

SOUTHERN RAILWAY SYSTEM

(LINES EAST)

PIEDMONT DISTRICT

Washington Division

TIME TABLE No.

100

Effective 12.01 P. M. (Eastern Time)

SUNDAY, NOVEMBER 30, 1930

FOR THE GOVERNMENT OF EMPLOYEES ONLY

W. C. HUDSON, General Manager
W. M. COWHIG, Gen. Superintendent of Transportation
H. A. DeBUTTS, General Superintendent
H. L. HUNGERFORD, Superintendent of Transportation
S. S. BROOKS, Superintendent

Miles from Washington	Station Nos.	TIME TABLE NO. 100 In Effect Nov. 30, 1930	STATIONS	Minimum Time in min. bet'n Stations		FIRST CLASS									
				Passr	Frght	37	25	45	C. & O. 101	9	135	11	35	C. & O. 5	
						Daily	Daily	Ex. Sun	Daily	Daily	Daily	Daily	Daily	Daily	
0.0	0		WASHINGTON Lv. N			A.M. 2 10	A.M. 2 40	A.M. 4 00	A.M. 7 00	A.M. 8 15	A.M. 9 00	A.M. 9 10	A.M. 11 00	P.M. 3 00	
8.2	8		ALEXANDRIA			2 27	s 2 57	4 20	s 7 15	s 8 32	s 9 17	s 9 27	s 11 17	s 3 15	
9.1			A. F. TOWER N			2 29	2 59	4 22	7 17	8 34	9 19	9 29	11 19	3 17	
9.6	10		SEMINARY	2	4	2 30	3 00	4 24	7 19	f 8 35	9 20	d 9 31	11 21	3 18	
10.7	11		C. R. TOWER N			2 37	3 07 ⁵¹ ₉₃	4 32	7 24	8 41	9 27 ¹¹ ₅₅	9 37 ¹³⁵ ₅₅	11 27	3 20	
12.1	12		CAMERON	3	5	2 40	3 10	4 36	7 26	f 8 44	9 30	d 9 40	11 30	3 22	
13.5	14		EDSALL			2 43	3 13	4 40	7 28	f 8 47	9 33	d 9 43	11 33	3 24	
15.1	15		SPRINGFIELD	2	3	2 46	3 16	4 44	7 31	f 8 51	9 36	d 9 46	11 35	3 26	
18.0	18		RAVENSWORTH	3	5	2 50	3 20	4 49	7 35	f 8 56	9 40	d 9 50	11 40	3 30	
19.9	20	P...	BURKE	2	4	2 53	3 23	4 53	7 38	f 9 00	9 43	dx 9 53	11 44	3 33	
22.1	22		SIDEBURN	3	4	2 56	3 26	4 57	7 41	f 9 04	9 46	d 9 56	11 48	3 36	
23.3	23		FAIRFAX	2	3	2 58	3 28	5 00	7 43	s 9 08	9 48	d 9 58	11 50	3 38	
26.8	27	P..	CLIFTON	4	6	3 03	3 33	5 06	7 48	s 9 15	9 53	s 10 04	11 56	3 43	
32.6	33		WYCP MANASSAS N	7	10	3 12	3 42	s 5 15	u 7 57	s 9 25	s 10 03	10 15 ¹⁴	s 12 06	h 3 52	
36.6	37		BRISTOW	4	7	3 17	3 47	A.M.	8 02	s 9 31	10 08	A.M.	12 12	3 57	
39.4	39	P	NOKESVILLE D	3	5	3 21	3 51		8 06	s 9 37	10 12		12 16	4 01	
44.0	44		CATLETT	5	9	3 27	3 57		8 12	s 9 45	10 17		12 22	4 07	
46.3	46	WY.	CALVERTON N	3	4	3 30	s 4 02		8 15 ⁶¹	s 9 55	s 10 20		12 26	h 4 10 ⁹⁵	
50.0	50		MIDLAND	4	6	3 35	4 08		8 20	s 10 00	10 26		12 33	4 15	
52.8	53		BEALETON D	3	5	3 39	4 12		8 24	s 10 05	10 30		12 37	4 19	
56.3	56		REMINGTON D	4	6	3 44	4 18		8 29	s 10 11	10 35		12 42	4 24	
59.2	59		ELKWOOD	3	5	3 48	4 22		8 33	s 10 15	10 39		12 46	4 28	
61.5	62	P...	BRANDY	3	4	3 51	4 25		8 36	s 10 19	10 42		12 50	4 31	
64.4	64		INLET	3	5	3 55	4 29		8 40	f 10 23	10 45		12 54	4 35	
67.4	67	W..	CULPEPER N	4	6	3 59	4 33		u 8 45	s 10 35	f 10 51		s 1 00	h 4 39	
68.9	69	P...	DECLARE	2	3	4 01	4 35		8 48	10 38	10 54		1 03	4 41	
71.9	72		WINSTON	3	5	4 05	4 39		8 52	s 10 42	10 58		1 08	4 45	
74.4	74		MITCHELL	3	4	4 09	4 43		8 56	s 10 47	11 01		1 12	4 49	
77.0	77	P.	BUENA	3	4	4 13	4 47		9 00	f 10 51 ⁶¹	11 04		1 16	4 52	
79.1	79		RAPIDAN D	3	4	4 16	4 50		9 03	s 10 55	11 07		1 19	4 55	
83.3	83	P..	LARMOND	5	9	4 23	4 57		9 11	11 01	11 14 ⁶¹		1 26	5 01	
84.7	85		ORANGE N Ar.	2	3	4 25	5 00	A.M.	s 9 15 ³⁰	s 11 05	f 11 18	A.M.	s 1 29	s 5 05	
						Daily 37	Daily 25	Ex. Sun. 45	Daily 101 C. & O.	Daily 9	Daily 135	Daily 11	Daily 35	Daily 5 C. & O.	

ALEXANDRIA—ORANGE—SOUTHBOUND

WASHINGTON 3

Capacity of Tracks in cars		TIME TABLE NO. 100 In Effect Nov. 30, 1930		Minimum Time in min. bet n Stations		FIRST CLASS									
						21 Ex. Sun.	29 Daily	15 Daily	31 Daily	C. & O. 1 Daily	39 Daily	41 Daily	C. & O. 3 Daily	33 Daily	
Siding	Other	STATIONS		Passr	Frght	P.M. 3 55	P.M. 4 45	P.M. 5 05	P.M. 6 40	P.M. 7 50	P.M. 10 25	P.M. 10 35	P.M. 11 15	P.M. 11 55	
			WASHINGTON ..N												
			8.2												
			ALEXANDRIA ..			s 4 12	s 5 02	s 5 22	s 6 57	s 8 05	s 10 42	s 10 52	s 11 30	s 12 12	
			0.2												
			A. F. TOWER ..N			4 14	5 04	5 24	6 59	8 07	10 44	10 54	11 32	12 14	
			0.5												
	45		SEMINARY	2	4	f 4 16	5 05	f 5 26	7 00	8 08	10 45	10 56	11 33	12 15	
			1.1												
	4		C. R. TOWER ..N			4 22	5 08 ⁵⁷	5 32 ⁵⁷	7 03	8 10	10 48 ⁴¹	11 02 ³⁹	11 35	12 18 ⁵³	
			1.4												
			CAMERON	3	5	f 4 25	5 10	f 5 35	7 05	8 12	10 50	11 05	11 37	12 20	
			1.4												
S 46			EDSALL			f 4 28	5 13	f 5 38	7 07	8 14	10 53	11 08	11 39	12 22	
			1.6												
	1		SPRINGFIELD ..			f 4 31	5 16	f 5 41	7 11	8 16	10 56	11 11	11 42	12 26	
			2.9												
	11		RAVENSWORTH ..	3	5	f 4 35	5 20	f 5 46	7 15	8 20	11 00	11 15	11 46	12 30	
			1.9												
S 110	18	P.....	BURKE	2	4	f 4 38	5 23	s 5 51	7 18	8 23	11 03	11 18	11 49	12 33	
			2.2												
	4		SIDEBURN	3	4	f 4 41	5 26	f 5 56	7 21	8 26	11 06	11 21	11 52	12 36	
			1.2												
	25		FAIRFAX	2	3	f 4 43	5 28	s 6 00	7 24	8 28	11 08	11 23	11 54	12 39	
			3.5												
S 60	12	P...	CLIFTON	4	6	f 4 49	5 33	s 6 08	7 29	8 33	11 13	11 28	11 59	12 44	
			5.8												
S 158	223		WYCP MANASSAS ..N	7	10	s 5 00	5 41	s 6 18	dg 7 40 ¹²	w 8 42	11 22	ag 11 40	w 12 08	12 55	
			4.0												
	12		BRISTOW	4	7	P.M.	5 46	s 6 25	7 45	8 46	11 27	11 45	12 13	1 00	
			2.8												
S 48	19	P..	NOKESVILLE ..D	3	5		5 49	s 6 31	7 49	8 49	11 31	11 49	12 17	1 04	
			4.6												
	17		CATLETT	5	9		5 55	s 6 40	7 55	8 54	11 37	11 55	12 23	1 10	
			2.3												
S 110	50	WY.	CALVERTON ..N	3	4		f 6 00	s 6 47	7 58	8 57	11 40	11 58	12 26	1 13	
			3.7												
	12		MIDLAND	4	6		6 05	s 6 55	8 03	9 01	11 45	12 05	12 30	1 18	
			2.8												
S 65	25		BEALETON ..D	3	5		6 08	s 7 03	8 07	9 04	11 49	12 09	12 33	1 22	
			3.5												
	35		REMINGTON ..D	4	6		6 13	s 7 13	8 12	9 08	11 54	12 17	12 38	1 27	
			2.9												
	12		ELKWOOD	3	5		6 16	s 7 20	8 15	9 11	11 58	12 22	12 42	1 31	
			2.3												
S 110	17	P.....	BRANDY	3	4		6 19	s 7 27	8 18	9 14	12 01	12 26	12 45	1 34	
			2.9												
	6		INLET	3	5		6 22	f 7 32	8 22	9 17	12 05	12 30	12 48	1 38	
			3.0												
	178	W..	CULPEPER ..N	4	6		f 6 29	s 7 40	f 8 27	w 9 21	12 09	ag 12 36	12 52	1 42	
			1.5												
S 96		P...	DECLARE	2	3		6 32	7 43	8 30	9 24	12 12	12 39	12 56	1 44	
			3.0												
	8		WINSTON	3	5		6 36	f 7 49	8 34	9 27	12 16	12 44	1 00	1 48	
			2.5												
	12		MITCHELL	3	4		6 39	s 7 54	8 37	9 30	12 19	12 48	1 03	1 52	
			2.6												
S 122	15	P...	BUENA	3	4		6 43	f 7 59	8 40	9 33	12 22	12 52	1 06	1 56	
			2.1												
	12		RAPIDAN ..D	3	4		6 46	s 8 04	8 43	9 36	12 25	12 55	1 09	1 59	
			4.2												
S 110		P...	LARMOND	5	9		6 53	8 12	8 50	9 42	12 32	1 03	1 16	2 06	
			1.4												
S 75	82		ORANGE ..N AR.	2	3		f 6 57	s 8 17	f 8 54	s 9 45	12 35	ag 1 06 ³ A.M.	w 1 20 ⁴¹ A.M.	2 08 A.M.	
			P.M.												
						Ex. Sun. 21	Daily 29	Daily 15	Daily 31	Daily 1 C. & O.	Daily 39	Daily 41	Daily 3 C. & O.	Daily 33	

