leave the Engine, the Front Brakeman must be sent in his place.

97. When a Freight train is detained at any of its usual stops more than **FIVE** (5) minutes, where the rear of the train can be plainly seen from a train moving in the same direction at a distance of at least fifteen telegraph poles, the Flagman must go back with Danger Signals not less than ten telegraph poles, and as much further as may be necessary to protect his train; but if the rear of his train cannot be plainly seen at a distance of at least fifteen telegraph poles, or if it stops at any point that is not its usual stopping place, the Flagman must go back not less than twenty telegraph poles, and if his train should be detained until within **TEN** (10) minutes of the time of a Passenger train moving in the same direction, he must be governed by Rule No. 99.

When it is necessary to protect the front of the train, the same precautions must be observed by the Fireman. If the Fireman is unable to leave the engine, the front Brakeman must be sent in his place.

98. When it is necessary for the Flagman to go back to protect the rear of his train, the next Brakeman must immediately take the Flagman's position on the train, and remain there until relieved by the Flagman; and on Passenger trains, the Baggage Master must take the place of the Front Brakeman whenever necessary.

99. When a train is stopped by an accident or obstruction, the Flagman must immediately go back with Danger Signals to stop any train moving in the same direction. At a point ten telegraph poles from the rear of his train he must place **ONE** Torpedo on the rail; he must then continue to go back at least twenty telegraph poles from the rear of his train and place **TWO** Torpedoes on the rail ten yards apart (one rail length), when he may return to a point fifteen telegraph poles from the rear of his train, and he must remain there until recalled by the whistle of his Engine; but if a Passenger train is due within **TEN** minutes, he must remain until it arrives. When he comes in, he will remove the Torpedo nearest to the train, but the **TWO** Torpedoes must be left on the rail as a Caution Signal to any following train.

If it becomes necessary to protect the front of the train, the Fireman must go forward and use the same precautions. If the Fireman is unable to leave the Engine, the Front Brakeman must be sent in his place.

103. If a train should part while in motion, trainmen must use great care to prevent the detached parts from coming into collision. Enginemen must give the signal as provided in

Rule No. 43, and keep the front part of the train in motion until the detached portion is stopped.

The front portion will have the right to go back, regardless of all trains, to recover the detached portion, first sending a flagman with Danger Signals five hundred feet in the direction in which the train is to be backed, and running with great caution, at a speed not exceeding four miles per hour. On single track all the precautions required by the Rules must also be taken to protect the train against opposing trains. **THE DETACHED PORTION MUST NOT BE MOVED OR PASSED AROUND UNTIL THE FRONT PORTION COMES BACK.** This rule applies to trains of every class.

An exception will only be made to the above when it is known that the detached portion has been stopped, and when the whole occurrence is in plain view, no curves or other obstructions intervening, so that signals can be seen from both portions of the train. In that event the conductor and engineman may arrange for the recoupling, using the greatest caution.

104. When a train is being pushed by an engine (except when shifting and making up trains in yards) a flagman must be stationed in a conspicuous position on the front of the leading car, so as to perceive the first sign of danger and immediately signal the engineman.

105. A train starting from a station, or leaving a junction, when a train of the same class running in the same direction is overdue, will proceed on its own time and rights, and the overdue train will run as provided in Rule 88 or 89.

106. A train which is delayed, and falls back on the time of another train of the same class, does not lose its rights.

107. Regular trains twenty-four hours or more behind their schedule time lose all their rights.

108. A train overtaking another train of the same or superior class, **DISABLED SO THAT IT CANNOT MOVE**, will run around it, assuming the rights and taking the orders of the disabled train, to the next Telegraph Office which is open, where it will report to the Superintendent. The disabled train will assume the rights of the last train passing it, till the next telegraph office is reached.

109. All messages or orders respecting the movement of trains or the condition of track or bridges, must be in writing.

110. Signals carried by a train for a following train will be displayed or removed on order from the Superintendent. Yard Masters are authorized to give such orders for freight trains.

111. Extra trains must not be run without an order from the Superintendent.

112. When signals displayed for a following train are taken down at any point before the following train arrives, the conductor must inform the Superintendent promptly by telegraph, and also the operator or switchtender; and the latter, unless there is some other provision for the purpose, must notify all opposing trains of the same or inferior class leaving that point before the train arrives for which signals were displayed.

