

THE VIRGINIAN RAILWAY COMPANY

NORFOLK DIVISION

TIME TABLE No.

EFFECTIVE 12:01 A. M.
SUNDAY, MAY 20, 1956

EASTERN STANDARD TIME



For the government and information
of employees; not for the public.

J. P. STRICKLAND
Superintendent

B. MILLS
Asst. General Manager

D. C. KING
Vice President and General Manager

THE VIRGINIAN RAILWAY COMPANY

.....19.....

SUPERINTENDENT:

I have this day received.....copies

of Norfolk Division Time Table No. 23, taking effect at 12:01

A. M., Sunday, May 20, 1956.

Name.....

Occupation.....

First Sub-Division—Sewells Point to Victoria

★ Telegraph Offices	Coal, Water, Turning Facilities	Station Number	Miles from Norfolk	Time Table No. 23		WESTWARD		EASTWARD						
				Effective		2nd Class	Third Class	2nd Class	Third Class					
				12:01 A. M., May 20, 1956		71 Daily Time Freight	31 Tue. Thur. Sat. Local Freight	72 Daily Time Freight	32 Mon. Wed. Fri. Local Freight					
STATIONS														
★	CWT	A8	10	SEWELLS POINT.....		PM—L.	AM—L.		AM—A.	PM—A.			
		A7.2	9.5	0.5 WEST JUNCTION.....		For the operation of this train between Sewells Point and Carolina, see Special Instructions Rule 2.	For the operation of this train between Sewells Point and Carolina, see Special Instructions Rule 2.		For the operation of this train between Carolina and Sewells Point, see Special Instructions Rule 2.	For the operation of this train between Carolina and Sewells Point, see Special Instructions Rule 2.			
	Y	A5.9	8.2	1.3 N. & P. BELT LINE R. R. Q. M. JUNCTION.....									
★		A1.4	3.7	DOUBLE TRACK	4.5 COLEMAN PLACE.....									
★		2	2.3		1.4 N. S. RY. CROSSING INTERLOCKED TIDEWATER.....									
		0			2.3 N. S. RY. CROSSING INTERLOCKED NORFOLK TERM. STATION.....									
★		2	2.3		2.3 N. S. RY. CROSSING INTERLOCKED TIDEWATER.....									
★		4.5	4.5		2.2 EASTERN BRANCH DRAWBRIDGE INTRLKD. CAROLINA.....	9 20			7 20			3 18	12 30	
★		5	5.1		0.6 SOUTH NORFOLK.....									
		6.5	6.5		1.4 N. & W. RY. CROSSING INTERLOCKED BELT JUNCTION.....									
	Y	7	7.4		0.9 N. & P. BELT LINE R. R. CROSSING INTERLOCKED SOUTH BRANCH DRAWBRIDGE INTERLOCKED SOUTH BRANCH.....	9 40			7 27			3 11	12 20	
		13.5	13.6		6.2 SUNRAY.....									
		15	15.4		1.8 ALGREN.....	9 53	7 42	2 58	12 05PM					
		21	21.1		5.7 S. A. L. R. R. CROSS'G-AUTOMATICALLY INTRLKD. MAGNOLIA.....									
★		24	23.5		2.4 SUFFOLK.....	10 10	7 57	2 45	11 45AM					
		28	27.7		4.2 KENYON.....	10 15	8 03	2 33	11 35					
		34	33.8		6.1 BOAZ.....	10 25	8 15	2 23	11 20					
		37	37.2		3.4 COLOSSE.....									
★		39	39.0		1.8 WALTERS.....									
		41	41.4		2.4 BURDETTE.....	10 35	8 25	2 11	11 05					
★		47	46.4		5.0 SEDLEY.....	10 42	8 35	2 03	10 55					
	OW	48	47.8		1.4 MORGAN.....	10 44	8 45	2 01	10 50					
★		54	54.3		6.5 SEBRELL.....	10 54	9 01	1 51	10 25					
		62	61.5		7.2 JOYNER.....	11 04	9 15	1 40	10 08					
		67	66.8		5.3 GRAY.....	11 13	9 25	1 31	9 58					
★		74	73.7		6.9 A. C. L. R. R. CROSSING INTERLOCKED JARRATT.....	11 23	10 30	1 20	9 45					
★		81	80.7		7.0 PURDY.....	11 34	10 42	12 39	8 55					
		87	87.0		6.3 ADSIT.....	11 44	10 54	12 29	8 40					
		89	89.0		2.0 SMOKY ORDINARY.....									
		92	92.0		3.0 DOLPHIN.....	11 52PM	11 06AM	12 20	8 30					
★		98	97.9		5.9 ALBERTA.....	12 30AM ⁷²	12 01PM	12 10AM ⁷¹	8 15					
		103	102.8		4.9 DANIELTOWN.....									
		107	106.5		3.7 DUNDAS.....	12 42	12 15	11 21PM	7 50					
★		113	113.4		6.9 KENBRIDGE.....	12 53	12 45	11 11	7 30					
★	CWT	120	119.7		6.3 VICTORIA.....	1 05 AM—A.	1 00 PM—A.	11 00 PM—L.	7 00 AM—L.					

