

# Virginian Railway Company

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## TIME TABLE No. 11

Superseding Time Table No. 10, dated April 3rd, 1927

Taking Effect Sunday,  
April 29th, 1928,  
at 12:01 o'clock A. M.

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For the Government and Information of Employees Only; Not for the Public

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J. W. WHITE,  
Superintendent

B. L. PEDNEAU,  
Superintendent

GEO. MASTEN,  
General Superintendent

C. H. HIX,  
President

First Sub-Division—NORFOLK DIVISION—Sewalls Point to Victoria

WESTWARD					Time Table No. 11				EASTWARD							
Third Class	FIRST CLASS				Miles from Norfolk	Station Numbers	Car Capacity of Other Tracks	Car Capacity of Sidings	Telegraph Calls	Telegraph Stations	Coal, Water, Scales, Turn Table, Wye.	FIRST CLASS				Third Class
31 Ex. Sun.	905 Daily.	901 Daily.	3 Daily.	1 Daily.								2 Daily.	4 Daily.	902 Daily.	906 Daily.	32 Ex. Sun.
Local Freight	Norfolk Southern Passenger	Norfolk Southern Passenger	Passenger	Passenger							Passenger	Passenger	Norfolk Southern PASSENGER	Norfolk Southern PASSENGER	Local Freight	
A.M.-lv. 7.00					9.7	A 7		★... SEWALLS POINT..... 0.5	SK	DN	CWT S Y					P. M.-ar. 8.20
					9.2	A 7		..... WEST JCT. N.P.B.L..... 1.2								
					8.1	A 6		★... Q. M. JCT. U.S. GOVT..... 5.7								
								BAYSHORE CAR LINE OCEAN VIEW CAR LINE N. S. ELECTRIC DIV.								
						0		★NORFOLK TERM. STATION.. N. S. R. R. ELECTRIC DIV.	GO			P. M.-ar. 4.30	A. M.-ar. 7.30			
			P. M.-lv. 10.00	A. M.-lv. 8.30	2.3	2	44	★..... TIDEWATER..... 2.3 N.S.R.R. ELEC. DIV.-INTERL KED EASTERN BRANCH DRAWBRIDGE	SJ	DN		4.20	7.20 <sup>31</sup>	A. M.-ar. 8.00	P. M.-ar. 4.45	2.54
7.29	8.45 P. M.-ar.	10.25 A. M.-ar.	f 10.17	f 8.46	4.5	4		★..... CAROLINA..... 2.2 N.S.R.R.-INTERLOCKED	BO	DN		f 4.14	f 7.10	7.55 A. M.-lv.	4.40 P. M.-lv.	2.45
					5.2	5		★..... SOUTH NORFOLK..... 0.7 N. & W. R. R.-INTERLOCKED MONEY PT. CAR LINE-INTERLOCKED N. & P. BELT LINE-INTERLOCKED SOUTH BRANCH DRAWBRIDGE- INTERLOCKED	MO			4.18	7.08			
f 7.40			10.24	8.53	7.4	7	118	★..... SOUTH BRANCH..... 2.2			W	4.08	7.00			f 2.35
			f 10.34	f 9.05	13.5	14		..... SUNRAY..... 6.1				f 3.55	f 6.49			
f 7.58			10.37	f 9.08	15.0	15	3	★..... ALGREN..... 1.5 S. A. L. CROSSING-INTERLOCKED	FR	DN		f 3.52	6.47			f 2.15
			f 10.48	f 9.19	21.0	21		★..... MAGNOLIA..... 6.0				f 3.40	f 6.35			
s 8.30			s 10.55	s 9.25	23.5	24	18	★..... SUFFOLK..... 2.5 A. C. L., S. A. L., N. A. W., SOU., N. S.	SU	DN	W	s 3.35	s 6.30			s 1.55
f 8.40			f 11.05	f 9.34	27.8	28	13	★..... KENYON..... 4.3				f 3.24	f 6.16			f 1.15
f 8.58			f 11.17	f 9.46	33.9	34	12	★..... BOAZ..... 6.1				f 3.12	f 6.05			f 12.55
			f 11.24	s 9.53	37.1	37	6	★..... COLOSSE..... 3.2				s 3.07	f 5.57			
			f 11.28	s 9.57	39.0	39	5	★..... WALTERS..... 1.9	WA	D		s 3.03	f 5.52			
f 9.20			f 11.33	s 10.01	41.4	41	13	★..... BURDETTE..... 2.4	BU	D	W	s 2.59	f 5.47			f 12.25
s 9.35			s 11.44	s 10.11	46.5	47	14	★..... SEDLEY..... 5.1	D	D		s 2.49	s 5.36			s 12.10
			f 11.47 <sup>PM</sup>	f 10.14	47.8	48	9	★..... MORGAN..... 1.3	K	DN	CW	f 2.46	f 5.33			f 12.01 <sup>PM</sup>
s 10.10			s 12.08 <sup>AM</sup>	s 10.29	54.3	54	25	★..... SEBRELL..... 6.5	MS	D		s 2.34	s 5.15			s 11.35 <sup>AM</sup>
f 10.29			f 12.15	s 10.45	61.5	62	12	★..... JOYNER..... 7.2	JY	D		s 2.20	f 4.57			s 11.15
f 10.57 <sup>1-32</sup>			f 12.26	s 10.57 <sup>31-32</sup>	66.8	67	13	★..... GRAY..... 5.3				s 2.08	f 4.42			f 10.57 <sup>1-31</sup>
			s 12.40	s 11.10	73.7	74	80	★..... JARRATT..... 6.9	JR	DN		s 1.55	s 4.26			s 10.32
s 11.57 <sup>AM</sup>			f 12.54	s 11.25	80.7	81	14	★..... PURDY..... 7.0	DY	D	W	s 1.40	f 4.12			s 9.55
f 12.13 <sup>PM</sup>			f 1.07	s 11.38	87.0	87	17	★..... ADSIT..... 6.3	WS	D		s 1.28	f 3.57			s 9.30
f 12.25			f 1.17	s 11.48 <sup>AM</sup>	91.9	92	12	★..... DOLPHIN..... 4.9	DO	D		s 1.17	f 3.45			s 9.13
s 1.04 <sup>2</sup>			s 1.30	s 12.05 <sup>PM</sup>	98.3	98	75	★..... ALBERTA..... 6.4	A	DN	W	s 1.04 <sup>31</sup>	s 3.32			s 8.50
			f 1.42	f 12.13	102.8	103	7	★..... DANIELTOWN..... 4.5				f 12.56	f 3.20			f .....
f 1.30			f 1.52	s 12.20	106.5	107	13	★..... DUNDAS..... 3.7	DU	D		s 12.49	f 3.12			s 8.05
s 2.10			s 2.06	s 12.35 <sup>1-2</sup>	113.4	113	41	★..... KENBRIDGE..... 6.9	GN	D		s 12.35	s 2.55			s 7.40
2.40 P. M.-ar.			2.20 A. M.-ar.	12.47 P. M.-ar.	119.7	120		★..... VICTORIA..... 6.3	CD	DN	CWT	12.22 P. M.-lv.	2.40 A. M.-lv.			7.00 A. M.-lv.
7:40	0:05	0:05	4:20	4:17				Running Time				4:08	4:50	0:05	0:05	8:20

\*Telephone. Eastward trains are superior by direction, except as otherwise specified.  
Tidewater is the Initial and Terminal Station for trains scheduled from and to Norfolk.  
Passenger trains and switch engines use Norfolk-Southern track between Tidewater and Lovitt Ave., and Norfolk Terminal tracks between Lovitt Ave. and Terminal Station, Norfolk.

Second Sub-Division—NORFOLK DIVISION—Victoria to Roanoke

WESTWARD				Miles from Norfolk	Station Numbers	Car Capacity of Other Tracks	Car Capacity of Sidings	Time Table No. 11			Telegraph Calls	Telegraph Stations	Coal, Water, Scales, Turn Table, Wye.	EASTWARD		
THIRD CLASS	FIRST CLASS		FIRST CLASS					THIRD CLASS								
33	3	1	2					4	34							
Ex. Sun.	Daily.	Daily.	Daily.					Ex. Sun.								
	Local Freight	Passenger	Passenger										Passenger	Passenger	Local Freight	
	A.M.-lv. 7.05	A.M.-lv. 2.30 <sup>4</sup>	P.M.-lv. 12.52										P.M.-ar. 12.17	A.M.-ar. 2.30 <sup>3</sup>	P.M.-ar. 4.05	
f	7.20	f 2.42	f 1.04	119.7	120			★	VICTORIA	CD	DN	CWT	f 12.05 <sup>PM</sup>	f 2.18	f 8.45	
s	7.40	s 2.54	s 1.18	125.2	125	20	100	★	NUTBUSH				s 11.52 <sup>AM</sup>	s 2.06	s 8.28	
				131.5	182	18	123	★	MEHERRIN Southern Railway	MH	D		f 11.46	f 2.01	f	
f		f 2.58	f 1.22	133.4	133	20		★	VIRSO Southern Railway				f 11.37	f 1.54	f 8.08	
f	7.53	f 3.06	f 1.30	137.1	137	14	100	★	BRIERY				s 11.24	f 1.41	s 2.55	
s	8.14	f 3.18	s 1.45	143.4	143	15	137	★	ABILENE	AN	DN	W	s 11.08	f 1.26	s 2.35	
s	8.38	f 3.32	s 2.00	150.7	151	12	100	★	CULLEN	CU	D		s 10.53	s 1.12	s 2.15	
s	9.05	s 3.48	s 2.15 <sup>34</sup>	157.4	157	24	127	★	PHENIX	F	D	W	s 10.40	f 1.00	s 1.35	
s	9.25	f 4.00	s 2.25	162.8	163	17	129	★	ASPEN	SN	D		f 10.30	f 12.50	f	
		f 4.10	f 2.35	167.3	167	1			HENRY				s 10.23	s 12.44	s 1.10	
s	9.45	s 4.18	s 2.42	170.8	170	24	100	★	BROOKNEAL Norfolk & Western Ry., Under Pass	BR	D					
	<sup>2</sup> 10.10	4.30	2.55	176.5	177		127	★	KEEVER				<sup>33</sup> 10.10	12.32	12.45	
f		f 4.32	f 2.57	177.6	178	7		★	MELROSE				f 10.08	f 12.30	f	
f		f 4.38	s 3.03	180.7	181	25		★	LONG ISLAND	KD	D		s 10.01	f 12.24	f	
s	10.45	s 4.50	s 3.08	182.6	183	34	100	★	SENECA	CA	DN	CW	s 9.56	s 12.20	s 12.20	
f	11.02	f 5.05	f 3.22	189.2	189	11	100	★	TABER				f 9.42	f 12.06 <sup>AM</sup>	f 12.01 <sup>PM</sup>	
f	11.20	f 5.18	f 3.33	195.0	195	6	100	★	MANSION				f 9.29	f 11.54 <sup>PM</sup>	f 11.45 <sup>AM</sup>	
s	<sup>34</sup> 11.35 <sup>AM</sup>	s 5.30	s 3.44	199.2	199	50	E96 W124	★	ALTA VISTA Southern Railway Over Head	VA	D		s 9.20	s 11.45	s <sup>33</sup> 11.35	
f	12.15 <sup>PM</sup>	f 5.45	s 3.55	205.2	205	6	31	★	LEESVILLE				s 9.03	s 11.38	s 10.20	
s	12.35	s 6.00	s 4.08	211.7	212	28	100	★	HUDDLESTON	C	D	W	s 8.50	s 11.20	s 10.02	
f	12.55	f 6.15	s 4.22	217.7	218	5	137	★	STONE MOUNTAIN	G	D		s 8.38	f 11.03	f 9.35	
s	1.05	s 6.28	s 4.30	221.4	221	13		★	MONETA	MA	D		s 8.31	s 10.54	s 9.16	
	1.09	6.31	4.32	222.4	222		100	★	WESTGATE				8.28	10.51	9.12	
f		f 6.35	f 4.36	224.3	224	3			MEADOR				f 8.23	f 10.47	f	
s	1.30	s 6.45	s 4.43	228.1	228	18	126	★	GOODVIEW	CH	D	W	s 8.17	s 10.40	s 8.55	
f		f 6.55	s 4.51	231.4	231	9		★	STEWARTSVILLE				s 8.10	f 10.30	f	
f	1.50	f 7.05	s 4.55	233.9	234	5	100	★	HARDY				s 8.05	f 10.23	f 8.30	
		f 7.16	f 5.05	239.0	239				NIAGARA				f 7.54	f 10.12	f	
	2.10	7.20	5.07	239.2	240		122	★	DEMUTH				7.53	10.10	8.10	
	<sup>2</sup> 2.30 P.M.-ar.	<sup>2</sup> 7.30 A.M.-ar.	5.15 P.M.-ar.	243.1	243			★	ROANOKE N. & W. CROSSING-INTERLOCKED	RO	DN	CWT SY	<sup>3</sup> 7.45 A.M.-lv.	10.00 P.M.-lv.	7.55 A.M.-lv.	
	7:25	5:00	4:23						Running Time				4:32	4:30	8:10	