If signals are taken down at a point where there is no operator, switchtender, or other provision for the purpose, the conductor must notify all opposing trains of the same or inferior class, until he reaches the next telegraph office, when he must inform the Superintendent; and the operator, unless there is some other provision for the purpose, must notify all opposing trains of the same or inferior class, until directed otherwise by the Superintendent.

If the train for which signals were displayed leaves the Main Line at a point where there is no operator, switchtender, or other provision for the purpose, a flagman must be left to notify opposing trains that it has arrived.

113. Work trains will be run as extras, under special orders, and will be assigned working limits.

114. Great care must be exercised by the trainmen of a train approaching a station where any train is receiving or discharging passengers.

116. No person will be permitted to ride on an engine, except the engineman, fireman and other designated employees, in the discharge of their duties, without a written order from the proper authority.

117. Conductors will be held responsible for the proper adjustment of the switches used by them and their trainmen, except where switchtenders are stationed.

Whoever opens a switch shall remain at it until it is closed, unless relieved by some other competent employee.

When there is more than one train to use a switch it must not be left open unless one of the trainmen of the following train is at the switch and takes charge of it.

118. Accidents, detention of trains, failure in supply of water or fuel, or defects in the track or bridges, must be promptly reported by telegraph to the Superintendent.

119. No train will leave a station without a signal from its conductor.

120. Conductors and Enginemen will be held equally responsible for the violation of any of the Rules governing the safety of their trains, AND THEY MUST TAKE EVERY PRECAUTION FOR THE PROTECTION OF THEIR TRAINS, EVEN IF NOT PROVIDED FOR BY THE RULES.

121. IN ALL CASES OF DOUBT OR UNCERTAINTY, TAKE THE SAFE COURSE AND RUN NO RISKS.

RULES FOR THE MOVEMENT OF TRAINS BY TELEGRAPHIC ORDERS.

500. Special orders, directing movements varying from or additional to the time-table, will be issued by the authority and over the signature of the Superintendent. They are not to be used for movements that can be provided for by rule or time-table. They must not contain information or instructions not essentially a part of them.

They must be brief and clear, and the prescribed forms must be used when applicable; and there must be no erasures, alterations or interlineations.

501. Each order must be given in the same words to all persons or trains directly affected by it, so that each shall have a duplicate of what is given to the others. Preferably an order should include but one specified movement.

502. Orders will be numbered consecutively for each day as issued, beginning with No. 1 at midnight.

503. Orders must be addressed to those who are to execute them, naming the place at which each is to receive his copy. Those for a train must be addressed to the conductor and engineman, and also to a person acting as pilot. A copy for each person addressed must be supplied by the operator.

504. Each order must be written in full in a book provided for the purpose at the Superintendent's office; and with it must be recorded the names of Trainmen and others who have signed for the order; the time and signals, showing when and from what offices the order and responses were transmitted; and the train despatcher's initials. These records must be made at once on the original copy, and not afterward, from memory or memoranda.

505. The terms "superior right" and "inferior right" in these rules, refer to the rights of trains under the Time-table and Train Rules, and not to rights under Special Orders.

506. When an order is to be transmitted, the signal "31," (as provided in Rule 509), or the signal "19," (as provided in Rule 511), meaning "Train Order," will be given to each office addressed, followed by the word "copy," and a figure indicating the number of copies to be made, if more or less than three—thus, "31 copy 5," or "19 copy 5."

507. An order to be sent to two or more offices must be transmitted simultaneously to as many as practicable. The several addresses must be in the order of superiority of rights of trains, and each office will take only its proper address. When not sent simultaneously to all, the order must be sent first for the train having the superior right of track.

508. Operators receiving orders must write them out in manifold during transmission and make the requisite number of copies at one writing, or trace others from one of the copies first made.

509. When an order has been transmitted, preceded by the signal "31," operators receiving it must (unless otherwise directed) repeat it back at once from the manifold copy, and in the succession in which their several offices have been addressed. Each operator repeating must observe whether the others repeat correctly. After the order has been repeated correctly by the operators required at the time to repeat it, the response "O K," authorized by the train dispatcher, will be sent, simultaneously to as many as practicable, naming each office. Each operator must write this on the order with the time, and then reply "i i O K," with his office signal.

Those to whom the order is addressed must then sign their names to the copy of the order to be retained by the operator, and he will send their signatures to the Superintendent. The response "complete," with the Superintendent's initials, will then be given, when authorized by the train dispatcher. Each operator receiving this response will then write on each copy the word "complete," the time; and his last name in full; and will then deliver a copy to each person included in the address, and each must read his copy aloud to the operator.