GENERAL INSTRUCTIONS

1. Eastward trains are superior to Westward trains of the same class.

2. Rule 93, Rules of the Operating Department, effective June 1, 1943, is revised as follows: Within yard limits the main track may be used without protecting against second class, third class, extra trains and engines. Second class, third class, extra trains and engines must move within yard limits at yard speed unless the main track is known to be clear.

3. **YARD LIMITS**
Sewells Point to and including South Branch Victoria Altavista Roanoke

4. **INTERLOCKED RAILROAD GRADE CROSSINGS AND DRAWBRIDGES**
COLEMAN PLACE.....Norfolk Southern Railway.
TIDEWATER.....Norfolk Southern Railway.
EASTERN BRANCH DRAWBRIDGE
CAROLINA.....Norfolk Southern Railway.
SOUTH NORFOLK.....Norfolk and Western Railway.
BELT JUNCTION.....Norfolk and Portsmouth Belt Line Railroad.

SOUTH BRANCH DRAWBRIDGE
East End South Branch Passing Track
ALGREN.....Seaboard Air Line Railroad.

When a train is stopped at Home Signal and no conflicting train movement is evident, movement may be made as follows:
First: Be sure there is no train approaching from either direction on the Seaboard Air Line.
Second: A member of the crew will examine the west passing track switch as required by Operating Rule 985.

Third: A member of the crew will unlock small box marked VGN located on east end of relay case and will operate push button switch marked VGN. Push button must be held in position not less than five (5) seconds and then released. This will start the operation of time element relay. If after five (5) minutes Virginian signal fails to go to Proceed position, trainmen must protect their movements over the crossing in accordance with Rule 99, Rules of the Operating Department, effective June 1, 1943.

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

JARRATT.....Atlantic Coast Line Railroad.
ROANOKE—Walnut Ave....Norfolk and Western Railway.
ROANOKE—Belt Line....Norfolk and Western Railway.

Trains will be governed by Interlocking Rules Nos. 900 to 956, inclusive, contained in Rules of the Operating Department, effective June 1, 1943, and by speed indications of approach and home signals. Trains receiving a clear home signal at the drawbridges over the Eastern and

Southern branches of Elizabeth River, will proceed at not exceeding 20 miles per hour, resuming authorized speed as soon as engine has passed over drawbridge.

5. **NON AND PARTIALLY INTERLOCKED RAILROAD GRADE CROSSINGS**
SUFFOLK TERMINAL Norfolk and Western Railway. Atlantic and Danville Railway. Atlantic Coast Line Railroad.

6. Posts are located 100 car lengths beyond passing siding switches between Sewells Point and Roanoke on engineman's side in each direction, for the purpose of assisting him in knowing when the rear of his train has passed the switch.

7. When double-heading steam engines of different class the smaller engine will be put on the head end and engineman on the leading engine will control the air.

8. At certain places on the Virginian Railway other railroads have trackage rights and at certain places on other railroads the Virginian Railway has trackage rights. These places are listed below and there is set out in each case the name of the railway company whose Time Table, Rules and Instructions shall govern, as follows:

- (a) Between West Junction and Carolina: The Virginian Railway Company,
- (b) Between Tidewater and Lovitt Avenue: Norfolk Southern Railway Company,
- (c) Between Lovitt Avenue and Union Station at Norfolk: Norfolk Terminal Railway Company.

