

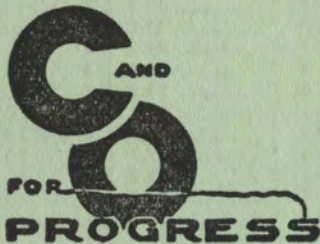
SAFETY

IS OF

FIRST IMPORTANCE

BE CAREFUL
THINK - LOOK
AND

LIVE



AVOID DAMAGE
SWITCH CUSTOMER'S CARS
CAREFULLY

IMPACT FORCE AT VARIOUS
STRIKING SPEEDS

		CAR COUPLED AT (MPH)	IMPACT FORCE
SAFE		1	1
		2	4
		3	9
		4	16
DAMAGING		5	25
		6	36
		7	49
		8	64
		9	81
		10	100

THE CHESAPEAKE AND OHIO RAILWAY COMPANY

EASTERN REGION

NEWPORT NEWS & NORFOLK TERMINAL
DIVISION

RICHMOND DIVISION

CLIFTON FORGE DIVISION

TIMETABLE NO.

149

To Take Effect 12:01 A. M. (Eastern Time)

Sunday, April 24, 1960

Book of Rules, Dated October 26, 1958,
Governs the Rights of Trains

DESTROY ALL TIMETABLES OF
PREVIOUS DATE

Read the Instructions

FOR INFORMATION OF EMPLOYEES ONLY

Trains run on Eastern Standard Time

C. V. COWAN,
Regional Manager.

C. H. MANNING,
Superintendent,
Newport News and Norfolk Terminal Division.

W. S. BUTLER,
Superintendent, Richmond Division.

K. R. KETCHAM,
Superintendent, Clifton Forge Division.

W. K. WEAVER, JR.,
General Superintendent Transportation.

G. C. PHILLIPS,
Superintendent Transportation.

RICHMOND AND CLIFTON FORGE DIVISIONS
PENINSULA AND PIEDMONT SUBDIVISIONS

WESTWARD

SUPPLEMENT "A" TO TIMETABLE No. 149. In Effect 12:01 A. M., Sunday, October 30, 1960. STATIONS	FIRST CLASS						SECOND CLASS	
	47 Daily		41 Daily		43 Daily		53 Tues., Thurs., Sat.	795 Daily
	L	AM	L	PML	L	PM	AM	PM
NEWPORT NEWS 1.3		7 47		3 00		7 55	.....	.....
Old Point Junction 2.5		7 50		3 03		7 58	.....	.....
Hampton Roads								
Transfer (EEDT) 13.5	s	7 57		s 3 10		s 8 06	.....	.....
Lee Hall 9.6	s	8 10		s 3 24		s 8 20	.....	.....
Williamsburg 7.3	s	8 22		s 3 36		s 8 35	.....	.....
Norge 17.0		8 30		3 44		8 43	.....	.....
Providence Forge 21.9		8 47		4 00		9 00	.....	.....
R. Cabin 1.7		9 07		4 20		9 21	L 6 00	L 10 45
RICHMOND		9 17		4 30		9 30	.....	.....
		9 32		5 10		10 30	.....	.....
A. R. Cabin (WEDT) 1.6		9 34		5 12		10 32	6 15 ⁷⁹⁴	10 55
Sandco 3.9		9 37		5 15		10 35	6 18	10 58
Ellerson 3.0		9 39		f 5 20		10 37	.....	.....
Ailee 8.5		9 44		f 5 25		10 42	6 40	11 10
Hanover 5.2		9 52		f 5 34		10 50	7 04 ⁴⁰	11 25
South Anna 4.0		9 57		5 40		10 55	7 31 ⁴²	11 33
Doswell 5.6		10 02		f 5 46		11 00	8 00	11 42
Noel 2.5		10 09		f 5 55		11 07	8 22	11 52
Hewlett 4.5		10 11		f 5 58		11 09	.....	.....
Beaver Dam 5.0		10 16		f 6 04		11 14	8 50	12 04
Bumpass 5.2		10 21		f 6 11		11 19	9 00	12 14
Frederick Hall 6.2		10 26 ⁵⁴		f 6 19		11 24	9 30	12 22
Mineral (30) 5.8		10 32		f 6 27		11 30	10 00	12 33
Louisa (30) 4.5		10 38		f 6 34		11 36	10 30	12 43
Trevilian 9.4		10 42		6 41		11 41	10 45	12 53
GORDONSVILLE	s	10 55		s 6 55		s 11 54	11 15	1 10
	A	AM		A	PMA	PMA	AMA	AM
		47 Daily		41 Daily		43 Daily	53 Tues., Thurs., Sat.	795 Daily

On single track, unless otherwise provided, eastward trains are superior to westward trains of the same class. (See Rule S-72.)

RICHMOND AND CLIFTON FORGE DIVISIONS
PENINSULA AND PIEDMONT SUBDIVISIONS

WESTWARD

TIMETABLE No. 149. In Effect Sunday, April 24, 1960. STATIONS	FIRST CLASS			SECOND CLASS	
	47 Daily	41 Daily	43 Daily	53 Tues., Thurs., Sat.	795 Daily
	L AM	L PML	L PM	AM	PM
NEWPORT NEWS 1.3	7 08	3 00	7 55	.....	.....
Old Point Junction 2.5	7 11	3 03	7 58	.....	.....
Hampton Roads Transfer (EEDT) 13.5	s 7 18	s 3 10	s 8 06	.....	.....
Lee Hall 9.6	s 7 31	s 3 24	s 8 20	.....	.....
Williamsburg 7.3	s 7 43	s 3 36	s 8 35	.....	.....
Norge 17.0	7 51	3 44	8 43	.....	.....
Providence Forge 21.9	8 08	4 00	9 00	.....	.....
R. Cabin 1.7	8 28	4 20	9 21	L 6 00	L 10 45
RICHMOND	8 38	4 30	9 30	.....	.....
	8 53	5 10	10 30	.....	.....
A. R. Cabin (WEDT) 1.2	8 55	5 12	10 32	6 15 ⁷⁹⁴	10 55
Sandco 1.6	8 58	5 15	10 35	6 18	10 58
Ellerson 3.9	9 00	f 5 20	10 37	.....	.....
Atlee 3.0	9 05	f 5 25	10 42	6 40	11 10
Hanover 8.5	9 13	f 5 34	10 50	7 04 ⁴⁰	11 25
South Anna 5.2	9 18	5 40	10 55	7 31 ⁴²	11 33
Doswell 4.0	9 23	f 5 46	11 00	8 00	11 42
Noel 5.6	9 30	f 5 55	11 07	8 22	11 52
Hewlett 2.5	9 32	f 5 58	11 09	.....	.....
Beaver Dam 4.5	9 37	f 6 04	11 14	8 50	12 04
Bumpass 5.0	9 42	f 6 11	11 19	9 00	12 14
Frederick Hall 5.2	9 47	f 6 19	11 24	9 30	12 22
Mineral (30) 6.2	9 53 ⁵⁴	f 6 27	11 30	10 00	12 33
Louisa (30) 5.8	9 59	f 6 34	11 36	10 30	12 43
Trevilian 4.5	10 03	6 41	11 41	10 45	12 53
GORDONSVILLE 9.4	s 10 16	s 6 55	s 11 54	11 15	1 10
	A AM	A PMA	A PMA	A AMA	A AM
	47 Daily	41 Daily	43 Daily	53 Tues., Thurs., Sat.	795 Daily

On single track, unless otherwise provided, eastward trains are superior to westward trains of the same class. (See Rule S-72.)

RICHMOND AND CLIFTON FORGE DIVISIONS PENINSULA AND PIEDMONT SUBDIVISIONS

EASTWARD

SUPPLEMENT "A" TO TIMETABLE No. 149. In Effect 12:01 A. M., Sunday, October 30, 1960. STATIONS	FIRST CLASS				SECOND CLASS	
	40 Daily Ex. Sun.	42 Daily	46 Daily	48 Daily	794 Daily	54 Mon., Wed., Fri.
	A M A	A M	A P M A	P M	A M	P M
NEWPORT NEWS 1.3		10 15	4 36	9 00		
Old Point Junction 2.5		10 03	4 23	8 48		
Hampton Roads						
Transfer (EEDT)		s 10 00	s 4 20	s 8 44		
Lee Hall 13.5		s 9 45	s 4 06	s 8 30		
Williamsburg 9.6		s 9 30	s 3 51	s 8 15		
Norge 7.3		9 15	3 41	8 05		
Providence Forge 17.0		9 00	3 26	7 50		
R. Cabin 21.9					A 7 30	A 1 05
RICHMOND 1.7		8 35	3 01	L 7 25		
	A 7 45	8 05	2 42			
A. R. Cabin (WEDT) 1.2	7 33	7 58	2 28		6 10 ⁵³	12 45
Aflee 8.5	f 7 20	c 7 47	2 18		5 55	12 30
Hanover 8.5	f 7 04 ⁵³	c 7 36	2 08		5 40	12 13
South Anna 5.2	f 6 54	c 7 31 ⁵³	2 03		5 30	12 00
Doswell 4.0	s 6 47	c 7 27	1 59		5 20	11 50
Noel 5.6	f 6 38	c 7 21	1 54		5 08	11 30
Beaver Dam 7.0	s 6 26	c 7 14	1 48		4 57	10 50
Bumpass 5.0	f 6 15	c 7 08	1 43		4 48	10 41
Frederick Hall 5.2	f 6 07	c 7 03	1 38		4 38	10 26 ⁴⁷
Mineral (30) 6.2	f 5 56	c 6 56	1 32		4 27	9 53
Louisa (30) 5.8	s 5 45	d 6 50	1 27		4 16	9 35
Trevilian 4.5	f 5 36	c 6 45	1 23		4 07	9 25
GORDONSVILLE 9.4	s 5 13	ce 6 34	1 13		3 50	9 00
	L A M L	A M	L P M	P M L	A M L	A M
	40 Daily Ex. Sun.	42 Daily	46 Daily	48 Daily	794 Daily	54 Mon., Wed., Fri.

On single track, unless otherwise provided, eastward trains are superior to westward trains of the same class. (See Rule S-72.)

FLAG STOPS Not Shown on Schedule	No. 40	FLAG STOPS Not Shown on Schedule	No. 40	FLAG STOPS Not Shown on Schedule	No. 40
Melton	f	Hewlett	f	Peake	f
Pendleton	f	North Anna	f	Ash Cake	f
Buckner	f	Verdon	f	Pottomoi	f
Tyler	f	Wickham	f	Ellerson	f
Teman	f	Cady	f	Chickahominy	f
Holliday	f				

f—Flag stops.

c—No. 42 will stop at stations between Charlottesville and Richmond, except Louisa and Cady, to discharge revenue passengers from Ashland or beyond.

d—To receive revenue passengers for Richmond or beyond. To discharge revenue passengers from points west of Charlottesville.

e—Gordonsville—To receive revenue passengers for Richmond or beyond.