510. For an order preceded by the signal "31," "complete" must not be given to the order for delivery to a train of inferior right until "O K" has been given to and acknowledged by the operator who receives the order for the train of superior right. Whenever practicable, the signatures of the conductor and engineman of the train of superior right must be taken to the order and "complete" given before the train of inferior right is allowed to act on it.

After "O K" has been given and acknowledged, and before "complete" has been given, the order must be treated as a holding order for the train addressed, but must not be otherwise acted on, until "complete" has been given.

If the line fails before an office has received and acknowledged "O K" to an order preceded by the signal "31," the order at that office is of no effect, and must be there treated as if it had not been sent.

511. When an order has been transmitted, preceded by the signal "19," operators receiving it must (unless otherwise directed) repeat it back at once from the manifold copy, and in the succession in which the several offices have been addressed. Each operator repeating must observe whether the others repeat correctly. After the order has been repeated correctly, the response "complete," with the Superintendent's initials, will be given, when authorized by the train dispatcher. Each operator receiving this response must write on each copy the word "complete," the time, and his last name in full, and reply "i i complete," with his office signal, and will personally deliver the order to the persons addressed without taking their signatures.

512. For an order preceded by the signal "19," "complete" must be given and acknowledged for the train of superior right before it is given for the train of inferior right.

If the line fails before an office has received and acknowledged the "complete" to an order, preceded by the signal "19," the order at that office is of no effect, and must be treated as if it had not been sent.

513. The order, the "O K," and the "complete," must each, in transmitting, be preceded by "31" or "19" as the case may be, and the number of the order, thus: "31, No. 10," or "19, No. 10." In transmitting the signature of a conductor and engineman it must be preceded by "31," the number of the order and the train number, thus: "31 No. 10, Train No. 5." After each transmission and response the sending operator must give his office signal.

514. The operator who receives and delivers an order

must preserve the lowest copy. On this must appear the signatures of those who sign for the order, and on it he must record the time when he receives it; the responses; the time when they are received; his own name; the date; and the train number, for which places are provided in the blanks. These copies must be sent to the Superintendent.

515. For orders delivered at the Superintendent's office the requirements as to record and delivery will be the same as at other points.

516. Orders to persons in charge of work requiring the use of track in yards or at other points, authorizing such use when trains are late, must be delivered in the same way as to conductors of trains.

517. An order to be delivered to a train at a point not a telegraph station, or while the office is closed, must be addressed to—

"C. and E. No. ___, (at _____), care of _____" and forwarded and delivered by the Conductor or other person in whose care it is addressed. "Complete" will be given upon the signature of the person by whom the order is to be delivered, who must be supplied with copies for the Conductor and Engineman addressed, and a copy upon which he shall take their signatures. This copy he must deliver to the first operator accessible, who must preserve it, and at once advise the Train Dispatcher of its having been received.

Orders so delivered to a train must be compared by those receiving them with the copy held by the person delivering and acted on as if "complete" had been given in the ordinary way.

Orders must not be sent in the manner herein provided, to trains the rights of which are thereby restricted.

518. When a train is named in an order, all its sections are included unless particular sections are specified, and each section included must have copies addressed and delivered to it.

519. Meeting orders must not be sent for delivery to trains at the meeting point if it can be avoided. When it cannot be avoided, special precautions must be taken by the train dispatchers and operators to insure safety.

There should be, if possible, at least one telegraph office between those at which opposing trains receive meeting orders.

Orders should not be sent an unnecessarily long time before delivery, or to points unnecessarily distant from where they are to be executed. No orders (except those affecting the train at that point) should be delivered to a freight train at a station where it has much work, until after the work is done.

520. A train, or any section of a train, must be governed strictly by the terms of orders addressed to it, and must not assume rights not conferred by such orders. In all other respects it must be governed by the Train Rules and Time-Table.

521. Orders once in effect continue so until fulfilled, superseded or annulled.

522. A fixed signal must be used at each train order office, which shall display red at all times when there is an operator on duty, except when changed to white to allow a train to pass after getting orders, or for which there are no orders

When red is displayed, all trains must come to a full stop, and not proceed as long as red is displayed, unless authorized to do so by a clearance card. The signal must be returned to red as soon as the train has passed. It must only be fastened at white when no operator is on duty. This signal must also display red to hold trains running in the same direction the required time apart. Operators must be prepared with other signals to use promptly if the fixed signals should fail to work properly. If a signal is not displayed at a night office, trains which have not been previously notified must stop and inquire the cause and report the facts to the Superintendent from the next open telegraph office.