\*Telephone.  
 EASTWARD TRAINS ARE SUPERIOR BY DIRECTION, EXCEPT AS OTHERWISE SPECIFIED.  
 Perrows spur is flag stop for train Nos. 1, 2, 3 and 4.  
 No. 2 will wait at Altavista until 9:35 A.M. for connection from Southern Railway when passengers are reported.

4 Third and Fourth East Sub-Divisions—NEW RIVER DIVISION—Roanoke to Elmore

WESTWARD				Miles from Norfolk	Station Numbers	Car Capacity of other Tracks	Car Capacity of Sidings	Time Table No. 11				EASTWARD			
FIRST CLASS								TAKING EFFECT				FIRST CLASS			
Third Class	FIRST CLASS							SUNDAY, APRIL 29TH, 1928				FIRST CLASS			Third Class
63 Ex. Sun.	15 Daily.	3 Daily.	11 Daily.	STATIONS				12 Daily.	4 Daily.	16 Daily.	64 Except Sunday				
Local Freight	Passenger	Passenger	Passenger					Passenger	Passenger	Passenger	Local Freight				
A. M.-lv. 7.00		AM.-lv. 8.30		243.1	243			*..... ROANOKE.....	JK RO	DN	C.W. S.T.Y		P. M.-ar. 7.45	P.M.-ar. 8.00	
		8.39		246.8	247	20		*..... BELT LINE.....					7.35		
								NORFOLK & WESTERN RY.							
s 7.20		s 8.48		250.6	251	45	124	*..... SALEM.....	SA	DN		s 7.27		s 2.30	
f 7.35		f 8.58		256.6	257	7	113	*..... WABUN.....				f 7.16		f 2.07	
f 7.45		f 9.07		260.8	261	10	112	*..... KUMIS.....			W	f 7.06		f 1.55	
f 8.00		s 9.18		266.3	266	10	124	*..... IRONTO.....				s 6.55		f 1.41	
f 8.10		f 9.25		269.6	270	73	110	*..... FAGG.....	FA	DN	W	f 6.47		f 1.31	
s 8.18		s 9.31		272.4	272	16		*..... ELLETT.....	DA	DN		s 6.42		f 1.25	
f 8.25		f 9.40		276.3	276	4	72	*..... YELLOW SULPHUR.....				f 6.32		f 1.15	
s 8.35		s 9.45		278.3	278			*..... MERRIMAC.....	MC	DN		s 6.27		f 1.10	
f 8.40		9.47		279.1	279	9	128	NORFOLK & WESTERN RY.							
								*..... SHELBY.....					6.24	f 1.07	
f 8.51		f 9.57		284.2	284	14	124	*..... PRICE.....				f 6.14		f 12.54	
s 9.10		s 10.05		287.7	288	100	119	*..... WHITETHORNE.....	WN	DN	C.W. Y	s 6.06		f 12.44	
f 9.25		f 10.15		292.7	293	58	124	*..... McCOY.....				f 5.56		f 12.30	
s 9.45		s 10.26		298.2	298	23	113	*..... EGGLESTON.....	SY	D	W	s 5.45		f 12.15	
f 10.00		s 10.37		303.4	303	18	124	*..... PEMBROKE.....	RM	D		s 5.35		f 12.01 PM	
f 10.10		f 10.46		307.3	307	100		*..... KLOTZ.....			S	f 5.26		f	
								NORFOLK & WESTERN RY.							
f 10.15		s 10.51		309.2	309	7	143	*..... NORCROSS.....	CS	DN	W	s 5.22		f 11.49 AM	
f 10.30		f 11.01		314.1	314	3	132	*..... NORTH PEARISBURG.....				f 5.12		f 11.37	
f 10.45		s 11.09		317.4	317	60		*..... NARROWS.....				s 5.05		f 11.27	
s 11.17		s 11.17		320.8	321	16	112	*..... RICH CREEK.....	RC	DN		s 4.58		s 11.17	
								*..... KELLYSVILLE.....	KY	DN	W	s 4.43		f 10.20	
f 11.45 AM		s 11.33		327.8	328	25	124	*..... STENGLE.....				s 4.35		f 10.10	
12.01 PM		11.42		331.4	331	21		*..... INGLESIDE.....				f 4.27		f 10.00	
12.18		f 11.52 AM		335.2	335		91	*..... PRINCETON.....	Q	DN	ICW STY.	A.M.-ar. 8.55	P.M.-ar. 9.45	s 9.45	
s 12.45	P.M.-lv. 5.45	s 12.05 PM 12.25 PM	A.M.-lv. 5.20	340.2	340			*..... KEGLEY.....	GY	DN		s 8.45	s 3.53	s 9.33	
s 1.00	s 5.58	s 12.37	s 5.34	345.0	345	20	115	*..... KING.....			W	f 8.37	f 3.44	f 9.24	
f 1.10	f 6.04	f 12.45	f 5.40	348.6	349	18	114	*..... ROCK.....				f 8.31	s 3.37	f 9.17	
f 1.20	f 6.11	f 12.51	f 5.47	351.5	352	6	135	*..... M. X. TOWER.....	MX	DN		8.21	3.26	9.07	
1.30	6.19	1.01	5.56	355.5	355			*..... MATOAKA.....	K	D		s 8.19	s 3.23	s 9.05	
	6.23	s 1.06	s 6.00	356.2	356	12		*..... N. & W. TRANSFER.....				8.15	3.20	9.02	
	6.25	1.08	6.02	356.8	357	16		*..... CLARK'S GAP TOWER.....	CG	DN	W	8.04	3.10	8.51	
2.15	6.35	1.18	6.10	360.8	360	160		*..... MILE POST 362.....				7.58	3.04	8.45	
	6.41	1.26	6.15	362.0	362		75	*..... MICAJAH.....				f 7.52	f 2.59	f 8.41	
f	6.45	f 1.32	f 6.18	363.6	364	30		*..... HERNDON.....	H	DN	W	s 7.35	s 2.45	s 8.29	
s 3.00	s 6.59	s 1.45	s 6.30	367.8	368	62		*..... BUD.....				s 7.24	s 2.34	s 8.19	
				371.1	371			*..... ALPOCA.....				s 7.20	s 2.30	s 8.15	
				372.0	373	80		*..... ELMORE.....	MO	DN	CWY	s 7.10	s 2.20	s 8.05	
3.30	7.25	s 2.10	s 6.55	374.7	375							A.M.-lv. 8.80	P.M.-lv. 1:40	P.M.-lv. 5:40	
8:30	1:40	5:40	1:35					Running Time				1:45	5:25	1:40	

\*Telephone  
**EASTWARD TRAINS ARE SUPERIOR BY DIRECTION, EXCEPT AS OTHERWISE SPECIFIED.**  
 Respective schedule time of first-class trains will apply at passenger stations Princeton and Roanoke.  
 Trains Nos. 3 and 4 observe as REGULAR STOPS: Goodwins Ferry, Calvale, Weyanoke, Algonquin, and Tralee, and as FLAG STOPS: Lafayette, Ripplemead, Glen Lyn, Hales Gap, Covel, and Montecarlo, also Dixie Caverns May 1 to September 30.  
 Trains Nos. 11, 12, 15, and 16 observe as REGULAR STOPS: Weyanoke, Algonquin, Covel, and Tralee, and as FLAG STOPS: Clark's Gap, Garwood, and Montecarlo.  
 Trains Nos. 63 and 64 observe as FLAG STOPS: Shanks Mill, Pierpont, Lafayette, Longcor, Goodwins Ferry, Ripplemead, Glen Lyn, Hales Gap, Oney Gap, Weyanoke, Clarks Gap, Algonquin, Garwood, Covel, Montecarlo, Thermo, and Tralee.  
 Train No. 3 will wait at Princeton 20 minutes for dinner.