RICHMOND AND CLIFTON FORGE DIVISIONS

MOUNTAIN AND WASHINGTON SUBDIVISIONS

WESTWARD

SUPPLEMENT "A" TO TIMETABLE No. 149. In Effect 12:01 A. M., Sunday, October 30, 1960. STATIONS	FIRST CLASS											
	43 Daily		5 Daily		1 Daily		41 Daily		3 Daily		47 Daily	
	PML		AM		L		PM		PML		PM	
WASHINGTON (EEDT) 8.2			9 20			5 35				10 30		
Alexandria 76.5			s 9 38			s 5 53				s 10 48		
ORANGE (WEDT) ¹² 9.2			s 11 00			ci 7 14				d 12 18		
GORDONSVILLE 21.0	L s	11 54	s 11 12			k 7 24	L s	6 55	s 12 31	L	10 55	
CHARLOTTESVILLE ¹⁰	A	12 31	11 45			7 50	A	7 30	1 05	A	11 25	
Charlottesville Union Sta. 0.9			12 15			8 08			1 40			
Ivy 6.6			s 12 22 ⁴			8 10			s 2 05			
Crozet 5.9			12 32			8 19			2 15			
Greenwood 4.6			ol 12 38 ⁵⁶			8 25			2 21			
Afton 4.5			12 46			8 33			2 29			
Basic 3.8			12 54			8 41			2 37			
Waynesboro Union Sta. 0.1			12 59			8 46			2 42 ⁴⁹²			
Waynesboro 0.7			s 1 10			s 8 50			s 2 52			
Fishersville 5.0			1 12			8 52			2 55			
Brand 4.0			1 17			8 56			3 00			
Staunton 3.4			1 21			9 01			3 05 ⁴⁹⁰			
Craigsville 9.0			s 1 46			s 9 09			s 3 30			
Goshen 6.3			m 2 20									
Millboro 16.3			gm 2 30									
J. D. Cabin (EEDT) 1.3			m 2 39									
CLIFTON FORGE			2 57			10 13			4 40			
			3 05			10 18			4 48			
	AM A		PM			A	PM		PMA	AM		AM
	43 Daily		5 Daily			1 Daily			41 Daily			47 Daily

On single track, unless otherwise provided, eastward trains are superior to westward trains of the same class. (See Rule S-72.)

Flag Stops Not Shown on Schedules	No. 5
Culpeper.....	o
Cobham.....	k
Keswick.....	k

- c-To receive revenue passengers for Ashland or beyond.
- d-To receive revenue passengers for Waynesboro or beyond.
- e-To receive revenue passengers for Gordonsville or beyond.

- g-Flag stops for revenue passengers for points west of Clifton Forge where train is scheduled to stop.
- l-Friday and Saturday only. To discharge revenue passengers.
- k-Friday only. To discharge revenue passengers.
- l-To discharge revenue passengers from Richmond, Washington or beyond.
- m-To discharge revenue passengers from Charlottesville or beyond.
- o-To receive revenue passengers for Clifton Forge or beyond.
- s-Indicates stops.

FLAG STATION SIGNAL.—Color light signals, arranged to display white indication, for use instead of white flag or white lantern signals, are located as shown below:

- Goshen—Eastward: On north side of main track 2600 feet west of station.
- Goshen—Westward: On north side of main track 2000 feet east of station.
- Craigsville—Eastward: On north side of main track 1200 feet west of station.

SIGNAL ASPECT AND INDICATION.

ASPECT
White

INDICATION

Stop at Flag Station indicated on Schedule, per Rule 28

RICHMOND AND CLIFTON FORGE DIVISIONS

MOUNTAIN AND WASHINGTON SUBDIVISIONS

EASTWARD

SUPPLEMENT "A" TO TIMETABLE No. 149. In Effect 12:01 A. M., Sunday, October 30, 1960. STATIONS		FIRST CLASS									
		2 Daily	40 Daily Ex. Sun.	42 Daily	4 Daily	6 Daily	46 Daily				
WASHINGTON (EEDT) 8.2	A	8 00 AM	AM	.....	.....	4 11 PMA	3 00 AM	.....	.....	.....	.....
Alexandria 76.5		s 7 42	.....	.....	.....	s 3 37	s 2 31	.....	.....	.....	.....
ORANGE (WEDT) 12 9.2		g 6 20	.....	.....	.....	s 1 57	f 1 01	.....	.....	.....	.....
GORDONSVILLE 4.8		c 6 08	A s 5 10	.....	A 6 34	s 1 43	s 12 49	A s 1 13	.....	.....	.....
Lindsay 16.2		.....	s 4 50	.....	.....	.....	.....	.....	.....	.....	.....
CHARLOTTESVILLE 10		5 45	L 4 30	.....	L 6 10	1 17	12 25	L 12 47	.....	.....	.....
.....		5 30	.....	.....	.....	12 20	12 05	.....	.....	.....	.....
Charlotteville Union Sta. 0.9		s 5 20	.....	.....	.....	s 12 15 ⁵	s 12 01	.....	.....	.....	.....
Ivy 6.6		5 03	.....	.....	.....	11 58	11 39	.....	.....	.....	.....
Crozet 5.9		4 57	.....	.....	.....	k 11 52 ⁴⁹³	11 31	.....	.....	.....	.....
Greenwood 4.6		4 50	.....	.....	.....	11 46	11 24	.....	.....	.....	.....
Afton 4.5		4 43	.....	.....	.....	11 39	11 16	.....	.....	.....	.....
Basic 3.8		4 38	.....	.....	.....	11 34	11 10	.....	.....	.....	.....
Waynesboro Union Sta. 0.1		s 4 37	.....	.....	.....	s 11 33	s 11 08	.....	.....	.....	.....
Waynesboro 0.7		4 32	.....	.....	.....	11 23	10 59	.....	.....	.....	.....
Fishersville 5.0		4 27 ⁴⁹⁵	.....	.....	.....	11 18	10 54	.....	.....	.....	.....
Brand 4.0		4 23	.....	.....	.....	11 14	10 50	.....	.....	.....	.....
Staunton 3.4		s 4 18	.....	.....	.....	s 11 09	s 10 45	.....	.....	.....	.....
Swoope 7.9		4 03	.....	.....	.....	10 44	10 18	.....	.....	.....	.....
Craigsville 15.4		3 42	.....	.....	.....	10 25	i 9 59	.....	.....	.....	.....
Goshen 9.0		3 32	.....	.....	.....	10 15	ei 9 49	.....	.....	.....	.....
Millboro 6.3		3 26	.....	.....	.....	10 08	9 40	.....	.....	.....	.....
J. D. Cabin (EEDT) 16.2		3 06	.....	.....	.....	9 48	9 20	.....	.....	.....	.....
CLIFTON FORGE 1.3	L	3 03 AM	AM	.....	.....	9 45 AML	9 17 AML	.....	.....	.....	.....
		2 Daily	40 Daily Ex. Sun.		42 Daily	4 Daily	6 Daily	46 Daily			

On single track, unless otherwise provided, eastward trains are superior to westward trains of the same class. (See Rule S-72.)

- s—Indicates stops.
- c—To receive revenue passengers for Washington or beyond.
- e—To discharge revenue passengers from Charleston or beyond.
- f—Flag stops.
- g—To discharge revenue passengers from Hinton or beyond.
- h—To receive revenue passengers for Richmond, Washington or beyond.
- k—To discharge revenue passengers from Cincinnati and Columbus or beyond.

- No. 42—Stations between Charlottesville and Richmond (except Louisa and Cady) to discharge revenue passengers from Ashland or beyond.
- Cobham—Flag stop for No. 40.
- Shadwell—Flag stop for No. 40.
- Goshen—Flag stop for No. 4 for mail only.

**RICHMOND AND CLIFTON FORGE DIVISIONS
MOUNTAIN SUBDIVISION**

WESTWARD

EASTWARD

SECOND CLASS				SUPPLEMENT "A" TO TIMETABLE No. 149. In Effect 12:01 A. M., Sunday, October 30, 1960.	SECOND CLASS					
497 Daily	493 Daily	55 Daily Ex. Sun.	495 Daily		492 Daily	490 Daily	56 Daily Ex. Sun.	494 Daily		
L	PM L	AML	AML	AM	CHARLOTTESVILLE ⑩	A	AM A	A	PM A	PM
5 30	11 20	8 00	2 30		0.9 Charlottesville Union Sta.	3 50	4 10	1 10	3 30	
5 35	11 25	8 05	2 35		6.6 Ivy	3 43	4 06	1 03	3 23	
5 48	11 36	8 20	2 48		5.9 Crozet	3 30	3 53	12 48	3 14	
5 58	11 52 ⁴	8 40	2 58		4.6 Greenwood	3 20	3 43	12 38 ⁵	3 04	
6 08	12 13 ⁵⁶	8 50	3 13 ⁴⁹²		4.5 Afton	3 13 ⁴⁹⁵	3 36	12 13 ⁴⁹³	2 59	
6 18	12 23	9 05	3 28 ⁴⁹⁰		3.8 Basic	3 05	3 28 ⁴⁹⁵	12 05	2 51	
6 26	12 31	9 15	3 36		0.8 Waynesboro	2 42 ³	3 22	11 59	2 45	
6 31	12 50	9 30	4 10		5.0 Fishersville	2 39	3 19	11 49	2 24	
6 39	12 58	9 49	4 27 ²		4.0 Brand	2 31	3 11	11 41	2 16	
6 46	1 06	9 55	4 33		3.4 Staunton	2 25	3 05 ³	11 35	2 10	
7 00	1 21	10 10	4 44		57.5 CLIFTON FORGE	2 20	2 55	11 30	2 05	
8 40	3 20	12 45	6 15			12 30	1 15	9 00	12 15	
A	PM A	PM A	PM A	AM		L	AML	AML	AML	PM
497 Daily	493 Daily	55 Daily Ex. Sun.	495 Daily		492 Daily	490 Daily	56 Daily Ex. Sun.	494 Daily		

HOT SPRINGS SUBDIVISION

WESTWARD		SUPPLEMENT "A" TO TIMETABLE No. 149. In Effect 12:01 A. M., Sunday, October 30, 1960.	EASTWARD	
FIRST CLASS			FIRST CLASS	
303 Daily Mixed			310 Daily Mixed	
L	AM		A	AM
6 55		COVINGTON	s 10 17	
f 7 06		2.8 Intervale	f 10 02	
f 7 23		8.1 Falling Spring	f 9 42	
f 7 33		4.2 Jenkins Ford	f 9 32	
f 7 41		4.0 Callison	f 9 22	
f 7 50		3.0 Bacova Junction	f 9 12	
8 00		2.7 HOT SPRINGS	9 02	
A	AM		L	AM
303 Daily Mixed		No. 303 is superior to No. 310 Covington to Hot Springs.	310 Daily Mixed	

VIRGINIA AIR LINE SUBDIVISION

WESTWARD		SUPPLEMENT "A" TO TIMETABLE No. 149. In Effect 12:01 A. M., Sunday, October 30, 1960.	EASTWARD	
SECOND CLASS			SECOND CLASS	
891 Daily			98 Daily	
L	AM		A	AM
7 30		LINDSAY	2 20	
7 51		10.2 Troy	1 58	
8 12		10.4 Carysbrook	1 35	
8 22		4.9 Fork Union	1 25	
9 15		3.8 STRATHMORE	1 15	
A	AM		L	AM
891 Daily			98 Daily	

On single track, unless otherwise provided, eastward trains are superior to westward trains of the same class. (See Rule S-72.)