When a semaphore is used, the arm means red when horizontal and white when in an inclined position.

523. Operators will promptly record and report to the Superintendent the time of arrival and departure of all trains and the direction in which extra trains are moving.

524. Regular trains will be designated in orders by their schedule and engine numbers, when practicable, as "No. 56, Eng. No. —," or "2d No. 56, Eng. No. —"; extra trains by engine numbers, as "Extra 708," and all other numbers by figures. The direction of the movement of extras will be added when necessary, as "East" or "West." Time will be stated in both words and figures.

525. The following signs and abbreviations may be used:

Initials for Superintendent's signature.

Such office and other signals as are arranged by the Superintendent.

C & E—for Conductor and Engineman.

O K—as provided in these rules.

Min—for Minutes.

June—for Junction.

Frt—for Freight.

No—for Number.

Eng—for Engine.

Sec—for Section.

Opr—for Operator.

9—to clear the line for Train Orders, and for Operators to ask for Train Orders.

31 and 19—for Train Order as provided in the rules. The usual abbreviations for the names of the months and stations.

526. Orders used by conductors must be sent by them, daily, to the Superintendent.

527. Enginemen will place their orders in the clip, before them until executed.

FORMS OF TRAIN ORDERS.

FORM A.—FIXING MEETING POINT FOR OPPONING TRAINS.

— and — will meet at —.

EXAMPLES.

No. 1, Eng. No. 95, and No. 2, Eng. No. 35, will meet at Wytheville.

No. 1, Eng. No. 28, and 2nd No. 2, Eng. No. 33, will meet at Roanoke.

No. 1, Eng. No. 29, and Extra 95 will meet at Petersburg. Extra 99 East and Extra 101 West will meet at Burkeville.

Trains receiving this order will, with respect to each other, run to the designated point, and having arrived there will pass in the manner provided by the Rules.

FORM B.—AUTHORIZING A TRAIN TO RUN AHEAD OF OR PASS ANOTHER TRAIN RUNNING IN THE SAME DIRECTION.

(1.) — will pass — at —.

(2.) — will run ahead of —, from — to —.

EXAMPLES.

(1.) No 3, Eng. No. 28, will pass No. 1, Eng. No. 25, at Radford.

(2.) No. 58, Eng. No. 35, will run ahead of No. 4, Eng. No. 30, from Radford to Christiansburg.

When under this order a train is to pass another, both trains will run according to rule to the designated point and there arrange for the rear train to pass promptly.

FORM C.—GIVING A TRAIN OF INFERIOR RIGHT THE RIGHT OF TRACK AGAINST AN OPPONING TRAIN OF SUPERIOR RIGHT.

— has right of track against — (—) to —.

(1.) No. 2, Eng. No. 28, has right of track against No. 1, Eng. No. 30, Roanoke to Lynchburg.

(2.) Extra 37 has right of track against No. 3, Eng. No. 35, Concord to Pamplin.

[NOTE.—The terms "superior right" and "inferior rights" here and elsewhere in these rules, refer to the rights of trains under the time-table and train rules, and not to rights under special orders.]

This order gives a train of inferior right the right of track against one of superior right, to a designated point, when a definite meeting point cannot be fixed.

If the trains meet at the designated point, the train of inferior right must take the siding, unless the rules or orders otherwise indicate.

Under this order, as illustrated by example (1), if the train of superior right reaches the designated point before the other arrives it may proceed, provided it keeps clear of

the schedule time of the train of inferior right as many minutes as the inferior train was before required by the train rules to keep clear of the superior train.

If the train of superior right, before meeting, reaches a point beyond that named in the order, the conductor must stop the other train where it is met and inform it of his arrival.

Under example (2) the superior train cannot go beyond the designated point until the extra train arrives.

When the train of inferior right has reached the designated point, the order is fulfilled, and the train must then be governed by time-table and train rules for further orders.

The following modification of this form of order will be applicable for giving a work train the right of track over all other trains, in case of a wreck or break in the track.

EXAMPLE.

Work Train Extra 126 has right of track over all trains between Liberty and Forest from 7 p. m.

This gives the work train the exclusive right of track between the points designated.

FORM D.—GIVING ALL REGULAR TRAINS THE RIGHT OF TRACK OVER A GIVEN TRAIN.

All regular trains have right of track against _____ between _____ and _____.

EXAMPLE.

All regular trains have right of track against No. 21, Eng. No. 32, between New River and Pocahontas.