Fourth Sub-Division West—NEW RIVER DIVISION—Elmore to Deepwater

WESTWARD						EASTWARD																
THIRD CLASS		FIRST CLASS				Miles from Norfolk	Station Numbers	Car Capacity of Other Tracks	Car Capacity of Sidings	Time Table No. 11						Telegraph Calls	Telegraph Stations	Coal, Water, Scales, Turn Table, Wye.	FIRST CLASS		THIRD CLASS	
61	65	15	3	11	5					12	4	6	16	66	62				12	4	6	16
Daily	Except Sunday	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Except Sunday	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily				
Local Freight	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Local Freight				
A.M.-lv. 8.15	P.M.-lv. 7.25	P.M.-lv. 2.10	P.M.-lv. 4-66 2.16	A.M.-lv. 6.55	A.M.-lv. 6.40	374.7	375	375	ELMORE	MO	DN	C.W. Y.	A.M.-ar. 7.10	P.M.-ar. 2.20	P.M.-ar. 7.00	P.M.-ar. 8.05	P.M.-ar. 1.40					
8.25	7.31	2.16	6.59	6.45	376.5	376.5	376.5	376.5	GULF JUNCTION	J	DN		11 5 7.05	2.16	6.56	8.00	1.30					
8.35	7.32	2.17	7.00	7.10	376.7	377	59	376.7	MULLENS			Y	2.15	6.55	6.55	8.00	1.25					
	P.M.-ar. 2.45	2.45	A.M.-ar. 7.00	7.15	378.1	378	30	378.1	NURIVA				1.50	6.49	6.49							
		2.50		7.15	378.5	379	38	378.5	CALORIC					1.45	6.47	6.47						
		2.52		7.17	379.3	380	44	379.3	OTSEGO					1.41	6.44	6.44						
		2.56		7.20	380.4	381		380.4	VIRWEST					1.37	6.41	6.41	12.55					
9.00		2.58		7.23	381.7	382	74	381.7	MABEN	B	D	W		1.30	6.38	6.38	12.45 PM					
9.25		3.06		7.29	385.6	386	6	385.6	HOTCHKISS					1.20	6.30	6.30	11.45 AM					
9.40		3.17		7.36	387.9	388	139	387.9	SLAB FORK	BF	DN			1.13	6.24	6.24	11.30					
10.00		3.27		7.42	390.1	390	1	390.1	JENNY GAP					1.07	6.18	6.18	11.15					
10.10		3.37		7.47	391.7	391		391.7	LESTER SIDING					1.03	6.14	6.14	11.10					
10.25		3.41		7.50	392.2	392	16	392.2	LESTER	RB	D			12.59	6.12	6.12	11.05					
10.35		3.44		7.53	394.6	395	39	394.6	SURVEYOR	RJ	D	W		12.52	6.06	6.06	10.50					
10.50		3.51		8.00	396.3	396		396.3	GLEN WHITE JUNCTION			Y		12.47	6.01	6.01	10.40					
11.05		3.57		8.03	396.9	397	60	396.9	METALTON					12.45	5.59	5.59						
11.30		4.03		8.09	398.6	399	200	398.6	ECCLES	KA	D			12.41	5.55	5.55	10.30					
11.45 AM		4.10		8.14	400.6	401	15	400.6	HARPER	HA	DN			12.36	5.50	5.50	10.10					
		4.19		8.22	404.1	404		404.1	SWEENEYBURG					12.26	5.41	5.41						
		4.25		8.27	406.1	406	4	406.1	CIRTSVILLE					12.19	5.36	5.36	9.00					
12.19 PM		4.32		8.32	408.1	408	59	408.1	WILLIS BRANCH					12.18	5.31	5.31						
		4.38		8.38	409.1	409	108	409.1	PAX	AX	DN	W		12.10	5.28	5.28	8.34					
		4.40		8.37	409.9	410	54	409.9	LONG BRANCH					12.06	5.25	5.25						
1.10		4.46		8.42	411.6	412	3	411.6	LIVELY					12.01 PM	5.20	5.20	8.05					
		4.58		8.51	414.8	415		414.8	DOTHAN					11.54 AM	5.12	5.12						
1.25		5.06		8.57	416.8	417	71	416.8	SILVER GAP					11.48	5.06	5.06	7.50					
		5.10		9.01	417.7	418	31	417.7	OAK HILL JUNCTION	BS	D			11.45	5.03	5.03	7.45					
1.35		5.17		9.07	419.9	420		419.9	LICK FORK					11.39	4.57	4.57						
		5.22		9.11	421.1	421		421.1	WRISTON					11.35	4.52	4.52						
		5.28		9.16	423.0	422	30	423.0	INGRAM BRANCH					11.30	4.47	4.47						
2.00		5.30		9.18	423.4	423	21	423.4	HAMILTON					11.28	4.45	4.45	7.15					
		5.40		9.27	426.8	427		426.8	PAGE	D	DN	C.W. S.T.		11.22	4.38	4.38	7.00	P.M. ar. 7.15				
A.M.-lv. 9.45	P.M.-ar. 2.30			9.40	480.3	480		480.3	BEARDS JCT.					11.10	4.25	4.25	6.50					
10.15		5.55		10.05	480.8	481	12	480.8	ROBSON					11.05	4.05	4.05	6.45					
10.20		6.15		10.25	435.3	435		435.3	DEEPWATER	VN	DN			10.50	3.50	3.50	6.25					
10.35		6.25		10.25										10.50	3.50	3.50	6.25					
A.M.-ar. 0.50	6:15	0:07	4:05	0:05										0:05	3:30	3:10	0:05	6:40	0:50			

\*Telephone. EASTWARD TRAINS ARE SUPERIOR BY DIRECTION, EXCEPT AS OTHERWISE SPECIFIED. No. 5 is superior by direction to No. 6. No. 61 is superior to No. 4. Time of trains 3, 4, 5 and 6 at Deepwater apply at passenger station. Time of trains 11 and 15 at Mullens apply at passenger station. Glencoe is a flag stop for trains 5 and 6. No. 4 will wait at Mullens 20 minutes for dinner.

Running Time

6 Fourth Sub-Division West—NEW RIVER DIVISION—Lochgelly to Carlisle

WESTWARD					Miles from Norfolk	Station Numbers	Car Capacity of Other Tracks	Car Capacity of Sidings	Time Table No. 11				Coal, Water, Scales, Turn Table, Wye.	EASTWARD			
FIRST CLASS									TAKING EFFECT					FIRST CLASS			
419	417	415	413	411					SUNDAY, APRIL 29TH, 1928					412	414	416	420
Sat. Only	Daily	Daily	Daily	Except Sun	STATIONS				Except Sun	Sun. Only	Daily	Sat. Only					
Pass	Pass	Pass	Pass	Pass					Pass	Pass	Pass	Pass					
P.M.-lv.	P.M.-lv.		A.M.-lv.						A.M.-ar.	A.M.-ar.	P.M.-ar.	P.M.-ar.					
7.11	4.22		11.01		423.4	H423	92		LOCHGELLY	C	11.00	10.50	4.21	7.10			
7.20	4.29		11.10		421.7	H422	77		SUMMERLEE	W	10.50	10.40	4.14	7.02			
7.30	4.40	P.M.-lv. 2.50	11.20	A.M.-lv. 7.15	419.3	H419	57	39	OAK HILL		10.40	10.30	4.04	6.50			
P.M.-ar.	P.M.-ar.	3.00	A.M.-ar.	7.25	421.6	J422	233		CARLISLE		8.35	A.M.-lv.	3.55	P.M.-lv.			
0:19	0:18	0:10	0:19	0:10	Running Time				0:32	0:20	0:26	0:20					

Fourth Sub-Division West—NEW RIVER DIVISION—Oak Hill Junction to Oak Hill

WESTWARD			Miles from Norfolk	Station Numbers	Car Capacity of Other Tracks	Car Capacity of Sidings	Time Table No. 11				Telegraph Calls	Telegraph Stations	Coal, Water, Scales, Turn Table, Wye.	EASTWARD		
FIRST CLASS							TAKING EFFECT							FIRST CLASS		
407	405	403					SUNDAY, APRIL 29TH, 1928							402	404	406
Daily	Daily	Daily	STATIONS				Passenger	Passenger	Passenger							
Passenger	Passenger	Passenger					A.M.-ar.	A.M.-ar.	P.M.-ar.							
5.15	11.50	9.05	417.7	418	32		OAK HILL JUNCTION	BS	D	8.53	11.43	4.53				
5.25	11.59	9.15	419.3	H419	57	39	OAK HILL			8.45	11.35	4.45				
P.M.-ar.	A.M.-ar.	A.M.-ar.	Running Time				0:08	0:08	0:08							

Fourth Sub-Division West—NEW RIVER DIVISION—Between Beards Jct. and Beards Fork

WESTWARD		Miles from Norfolk	Station Numbers	Car Capacity of Other Tracks	Car Capacity of Sidings	Time Table No. 11				Telegraph Calls	Telegraph Stations	Coal, Water, Scales, Turn Table, Wye.	EASTWARD	
FIRST CLASS						TAKING EFFECT							FIRST CLASS	
507	505					SUNDAY, APRIL 29TH, 1928							506	508
Daily	Daily	STATIONS				Passenger	Passenger							
Passenger	Passenger					A.M.-ar.	P.M.-ar.							
		430.3	430			BEARDS JCT.								
		432.9	K433	60		BEARDS FORK								
		Running Time				0:12	0:10							

\*Telephone.  
 EASTWARD TRAINS ARE SUPERIOR BY DIRECTION, EXCEPT AS OTHERWISE SPECIFIED.  
 No. 411 is superior by direction to No. 412, Oak Hill to Carlisle.  
 No. 415 is superior by direction to No. 416, Oak Hill to Carlisle.  
 Nos. 505 and 507 are superior by direction to Nos. 506 and 508, Beards Jct. to Beards Fork.



