

218-5000

EXT-53

4245

4178

0.00 9.1
0.00 3.7
0.00 5.6
0.00 8.5
0.00 1.2

0.00 1.2

0.00 3.7
0.00 5.6

4120.64
1390714
Sept 1

Sept 11

1-44

4240
1122
1122

SOUTHERN RAILWAY SYSTEM

EASTERN LINES

Washington Division

TIME TABLE No.

86

Effective 12:01 A.M. (Eastern Time)

SUNDAY, FEBRUARY 28, 1954

FOR THE GOVERNMENT OF EMPLOYEES ONLY

A. W. ST. CLAIR _____ General Manager
E. M. FOLLESON, Gen'l Superintendent Transportation
H. R. MOORE _____ Superintendent

WASHINGTON 2

ALEXANDRIA—ORANGE—SOUTHBOUND

TIME TABLE NO. 86

FIRST CLASS

In effect
February 28, 1954

STATIONS	141 Daily			33 Daily	45 Daily	153 Daily	135 Daily	C. & O. 5 Daily	155 Daily	35 Daily
WASHINGTON ^{Lv.} ^N _{8.2}	A.M. 12 10			A.M. 2 40	A.M. 8 00	A. M.	A.M. 8 30	A.M. 10 45	P.M.	P.M. 1 30
X ALEXANDRIA _{8.9}	\$12 29			\$ 2 58	\$ 8 18	POT. YD. 8 00	\$ 8 52	\$11 03	POT. YD. 12 01	\$ 1 48
.... A. F. TOWER ^N _{8.6}	12 32			3 01	8 21	8 08	8 56	11 05	12 09	1 51
PX..... SEMINARY _{1.1}										
XP C. R. TOWER ^N _{1.4}	12 35			3 04	8 24 ¹⁵³	8 25 ⁴⁵	8 58	11 08	12 14	1 54
.... CAMERON _{1.4}							1 9 00			
.... EDSALL _{1.6}							1 9 02			
P.... SPRINGFIELD _{2.9}	12 42			3 11	8 31	8 34	1 9 05	11 15	12 22	2 00
.... RAVENSWORTH _{1.9}							1 9 09			
P.... BURKE _{2.2}	12 48			3 17	8 37	8 41	1 9 12	11 21	12 30	2 06
.... SIDEBURN _{1.2}							1 9 15			
P.... FAIRFAX _{3.5}							1 9 20			
P.... CLIFTON _{6.8}	12 57			3 27	8 45	8 51	1 9 25	11 29	12 40	2 14
YPX.. MANASSAS ^N _{4.0}	1 07			3 36	8 54	9 00	\$ 9 37	11 37	12 50	\$ 2 23
.... BRISTOW _{2.8}							\$ 9 43			
P.. NOKESVILLE _{4.6}	1 14			3 43	9 01	9 07	\$ 9 48	11 44	12 58	2 30
.... CATLETT _{2.3}							\$ 9 54			
YXP.. CALVERTON ^D _{3.7}	1 22			3 51	9 08 ⁶¹	9 14 ⁶¹	\$10 04	11 52	1 07	\$ 2 38
P... MIDLAND _{2.8}							\$10 09			
P... BEALETON _{3.5}	1 29			3 58	9 14	9 21	\$10 13	12 00	1 15	2 45
WP. REMINGTON ^D _{2.9}							\$10 18			
.... ELKWOOD _{2.3}							\$10 22			
P.. BRANDY STATION _{2.9}	1 39			4 07	9 23	9 30	\$10 27 ⁶¹	12 09 PM	1 26	2 54
.... INLET _{3.0}							\$10 33			
XP.. CULPEPER ^D _{1.5}	1 46			4 15	9 29	9 37	\$10 46	12 20	1 34	\$ 3 03
P.... DECLARE _{3.0}										
.... WINSTON _{2.6}							\$10 53			
P.... MITCHELL _{2.0}							\$10 58			
P.... BUENA _{2.1}	1 58			4 25	9 39	9 49	\$11 02	12 30	1 47	3 14
P.... RAPIDAN ^D _{4.2}							\$11 06			
P.... LARMOND _{1.4}	2 08			4 33	9 47	9 59	11 13	12 38	1 57	3 23
XP..... ORANGE ^N _{Ar.}	2 10 A.M.			4 36 A.M.	\$ 9 50 A.M.	10 01 A.M.	\$11 23 A.M.	\$12 40 P.M.	2 00 P.M.	\$ 3 29 P.M.
	Daily 141			Daily 33	Daily 45	Daily 153	Daily 135	Daily 5 C. & O.	Daily 155	Daily 35

ALEXANDRIA—ORANGE—SOUTHBOUND

WASHINGTON 3

Capacity
of Tracks
in Cars

TIME TABLE NO. 86

In effect
February 28, 1954

STATIONS

FIRST CLASS

Siding	Other		17 Daily	C. & O. 1 Daily	37 Daily	31 Daily	47 Daily		C. & O. 3 Daily	29 Daily	41 Daily
		 WASHINGTON 8.2	P.M. 3 50	P.M. 6 01	P.M. 6 10	P.M. 6 15	P.M. 8 30	.....	P.M. 10 55	P.M. 11 10	P.M. 11 55
		X.... ALEXANDRIA 0.9	\$ 4 08	\$ 6 19	\$ 6 28	\$ 6 33	\$ 8 48	.....	\$11 13	\$11 28	\$12 13 AM
		 A. F. TOWER 0.6	4 10	6 22	6 31	6 36	8 50	.....	11 15	11 31	12 16
		PX.... SEMINARY 1.1									
68		XP.. C. R. TOWER 1.4	4 13	6 24	6 33	6 39	8 52 ⁹³		11 18	11 34	12 19
	73	 CAMERON 1.4									
		 EDSALL 1.6									
		P.... SPRINGFIELD 2.9	4 20	6 29	6 38	6 46	8 58	.....	11 26	11 40	12 26
		 RAVENSWORTH 1.9									
S 96		P.... BURKE 2.2	4 26	6 35	6 44	6 52	9 04	.....	11 32	11 46	12 32
		 SIDEBURN 1.2									
	25	P.... FAIRFAX 3.5									
	18	P.... CLIFTON 5.8	4 34	6 43	6 52	7 00	9 12	.....	11 41	11 55	12 41
S 161	229	YPX.... MANASSAS 4.0	4 43	6 50	6 59	7 09	9 19	.....	11 50	12 03 AM	12 49
		 BRISTOW 2.8									
	20	P.... NOKESVILLE 4.6	4 50	6 57	7 05	7 16	9 25	.....	11 58	12 10	12 56
	17	 CATLETT 2.3									
S 155	20	YXP.. CALVERTON ... D 3.7	4 57	7 03	7 11	7 23	9 31	.....	12 06 AM	12 18	1 03
		P.... MIDLAND 2.8									
	22	P.... BEALETON 3.5	5 03	7 09	7 17	7 30	9 37	.....	12 13	12 25	1 09
	26	WP.. REMINGTON D 2.9									
		 ELKWOOD 2.3									
S 159	20	P.... BRANDY STATION ... 2.9	5 12	7 17	7 25	7 38	9 45	.....	12 23	12 34	1 18
	8	 INLET 3.0									
	184	XP.... CULPEPER D 1.5	5 20	7 23	7 31	7 46	9 51	.....	12 30	12 42	1 25
		P.... DECLARE 3.0									
		 WINSTON 2.5									
		P.... MITCHELL 2.8									
S 161		P.... BUENA 2.1	5 30	7 33	7 40	7 57	10 00	.....	12 42	12 52	1 35
		P.... RAPIDAN D 4.2									
S 95		P.... LARMOND 1.4	5 38	7 40	7 46	8 04	10 06	.....	12 51	12 59	1 43
	133	XP.... ORANGE N Ar.	5 42	7 43	7 49	8 08	10 09	.....	12 55	1 03	1 45
			P.M.	P.M.	P.M.	P.M.	P.M.		A.M.	A.M.	A.M.
			Daily 17	Daily 1 C. & O.	Daily 37	Daily 31	Daily 47		Daily 3 C. & O.	Daily 29	Daily 41