9. **RAILROAD JUNCTIONS**
Trains must approach railroad junctions with caution. Where required by rule or law, trains must stop.
West Jct. N. & P. Belt Line R. R.
Q. M. Jct. U. S. Army Base Branch.

10. **STANDARD CLOCKS**
Sewells Point Telegraph Office.
Norfolk Terminal Station (Station Master's Office).
Victoria—Telegraph and Dispatchers' Office.
Roanoke—Yard Office and Walnut Avenue Tower.

11. **WATCH INSPECTORS**
National Railway Time Service Co.....Chicago, Ill.
D. P. Paul Co.....Norfolk, Va.
J. A. Keeton.....Victoria, Va.
Harrison Jewelry Company.....Roanoke, Va.

12. **BULLETIN BOOKS**
Sewells Point—Yard Office and Enginehouse.
Victoria—Telegraph Office, Enginehouse and Yard Office.
Roanoke—Walnut Avenue Tower, Yardmaster's Office and Enginehouse.

13. **REGISTER STATIONS**
Sewells Point—Yard Office.
Carolina—Tower.
Victoria—Telegraph Office.
Roanoke—Yard Office, Walnut Avenue Tower, and West Roanoke Telegraph Office.

Note: Scheduled trains may register by ticket of prescribed form at Carolina, Walnut Avenue and West Roanoke Telegraph Office.

Second Sub-Division—Victoria to Roanoke

★ Telegraph Offices	Coal, Water, Turning Facilities	Station Number	Miles from Norfolk	Time Table No. 23 Effective 12:01 A. M., May 20, 1956	WESTWARD		EASTWARD	
					2nd Class	Third Class	2nd Class	Third Class
					71 Daily Time Frt.	33 Mon. Wed. Fri. Local Freight	72 Daily Time Frt.	34 Tue. Thur. Sat. Local Freight
				STATIONS				
★	CWT	120	119.7	VICTORIA ^{5.5}	AM—L. 2 01	AM—L. 6 30	PM—A. 10 40	AM—A. 11 10
		125	125.2	NUTBUSH ^{6.3}	2 13	6 40	10 30	10 55
★		132	131.5	MEHERRIN ^{2.1}	2 25	6 55	10 20	10 30
		133	133.6	VIRSO ^{3.3}	2 30		10 15	
		137	136.9	BRIERY ^{6.5}	2 36	7 05	10 10	10 12
★	W	143	143.4	ABILENE ^{7.3}	2 47	7 20	10 01	10 01
★		151	150.7	CULLEN ^{6.6}	2 59	7 38	9 48	9 40
★		157	157.3	PHENIX ^{5.4}	3 10	7 52	9 36	9 25
		163	162.7	ASPEN ^{4.6}	3 20	8 02	9 26	9 15
		167	167.3	PATRICK HENRY ^{1.1}				
		168	168.4	VABROOK ^{1.9}				
★		170	170.3	BROOKNEAL ^{6.2}	3 33	8 22	9 13	9 00
		177	176.5	KEEVER ^{1.2}	3 44	8 34	8 52	8 50
		178	177.7	MELROSE ^{3.0}				
★		181	180.7	LONG ISLAND ^{1.9}				
★	O	183	182.6	SENECA ^{6.6}	3 54	8 50	8 42	8 40
		189	189.2	TABER ^{2.4}	4 06	9 05	8 30	8 30
		192	191.6	PERROWS ^{3.4}				
		195	195.0	MANSION ^{4.2}	4 17	9 30	8 20	8 20
★		199	199.2	ALTAVISTA ^{6.0}	4 25	10 30	8 12	8 13
		205	205.2	LEESVILLE ^{6.4}	4 37	10 45	7 55	7 25
★	W	212	211.6	HUDDLESTON ^{6.1}	4 49	11 01	7 43	7 13
		218	217.7	STONE MOUNTAIN ^{3.7}	5 01	11 15	7 30	7 00
★		221	221.4	MONETA ^{1.2}		11 25		6 50
		222	222.6	WESTGATE ^{1.7}	5 11	11 30	7 22	6 45
		224	224.3	MEADOR ^{3.8}				
★		228	228.1	GOODVIEW ^{3.3}	5 21	11 40	7 12	6 35
		231	231.4	STEWARTSVILLE ^{2.4}				
		234	233.8	HARDY ^{4.5}	5 31	11 50AM	7 02	6 24
		238	238.3	NIAGARA ^{1.1}				
		240	239.4	DEMUTH ^{3.7}	5 41	12 05PM	6 52	6 12
★	OWTY	243	243.1	N. & W. RY. CROSSING—INTRLKD.—WALNUT AV. ROANOKE	5 55 AM—A.	12 20 PM—A.	6 45 PM—L.	6 00 AM—L.