Not shown on schedule—Flag Stops for No. 303:
Clearwater Park Natural Well
Camp Appalachia Kincaid

Not shown on schedule—Flag Stops for No. 310:
Clearwater Park Natural Well
Harrington Kincaid
Camp Appalachia

RICHMOND AND CLIFTON FORGE DIVISIONS

ALLEGHANY SUBDIVISION

WESTWARD

SUPPLEMENT "A" TO TIMETABLE No. 149. In Effect 12:01 A. M., Sunday, October 30, 1960.	FIRST CLASS														
	3 Daily				303 Daily Mixed		47 Daily		1 Daily						
	STATIONS														
CLIFTON FORGE 12.3	L	AM	5	07	L	AML	6	15	PML	3	15	PM	10	23	
Covington 16.5			s	5	A	s	6	45		s	3	35	s	10	41
Alleghany 5.6				5	.....						3	59		11	06
White Sulphur Springs 8.0			s	6	.....					s	4	30	s	11	19
Whitcomb 2.8				6	.....						4	40		11	30
Ronceverte 13.2			s	6	.....					s	4	50		11	34
Alderson (15) 13.6			s	6	.....					s	5	10	c	11	49
Hilldale 7.5				7	.....						5	26		12	07
HINTON			s	7	.....					s	5	40	s	12	23
	A	AM				AMA			PM	A			AM		
	3 Daily				303 Daily Mixed		47 Daily		1 Daily						

Flag Stop—No. 4 at Alleghany for express only.

Flag Stops for Nos. 303, and 310.
Low Moor
Steele
Mallow

ALLEGHANY SUBDIVISION

EASTWARD

SUPPLEMENT "A" TO TIMETABLE No. 149. In Effect 12:01 A. M., Sunday, October 30, 1960.	FIRST CLASS																		
	2 Daily				4 Daily		310 Daily Mixed		6 Daily										
	STATIONS																		
CLIFTON FORGE 12.3	A	AM	s	2	A	AMA	s	9	34	A	AMA	s	10	52	A	PM	s	8	57
Covington 2.6				2			s	9	13	L			10	22			s	8	38
B. S. Cabin 19.5				2				9	03	.....								8	30
White Sulphur Springs 10.8			s	2			s	8	37	.....							s	8	02
Ronceverte 13.2				1			s	8	09	.....							s	7	38
Alderson (15) 13.6				1			s	7	43	.....							s	7	18
Hilldale 7.5				1				7	22	.....								7	00
HINTON				1				7	12	.....								6	50
	L	AM			L	AM					AML		L	PM					
	2 Daily				4 Daily		310 Daily Mixed		6 Daily										

c—No. 1—Alderson to discharge revenue passengers from Charlottesville or beyond and to receive revenue passengers for Ashland or beyond.

RICHMOND AND CLIFTON FORGE DIVISIONS

STATIONS, OFFICE HOURS, PASSING SIDINGS, DISTANCES

WESTWARD				EASTWARD			
Distance from Fort Monroe	Distance from R. Cabin	Passing Siding Capacity in Cars (41 ft.)	HAMPTON SUBDIVISION	OFFICE HOURS		Distance from Richmond	Distance from Gordonsville
				From	To		
STATIONS							
0.0			FORT MONROE	1.1		85.0	
1.1		20	Phoebus	1.8	8 00A 5 00 P	83.9	
2.9		14	Hampton	0.4		82.1	
3.3		47	Langley Field	5.6		81.7	
8.9		Yard	Old Point Junction		C C	76.1	
PENINSULA SUBDIVISION							
10.2			NEWPORT NEWS	1.3		74.8	
11.5		Yard	Old Point Junction	2.5	C C	73.5	
14.0			Hampton Roads Transfer (EEDT)	2.4		71.0	
16.4			Morrison	8.6		68.6	
25.0		Yard	Amoco	2.5		60.0	
27.5		e123 w165	Lee Hall		8 00A 5 00 P	57.5	
37.1		e189	Williamsburg	9.6		47.9	
40.1			Magruder	3.0		43.6	
44.4		e165 w165	Norge	4.3	C C	40.6	
61.4		e126 w165	Providence Forge	17.0	* 7 45A 4 45 P	23.6	
83.3	0.0		R. Cabin	21.9	C C	1.7	77.8
85.0	1.7	Yard	RICHMOND	1.7	C C	0.0	76.1
PIEDMONT SUBDIVISION							
	1.7	Yard	RICHMOND	1.2	C C		76.1
	2.9		A. R. Cabin (WEDT)	1.6			74.9
	4.5		Sandco	6.9			73.3
	11.4	71	Atlee	8.5			66.4
	19.9	96	Hanover	5.2			57.9
	25.1	65	South Anna	4.0			52.7
	29.1	69	Doswell	5.6			48.7
	34.7	95	Noel	7.0			43.1
	41.7	66	Beaver Dam	5.0			36.1
	46.7	65	Bumpass	5.2			31.1
	51.9	65	Frederick Hall	6.2			25.9
	58.1	67	Mineral	5.8	† 5 45A 2 45 P		19.7
	63.9	65	Louisa	4.5	† 8 00A 5 00 P		13.9
	68.4	65	Trevilian	9.4	* 5 30A 2 30 P		9.4
	77.8	103	GORDONSVILLE		C C		0.0

WESTWARD				EASTWARD			
Distance from Charlottesville	Distance from Washington	Passing Siding Capacity in Cars (41 ft.)	WASHINGTON SUBDIVISION	OFFICE HOURS		Distance from Charlottesville	Distance from Clifton Forge
				From	To		
STATIONS							
	0.0		WASHINGTON (EEDT)	C	C	114.9	210.6
	6.2		Potomac Yard	C	C	108.7	204.4
	8.2	Yard	Alexandria			106.7	202.4
	84.7		ORANGE (WEDT)	C	C	30.2	125.9
	85.7	80	South Orange			29.2	124.9
	93.9	103	GORDONSVILLE	C	C	21.0	116.7
	98.7	65	Lindsay			16.2	111.9
	100.9		Cobham			14.0	109.7
	103.8	51	Campbell			11.1	106.8
	107.6		Keswick			7.3	103.0
	110.9	65	Massie			4.0	99.7
	114.9	Yard	CHARLOTTESVILLE	C	C	0.0	95.7
MOUNTAIN SUBDIVISION							
0.0	114.9	Yard	CHARLOTTESVILLE	0.9	C C		95.7
0.9	115.8	52	Charlottesville Union Station		C C		94.8
7.5	122.4	113	Ivy	5.9	* 7 15A 4 15 P		88.2
13.4	128.3	97	Crozet	4.6	* 7 45A 4 45 P		82.3
18.0	132.9	70	Greenwood	4.5			77.7
22.5	137.4	97	Afton	3.8			73.2
26.3	141.2	60	Basic	0.1			69.4
26.4	141.3		Waynesboro Union Station	0.7	9 00 A 5 00 P 11 00 P 7 00 A		69.3
27.1	142.0	90	Waynesboro	5.0			68.6
32.1	147.0	75	Fishersville	4.0	* 7 30A 4 30 P		63.6
36.1	151.0	90	Brand	3.4			59.6
39.5	154.4	38 Yd.	Staunton	3.3	C C		56.2
42.8	157.7	90	LaGrange	4.6			52.9
47.4	162.3	46	Swoops	1.7			48.3
49.1	164.0	106	Christian	3.5			46.6
52.6	167.5	96	North Mountain	3.8			43.1
56.4	171.3	102	Ferrol	1.8			39.3
58.2	173.1	47	Augusta Springs	4.6			37.5
62.8	177.7	113	Craigsville	4.5			32.9
67.3	182.2	86	Bells Valley	4.5			28.4
71.8	186.7	89	Goshen	6.3			23.9
78.1	193.0	90	Millboro	6.7			17.6
84.8	199.7	90	Crane	4.0			10.9
88.8	203.7	70	Griffith	5.6			6.9
94.4	209.3		J. D. Cabin (EEDT)	1.3			1.3
95.7	210.6	Yard	CLIFTON FORGE		C C		0.0

Distance from Initial Station	Passing Siding Capacity in Cars (41 ft.)	V. A. L. SUBDIVISION	OFFICE HOURS		Distance from Initial Station
			From	To	
STATIONS					
0.0		LINDSAY	10.2		29.3
10.2	125	Troy	10.4		19.1
20.6	82	Carysbrook	4.9		8.7
25.5		Fork Union	3.8		3.8
29.3	Yard	STRATHMORE		C C	0.0

Distance from Initial Station	Passing Siding Capacity in Cars (41 ft.)	BUCKINGHAM SUBDIVISION	OFFICE HOURS		Distance from Initial Station
			From	To	
STATIONS					
0.0		Breme	4.0	† 8 00 A 5 00 P	16.4
4.0		Arvonla	5.4		12.4
9.4		Johnson	7.0		7.0
16.4		DILLWYN			0.0

C-Continuous.
 †-Daily except Sunday.
 *-Daily except Saturday and Sunday.

RICHMOND AND CLIFTON FORGE DIVISIONS

STATIONS, OFFICE HOURS, PASSING SIDINGS, DISTANCES

Table for RIVANNA SUBDIVISION showing stations from Westward (Gladstone) and Eastward (Clifton Forge) with office hours and distances.

Table for JAMES RIVER SUBDIVISION showing stations from Westward (Gladstone) and Eastward (Clifton Forge) with office hours and distances.

Table for ALLEGHANY SUBDIVISION showing stations from Westward (Clifton Forge) and Eastward (Hinton) with office hours and distances.

Table for LEXINGTON SUBDIVISION showing stations from Westward (Lexington) and Eastward (Balcony Falls) with office hours and distances.

Table for HOT SPRINGS SUBDIVISION showing stations from Westward (Covington) and Eastward (Hot Springs) with office hours and distances.

Table for GREENBRIER SUBDIVISION showing stations from Westward (Bartow) and Eastward (Whitcomb) with office hours and distances.

Table for CRAIG VALLEY SUBDIVISION showing stations from Westward (Eagle Rock) and Eastward (New Castle) with office hours and distances.

C-Continuous, †-Daily except Sunday, *-Daily except Saturday and Sunday.

§-On No. 1 Track, †-On No. 2 Track.

SPECIAL INSTRUCTIONS

A-2.—Trains and engines will use the tracks of other railroads in accordance with their timetables, rules, and regulations as follows:

A-1.—DESIGNATION OF MAIN TRACKS.