ORANGE—ALEXANDRIA—NORTHBOUND

from W. Station	Station Nos.	TIME TABLE NO. 86 In effect February 28, 1954 STATIONS	FIRST CLASS									
				C. & O. 6 Daily	38 Daily	32 Daily	30 Daily	42 Daily		C. & O. 2 Daily	142 Daily	48 Daily
0.0	0	WASHINGTON ^{Ar.} N	.....	A.M. 4 10	A.M. 4 15	A.M. 4 20	A.M. 6 40	A.M. 6 45	.....	A.M. 8 25	A.M. 8 55	A.M. 9 10
8.2	8	X ALEXANDRIA ^{0.8} ...	.....	s 3 45	s 3 57	s 4 02	s 6 22	s 6 27	.....	s 8 02	s 8 37	s 8 53
9.1	.....	A. F. TOWER ^{0.8} N	.....	3 38	3 54	3 59	6 16	6 24	.....	7 59	8 34	8 50
9.6	10	PX SEMINARY ^{1.1} ...	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
10.7	11	XPC. R. TOWER ^{1.4} N	.....	3 33	3 50	3 56	6 10	6 18	.....	7 56	8 31	8 47
12.1	12	.. CAMERON ^{1.4} ...	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
13.5	14	... EDSALL ^{1.8} ...	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
15.1	15	P SPRINGFIELD ^{2.9} ...	.....	3 27	3 42	3 50	6 02	6 12	.....	7 51	8 22	8 41
18.0	18	RAVENSWORTH ^{1.9} ...	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
19.9	20	P.. BURKE ^{2.2} ...	.....	3 21	3 35	3 44	5 55	6 06	.....	7 46	8 16	8 35
22.1	22	... SIDEBURN ^{1.2} ...	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
23.3	23	P. FAIRFAX ^{3.5} ...	.....	3 15	3 30	3 39	5 48	6 01	.....	7 42	8 10	.....
26.8	27	P.. CLIFTON ^{5.8} YPX	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
32.6	33	MANASSAS ^{4.8} N	.....	3 00	3 15	3 25	g 5 32	s 5 45	.....	b 7 28	f 7 55	8 20
36.6	37	... BRISTOW ^{2.8} ...	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
39.4	39	P. NOKESVILLE ^{4.6} ...	.....	2 51	3 07	3 17	5 20	5 34	.....	7 20	7 46	8 14
44	44	... CATLETT ^{2.3} YXP	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
46.3	46	.. CALVERTON ^{3.7} D	.....	2 42	3 00	3 10	g 5 12	s 5 26	.....	b 7 13	f 7 36	8 08 ⁶²
50.0	50	P. MIDLAND ^{2.8} ...	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
52.8	53	P BEALETON ^{3.5} ...	.....	2 34	2 53	3 04	5 01	5 16	.....	7 06	7 26	8 02
56.3	56	WP REMINGTON D ^{2.9} ...	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
59.2	59	.. ELKWOOD ^{2.3} ...	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
61.5	62	P BRANDY STATION ^{2.9} ...	.....	2 23	2 43	2 55	4 50	5 07	.....	6 57	7 15	7 54
64.4	64	... INLET ^{3.0} ...	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
67.4	67	XP CULPEPER ^{1.6} D	.....	2 16	2 36	2 49	s 4 42	s 5 00	.....	b 6 51	f 7 07 ⁶²	7 49
68.9	69	P. DECLARE ^{3.0} ...	.....	2 14	2 34	2 47	4 36	4 54	.....	6 49	7 03	7 47
71.9	72	.. WINSTON ^{2.6} ...	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
74.4	74	P... MITCHELL ^{2.1} ...	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
77.0	77	P.. BUENA ^{4.2} ...	.....	2 04	2 25	2 38	4 25	4 45	.....	6 40	6 52	7 40
79.1	79	P... RAPIDAN ^{1.4} D	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
83.3	83	P LARMOND ^{1.4} ...	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
84.7	85	XP ORANGE ^{1.4} N Lv.	.....	f 1 52 A.M.	2 15 A.M.	2 29 A.M.	g 4 14 A.M.	s 4 35 A.M.	.....	b 6 30 ⁶² A.M.	f 6 40 A.M.	7 31 A.M.
				Daily 6 C. & O.	Daily 38	Daily 32	Daily 30	Daily 42		Daily 2 C. & O.	Daily 142	Daily 48

ORANGE—ALEXANDRIA—NORTHBOUND

WASHINGTON

TIME TABLE NO. 86

In effect
February 28, 1954
STATIONS

FIRST CLASS

Capacity of tracks in Cars		STATIONS	Ar. N	18 Daily A.M. 11 50	154 Daily P.M. Pot. Yd.	C. & O. 4 Daily P.M. 2 15		36 Daily P.M. 5 45	46 Daily P.M. 7 15	156 Daily P.M. Pot. Yd. 8 45	136 Daily P.M. 9 30	34 Daily A.M. 1 25
Siding	Other											
		WASHINGTON	8.2									
		X... ALEXANDRIA	0.9	11 32	3 00	\$ 1 53		\$ 5 27	\$ 6 57	Pot. Yd. 8 45	\$ 9 10	\$ 1 05
		A. F. TOWER		11 27	1 40	1 48		5 22	6 52	8 20	9 05	1 01
	40	PX... SEMINARY	0.5									
		XP... C. R. TOWER	1.1	11 24	1 30	1 44		5 16	6 49	8 10	9 00	12 58
		CAMERON	1.4								8 57	
		EDSALL	1.4								8 55	
	1	SPRINGFIELD	1.8	11 18	1 20	1 38		5 10	6 43	8 00	8 52	12 52
		RAVENSWORTH	2.9									
N 101	8	P... BURKE	1.0	11 13	1 13	1 33		5 05	6 39	7 53	8 48	
	4	SIDEBURN	2.2								8 45	12 46
		P... FAIRFAX	1.2	11 09	1 08	1 29		5 01	6 36	7 48	8 42	
	12	P... CLIFTON	3.0								8 40	
N 160	229	YPX... MANASSAS	5.8	10 55	12 51	\$ 1 14		\$ 4 48	P 6 24	7 31	8 33	
	10	BRISTOW	4.0								8 23	12 28
	26	P... NOKESVILLE	2.8	10 47	12 42	1 06		4 38	6 16	7 22	8 13	
		CATLETT	4.6								8 09	12 20
N 170	85	YXP CALVERTON	2.3	10 40	12 33	\$ 12 58		\$ 4 30	6 10	7 13	8 01	
	12	P... MIDLAND	3.7								7 58	12 11
	14	P... BEALETON	2.9	10 33	12 24	12 50		4 20	6 04	7 04	7 50	
		WP... REMINGTON	3.5								7 46	12 03 AM
	10	ELKWOOD	2.9								7 41	
N 168		P... BRANDY STATION	2.3	10 23	12 13	12 40		4 11	5 56	6 53	7 37	
		INLET	2.9								7 34	11 53
	184	XP... CULPEPER	3.0	10 16	12 04	\$ 12 33		\$ 4 04	\$ 5 49	6 44	7 30	
		P... DECLARE	1.8	10 14	12 01 PM	12 30		3 58	5 46	6 41	7 25	\$ 11 47
	8	WINSTON	3.0								7 16	11 44
	14	P... MITCHELL	2.5								7 12	
N 174		P... BUENA	2.8	10 05	11 49	12 21		3 50	5 38	6 29	7 08	
	12	P... RAPIDAN	2.1								7 04	11 36
		P... LARMOND	4.2								7 01	
	133	XP... ORANGE	1.4	\$ 9 56 A.M.	11 38 A.M.	\$ 12 10 P.M.		\$ 3 41 P.M.	\$ 5 29 P.M.	6 18 P.M.	\$ 6 50 P.M.	\$ 11 26 P.M.
			Lv.	Daily 18	Daily 154	Daily 4 C. & O.		Daily 36	Daily 46	Daily 156	Daily 136	Daily 34