ALEXANDRIA—ORANGE—SOUTHBOUND

Capacity of Tracks in Cars		Miles from Washington	Station Nos.	TIME TABLE NO. 100 In Effect November 30, 1930		Minimum Time in min. bet'n Stations	SECOND CLASS						THIRD CLASS
Siding	Other			STATIONS	Passr		Frght	53 Daily	51 Daily	C. & O. 93 Daily	55 Daily	C. & O. 95 Daily	57 Daily	61 Ex. Sun.
		0.0	0	WASHINGTON	Lv. N		A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	A.M.
		6.2		POTOMAC YARD			12 01	2 45	3 00	9 30	2 00	5 00	
	1520	7.1	8	WCT. ALEXANDRIA YARD									6 00
		9.1		A. F. TOWER	N		12 15	2 55	3 15	9 40	2 20	5 10	6 05
	45	9.6	10	SEMINARY		2	12 20	3 10	3 20	9 45	2 25	5 20	6 08
	4	10.7	11	C. R. TOWER	N		12 25 ³³	3 20 ²⁵ ₉₃	3 30 ²⁵ ₅₁	9 55 ¹³⁵ ₁₁	2 33	5 32 ¹⁵ ₂₉	6 13
		12.1	12	CAMERON		3	12 28	3 25	3 35	10 00	2 36	5 35	6 17
S 46		13.5	14	EDSALL			12 31	3 30	3 40	10 05	2 40	5 40	6 23
	1	15.1	15	SPRINGFIELD		2	12 34	3 35	3 45	10 10	2 45	5 45	6 28
	11	18.0	18	RAVENSWORTH		3	12 40	3 42	3 55	10 16	2 53	5 51	6 36
S 110	18	19.9	20	BURKE	P.	2	12 44	3 48	4 05	10 20	3 00	5 55	6 44
	4	22.1	22	SIDEBURN		3	12 49	3 53	4 13	10 24	3 05	6 00	6 50
	25	23.3	23	FAIRFAX		2	12 52	3 57	4 17	10 28	3 09	6 05	6 55
S 60	12	26.8	27	CLIFTON	P.	4	1 00	4 05	4 25	10 36	3 17	6 13	7 05
S 158	223	32.6	33	WYCP. MANASSAS	N	7	1 12	4 30	4 40	10 48	3 29	6 25	7 30
	12	36.6	37	BRISTOW		4	1 19	4 38	4 50	10 55	3 36	6 32	7 40
S 48	19	39.4	39	NOKESVILLE	D	3	1 25	4 44	4 57	11 01	3 42	6 38	7 50
	17	44.0	44	CATLETT		5	1 34	4 54	5 07	11 10	3 52	6 48	8 00
S 110	50	46.3	46	CALVERTON	N	3	1 40	5 00	5 13	11 16	4 10 ⁵	6 56	8 15 ¹⁰¹
	12	50.0	50	MIDLAND		4	1 48	5 10	5 22	11 24	4 22	7 04	8 40
S 65	25	52.8	53	BEALETON	D	3	1 54	5 16	5 31	11 30	4 29	7 12	8 55
	35	56.3	56	REMINGTON	D	4	2 00	5 23	5 44	11 37	4 37	7 22	9 05
	12	59.2	59	ELKWOOD		3	2 06	5 30	5 51	11 43	4 42	7 29	9 17
S 110	17	61.5	62	BRANDY	P.	3	2 11	5 35	5 57	11 48	4 48	7 35	9 30
	6	64.4	64	INLET		3	2 16	5 40	6 03	11 53	4 54	7 41	9 40
	178	67.4	67	CULPEPER	N	4	2 22	5 50	6 09	11 59	5 00	7 48	10 05
S 96		68.9	69	DECLARE	P.	2	2 27	5 55	6 14	12 04	5 05	7 53	10 20
	8	71.9	72	WINSTON		3	2 33	6 02	6 20	12 10	5 11	8 00	10 32
	12	74.4	74	MITCHELL		3	2 38	6 07	6 26	12 15	5 17	8 06	10 40
S 122	15	77.0	77	BUENA	P.	3	2 43	6 11	6 34	12 20	5 25	8 12	10 51 ⁹
	12	79.1	79	RAPIDAN	D	3	2 47	6 16	6 39	12 24	5 30	8 17	11 00
S 110		83.3	83	LARMOND	P.	5	2 58	6 30	6 52	12 39	5 50	8 30	11 14 ¹³⁵
S 75	82	84.7	85	ORANGE	N Ar.	2	3 02 A.M.	6 40 A.M.	7 00 A.M.	12 43 P.M.	5 55 P.M.	8 34 P.M.	11 45 A.M.
							Daily 53	Daily 51	Daily 93 C. & O.	Daily 55	Daily 95 C. & O.	Daily 57	Ex. Sun. 61

ALEXANDRIA—ORANGE—NORTHBOUND

WASHINGTON 5

Capacity of Tracks in Cars		Miles from Washington	Station Nos.	TIME TABLE NO. 100 In Effect Nov. 30, 1930	Minimum Time in min. bet'n Stations		FIRST CLASS						
							C. & O. 6 Daily	32 Daily	38 Daily	42 Daily	40 Daily	C. & O. 2 Daily	16 Daily
Siding	Other			STATIONS	Passr	Frght	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.
		0.0	0	WASHINGTON N 8.2			2 45	3 50	4 05	6 40	7 05	7 40	8 10
		8.2	8	ALEXANDRIA 0.7			s 2 26	3 31	3 48	s 6 20	s 6 46	s 7 18	s 7 50
		9.1		A. F. TOWER N 0.5			2 24	3 29	3 46	6 15	6 44	7 16	7 45
	45	9.6	10	SEMINARY 1.1	2	4	2 22	3 27	3 44	6 13	6 42	7 14	i 7 44
	4	10.7	11	C. R. TOWER N 1.4			2 20	3 25	3 42	6 11	6 40	7 12	7 42
		12.1	12	CAMERON 1.4	3	5	2 18	3 23	3 40	6 09	6 38	7 10	f 7 40
		13.5	14	EDSALL 1.6	2	3	2 16	3 21	3 38	6 07	6 36	7 07	i 7 38
	1	15.1	15	SPRINGFIELD 1.6			2 14	3 18	3 35	6 04	6 33	7 05	f 7 35
	11	18.0	18	RAVENSWORTH 2.9	3	5	2 09	3 14	3 31	6 00	6 29	7 01	f 7 30
N 98	18	19.9	20	P. BURKE 1.9	2	4	2 06	3 10	3 28	5 57	6 25	6 58	s 7 26
	4	22.1	22	SIDEBURN 2.2	3	4	2 02	3 07	3 25	5 54	6 21	6 54	f 7 21
	25	23.3	23	FAIRFAX 1.2	2	3	2 00	3 05	3 22	5 52	6 19	6 52	f 7 18
N 37	12	26.8	27	P. CLIFTON 3.5	4	6	1 53	2 58	3 15	5 45	6 12	6 45	s 7 11
N 110	223	32.6	33	WYCP. MANASSAS. N 5.8	7	10	1 44	2 50	3 07	5 37	g 6 04	c 6 36	s 7 01
	12	36.6	37	BRISTOW 4.0	4	7	1 39	2 45	3 02	5 32	5 59	6 30	s 6 55
N 98	19	39.4	39	P. NOKESVILLE D 2.8	3	5	1 35	2 41	2 58	5 28	5 55	6 26	s 6 50
	17	44.0	44	CATLETT 4.6	5	9	1 29	2 35	2 52	5 22	5 49	6 20	s 6 43
N 100	50	46.3	46	WY. CALVERTON N 2.3	3	4	1 25	2 32 ⁹⁰	2 49 ⁹⁰	r 5 19	5 46	c 6 16	s 6 39
	12	50.0	50	MIDLAND 3.7	4	6	1 20	2 26	2 43	5 12	5 40	6 10	s 6 32
N 60	25	52.8	53	BEALETON D 2.8	3	5	1 16	2 23	2 40	5 09	5 37	6 06	s 6 27
	35	56.3	56	REMINGTON D 3.5	4	6	1 11	2 18	2 35	5 04	5 32	6 01	s 6 21
	12	59.2	59	ELKWOOD 2.9	3	5	1 07	2 14	2 31	5 00	5 29	5 57	s 6 16
N 110	17	61.5	62	P. BRANDY 2.3	3	4	1 04	2 11	2 28	4 57	5 26	5 54	s 6 11
	6	64.4	64	INLET 2.9	3	5	1 00	2 07	2 24	4 53	5 22	5 50	f 6 07
	178	67.4	67	W. CULPEPER N 3.0	4	6	12 56	2 03	2 20	r 4 49	5 18	c 5 46	s 6 02
N 114		68.9	69	P. DECLARE 1.5	2	3	12 54	2 01	2 18	4 46	5 16	5 44	5 57
	8	71.9	72	WINSTON 3.0	3	5	12 50	1 57	2 14	4 42	5 12	5 40	f 5 52
	12	74.4	74	MITCHELL 2.5	3	4	12 46	1 53	2 10	4 38	5 08	5 36	s 5 48
N 84	15	77.0	77	P. BUENA 2.6	3	4	12 42	1 49 ⁵²	2 06 ⁵²	4 34	5 04	5 32	f 5 43
	12	79.1	79	RAPIDAN D 2.1	3	4	12 39	1 46	2 03	4 31	5 01	5 29	s 5 40
N 100		83.3	83	P. LARMOND 4.2	5	9	12 33	1 40	1 57	4 25	4 55	5 23	5 32
	82	84.7	85	ORANGE N 1.4 Lv.	2	3	12 30 ⁹⁰ A.M.	1 38 A.M.	1 55 A.M.	r 4 23 A.M.	p 4 53 ² A.M.	s 5 20 ⁴⁰ A.M. ¹⁶	s 5 30 ² A.M.
							Daily 6 C. & O.	Daily 32	Daily 38	Daily 42	Daily 40	Daily 2 C. & O.	Daily 16