DIV.	SUB-DIVISION	TRACK SECTION BETWEEN	TRACK
N.N.&N.T.		Fort Monroe and Old Point Jct.	Single
		Newport News and Hampton Roads Transfer	
RICHMOND	Peninsula..	Hampton Roads Transfer and Rivanna Jct.	Two Tracks
	Piedmont..	Rivanna Jct. and AR Cabin AR Cabin and Gordonsville	
RICHMOND	Washington	Orange and Charlottesville	Single
	Rivanna...	Rivanna Jct. and Westham	Two Tracks
		Westham and Maidens	Single
		Maidens and Irwin	Two Tracks
		Irwin and Brema	Single
		Brema and Shores	Two Tracks
		Shores and Greenway	Single
		Greenway and East End Gladstone Yard	Two Tracks
		East and West End Gladstone Yard	
	Virginia Air Line..	Lindsay and Strathmore	Single
Buckingham.....	Brema and Dillwyn		
CLIFTON FORGE	Alberene...	Warren and Esmont	
	Mountain..	Charlottesville and JD Cabin	
		JD Cabin and Clifton Forge	
	Alleghany..	Clifton Forge and Hinton	Two Tracks
	James River.....	West End Gladstone Yard and Walkerford	
		Walkerford and Tyree	Single
		Tyree and So. Ry. Crossing	Two Tracks
		Sou. Ry. Crossing and SD Cabin	Single
		SD Cabin and Natural Bridge	Two Tracks
		Natural Bridge and Buchanan	Single
Buchanan and JN Cabin		Two Tracks	
JN Cabin and Iron Gate		Single	
Iron Gate and JD Cabin	Two Tracks		
Lexington..	Balcony Falls and Lexington	Single	
Craig Valley	Eagle Rock and New Castle		
Hot Springs	Covington and Hot Springs		
Greenbrier.	Whitcomb and Bartow		

DIVISION	BETWEEN	RAILROAD
	C and Virginia Avenue Interlocking Stations.....	Washington Terminal Co.
	Virginia Avenue Interlocking Station and RO Block Station....	Pennsylvania Railroad
RICHMOND.....	RO Block Station and AF Block Station.....	RF&P Railroad
	AF Block Station and Orange....	Southern Ry.
	On Potomac Yard Tracks.....	Pot. Yd. Rules
CLIFTON FORGE.	Glasgow and Loch Laird Jct.....	N. & W. Ry.
	Durbin Wye Track.....	W. M. Ry.

A-2(a).—The Pennsylvania Railroad requires Conductors and Engineers, who operate over Zone "C," Maryland Division, between Virginia Avenue Interlocking and R. O. Block Station to be qualified before operating on their tracks.

P. R. R. Rule 75, requires that all Conductors and Engineers have with them the necessary timetables in which have been inserted all effective General Orders for Zone "C," such employees will be governed as follows:

"Conductors and Engineers, when reporting for duty, must examine the bulletin boards (or bulletin books) to see that they are familiar with all effective general orders pertaining to any portion of the general order zones on which they are qualified. They must insert a sticker copy of all general orders in their timetables, after which they must sign the employees' register in the presence of a designated employe who must personally witness the signature of each employe."

Employe registers are located as follows:

- Washington, D. C....Shops and Station Master's Office.
- Charlottesville, Va...Yard Office and General Foreman's Office.
- Clifton Forge, Va...Yard Office.

A-2(b).—DURBIN, W. VA.—Western Maryland Road Switching Limit Boundary Signs, yellow background with black letters reading, "R-93-A Limits," at Durbin, West Virginia, are in service and located as follows:

- 289 Feet East of West (C&O) Wye Switch;
- 268 Feet West of East (C&O) Wye Switch;
- 3,739 Feet East of North (C&O) Wye Switch in Western Maryland Main Track East to Elkins.

Permission of Western Maryland Train Dispatcher must be obtained by Conductor or Engineer of Chesapeake & Ohio trains or engines before occupying Western Maryland tracks. After obtaining permission Chesapeake & Ohio trains or engines may occupy Western Maryland tracks between Road Switching Limit Boundary Signs protecting against regular trains and must move prepared to stop short of other movements, trains, engines and obstructions, unless the track is known to be clear. These instructions supplement and do not supersede Operating Rules or Timetable Special Instructions. Telephones are located at West (C&O) Wye Switch and North (C&O) Wye Switch in Western Maryland Main Track.

30.—STANDARD CLOCKS, WATCH REGISTER FORMS, BULLETIN AND NOTICE BOOKS.

30-1.—Standard Clocks and Watch Register Forms:

STATION	LOCATION CLOCK	LOCATION FORM CDT-43
Newport News..	Baggage Room.....	Baggage Room
	X. A. Cabin.....	.....
	Yard Office, 34th St....	Yard Office, 34th St.
	Yard Office, 58th St....	Yard Office, 58th St.
Fulton.....	R. Cabin.....	.....
	Yard Office.....	Yard Office
	Westbound Yard Office.	Westbound Yard Office
	Engine Inspector's Office	Engine Inspector's Office
Richmond.....	Station Master's Office..	Station Master's Office
	.....	17th St. Yard Office
	.....	2nd St. Yard Office
Gordonsville.....	G. Cabin.....	.....
	Telegraph Office.....	Telegraph Office
Charlottesville...	General Foreman's Office	General Foreman's Office
	Bunkhouse.....	Bunkhouse
	Roundhouse.....	Roundhouse
Potomac Yard...	Yardmaster's Office....	Yardmaster's Office
	South Forwarding Yard.	South Forwarding Yard
Washington.....	Station Master's Office..	Station Master's Office
	Ivy City Shops.....	Ivy City Shops
Strathmore.....	Telegraph Office.....	Telegraph Office
	Telegraph Office.....	Telegraph Office
Gladstone.....	General Foreman's Office	General Foreman's Office
	Waynesboro Union Station.	Telegraph Office
Staunton.....	.....	Telegraph Office
	Smith Creek Yard Office.	Smith Creek Yard Office
Clifton Forge...	Telegraph Office.....	Telegraph Office
	Yard Office.....	Yard Office
Covington.....	Telegraph Office.....	.....
	Yard Office.....	Yard Office
Ronceverte.....	Telegraph Office.....	Telegraph Office
	Yard Office.....	Yard Office
Hinton.....	Telegraph Office.....	Telegraph Office
	Yard Office.....	Yard Office
Lynchburg.....	Roundhouse Office.....	Roundhouse Office
	Yard Office.....	Yard Office
Durbin.....	Telegraph Office.....	Telegraph Office

30-2.—Bulletin and Notice Books:

STATION	LOCATION
Norfolk.....	Yard Office
	Baggage Room
	34th St. Yard Office
Newport News...	58th St. Yard Office
	Dawson City Locker Room
	Yard Office
Fulton.....	Westbound Yard Office
	Engineers Wash Room

30-2.—Concluded.

STATION	LOCATION
Richmond.....	Station Master's Office
	Engineer's Wash Room—Main St. Station
	17th St. Yard Office
	2nd St. Yard Office
Charlottesville...	Yard Office
	General Foreman's Office
	Bunkhouse
Potomac Yard...	Roundhouse
	Yardmaster's Office—South Forwarding Yard
Washington.....	Station Master's Office
	Ivy City Shops
Strathmore.....	Telegraph Office
	Yard Office
Gladstone.....	General Foreman's Office
	Waynesboro Union Station.	Telegraph Office
Staunton.....	Yardmen's Booth
	Lynchburg.....	Yard Office
Clifton Forge...	Hump Office
	Smith Creek Yard Office
	Yard Office—Engr. and Trainmen's Lobby
Covington.....	Yard Office
	Ronceverte.....	Yard Office
Hinton.....	Crew Room—Passenger Station
	Yard Office
	Roundhouse Office

40.—MAXIMUM AUTHORIZED SPEED—Unless trains and engines are otherwise restricted by train orders, signal indications, speed limit signs, and instructions contained in Speed Restriction Tables 40-1 and 40-2:

BETWEEN	PASSENGER TRAINS MPH	FREIGHT TRAINS	
		TIME	OTHER MPH
RICHMOND DIVISION:			
Richmond and Newport News.....	75	50	40
Old Point Junction and Fort Monroe.....	30	30	30
Amoco Industrial Extension.....	15	15	15
Richmond and Gordonsville.....	65	50	40
Orange and Lindsay.....	75	50	40
Lindsay and Charlottesville.....	65	50	40
Richmond and Gladstone.....	50	50	40
Lindsay and Strathmore.....	45	35	35
Bremo and Dillwyn.....	30	.....	30
Warren and Esmont.....	20	.....	20
CLIFTON FORGE DIVISION:			
Charlottesville and Clifton Forge.....	65	40	40
Clifton Forge and Hinton.....	60	40	40
Gladstone and Clifton Forge.....	50	40	40
Eagle Rock and New Castle.....	25	20	20
Balcony Falls and Lexington.....	30	20	20
Covington and Hot Springs.....	30	20	20
Whitecomb and Bartow.....	40	30	30

40-1.—SPEED RESTRICTIONS:

LOCATIONS AND CONDITIONS	PASSENGER TRAINS	FREIGHT TRAINS	
		TIME	OTHER
		MPH	MPH
GENERAL:			
Trains running against the current of traffic.....	50	35	35
Through turnouts at ends of passing sidings and all main track crossovers except where movement is governed by interlocking or automatic block signal indications.....	20	15	15
RICHMOND DIVISION:			
Eastward passenger trains east of crossover at 23rd St., Newport News.....	10	.....	.....
Approaching Phoebus station.....	15	.....	15
Trains in excess of 7000 tons or 160 cars between Richmond and Gladstone.....	.....	45	35
On curves, Buckingham Subdivision:			
Between Brems and MP-1.....	12	.....	12
Between MP-1 and Dillwyn.....	20	.....	20
On curves, Alberene Subdivision.....	.....	.....	15
CLIFTON FORGE DIVISION:			
Trains in excess of 7000 tons or 160 cars between Gladstone and Clifton Forge.....	.....	35	35
Between west end Afton Passing Siding and Rock Cut, one-half mile east of Mile Post 197....	35	20	20
Westward trains in excess of 7,000 tons or 160 cars between Clifton Forge and Whitcomb....	.....	35	35
Freight trains with retaining valves in use between Alleghany and Covington.....	.....	20	20
Freight trains operated under Timetable Special Instruction 1006-4 (a) and 1006-5, not using retaining valves between Alleghany and Covington.....	.....	25	25
Eastward Freight Trains			
North Mountain to Swoope.....	.....	30	30
LaGrange to Staunton.....	.....	30	30
Westward Freight Trains			
West end Blue Ridge Tunnel to Basic.....	.....	20	20
North Mountain to Augusta Springs.....	.....	30	30

40-2.—SPEED RESTRICTIONS, ENGINES AND EQUIPMENT, unless otherwise restricted to lower speeds:

GENERAL:	PASSENGER TRAINS	FREIGHT TRAINS	
		TIME	OTHER
		MPH	MPH
<i>Engines</i>			
Engines pushing cars.....	30	25	25
Permissible speeds for diesel engines used in passenger or freight service, except speed must not be in excess of Maximum Authorized Speed Table 40 or Speed Restriction Tables 40-1 and 40-2 when such speeds are lower:			
Series Nos. 95-98, 101-108, 4000,4001,4009, 4500-4523.....	80	60	60
4002-4008, 4010-4030.....	75	60	60

40-2.—Concluded.