Mile from Wash. on	Station Nos.	TIME TABLE NO. 86		SECOND CLASS							THIRD CLASS	
		In effect February 28, 1954										
		STATIONS			51 Daily				C. & O. 95 Daily	57 Daily	C. & O. 93 Daily	61 Mon Wed Fri A.M.
			Lv. N		A.M.				P.M.	P.M.	P.M.	A.M.
0.0	0	....	WASHINGTON	....								
		0.2	... POTOMAC YARD ...	....	3 30				2 00	7 00	8 45	
8.2	8	2.0	WOYX ALEXANDRIA YD.	....								6 00
9.1		0.2	 A. F. TOWER ...N	....	3 37				2 15	7 08	8 53	6 05
9.6	10	0.5	PX .. SEMINARY	....								6 08
10.7	11	1.1	XP. C. R. TOWER ...N	....	3 55				2 27	8 01	9 00 ⁴⁷	6 13
12.1	12	1.4	 CAMERON	....								6 16
13.5	14	1.4	 EDSALL	....								6 19
15.1	15	1.8	P.... SPRINGFIELD	....	4 04				2 34	8 08	9 12	6 22
18.0	18	2.0	 RAVENSWORTH	....								6 28
19.9	20	1.9	P.... BURKE	....	4 12				2 42	8 16	9 21	6 32
22.1	22	2.2	 SIDEBURN	....								6 37
23.8	23	1.2	P.... FAIRFAX	....								6 45
26.8	27	3.6	P.... CLIFTON	....	4 24				2 58	8 26	9 37	6 55
32.6	33	6.8	YPX... MANASSAS ...N	....	4 45				3 09	8 36	9 50	7 20
37.6	37	4.0	 BRISTOW	....								7 30
38.4	39	2.0	P... NOKESVILLE	....	4 55				3 20	8 45	10 06	7 40
44.0	44	4.0	 CATLETT	....								7 50
46.8	46	2.3	YXP.. CALVERTON...D	....	5 07				3 34	8 54	10 15	{ 7 55 ⁴⁸ 9 45 ¹⁶³
50.0	50	3.7	P.... MIDLAND	....								9 51
52.8	53	2.8	P... BEALETON	....	5 21				3 47	9 03	10 24	9 58
56.8	56	3.5	WP. REMINGTON ...D	....								10 04
59.2	59	2.9	 ELKWOOD	....								10 14
61.5	62	2.3	P.. BRANDY STATION	....	5 39				4 03	9 15	10 37	10 27 ¹³⁵
64.4	64	2.9	 INLET	....								10 45
67.4	67	3.0	XP.. CULPEPER ...D	....	5 55				4 14	9 23	10 45	11 00
68.9	69	1.5	P.... DECLARE	....								11 05
71.9	72	3.0	 WINSTON	....								11 10
74.4	74	2.5	P.... MITCHELL	....								11 15
77.0	77	2.6	P.... BUENA	....	6 09				4 33	9 36	11 00	11 20
79.1	79	2.1	P.... RAPIDAN ...D	....								11 30
83.8	83	4.2	P.... LARMOND	....	6 20				4 47	9 46	11 12	11 40
84.7	85	1.4	XP... ORANGE ...N	....	6 30				4 50	9 49	11 15	11 59
			Ar.	....	A.M.				P.M.	P.M.	P.M.	A.M.
				....	Daily 51				Daily 95 C. & O.	Daily 57	Daily 93 C. & O.	Mon Wed Fri 61

ORANGE—ALEXANDRIA—NORTHBOUND

WASHINGTON 7

Capacity of Tracks in Cars		TIME TABLE NO. 86		SECOND CLASS						THIRD CLASS
		In effect February 28, 1954								
Siding	Other	STATIONS		C. & O. 98 Daily	58 Daily	256 Daily			C. & O. 96 Daily	62 Tue Thur Sat
		Ar.	N	A.M.	A.M.	P.M.			A.M.	A.M.
		WASHINGTON	0.2							
		POTOMAC YARD	2.0	6 00	11 30	9 40			1 30	
	740	WOYX ALEXANDRIA YD.	0.2							11 35
		A. F. TOWER	0.5	5 25	11 10	9 20			12 50	11 30
	40	PX. SEMINARY	1.1							11 28
		XP. C. R. TOWER	1.4	5 19	11 05	9 15			12 42	11 25
		CAMERON	1.4							11 21
		EDSALL	1.6							11 18
	1	P. SPRINGFIELD	2.9	5 10	10 54	9 04			12 30	11 15
		RAVENSWORTH	1.9							11 10
N 101	8	P. BURKE	2.2	5 00	10 46	8 56			12 20	11 05
	4	SIDEBURN	1.2							11 00
		P. FAIRFAX	3.6	4 52	10 40	8 50			12 12 AM	10 55
	12	P. CLIFTON	5.6							10 45
N 160	229	YPX. MANASSAS	4.0	4 32	10 23 ⁴²	8 33			11 48	10 35 10 00 ⁵³
	10	BRISTOW	2.8							9 50
	26	P. NOKESVILLE	4.6	4 19	10 11	8 21			11 32	9 45
		CATLETT	2.3							9 36
N 170	35	YXP. CALVERTON	3.7	4 08	10 00	8 10			11 18	9 30 ⁴⁸ 7 40
	12	P. MIDLAND	2.8							7 35
	14	P. BEALETON	3.8	3 58	9 50	8 00			11 05	7 30
		WP. REMINGTON	2.9							7 25
	10	ELKWOOD	2.3							7 21
N 168		P. BRANDY STATION	2.9	3 43	9 35	7 45			10 48	7 17
		INLET	3.0							7 12
	184	XP. CULPEPER	1.5	3 33	9 25	7 35			10 38	7 07 ¹⁴²
		P. DECLARE	3.0	3 30	9 20	7 30			10 35	6 57
	8	WINSTON	2.6							6 53
	14	P. MITCHELL	2.6							6 49
N 174		P. BUENA	2.1	3 15	9 03	7 13			10 18	6 45
	12	P. RAPIDAN	4.2							6 42
		P. LARMOND	1.4							6 35
	133	XP. ORANGE	Lv.	3 00 A.M. Daily 98 C&O	8 50 A.M. Daily 58	7 00 P.M. Daily 256			10 00 P.M. Daily 96 C&O	6 30 ³ A.M. Tue Thur Sat 62

Miles from W gton	Station Nos.	TIME TABLE NO. 86		FIRST CLASS									
		In effect February 28, 1954											
		STATIONS			29 Daily	41 Daily		141 Daily	33 Daily	45 Daily	153 Daily	135 Daily	
					8 A.M. g 1 03	A.M. 1 45		A.M. 2 10	A.M. 4 36	A.M. 9 50	A.M. 10 01	A.M. 11 23	
84.7	85	X....	ORANGE.....Lv										
88.8	89	P	MONTPELIER										11 29
91.5	92	P..	SOMERSET										11 34
92.9	93	P....	WEYBURN.....		1 12	1 54		2 20	4 46	9 59	10 12	11 38	
95.8	96	P	BARBOURSVILLE D										11 46
99.2	99	P..	BURNLEY										11 51
101.7	102	P....	GILBERT.....										11 55
105.7	106	P....	PROFFIT.....		1 25	2 08		2 35	5 02	10 13	10 27	11 20	
109.4	109	P....	RIO										12 05 PM
112.2	112	WPX	CHARLOTTESVILLE N		s { 1 33 1 38	s { 2 16 2 21		s { 2 43 3 10	s { 5 10 5 15	s { 10 21 10 26	10 36	s { 12 10 12 25	
115.7	116	..	HICKORY HILL										
119.2	119	..	ARROWHEAD		1 48	2 31		3 25	5 28	10 36	10 48	11 23	
120.5	121	P ...	RED HILL										11 24
121.8	122	P....	DURRETT		1 51	2 34		3 28	5 31	10 39	10 52	12 44	
123.1	123	P	NORTH GARDEN D										12 48
126.1	126	P..	APPLEGATE										
127	128	P.	COVESVILLE ..D		1 58	2 41		3 38	5 37	10 45	11 01	12 57	
132.4	132	P....	FABER.....										1 05
134.8	135	P..	ROCKFISH ...D		2 05	2 49		3 47	5 46	10 54	11 11	1 10	
138.8	139	P....	ELMA										1 18
140.5	141	P....	GORDON		2 13	2 57		3 56	5 54	11 01	11 20	1 21	
142.1	142	P..	SHIPMAN ...D										1 25
146.7	147	P..	ARRINGTON ..D										1 34
149.9	150	P....	TYE RIVER...D		2 23	3 07		4 08	6 05	11 10	11 31	1 39	
153.0	153	P	NEW GLASGOW										1 46
156.6	157	P....	ACME										
158.0	158	P..	AMHERST ...D										1 55
160.0	160	P	SWEET BRIAR					6 16					2 01
162.1	162	P..	COOLWELL		2 36	3 20		4 27	6 20	11 26	11 49	2 06	
165.1	165	WYXOP.	MONROEN Ar.		2 45 A.M.	3 30 A.M.		4 45 A.M.	6 30 A.M.	11 35 A.M.	11 55 A.M.	2 15 P.M.	
					Daily 29	Daily 41		Daily 141	Daily 33	Daily 45	Daily 153	Daily 135	