WASHINGTON 6

ALEXANDRIA—ORANGE—NORTHBOUND

Capacity of Tracks in cars		Miles from Washington	Station Nos.	TIME TABLE NO. 100 In Effect Nov. 30, 1930.	STATIONS	Minimum Time in min. bet'n Stations		FIRST CLASS						
Siding	Other					Passr	Frght	14 Ex. Sun.	30 Daily	C. & O. 4 Daily	10 Daily	136 Daily	12 Daily	36 Daily
		0.0	0	Ar.	WASHINGTON N			A.M. 10 50	A.M. 11 35	P.M. 2 40	P.M. 3 30	P.M. 5 25	P.M. 8 40	P.M. 8 30
		8.2	8		ALEXANDRIA			s10 31	s11 15	s 2 21	s 3 13	s 5 05	s 8 22	s 8 12
		9.1			A. F. TOWER N			10 29	11 13	2 19	3 09	5 03	8 18	8 10
	45	9.6	10		SEMINARY	2	4	f10 28	11 11	2 17	3 08	t 5 01	f 8 16	8 06
	4	10.7	11		C. R. TOWER N			10 26	11 09	2 15	3 06	4 59	8 14 ³⁶ ₁₀₆	8 04 ¹²
		12.1	12		CAMERON	3	5	f10 24	11 06	2 13	3 04	4 57	f 8 12	8 02
		13.5	14		EDSALL			f10 22	11 03	2 11	3 02	t 4 55	f 8 10	8 00
	1	15.1	15		SPRINGFIELD	2	3	f10 19	11 01	2 09	2 59	t 4 52	f 8 08	7 58
	11	18.0	18		RAVENSWORTH	3	5	f10 14	10 57	2 05	2 55	t 4 48	f 8 03	7 53
N 98	18	19.9	20	P.	BURKE	2	4	f10 10	10 54	2 03	o 2 52	tg4 44	s 7 59	7 49
	4	22.1	22		SIDEBURN	3	4	f10 05	10 50	2 00	2 47	t 4 39	f 7 54	7 44
	25	23.2	23		FAIRFAX	2	3	f10 02	10 48	1 58	go2 45	t 4 35	s 7 51	7 41
N 37	12	26.8	27	P.	CLIFTON	4	6	f 9 55	10 41	1 52	gv2 38	t 4 27	s 7 44	7 34
N 110	223	32.6	33		WYCP.MANASSAS N	7	10	s 9 45 ¹¹	bq10 31	c 1 43 ⁹⁸	s 2 29	s 4 17	s 7 34 ^{106 31 36}	q 7 25 ^{12 106}
	12	36.6	37		BRISTOW	4	7	A.M.	10 25	1 38	2 23	s 4 09	P.M.	7 17
N 98	19	39.4	39	P.	NOKESVILLE D	3	5		10 21	1 34	2 19	s 4 03		7 13
	17	44.0	44		CATLETT	5	9		10 14	1 28	2 13	s 3 54		7 06
N 100	50	46.3	46	WY.	CALVERTON N	3	4		s10 10 ⁵⁸	c 1 25	s 2 10	s 3 48		s 7 03
	12	50.0	50		MIDLAND	4	6		10 03	1 20	2 04	s 3 37		6 56
N 60	25	52.8	53		BEALETON D	3	5		9 58	1 16	2 00	s 3 31		6 53
	35	56.3	56		REMINGTON D	4	6		9 52	1 11	g 1 55	s 3 24		6 48
	12	59.2	59		ELKWOOD	3	5		9 48	1 07	1 51	f 3 18		6 44
N 110	17	61.5	62	P.	BRANDY	3	4		9 45 ⁶²	1 04	1 48	s 3 13		6 41
	6	64.4	64		INLET	3	5		9 41	1 00	1 44	f 3 08		6 37
	178	67.4	67	W.	CULPEPER N	4	6		f 9 36	c12 56	s 1 40	s 3 03		f 6 32
N 114		68.9	69	P.	DECLARE	2	3		9 32	12 53	1 36	2 56		6 27
	8	71.9	72		WINSTON	3	5		9 28	12 49	1 32	f 2 51		6 23
	12	74.4	74		MITCHELL	3	4		9 24	12 45	1 28	s 2 46		6 19
N 84	15	77.0	77	P.	BUENA	3	4		9 20	12 41	1 24	f 2 41		6 15
	12	79.1	79		RAPIDAN D	3	4		9 17	12 38	1 21	s 2 38		g 6 12
N 100		83.3	83	P.	LARMOND	5	9		9 11	12 32	1 15	2 31		6 06
	82	84.7	85		ORANGE N	2	3		f 9 08 ¹⁰¹	s12 30	s 1 12	s 2 28	P.M.	6 03 ¹⁰⁶
								A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.
								Ex. Sun. 14	Daily 30	Daily 4 C. & O.	Daily 10	Daily 136	Daily 12	Daily 36

ALEXANDRIA—ORANGE—NORTHBOUND

Capacity of Tracks in Cars		Miles from Washington	Station Nos.	TIME TABLE NO. 100 In Effect Nov. 30, 1930 STATIONS	Minimum Time in min. bet'n Stations		SECOND CLASS						THIRD CLASS
Siding	Other				Passr	Frght	C. & O. 90 Daily	52 Daily	58 Daily	C. & O. 98 Daily	54 Daily	56 Daily	62 Ex. Sun.
				Ar. N			A.M.	A.M.	P.M.	P.M.	P.M.	A.M.	P.M.
		0	0	WASHINGTON									
		6.2		POTOMAC YARD			5 30	6 00	12 30	3 00	1 00	1 00	2 15
	1520		8	WCT.ALEXANDRIA YARD									
		9.1		A. F. TOWER			5 00	5 15	11 45	2 38	12 35	12 25	1 50
	45	9.6	10	SEMINARY	2	4	4 50	5 10	11 40	2 35	12 34	12 20	1 45
	4	10.7	11	C. R. TOWER			4 44	5 02	11 30	2 33	12 32	12 10 ²⁶	1 30
		12.1	12	CAMERON	3	5	4 39	4 57	11 26	2 30	12 29	12 06	1 25
		13.5	14	EDSALL			4 35	4 54	11 22	2 27	12 26	12 02	1 21
	1	15.1	15	SPRINGFIELD	2	3	4 30	4 50	11 18	2 23	12 23	11 58	1 17
		18.0	18	RAVENSWORTH	3	5	4 22	4 44	11 13	2 17	12 17	11 52	1 11
N 98	18	19.9	20	P. BURKE	2	4	4 16	4 38	11 09	2 11	12 13	11 47	1 06
	4	22.1	22	SIDEBURN	3	4	4 10	4 32	11 05	2 07	12 08	11 41	1 01
	25	23.3	23	FAIRFAX	2	3	4 05	4 27	11 02	2 03	12 05	11 35	12 57
N 37	12	26.8	27	P. CLIFTON	4	6	3 50	4 12	10 50	1 53	11 55	11 15	12 43
N 110	223	32.6	33	WYCP. MANASSAS	7	10	3 35	4 00	10 40	1 43 ⁴	11 45	11 00	12 30
		36.6	37	BRISTOW	4	7	3 25	3 42	10 30	1 23	11 32	10 13	12 00
N 98	19	39.4	39	P. NOKESVILLE	3	5	3 15	3 35	10 25	1 17	11 27	10 05	11 35
		44.0	44	CATLETT	5	9	3 00	3 22	10 15	1 07	11 17	9 50	11 20
N 100	50	46.3	46	WY. CALVERTON	3	4	2 49 ³² ₃₈	3 17	10 10 ³⁰	1 02	11 13 ⁶²	9 40	11 13 ⁵⁴
		50.0	50	MIDLAND	4	6	2 17	3 07	9 57	12 52	11 06	9 30	10 30
N 60	25	52.8	53	BEALETON	3	5	2 10	3 00	9 50	12 45	11 00	9 22	10 20
	35	56.3	56	REMINGTON	4	6	2 01	2 50	9 40	12 37	10 51	9 10	10 05
	12	59.2	59	ELKWOOD	3	5	1 55	2 43	9 34	12 27	10 45	9 03	9 50
N 110	17	61.5	62	P. BRANDY	3	4	1 49	2 38	9 29	12 19	10 40	8 57	9 45 ³⁰
	6	64.4	64	INLET	3	5	1 43	2 32	9 23	12 10	10 34	8 50	9 25
	178	67.4	67	W. CULPEPER	4	6	1 36	2 26	9 16 ⁶²	12 00	10 28	8 42	9 16 ⁵⁸
N 114		68.9	69	P. DECLARE	2	3	1 31	2 22	9 09	11 46	10 21	8 35	8 50
	8	71.9	72	WINSTON	3	5	1 25	2 16	9 03	11 36	10 15	8 25	8 40
	12	74.4	74	MITCHELL	3	4	1 19	2 11	8 57	11 27	10 10	8 19	8 30
N 84	15	77.0	77	P. BUENA	3	4	1 14	2 06 ³² ₃₈	8 52	11 18	10 05	8 13	8 20
	12	79.1	79	RAPIDAN	3	4	1 10	1 37	8 47	11 10	10 01	8 08	8 15
N 100		83.3	83	P. LARMOND	5	9	1 00	1 27	8 37	10 59	9 51	7 57	8 05
	82	84.7	85	ORANGE	2	3	12 55 ⁶ ₅₂ A.M.	1 23 ⁹⁰ A.M.	8 32 A.M.	10 55 A.M.	9 48 A.M.	7 52 P.M.	8 00 A.M.
							Daily-C&O 90	Daily 52	Daily 58	Daily-C&O 98	Daily 54	Daily 56	Ex. Sun. 62