Fifth Sub-Division—NEW RIVER DIVISION—Mullens to Fireco

Time Table No. 11

TAKING EFFECT  
SUNDAY, APRIL 29TH, 1928

STATIONS

Running Time

WESTWARD				Miles from Norfolk	Station Numbers	Car Capacity of Other Tracks	Car Capacity of Sidings	SCHEDULE	Telegraph Calls	Telegraph Stations	Coal, Water, Scales, Turn Table, Wye	EASTWARD			
Third Class	FIRST CLASS											FIRST CLASS			Third Class
67 Except Sunday	15 Daily.	13 Daily.	11 Daily.									12 Daily.	14 Daily.	16 Daily.	68 Except Sunday
Local Freight	Passenger	Passenger	Passenger									Passenger	Passenger	Passenger	Local Freight
	P.M.-lv. 7.40	P.M.-lv. 8.10	A.M.-lv. 7.05 <sup>12</sup>								Y	A.M.-ar. 6.55 <sup>11</sup>	P.M.-ar. 1.45	P.M.-ar. 7.50	
A.M.-lv. 8.00				376.7	377	59		★.....MULLENS.....							
8.08	<sup>16</sup> 7.45	8.18	7.09	376.5				★.....GULF JUNCTION.....	J	DN					P.M.-ar. 12.15
				376.9				★.....WYE JUNCTION.....				6.51	1.42	<sup>15</sup> 7.45	12.12 <sup>PM</sup>
	7.49	8.18	7.14	378.2	B378	62		★.....CORINNE.....				6.47	1.38	7.41	
8.15	{ 7.54 8.04	{ 8.24 8.34	{ 7.19 7.29	380.1	B380			★.....ALLEN JUNCTION.....				{ 6.43 6.35	{ 1.38 1.24	{ 7.36 7.27	11.55 <sup>AM</sup>
				381.4	B381	51		.....IROQUOIS.....				6.31	1.20	7.23	
				382.4	B382	40		.....DEVILS FORK.....				6.28	1.17	7.20	
9.00	8.17	8.55	7.50	384.1	B384	55	171	★.....AMIGO.....	GU	DN	W	6.24	1.12	7.16	11.25
				387.3	B387	80		C. & O. CONNECTION-INTERLOCKED ★.....HELEN.....				6.15	1.02	7.08	
9.80	8.29	4.08	8.03	389.3	B389	100	75	★.....TAMS.....	GS	D		6.09	12.55	7.03	10.40
	8.34	4.16	8.10	391.1	B391	45		★.....STOTESBURY.....			C	6.04	12.50	6.57	
	8.88	4.20	8.14	392.2	B392	77		.....MCALPIN.....				5.59	12.45	6.53	
<sup>68</sup> 10.00	8.40	4.23	8.17	392.5	B392½	103	75	★.....WOODBAY.....	WD	DN	W	5.58	12.44	6.52	<sup>67</sup> 10.00
	8.48	4.28	8.20	393.4	B393	60		.....BIG STICK.....				5.55	12.40	6.49	
				393.9	B394	85		★.....HOT COAL.....				5.52	12.37	6.47	
{ 10.30 11.30 <sup>AM</sup>	{ 8.48 9.00	{ 4.38 4.49	{ 8.27 8.43	394.9	B395			★.....LOOP JUNCTION.....				{ 5.49 5.38	{ 12.33 12.17	{ 6.44 6.30	{ 9.30 9.06
<sup>68</sup> 12.10 <sup>PM</sup>	9.07	4.59	8.52	397.6	B398		54	★.....SOPHIA.....	SO	D		5.32	12.10 <sup>67</sup>	6.22	8.52 <sup>11</sup>
	9.10	5.05	8.56	399.1	B399	41		.....AFFINITY.....				5.28	12.05	6.18	
12.40	9.15	5.15	{ 9.00 11.00	400.1	B400	131		★.....PEMBERTON.....	QN	DN	WY	5.25	12.01 <sup>PM</sup>	6.15	7.54
	9.18	5.18	11.03	401.1	B401			.....MC VEY.....				5.20	11.57 <sup>AM</sup>	6.11	
1.00	9.21	5.22	11.07	402.1	B402	84		★.....SULLIVAN.....				5.17	11.54	6.08	7.25
				402.9	B403			.....WILEY.....				5.14	11.51	6.05	
				403.9	B404	23		.....ABNEY.....				5.11	11.48	6.02	
1.25	9.30	5.33	11.18	404.8	B405		96	★.....BOWYER.....				5.08	11.45	5.59	7.15
				405.2	B405½	25		★.....WHITBY.....				5.07	11.44	5.58	
	9.34	5.38	11.24	406.0	B405¾			.....RALECO.....				5.05	11.41	5.55	
	9.35	5.40	11.26	406.3	B406	50		★.....JONBEN.....				5.04	11.40	5.54	
				406.4	B406½			.....LAMPKIN BRANCH.....							
2.00 P.M.-ar	9.40 P.M.-ar.	<sup>16</sup> 5.45 P.M.-ar.	<sup>14</sup> 11.30 A.M.-ar.	407.0	B407	16		★.....FIRECO.....			WY	5.00 A.M.-lv.	<sup>11</sup> 11.35 A.M.-lv.	<sup>13</sup> 5.50 P.M.-lv.	7.00 A.M.-lv.
6:00	2:00	2:35	4:25									1:55	2:10	2:00	5:15

\*Telephone.  
EASTWARD TRAINS ARE SUPERIOR BY DIRECTION, EXCEPT AS OTHERWISE SPECIFIED.  
No. 11 is superior by direction to No. 14, Mullens to Fireco.  
No. 13 is superior by direction to No. 16, Mullens to Fireco.  
East Gulf 3 and 4 mine tracks are beyond C. & O. track at Helen.  
East Gulf 5 is parallel to Virginian main line at Helen.  
Trains 12, 14 and 16 will enter West leg of "Wye" at Wye Junction, to do station work at Mullens. After station work at Mullens is completed, trains 12 and 16 will back up to Wye Junction and come down East leg of "Wye" to main line at Gulf Junction.  
Schedule meeting point for trains 15 and 16 is at Wye Junction. Unless otherwise directed, train No. 16 will remain in clear on West leg of "Wye" until train No. 15 pulls off East leg of "Wye".



Fifth Sub-Division—NEW RIVER DIVISION—Loop Junction to Winding Gulf

WESTWARD						Miles from Norfolk	Station Numbers	Car Capacity of Other Tracks	Car Capacity of Sidings	Time Table No. 11			Telegraph Calls	Telegraph Stations	Coal, Water, Scales, Turn Table, Wye.	EASTWARD					
FIRST CLASS										TAKING EFFECT						FIRST CLASS					
311	309	307	305	303	301					SUNDAY, APRIL 29TH, 1928						302	304	306	308	310	312
Daily.	Daily.	Daily.	Daily.	Daily.	Daily.					STATIONS						Daily.	Daily.	Daily.	Daily.	Daily.	Daily.
Passenger	Passenger	Passenger	Passenger	Passenger	Passenger										Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	
P.M.-lv. 8.48	P.M.-lv. 6.30	P.M.-lv. 4.33	P.M.-lv. 12.17	A.M.-lv. 8.27	A.M.-lv. 5.38	394.9	B395			★	LOOP JUNCTION				A.M.-ar. 5.49	A.M.-ar. 8.48	P.M.-ar. 12.33	P.M.-ar. 4.49	P.M.-ar. 6.44	P.M.-ar. 9.00	
						395.9	G396	51	22		1.0 MISTLETOE										
8.58 P.M.-ar.	6.37 P.M.-ar.	4.39 P.M.-ar.	12.24 P.M.-ar.	8.38 A.M.-ar.	5.43 A.M.-ar.	396.2	G397	78		★	0.3 WINDING GULF				5.44 A.M.-lv.	8.34 A.M.-lv.	12.25 P.M.-lv.	4.40 P.M.-lv.	6.38 P.M.-lv.	8.54 P.M.-lv.	
0:05	0:07	0:06	0:07	0:06	0:05						Running Time				0:05	0:09	0:08	0:09	0:06	0:06	

\*Telephone.

WESTWARD TRAINS ARE SUPERIOR BY DIRECTION, EXCEPT AS OTHERWISE SPECIFIED.

Fifth Sub-Division—NEW RIVER DIVISION—Allen Junction to Wyco

WESTWARD						Miles from Norfolk	Station Numbers	Car Capacity of Other Tracks	Car Capacity of Sidings	Time Table No. 11			Telegraph Calls	Telegraph Stations	Coal, Water, Scales, Turn Table, Wye.	EASTWARD					
FIRST CLASS										TAKING EFFECT						FIRST CLASS					
111	109	107	105	103	101					SUNDAY, APRIL 29TH, 1928						102	104	106	108	110	112
Daily.	Daily.	Daily.	Daily.	Daily.	Daily.					STATIONS						Daily.	Daily.	Daily.	Daily.	Daily.	Daily.
Passenger	Passenger	Passenger	Passenger	Passenger	Passenger										Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	
P.M.-lv. 7.54	P.M.-lv. 7.27	P.M.-lv. 3.24	P.M.-lv. 1.24	A.M.-lv. 7.19	A.M.-lv. 6.35	380.2	B380			★	ALLEN JCT.				A.M.-ar. 6.43	A.M.-ar. 7.29	P.M.-ar. 1.33	P.M.-ar. 3.34	P.M.-ar. 7.36	P.M.-ar. 8.04	
7.58 P.M.-ar.	7.31 P.M.-ar.	3.28 P.M.-ar.	1.28 P.M.-ar.	7.23 A.M.-ar.	6.38 A.M.-ar.	381.2	C381	71			1.0 WYCO				6.39 A.M.-lv.	7.24 A.M.-lv.	1.29 P.M.-lv.	3.29 P.M.-lv.	7.32 P.M.-lv.	7.59 P.M.-lv.	
0:04	0:04	0:04	0:04	0:04	0:03						Running Time				0:04	0:05	0:04	0:05	0:04	0:05	

\*Telephone.

WESTWARD TRAINS ARE SUPERIOR BY DIRECTION, EXCEPT AS OTHERWISE SPECIFIED.

Fifth Sub-Division—NEW RIVER DIVISION—Between Amigo and Princewick

WESTWARD								Time Table No. 11				EASTWARD				
FIRST CLASS						TAKING EFFECT				FIRST CLASS						
23	21	19				SUNDAY, APRIL 29TH, 1928				18	20	22				
Daily.	Daily.	Daily.				STATIONS				Daily.	Daily.	Daily.				
Passenger	Passenger	Passenger	Miles from Norfolk	Station Numbers	Car Capacity of Other Tracks	Car Capacity of Sidings	Telegraph Calls	Telegraph Stations	Coal, Water, Scales, Turn Table, Wye.	Passenger	Passenger	Passenger				
P.M.-lv. 4.05	P.M.-lv. 1.15	A.M.-lv. 8.15								A.M.-ar. 6.10	P.M.-ar. 12.50	P.M.-ar. 3.24				
			384.1	B384	55	171	★	AMIGO	GU DN W							
			384.6	D885	60		★	STONE COAL JUNCTION C. & O. Connection								
s 4.10	s 1.19	s 8.20	385.4	D886	25	80	★	RHODELL		s 6.05	s 12.42	s 3.20				
s 4.18	s 1.22	s 8.22	386.1	D886½	24			FRANCIS		s 6.01	s 12.39	s 3.17				
			387.3	D887	40			RIFFES BRANCH								
s 4.17	s 1.26	s 8.27	387.5	D887½		100	★	EAST GULF		s 5.57	s 12.35	s 3.18				
			388.2	D888	60			FARLEY BRANCH								
s 4.20	s 1.31	s 8.31	388.6	D889				KILLARNEY		s 5.58	s 12.30	s 3.08				
s 4.24	s 1.35	s 8.35	389.4	D889½	55			VANWOOD		s 5.49	s 12.25	s 3.04				
s 4.30	s 1.40	s 8.41	390.3	D890	25	42	★	BESOCO	BC D	s 5.44	s 12.20	s 2.59				
			390.6	D890½	10			CLYDE								
			390.8	D891	14			LAUREL								
s 4.35	s 1.44	s 8.45	391.0	D891½	22			LEGO		s 5.40	s 12.18	s 2.55				
s 4.39	s 1.48	s 8.49	391.9	D892	22			PICKSHIN		s 5.37	s 12.12	s 2.52				
			392.5	D892½	10			LILLY & HORN BROOK								
s 4.42	s 1.52	s 8.58	392.8	D893	20		★	LILLYBROOK	WY	s 5.33	s 12.08	s 2.48				
4.45 P.M.-ar.	1.55 P.M.-ar.	8.57 A.M.-ar.	396.2	D898½	23		★	PRINCEWICK		5.30 A.M.-lv.	12.05 P.M.-lv.	2.45 P.M.-lv.				
0:40	0:40	0:42					Running Time				0:40	0:45	0:39			

\*Telephone.  
 EASTWARD TRAINS ARE SUPERIOR BY DIRECTION, EXCEPT AS OTHERWISE SPECIFIED.  
 No. 19 is superior by direction to No. 20.  
 No. 21 is superior by direction to No. 22.  
 Tommy Creek is regular stop for trains 18, 19, 20, 21, 22 and 23.