ORANGE—MONROE—SOUTHBOUND

WASHINGTON 8

Capacity of Tracks in Cars		TIME TABLE NO. 86 In effect February 28, 1954 STATIONS	FIRST CLASS						SECOND CLASS		THIRD CLASS	
Siding	Other		155 Daily	35 Daily	17 Daily	37 Daily	31 Daily	47 Daily	51 Daily	57 Daily	63 Mon.Wed.Fri.	
			P.M. 2 00	P.M. 3 29	P.M. 5 42	P.M. 7 49	P.M. 8 08	P.M. 10 09	A.M. 6 30 ⁴³	P.M. 9 49	A.M. 6 35 ⁵¹	
.....	133	X.. ORANGE Lv. N										.....
.....	10	P MONTPELIER ..									6 45	.....
.....	27	P SOMERSET ..									6 50	.....
S 148	47	P... WEYBURN ...	2 11	3 38	5 52	7 58	8 19	10 18	6 50	10 00	7 00	.....
.....	13	P BARBOURSVILLE D									7 15	.....
.....	13	P BURNLEY ..									7 25	.....
.....	14	P GILBERT ..									7 30	.....
.....	20	P... PROFIT	2 29	3 52	6 06	8 12	8 35	10 32	7 18	10 19	7 40	.....
.....	6	P RIO ..									7 50	.....
S 119	845	WPX CHARLOTTESVILLE N	2 39	{ 3 59 4 06	{ 6 14 6 18	m 8 23	{ 8 43 8 48	s10 43 ⁵⁷	7 45	10 43 ⁴⁷	8 20	.....
.....		HICKORY HILL ..									8 30	.....
.....		ARROWHEAD ..	2 53	4 17	6 30	8 34	9 00	10 54	8 03	11 05	8 40	.....
.....	45	P RED HILL ..									8 50	.....
S 141	.....	P DURRETT ..	2 57	4 20	6 33	8 37	9 03	10 57	8 07	11 11	8 55	.....
.....	7	P NO. GARDEND ..		4 22							9 05	.....
.....		P APPLEGATE ..										.....
.....	28	P COVESVILLE D	3 06	4 29	6 39	8 43	9 09	11 03	8 18	11 24	9 20	.....
.....	9	P FABER ..									9 35	.....
.....	40	P ROCKFISH D	3 15	4 38	6 48	8 51	9 19	11 11	8 31	11 36	9 50	.....
.....		P ELMA ..									10 00	.....
S 151	.....	P GORDON ..	3 24	4 46	6 55	8 57	9 26	11 17	8 43	11 47	10 05	.....
.....	18	P SHIPMAN D		4 50							10 15	.....
.....	44	P ARRINGTON D		4 57							10 30	.....
S 92	45	P TYE RIVER D	3 36	5 01	7 04	9 05	9 36	11 25	9 00	12 01 AM	10 45	.....
.....		P NEW GLASGOW									10 52	.....
.....		P ACME ..									10 57	.....
.....	39	P AMHERST D									11 02	.....
.....		P SWEET BRIAR ..		5 15			n 9 47				11 10	.....
.....	6	P COOLWELL ...	3 54	5 20	7 20	9 18	9 50	11 38	9 22	12 25	11 15	.....
.....	Yard	OP WYX. MONROE N Ar.	4 30 P.M.	5 30 P.M.	7 30 P.M.	9 25 P.M.	10 00 P.M.	11 46 P.M.	9 30 A.M.	12 45 A.M.	11 20 A.M.	.....
			Daily 155	Daily 35	Daily 17	Daily 37	Daily 31	Daily 47	Daily 51	Daily 57	Mon.Wed.Fri. 63	

MONROE—ORANGE—NORTHBOUND

m Washington	Station No.	TIME TABLE NO. 86 In effect February 28, 1954 STATIONS	FIRST CLASS									
			38 Daily	32 Daily	30 Daily		42 Daily	142 Daily	48 Daily	18 Daily	154 Daily	
84.7	85	X. ORANGE Ar. N	A.M. 2 15	A.M. 2 29	A.M. 4 14		A.M. 4 35	A.M. 6 40	A.M. 7 31	A.M. 9 56	A.M. 11 38	
88.8	89	P MONTPELIER										
91.5	92	P. SOMERSET										
92.9	98	P... WEYBURN...	2 06	2 20	4 01		4 22	6 26	7 21	9 46	11 26	
95.8	96	P BARBOURSVILLE	2 02	2 16	3 56		4 15	6 21	7 18	9 43	11 22	
99.2	99	P.. BURNLEY										
101.7	102	P... GILBERT										
105.7	106	P... PROFFIT	1 50	2 04	3 43		4 03	6 08	7 08	9 32	11 09	
109.4	109	P... RIO										
112.2	112	WPX 2.8 N CHARLOTTESVILLE	1 42	1 56	3 35 3 25		3 55 3 48	6 00 5 15	7 00	9 24 9 19	11 09 ⁵⁴	
115.7	116	HICKORY HILL										
119.2	119	ARROWHEAD	1 30	1 46	3 17		3 38	5 04	6 50	9 11	10 47	
120.5	121	P... RED HILL										
121.8	122	P.. DURRETT										
123.1	123	P.. NO. GARDEN	1 26	1 42	3 13		3 33	4 58	6 46	9 07	10 40	
126.0	126	P.. APPLGATE										
128.4	128	P COVESVILLE D	1 20	1 37	3 08		3 27	4 52	6 41	9 02	10 32	
132.4	132	P... FABER										
134.8	135	P. ROCKFISH D	1 11	1 28	2 59		3 15	4 42	6 32	8 53	10 19	
138.8	139	P... ELMA										
140.5	141	P... GORDON	1 03	1 21	2 51		3 07	4 34	6 26	8 45	10 10	
142.1	142	P.. SHIPMAN D										
146.7	147	P. ARRINGTON D	12 55	1 14	2 45		3 00	4 26	6 20	8 38	10 02	
149.9	150	P.. TYE RIVER D										
153.0	153	P NEW GLASGOW										
156.6	157	P... ACME	12 41	1 01	2 33		2 48	4 12	6 10	8 27 ⁶⁴	9 47	
158.0	158	P. AMHERST D										
160.0	160	P SWEET BRIAR										
162.1	162	P. COOLWELL	12 34	12 54	2 26		2 41	4 05	6 04	8 20	9 38	
165.1	165	OP 3.0 WYX MONROE N Lv.	12 28 ³² A.M.	12 48 ³⁸ A.M.	2 20 ⁴³ A.M.		2 35 ³⁰ A.M.	4 00 A.M.	6 00 ⁵⁸ A.M.	8 15 A.M.	9 30 A.M.	
			Daily 38	Daily 32	Daily 30		Daily 42	Daily 142	Daily 48	Daily 18	Daily 154	

MONROE—ORANGE—NORTHBOUND

WASHINGTON 11

Capacity
of Tracks
n Cars

TIME TABLE NO. 86
In effect
February 28, 1954

FIRST CLASS

SECOND CLASS

THIRD CLASS

Siding	Other	STATIONS	36 Daily	46. Daily	136 Daily	156 Daily	34 Daily	58 Daily	256 Daily		64 Tues Thur Sat	
			P.M.	P.M.	P.M.	P.M.	P.M.	A.M.	P.M.		P.M.	
	183	X.. ORANGE Ar. N	\$ 3 41	\$ 5 29	\$ 6 50	6 18	8 11 26	8 50	7 00		1 01	
		P. MONTPELIER			1 6 35						12 50	
	20	P. SOMERSET			\$ 6 30						12 45	
N 182	14	P. WEYBURN	3 28	5 18	6 25	6 06	11 16	8 30	6 40		12 30 PM	
	24	P. BARBOURSVILLE	\$ 3 24	5 15	1 6 17	6 02	11 12	8 20	6 30		11 55	
	14	P. BURNLEY			1 6 10						11 45	
	11	P. GILBERT			1 6 06						11 40	
	24	P. PROFFIT	3 11	5 05	1 6 00	5 49	11 00	8 02	6 12		11 30	
		P. RIO			1 5 55						11 20	
N 111	223	WPX CHARLOTTESVILLE N	\$ 3 03	\$ 4 57	\$ 5 50 ¹⁵⁶	5 40 ¹³⁶	\$ 10 52	7 50	6 00		11 00 ¹⁵⁴	
		HICKORY HILL	2 58	4 53	1 5 25						10 35	
		ARROWHEAD	2 48	4 44	1 5 14	5 27	10 39	7 30	5 40		10 30	
	36	P. RED HILL			1 5 12						10 25	
		P. DURRETT										
	17	P. NO. GARDEND	2 43	4 40	1 5 08	5 20	10 35	7 25	5 35		10 10	
	21	P. APPLEGATE									10 00	
	7	P. COVESVILLE D	2 38	4 35	1 5 00	5 12	10 30	7 17	5 27		9 50	
	9	P. FABER			1 4 51						9 40	
	28	P. ROCKFISH D	2 28	4 26	1 4 46	4 59	10 21	7 02	5 12		9 30	
	21	P. ELMA			1 4 39						9 15	
N 150	4	P. GORDON	2 20	4 19	4 36	4 50	10 13	6 51	5 01		9 07	
	14	P. SHIPMAN D	1 2 18		\$ 4 34						8 47	
	10	P. ARRINGTON D	k 2 10	4 12	1 4 25	4 42	10 06	6 41	4 51		8 40	
		P. TYE RIVER D			\$ 4 20						8 36	
	9	P. NEW GLASGOW			1 4 14						8 32	
N 106		P. ACME	1 58	4 01	4 09	4 27	9 53	6 25	4 35		8 27 ¹⁸	
		P. AMHERST D	k 1 56		1 4 07						8 15	
	7	P. SWEET BRIAR	1 52		1 4 04						8 10	
		P. COOLWELL	1 48	3 54	1 4 00	4 18	9 45	6 15	4 25		8 05	
	Yard	OP WYX MONROE N	1 43	3 50 ¹³⁶	3 55 ⁴⁶	4 10	9 40	6 05 ⁴⁸	4 15 ⁴⁶		8 00	
		Lv.	P.M.	P.M.	P.M.	P.M.	P.M.	A.M.	P.M.		A.M.	
			Daily 36	Daily 46	Daily 136	Daily 156	Daily 34	Daily 58	Daily 256		Tues Thur Sat 64	