GENERAL:	PASSENGER TRAINS	FREIGHT TRAINS	
		TIME	OTHER
		MPH	MPH
<i>Engines</i>			
Series Nos. 80-85, 1834-1847, 5600-5601, 5700-6263, 6700-6709, 5114-5115, 5528-5595.....	65	60	60
10-11, 57-62, 1850-1856, 5000-5093.....	60	60	60
1.....	50	50	50
Rail cars { 9060-9062, 9080-9082 }.....	37	37	37
.....	80	60	60
<i>Equipment</i>			
Passenger trains handling Piggy-Back-Cars.....	60	.....	.....
Trains handling ditcher spreader cars.....	.....	30	30
Trains handling air dump cars.....	.....	30	30
Trains handling scale test cars (see 40-4 (k)).....	.....	25	25
Trains handling Clearance Car X-1836 when pushed ahead of engine (see 40-4(l)).....	.....	30	30
Trains handling Clearance Car X-1836 when pulled in train (see 40-4 (l)).....	.....	35	35
Trains handling C&O tool car derrick with boom trailing.....	.....	40	40
Trains handling C&O tool car derrick with boom in forward position (see 40-4).....	.....	30	30
Trains handling other derrick cars, power shovels, cranes, ditchers and similar pivoted machinery moving on their own wheels (see 40-4).....	.....	20	20
.....	.....	15	15
Trains handling non-revenue shipments of derricks, power shovels, cranes, ditchers and similar pivoted machinery loaded on cars (see 40-4)....	.....	30	30
RICHMOND DIVISION:			
Trains handling Wrecking Crane WC-30 over Richmond Viaduct and Hollywood Trestle (see 40-4).....	.....	10	10

40-3.—ENGINE RESTRICTIONS:

40-3 (a).—BACK-UP MOVEMENTS.—When operating four or more diesel units in multiple, caution must be exercised in handling throttle during back-up movements to prevent derailing units or cars.

40-3 (b).—PUSHER SERVICE.—Where pusher service is required, no more than three units, working in multiple, should be used.

40-3 (c).—HAULING DEAD OR DISABLED ENGINE IN TRAIN.—Dead or Disabled engines must not be dispatched or moved in any train, without authority of the Chief Train Dispatcher, who will secure proper instructions for movement from the Master Mechanic before authorizing movement of disabled or dead engine in train. When for any reason lower speeds than specified in timetable are required such speeds will be requested before engine is dispatched. When enroute in charge of messenger, and conditions require further speed restrictions, Chief Train Dispatcher should be so notified, who will advise whether to set engine out or reduce speed.

40-3 (d).—RAIL CARS.—Diesel rail cars must be handled on rear of passenger train.

40-3 (f).—SCALE TRACKS.—Engines must not be operated over live rail of scale tracks.

40-3 (g).—TRACK RESTRICTIONS.—Engines are restricted in use of tracks as designated below.

RICHMOND DIVISION:

S. D.	STATION	TRACK	DIESEL ROAD NUMBERS	RESTRICTION
Peninsula	Oriana.....	West Spur	All Engines	Must not go beyond derail on west spur track.
	Penniman....	Spur track	All Engines	Must not go beyond a point 1400 feet east of North Interchange Track.
Rivanna	Korah.....	South Spur, water purification plant	All Engines	Must not go beyond a point 390 feet west of point of switch.
	Harris Siding.	Harris Siding	All Engines	Must not go under tipple.
	Sabot.....	Spur Track in Passing Siding	All Engines	Must not go beyond a point 350 feet from point of switch.
	Strathmore...	Coal Bin Track	All Engines	Must not move over coal hopper.
Gladstone....	Coal Bin Track	All Engines		
Buckingham	Entire Subdivision...	Entire Subdivision	1, 10, 11, 57-62, 80-85, 1834-1847, 1850-1856, 5000-5057, 5060-5093, 5100-5115, 5200-5298, 5800-5808, 5810-5811.	Not more than two units coupled may be operated on. Must be operated with caution not exceeding 5 mph past all close fixed clearances. Engines not listed herein must not be operated on Buckingham Sub-division.
	Entire Subdivision..	Entire Subdivision	5528-5595, 6500-6501, 6600-6601, 6700-6709, 6800-6811.	Must not be operated on.
Alberene	Entire Subdivision..	Entire Subdivision	All Engines	Must be operated with caution not exceeding 5 m.p.h. past all close fixed obstructions.

40-3 (g)—Continued.

CLIFTON FORGE DIVISION:

S. D.	STATION	TRACK	DIESEL ROAD NUMBERS	RESTRICTION
Lexington	Between Glasgow and Loch Laird Jct....	N&W Ry. Tracks	6700-6709, 6800-6811.	Must not be operated on.
	Between Loch Laird Jct. and Lexington...	Main Tracks	6800-6811	
Craig Valley	Entire Subdivision..	Main Tracks	1, 10, 11, 57-62, 80-85, 95-98, 101-108, 1834-1847, 1850-1856, 4000-4030, 4500-4523, 5000-5057, 5060-5093, 5100-5115, 5200-5298, 5800-5808, 5810-5811.	Not more than two units coupled may be operated on.
		Main Tracks	5528-5595, 5600-5601, 5700-5719, 5730-5797, 5812-6263, 6500-6501, 6600-6601, 6700-6709, 6800-6811, 7000-7093, 7500-7546, 8000-8015, 8500-8506.	Must not be operated on.
Alleghany	Covington....	Under car shakeout of West Virginia Pulp and Paper Company on wood track near reservoir.	All Engines	Must be moved with caution and at slow speed when passing platform and roof eaves.
		On the clay track adjacent to West Virginia Pulp and Paper Co.'s clay house	5000-5057, 5060-5093, 5100-5113, 5528-5595, 5700-5797, 5800-5900.	
		On Tracks No. 2 and 3 adjacent to West Virginia Pulp and Paper Co.'s paper mill building and pulp mill building.	5000-5057, 5060-5093, 5100-5113, 5700-5797, 5800-5900.	Must be moved with caution and at slow speed when passing platforms.
		Track serving Alleghany Milling Company	5000-5015, 5114-5115, 5570-5595.	Must have cab awnings and windshields closed when passing corner of building and shed.
		Track No. 3 adjacent to West Virginia Pulp and Paper Co.'s boiler house		Must have cab awnings and windshields closed when passing tank car walkways.

40-3 (g)—Concluded.

CLIFTON FORGE DIVISION—Concluded:

S. D.	STATION	TRACK	DIESEL ROAD NUMBERS	RESTRICTION
Alleghany	White Sulphur Springs	Trestle on Coal Bin Track.	1, 10, 11, 57-62, 80-85, 95-98, 101-108, 1834-1847, 1850-1856, 4000-4030, 4500-4523, 5000-5057, 5060-5093, 5100-5115, 5200-5298, 5600-5601, 5700-5719, 5730-5797, 5800-5808, 5810-6263, 7000-7093, 7500-7546, 8000-8015, 8500-8506.	Not more than two units coupled may be operated on.
	Covington	Track leading to Industrial Rayon Corp.	5528-5595, 6500-6501, 6600-6601, 6700-6709, 6800-6811.	Must not be operated on.
		Track serving Covington Lumber Co.	80-85, 95-98, 101-108, 1834-1847, 4000-4030, 4500-4523.	Must not be moved past fence.
Hot Springs	Covington	Bates track adjacent to corrugated iron shed opposite MP 1	5000-5015, 5570-5595, 5114-5115.	Must have cab awnings and windshields closed.
		Industrial Track at MP 1	95-98, 101-108, 4000-4030, 4500-4523.	Must not be moved past sand bin.
Gbrier.	Durbin	Station Platform	5528-5569	Must not be moved past station platform.

40-3 (h)—Continued.

NEWPORT NEWS-NORFOLK TERMINAL DIVISION—Concluded:

STATION	BRIDGE, TRESTLE OR STRUCTURE	DIESEL ROAD NUMBERS	RESTRICTION	
Newport News	Pier No. 4	1	Must have windshields closed.	
		Engines except No. 1	Must not operate on upper or lower decks beyond sign reading "ENGINE STOP."	
	Pier No. 5	All Engines		Must not operate on Apron (or Beach) track beyond sign reading "ENGINE STOP." Must not operate on North and South tracks beyond sign reading "ENGINE STOP", located approximately 200 feet beyond entrance to Pier Shed.
				80-85, 95-98, 101-108, 1834-1847, 4000-4030, 4500-4523, 5080-5093, 5214-5298, 5528-5595, 5600-5601, 5700-5719, 5730-5797, 5800-5808, 5810-6263, 6500-6501, 6600-6601, 6700-6709, 6800-6811, 7000-7093, 7500-7546, 8000-8015, 8500-8506.	Must not operate on Apron (or High) track.
	Pier No. 6			Must not operate on depressed tracks beyond sign reading "ENGINE STOP," located approximately 316 feet beyond entrance to Pier Shed.
				All Engines
	Pier No. 8		6800-6811	Must not operate on any track.
	Pier No. 14	All Engines		Must not operate beyond Kickback Switches, must not operate on Barney Inclines to dumper, must not exceed 4 m.p.h. over track scales.
	Pier No. 15			
	Float Bridge B		6800-6811	Must not operate on any track.
Float Bridges A and B	All Engines		Rear trucks of engines must not be permitted to go on Car Floats Nos. 2, 3, 4 and 5 when loading or unloading car floats.	

40-3 (h).—BRIDGES AND TRESTLES.—Engines are restricted in use of tracks on bridges and trestles as designated below.

NEWPORT NEWS-NORFOLK TERMINAL DIVISION:

STATION	BRIDGE, TRESTLE OR STRUCTURE	DIESEL ROAD NUMBERS	RESTRICTION
Newport News	Pier No. 1	All Engines	Must not operate on main track beyond sign reading "ENGINE AND CAR STOP".
			Must not operate on upstream (old eastward Main) track beyond sign reading "ENGINE STOP."
	Pier No. 2	6800-6811	Must not operate on outshore 200 feet of tracks 2 and 4.
Pier No. 3		5528-5595, 6500-6501, 6600-6601, 6700-6709, 6800-6811,	Must not operate on low tracks beyond land bulkhead.