## ALL SUBDIVISIONS

1. All trains must obtain clearance card before departure from any open telegraph office not provided with train order signals.

2. Yards are protected with yard limit boards, and the main track may be used protecting as per rule 99 against first class and trains made first class by running on train order schedules. Second and third class, extra trains and yard engines must move within yard limits prepared to stop unless the track is seen or known to be clear. Yard engines will avoid delay to trains under this rule.

3. ALL TRAINS EXCEPT FIRST CLASS AND THOSE MADE FIRST CLASS BY RUNNING ON TRAIN ORDER SCHEDULES, WILL APPROACH ALL PASSING TRACKS, WATER TANKS AND COALING STATIONS UNDER CONTROL AND SO PROCEED UNTIL THE TRACK IS PLAINLY SEEN TO BE CLEAR. PASSING TRACK LIMITS ARE CONFINED TO THE OUTER SWITCHES; WATER TANKS AND COALING STATION LIMITS ARE DEFINED BY FIXED SIGNS. RESPONSIBILITY FOR A COLLISION AT A PASSING TRACK, COALING STATION OR WATER TANK WILL REST WITH THE FOLLOWING OR INCOMING TRAIN, EXCEPT AS INDICATED IN THE FOLLOWING PARAGRAPH.

THIS GIVES ALL TRAINS EXCEPT FIRST CLASS AND THOSE MADE FIRST CLASS BY RUNNING ON TRAIN ORDER SCHEDULES, THE RIGHT TO STAND ANYWHERE WITHIN THE DEFINED LIMITS OF PASSING TRACK, WATER TANK AND COALING STATIONS ON SINGLE OR DOUBLE TRACK, WITHOUT PROTECTION AGAINST TRAINS OF THE SAME OR INFERIOR CLASS; EXCEPT IN CASES OF STORMY OR FOGGY WEATHER OR WHEN ITS REAR CANNOT BE SEEN BY THE ENGINEER OR FIREMAN OF THE APPROACHING TRAIN FOR A DISTANCE OF SIX TELEGRAPH POLES (APPROXIMATELY 1,000 FEET) RULE 99 WILL GOVERN.

THIS DOES NOT RELIEVE TRAIN AND ENGINE MEN FROM THE RESPONSIBILITY OF PROTECTING AGAINST FIRST CLASS TRAINS AND THOSE MADE FIRST CLASS BY RUNNING ON TRAIN ORDER SCHEDULE, AT SUCH STOPS, AS PROVIDED IN RULES 86 AND 99.

4. When wrecking derricks, locomotive cranes or ditchers are moving in trains on main line, boom must ride in trailing position.

5. At all water stops, and at stations designated in time table, or bulletin, all trains must be carefully inspected by trainmen for defective brake appliances and running gear, heated journals, etc., and the conductor must know that such inspection has been made, and that any defects discovered have been remedied, before giving signal to proceed.

6. At interlocked railroad crossings and drawbridges, trains must move under control between distant and home signals and be prepared to stop before reaching home signal, regardless of its position. Where there is no distant signal, trains must approach home signal prepared to stop. At crossings and drawbridges, not interlocked, trains must make full stop before proceeding.

Engineers and Firemen, as the case may be, must call to each other in a clear and distinct tone of voice, "Red Block", "Yellow Block" or "Green Block", according to signal indications. The second party must repeat to the first the position of such signals as observed by him, so that no misunderstanding can occur.

Cars must not be kicked or dropped when either the cars kicked or dropped, or the engine have to pass over switches or derails controlled by an interlocking plant.

7. At night (or during day when night signals are necessary) when switching, making up trains, doubling, running for coal or water, etc., it becomes necessary to leave cars standing on main track, either within or outside of yard limits, a light must be displayed on each end of the car, or cut of cars, and during extremely cold or

stormy weather additional protection must be afforded by torpedoes. This Rule does not relieve trainmen of protecting, whenever or wherever required, as prescribed by Rule 99.

8. Conductors and enginemen of all trains using tracks of other Roads or Divisions will provide themselves with time tables of, and be governed by, the rules and regulations of such other Roads or Divisions. Conductors and enginemen of trains of other Roads using the tracks of the Virginian Railway must provide themselves with time tables of, and be governed by, the rules and regulations of the Virginian Railway.

9. Train register will not be accepted as evidence that an extra train has arrived at meeting point.

10. When cars are set out or arrive at end of run, retainers must be turned down. When cars are set out on grades, hand brakes must be tested and set, air bled off, and every precaution taken before engine is cut off to know that cars will not move by gravity. All brakes must be set on loaded cars.

Enginemen on freight trains arriving at terminals should, so far as possible, stop with slack stretched. Conductors setting cars out on line of road for re-brassing should stop same over a good sound cross-tie.

10-A. When cars are set out bad order on tracks under jurisdiction of Yardmaster, Conductors will make wire report from first telegraph office to Yard Master and Chief Dispatcher, giving initials, number and contents, on what track it is left, reason for car being set out and disposition of waybill. Chief Dispatcher should be given same information when cars are set out on line.

11. Before attempting to couple to cars, trainmen must know that sufficient hand brakes are set to prevent cars getting beyond control.

12. When double-heading engines of different class, the smaller engine will be put on the head end and enginemen on the lead engine will control the air. Pusher engines must be cut in ahead of wooden underframe cars.

Engineers will dim their headlights under the following conditions:

(a) In yards where yard engines are employed, and on yard engines when main line engines are entering yard; when standing at end of double track.

(b) At meeting points.

(c) When train is standing.

(d) A reasonable distance from open Train Order or Block offices, in order to admit of safe delivery of orders, and reading of engine numbers.

(e) Headlights must not burn during daylight, except when weather conditions make it necessary, or while passing through long tunnels.

13. On steam heated passenger trains, when approaching stations or terminals, where engine or cars are to be uncoupled, trainmen will open valve on rear car to blow out steam. Enginemen will shut off steam ten minutes before arriving at station where steam hose are to be cut.

14. Posts are located beyond passing track switches on engineman's side in each direction for the purpose of indicating to him when the rear of his train has passed the switch.

14-B. When a train holding main track arrives at meeting point first, employes in charge thereof will open switch for opposing train. (See Rule 104.)

At meeting point, enginemen and conductors will call to each other the number of their respective trains, and each must hear distinctly the number called by the other; train holding main track will call the number first, reducing speed sufficiently to comply with this rule.

Conductors on passenger trains must give one quick blast of the air whistle signal, approaching meeting points with trains of the same class and all points at which they have telegraphic orders to wait for

or meet trains of any class. This signal must be given one mile distant from meeting point and must be acknowledged by the enginemen as per Rule 14 G.

15. Operators of motor cars, whether running on line up or train orders, must approach all road crossings cautiously and where view is at all obscured must come to a stop before passing over the crossing.

16. Employes handling the switch for trains approaching facing point of switch will stand on the opposite side of the track from the stand until the train using same has passed thereover. Enginemen will be held responsible to see that this rule is enforced by calling the attention of the Switchman in case of failure.

Employes handling switches must observe whether or not switch point fits up to the rail after each handling of the switch.

17. When it is necessary for a train to pull by and back in at meeting point, the order providing for such moves should show the number of cars in the train which is required to pull by and back in and the train which pulls by the far switch must be protected by flag, in accordance with Rule 99, between sunset and sunrise, and whenever there is any danger that the opposing train might get too close to the switch on account of curvature, heavy grade, fogs, snows or other conditions which might make the move hazardous.

18. Trains must not leave terminals where Inspectors are employed, without testing the air brakes and getting signal from Inspectors that the proper percentage of the brakes are working. At points where Inspectors are not employed, when the engine is cut off from the train or when cars have been picked up or set out, brakes must be tried before departure of train. In addition to the terminal inspection Engineers of passenger trains will make the regular running test immediately after leaving station.

The air whistle signal (Rule 16-E) should always be made from the rear car of passenger train when the air whistle signals are working.

19. A train arriving at a non-telegraph station, or at a telegraph station not open, unable to proceed against opposing or ahead of superior trains, or from any other cause, will be promptly reported by Conductor (or in case of light engine by engineman), by telephone to the Dispatcher.

20. Normal position of derailing devices is set to derail.

21. Entire train crew, including enginemen, will be held responsible for all violations of the law and town ordinances governing the blocking of highway and street crossings.

State Law is as follows: It shall be unlawful for any Railroad Company to obstruct over a longer period than five minutes, the free passage on any street or road, by standing cars or trains across the same, except passenger trains, while receiving or discharging passengers.

In cities and towns the use of the whistle is prohibited except to prevent accident and complying with laws or ordinances.

Conductors are not authorized to carry passengers on freight trains. Employes desiring to dead-head on freight trains will be required to secure permission from the Superintendent, through the Train Dispatcher, unless transportation reads: "Good on freight train."

21-A. Conductors must keep a record of all placarded cars containing inflammables, acids or explosives, and should be careful to see that placards have been removed from empty cars. Any cars improperly placarded should be reported promptly.

Conductors and Agents must familiarize themselves with the Bureau of Explosives Regulations.

21-B. Between Roanoke and Mullens there are certain zones defined as "Low Wire Zones". All tunnels, including one thousand (1000) feet on each side thereof, are to be considered as Low Wire Zones. Low Wire Zones will be indicated by Circular Signs marked "DANGER—LOW WIRE", having a circle of electric lamps.

Within Low Wire Zones employes are positively prohibited from going on top of, crossing over, or passing along top of steam locomotives, cars or any other equipment when the overhead electrical construction is energized. In event of trouble in Low Wire Zones necessitating the presence of trainmen on top of cars, the current must first be cut off and the wire grounded. The Conductor of the train will notify the Power Director, who will cut the current off, and the Conductor will not allow trainmen to go on top of cars until he is notified by the Power Director that the current has been cut off, and he has grounded the wire. The current will not be restored until the Power Director has been notified by the Conductor to do so and that the ground has been removed and all men are in the clear.

Employees are cautioned at all times to exercise great care to protect themselves from coming closer than eighteen (18) inches to the overhead electrical construction and they are further cautioned that when using fire hooks, water from sprinkler hose, tools or appliances on locomotives or tenders, contact of these devices with the overhead electrical construction may be fatal. When giving signals in the low wire zones, it must not be done directly under trolley wire or within eighteen (18) inches of the overhead electrical construction.

When operating roadway or wrecking equipment, employes must remove or adjust any obstruction on the top thereof that may come in contact with the overhead electrical construction. Booms must always be lowered to clear the overhead electrical construction.

Employes are hereby notified that the overhead electrical construction is energized at all times except when notified in writing to the contrary over the signature of Power Director.

#### FIRST SUBDIVISION

22. Passenger trains and switch engines use Norfolk Southern tracks between Tidewater and Lovitt Ave.; and Norfolk Terminal tracks between Lovitt Ave. and Terminal Station, Norfolk.