WESTBOUND				Miles from Manassas	Station Nos.	Capacity of Tracks in Cars		TIME TABLE NO. 86 In effect February 28, 1954	EASTBOUND					
THIRD CLASS						Siding	Other		THIRD CLASS					
67 Daily			65 Daily						68 Ex. Sun.	168 Sat. Only	66 Daily			
A.M.			A.M.					Lv.	STATIONS	Ar.	A.M.	P.M.	P.M.	
			12 01	0.0	B38	200	223	YXP..	MANASSAS	N			8 30	
			12 15	8.8	B42		15	P....	GAINESVILLE				7 50	
			12 20	10.4	B43		15		HAYMARKET				7 45	
			12 35	15.6	B49	40		P....	BROAD RUN				7 35	
			12 45	19.8	B53	37	35	XP..	THE PLAINS	D			7 25	
			12 50	22.4	B56		5		BELVOIR				7 10	
			12 55	24.1	B57	20	45	YXP..	MARSHALL	D			7 05	
			1 10	29.9	B63		27	XP..	RECTORTOWN	D			6 45	
			1 20	33.8	B67		22	P....	DELAPLANE	D			6 35	
			1 30	38.1	B71		31	P.....	MARKHAM	D			6 25	
			1 45	42.9	B76		22	P.....	LINDEN				6 10	
			2 00	49.9	B83			YXP	FRONT ROYAL JCT...				5 50	
			2 10	51.0	B84	12	113	XP .	FRONT ROYAL	D			5 45	
			2 20	49.9	B83			YXP	FRONT ROYAL JCT.				5 35	
			2 25	50.9	B84		14	XP	RIVERTON JCT.	N			5 30	
			2 30	51.8	B85	18		XP ..	RIVERTON	D	A.M.	P.M.	5 20	
			3 00 A.M.	61.0	B94	43	174	WXOP.	STRASBURG	D	4 25 ⁶⁷	9 00	5 00 P.M.	
4 30 ⁶⁸				62.6	B 96		54	YXP	STRASBURG JCT.		4 15	8 40		
4 35				67.5	B 101		19		TOMS BROOK		4 05	8 25		
4 45				69.3	B 102		11	P...	MAURERTOWN		4 00	8 20		
4 50				73.4	B 106		88	XP..	WOODSTOCK	D	3 50	8 05		
5 15				78.9	B 112		46	XP....	EDINBURG	D	3 35	7 50		
5 30				82.9	B 116		34		ALSYN		3 25	7 40		
5 45				85.9	B 119	18	41	XP..	MT. JACKSON	D	3 15	7 30		
5 50				90.3	B 123	24	4	P....	QUICKSBURG		3 00	7 20		
6 00				93.1	B 126		14	P ..	NEW MARKET	D	2 50	7 15		
6 05				97.2	B 130		35	XP..	TIMBERVILLE	D	2 40	7 05		
6 20				99.7	B 133		67	XP...	BROADWAY	D	2 25	6 57		
7 00				105.9	B 139		5	XP....	LINVILLE		2 10	6 42		
7 15				111.8	B 145		190	WXP.	HARRISONBURG	D	2 00	6 30	P.M.	
7 30 A.M.			A.M.					Ar.		Lv.	A.M.	P.M.	P.M.	
Daily 67			Daily 65								Ex. Sun. 68	Sat. Only 168	Daily 66	

CALVERTON—WARRENTON

WASHINGTON 13

WESTBOUND				Miles from Calverton	Station Numbers	Capacity of Tracks in Cars		TIME TABLE NO. 86 In effect February 28, 1954 STATIONS	Lv. Ar.	Ar. Lv.	EASTBOUND			
THIRD CLASS						Siding	Other				THIRD CLASS			
			309 Ex. Sun.											
			A.M. 8 00	0.0	46		10	YXP.. CALVERTON			A.M. 9 00			
			8 07	8.1	CW 3		5	3.1 CASANOVA			8 53			
			8 13	6.0	CW 6		3	2.9 MEETZ			8 47			
			8 17	7.9	CW 8		0	1.9 ALWINGTON			8 43			
			8 20 ³¹⁶ A.M.	8.9	CW 9		40	1.0 X.... WARRENTON			8 40 ³⁰⁹ A.M.			
			Ex. Sun. 309								Ex. Sun. 316			

SPECIAL INSTRUCTIONS

1. The Special Instructions do not relieve employes from proper protection of the train according to Rule 99.

SUPERIOR DIRECTION

ALL REGULAR NORTH AND EASTBOUND TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS MOVING IN THE OPPOSITE DIRECTION IN ACCORDANCE WITH RULE NO. 72, EXCEPT AS FOLLOWS: NO. 309 IS SUPERIOR TO NO. 316 FROM CALVERTON TO WARRENTON.

JOINT TRACKAGE

Trains and engines of Southern Railway will use the tracks of other Railroads in accordance with their time tables, rules, and regulations as follows:

Between	Railroad
AF Tower and RO Tower	RF&PRR.
RO Tower and Virginia Ave.	PRR.
Virginia Ave. and Washington	WTCO.
Potomac Yard	Potomac Yard Instructions

2. ADDITIONAL INITIAL AND CLEARANCE CARD STATIONS

(Rules 4, 84, 1141 and 1301)

A train must receive a clearance card before leaving its initial station except as follows:

Trains operating between Warrenton and Calverton will leave Calverton and Warrenton without clearance card when no operator is on duty.

Regular trains will leave Strasburg and Harrisonburg without clearance card when no operator is on duty.

Trains must receive clearance card at additional stations as follows:

Strasburg—All trains, when telegraph office is open.

3. BULLETIN BOARDS AND SPECIAL ORDER BOOKS

(Rules 111, 1142, 1302 and 1387)

Bulletin Boards and special order books are located at Alexandria (Trainmaster's Office, Yard Office, Round House, and Passenger Station), C. R. Tower, Manassas, Warrenton, Culpeper, Orange, Charlottesville, Monroe, Strasburg, Harrisonburg and Potomac Yard yardmaster's office, south forwarding yard, Washington Terminal (Stationmaster's Office and Round House).

4. TRAIN REGISTERS

(Rules 83 and 1143)

Train registers are located at C. R. Tower, Manassas, Calverton, Monroe, Warrenton, Strasburg and Harrisonburg.

The following trains may register at stations named below, by register ticket Form 721:

C. R. Tower. All trains.

Main line trains will not register at Manassas or Calverton.

5. STANDARD CLOCKS

(Rule 3)

Standard clocks are located in the telegraph office and Round House at Washington Terminal, C. R. Tower, Charlottesville, Monroe, Harrisonburg and Strasburg, and in roundhouse, Trainmaster's Office, Chief Dispatcher's Office, and Passenger Station baggage room at Alexandria.

6. RAILROAD CROSSINGS AT GRADE

Interlocked (Rules 98-601 to 671)

Charlottesville, Va.	C&O Ry.
Riverton Junction, Va.	N&W R. R.

7. JUNCTIONS

Interlocked (Rules 98-601 to 671)

A. F. Tower, Va.	RF&P R. R.
C. R. Tower, Va.	Southern Ry.
Orange, Va.	C&O Ry.
Charlottesville, Va.	C&O Ry.
Riverton Junction, Va.	N&W R. R.