ORANGE—MONROE—SOUTHBOUND

WASHINGTON 9

Capacity of Tracks in Cars		Miles from Washington	Station Nos.	TIME TABLE NO. 100 In Effect Nov. 30, 1930	Minimum Time in min. bet'n Stations		FIRST CLASS								
Siding	Other				Passr	Frght	39 Daily	41 Daily	33 Daily	37 Daily	25 Daily	9 Daily	135 Daily	35 Daily	
	82	84.7	85	ORANGE	Lv.			A.M. 12 35	A.M. 1 06	A.M. 2 08	A.M. 4 25	A.M. 5 00	A.M. 11 05	A.M. 11 18	P.M. 1 29
	30	88.8	89	MONTPELIER	4.1	5	7	12 41	1 12	2 14	4 31	5 06	f 11 10	11 23	1 35
	20	91.5	92	SOMERSET	2.7	3	4	12 44	1 16	2 18	4 35	5 10	s 11 15	11 27	1 39
N 95	80	92.9	93	WCY. WEYBURN	1.4	2	3	12 48	1 19	2 23	4 40	5 14	11 18	11 30	1 43
	32	95.8	96	BARBOURSVILLE	2.9	3	5	12 54	1 24	2 28	4 44	5 19	s 11 24	11 35	1 48
	13	99.2	99	BURNLEY	3.4	4	6	12 59	1 29	2 33	4 49	5 24	f 11 29	11 40	1 53
N 98	11	101.7	102	GILBERT	2.5	3	4	1 03	1 33	2 37	4 53	5 28	f 11 34	11 44	1 57
	20	105.7	106	PROFFIT	4.0	4	6	1 08	1 38	2 42	4 58	5 33	s 11 40	11 49	2 02
	7	109.4	109	RIO	3.7	4	6	1 14	1 43	2 47	5 03	5 38	f 11 46	11 54	2 07
N 100	175	112.2	112	WTCPC HARL'T'VILLE	2.8	3	4	s 1 28	s 1 57	f 2 55	f 5 10	s 5 50	{ 11 51 ¹³⁵ s 1 45 ⁵⁵	{ s 11 59 ⁹ 12 09	s 2 18
	20	115.7	116	HICKORY HILL	3.5	5	8	1 33	2 02	3 00	5 15	5 56	f 1 51	12 14	2 24
	3	119.2	119	ARROWHEAD	3.5	4	6	1 40	2 09	3 07	5 22	6 03	f 1 58	12 21	2 31
	9	120.5	121	RED HILL	1.3	3	5	1 42	2 11	3 09	5 24	6 05	s 2 01	12 23	2 33
N 98		121.8	122	DURRETT	1.3			1 44	2 13	3 11	5 26	6 07	2 04	12 25	2 35 ⁵⁵
	36	123.1	123	W. NORTH GARDEND	1.3	5	7	1 46	2 15	3 13	5 28	6 09	s 2 07	12 27	2 37
N 100	9	126.1	126	P. APLEGATE	3.0			1 50	2 20	3 18	5 32	6 14	2 12	12 30	2 42
	50	128.0	128	COVESVILLE	1.9	2	3	1 53	2 24	3 21	5 35	q 6 18	s 2 17	12 33	2 45
		129.3	129	BANTON	1.3	2	2	1 55	2 26	3 23	5 37	6 20	2 20	12 35	2 47
	9	132.4	132	FABER	3.1	4	6	1 59	2 30	3 27	5 41	6 24	s 2 25	12 39	2 51
	32	134.8	135	ROCKFISH	2.4	3	5	2 03	2 34	3 31	5 45	q 6 29	s 2 29	12 43	2 55
	44	138.8	139	ELMA	4.0	4	8	2 09	2 40	3 37	5 51	q 6 36	s 2 36	12 48	3 01
N 100	4	140.5	141	P. GORDON	1.7	3	4	2 12	2 43	3 40	5 54	6 39	2 39	12 51	3 04
	30	142.1	142	W. SHIPMAN	1.6	2	3	2 14	2 45	3 42	5 56	f 6 44	s 2 44	12 53	3 06
	30	146.7	147	ARRINGTON	4.6	5	8	2 20	2 52	3 48	6 02	q 6 53	s 2 52	q 12 59	3 12
N 86	30	149.9	150	WP. TYE RIVER	3.2	4	5	2 25	2 57	3 53	6 07	q 7 01	s 2 59	1 03	3 17
	11	153.0	153	NEW GLASGOW	3.1	4	5	2 30	3 02	3 59	6 12	7 07	s 3 06	1 07	3 22
N 99		156.6	157	P. ACME	3.6	4	6	2 35	3 10	4 04	6 17	7 14	3 12	1 11 ⁶³	3 27
	42	158.0	158	AMHERST	1.4	2	3	2 37	3 12	4 06	6 19	f 7 19	s 3 15	s 1 14	3 29
	9	160.0	160	SWEETBRIAR	2.0	2	4	2 40	3 17	4 09	6 22	j 7 24	s 3 20	1 17	j 3 32
	7	162.1	162	COOLWELL	2.1	3	4	2 44	3 21	4 12	6 27	7 29	f 3 24	1 21	3 36
	1000	165.1	165	WTC. MONROE	3.0	4	7	2 50 A.M.	3 30 A.M.	4 20 A.M.	6 35 ⁵³ A.M.	s 7 45 A.M.	s 3 35 P.M.	s 1 28 P.M.	s 3 45 P.M.
								Daily 39	Daily 41	Daily 33	Daily 37	Daily 25	Daily 9	Daily 135	Daily 35

ORANGE—MONROE—SOUTHBOUND

Miles from Washington	Station Nos.	TIME TABLE NO. 100 In Effect Nov. 30, 1930 STATIONS	Minimum Time in min. bet'n Stations		FIRST CLASS			SECOND CLASS				THIRD CLASS	
			Passr	Frghr	29	15	31	53	51	55	57	63	61
					Daily	Daily	Daily	Daily	Daily	Daily	Daily	Ex. Sun.	Ex. Sun.
84.7	85	ORANGE Lv. N	5	7	P.M. 6 57	s P.M. 8 17	P.M. 8 54	A.M. 3 02	A.M. 6 40	P.M. 12 43	P.M. 8 34	A.M. 11 45	
88.8	89	MONTPELIER	3	4	7 04	f 8 24	9 00	3 10	6 50	12 51	8 42	12 00	
91.5	92	SOMERSET D	2	3	7 08	s 8 29	9 04	3 15	6 55	12 56	8 48	A.M. 12 30	
92.9	93	WYC. WEYBURN D	3	5	7 12	8 33	9 09 ⁵⁷	3 23	7 05 ⁶³	1 04	9 09 ³¹	7 30 ⁵¹ 1 00	
95.8	96	BARBOURSVILLE D	4	6	7 17	s 8 40	9 14	3 33	7 15	1 15	9 21	7 50 P.M.	
99.2	99	BURNLEY	3	4	7 21	s 8 46	9 19	3 40	7 23	1 22	9 28	8 00	
101.7	102	GILBERT	4	6	7 24	s 8 51	9 22	3 45	7 29	1 27	9 34	8 10	
105.7	106	PROFFIT D	4	6	7 29	s 8 58	9 27	3 53	7 39	1 35	9 43	8 25	
109.4	109	RIO	3	4	7 34	f 9 05	9 32	4 00	7 46	1 42	9 50	8 35	
112.2	112	WTCP CHARLOTTESVILLE N	5	8	s 7 45	s 9 15 ³¹	s 9 42 ¹⁵	4 10	8 15	1 55 ⁹	10 10	9 15	
115.7	116	HICKORY HILL	4	6	7 50	P.M.	9 48	4 18	8 25	2 03	10 18	9 30	
119.2	119	ARROWHEAD	3	5	7 57		9 55	4 28	8 40	2 15	10 30	9 40	
120.5	121	RED HILL	3	5	7 59		9 57	4 31	8 45	2 19	10 34	9 55	
121.8	122	P. DURRETT	5	7	8 01		9 59	4 34	8 50	2 35 ³⁵	10 38	10 10	
123.1	123	W NORTH GARDEN D	2	3	8 03		10 01	4 37	9 00	2 40	10 42	10 20	
126.1	126	P. APPLEGATE	2	3	8 07		10 05	4 42	9 07	2 46	10 48	10 30	
128.0	128	COVESVILLE D	2	2	8 10		10 08	4 46	9 14	2 51	10 53	10 45	
129.3	129	P. BANTON	4	6	8 12		10 10	4 49	9 18	2 54	10 56	10 50	
132.4	132	FABER	3	5	8 16		10 14	4 55	9 26	3 00	11 02	11 05	
134.8	135	ROCKFISH D	4	8	8 20		10 18	5 00	9 33	3 05	11 07	11 25	
138.8	139	ELMA D	3	4	8 26		10 24	5 09	9 44	3 15	11 17	11 40	
140.5	141	P. GORDON	2	3	8 29		10 27	5 13	9 54	3 20	11 22	11 50	
142.1	142	W. SHIPMAN N	5	8	q 8 33		10 29	5 16	9 59	3 24	11 26	12 20	
146.7	147	ARRINGTON D	4	5	8 39		10 35	5 25	10 10	3 33	11 35	12 40	
149.9	150	WP. TYE RIVER D	4	5	8 43		10 39	5 31	10 16	3 39	11 41	12 55	
153.0	153	NEW GLASGOW D	4	6	8 48		10 43	5 37	10 23	3 46	11 47	1 03	
156.6	157	P. ACME	2	3	8 53		10 48	5 42	10 30	3 52	11 53	1 11 ¹³⁵	
158.0	158	AMHERST D	2	4	s 8 55		10 50	5 45	10 33	3 55	11 56	1 50	
160.0	160	SWEETBRIAR	3	4	j 8 59		10 53	5 50	10 38	4 00	12 01	2 00	
162.1	162	COOLWELL	4	7	9 04		10 57	5 55	10 45	4 07	12 08	2 10	
165.1	165	WTC. MONROE N AR.			9 15 P.M.	P.M.	11 05 P.M.	6 15 ³⁷ A.M.	11 00 A.M.	4 30 P.M.	12 30 A.M.	2 30 P.M. P.M.	
					Daily 29	Daily 15	Daily 31	Daily 53	Daily 51	Daily 55	Daily 57	Ex. Sun. 63	Ex. Sun. 61

ORANGE—MONROE—NORTHBOUND

WASHINGTON 11

Miles from Washington	Station Nos.	TIME TABLE NO. 100 In Effect Nov. 30, 1930	Minimum Time in min. bet'n Stations		FIRST CLASS										
					STATIONS		42	40	16	30	10	136	36	26	34
					Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	
			Passr	Frght	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	
84.7	85	..... ORANGE Ar. N			r 4 23	p 4 53	s 5 30	f 9 08	s 1 12	s 2 28	f 6 03	r 10 40	11 22	
		4.1	5	7											
88.8	89	... MONTPELIER ...			4 17	4 47	f 5 24	9 02	1 05	f 2 17	5 55	10 34	11 16		
		2.7	3	4											
91.5	92	.... SOMERSET ... D			4 13	4 43	s 5 20	k 8 57	1 01	s 2 11	5 50	10 29	11 11	
		1.4	2	3											
92.9	93	WYC. WEYBURN ... D			4 10	4 41	5 17	8 55	12 58 ⁶⁴	2 05	5 47	10 27	11 08		
		2.9	3	5											
95.8	96	. BARBOURSVILLE D			4 04	4 35	s 5 13	k 8 50	g 12 54	s 1 59	m 5 41	10 23	11 03		
		3.4	4	6											
99.2	99	..... BURNLEY			3 59	4 30	s 5 08	8 44	12 49	f 1 52	5 35	10 17	10 57	
		2.5	3	4											
101.7	102	.... GILBERT			3 55	4 26	s 5 04	8 40	12 45	s 1 47	5 31	10 13	10 53	
		4.0	4	6											
105.7	106	.... PROFFIT ... D			3 50	4 21	s 4 59	8 34	12 40	s 1 41	5 25	10 07	10 47	
		3.7	4	6											
109.4	109	..... RIO			3 45	4 16	f 4 54	8 29	12 35	f 1 35	5 19	10 01	10 41	
		2.8	3	4											
112.2	112	WTPC CHARLOTTESVILLE N			s 3 41	s 4 12	4 50	s 8 25	{ 12 30 ⁶⁴ s 9 15	s 1 30	s 5 15	s 9 57	s 10 38		
		3.5	5	8											
115.7	116	.. HICKORY HILL ...			3 31	4 02	A.M.	8 16	f 9 05	f 1 17	4 58	9 45	10 27		
		3.5	4	6											
119.2	119	... ARROWHEAD ...			3 25	3 56	.....	8 11	f 8 58	f 1 11	4 53	9 39	10 21	
		1.3	3	5											
120.5	121	.... RED HILL			3 23	3 54	.....	8 09	s 8 55	f 1 08	4 50	9 37	10 19	
		1.3	3	5											
121.8	122	P... DURRETT.....			3 21	3 52	.....	8 07	8 52	1 05	4 48	9 35	10 17	
		1.3	5	7											
123.1	123	WNORTH GARDEND			3 19	3 50	.....	8 05	s 8 50	s 1 03	y 4 46	9 33	10 15	
		3.0	2	3											
126.1	126	P... APPLGATE ...			3 15	3 46	.....	8 01 ⁵⁴	8 44	12 57	4 40	9 28	10 11	
		1.9	2	3											
128.0	128	... COVESVILLE D			3 12	3 43	.....	7 58	s 8 41	s 12 54	y 4 38	9 25	10 09	
		1.3	2	2											
129.3	129	P... BANTON			3 09	3 40	.....	7 56	8 37	12 51	4 35	9 23	10 06	
		3.1	4	6											
132.4	132	..... FABER			3 03	3 34	.....	7 51	s 8 31	s 12 44	4 28	9 16	9 59	
		2.4	3	5											
134.8	135	.... ROCKFISH ... D			2 59	3 30	.....	7 47	s 8 25	s 12 38	y 4 24	9 12	9 55	
		4.0	4	8											
138.8	139	..... ELMA ... D			2 53	3 24	.....	7 41	s 8 16	s 12 31	y 4 18	9 05	9 49	
		1.7	3	4											
140.5	141	P... GORDON			2 49	3 21	.....	7 38	8 11 ⁶⁴	12 26	4 15	9 01	9 45	
		1.6	2	3											
142.1	142	W. SHIPMAN ... N			2 47	3 19	.....	7 36	s 8 09	s 12 23	f 4 13	8 59	9 43	
		4.6	5	8											
146.7	147	.... ARRINGTON ... D			2 40	3 13	.....	7 30	s 8 00	s 12 14	f 4 05	8 51	9 36	
		3.2	4	5											
149.9	150	WP. TYE RIVER ... D			2 34	3 07	.....	7 25 ⁶⁴	s 7 53	s 12 06	y 3 58	8 45	9 30	
		3.1	4	5											
153.0	153	. NEW GLASGOW D			2 29	3 02	.....	7 21	s 7 47	s 11 59	3 53	8 40	9 26	
		3.6	4	6											
158.6	157	P.... ACME			2 23	2 56	.....	7 16	7 41	11 52	3 48	8 34	9 20	
		1.4	2	3											
158.0	158	..... AMHERST ... D			2 21	2 54	.....	gk 7 14	s 7 39	s 11 50	s 3 46	8 32	9 18	
		2.0	2	4											
160.0	160	... SWEETBRIAR ...			2 18	2 51	.....	kp 7 10	s 7 35	s 11 44	f 3 41	y 8 28	9 14	
		2.1	3	4											
162.1	162	.... COOLWELL			2 15	2 48	.....	7 07	f 7 31	f 11 41	3 37	8 25	9 11	
		3.0	4	7											
165.1	165	WTC MONROE ... N Lv.			2 08 A.M.	2 40 A.M.	A.M.	7 00 ¹⁰ A.M.	7 25 ³⁰ A.M.	11 35 A.M.	3 30 ⁵⁶ P.M.	8 20 P.M.	9 05 ⁵² P.M.		
					Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	
					42	40	16	30	10	136	36	26	34		