First Sub-Division—Suffolk Terminal

★ Telegraph Offices	Coal, Water, Turning Facilities	Station Number	Miles from Norfolk	Time Table No. 23 Effective 12:01 A. M., May 20, 1956	WESTWARD		EASTWARD	
					First Class		First Class	
					STATIONS		STATIONS	
★	W	24	23.5	SUFFOLK				
			25.5	N. & W. RY. CROSSING, A. & D. RY. CROSSING, A. C. L. R. R. CROSSING END OF LINE				

GENERAL INSTRUCTIONS—Continued

14. (a) THE LOCATION OF SPRING SWITCHES IS AS FOLLOWS:

Algren.....	West Switch to Passing Siding.
Kenyon.....	West Switch to Passing Siding.
Morgan.....	West Switch to Passing Siding.
Jarratt.....	West Switch to Passing Siding.
Purdy.....	West Switch to Passing Siding.
Alberta.....	West Switch to Passing Siding.
Meherrin.....	West Switch to Passing Siding.
Ablene.....	West Switch to Passing Siding.
Aspen.....	West Switch to Passing Siding.
Seneca.....	West Switch to Passing Siding.
Huddleston.....	West Switch to Passing Siding.
Goodview.....	West Switch to Passing Siding.
Roanoke Yard...	Main Line Switch to West Lead.

14. (b) THE LOCATION OF No. 15 TURNOUTS IN MAIN LINE IS AS FOLLOWS:

Carolina.....	West End of Double Track.
Algren.....	West Switch to Passing Siding.
Jarratt.....	West Switch to Passing Siding.
Purdy.....	West Switch to Passing Siding.
Meherrin.....	West Switch to Passing Siding.
Ablene.....	West Switch to Passing Siding.
Seneca.....	West Switch to Passing Siding.
Huddleston.....	West Switch to Passing Siding.
Goodview.....	West Switch to Passing Siding.
Roanoke.....	West End of Yard, Wasena Bridge Switch.

15. MAXIMUM PERMISSIBLE SPEED

GENERAL LOCATIONS AND CONDITIONS	Passenger Trains	Time and Local Freight Trains	Other Trains
Sewells Point to Roanoke.....	55	45	35
Engines Class DE-S and DE-RS.....	55	45	35
Engines Class DE-38.....	35	35	35
Mallet Type Engines.....	35	35	35
Steam Engines Backing Up.....	25	25	25
Mikado Type Engines—Class MC.....	40	40	35
Mikado Type Engines—Classes MB, MCA.....	50	45	35
Engines Classes PA and BA.....	55	45	35
Light Engines or With Caboose Only.....	30	30	30
Engine Without Engine Trucks.....	25	25	25
Trains Handling Dead Engines.....	28	28	28
Trains Handling Scale Test Cars.....	28	28	28
Trains Handling Steam Derricks, Locomotive Cranes, Steam Shovels, etc. (Booms must Trail).....	30	30	30
Trains Handling Open-Top Cars Loaded with Coal.....	35	35	35
All Trains Entering or Leaving Sidings or Through Crossovers, Except as Otherwise Provided.....	15	15	15
All Trains Through Yard Turnouts and Crossovers.....	10	10	10
All trains Leaving Sidings Through Switches Equipped with No. 15 Turnouts [See Section 14 (b) of General Instructions].....	25	25	25