Not interlocked (Rule 98)

Manassas, Va.	Harrisonburg Branch
Calverton, Va.	Warrenton Branch
Tye River, Va.	Va. Blue Ridge Ry.
Monroe, Va.	Danville Division
Strasburg Junction, Va.	B&O R. R.
Harrisonburg, Va.	OW R. R.

8. DOUBLE TRACK

(Rules 151 to 153)

North or East End	South or West End
A. F. Tower, Va. Mile 9.10	Monroe, Va. Mile 166.60

9. DOUBLE TRACK

(Rules 85, 151 to 153)

Double track extends from Monroe to A. F. Tower, Va.

Trains must keep to the right.

Third class trains may run ahead of second class trains and extras ahead of second and third class trains on double track.

10. TRAIN MOVEMENTS

(Rules 82 to 111)

A diesel locomotive will be identified by the number of the control unit used in operating the locomotive.

When the track is inundated, diesel-electric switch locomotives and diesel-electric road locomotives may be run through water not in excess of three inches over top of rail at a speed not to exceed three miles per hour.

When a train being hauled by a diesel locomotive equipped with oscillating, emergency, red, front end lights—controlled by switch in cab of locomotive, is stopped suddenly by an emergency application of air brakes or other causes, this light **MUST** be displayed until it is ascertained that adjacent tracks are clear and safe for the movement of trains.

The red aspect must also be displayed when a train crosses over, or is using opposite main track against current of traffic—or on single track when such train fails to clear main track in accordance with the rules.

Opposing trains observing this emergency red light must stop immediately and not proceed until the way is known to be clear. The red light is an additional precaution and does not relieve train and enginemen from full compliance with Rules 99 and 102.

Trains or engines using double track in reverse direction must approach facing point spring switches at **RESTRICTED SPEED**.

Trains or engines moving against the current of traffic on one of two or more tracks must approach highway-railroad grade crossings which are protected with automatic flashing signals with or without gates or bells at **REDUCED SPEED** as these devices do not provide protection for movements on double track in reverse direction.

All trains, including first class trains, or engines using main track, at Monroe, must move at **YARD SPEED** between signal 165.6 and Harris Creek Culvert, M.P. 164.7. The provisions of Rule 93 to apply to First Class trains, as well as second and inferior class and extra trains and engines. Second and inferior class and extra trains or engines must not delay first class trains.

Trains and engines using C. and O. Main Track at Orange must be protected in accordance with Rule 99.

All Trains approach Charlottesville Passenger station at **REDUCED SPEED**.

All trains will approach Front Royal Junction at **REDUCED SPEED**. Attention is directed to Rules 87, 88 and 89.

Trains from Front Royal Junction to Front Royal will back up and will leave a flagman at Front Royal Junction with instructions for the protection of the movement.

All trains reduce speed to 15 miles per hour approaching and between home signals, interlocking plant at Riverton Junction.

Instructions Covering Movement of Sperry and A.A.R. Rail Test Cars:

1. When rail test cars are testing in non-block or automatic block signal territory, flag protection must be provided to the rear against trains moving at maximum speed authorized by the time table.
2. In territory where trains operate by signal indication in accordance with Rule 261, the dispatcher or operator must be acquainted with proposed movement of a rail test car and not permit an opposing train to enter the block occupied by a rail test car, CTC dispatchers and remote control operators must tag or obstruct levers which govern opposing movement of trains into the block occupied by a rail test car, and the tag or obstructing peg must not be removed until the car is clear of the block.
3. When a rail test car is to test rail within interlocking limits, levermen must be notified of the movement and Rules 616 and 617 complied with so that levers affecting movement of the car will not be manipulated until the car has passed beyond interlocking limits.

4. When testing rail, rail test cars must approach all highway-railroad grade crossings which are protected by flashing light signals or automatic gates prepared to stop unless it is known that such protective devices are operating.
5. When not testing rail, rail test cars must be handled in accordance with rules applying to other train movements.

11. MAXIMUM SPEED RESTRICTIONS

(Rules 108 and 1305)

Permission must be secured from the Train Dispatcher before forwarding locomotives in tow, locomotive cranes on their own wheels, scale test car, derricks and other roadway equipment, who will designate the train in which this equipment is to be handled and will restrict the speed of trains handling by '31' train orders to 25 miles per hour, or less if conditions require it. Machines equipped with booms, on own wheels or loaded on open top equipment, must not be handled in trains unless boom end is trailing even though boom might be detached.

BETWEEN WASHINGTON AND MONROE

Passenger trains 75 miles per hour in automatic block signal or manual block territory, and 80 miles per hour in automatic block signal territory where automatic train stop system is also effective regardless of whether trains are handling conventional equipment or streamlined equipment, or a combination of both.

Freight trains 60 miles per hour, except 40 miles per hour when handling loaded hopper bottom coal cars or flat cars loaded with poles and lumber, or gondolas loaded with lumber that extends above the side of cars.

NOTE: These speeds must be further reduced on curves where the conditions require it to insure safe and comfortable movement.

BETWEEN MANASSAS AND HARRISONBURG

All trains 35 miles per hour, except when handling loaded hopper bottom coal cars, loaded tank cars, or flat cars loaded with creosoted poles, 30 miles per hour. See above note.

BETWEEN CALVERTON AND WARRENTON

All trains, 30 miles per hour between Calverton and Warrenton. See above note.

ADDITIONAL SPEED RESTRICTIONS

All Southern Railway and a number of foreign line box express cars are equipped for passenger service, but have freight trucks. Cars equipped with freight trucks will be handled on local passenger or mail and express trains observing freight train speed restrictions, except S.A.L. storage cars in series 700-754, equipped for passenger service but having freight trucks, may be handled in passenger trains, except Nos. 37-38-47 and 48, at a speed not to exceed 65 miles per hour, and P.R.R. box express designated X-29 equipped for passenger service but having freight trucks may be handled in passenger trains except Nos. 37, 38, 47, and 48 at a speed not to exceed 70 miles per hour.

Trains or engines must not exceed 15 miles per hour entering or leaving sidings or moving through crossovers or turnouts; except where turnout is No. 16 or over speed of 20 miles per hour must not be exceeded.

Within the corporate limits of the following towns and cities, trains must not exceed rate of speed named:

Manassas	25 m.p.h.	Woodstock	6 m.p.h.
Culpeper	25 m.p.h.	Edinburg	15 m.p.h.
Orange	12 m.p.h.	Mt. Jackson	25 m.p.h.
Charlottesville	25 m.p.h.	Timberville	8 m.p.h.
The Plains	12 m.p.h.	Broadway	15 m.p.h.
Toms Brook	25 m.p.h.	Harrisonburg	4 m.p.h.

Trains and engines using other than their regular running track will be governed by the speed restrictions on the track they are using.

Unless otherwise restricted, trains will not exceed maximum speed on curves as shown below:

MAXIMUM SPEED OF TRAINS ON CURVES BETWEEN A. F. TOWER AND MONROE

SOUTHBOUND Between M.P. and M.P.		Passenger Trains m.p.h.	Freight Trains m.p.h.
From AF through CR Tower:			
Passenger Track		35	35
Freight Track		20	20
C.R. Tower and Culpeper			
11 22		55	45
22 25		60	50
25 30		50	40
30 67		70	60
Culpeper and Rapidan			
67 69		40	30
69 70		60	50
70 79		70	60
Rapidan and Charlottesville			
79 83		60	50
83 86		40	30
86 92		65	55
92 98		60	50
98 105.5		65	55
105.5 107		55	45
107 110		60	50
110 112		65	55
Charlottesville and Covesville			
112 115		32	25
115 116		65	55
116 117		60	50
117 120		55	45
120 128		65	55
Covesville and Monroe			
128 129		55	45
129 132.5		70	60
132.5 138		55	45
138 139.5		50	40
139.5 148		70	60
148 151.5		60	50
151.5 154		55	45
154 160		60	50
160 164.5		65	55
NORTHBOUND			
Monroe and Covesville			
165 160		65	55
160 158		60	50
158 153.5		65	55
153.5 149		60	50
149 148		55	45
148 140		70	60
140 138.5		40	30
138.5 136.3		65	55
136.3 132		55	45
132 129		60	50
129 128		55	45
Covesville and Charlottesville			
128 117		65	55
117 116		60	50
116 113		65	55
113 112		20	20
Charlottesville and Rapidan			
112 110		65	55
110 107		60	50
107 105.5		55	45
105.5 94		60	50

NORTHBOUND

Between
M.P. and M.P.

Passenger Trains
m.p.h.

Freight Trains
m.p.h.