Capacity of Tracks in Cars		Miles from Washington	Station Nos.	TIME TABLE NO. 100 In Effect Nov. 30, 1930	STATIONS	Minimum Time in min. bet'n Stations		FIRST CLASS		SECOND CLASS				THIRD CLASS		
Siding	Other					Passr	Frgh't	32 Daily	38 Daily	58 Daily	54 Daily	56 Daily	52 Daily	64 Ex. Sun.	62 Ex. Sun.	
								A.M.	A.M.	A.M.	A.M.	P.M.	A.M.	P.M.	A.M.	
	82	84.7	85	Ar.	ORANGE	N	5	7	1 38	1 55	8 32	9 48	7 52	1 23	8 00	
	30	88.8	89	4.1	MONTPELIER		3	4	1 32	1 49	8 20	9 38	7 40	1 13	7 52	
	20	91.5	92	2.7	SOMERSET	D	2	3	1 28	1 44	8 15	9 30	7 31	1 04	P.M. 7 47	
N 95	80	92.9	93	1.4	WYC. WEYBURN	D	3	5	1 25	1 42	8 10	9 25	7 26	12 59	12 45 ¹⁰ 7 40	
	32	95.8	96	2.9	BARBOURSVILLE	D	4	6	1 19	1 34	8 00	9 15	7 16	12 51	12 30 A.M.	
	13	99.2	99	3.4	BURNLEY		3	4	1 14	1 29	7 50	9 05	7 06	12 41	12 20	
N 98	11	101.7	102	2.5	GILBERT		4	6	1 10	1 25	7 45	8 59	7 00	12 35	12 15	
	20	105.7	106	4.0	PROFFIT	D	4	6	1 05	1 20	7 38	8 51	6 53	12 28	12 00	
	7	109.4	109	3.7	RIO		3	4	1 00	1 15	7 30	8 43	6 44	12 20	11 45	
N 100	175	112.2	112	2.8	WTPC CHARLOTTESVILLE	N	5	8	12 56	1 11	7 25	8 37	6 38	12 15	11 35 ¹⁰	
	20	115.7	116	3.5	HICKORY HILL		4	6	12 48	1 04	7 10	8 27	6 23	12 01	10 35	
	3	119.2	119	3.5	ARROWHEAD		3	5	12 42	12 59	7 00	8 17	6 13	11 53	10 25	
	9	120.5	121	1.3	RED HILL		5	7	12 40	12 57	6 55	8 13	6 08	11 49	10 20	
N 98		121.8	122	1.3	DURRETT		5	7	12 38	12 55	6 50	8 10	6 04	11 45	10 00	
	36	123.1	123	1.3	W NORTH GARDEN	D	2	3	12 36	12 53	6 45	8 07	6 00	11 42	9 50	
N 100	9	126.1	126	3.0	APPLEGATE		2	3	12 32	12 49	6 35	8 01 ³⁰	5 51	11 34	9 35	
	50	128.0	128	1.9	COVESVILLE	D	2	2	12 29	12 46	6 30	7 50	5 47	11 30	9 25	
		129.3	129	1.3	BANTON		4	6	12 26	12 44	6 23	7 46	5 40	11 23	9 10	
	9	132.4	132	3.1	FABER		3	5	12 20	12 38	6 10	7 33	5 27	11 10	9 00	
	32	134.8	135	2.4	ROCKFISH	D	4	8	12 16	12 35	6 03	7 26	5 20	11 03	8 40	
	44	138.8	139	4.0	ELMA	D	3	4	12 10	12 29	5 53	7 17	5 10	10 53	8 20	
N 100	4	140.5	141	1.7	GORDON		2	3	12 07	12 26	5 48	7 12	5 05	10 48	8 11 ¹⁰	
	30	142.1	142	1.6	SHIPMAN	N	5	8	12 05	12 24	5 43	7 08	5 00	10 43	8 00	
	30	146.7	147	4.6	ARRINGTON	D	4	5	11 59	12 18	5 33	6 58	4 55	10 33	7 45	
N 86	30	149.9	150	3.2	TYE RIVER	D	4	5	11 53	12 13	5 25	6 50	4 46	10 25	7 30 ³⁰	
	11	153.0	153	3.1	NEW GLASGOW	D	4	6	11 48	12 09	5 17	6 42	4 40	10 17	6 55	
N 99		156.6	157	3.6	ACME		2	3	11 42	12 04	5 07	6 33	4 30	10 07	6 45	
	42	158.0	158	1.4	AMHERST	D	2	4	11 40	12 02	5 02	6 30	4 25	10 02	6 40	
	9	160.0	160	2.0	SWEETBRIAR		3	4	11 36	11 59	4 57	6 25	4 20	9 57	6 25	
	7	162.1	162	2.1	COOLWELL		4	7	11 33	11 56	4 50	6 20	4 15	9 50	6 15	
	1000	165.1	165	3.0	WTC. MONROE	N			11 25 ³⁸ P.M.	11 48 ³² P.M.	4 30 A.M.	6 00 ⁶⁴ A.M.	4 00 ³⁶ P.M.	9 30 ³⁴ P.M.	6 05 ⁵⁴ A.M.	A.M.
									Daily 32	Daily 38	Daily 58	Daily 54	Daily 56	Daily 52	Ex. Sun. 64	Ex. Sun. 62

MANASSAS—STRASBURG—WESTBOUND

WASHINGTON 13

Capacity of Tracks in Cars		Miles from Manassas	Station Nos.	TIME TABLE NO. 100 In Effect Nov. 30, 1930	STATIONS	Minimum Time in min. bet'n Stations	FIRST CLASS			THIRD CLASS			
Siding	Other						Passer	Frght	45 Ex. Sun.	11 Daily	21 Ex. Sun.	65 Ex. Sun.	
200	223	0.0	33	WYC..	MANASSAS	Lv. N		A.M. 5 15	A.M. 10 15 ¹⁴	P.M. 5 05		A.M. 7 15	
	12	5.8	B39		WELLINGTON		8 11	z 5 35	f 10 27	f 5 17		7 30	
52	17	8.8	B42		GAINESVILLE		4 6	z 5 41	s 10 33	s 5 24		7 45	
	40	10.4	B43		HAYMARKET	D	3 4	z 5 46	s 10 37	s 5 29		8 00	
55	13	12.6	B46		THOROUGHFARE	D	3 5	z 5 51	s 10 42	s 5 35		8 15	
45	10	15.6	B49	W	BROAD RUN		4 6	z 5 58	s 10 48	s 5 42		8 30	
42	44	19.8	B53		THE PLAINS	D	6 8	z 6 10	s 10 58	s 5 52		9 07 ¹⁴	
	9	22.4	B56		BELVOIR		4 5	z 6 16	s 11 03	s 5 58		9 20	
71	69	24.1	B57	Y	MARSHALL	D	2 3	z 6 21	s 11 08	s 6 02		9 45	
41		27.4	B60		ASHBY		5 7	6 28	11 14	6 07		10 00	
	31	29.9	B63	W	RECTORTOWN	D	4 6	z 6 36	s 11 20	s 6 14		10 15	
43	25	33.8	B67		DELAPLANE	D	7 8	z 6 45	s 11 30 ⁶⁶	s 6 24 ¹²		10 40	
39	24	38.1	B71		MARKHAM	D	7 9	z 6 55	s 11 40	s 6 34		11 05 ⁶⁶	
37	16	42.9	B76	W	LINDEN	D	9 12	z 7 08	s 11 53 ⁶⁵	s 6 45		11 53 ¹¹	
	75	48.2	B81		HAPPY CREEK		9 12	z 7 18	f 12 03	f 6 55		12 15	
		49.9	B83	Y	FRONT ROYAL JCT.		3 4	7 23	12 08	6 59		12 20	
30	122	51.0	B84		FRONT ROYAL	D	3 4	s 7 29	s 12 15	s 7 04		12 50	
		49.9	B83	Y	FRONT ROYAL JCT.			7 35	12 21	7 09		1 05	
	22	50.9	B84 ^{1/2}		RIVERTON JUNC.		2 2	z 7 39	s 12 26	s 7 13		1 15	
67	16	51.3	B85	W	RIVERTON	D	1 1	z 7 46 ¹⁴	s 12 31	s 7 18 ⁴⁶		1 30	
	11	55.6	B89		BUCKTON		6 9	z 7 56	f 12 40	f 7 25		1 45	
	20	56.7	B90		WATER LICK		2 2	z 8 00	f 12 43	f 7 28		2 00	
50	273	61.0	B94	W	STRASBURG	N Ar.	6 10	s 8 15 ⁶⁶ A.M.	s 12 55 P.M.	s 7 40 P.M.		2 15 P.M.	
								Ex. Sun. 45	Daily 11	Ex. Sun. 21		Ex. Sun. 65	