MAXIMUM PERMISSIBLE SPEED—CONTINUED

SPECIFIC LOCATIONS AND CONDITIONS	Passenger Trains	All Other Trains
Carolina Entrance to Double Track: Through Turnout Side—Eastward.....	15	15
Carolina End of Double Track: Through Turnout Side—Westward.....	25	25
M. P. 125.8 to M. P. 126.2.....	45	35
M. P. 129.6 to M. P. 130.0.....	45	30
M. P. 135.9 to M. P. 136.3.....	45	35
M. P. 140.8 to M. P. 141.1.....	45	35
M. P. 141.4 to M. P. 154.0.....	45	30
M. P. 157.6 to M. P. 158.1.....	45	35
M. P. 166.0 to M. P. 166.2.....	45	35
M. P. 166.3 to M. P. 175.3.....	40	30
M. P. 175.4 to M. P. 175.6.....	45	35
M. P. 181.9 to M. P. 182.5.....	45	30
M. P. 183.6 to M. P. 184.0.....	45	35
M. P. 185.5 to M. P. 186.6.....	40	30
M. P. 187.5 to M. P. 187.9.....	35	30
M. P. 188.0 to M. P. 196.4.....	40	30
Altavista between East Storage Track Switch and Freight Station.....	25	25
M. P. 199.3 to M. P. 200.3.....	45	35
M. P. 202.1 to M. P. 202.4.....	45	35
M. P. 204.5 to M. P. 204.8.....	45	35
M. P. 205.0 to M. P. 207.0.....	40	30
M. P. 207.3 to M. P. 208.7.....	35	30
M. P. 209.4 to M. P. 210.1.....	45	35
M. P. 210.9 to M. P. 211.1.....	50	35
M. P. 211.8 to M. P. 212.1.....	50	35
M. P. 212.5 to M. P. 212.7.....	45	35
M. P. 213.1 to M. P. 216.4.....	35	30
M. P. 216.7 to M. P. 217.2.....	45	35
M. P. 217.2 to M. P. 225.9.....	40	30
M. P. 228.5 to M. P. 231.7.....	45	30
M. P. 232.6 to M. P. 243.1.....	35	30

Slow boards have been set at the beginning and end of specific locations above and Rule 26b, in the Rules of the Operating Department, effective June 1, 1943, will govern for these specific locations, except that Time and Local Freight Trains containing no open-top loaded coal cars and being handled by Class MB, MCA, DE-S, DE-RS, BA or PA engines may exceed the permissible speed set for "All Other Trains" by 5 miles per hour.

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.

GENERAL INSTRUCTIONS—Continued

16. PASSING SIDINGS

	Cap. 40 Foot Cars	Length in Feet		Cap. 40 Foot Cars	Length in Feet
South Branch..	129	5193	Meherrin.....	182	7294
Algren.....	189	7586	Briery.....	118	4721
Suffolk.....	155	6220	Ablene.....	190	7619
Kenyon.....	192	7697	Cullen.....	116	4672
Boaz.....	141	5671	Phenix.....	146	5875
Burdette.....	62	2489	Aspen.....	199	7983
Morgan.....	191	7670	Brookneal.....	116	4641
Sebrell.....	191	7670	Keever.....	146	5869
Joyner.....	116	4678	Seneca.....	207	8289
Gray.....	117	4691	Taber.....	117	4686
Jarratt.....	188	7534	Mansion.....	115	4639
Purdy.....	177	7105	Altavista.....	191	7670
Adsit.....	117	4694	Huddleston.....	182	7288
Dolphin.....	117	4683	Stone Mountain	157	6309
Alberta.....	181	7670	Westgate.....	117	4681
Dundas.....	117	4683	Goodview.....	202	8081
Kenbridge.....	152	6096	Hardy.....	117	4686
Nutbush.....	120	4821	Demuth.....	140	5636

NOTE: Lengths shown in feet for passing sidings are from clearance point to clearance point. Capacities are in 40-foot cars, which capacities must be reduced sufficiently to allow for locomotive and caboose.