This order gives to any regular train of inferior right receiving it the right of track over the train named in the order, and the latter must clear the schedule time of all regular trains, the same as if it were an extra.

FORM E.—TIME ORDERS.

(1.) _____ will run _____ late from _____ to _____.
(2.) _____ will wait at _____ until _____ for _____.

EXAMPLES.

(1.) *No. 1, Eng. No. 202, will run twenty (20) min. late from Roanoke to Bristol.*

(2.) *No. 1, Eng. No. 36, will wait at Viiston until 10 a. m. for No. 2, Engine No. 150.*

Form (1) makes the schedule time of the train named, between the points mentioned, as much later as the time stated in the order, and any other train receiving the order is required to run with respect to this later time, as before required to run with respect to the regular schedule time. The time in the orders should be such as can be easily added to the schedule time.

Under Form (2) the train of superior right must not pass the designated point before the time given unless the other train has arrived. The train of inferior right is required to

run with respect to the time specified, the same as before required to run with respect to the regular schedule time of the train of superior right.

FORM F.—FOR SECTIONS OF REGULAR TRAINS.

_____ will carry signals (_____) to _____ for _____.

EXAMPLES.

No. 4, Eng. No. 94, will carry signals Lynchburg to Norfolk for Eng. No. 85.

2nd No. 26, Eng. No. 84, will carry signals Pocahontas to Graham for Eng. No. 150.

This may be modified as follows:

Engs. No. 149, 84, and 150 will run as 1st, 2nd and 3rd sections of No. 26 Pocahontas to Graham.

For discontinuing a section:

Eng. No. 147 is discontinued as second section of No. 6 from Salem.

If there are other sections following, add:

Other sections will change numbers accordingly.

The character of train for which signals are carried may be stated. Each section affected by the order must have copies, and must arrange signals accordingly.

FORM G.—FOR ARRANGING A SCHEDULE FOR A SPECIAL TRAIN.

(1.) Eng. _____ will run as special _____ train, leaving _____ on _____ on the following schedule, and will have the right of track over all trains:

Leave _____.

Arrive _____.

EXAMPLE.

(1.) *Eng. No. 81 will run as special passenger train, leaving Roanoke on Thursday, Feb. 17th, on the following schedule, and will have the right of track over all trains:*

Leave Roanoke	10.10 a. m.
Salem	10.25 a. m.
Big Spring	10.45 a. m.
Christiansburg	11.15 p. m.
Arrive Radford	11.35 p. m.

Example (1) may be varied by specifying particular trains over which the special shall or shall not have right of track, and any train over which the special train is thus given the right of track must clear its time as many minutes as such train is required to clear the schedule time of a first-class train.

(2.) Eng. _____ will run as special (_____) train, leaving _____ on _____ with the rights of a _____ class train,

(—), on the following schedule, which shall be for this train a supplement to time-table No. —.

Leave —.

Arrive —.

EXAMPLE.

(2.) Eng. No. 81 will run as special passenger train, leaving Roanoke Thursday, Feb. 17th, with the rights of a (first) class train (east) on the following schedule, which shall be for this train a supplement to Time Table No. —.

Leave	Roanoke	10	a. m.
	Liberty	11	a. m. pass No. 12.
	Forest	11.30	a. m. meet No. 7.
Arrive	Lynchburg	11.50	a. m.

Example (2) will be in each case a temporary supplement to the current time-table, and the designation of meeting and passing points is to be taken as the same as such designation by full-faced type on the Time Table, and the Rules are to govern in the same way.

FORM H.—EXTRA TRAINS.

will run extra from — to —.

EXAMPLE.

(a.) Eng. 99 will run extra from Petersburg to Norfolk.

A train receiving an order to run extra is not required to guard against opposing extras, unless directed by order to do so, but must keep entirely clear of all regular trains as required by rule.

A "work train" is an extra, for which the above form will be used for a direct run in one direction. The authority to occupy a specific portion of the track, as an extra while working, will be given in the following form:

(b.) Eng. 77 will work as an extra from 7 a. m. until 6 p. m. (or to-day) between Liberty and Forest.

The working limits should be as short as practicable, to be changed as the progress of the work may require. The above may be combined, thus:

(c.) Eng. No. 77 will run extra from Liberty to Forest, and work as an extra from 7 a. m. until 6 p. m. between Forest and Lynchburg.

When an order has been given to "work" between designated points, no other extra must be authorized to run over that part of the track without provision for passing the work train.