RICHMOND DIVISION:

S. D.	STATION	BRIDGE, TRESTLE OR STRUCTURE	DIESEL ROAD NUMBERS	RESTRICTION
Pen.	Reservoir . . .	Trestle of Newport News Water Works	All Engines	Must not be operated on.
Rivanna	2nd St. Yard.	Goodyear Tire and Rubber Trestle, 9th Street		
Piedmont	Charlottesville	Charlottesville Woolen Mills Trestle		
Bham.	Lesuers	Lesuers Siding		

CLIFTON FORGE DIVISION:

S. D.	STATION	BRIDGE, TRESTLE OR STRUCTURE	DIESEL ROAD NUMBERS	RESTRICTION
Mountain	Charlottesville	Trestle serving Cochran and Godwin	All Engines	Must not use.
	Fordwick	Trestles of Lehigh Portland Cement Co. (located at coal bin and at boiler house)		
	Clifton Forge (Smith Creek Belt Line) . . .	Burks Coal and Transfer Co. trestle		
Lexington	East Lexington . . .	Bridge 192 over Maury River	5528-5595, 6500-6501, 6600-6601, 6700-6709, 6800-6811.	Must not be operated on.
			1, 10, 11, 57-62, 80-85, 95-98, 101-108, 1834-1847, 1850-1856, 4000-4030, 4500-4523, 5000-5057, 5060-5093, 5100-5115, 5200-5298, 5600-5601, 5700-5719, 5730-5797, 5800-5808, 5810-6263, 7000-7093, 7500-7546, 8000-8015, 8500-8506.	Must not exceed a speed of 15 mph. Not more than 2 units coupled may be operated over bridge.
Alleghany	Covington	Track serving Covington Lumber Co. Trestle on track serving Alleghany Milling Co.	All Engines	Must not be operated on trestle.

CLIFTON FORGE DIVISION—Concluded:

S. D.	STATION	BRIDGE, TRESTLE OR STRUCTURE	DIESEL ROAD NUMBERS	RESTRICTION
Alleghany	Covington	Trestles on track No. 2 and Track No. 3 adjacent to West Virginia Pulp and Paper Co.'s paper mill building and pulp mill building	5528-5595, 6500-6501, 6600-6601, 6700-6709, 6800-6811.	Must not be operated on trestle.
		Trestle on coal track serving McAllister and Bell		
		Trestle on track serving E. M. Nettleton and Co.	All Engines	
		Trestle on track No. 1 adjacent to West Virginia Pulp and Paper Co.'s finishing department building		
Hot Springs	Hot Springs . . .	Trestle on bin track serving Virginia Hot Springs Co.		
Greenbrier	Bridge 864 . . .	Bridge 864	6700-6709, 6800-6811.	Must be operated with caution not exceeding 5 mph account close clearance.
			95-98, 101-108, 4000-4030, 4500-4523.	Must not be operated on.

40-3 (i) Reachers must be used in switching tracks or portions of tracks not safe for engines.

40-4.—EQUIPMENT RESTRICTIONS:

Rotating Machinery

Pivoted, Rotating or Swinging Machinery.—Derricks, cranes, pile drivers and similar pivoted, rotating or swinging machinery, moving in train on their own wheels or loaded on car will be handled as follows:

40-4 (a) Derrick cars, power shovels and similar pivoted machinery, when handled in trains, on their own wheels, or loaded on cars, either with or without boom in place, must have the Rotating Portion substantially anchored by two anchors to the front and two anchors at the rear (similar to wrecking cranes) to prevent any part of the rotating apparatus turning or swinging, (this does not apply to machines where the rotating apparatus cannot be turned to project outside of the side lines of the machines or cars on which loaded). When boom is connected, it must be placed in its lowest position, and the anchors at that end must secure the boom to the machine or to the car on which machine is loaded. In addition to anchors, pivoted machinery equipped with jacks to take care of vertical motion must have the jacks screwed tight; in the absence of jacks, blocking must be used for this purpose.

40-4 (b) Unless otherwise directed by the Superintendent, revenue shipments of pivoted, rotating or swinging machinery moving on own wheels must not be moved in a train unless train order restricting the movement as may be necessary has been properly placed for delivery to the conductor and engineer.

Such shipments will be handled only in local freights, branch line mixed train or special train operated for the purpose, and will be placed not more than (five) 5 cars from rear of train in which handled, unless otherwise directed by the Superintendent.

The yardmaster, agent, or other employe handling the shipment will notify the Chief Train Dispatcher in ample time to secure train order restrictions before permitting the shipment to be moved in a train.

40-4 (c) When a restricted shipment is to be dispatched beyond the jurisdiction or territory of a Chief Train Dispatcher, he will notify others concerned of the specific train in which the shipment is moving in ample time for Yardmaster and Train Dispatcher to protect the movement on their territory.

40-4 (d) The speed of trains handling restricted shipment, unless otherwise designated by train order, will be governed by Timetable Speed Restriction Table 40-2 applying to trains handling pivoted machinery moving on own wheels.

40-4 (e) Non-revenue equipment consisting of pivoted, rotating or swinging machinery moving on own wheels or loaded on cars will be handled only in work trains, local freight trains or branch line mixed trains. The rotating or swinging portions of such equipment must be secured (except when in actual use) in accordance with Timetable Special Instruction 40-4 (a) before being handled in a train.

40-4 (f) Revenue shipments of pivoted, rotating or swinging machinery loaded on cars and other revenue shipments on open top cars which meet with the designated clearance and load limitations and have rotating and movable parts properly secured and blocking and tie downs per AAR Loading Rules, may be moved in any train at maximum authorized speed for the train handling. (Circulars 157-L and 157-M govern clearance limitations of cars.)

40-4 (g) Restricted revenue shipments of pivoted, rotating and swinging machinery loaded on cars, and other revenue shipments on open top cars, which do not meet designated clearance and load limitations or are not properly secured or blocked, must not be dispatched or moved in a train, except in compliance with Timetable Special Instruction 40-4 (a), 40-4 (b), 40-4 (c), and 40-4 (d).

40-4 (h) Employes are prohibited from riding on derricks, cranes, pile drivers, etc., while they are being operated or while they are loaded on cars, except when performing an assigned duty and with the knowledge of the operator. The operator must not move the rotating portion of such equipment except when proper hand signal is given by an employe assigned by the foreman in charge to give such signals. If no one is assigned to give signals, the operator will not move the rotating portion of such equipment until he knows that everyone is in the clear and that there is no danger of injuring anyone.

40-4 (h-1) Crews handling tool cars, rail derricks, power ditchers, etc., will be very careful when working around high tension wires, as there is danger of the current arcing from the wires to the boom when the boom is within 18 inches of the wires.

Cars

40-4 (i).—FLAT CARS.—Flat cars loaded with wheels, poles or longitudinal articles must be placed two or three cars ahead of caboose in any train.

Except when loaded as above and when carded by car inspector for rear end movement, flat cars may be handled:

(1) In any position in trains handling less than fifty loaded coal cars.

(2) In trains handling over fifty loaded coal cars flat cars must be placed not more than five cars ahead of caboose.

40-4 (j).—DUMP CARS.—Loaded dump cars must not be used or handled in work trains or switched on or adjacent to a main track unless they are equipped with proper chains to prevent the possibility of a car being dumped in the opposite direction from that intended. Before such cars are moved, the conductor must see that the chains are fastened in proper position and that chains are not disconnected on the side to be dumped during the dumping operation.

40-4 (k).—SCALE TEST CARS in regular service should be handled on rear of freight trains, immediately ahead of caboose cars, and train on which handled should not exceed a maximum speed of 25 miles per hour.

40-4 (k)—Concluded.

They should be protected from rough handling at all times. Impacts at greater speeds than two miles per hour should be avoided. When uncoupled from a train or cut of cars in motion, the brakes should be manned and after motion has stopped, firmly set. They should not be used in switching of cars in yard whenever possible to prevent doing so. Hand brakes on the test cars should be fully released when being handled in yards and on the road.

When testing scales, the test cars will be operated as directed by Scale Inspector conducting the test.

40-4 (l).—CLEARANCE CAR X-1836.—In handling this car when it is not being operated to measure clearances, the following instructions will govern:

(1) The car must be handled on rear of trains immediately ahead of caboose cars.

(2) Before coupling to or moving the car, it must be ascertained that all measuring arms are secured in the "IN" position and a close check kept on them while the car is being moved.

(3) The car should be protected from rough handling at all times, it must not be used in switching nor cut off and allowed to roll, but when it is set off, it must be secured by brakes.

40-4 (m).—WOOD RACK CARS.—When wood rack cars are loaded heavily on one side, they are unbalanced and can easily overturn or derail. Care must be taken to see that these cars are not moved when badly unbalanced.

40-4 (n).—CAMP CARS.—(1) Camp cars must, as far as practicable, be parked on tracks on which there will be no train and engine movements and located well away from main tracks or other tracks upon which movements are frequent.

(2) Camp cars so parked must be protected by spiking the switch or switches and displaying by day, at both ends of the track if necessary, a portable derail with yellow metal marker bearing the wording "CAMP CARS". The marker and derail must be located within the track on which the camp cars are parked, on the rail farthest from the main track or other frequently used track. By night a yellow light must be attached to the standard metal marker.

(3) Employes in charge of camp cars must properly place the yellow markers and derails and the same employe is alone authorized to remove them, except that when other equipment is placed ahead of camp cars, or when equipment so placed is removed, the conductor or engineer will be responsible for replacing them.

(4) When it is necessary to make movements into or out of the track, trainmen must notify occupants of the camp cars before movements are made and take such other precautions as may be necessary to prevent accidents or injuries to employes occupying camp cars.

(5) Where no track is available such as described in Paragraph 1, the camp cars should, if conditions justify, be set off upon a temporary or skeleton track. When such tracks are disconnected from the main line or other track, the protection required by Paragraph 2 will be unnecessary.

(6) When camp cars are placed on any track the switches must, if practicable, be locked and lined for a track other than the track on which camp cars are standing.

(7) When camp cars are parked on live tracks on which the switches cannot be spiked, they will be protected by yellow markers and derails as required by Paragraphs 2 and 3, and train or yard crews notified as may be necessary.

(8) The supervisory officer under whose jurisdiction the force works is responsible for seeing that the necessary protection is afforded and precautions taken when camp cars are parked, and that such protection is maintained, except as provided in Paragraph 3.

(9) These instructions do not cancel or supersede Rule 5, Maintenance of Way and Construction Section of SAFETY RULES, revised July 1, 1950.

40-4 (o).—POSTAL CARS.—Before switching postal cars the postal employes in cars will be notified.

40-4 (p).—TRACKS, BRIDGES AND TRESTLES.—Equipment is restricted in use of tracks or structures, as designated below:

NEWPORT NEWS-NORFOLK TERMINAL DIVISION:

EQUIPMENT	SUBDIVISION LOCATION OR STATION	TRACK, BRIDGE, OR STRUCTURE	RESTRICTION
C&O box cars series 15000 to 15999....	Newport News	Car Float No. 2	Must not be loaded on center tracks of Car Float account of insufficient clearance.
All equipment except Passenger Cars.....	Newport News	Pier No. 1	Must not operate on upstream (old eastward main) track.
All Equipment....	Newport News	Pier No. 1	Must not operate on main track beyond sign reading "ENGINE AND CAR STOP".
Cars Heavier than 70 tons capacity with gross weight exceeding 210,000 lbs.....	Newport News	Pier No. 3 and Pier No. 8	Must not be operated on without authority of Superintendent.
Cars Heavier than 50 tons capacity with gross weight exceeding 169,000 lbs.....	Newport News	Pier No. 4, Pier No. 5 and Pier No. 6	Must not be operated on, except that 70 ton capacity cars with gross weight of 210,000 lbs. maximum, may be operated on upstream apron track of Pier No. 6.
B&LE 90-ton capacity cars.	Newport News	Float Bridge B	Must not be operated on.
Vgn. 105-ton capacity cars.	Norfolk.....	Float Bridge	
Wrecking Crane WC-30.....	Hampton Branch	All tracks	Must not be moved east of Langley Field.
	Newport News	Pier No. 1	Must not use.
		25th St. Bridge	Must be moved under bridge with caution.