17. SPEED TABLE

TIME PER MILE	Miles per Hour	TIME PER MILE	Miles per Hour
0 min. 51 sec.....	70.6	2 min. 35 sec.....	23.2
0 " 52 ".....	69.2	2 " 40 ".....	22.5
0 " 53 ".....	67.9	2 " 45 ".....	21.8
0 " 54 ".....	66.6	2 " 50 ".....	21.1
0 " 55 ".....	65.4	2 " 55 ".....	20.6
0 " 56 ".....	64.3	3 " 0 ".....	20.0
0 " 57 ".....	63.2	3 " 5 ".....	19.4
0 " 58 ".....	62.1	3 " 10 ".....	18.9
0 " 59 ".....	61.0	3 " 15 ".....	18.4
1 " 0 ".....	60.0	3 " 20 ".....	18.0
1 " 5 ".....	55.4	3 " 25 ".....	17.5
1 " 10 ".....	51.4	3 " 30 ".....	17.1
1 " 15 ".....	48.0	3 " 35 ".....	16.7
1 " 20 ".....	45.0	3 " 40 ".....	16.3
1 " 25 ".....	42.3	3 " 45 ".....	16.0
1 " 30 ".....	40.0	3 " 50 ".....	15.6
1 " 35 ".....	37.9	3 " 55 ".....	15.3
1 " 40 ".....	36.0	4 " 0 ".....	15.0
1 " 45 ".....	34.3	4 " 17 ".....	14.0
1 " 50 ".....	32.7	4 " 36 ".....	13.0
1 " 55 ".....	31.3	5 " 0 ".....	12.0
2 " 0 ".....	30.0	5 " 27 ".....	11.0
2 " 5 ".....	28.8	6 " 0 ".....	10.0
2 " 10 ".....	27.7	6 " 40 ".....	9.0
2 " 15 ".....	26.6	7 " 30 ".....	8.0
2 " 20 ".....	25.7	8 " 34 ".....	7.0
2 " 25 ".....	24.8	10 " 0 ".....	6.0
2 " 30 ".....	24.0	12 " 0 ".....	5.0

18. MEDICAL STAFF

Dr. Southgate Leigh, Jr.	Surgeon.....	Norfolk, Va.
Dr. Elliott D. Floyd.....	Assistant Surgeon.....	Norfolk, Va.
Dr. A. D. Morgan.....	Oculist.....	Norfolk, Va.
Dr. S. B. Whitlock.....	Roentgenologist.....	Norfolk, Va.
Dr. Edward C. Joyner.....	Local Surgeon.....	Suffolk, Va.
Dr. T. Addison Morgan.....	Local Surgeon.....	Franklin, Va.
Dr. Victor Page Owen.....	Local Surgeon.....	Jarratt, Va.
Dr. Edward J. Kiember.....	Local Surgeon.....	Alberta, Va.
Dr. Harry E. Whaley.....	Surgeon.....	Victoria, Va.
Dr. Ray A. Moore.....	Local Surgeon.....	Farmville, Va.
Dr. W. O. Tune.....	Local Surgeon.....	Brookneal, Va.
Dr. J. P. Kent.....	Local Surgeon.....	Altavista, Va.
Dr. Jesse M. Tucker.....	Local Surgeon.....	Huddleston, Va. (R. F. D.)
Dr. C. M. Irvin.....	Surgeon.....	Roanoke, Va.
Dr. W. H. Saunders.....	Assistant Surgeon.....	Roanoke, Va.
Dr. H. B. Stone.....	Oculist.....	Roanoke, Va.
Dr. H. B. Stone, Jr.....	Assistant Oculist.....	Roanoke, Va.

19. DIVISION OFFICIALS

G. R. Inge, Trainmaster.....	Victoria, Va.
J. W. Fox, Assistant Trainmaster.....	Victoria, Va.
R. J. Eakin, Terminal Trainmaster.....	Sewells Point, Va.
W. A. Grigg, Master Mechanic.....	Victoria, Va.
J. T. Williams, Road Foreman of Engines and Assistant Trainmaster.....	Victoria, Va.
T. A. Wooding, Chief Dispatcher.....	Victoria, Va.
H. W. Gatling, Assistant Chief Dispatcher.....	Victoria, Va.

20. TRAIN DISPATCHERS

G. F. Williams.....	Victoria, Va.
R. J. Matthews.....	Victoria, Va.
E. W. Saunders.....	Victoria, Va.
A. E. Wood.....	Victoria, Va.
F. F. Cansler, Jr.....	Victoria, Va.
R. G. Nichols.....	Victoria, Va.

SPECIAL INSTRUCTIONS

1. Yard engines at Sewells Point Yard placing cars of coal in Barney Yards must run for the hill over Hampton Boulevard. For this reason road or yard crews must not foul this hump track between Yard Office and Hampton Boulevard without permission from Yardmaster.