22-A. Movement of trains between Tidewater and Carolina will be governed as follows:

When operating this section of track as Double Track, any train (see definition page 7, Book of Rules) getting a line up of the Interlocking plant at Carolina EASTBOUND will proceed to Tidewater ahead of FIRST CLASS TRAINS, and any train receiving a line up of the Interlocking plant at Tidewater WESTBOUND will proceed to Carolina (end of Double Track) ahead of FIRST CLASS trains. FIRST CLASS trains will run with caution between these points, looking out for any train that may be running ahead under this rule.

All trains may run between the stations named, while operating as Double Track, without train orders, overdue, or clearance cards. Rule 99 must be complied with strictly within these limits. Movement to and from connection track over the short space of single track at Carolina will be governed by the Interlocking plant and signals.

When either of the main tracks is being operated as a single track this rule will not apply, and the Train Dispatcher will govern movement as per the rules (see form S, page 52, Book of Rules).

PASSENGER TRAINS MUST HAVE PREFERRED MOVEMENT UNDER THIS RULE.

PASSENGER TRAINS MUST NOT BE UNNECESSARILY DETAINED.

23. Double track is in service for all trains and yard engines between Sewalls Point and Carolina. Switch at west end of double track is governed by interlocking plant at Carolina.

24. On westward freight trains head Brakeman will call Dispatcher at last stop before reaching Victoria and ascertain which track to use in entering Victoria yard.

#### JUNCTIONS, RAILROAD AND STREET CAR CROSSINGS AND DRAWBRIDGES

25. West Junction—Junction with Norfolk & Portsmouth Belt Line.  
Q. M. Junction—Junction with U. S. Army Base yard.  
Bay Shore Car Line—Crossing—Bay Shore.  
Ocean View Car Line—Crossing—Fairmount Park.  
N. S. Electric Div.—Crossing—Coleman Place.  
N. S. Electric Div.—Crossing—interlocked—Tidewater.  
Eastern Branch Drawbridge.  
N. S. R. R. Steam Div.—Carolina—interlocked.  
N. & W. R. R.—Crossing—South Norfolk—interlocked.  
Money Point Car Line—Crossing—interlocked.  
N. & P. Belt Line—Crossing—interlocked.  
Southern Branch Drawbridge—interlocked.  
S. A. L. R. R.—Crossing—Algren—interlocked.  
Suffolk—Junction with following roads: S. A. L.; Southern; N. S.; A. C. L.; N. & W.  
S. S. & S.—Crossing—Sedley—interlocked.  
Southern Railroad—Crossing—Gray—interlocked.  
A. C. L. R. R.—Crossing and junction—Jarratt—interlocked.  
S. A. L. R. R.—Crossing and junction—Alberta—Undergrade.
26. All trains will approach Bay Shore, Ocean View and Coleman Place crossing between Tidewater and Sewalls Point under absolute control—not exceeding a speed of 5 miles per hour—prepared to stop in case the crossings are occupied by cars.
27. Trains will not pass over crossings protected by gates until gates are lowered, except when protected by Flagman.

At Suffolk all trains must approach crossing at Main Street under full control. A member of the crew will be required to go 50 ft. ahead of train and flag crossing, warning pedestrians and drivers of the approaching train.

When switching over these crossings cars must not be detached from engine. Dropping or kicking cars over same is positively prohibited.

28. Crossing with Virginia Electric and Power Co. at Money Point Road just east of South Branch is governed by hand controlled semaphore signals, operated by car crews of the Virginia Electric and Power Co. Trains of the Virginia Electric and Power Co. will come to a stop and set signal both directions against Virginian Railway trains before using crossing. Virginian Railway trains will be governed by position of signal before passing over crossing. See Rule 98.

29. Crossing at Sedley, Va., with the S. S. & S. R. R. is governed by hand controlled semaphore signal operated by train crews of the S. S. & S. R. R. Trains of the S. S. & S. R. R. will come to stop and set signal both directions against Virginian Railway trains before using crossing. Virginian Railway trains will be governed by position of signal before passing over crossing. See Rule 98.

30. Passenger trains meeting at Victoria will do so at passenger station. If the eastward train is required to take siding it will head in at cross-over west of passenger station. If the westward train is required to take siding it will head in at cross-over just east of passenger station.

#### SECOND SUBDIVISION

31. On eastward freight trains head Brakeman will call Dispatcher at last stop before reaching Victoria and ascertain which track to use in entering Victoria yard.

31-A. All loaded Eastward through trains holding meeting points at Stone Mountain and not finding opposing train in the clear will stop with engine at or near the station.

32. Passenger trains meeting at Victoria will do so at passenger station. If the eastward train is required to take siding it will head in at cross-over west of passenger station. If the westward train is

required to take siding it will head in at cross-over just east of passenger station.

33. Front Brakeman on eastward freight trains before uncoupling engine in Victoria yard will set sufficient hand brakes on forward cars, as instructed by Conductor.

34. Front Brakeman on eastward coal trains will set up the number of retainers (designated by Engineer, not to exceed 15) on forward cars immediately after passing Goodview. Retainers will be turned down at Huddleston.

35. Westward freight trains will ascertain from towerman at Walnut Street the number of the track on which train is to enter Roanoke yard.

#### JUNCTION AND RAILROAD CROSSINGS AND STREET CAR CROSSINGS

36. Southern Railroad—Junction and crossing—overhead—Meherrin.  
Southern Railroad—Junction—Virso.  
N. & W.—Junction between Briery and Abilene.  
N. & W. R. R.—Crossing and junction—undergrade east of Brookneal.  
N. & W. R. R.—Junction—Brookneal.  
Southern R. R.—Junction and crossing—overhead—Altavista.  
N. & W.—Junction and crossing—interlocked—Roanoke.  
R. R. & E. Co.—Street car crossing—Walnut Street, Roanoke.
37. Trains will not pass over crossings protected by gates until gates are lowered, except when protected by Flagman.
38. Employes using No. 9 track switch, Roanoke Yard (lead for Shop and Roundhouse tracks) must leave same set to the lead.

#### THIRD SUBDIVISION

39. Engines turning at Whitethorne, enter on East leg of Wye.
40. Trains and engines using passing siding at Norcross must move under control, expecting to find this track occupied by Norfolk & Western engines and trains.
41. Eastward tonnage freight trains will stop at Whitethorne a sufficient length of time to permit crew to make thermal inspection.
42. Trains will not pass over crossings protected by crossing gates until the gates are lowered, except when protected by flagman.
43. MANUAL BLOCK SYSTEM.  
Rules 750 and 771 inclusive, are in effect between Merrimac, Ellett and Fagg. No train or engine will be allowed to enter Alleghany Tunnel unless it is known that the preceding train has cleared the tunnel, except the case of pusher engines following train it has pushed, with an interval of fifteen minutes.
44. Normal position of switch at East End of double track at M X Tower is for westward trains. Switches will be handled by operator.
45. Westward, second and inferior class trains will run between Clarks Gap telegraph office and crossover, just East of Clarks Gap Tunnel, expecting to find Westward track occupied by pusher engines unprotected.
46. An automatic signal located on South side of Eastward main track at Milepost No. 362 will govern movement of Eastward trains on Eastward track from that point to Clarks Gap Tower. When set at stop position, will not be passed until it returns to clear position, unless instructed to do so by Dispatcher.
- A train so stopped, a member of the crew will call the Dispatcher on the telephone and ask for instructions.
47. A middle track 4000 ft. in length has been constructed between M. P. 362 and M. P. 363, connecting at both ends to east and

westbound tracks. This track must not be used by westbound trains without permission from the Dispatcher.

48. In the Electrified Zone in case of power interruption lasting more than three minutes, it will be the duty of the Engineer or Helper to report to the Power Director or the Train Dispatcher personally or through the Conductor, giving any symptoms that may be observed which will enable the Power Director to get in touch with the engine crew for the purpose of having the pantograph lowered for testing purposes if necessary in order that it may be definitely determined whether or not the trouble is in the locomotive.

49. Electric engines with trains of 9000 tons eastbound, with one or more motors cut out from any cause, must not, under any circumstances, attempt to descend either Kellysville or Alleghany grades under regeneration, but must, in all cases, turn up the usual amount of retainers and handle the train entirely by air brake methods in the same manner as was customary under steam operation. In case one or more motors fail while the train is actually descending either of the grades referred to, enginememen must bring train to stop immediately and have the required number of retainers turned up for regular air brake operation before proceeding.

FOURTH SUBDIVISION

50. (a) In Electric train service, when necessary to handle tonnage trains descending Clarks Gap Mountain entirely by air brakes, retainers must be used in the same manner as was customary under steam operation.

(b) On Eastward freight trains, retainers must be turned up on not less than 70% of the cars before leaving Jenny Gap. On trains of over 60 cars, when any of the cars are equipped with empty and load brakes, brake must be put in loaded position.

(c) On Westward freight trains, a certain number of retainers (designated by engineer) will be turned up before leaving Harper and Silver Gap.

(d) On Eastward freight trains, retainers must be turned up on all cars, and necessary hand brakes set in addition, before starting down heavy grade on Shockley Branch.

51. Employes handling engines at Elmore Coal Chute must not permit their engines to stand with smoke stack or pop valves under the coal tippie on account of the danger resulting from men being blinded or injured by the smoke, gas or steam.

52. Normal position of switch at West end of double track, west of Mullens, is for Eastward trains. Switch will be handled by crews.

After any move is made over the switches and crossover at Gulf Junction, equivalent to switching, train crews must leave the switches in normal position.

Crossover switches at Gulf Junction will be handled by operator when through movements are being made.

53. Conductors of Eastward trains switching Slab Fork Mines will not permit another Eastward train to pass mine track switch unless proper precaution has been taken to prevent collision.

54. Trains and engines will not use Shockley Branch or the Wye track or passing track at Glen White Junction without permission from Dispatcher. An order to take siding at Glen White Junction will be permission to use the passing track.

Employes are warned of slight clearance at C. and O. overhead bridge north of Wye at Glen White Junction on Shockley Branch.

All trains using Shockley Branch will approach Glen White expecting to find cars on main line between derail and store building not protected.

When Glen White Junction Wye is not in use the switch at the Shockley Branch end must be left lined for East leg of Wye.

55. Train register book is provided at Pax by K. G. J. & E. Virginian crews using these tracks must check the register against regular K. G. J. & E. trains.

56. On Eastward freight trains on Beards Fork and Ingram Branches, air brakes must be tested and retainers turned up on all cars. A sufficient number of hand brakes must be set to control the train before descending the grade. No hand brakes will be set or released while cars are in motion.

57. Regular trains only will use main track between Carlisle and Lochgelly without permission of conductor in charge of the mine run train operating between those points. Train movements between Oak Hill and Oak Hill Junction will only be made under time-table authority or by train order.

Trains will stop and examine main line switch Oakwood Yard at Carlisle before passing thereover.

58. Track behind tippie at Lick Fork is not safe for engines beyond one car length above the tippie. The extreme West end of this track cannot be used for any purpose.