When it is anticipated that a work train may be where it cannot be reached for meeting and passing orders, it may be directed to report for orders at a given time and place, or an order may be given that it shall clear the track for a designated train in the following form:

(d.) Work Train 77 will keep clear of Extra 149 east, between Liberty and Forest after two ten (2:10) p. m.

In this case, extra 149 must not pass either of the points named before 2:10 p. m., at which time the work train must be out of the way between those points.

When the passage of an extra train over the working limits cannot be anticipated by these or other orders to the work train, an order must be given to such extra, to protect itself against the work train, in following form:

(e.) Extra 149 will protect itself against Work Train 77 between Forest and Lynchburg.

This may be added to the order to run extra.

A work train, when met or overtaken by an extra, must allow it to pass without unnecessary detention.

When the conditions are such that it may be considered desirable to require that work trains shall at all times protect themselves while on working limits, this may be done under the following arrangements. To example (6) add the following words:

(f.) protecting itself against all trains.

A train receiving this order must, whether standing or moving, protect itself within the working limits (and in both directions on single track) against all trains in the manner provided in Rule 94.

When an extra receives orders to run over working limits it must be advised that the work train is within the limits by adding to example (a) the words:

(g.) Eng. No. 126 is working as an extra between Blue Ridge and Bonsack.

A train receiving this order must run expecting to find the work train within the limits named.

FORM J.—HOLDING ORDER.

Hold —.

EXAMPLES.

(1.) Hold No. 2, Eng. No. 50.

(2.) Hold all trains (east).

As any order for which "O K" has been given and acknowledged operates as a holding order for the train to which it is addressed, this form will only be used in special cases, to hold trains until orders can be given or for some other emergency. The reason for holding may be added as "for orders."

This order is not to be used for holding a train while orders are given other trains against it, which are not at the same time given to it in duplicate. It must be respected by conductors and enginemen of trains thereby directed to be held as if addressed to them. Conductors, when informed of the order, must sign for it and their signatures must be sent and "complete" obtained.

When a train has been so held it must not go until the order to hold has been annulled, or an order is given in the form "— may go." This must be addressed to the person or persons to whom the order to hold was addressed, and must be delivered in the same manner.

FORM K.—ANNULLING A SCHEDULE TRAIN.

— of —— is annulled.

EXAMPLES.

(1.) *No. 1 of Feb. 29th is annulled.*
 (2.) *No. 3, due to leave Lynchburg Saturday, Feb. 29th, is annulled.*

Adding "from Roanoke," or "between Roanoke and Radford," when appropriate.

This order takes away all rights of the train annulled and authorizes any train or person receiving it to use the track as if the train annulled were not on the Time-Table.

If a train is annulled to a point named, its rights beyond that point remain unaffected.

The train dispatcher may direct any operator to omit repeating back an order-annulling a train, until he has occasion to deliver it.

When a train has been annulled it must not be again restored under its original number by special order.

FORM L.—ANNULLING OR SUPERSEDED AN ORDER.

"Order No. —— is annulled."

This will recite the full order annulled, and will be numbered, transmitted and signed for as other orders.

If the order which is annulled has not been delivered to a train, the annulling order will not repeat it, but will be in the following form:

Order No. —— for trains —— and —— is annulled,
 and will be addressed to the operator, who will destroy all copies but his own, and write on it

Annulled by order No. ——.

An order superseding another may be given, adding "this supersedes order No. ——," or adding "instead of ——."

EXAMPLE.

No. 1, Eng. No. 28, and No. 2, Eng. No. 30, will meet at Liberty instead of at Buford.

An order that has been annulled or superseded must not be again restored by special order under its original number.

In the address of an order annulling or superseding another order, the train first named must be that to which rights were given by the order annulled or superseded, and when the order is not transmitted simultaneously to all concerned, it must be first sent to the point at which that train is to receive it.

Norfolk and Western Railroad Company
 RADFORD DIVISION.—Trains Between Radford and West End Double Track.

EASTWARD.		SECOND CLASS.	
FIRST CLASS.		No. 60	
No. 22	No. 24	Daily	Daily ex- Sunday
		A. M.	A. M.
		6.30	5.10
			11.55
			11.50
			A. M.

WESTWARD.		FIRST CLASS.	
SECOND CLASS.		No. 23	No. 21
Daily	Daily	Daily	Daily
P. M.	A. M.		
12 10	9 25	RADFORD	
12 15	9 20	WEST END DOUBLE TRACK	8 25
P. M.	A. M.		5.06