MANASSAS—STRASBURG—EASTBOUND

Capacity of Tracks in Cars		Station Nos.	Miles from Manassas	TIME TABLE NO. 100 In Effect Nov. 30, 1930	STATIONS	Minimum Time in min. bet'n Stations		FIRST CLASS				THIRD CLASS		
Siding	Other					Passr	Frght	14 Ex. Sun.	12 Daily	46 Ex. Sun.	66 Ex. Sun.			
200	223	B 33	0.0	WYC....	MANASSAS	AR.			A.M. 9 45 ¹¹	P.M. ¹⁰⁶ 7 34 ³¹ 36	P.M. 9 40			P.M. 3 00
	12	B 39	5.8		WELLINGTON		8	11	f 9 34	f 7 19	n 9 20			2 30
	52	B 42	8.8		GAINESVILLE		4	6	s 9 29	s 7 14	n 9 13			2 15
	40	B 43	10.4		HAYMARKET	D	3	4	s 9 25	s 7 10	n 9 08			2 00
	55	B 46	12.6		THOROUGHFARE	D	3	5	s 9 20	s 7 05	n 9 02			1 45
	45	B 49	15.6	W....	BROAD RUN		4	6	s 9 15	s 7 00	n 8 55			1 30
	42	B 53	19.8		THE PLAINS	D	6	8	s 9 07 ⁶⁵	s 6 52	n 8 45			1 15
		B 56	22.4		BELVOIR		4	5	s 9 02	s 6 47	n 8 37			12 50
	71	B 57	24.1	Y.....	MARSHALL	D	2	3	s 8 57	s 6 43	n 8 32			12 40
	41	B 60	27.4		ASHBY		5	7	8 49	6 37	8 22			12 15
		B 63	29.9	W....	RECTORTOWN	D	4	6	s 8 44	s 6 32	n 8 16			12 00
	43	B 67	33.8		DELAPLANE	D	7	8	s 8 36	s 6 24 ²¹	n 8 05			11 30 ¹¹
	39	B 71	38.1		MARKHAM	D	7	9	s 8 26	s 6 14	n 7 54			11 05 ⁶⁵
	37	B 76	42.9	W.....	LINDEN	D	9	12	s 8 16	s 6 03	n 7 42			10 50
		B 81	48.2		HAPPY CREEK		9	12	f 8 05	fb 5 51	n 7 30			10 20
		B 83	49.9	Y..	FRONT ROYAL JCT.		3	4	8 01	5 47	7 26			10 10
	30	B 84	51.0		FRONT ROYAL	D	3	4	s 7 56	s 5 42				10 00
		B 83	49.9	Y..	FRONT ROYAL JCT.				7 51	5 37	7 26			9 20
		B 84 ¹ ₂	50.9		RIVERTON JUNC.		2	2	s 7 49	s 5 35	n 7 23			9 15
	67	B 85	51.3	W.....	RIVERTON	D	1	1	s 7 46 ⁴⁵	s 5 33	n 7 18 ²¹			9 00
		B 89	55.6		BUCKTON		6	9	f 7 37	f 5 23	n 7 04			8 44
		B 90	56.7		WATER LICK		2	2	f 7 35	f 5 21	n 7 00			8 40
	50	B 94	61.0	W....	STRASBURG	N Lv.	6	10	s 7 25 A.M.	s 5 12 P.M.	6 45 P.M.			8 30 ⁴⁵ A.M.
									Ex. Sun. 14	Daily 12	Ex. Sun. 46			Ex. Sun. 66

STRASBURG—HARRISONBURG—WESTBOUND

WASHINGTON 15

Capacity of Tracks in Cars		Miles from Manassas	Station Nos.	TIME TABLE NO. 100 In Effect Nov. 30, 1930		Minimum Time in min. bet'n Stations		FIRST CLASS				THIRD CLASS	
								45	11	21			67
Siding	Other			STATIONS	Passr	Frgh	Ex. Sun.	Daily	Ex. Sun.		Ex. Sun.		
50	273	61.0	B 94	W..... STRASBURG .....Lv. N			A.M. 8 15	P.M. 12 55	P.M. 7 40			A.M. 9 15	
	66	62.6	B 96	YC STRASBURG JUNC.....D	3	5	s 8 45	s 1 05	s 7 50			10 00	
	9	63.8	B 97	..... FISHERS HILL	2	3	s 8 49	f 1 09	f 7 54			10 15
	26	67.5	B 101	..... TOMS BROOK	5	7	s 8 57	s 1 17	s 8 01			10 35
56	12	69.2	B 102	..... MAURERTOWN	3	4	s 9 02	s 1 22 ⁶⁸	s 8 06			10 58
55	120	73.4	B 106	..... WOODSTOCK .....D	6	8	s 9 15	s 1 32	s 8 14			12 07 ⁶⁸
65	53	78.9	B 112	W..... EDINBURG .....D	8	11	s 9 27	s 1 44	s 8 25			12 37	
	16	80.8	B 114	..... BOWMAN	3	4	s 9 32	f 1 49	f 8 29			12 52
41	7	82.9	B 116	..... ALSYN	3	5	9 37	1 52	8 33			1 00
60	59	85.9	B 119	..... MT. JACKSON .....D	4	6	s 9 45	s 2 00	s 8 40			1 25
	30	88.7	B 122	..... SHENANDOAH CAVERNS	4	5	f 9 51	f 2 04	f 8 44			1 30
56	5	90.3	B 123	..... QUICKSBURG	2	3	s 9 54	f 2 08	f 8 49			1 40
56	16	93.1	B 126	..... NEW MARKET .....D	4	5	s 9 59 ⁶⁸	s 2 14 ⁶⁷	s 8 54			2 14 ¹¹
	27	97.2	B 130	W..... TIMBERVILLE .....D	6	8	s 10 09	s 2 23	s 9 03			2 40	
56	66	99.7	B 133	..... BROADWAY .....D	4	5	s 10 16	s 2 29	s 9 08			3 00
	19	102.6	B 136	..... DAPHNA	4	6	f 10 21	f 2 34	f 9 13			3 06
58	13	105.9	B 139	..... LINVILLE	5	7	s 10 31	f 2 41	f 9 22			3 34 ¹²
	188	111.8	B 145	WYC. HARRISONB'G. ....N AR.	8	12	s 10 45 A.M.	s 2 55 ¹² P.M.	s 9 35 P.M.			4 00 ⁴⁶ P.M.	
							Ex. Sun. 45	Daily 11	Ex. Sun. 21			Ex. Sun. 67	

CALVERTON—WARRENTON—WESTBOUND

Capacity of Tracks in Cars		Miles from Calverton	Station Numbers	TIME TABLE NO. 100 In Effect Nov. 30, 1930		Minimum Time in min. bet'n Stations		FIRST CLASS				
								309	311	317	305	
Siding	Other			STATIONS	Passr	Frgh	Daily	Daily	Daily	Daily		
	10	0.0	46	WY.... CALVERTON .....Lv. N			A.M. 10 25 ³¹⁶	P.M. 2 15 ³¹⁰	P.M. 3 50 ³¹⁴	P.M. 6 00 ³¹⁸		
	5	3.1	CW 3	..... CASANOVA	6	6	s 10 33	s 2 23	s 3 58	s 6 08		
	8	6.0	CW 6	..... MEETZE	5	6	f 10 39	f 2 28	f 4 04	f 6 14		
		7.9	CW 8	..... ALWINGTON	3	4	f 10 42	f 2 32	f 4 08	f 6 18		
	40	8.9	CW 9	TC ... WARRENTON .....D AR.	2	2	10 45 A.M.	2 35 P.M.	4 10 P.M.	6 20 P.M.		
							Daily 309	Daily 311	Daily 317	Daily 305		

STRASBURG—HARRISONBURG—EASTBOUND

Capacity of Tracks in Cars		Miles from Manassas	Sta'n Nos.	TIME TABLE NO. 100 In Effect Nov. 30, 1930	STATIONS	Minimum Time in min. bet'n Stations		FIRST CLASS			THIRD CLASS				
Siding	Other					Passr	Frght	14 Ex. Sun.	12 Daily	46 Ex. Sun.	68 Ex. Sun.				
50	273	61.0	B 94	W....	STRASBURG	AR. N	3	5	s 7 25 A.M.	s 5 12 P.M.	s 6 45 P.M.	.....	2 30 P.M.	.....	.....
.....	66	62.6	B 96	YC	STRASBURG JUNC.	D	2	3	s 7 20	s 5 03	s 6 31	.....	2 15	.....	.....
.....	9	63.8	B 97	.....	FISHERS HILL	.....	5	7	f 7 14	f 4 57	s 6 22	.....	2 00	.....	.....
.....	26	67.5	B 101	.....	TOMS BROOK	.....	3	4	s 7 08	s 4 51	s 6 14	.....	1 45	.....	.....
56	12	69.3	B 102	.....	MAURERTOWN	.....	6	8	f 7 04	s 4 47	s 6 09	.....	1 22 ¹¹	.....	.....
55	120	73.4	B 106	.....	WOODSTOCK	D	8	11	s 6 55	s 4 40	s 6 01	.....	12 07 ⁶⁷	.....	.....
65	53	78.9	B 112	W.....	EDINBURG	D	3	4	s 6 42	s 4 28	s 5 46	.....	11 50	.....	.....
.....	16	80.8	B 114	.....	BOWMAN	.....	3	5	f 6 33	f 4 22	s 5 36	.....	11 25	.....	.....
41	7	82.9	B 116	.....	ALSYN	.....	4	6	6 28	4 18	5 31	.....	11 10	.....	.....
60	59	85.9	B 119	.....	MT. JACKSON	D	4	5	s 6 22	s 4 14	s 5 24	.....	11 00	.....	.....
.....	30	88.7	B 122	.....	SHENANDOAH CAVERNS	.....	2	3	f 6 16	f 4 07	f 5 14	.....	10 29	.....	.....
56	5	90.3	B 123	.....	QUICKSBURG	.....	4	5	f 6 13	f 4 03	s 5 11	.....	10 25	.....	.....
56	16	93.1	B 126	.....	NEW MARKET	D	6	8	s 6 08	s 3 58	s 5 05	.....	9 59 ⁴⁵	.....	.....
.....	27	97.2	B 130	W....	TIMBERVILLE	D	4	5	s 6 00	s 3 50	s 4 55	.....	9 30	.....	.....
56	66	99.7	B 133	.....	BROADWAY	D	4	6	s 5 55	s 3 43	s 4 42	.....	9 00	.....	.....
.....	19	102.6	B 136	.....	DAPHNA	.....	5	7	f 5 48	f 3 39	s 4 34	.....	8 10	.....	.....
58	13	105.9	B 139	.....	LINVILLE	.....	8	12	f 5 42	f 3 34 ⁶⁷	s 4 28	.....	7 55	.....	.....
.....	188	111.8	B 145	WYC.	HARRISONB'G	N Lv.			5 30 A.M.	3 20 ¹¹ P.M.	4 15 ⁶⁷ P.M.	.....	7 30 A.M.	.....	.....
									Ex. Sun. 14	Daily 12	Ex. Sun. 46		Ex. Sun. 68		

CALVERTON—WARRENTON—EASTBOUND

Capacity of Tracks in Cars		Miles from Calverton	Sta'n Nos.	TIME TABLE NO. 100 In Effect Nov. 30, 1930	STATIONS	Minimum Time in min. bet'n Stations		FIRST CLASS							
Siding	Other					Passr	Frght	316 Daily	310 Daily	314 Daily	318 Daily				
.....	10	0.0	46	WY...	CALVERTON	AR. N	6	6	s 9 55 ³⁰⁹ A.M.	s 2 00 ³¹¹ P.M.	s 3 40 ³¹⁷ P.M.	s 5 30 ³⁰⁵ P.M.	.....	.....	.....
.....	5	3.1	CW 3	.....	CASANOVA	.....	5	6	s 9 46	s 1 51	s 3 31	s 5 21	.....	.....	.....
.....	8	6.0	CW 6	.....	MEETZE	.....	3	4	f 9 41	f 1 46	f 3 26	f 5 16	.....	.....	.....
.....	.....	7.9	CW 8	.....	ALWINGTON	.....	2	2	f 9 37	f 1 42	f 3 22	f 5 12	.....	.....	.....
.....	40	8.9	CW 9	TC..	WARRENTON	D Lv.			9 35 A.M.	1 40 P.M.	3 20 P.M.	5 10 P.M.	.....	.....	.....
									Daily 316	Daily 310	Daily 314	Daily 318			

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.