59. Slight top and side clearance at the Coal Company's tippie at Page. Employes are requested to use precaution to avoid personal injury. (See Rule No. 412.)

60. In order to allow C. and O. crews to switch on Virginian

tracks, Deepwater Yard, switches will be left unlocked. Virginian crews are cautioned to approach and run over these switches under control.

V. & W. BRANCH

61. Crossing gates have been erected at Ritter Lumber Company's crossing, Mile Post 3.8, just east of Polk Gap and MP 8.7, just East of Milam, MP 0.71, MP 2.27, and MP 2.73, Laurel Fork Branch.

The normal position of these gates will be at "CLEAR" for Virginian trains and at "STOP" for Ritter Lumber Company's trains. When these gates are standing at "CLEAR" position for Virginian trains, it will not be necessary to stop, but all trains should approach these crossings prepared to stop should the gates be against them.

These gates are to be operated by hand by the crews of the Ritter Lumber Company's trains when they desire to use them.

FIFTH SUBDIVISION

62. Trains handling Class G-3-4 cars loaded will not exceed a speed of 12 miles per hour.

63. Passing siding at Amigo will be known as Amigo Siding. Schedule time of all trains at Amigo will apply at Amigo Telegraph Office.

64. In placing empties at Tams Mine, do not allow cars to be placed below the Road Crossing just West of the Gulf Smokeless Coal Company's sand bin. Do not switch below this crossing except when necessary to work the ice house track due to close clearance of sand bin.

65. Engines of all classes are prohibited from heading in at West switch, Mistletoe Mine Track. When backing in, speed must be very slow.

66. Employes are requested not to ride on sides of cars on account of close clearance at C. and O. Yard tracks at Stone Coal Junction. (See Rule 412.)

67. On Eastward freight trains, air brakes must be tested and retainers turned up on all cars before leaving the mines at Killarney and East Gulf; and before leaving Killarney hand brakes must also be set.

68. On Eastward freight trains, retainers must be turned up on 80% of all loaded cars before leaving Sophia, Winding Gulf and Princewick.

69. Engines turning at Pemberton must enter on West leg of Wye.

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

SPEED TABLE

Time 1 Mile	Speed per hour	Time 1 Mile	Speed per hour	Time 1 Mile	Speed per hour	Time 1 Mile	Speed per hour
M. S.	Miles	M. S.	Miles	M. S.	Miles	M. S.	Miles
1. —	60	1.20	45	2. —	30	4. —	15
1. 1	59	1.21	44	2. 4	29	4.17	14
1. 2	58	1.23	43	2. 8	28	4.37	13
1. 3	57	1.25	42	2.13	27	5. —	12
1. 4	56	1.27	41	2.18	26	5.27	11
1. 5	55	1.30	40	2.24	25	6. —	10
1. 6	54	1.32	39	2.30	24	6.40	9
1. 7	53	1.34	38	2.36	23	7.30	8
1. 9	52	1.37	37	2.43	22	8.34	7
1.10	51	1.40	36	2.51	21	10. —	6
1.12	50	1.43	35	3. —	20	12. —	5
1.13	49	1.46	34	3. 9	19	15. —	4
1.15	48	1.49	33	3.20	18	20. —	3
1.16	47	1.52	32	3.31	17	30. —	2
1.18	46	1.56	31	3.45	16	60. —	1

SPECIAL INFORMATION

SPEED LIMIT—MILES PER HOUR

ALL SUBDIVISIONS—

Passenger trains, 50 miles; freight trains, 30 miles; trains handling steam derricks, pile driver or steam shovel, 25 miles; engines running backward or with rods down, 20 miles, unless there is a slower limit, in which case the slower limit will govern. Mallet engines backing up, 12 miles per hour.

Through all tunnels, passenger trains, 30 miles; freight trains, 20 miles; unless there is a slower limit, in which case slower limit will govern. Over all railroad crossings at grade and drawbridges, 10 miles an hour.

FIRST SUBDIVISION—

Engines of the PA and MB or heavier type must not be put in tracks 1, 2 and 3, Norfolk Freight Yard.

SECOND SUBDIVISION—

Passenger trains will reduce speed to 35 miles per hour and freight trains to 20 miles per hour on curves at the following points: Between Henry and Falling River bridge. At mile post 172.

- 0.3 mile east of mile post 188.
- 0.1 mile west of Taber depot.
- 0.4 mile west of mile post 207.
- 0.4 mile west of Hardy depot.
- 0.1 mile west of mile post 236.
- At Niagara.

All trains will reduce speed as follows:

- 25 miles per hour in twin bridge curve mile post 208.3.
- All Eastward tonnage trains will reduce speed to 15 miles per hour between Stone Mountain and Huddleston.

THIRD SUBDIVISION—

Between Roanoke and Fagg, and between Whitethorne and Kellysville, on sharp curves, passenger trains, 35 miles; freight trains, 28 miles.

From Merrimac to Fagg, on curves, passenger trains, 30 miles; freight trains, not over 15 miles at any point.

Through Alleghany Tunnel, Westward, passenger trains, 20 miles, freight trains, 14 miles; Eastward, passenger trains, 20 miles, and freight trains, 14 miles.

From Oney Gap to Kellysville, on curves, passenger trains, 25 miles; freight trains, not over 15 miles at any point.

Freight trains will not exceed a speed of 28 miles per hour between Fagg and Roanoke.

Between Princeton and Rock, on sharp curves, passenger trains, 30 miles; freight trains, 15 miles.

Between Clarks Gap and Rock, passenger trains 30 miles, freight trains, 14 miles.

From Clarks Gap to Elmore, on curves and through tunnels, passenger trains, 25 miles; freight trains, not over 14 miles at any point.

#### FOURTH SUBDIVISION—(WEST)

Between Mullens and Hotchkiss, on sharp curves, passenger trains, 25 miles; freight trains, 15 miles.

From Jenny Gap to Hotchkiss, and from Jenny Gap to Surveyor, on curves, passenger trains, 25 miles; freight trains, not over 15 miles at any point.

Passenger trains 15 miles, and freight trains 10 miles, around curve just East of the C. and O. Overhead Bridge, East of Surveyor.

From Harper to Surveyor, on curves, passenger trains, 25 miles; freight trains, 15 miles.

From Harper to Cirtsville, on curves, passenger trains, 25 miles; freight trains, not over 15 miles at any point.

Between Cirtsville and Silver Gap, on curves, passenger trains, 25 miles; freight trains, 15 miles.

From Silver Gap to Page, on curves, passenger trains, 25 miles; freight trains, not over 15 miles at any point.

Between Page and Deepwater, on curves, passenger trains, 15 miles; freight trains, 10 miles.

On White Oak Branch, passenger trains, 15 miles; freight trains, 12 miles.

On Shockley Branch, 10 miles. All trains.

On V. and W. Branch, 15 miles. All trains.

On Beards Fork Branch, 10 miles. All trains.

#### FIFTH SUBDIVISION—

Between Gulf Junction (or Mullens) and Loop Junction, on curves, passenger trains, 25 miles; freight trains, 15 miles.

On curve at Loop Junction, passenger trains, 12 miles; freight trains, 8 miles.

From Sophia to Loop Junction, passenger trains, 20 miles; freight trains, 12 miles.

Between Sophia and Pemberton, passenger trains, 30 miles; freight trains, 20 miles.

Between Pemberton and Fireco, passenger trains, 25 miles; freight trains, 15 miles.

On Collins Spur, 10 miles. All trains.

On Stone Coal Branch, passenger trains, 25 miles; freight trains, 15 miles.

On Allen Branch, 10 miles. All trains.

#### STANDARD CLOCKS

##### FIRST SUBDIVISION—

Sewalls Point Telegraph Office.

Norfolk Terminal Station Master's Office, Terminal Station.

Victoria Telegraph and Dispatchers' Offices.

##### SECOND SUBDIVISION—

Victoria Telegraph and Dispatchers' Office.

Roanoke Telegraph Office.

##### THIRD SUBDIVISION—

Roanoke Telegraph Office.

Princeton Dispatchers and Telegraph Office.

Elmore Telegraph Office.

Mullens Round House.

##### FOURTH SUBDIVISION—

Elmore Telegraph Office.

Mullens Round House.

Page Telegraph Office.

Deepwater Telegraph Office.

##### FIFTH SUBDIVISION—

Pemberton Telegraph Office.

#### REGISTER STATIONS

##### FIRST SUBDIVISION—

Sewalls Point for all trains.

Carolina for all trains.

Victoria for all trains.

Trains may register by ticket of prescribed form at Carolina.

##### SECOND SUBDIVISION—

Victoria for all trains.

Roanoke for all trains.

##### THIRD SUBDIVISION—

Roanoke for all trains.

Princeton for all scheduled trains.

Elmore for all trains.

##### FOURTH SUBDIVISION—

Elmore for all trains.

Gulf Junction for all scheduled trains.

Oak Hill Junction for all White Oak Branch trains.

Page for all trains.

Beards Junction for all scheduled trains.

Deepwater for all trains.

Trains passing may register by ticket of prescribed form at Elmore.

All trains may register by ticket of prescribed form at Gulf Junction.

Glen Rogers, Milam Junction and Virwest for V. and W. Branch trains.

##### FIFTH SUBDIVISION—

Gulf Junction for all scheduled trains.

Allen Junction for all scheduled Allen Branch trains.

Amigo for Stone Coal Branch scheduled trains.

Loop Junction for all scheduled Collins Spur Branch trains.

Pemberton for all trains.

Fireco for all trains.

Passing trains may register by ticket of prescribed form at Gulf Junction.

#### BULLETIN BOOK STATIONS

##### FIRST SUBDIVISION—

Sewalls Point Yard Office.

Norfolk Terminal Station, Conductors' Room.

Victoria Telegraph Office.

##### SECOND SUBDIVISION—

Victoria Telegraph Office.

Roanoke Yard Office and Walnut St. Tower.

##### THIRD SUBDIVISION—

Roanoke Yard Office.

Princeton Telegraph Office.

Princeton Yard Office.

Princeton Round House.

Elmore Yard Office.

Elmore Round House.

Mullens Round House.

##### FOURTH SUBDIVISION—

Elmore Telegraph Office.

Page Telegraph Office.

Deepwater Telegraph Office.

Glen Rogers.

Elmore Round House.

Mullens Round House.

##### FIFTH SUBDIVISION—

Amigo Telegraph Office.

Pemberton Telegraph Office.

#### YARD LIMIT STATIONS

##### FIRST SUBDIVISION—

Sewalls Point  
to and including  
South Branch  
Victoria

##### SECOND SUBDIVISION—

Victoria  
Roanoke

##### THIRD SUBDIVISION—

Roanoke  
Elmore

Whitethorne  
Princeton

##### FOURTH SUBDIVISION—

Elmore-Mullens, including  
Mullens Wye tracks.  
Page  
Deepwater

Oak Hill Junction,  
on White Oak Branch  
only.