Charlottesville and Rapidan—continued

94 86	65	55
86 84	40	30
84 83	50	40
83 79	60	50

Rapidan and Culpeper

79 70	70	60
70 69	60	50
69 67	40	30

Culpeper and C.R. Tower

67 30	70	60
30 23	50	40
23 18	55	45
18 17	50	40
17 11	60	50

Through CR to AF Tower:

Passenger Track	35	35
Freight Track	20	20

TABLE FOR DETERMINING TRAIN SPEEDS

Sec. Per Mile	Miles Per Hour	Sec. Per Mile	Miles Per Hour	Sec. Per Mile	Miles Per Hour	Sec. Per Mile	Miles Per Hour
45	80.0	56	64.3	67	53.7	86	41.9
46	78.3	57	63.2	68	52.9	88	40.9
47	76.6	58	62.1	69	52.2	90	40.0
48	75.0	59	61.0	70	51.4	92	39.1
49	73.5	60	60.0	72	50.0	94	38.3
50	72.0	61	59.0	74	48.6	96	37.5
51	70.6	62	58.1	76	47.4	98	36.7
52	69.2	63	57.1	78	46.2	100	36.0
53	67.9	64	56.2	80	45.0	105	34.3
54	66.7	65	55.4	82	43.9	110	32.7
55	65.5	66	54.5	84	42.9	120	30.0

12. AUTOMATIC BLOCK

(Rules 501 to 522)

Automatic Block signal rules are effective between A. F. Tower and Monroe.

13. TRAIN ORDER SIGNALS

(Rules 221 and 221a)

Rule 221-A will govern at train order offices from CR Tower to Monroe.

Rule 221 will govern between Manassas and Harrisonburg and at Warrenton.

14. ADDITIONAL FLAG STOPS

(Rules 16D, and 28)

Watts, Oak Ridge, Nos. 185 and 186.

15. CONDITIONAL STOPS

The following additional signs when placed before the figure of the schedule indicate stops will be made for the purpose shown:

(a) Receive revenue passengers for Ashland, Ky. or beyond. Flag stop Friday and Saturday only to discharge revenue passengers.

(b) Discharge revenue passengers from Hinton and beyond.

(c) Receive or discharge revenue passengers to or from Waynesboro Union Station or beyond.

(d) Receive revenue passengers for Gordonsville or beyond.

(e) Receive or discharge revenue passengers to or from Alexandria or beyond.

(g) Receive or discharge revenue passengers to or from Lynchburg and beyond.

(h) Discharge revenue passengers from Charlottesville and beyond, or receive revenue passengers for Lynchburg and beyond.

(j) Receive or discharge revenue passengers to or from Charlottesville and beyond.

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(k) Receive revenue passengers for Charlottesville and beyond, or discharge revenue passengers from Lynchburg and beyond.

(l) Discharge revenue passengers from Greensboro and beyond.

(m) Discharge revenue passengers from points north of Washington and receive revenue passengers for points south of Lynchburg.

(n) Discharge revenue passenger from Charlottesville and beyond on Sundays only.

(p) Stop on Sundays only for mail.

(q) Stop daily except Sunday for mail.

16. SPRING SWITCHES (Refer to Rules 517, 1642 to 1645)

When any part of a train is moving through a spring switch the speed must not exceed fifteen miles per hour, except at the ends of double track where the speed must not exceed twenty miles per hour.

"SS" signs are located adjacent to spring switches, and will also, when practicable, indicate location of the clearance point for adjacent track, unless "Clear This Post" sign is used.

HOURS OF SERVICE TELEGRAPH OFFICES

STATION	WEEK DAY	SATURDAY & SUNDAY
'CR' Tower	Continuous	Continuous
Manassas	Continuous	Continuous
Calverton	8:00 A.M. to 5:00 P.M.	Closed
Remington	8:00 A.M. to 5:00 P.M.	Closed

Culpeper	8:00 A.M. to 5:00 P.M.	Same as Week Days
Rapidan	8:00 A.M. to 5:00 P.M.	Closed
Orange	Continuous	Continuous
Barboursville	8:00 A.M. to 5:00 P.M.	Closed
Charlottesville	Continuous	Continuous
North Garden	8:00 A.M. to 5:00 P.M.	Closed
Covesville	8:00 A.M. to 5:00 P.M.	Closed
Rockfish	8:00 A.M. to 5:00 P.M.	Closed
Shipman	7:30 A.M. to 4:30 P.M.	Closed
Arrington	8:00 A.M. to 5:00 P.M.	Closed
Tye River	8:00 A.M. to 4:00 P.M.	Closed
Amherst	7:30 A.M. to 4:30 P.M.	Closed
Monroe	Continuous	Continuous
Warrenton	8:00 A.M. to 5:00 P.M.	Closed
The Plains	8:00 A.M. to 5:00 P.M.	Closed
Marshall	7:30 A.M. to 4:30 P.M.	Closed
Rectortown	8:00 A.M. to 5:00 P.M.	Closed
Delaplane	8:00 A.M. to 5:00 P.M.	Closed
Markham	7:30 A.M. to 4:30 P.M.	Closed
Front Royal	8:00 A.M. to 5:00 P.M.	Closed
Riverton	7:30 A.M. to 4:30 P.M.	Closed
Strasburg	7:30 A.M. to 4:30 P.M.	Closed
Woodstock	7:30 A.M. to 4:30 P.M.	Closed
Edinburg	8:00 A.M. to 5:00 P.M.	Closed
Mt. Jackson	8:00 A.M. to 5:00 P.M.	Closed
New Market	7:30 A.M. to 4:30 P.M.	Closed
Timberville	8:00 A.M. to 5:00 P.M.	Closed
Broadway	8:00 A.M. to 5:00 P.M.	Closed
Harrisonburg	8:00 A.M. to 5:00 P.M.	Closed

WHEN NECESSARY PASSENGER TRAINS WILL WAIT FOR CONNECTIONS AS INDICATED BELOW. SUPERINTENDENT OR CHIEF DISPATCHER WILL INSTRUCT IN CASES OF UNUSUAL CONDITIONS OR EMERGENCIES:

Train No.	Wait At	For	Time	Train No.	Wait At	For	Time		
33	Washington	P.R.R.	141	Indefinitely—Note 2	31	Washington	P.R.R.	175	20 minutes—Note 1
45	Washington	P.R.R.	101	2 hours	31	Washington	P.R.R.	149	Indefinitely
45	Washington	P.R.R.	107	20 minutes—Note 1	47	Washington	P.R.R.	157	Indefinitely
135	Washington	P.R.R.	119	30 minutes—Note 3	29	Washington	P.R.R.	151	2 hours
35	Washington	P.R.R.	109	15 minutes—mail	29	Washington	P.R.R.	137	15 minutes—mail
35	Washington	P.R.R.	115	15 minutes—Note 1	41	Washington	P.R.R.	137	2 hours—Daily except Sunday
17	Washington	P.R.R.	123	3 hours					
37	Washington	P.R.R.	149	Indefinitely	41	Washington	P.R.R.	151	2 hours Sunday

Note 1. If passengers are reported. Note 2. If necessary wait 20 minutes after arrival PRR-141 for mail transfer. Note 3. If necessary hold 10 minutes for preferential mail transfer if PRR-107 arrives by 8:30 A.M.

DIVISION OFFICERS

G. S. KING, Trainmaster	Charlottesville, Va.
E. E. BROWN, Trainmaster	Alexandria, Va.
W. B. BAILES, Trainmaster	Strasburg, Va.
R. L. FOX, Division Engineer	Alexandria, Va.
J. W. SHELTON, Chief Train Dispatcher	Alexandria, Va.
J. E. DAVIS, Night Chief Dispatcher	Alexandria, Va.
E. BREWER, Dispatcher	Alexandria, Va.
K. W. LANAHAN, Dispatcher	Alexandria, Va.
W. R. OLINGER, Dispatcher	Alexandria, Va.
A. WILSON, Dispatcher	Alexandria, Va.
R. L. USRY, Dispatcher	Alexandria, Va.
R. P. LUTZ, Dispatcher	Alexandria, Va.
A. G. BRYAN, Div. Special Agt.	Alexandria, Va.
R. V. DAVIS, General Road For'n Eng.	Spencer, N. C.
A. O. ELLIOTT, Road Foreman Engines	Alexandria, Va.
R. B. COBEAN, Road Foreman Engines	Alexandria, Va.

THE NAMES AND LOCATIONS OF LOCAL SURGEONS ARE:

Arthur J. Mourot	Alexandria, Va.
C. L. Fifer	Alexandria, Va.
Wm. T. Burch (Oculist)	Alexandria, Va.