2. Automatic Signals are in service subject to Rules contained in the Rules of the Operating Department, effective June 1, 1943, between Signal Territory signs near Mile Post A-7, Sewells Point Yard, and M. P. 8.2, South Branch Yard. East of Coleman Place interlocking, both main tracks are signalled for "Permissive" movement with the current of traffic. There are no Automatic

Signals between the interlockings at Coleman Place and Tidewater. Between Tidewater interlocking and Carolina interlocking, both main tracks are signalled for "Absolute Permissive Block" movement on each track in both directions; movement from one main track to the other main track is controlled by the interlocking operators. Main track west of Carolina is signalled for "Absolute Permissive Block" movement.

Operators will not permit Trains and Yard Engines to operate against the current of traffic, between Tidewater and Carolina, unless authorized by the Train Dispatcher.

SPECIAL INSTRUCTIONS—Continued

Trains and Yard Engines will move through this signalled territory by signal indication. Trains will be operated between Sewells Point and Carolina, without Train Orders or Clearance Cards, as required under Rule 83-a, Rules of the Operating Department, effective June 1, 1943. Trains moving west of Carolina will receive Train Orders and Clearance Cards at Carolina.

East of Tidewater interlocking no movement against the current of traffic can be made unless authorized by the Superintendent.

3. Speed restrictions required by ordinance through incorporated towns:

Jarratt: All trains 25 miles per hour.

Suffolk: All trains 25 miles per hour.

South Norfolk: Corporate limits M. P. 6.79 to M. P. 4.12.

Freight trains 25 miles per hour.

Passenger trains 35 miles per hour.

4. The normal position of crossing gates over crossing at Madison Street, Suffolk Terminals, Suffolk, Va., will be across the tracks of The Virginian Railway Company, and they will be kept in that position, except when Virginian trains are being operated on Virginian tracks over the crossing. The gates will be operated by Atlantic Coast Line Railroad while crossing watchmen are on duty.

5. All freight trains when arriving at terminal must make a twenty-pound service application of the brakes before detaching engine from train. Brakemen will be required to wait for signal from Engineer before detaching engine.

6. When a helper engine is used in a train, if, for any reason, the leading engine is detached from the train and again recoupled, the engineer of the leading engine should, before starting the train, make a 20-pound reduction of his brake pipe pressure with the automatic brake valve, returning the brake valve handle to lap position, to determine whether or not the brake valves of additional engines are cut out.

Before train is started after the leading engine has been detached and recoupled, the engineer of each helper engine must register with the fireman the position of the cut-out valve on his engine.

7. Steam Locomotives not equipped with Engine Trucks being moved in trains must be headed in the opposite direction from which the train is moving when practicable.

8. Head Brakemen on eastward freight trains arriving Victoria Yard will set sufficient hand brakes on forward cars to prevent runaways before uncoupling engine.

9. Westward freight trains will look out for signal from towerman at Walnut Avenue, designating the number of the track on which the train is to enter Roanoke Yard.

10. Employees using No. 9 track switch, Roanoke Yard (lead for shop and roundhouse tracks), must leave same set for the lead.

11. On Roanoke Yard there are certain zones defined as "Low Wire Zones." Low Wire Zones will be indicated by Circular Signs marked "DANGER—LOW WIRE," being lighted with electric lamps.

12. Whenever it becomes necessary for trainmen to go on top of cars, or an engineman on top of a locomotive in Low Wire Zones, the conductor or engineman shall call the Power Director from the nearest phone, advising him of the circumstances and giving the position and direction of the train.

He shall request the Power Director to de-energize the section or sections of trolley under which the train is standing and shall wait on the wire until advised by the Power Director that the trolley is de-energized.

After the trolley is de-energized and both the Power Director and engineman are satisfied that the locomotive is under the de-energized trolley, the engineman will open all circuit breakers and on direction from the Power Director will put one ground switch in on the locomotive. This will ground the trolley and provide the necessary ground protection.

When the train is ready to proceed and all men are in the clear, the engineman will open the ground switch and call the Power Director or have the conductor call (whoever requested the clearance in the first instance), advising him that the ground switch is open, requesting the trolley be energized.

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, employees 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.

Ditching machines, locomotive cranes or steam derricks must not, under any circumstances, in the electrified territory, work in what is termed "The Low Wire Zone," which is designated by lighted warning signals while the line is energized and must not work in the electrified territory without the booms of the machines being properly insulated.

Employees 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.

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.