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.

2. ADDITIONAL INITIAL STATIONS (Rules 4, 1141 and 1301)

A train must receive a clearance card before leaving its initial station.

3. ADDITIONAL CLEARANCE CARD STATIONS (Rules 1141 and 1301)

Front Royal—All trains, when telegraph office is open.

4. BULLETIN BOARDS AND SPECIAL ORDER BOOKS (Rules 1142 and 1302)

Bulletin Boards and special order books are located at Washington, Alexandria (Yardmasters Office and Round House) C. R. Tower, Manassas, Calverton, Orange, Weyburn, Charlottesville, Monroe, Strasburg and Harrisonburg.

5. TRAIN REGISTERS (Rules 83, 222 and 1143)

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

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

C. R. Tower, all first-class trains and all second and inferior class trains.

Orange, all first-class trains.

Strasburg Yard, all first-class trains.

Main line trains will not register at Manassas or Calverton.

6. STANDARD CLOCKS (Rule 3)

Standard clocks are located in the telegraph office at Washington, C. R. Tower, Manassas, Calverton, Orange, Charlottesville, Monroe, Harrisonburg and Strasburg.

7. RAILROAD CROSSINGS AT GRADE (Rules 98-601 to 683)

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

8. JUNCTIONS (Rules 98-601 to 683)

A. F. Tower, Va.R. F. & P. R. R. (Interlocked)
C. R. TowerSou. Ry. (Interlocked)
Manassas, Va.Harrisonburg Branch
Calverton, Va.Warrenton Branch.
Orange, Va.C. & O. Ry. (Interlocked)
Charlottesville, Va.C. & O. Ry. (Interlocked)
Rockfish, Va.N. & A. Ry.
Tye River, Va.Va. Blue Ridge Ry.
Monroe, Va.Danville Div.
Riverton Junction, Va.N. & W. R. R. (Interlocked)
Strasburg Junction, Va.B. & O. R. R.
Harrisonburg, Va.B. & O. R. R.

9. DOUBLE TRACK (Rules 151 to 153)

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

10. DOUBLE TRACK (Rules 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.

11. TRAIN MOVEMENTS (Rule 99)

Trains and engines using C. & O. main track at Orange must be protected in accordance with Rule 99.

Trains and engines using joint track between Southern Railway Freight Depot and Baltimore and Ohio Passenger Depot at Harrisonburg, will be governed by Block Signal.

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 will approach Front Royal Junction under control. Attention is directed to Rules 87, 88 and 89.

Between the hours of 6.00 AM and 8.30 PM trains and engines between Strasburg and Strasburg Junction will be governed by block signals. Before entering block, clearance card Form 603, will be secured in addition to clear signals.

Between 8.30 PM and 6.00 AM such movements will be governed by the general Rules.

12. YARD LIMITS (Rule 93)

Yard Limits are indicated by sign boards, reading "YARD LIMITS" located on either side of C. R. Tower, Manassas, Calverton, Culpeper, Orange, Weyburn, Charlottesville, Monroe, Warrenton, Front Royal Jct., Riverton, Strasburg, Strasburg Jct., Woodstock, Mt. Jackson, Broadway, and Harrisonburg.

13. ENTRANCE SWITCH TO SIDINGS (Rules 88, 89 and 90)

Unless otherwise provided enter at first switch of first siding. When a train which is to hold the main track is first to arrive at meeting point, fixed by train order, switch must be properly set for opposing train to enter siding.

14. ADDITIONAL SPEED RESTRICTIONS

When passenger engines haul freight cars or when freight engines haul either freight or passenger cars, speed restrictions for freight trains will apply.

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

Alexandria	5	Miles per hour
Manassas	12	" " "
Culpeper	8	" " "
Orange	6	" " "
Charlottesville	10	" " "
The Plains	8	" " "
Strasburg	6	" " "
Toms Brook	15	" " "
Woodstock	6	" " "
Edinburg	12	" " "
Mt. Jackson	6	" " "
Timberville	8	" " "
Broadway	8	" " "
Harrisonburg	4	" " "

15. AUTOMATIC BLOCK (Rules 501 to 520)

Automatic Block signal rules are effective between Seminary and Monroe.

16. TRAIN ORDER SIGNALS (Rules 221 and 221a)

To conform to indications of Automatic Block Signals, the train order semaphore at stations in Automatic Signal Zones as shown below will indicate proceed unless the Operator has an order for a train, in which case the train order signal will indicate stop:

Manassas	Calverton	Culpeper	Weyburn
Charlottesville	Covesville	Shipman	

17. ADDITIONAL FLAG STOPS

Seventh St. Sta., Washington, Nos. 9, 10, 11, 12, 14, 15, 16, 21, 40 and 136.

Washington 18

Watts, Nos. 7, 9, 15, 16 and 136.

Oak Ridge, Nos. 9, 10, and 136.

McIvor, 9 and 10.

Beverly, Nos. 12 and 14. 21 Saturday only. 11 Sunday only.

Hawkinstown, Nos. 11, 12, 45 and 46.

18. 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 passengers for points south of Charlottesville where scheduled to stop.

(b) Stop on Sunday.

(c) Discharge passengers holding tickets from points on C. & O. Ry.

(d) Receive or discharge passengers to or from points on Harrisonburg Branch.

(e) Receive passengers for points north, where scheduled to stop.

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

(h) Receive passengers holding tickets to points on C. & O. Ry. where train is scheduled to stop.

(i) Receive or discharge passengers to or from points south of Calverton.

(j) Receive passengers for Charlotte and beyond, discharge passengers from Washington and beyond.

(k) Receive or discharge passengers to or from Charlotte and points beyond.

(m) Receive passengers for Washington and beyond.

(n) Stop to load and unload express.

(o) Discharge passengers from Clifton.

(p) Receive passengers for Washington and beyond and discharge passengers from Greensboro and beyond.

(q) Receive passengers for Lynchburg and beyond, discharge passengers from Charlottesville and beyond.

(r) Receive and discharge passengers to or from points west of Lynchburg via N&W RR.

(t) Discharge passengers from South of Manassas.

(u) Receive and discharge passengers holding tickets to or from points on C. & O. Ry.

(v) Receive passengers for Fairfax and Burke.

(w) Receive passengers holding tickets to Charlottesville and points West where train is scheduled to stop.

(x) Stop to let off Mail Clerk.

(y) Receive passengers for Charlottesville and beyond or discharge passengers from Lynchburg and beyond.

(z) Discharge passengers from Washington, Alexandria and Manassas.

19. HELPING TRAINS

When it is necessary for a train to push another train on a grade or into a siding, the pusher engine must be detached from its train, after proper measures have been taken for its protection, including setting of hand brakes and such other measures as may be necessary, and after coupling to the rear car of the train to be pushed the air hose must be coupled and the air operated through; the air pressure must be equalized between the pushing engine and the train to be pushed, and the cut out cock under automatic brake valve closed. This automatically cuts out train control operation on the pusher engine.

When the pusher engine is uncoupled from the train, cut out cock under brake valve must be opened so as to make train control operative.

Position of brake valve handles on the pushing engine to be the same as the second engine on a double header train, and the instructions in Book of Rules governing the operation of a train with two or more engines, including air brake handling, will govern.

THE NAMES AND LOCATIONS OF LOCAL SURGEONS ARE:

M. D. Delaney Alexandria, Va.
 Edw. Sandidge Amherst, Va.
 M. L. Rea Charlottesville, Va.
 Hugh T. Nelson (Assistant) Charlottesville, Va.

T. H. Daniel (Assistant) Charlottesville, Va.
 H. S. Hedges (Oculist) Charlottesville, Va.
 Otis Marshall Culpeper, Va.
 L. P. Hansbrough Front Royal, Va.
 J. H. Deyerle Harrisonburg, Va.
 G. W. Ralston (Oculist) Harrisonburg, Va.
 D. M. Thomasson Lynchburg, Va.
 James Morrison (Oculist) Lynchburg, Va.
 B. F. Iden Manassas, Va.
 E. H. Marstellar (Assistant) Manassas, Va.
 D. O. Foley Mt. Jackson, Va.
 C. H. Moncure Orange, Va.
 J. M. Caskie Remington, Va.
 W. M. Tunstall Shipman, Va.
 H. T. Hopewell Strasburg, Va.
 Richard Mason The Plains, Va.
 J. F. Thaxton Tye River, Va.
 L. S. Greene (Oculist) Washington, D. C.
 W. B. Mason Washington, D. C.
 J. F. Mitchell Washington, D. C.
 A. R. Shands Washington, D. C.
 C. L. Hall (Assistant) Washington, D. C.
 W. C. Ford Woodstock, Va.
 P. W. Boyd Winchester, Va.
 W. G. Trow Warrenton, Va.

VETERINARIANS

J. J. Garvey Alexandria, Va.
 T. H. Wood Charlottesville, Va.
 P. M. Graves Culpeper, Va.
 E. J. Will Harrisonburg, Va.
 L. E. Bowen Lynchburg, Va.
 H. E. Pickeral Manassas, Va.
 Henry Yager Somerset, Va.
 C. E. Miller Strasburg, Va.
 Robey E. Ferneyhough Warrenton, Va.

HOSPITALS:

Alexandria Hospital (white & colored) Alexandria, Va.
 Martha Jefferson Sanitarium Charlottesville, Va.
 Danville General Hospital (white & colored) .. Danville, Va.
 Lynchburg City Hospital Lynchburg, Va.
 Marshall Lodge 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.
 J. W. Marston Harrisonburg, Va.