S. Raymond Arnold	Amherst, Va.
Edw. Sandidge (Retired Consulting)	Amherst, Va.
Frank D. Daniel (Assistant)	Charlottesville, Va.
M. L. Rea	Charlottesville, Va.
H. S. Hedges (Oculist)	Charlottesville, Va.
F. Jason Crigler (Assistant Oculist)	Charlottesville, Va.
Charles J. Frankel (Orthopedic)	Charlottesville, Va.
Granville Eastham	Culpeper, Va.
William E. Lynn	Front Royal, Va.
C. S. Armentrout	Harrisonburg, Va.
G. W. Ralston (Oculist)	Harrisonburg, Va.
L. R. O'Brian, Jr.	Lynchburg, Va.
L. F. Somers (Assistant)	Lynchburg, Va.
Jas. R. Gorman (Oculist)	Lynchburg, Va.
P. B. Echols (Acting Asst. Oculist)	Lynchburg, Va.
Stuart McBride	Manassas, Va.
John G. Ringler (Assistant)	Manassas, Va.
E. C. Kidd	Lovingsston, Va.
Frank G. Scott, Jr.	Orange, Va.
J. M. Winkfield	Strasburg, Va.
J. F. Thaxton	Tye River, Va.
Leonard T. Peterson (Cons. Orthopedic)	Washington, D. C.
L. Connor Moss (Oculist)	Washington, D. C.
J. F. Mitchell	Washington, D. C.
Hill Carter (Assistant)	Washington, D. C.
Jas. E. Wissler (Cons. Roentgenologist)	Washington, D. C.
John H. Lyons	Washington, D. C.
L. T. Peterson (Cons. Orthopedic Surg.)	Washington, D. C.
William P. McGuire (Oculist)	Winchester, Va.
Harold Miller	Woodstock, Va.

VETERINARIANS

P. M. Graves	Culpeper, Va.
E. J. Wills	Harrisonburg, Va.
M. C. Robbins	Manassas, Va.
H. Yager	Somerset, Va.
C. E. Miller	Strasburg, Va.
R. E. Ferneyhough	Warrenton, Va.

HOSPITALS

Alexandria Hospital (white & colored)	Alexandria, Va.
Martha Jefferson Hospital	Charlottesville, Va.
Danville General Hospital (white & colored)	Danville, Va.
Lynchburg City Hospital	Lynchburg, Va.
Emergency Hospital (white & colored)	Washington, D. C.
Providence Hospital (white & colored)	Washington, D. C.

WATCH INSPECTORS

Saunders & Son	Alexandria, Va.
Keller & George	Charlottesville, Va.
C. E. Bucklew	Strasburg, Va.

**BUSINESS TRACKS AND STATIONS NOT SHOWN
AS STATIONS ON TIME TABLE****Between Alexandria and Monroe**

Name	Location	Name	Location
Watts	Mile 103.4	Hamner	Mile 131.5
Emerson	" 118.7	Oak Ridge	" 143.7

Between Manassas and Harrisonburg

Name	Location	Name	Location
Rixlew	Mile B 2.0	Bowman	Mile B 80.8
Thoroughfare	" B 12.6	Hawkiestown	" B 83.6
Belle Meade	" B 40.6	Bowman Cannery	" B 84.4
White Out	" B 46.3	Turkey Knob	" B 87.3
Happy Creek	" B 48.2	Meems	" B 87.9
Buckton	" B 55.5	Zigler	" B 98.2
Waterlick	" B 56.7	Daphna	" B 102.6
Fishers Hill	" B 63.8	Zirkle	" B 108.7
		Jamison	" B 110.4

SYSTEM LOCOMOTIVES, DERRICKS, PILE DRIVERS AND OTHER ROADWAY EQUIPMENT AND SYSTEM AND FOREIGN CARS MAY BE OPERATED PROVIDED WEIGHTS AND OTHER RESTRICTIONS SHOWN BELOW ARE NOT EXCEEDED.

BETWEEN ALEXANDRIA AND MONROE

EQUIPMENT	TYPE	CLASS	
Passg'r. Diesel Units	6-6		345,000
Fr't. Diesel Units	4-4		245,000
Diesel Road Switcher	4-4		260,000
C. & O. Fr't. Diesels	4-4		259,799
Loaded Cars	4 wheel trucks		210,000
Loaded Cars	6 wheel trucks		270,000
C. & O. 125 Ton Cars	6 wheel trucks		(a) 376,000

All engines permitted on this line may be operated coupled.

(a) Can be handled between A. F. Tower and Orange but must be spaced from each other or any engine by at least one car not exceeding a gross weight of 169,000 pounds.

All system derricks may be operated at a speed not to exceed 25 miles per hour.

**BETWEEN MANASSAS AND HARRISONBURG,
INCLUDING FRONT ROYAL STEM**

EQUIPMENT	TYPE	CLASS	TOTAL WEIGHT
Fr't. Diesel Units	4-4		245,000
Diesel Road Switcher	4-4		260,000
Loaded Cars	4 wheel trucks		210,000
Loaded Cars	6 wheel trucks		270,000

All engines permitted on this line may be operated coupled. Derricks D-27 and D-66 may be operated at a speed not exceeding 25 miles per hour.

BETWEEN CALVERTON AND WARRENTON

EQUIPMENT	TYPE	CLASS	TOTAL WEIGHT
Diesel Road Switcher	4-4		260,000
Loaded Cars			270,000

All engines permitted on this line may be operated coupled. Derricks D-27 and D-66 may be operated at a speed not exceeding twenty-five miles per hour.

PILE DRIVERS—LOCOMOTIVE CRANES

Pile drivers PD-24, PD-25 and PD-36 may be operated over entire division with a tender at one end and a tool car weighing not exceeding 90,000 lbs. gross at the other end, except that pile driver PD-36 must not be operated over Union Street Branch, Alexandria, Va. Pile driver PD-36 must also have stack removed when in transit.

Between Alexandria and Monroe PD-36 must not be handled at speed in excess of forty miles per hour, PD-24 and PD-25 thirty miles per hour.

Between Manassas and Harrisonburg or between Calverton and Warrenton PD-36 must not be handled at speed in excess of thirty-five miles per hour, PD-24 and PD-25 twenty-five miles per hour.

LC-35 can be handled over all main and side tracks on entire division. LC-34 can be handled over all main tracks but must not be operated over side or industrial tracks containing open deck trestles.

NOTE: Other derricks not listed above must not be operated without permission of Chief Engineer.

LOCOMOTIVE RATING IN TONS OF 2,000 POUNDS EXCLUSIVE OF CABOOSE

	Diesel Loco- motives - Per Unit		Diesel Loco- motives - Per Unit
Monroe to Charlottesville.....	1500	Potomac Yard to Charlottesville.....	1500
Charlottesville to Manassas.....	1750	Charlottesville to Red Hill.....	1350
Manassas to Potomac Yard.....	1650	Red Hill to Monroe.....	1500
Harrisonburg to Strasburg.....	1750	Manassas to Markham.....	1500
Strasburg to Manassas.....	1200	Markham to Strasburg.....	1050
		Strasburg to Harrisonburg.....	1350

The above rating is based on maximum grades and may be increased over certain parts of the line when necessary. In making computation less than 1000 lbs. will be dropped—1000 lbs. will be counted one ton.

WAYSIDE TELEPHONES

MP-11.5	MP-34.3	MP-67.4	MP-101.7	MP-118.0	MP-153.0
MP-14.9	MP-39.4	MP-69.3	MP-103.4	MP-120.2	MP-155.8
MP-16.6	MP-45.3	MP-74.4	MP-105.8	MP-122.6	MP-158.0
MP-19.1	MP-47.7	MP-76.4	MP-109.4	MP-126.1	MP-160.1
MP-19.8	MP-52.8	MP-78.4	MP-112.1	MP-138.8	MP-162.1
MP-20.7	MP-55.7	MP-81.0	MP-112.3	MP-139.8	MP-164.3
MP-25.8	MP-57.4	MP-82.5	MP-112.8	MP-141.4	
MP-26.8	MP-60.7	MP-83.9	MP-113.2	MP-149.8	
MP-29.2	MP-62.6	MP-99.2			
	MP-66.8				
MP B-5.8	MP B-24.0	MP B-43	MP B-61.0	MP B-73.3	MP B-97.5
MP B-8.8	MP B-30	MP B-50	MP B-62.5	MP B-86.0	MP B-106.0
MP B-15.5	MP B-38	MP B-50.9	MP B-69.3	MP B-90.3	MP B-111.8
		MP B-55.5			