RICHMOND DIVISION:

EQUIPMENT	SUBDIVISION LOCATION OR STATION	TRACK, BRIDGE, OR STRUCTURE	RESTRICTION
Wrecking Crane WC-30	Richmond Terminal	Richmond Viaduct	Must not be moved on or over except when coupled to idler cars of not more than 50 tons capacity on each end of crane.
		Hollywood Trestle	Must not be moved over trestle.
		All trestles except Hollywood Trestle	
	Richmond Division	All overhead structures	On account of clearances under bridges and other structures, the hood and stack on crane must be removed before moving crane in train.

RICHMOND DIVISION:

EQUIPMENT	SUBDIVISION, LOCATION, OR STATION	TRACK, BRIDGE, OR STRUCTURE	RESTRICTION
Cars higher than hopper bottom gondolas	Rivanna Subdivision	Harris Siding	Must not be moved under tipple.
Vgn. 105-ton capacity cars.	Alberene and Buckingham Subdivisions	Entire Subdivisions	Must not be operated on.
B&LE 90-ton capacity cars.	All Stations	Station platform	Move with caution, avoid platforms if possible.
Spreader Cars BS-2 and BS-3	All Subdivisions	Industrial Tracks and Yard Tracks	Move with caution.
	Engine Tenders: 12,000-16,000 18,000-21,000 and 23,000 gallon capacity	All Subdivisions	All bridges and trestles on industrial tracks.	Must not be moved over bridges or trestles.
Any track			When loaded with coal or water, must not be moved, unless separated from engine by at least two cars.
Buckingham and Alberene Subdiv.		Entire Subdivision	Must not be moved over trestle unless completely emptied of coal and water.
Engine Tenders: 21,000 and 23,000 gallon capacity	Fulton	Gillies Creek Trestle.	

CLIFTON FORGE DIVISION:

EQUIPMENT	SUBDIVISION, LOCATION, OR STATION	TRACK, BRIDGE, OR STRUCTURE	RESTRICTION
Cars	Charlottesville	Trestle serving Cochran and Godwin	Must not be placed on or moved over.
	Clifton Forge (Smith Creek Belt Line)	Burke Coal and Transfer Co. trestle	
Vgn. 105-ton capacity cars.	Lexington Subdivision	Lexington Subdivision	Must not be operated between Loch Laird Jct. and Lexington.
B&LE 90-ton capacity cars.	Craig Valley Subdivision	Entire Subdivision	Must not be operated on.
70 Ton or Heavier Cars	Lexington Subdivision	Trestles	Must not be placed on or moved over any trestle on other than main track unless lightened to 50 tons, except C&O cars of 70-ton capacity with a gross weight of 210,000 lbs. may be operated on track serving central heating and power plant at Washington and Lee University at Lexington, Va.

40-4 (p)—Concluded.

CLIFTON FORGE DIVISION—Concluded:

EQUIPMENT	SUBDIVISION LOCATION OR STATION	TRACK, BRIDGE, OR STRUCTURE	RESTRICTION
70 Ton or Heavier Cars	Covington	Bridge 05 on Industrial Rayon Track	Must not be moved over bridge unless spaced by three empty cars between engine and 70 ton car and between any two 70 ton cars, at speed not in excess of 15 miles per hour.
		Track leading to Industrial Rayon Corporation	Cars heavier than 70 tons must not be moved over track.
Cars exceeding 210,000 lbs. gross weight.	White Sulphur Springs	Trestle on Coal Bin Track	Must not be operated without authority of Superintendent.
Spreader Cars BS-2 and BS-3	All Stations	Station Platforms	Move with caution, avoid platforms when possible.
	All Subdivisions	Industrial Tracks and Yard Tracks	Move with caution.
Engine Tenders: 12,000-16,000 18,000-21,000 and 23,000 gallon capacity	All Subdivisions	All bridges and trestles on industrial tracks.	Must not be moved over bridges or trestles.
		Any track	When loaded with coal or water, must not be moved, unless separated from engine by at least two cars.
	Craig Valley Sub-division	Entire Subdivision	Must not be moved over subdivisions unless completely emptied of coal and water.
	Covington	Track leading to Industrial Rayon Corporation	Must be moved with caution account close clearance of sliding door of adjacent power house.
	Hot Springs	Cinder Track...	
23,000 gallon capacity engine tender	Alleghany Station	Rock bluff at east end of westward passing siding	Move with caution and at slow speed when using passing siding.
16,000-18,000 21,000-23,000 gallon capacity	Lexington Subdivision	Entire Subdivision	Must not be moved on subdivision unless completely emptied of coal and water.

GENERAL:

40-4 (q).—FOREIGN LINE CARS.—Foreign line cars of 70 tons or greater capacity with length of 37 feet or less between pulling faces of coupler knuckles must not be operated without authority of the Superintendent.

40-4 (r).—Cars with capacity of 70 tons or over with gross weight exceeding 210,000 lbs. (except B&LE 90 and Vgn. 105 ton cars) must not be operated without authority of Superintendent.

190.—TRAIN SIGNALS (See Rules 19, 19-A, 19-B, 21 and 23):

190-1.—MARKERS:

190-1 (a).—Trains of other railroads may display markers as prescribed by that railroad when operating on Chesapeake and Ohio rails.

RICHMOND DIVISION:

POTOMAC YARD.—Trains using regularly assigned freight running tracks between AF and RO Towers will display yellow markers by night instead of red to comply with Potomac Yard and RF&P Railroad Rules.

CLIFTON FORGE DIVISION:

A red and a white lantern lighted must be placed on rear of all freight trains while passing through the following tunnels:

Brookville	Millboro	Alleghany
Blue Ridge	Lewis	Big Bend

190-1(b).—REFLEX MARKERS may be used where Automatic Block Signal System Rules are in effect.

310.—USE OF ENGINE WHISTLE AND BELL.

310-1.—In addition to compliance with Rules 30, 31 and 32 the following instructions govern use of engine whistle and bell.

DIV.	S. D.	STATION	INSTRUCTIONS
RICHMOND	Peninsula	Williamsburg.	Account of City Ordinance, the engine bell must be rung continuously when approaching grade crossings within the corporate limits, from a point not more than 1,800 ft. nor less than 1,200 ft. in advance of the crossing. The engine whistle must not be sounded within the corporate limits, except in emergency.
CLIFTON FORGE	James River	Lynchburg...	The sounding or blowing of locomotive whistles or horns within the corporate limits of the city of Lynchburg is prohibited, except as may be necessary for the transmission of signals or in emergency to prevent accidents. This instruction does not apply to the two E. J. Lavino Company road crossings at Reusens, the Judith Dam crossing at the Appalachian Power Company plant, nor to the road crossing at Sandy Hook in the vicinity of the Mead Corporation.

MOVEMENT OF TRAINS

830.—TRAIN CLEARANCE.

830-1.—TRAIN REGISTER STATIONS:

DIV.	S. D.	STATION	REGISTER LOCATION	TRAINS REQUIRED TO REGISTER
CLIFTON FORGE	Hot Spgs.	Covington.....	Booth.....	Hot Springs Subdivision trains
		Hot Springs...	Telegraph Office.....	

830-3.—TRAIN ORDER CLEARANCE.—Trains originating at stations designated below may proceed without Clearance Form A except when train order signal is displayed for orders:

DIVISION	SUBDIVISION	STATION	TRAINS AND CONDITIONS
N. N. & N. T.....	.....	*Newport News.	Westward
	.....	Old Point Jct...	
CLIFTON FORGE....	Alleghany ...	M. X. Cabin ...	Eastward
	Hot Springs..	Hot Springs....	Eastward, when no operator on duty

*Rule 83 (a) will not apply to westward trains originating at Newport News.

[830-3(a).—RONCEVERTE.—Eastward train order signal at Ronceverte does not apply to Greenbrier Subdivision trains originating at Ronceverte.

830-4.—Rule S-83 (f) is in effect on Subdivisions designated below:

DIVISION	SUBDIVISION
N. N. & N. T.....	* Hampton (See TTSI 830-4(a) and 930-2(b))
RICHMOND.....	Buckingham
	Lexington
CLIFTON FORGE.....	Craig Valley
	Greenbrier (See TTSI 980, Notes 2 and 3)

*Trains operating on Clearance Form A Authority will comply with Rules 93(a) and 93(c) within yard limits. Rule S-83(f) modified accordingly.

840.—STARTING TRAIN.

840-1.—Signal to start passenger trains at terminals and at intermediate stations where makeup of a train is changed will be given by communicating signal operated from rear of train upon proper signal from the conductor. When the rear car is an office or private car, or a sealed or locked car, signal will be given from the next car ahead. At intermediate stations where the make-up of trains is not changed, signal will be given, when flagman has returned, by conductor to baggageman, who will give communicating signal to start.

930.—YARDS (See Rules 93(a), 93(b), 93(c) and 93(d).

930-1.—Yard Rules are in effect as designated below:

DIV.	SUBDIVISION	YARD	RULES IN EFFECT
N. N. & N. T.	Hampton	Newport News	93(a), 93(c)
	Peninsula	Newport News: Between West Yard limits and 23rd St.	93(b)
		Newport News: Between 23rd St. and Pier No. 1	93(a)
RICHMOND	Peninsula	Fulton	93(b), 93(d)
	Rivanna	Second St.	
	Piedmont	Seventeenth St.	93(b)
	Rivanna	Gladstone	93(b), 93(d)
	Mountain	Charlottesville	93(a), 93(b) and TTSI
CLIFTON FORGE	Mountain	Staunton	93(b)
	James River	Lynchburg	
		Clifton Forge	
	Alleghany	Covington	93(b), 93(d)
		Ronceverte	
		Hinton	
Hot Springs	Covington	93(a), 93(c)	

930-1(a).—Yard engines will display headlight to front and rear by night as prescribed by the first and second paragraphs of Rule 18-B.

Third paragraph of Rule 18-B, reading: "Headlight on end coupled to cars, may be extinguished," is cancelled.

930-2.—NEWPORT NEWS YARD:

TRACK	INSTRUCTIONS
Thoroughfare	(a) Between XA Cabin and Eastward absolute block signals at East End Double Track Hampton Roads Transfer the movement of trains and engines is supervised by the Yardmaster instead of the Train Dispatcher in accordance with the Rules and Special Instructions in effect. (See TTSI-2710)
Hampton S. D.	(b) Unless otherwise directed, westward trains and engines will stop at telephone located 150 feet west of Jefferson Ave. and conductor or engineer will secure instructions of Yardmaster before proceeding.

930-3.—FULTON YARD.