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

Name	Location
Vulcan	Mile 16.0
Lucky Hill	" 55.4
Virginia Creosoting Co.	" 62.7
94 Mile	" 94.0
Watts	" 103.4
Emmerson	" 118.7
Applegate	" 126.1
Hamner	" 131.5
Gordon	" 140.0
Oak Ridge	" 143.7
Ryan	" 144.5
McIvor	" 164.2

Between Manassas and Harrisonburg

Name	Location
Rixlew	Mile B 2.0
Beverley	" B 14.9
Thirty-five	" B 35.0
Belle Meade	" B 40.6
Applewood	" B 44.8
Warthen	" B 44.8
Hawkinstown	" B 83.6
Turkey Knob	" B 87.3
Meems	" B 87.9
Manor's Mill	" B 92.5
Moffett	" B 94.1
Driver	" B 95.6
Zigler	" B 98.2
Zirkle	" B 108.7

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
11	Strasburg Jct.	B. & O. 55	10 minutes—Note 1
11	Washington...	P. R. R. 107&109	30 minutes
21	Riverton Jct.	N. & W. 27	15 minutes
21	Strasburg Jct.	B. & O. 51	30 minutes
25	Washington...	P. R. R. 149	Three hours
29	Washington...	P. R. R. 123	One hour
29	Washington...	B. & O. 8	10 minutes—Note 1
31	Washington...	P. R. R. 127	Indefinitely
33	Washington...	P. R. R. 137	Indefinitely
35	Washington...	P. R. R. 101	One hour & 30 mins.
37	Washington...	P. R. R. 147	Indefinitely
39	Washington...	P. R. R. 175	30 minutes
41	Washington...	P. R. R. 133	One hour & 30 mins.

Note 1. If passengers are reported.

Warrenton Branch trains will wait at Calverton for main line connections, unless otherwise ordered.

W. T. WILKINS, Trainmaster Alexandria, Va.
 R. C. BITTLE, Trainmaster Charlottesville, Va.
 G. E. ROHR, Trainmaster Strasburg, Va.
 L. C. THOMPSON, Road Foreman of Engines. Alexandria, Va.
 J. R. AGNEW, Road Foreman of Engines. Charlottesville, Va.
 F. G. FAULCONER, Chief Train Dispatcher .. Alexandria, Va.
 E. C. McDONALD, Ass't. C'f Train Dispatcher Alexandria, Va.

R. B. ADAMS, Dispatcher }
 C. C. VEACH, " } Alexandria, Va.
 J. E. CASSEDY, " }

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

BETWEEN	SOUTH OR WESTBOUND					
	Mikado 27 in. x 32 in. Cylinder		Consolidated 22 in. x 30 in. Cylinder		Consolidated 21 in. x 28 in. Cylinder	
	Carded	Slow	Carded	Slow	Carded	Slow
Potomac Yard and Charlottesville	1800	1800	1300	1300	.....	.....
Charlottesville and Monroe	1650	1650	1100	1100	.....	.....
Manassas and Markham .....	.....	.....	1100	1100	825	825
Markham and Strasburg .....	.....	.....	1000	1000	.....	.....
Strasburg and Harrisonburg .....	.....	.....	1600	1600	1125	1125

BETWEEN	NORTH OR EASTBOUND					
	Mikado 27 in. x 32 in. Cylinder		Consolidated 22 in. x 30 in. Cylinder		Consolidated 21 in. x 28 in. Cylinder	
	Carded	Slow	Carded	Slow	Carded	Slow
Monroe and Charlottesville	1900	1900	1150	1150	.....	.....
Charlottesville and Manassas	2600	2600	1600	1600	.....	.....
Manassas and Potomac Yard	2150	2150	1400	1400	.....	.....
Harrisonburg and Strasburg .....	.....	.....	1650	1650	1225	1225
Strasburg and Manassas .....	.....	.....	1150	1150	875	875

The above rating is based on maximum grades and may be increased over certain parts of the line when necessary. When actual weight of lading cannot be obtained, it must be carefully estimated and when such cars are weighed en route proper correction must be made.

When engines are pronounced incapable of pulling their rating, written explanation from the Engineman will be sent by wire to the Chief Dispatcher. Conductor will make written report upon arrival at terminal. Agents will show tare, net and total weights in tons in Lower Left Hand Corner of way-bills. Where tonnage is estimated, Agents will so note on way-bills.

In making computation less than 1,000 lbs. will be dropped—1,000 lbs. will be counted one ton.

When two or more engines are used the tonnage will be increased in exact proportion to the number and class of engines employed, unless specially directed to the contrary.

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	TOTAL WEIGHT
Consolidation Engs.	2- 8-0	205	214,000
Pacific Engines....	4- 6-2	305	306,000
Mikado Engines....	2- 8-2	330	329,500
Mountain Engines..	4- 8-2	327	327,000
Santa Fe Engines...	2-10-2	378	(a) 378,000
Mallet Engines.....	2-8-8-2	.....	(a) 450,000
Loaded Cars.....	4 wheel trucks	.....	210,000
Loaded Cars.....	6 wheel trucks	.....	270,000

All engines except Santa Fe and Mallet types may be operated coupled.

(a) Santa Fe and Mallet Type engines must not be operated coupled to each other or to any other engine, but must be separated from any engine by at least three (3) cars having gross weight not exceeding 169,000 pounds each.

Pile Driver PD-36 must not be operated over Union Street Branch, Alexandria, Va. With this exception, Pile Drivers PD-24, PD-25 and PD-36 may be operated with a tender at one end and a tool car weighing not exceeding 90,000 lbs. gross at the other end. Pile Driver PD-36 must also have stack removed when in transit. Pile Drivers PD-19 and PD-22 may be operated without restrictions.

All system derricks may be operated.

Derricks D-1, D-22, D-30, and D-40 must not exceed a speed of twenty miles per hour, other derricks twenty-five miles per hour.

BETWEEN CALVERTON AND WARRENTON

EQUIPMENT	TYPE	CLASS	TOTAL WEIGHT
Consolidation Engs.	2-8-0	205	214,000
Pacific Engines....	4-6-2	.....	216,850
(Low wheel)			
Loaded Cars.....	....	.....	210,000

All engines permitted on this line may be operated coupled.

Pile Drivers PD-24, PD-25 and PD-36 may be operated with a tender at one end and a tool car weighing not exceeding 90,000 lbs. gross at the other end. Pile Driver PD-36 must also have stack removed when in transit. Pile Drivers PD-19 and PD-22 may be operated without restrictions.

Derricks D-1, D-24, D-27, D-29, D-30, D-32, D-37, D-40, D-41, D-58, D-65, D-66, D-67, D-68, D-69 and D-5994 may be operated.

Derricks D-1, D-30 and D-40 must not exceed a speed of twenty miles per hour, other derricks twenty-five miles per hour.

BETWEEN MANASSAS AND STRASBURG, INCLUDING FRONT ROYAL STEM

EQUIPMENT	TYPE	CLASS	TOTAL WEIGHT
Mikado Engs...	2-8-2	292	(a) 292,000
Consolidation Engs.	2-8-0	205	214,000
Pacific Engines....	4-6-2	232	232,000
Loaded Cars.....	4 wheel trucks	....	210,000
Loaded Cars.....	6 wheel trucks	....	270,000

All engines permitted on this line may be operated coupled.

(a) Must not exceed a speed of fifteen miles per hour over Passage Creek Bridge Mile B-55.6 at Buckton, Va.

Derricks D-1, D-24, D-27, D-29, D-30, D-32, D-37, D-40, D-41, D-58, D-65, D-66, D-67, D-68, D-69 and D-5994 may be operated.

Derricks D-1, D-30 and D-40 must not exceed a speed of twenty miles per hour, other derricks twenty-five miles per hour.

Pile Drivers PD-24, PD-25 and PD-36 may be operated with a tender at one end and a tool car weighing not exceeding 90,000 lbs. gross at the other end. Pile Driver PD-36 must also have stack removed when in transit. Pile Drivers PD-19 and PD-22 may be operated without restrictions.

BETWEEN STRASBURG AND HARRISONBURG

EQUIPMENT	TYPE	CLASS	TOTAL WEIGHT
Consolidation Engs..	2-8-0	205	214,000
Pacific Engines ...	4-6-2	232	232,000
Loaded Cars .....	....	.....	210,000

All engines permitted on this line may be operated coupled.

Pile Drivers PD-24, PD-25 and PD-36 may be operated with a tender at one end and a tool car weighing not exceeding 90,000 lbs. gross at the other end. Pile Driver PD-36 must also have stack removed when in transit. Pile Drivers PD-19 and PD-22 may be operated without restrictions.

Derricks D-1, D-24, D-27, D-29, D-30, D-32, D-37, D-40, D-41, D-58, D-65, D-66, D-67, D-68, D-69 and D-5994 may be operated with the following restrictions:

Derricks D-1, D-30, D-40 and D-66 must not exceed a speed of twenty-miles per hour, other derricks twenty-five miles per hour.

NOTE: The weight of engines shown above is weight exclusive of tender.

BOYCE RAILWAY DEPOT FOUNDATION



The Boyce Railway Depot Foundation (BRDF) was chartered on January 20th, 2017. It is organized as a non-profit Virginia corporation for preservation of the historic Norfolk & Western Railway's 1913 train station building and pump house at Boyce, Virginia.

The chief focus during 2017 will be developing a membership base. Those who welcome leadership roles can be nominated by members to the Board of Directors. Officer positions will be filled from the Directors. There are incorporating Officers who will be replaced by the new Board of Directors after the first membership meeting at the depot planned for Sunday afternoon, October 1, 2017.

Those who join prior to December 31, 2017, will be designated Founding Charter Members. Annual membership dues are \$10, payable to the **BOYCE RAILWAY DEPOT FOUNDATION**. These funds will be devoted towards completing the Internal Revenue Service's required submission for compliance with Internal Revenue Code 501(C)(3) provisions.

Members and volunteers will initially support grounds-keeping and exterior building maintenance. The longer term vision is for the BRDF to lease the building and grounds, then arrange space rentals for special events and meetings as income sources for preservation efforts.

Come join us! Please write to:

BOYCE RAILWAY DEPOT FOUNDATION
brdf@railwaymailservicelibrary.org
117 EAST MAIN STREET
BOYCE VA 22620-9639



BOYCE RAILWAY DEPOT FOUNDATION

N&W RAILWAY AND TOWN HISTORY - BUILDING PRESERVATION

www.railwaymailservicelibrary.org

(571) 379-3409 - TELEPHONE

brdf@railwaymailservicelibrary.org - e-MAIL

117 EAST MAIN STREET

BOYCE VA 22620-9639

MEMBERSHIP APPLICATION

Your membership in the Boyce Railway Depot Foundation will support preservation and community use of the historic 1913 Norfolk & Western Railway station. Annual dues are \$10 and a life membership is \$250. Please provide the information below for the membership roster:

First, Middle Initial, Last Name: _____

Mailing Address: _____

City, State, Postal Code, Country: _____

Telephone Number: _____

eMail Address: _____

Donations are also invited. The Railway Mail Service Library Foundation is a 501(c)(3) public charity and donations or contributions are tax deductible as provided for and to the extent provided by law. Please check this box if your employer will match your donation:

If the employer requires an invoice, please provide contact information.

Thank you very much for your interest. If you have questions, please call or write.

Sincerely yours,

Frank R. Scheer
Organizing Secretary