##### FIFTH SUBDIVISION—

Allen-Wyco  
Pemberton

Fireco

#### COMPANY SURGEONS

1928

Name.	Title.	P. O. Address.	R. R. Address.
DR. SOUTHGATE LEIGH,	Chief Surgeon		Norfolk, Va.
DR. J. H. CULPEPPER,	Asst. Chief Surgeon		Norfolk, Va.
DR. J. B. ABBITT,	Surgeon		Norfolk, Va.
Dr. E. C. S. Taliaferro,	Asst. Surgeon		Norfolk, Va.
Dr. S. B. Whitlock,	Roentgenologist		Norfolk, Va.
Dr. E. E. Feild,	Orthopedist		Norfolk, Va.
Dr. T. B. Woods,	Local Surgeon		South Norfolk, Va.
Dr. C. J. Riddick,	Local Surgeon		Suffolk, Va.
Dr. R. H. Pretlow,	Local Surgeon		Suffolk, Va.
Dr. R. L. Raiford,	Local Surgeon		Sedley, Va.
Dr. Joel Crawford,	Local Surgeon	(P. O. Yale, Va.)	Gray, Va.
Dr. T. F. Jarratt,	Local Surgeon		Jarratt, Va.
Dr. W. C. Harman,	Local Surgeon		Dolphin, Va.
Dr. L. A. Law,	Local Surgeon		Alberta, Va.
Dr. W. D. Kendig,	Local Surgeon		Kenbridge, Va.

CONTINUED ON PAGE FIFTEEN

Name.	Title.	P. O. Address.	R. R. Address.
Dr. E. L. Kendig, Surgeon			Victoria, Va.
Dr. C. P. Capps, Local Surgeon			Meherrin, Va.
Dr. W. R. Martin, Local Surgeon		(P. O. Charlotte C. H.),	Cullen, Va.
Dr. Ray A. Moore, Local Surgeon			Phenix, Va.
Dr. W. L. Williams, Local Surgeon			Brookneal, Va.
Dr. L. D. Morgan, Local Surgeon		(P. O. Gladys, Va.),	Seneca, Va.
Dr. W. O. Smith, Local Surgeon			Altavista, Va.
Dr. R. A. Bennett, Local Surgeon			Huddleston, Va.
Dr. S. L. Rucker, Local Surgeon			Moneta, Va.
Dr. Leigh Buckner, Surgeon			Roanoke, Va.
Dr. C. M. Irvin, Asst. Surgeon			Roanoke, Va.
Dr. H. B. Stone, Oculist			Roanoke, Va.
Dr. J. T. Armentrout, Roentgenologist			Roanoke, Va.
Dr. R. M. Wiley, Local Surgeon			Salem, Va.
Dr. F. W. Barger, Local Surgeon			Salem, Va.
Dr. A. M. Showalter, Local Surgeon		(P. O. Christiansburg, Va.),	Merrimac, Va.
Dr. M. B. Linkous, Local Surgeon		(P. O. Cambria, Va.),	Price, Va.
Dr. S. A. Tuck, Local Surgeon			Eggleston, Va.
Dr. J. W. Miller, Local Surgeon			Pembroke, Va.
Dr. H. G. Johnson, Local Surgeon		(P. O. Pearisburg, Va.),	North Pearisburg, Va.
Dr. E. S. Carr, Local Surgeon			Narrows, Va.
Dr. J. R. Boyd, Local Surgeon			Oakvale, W. Va.
Dr. G. L. Todd, Surgeon			Princeton, W. Va.
Dr. C. W. Smith, Asst. Surgeon			Princeton, W. Va.
Dr. W. E. Dickerson, Asst. Surgeon			Princeton, W. Va.
Dr. J. R. Vermillion, Oculist			Princeton, W. Va.
Dr. W. H. Wallingford, Surgeon			Princeton, W. Va.
Dr. J. H. Bird, Local Surgeon			Rock, W. Va.
Dr. W. W. Harloe, Local Surgeon			Matoaka, W. Va.
Dr. B. S. Clements, Local Surgeon			Matoaka, W. Va.
Dr. M. B. Caldwell, Local Surgeon			Matoaka, W. Va.
Dr. W. R. Morris, Local Surgeon			Alpoca, W. Va.
Dr. B. W. Steele, Surgeon			Mullens, W. Va.
Dr. W. B. Davis, Asst. Surgeon			Mullens, W. Va.
Dr. W. D. Simmons, Local Surgeon			Slab Fork, W. Va.
Dr. F. L. Banks, Local Surgeon			Maben, W. Va.
Dr. F. S. McChesney, Local Surgeon			Lester, W. Va.
Dr. D. D. Daniels, Local Surgeon			Eccles, W. Va.
Dr. A. L. Hunter, Local Surgeon			Pax, W. Va.
Dr. G. W. Skaggs, Surgeon			Page, W. Va.
Dr. Ralph Hogshead, Local Surgeon		(P. O. Carbondale, W. Va.),	Deepwater, W. Va.
Dr. A. G. Bowles, Local Surgeon			Glen White, W. Va.
Dr. J. H. McCulloch, Local Surgeon			Oak Hill, W. Va.
Dr. S. W. Price, Local Surgeon			Scarboro, W. Va.
Dr. B. W. Eakin, Local Surgeon			Tams, W. Va.
Dr. G. W. Johnson, Local Surgeon			MacAlpin, W. Va.
Dr. W. C. Covey, Local Surgeon			Winding Gulf, W. Va.
Dr. F. J. Moore, Local Surgeon			Affinity, W. Va.
Dr. R. P. Daniels, Local Surgeon			Pemberton, W. Va.
Dr. W. G. Moran, Local Surgeon			Fireco, W. Va.
Dr. J. A. Campbell, Surgeon			Beckley, W. Va.
Dr. A. U. Tieche, Asst. Surgeon			Beckley, W. Va.
Dr. W. W. Hume, Oculist			Beckley, W. Va.
Dr. O. L. Hamilton, Local Surgeon			Vanwood, W. Va.
Dr. J. T. T. Hundley, Local Surgeon			Lillybrook, W. Va.
Dr. George Fordham, Local Surgeon			Wyco, W. Va.
Dr. H. F. Troutman, Local Surgeon			Glen Rogers, W. Va.
Dr. J. E. Robbins, Jr., Local Surgeon			(P. O. Glen Morrison, W. Va.),
Dr. G. A. Smith, Local Surgeon			Morri, W. Va.
Dr. W. A. McMillan, Local Surgeon			Montgomery, W. Va.
			Charleston, W. Va.

TRACKS NOT SHOWN IN STATION COLUMNS

FIRST SUBDIVISION—			
Name.	M. P.	Car Capacity.	Spur Opening.
Moore	A-7	17	West.
Durnell	A-7	7	West.
Bayshore	A-6	10	East.
McGuire	A-5	23	East.
Stelco	A-4	20	West.
Truckers	A-4	7	East.
Crockett	A-4	8	East.
Gwaltney	A-3	4	West.
Fairmount Park	A-2	10	East.
Texas	A-1.3	17	West.
Princess Anne	A-1.3	15	East.
Whaley	A-1.2	4	West.
Gourley	A-0.5	20	West.
Jones	2	3	East.
Ford	3.3	63	Double.
Womble	3.7	10	West.
Valco	4	5	East.
County	9	4	East.
Scott	43	8	East.
Westbrook	58	2	East.
Brown	70	2	East.
Smoky	89	5	East.
SECOND SUBDIVISION—			
Raper	124	7	West.
Walsh	138	4	East.
Reuben	140	4	West.
Leigh	147	3	West.
Wards	157	4	West.
Tola	159	2	West.
Perrow	191	6	East.
Barium	204-5	4	East.
Mica	220	3	East.
Kerns	240	3	West.
Gleaves	241	20	West.
Viscose (Silk Mill)	242	100	Double.
THIRD SUBDIVISION—			
Shanks Mill	253.3	12	West.
Pierpont	253	2	East.
Longcor	273	5	East.
Goodwins Ferry	296	21	East.
Ripplemead	306.5	3	East.
Glen Lyn	323.8	10	Double.
Glen Lyn	328.8	25	East.
Weyanoke	357.7	1	East.
America	360	14	East.
Algonquin	361.3	8	East.
Garwood	364.8	20	West.
Covel	366.6	30	West.
Montecarlo	369.1	42	West.
Thermo	371.5	68	West.
Tralee	374	40	Double.
FOURTH SUBDIVISION—			
Neal	393	7	Double.
V. AND W. BRANCH—			
Stave	7.8	1	East.
Old Ben	13.2	25	East.

FIFTH SUBDIVISION—

Name.	M. P.	Car Capacity.	Spur Opening.
Lusk	3.3	2	East.
Willabet	32.8	10	Double.

WATCH INSPECTORS

National Railway Time Service Company	Chicago, Ills.
Schneer's, Inc.	Norfolk, Va.
J. E. Gary Jewelry Co.	Victoria, Va.
Schneer's, Inc.	Roanoke, Va.
Polan Bros. & Siegel	Princeton, W. Va.
Chas. J. Kinzer	Mullens, W. Va.

LIST OF OFFICIALS

NORFOLK DIVISION—

A. A. KIRKMAN, Trainmaster, Victoria, Va.
F. E. BELL, Road Foreman Engines and Assistant Trainmaster, Victoria, Va.
B. E. NEVINS, Master Mechanic, Victoria, Va.
GEO. GILES, Chief Dispatcher, Victoria, Va.
M. BROWN, Dispatcher, Victoria, Va.
H. D. LUCY, Dispatcher, Victoria, Va.
J. P. STRICKLAND, Dispatcher, Victoria, Va.
G. F. WILLIAMS, Dispatcher, Victoria, Va.
C. W. COMPHER, Dispatcher, Victoria, Va.

NEW RIVER DIVISION—

I. H. FRY, Trainmaster, Princeton, W. Va.
C. E. STEORTS, Assistant Trainmaster, Elmore, W. Va.
J. G. BAKER, Assistant Trainmaster, Oak Hill, W. Va.
C. W. AKERS, Road Foreman Engines and Assistant Trainmaster, Mullens, W. Va.
CHAS. REED, Road Foreman Engines and Assistant Trainmaster, Elmore, W. Va.
G. T. STRONG, Master Mechanic, Princeton, W. Va.
J. E. SHARPLEY, Electrical Engineer, Princeton, W. Va.
G. B. DANIEL, Chief Dispatcher, Princeton, W. Va.
E. C. PENN, Dispatcher, Princeton, W. Va.
A. S. FORTUNE, Dispatcher, Princeton, W. Va.
J. S. S. LEACH, Dispatcher, Princeton, W. Va.
W. M. GOOD, Dispatcher, Princeton, W. Va.
W. E. CUNNINGHAM, Dispatcher, Princeton, W. Va.
W. A. RICHARDSON, Dispatcher, Princeton, W. Va.
G. C. HASH, Dispatcher, Princeton, W. Va.
H. M. STRONG, Dispatcher, Princeton, W. Va.
W. H. SMITH, Dispatcher, Princeton, W. Va.