13, 14, 15 and 16	(a) R. CABIN.—When eastward interlocking signal located just east of Orleans Street displays a red light over a flashing yellow light, eastward freight trains may proceed at not exceeding medium speed into Yard Tracks 13, 14, 15 or 16, prepared to stop at clearance point at east end of Fulton Eastbound yard.
Fort Lee: Lead to Ford Motor Co.	(b) Normal position of hand-operated Hayes derail, located immediately south of Norman Street in lead track to Ford Motor Company, to protect propane unloading at Bottled Gas Corporation of Virginia plant will be in NON-DERAILING POSITION except when cars are spotted on lead for unloading at Propane Plant. Rule 104(j) modified accordingly. Derail must remain locked at all times. The crews placing cars at this point will see that derail is placed in derailing position and locked.
10 and 19	(c) The normal position of crossover between No. 10 track, westbound yard, and No. 19 track, eastbound yard, is for movement from No. 10 track to No. 19 track. Crews using No. 19 track eastbound yard must have both ends of this crossover lined for straight track. Crossover switches will be secured in normal position with switch locks.
Caboose	(d) The normal position of caboose track switch is for movement to caboose track. Switch must be secured with switch lock.
All Tracks	(e) When necessary to bunch the slack on eastward freight trains to start train, permission must be obtained from the Yardmaster before taking slack, and a member of the crew must be on caboose, or in position to protect the movement.
	(f) When eastward trains are pushed by yard engines out of Fulton Yard, the yard engines must not push these trains beyond the westward dwarf signal, located just east of MP-80.
	(g) Hand brakes must be set on the ten rear cars of trains arriving on Eastbound Yard at Fulton, except when otherwise directed by the Yardmaster.
Engine Terminal	(h) Hand brakes must not be released on the 20 head cars of westward freight trains until road engine has been coupled to train.
	(i) The traffic direction of the inbound and outbound engine tracks between Fulton Roundhouse and the east end of these tracks, west of Scott Street, will be to the right. Movement in other than the specified direction must be protected by flag.
	(j) When switching cinder pit tracks, coal bin tracks, and other tracks, cars must be brought to rest and secured by brakes before they are uncoupled.

930-4.—SEVENTEENTH STREET YARD.

930-6.—CHARLOTTESVILLE YARD.

TRACK	INSTRUCTIONS
No. 1 No. 2 and Main	(a) Between West Interlocking Limits J. N. Cabin and Sandco the movement of trains and engines is supervised by the Yardmaster instead of the Train Dispatcher in accordance with the rules and special instructions in effect. (b) Restricting indication is provided for switching movements and local routes over hand-operated switches. When local or switching movements are made, all switches connected with the movement must be lined before accepting signal indication to pass the signal governing the route and after accepting a signal indication switches must not be changed until the movement has been completed.
Brown St.: Flasher Light Signals	(c) Stop at sign. Proceed when flasher signals are operating. When flasher signals are not operating movement must not be made over crossing until crew protects street traffic.
Hospital St.: Automatic Crossing Gates	(d) Stop at sign. Proceed when gates are down and flashers operating. When either gates or flasher signals are not operating properly, movement must not be made over crossing until crew protects street traffic.
Broad St.: Traffic Signals	(e) Stop at sign. Proceed on green signal indication. When green signal is not displayed movement must not be made over crossing unless signal governing street traffic displays red light or crew protects street traffic.

TRACK	INSTRUCTIONS
	(a) Between eastward absolute block signal just west of 4th St. and the westward absolute block signal just east of east yard connection, a clear, approach, slow-clear or slow-approach indication displayed by block signals will authorize trains and engines to proceed to the next block signal, against or ahead of superior trains, without train orders. (b) Flashing red light displayed by eastward absolute block signal just west of 4th Street, westward absolute block signal just east of east crossover to middle depot track, and westward absolute block signal located on north side of roundhouse track governing westward movement from roundhouse track to main track, will be authority for yard engines to pass signal to do switching. When these signals display Stop-indication trains and engines will not proceed except as authorized by Yardmaster. (c) Engines may occupy main track, between the eastward absolute block signal located just west of 4th Street and westward absolute block signal located just east of east yard connection, within time limits as authorized by the Yardmaster without flag protection; Engines will clear main track at least 5 minutes before expiration of time limit authority; When authority to occupy main track is not authorized by time limit, the main track must not be occupied by engines without flag protection and compliance with the rules; The Yardmaster will not permit engines to occupy main track on time limit, without securing such limit from the Piedmont and Mountain Sub-division train dispatchers, except under flag protection and in compliance with Rule 93 (a); The Mountain Subdivision train dispatcher will not authorize time limit until the operator at Charlottesville has acknowledged the lever controlling the eastward absolute block signal at 4th Street is blocked in position to display Stop-indication; The Piedmont Subdivision train dispatcher will not authorize time limit until the operator at Gordonsville has acknowledged the lever controlling the east yard connection switch is blocked in reverse position with switch set for movement to yard; Lever blocks must not be removed until time expires except when authorized by the yardmaster.
Main	(d) Westward trains arriving at passenger station at Charlottesville on the main track will not pass the east end of the station platform except on hand signal. (e) Unless otherwise directed, westward passenger trains running as extras will secure authority of Yardmaster for movement from east end yard to passenger station, or protect movement by flag. (f) Unless otherwise directed, westward freight trains will call the Yardmaster for authority as to track to be used before entering yard. (g) Eastward trains, except first-class trains, will not pass First Street at Charlottesville except on hand signal. (h) Cars must not be left standing on main track at any point east of the entrance to the west end of the yard, except in switching westward passenger trains which must be properly protected to prevent cars running away. (i) A main track switch must be set to divert cars to yard track before cars are cut off or left standing west of entrance to west end of Charlottesville yard.

930-5.—SECOND STREET YARD:

Main	(a) When eastward trains back cuts of cars through main line crossover at Second Street to set off, with other engines coupled to rear of cut to assist, the road engine on the east end of the cut will have control of the air brakes until the cut is backed over onto the westward main track. After cuts of cars are backed over on the westward main track, whether engines are coupled onto the rear or not, a fifteen pound brake pipe reduction must be made before detaching road engine, and brakes left applied on cars.										
	(b) Switching Signals DX Cabin apply to switching movements only:										
	<table border="1"> <thead> <tr> <th>Aspect</th> <th>Indication</th> </tr> </thead> <tbody> <tr> <td>Red light by day or night</td> <td>Stop.</td> </tr> <tr> <td>Red light over steady lunar white light by day or night</td> <td>Move eastward.</td> </tr> <tr> <td>Red light over flashing lunar white light by day or night</td> <td>Move westward.</td> </tr> <tr> <td>Signal dark—no light displayed</td> <td>Signal not in use.</td> </tr> </tbody> </table>	Aspect	Indication	Red light by day or night	Stop.	Red light over steady lunar white light by day or night	Move eastward.	Red light over flashing lunar white light by day or night	Move westward.	Signal dark—no light displayed	Signal not in use.
	Aspect	Indication									
	Red light by day or night	Stop.									
Red light over steady lunar white light by day or night	Move eastward.										
Red light over flashing lunar white light by day or night	Move westward.										
Signal dark—no light displayed	Signal not in use.										
Trains or engines using switching signals will stop when engine reaches point where switching signal cannot be seen, unless hand signals can be seen.											
Various Tracks Over Byrd, 6th, 7th, 8th, Canal and 9th Sts.	(c) <i>Traffic Control System.</i> —Movement will not be made over or onto a street except when a green traffic light is displayed. Where traffic control lights are not operating properly, movement must not be made over crossing until crew protects street traffic.										

930-7.—CLIFTON FORGE YARD.

TRACK	INSTRUCTIONS
Main	(a) <i>Crossing Over or Entering Main Tracks.</i> —Rules D-252(b) and D-252(c) are modified to permit trains or engines to cross over or enter main tracks between JD Cabin and MP-278 upon hand signal from employe handling switches. Before the switches are operated or hand signal is given, employe handling switches will secure authority for the intended move from the Yardmaster who must know that no trains are closely approaching.
	(b) <i>Handling Canisters.</i> —The incoming flagman on passenger trains at Clifton Forge will leave his canister at the baggage room and the outgoing flagman will secure a fully supplied canister at the baggage room prior to departure of train.
	(c) Except when business cars are handled on rear of train, the flagman coming into Clifton Forge on train No. 6 will remove the right hand marker lamp. This marker lamp will be restored to its proper position by the flagman departing on No. 6.
	(d) Alleghany Subdivision Mile Post 231, lunar white light governs movement into receiving yard.

Aspect	Indication
Dark	Stop
Lunar White	Proceed

Hump	(e) Clifton Forge, Color light signal located at the West end of Classification Yard between the North and South lead governs westward movements from Classification tracks to North or South ladder tracks, but does not indicate route nor position of switches.						
	<table border="1"> <thead> <tr> <th>Aspect</th> <th>Indication</th> </tr> </thead> <tbody> <tr> <td>Red</td> <td>Stop</td> </tr> <tr> <td>Yellow</td> <td>Proceed</td> </tr> </tbody> </table>	Aspect	Indication	Red	Stop	Yellow	Proceed
	Aspect	Indication					
	Red	Stop					
Yellow	Proceed						

Hump	(f) Clifton Forge Receiving Yard Color light hump signals located at various points Receiving Yard, governs humping movements only.										
	<table border="1"> <thead> <tr> <th>Aspect</th> <th>Indication</th> </tr> </thead> <tbody> <tr> <td>Red</td> <td>Stop</td> </tr> <tr> <td>Yellow</td> <td>Move Eastward at 4 cars per minute.</td> </tr> <tr> <td>Green</td> <td>Move Eastward at 6 cars per minute.</td> </tr> <tr> <td>Flashing Red</td> <td>Move Westward</td> </tr> </tbody> </table>	Aspect	Indication	Red	Stop	Yellow	Move Eastward at 4 cars per minute.	Green	Move Eastward at 6 cars per minute.	Flashing Red	Move Westward
	Aspect	Indication									
	Red	Stop									
Yellow	Move Eastward at 4 cars per minute.										
Green	Move Eastward at 6 cars per minute.										
Flashing Red	Move Westward										

Thoroughfare	(g) The traffic direction of the thoroughfare track is eastward. Movement must not be made in opposite direction except under flag protection. The normal position of all intersecting switches is for movement on thoroughfare track.
	(h) Caboose cars of eastward trains arriving at Clifton Forge will be dropped from west end of receiving yard through thoroughfare track to caboose track just east of coal elevator.
	(i) Engines dispatched eastward via thoroughfare track from Hump to Inspection Pit Tracks will display rear headlight from sunset to sunrise, or when view is obscured by weather or other conditions, to avoid caboose colliding with engine.
North Lead	(j) Engines placed on elevator track at east end of thoroughfare track must be placed clear of thoroughfare track and if sufficient room in elevator track, should be placed to permit another engine to be set in the east end of elevator track.
	(k) Engines must not exceed speed of 10 miles per hour when moving through the switch leading from the north lead to the track around the Hump Yard Office.

930-7.—CLIFTON FORGE YARD—Concluded.

TRACK	INSTRUCTIONS
Crossover Switch at Hump Scales	(l) Normal position of west switch of crossover between yard lead just east of the scales at the hump and the new connecting track between east end of the Receiving Yard and west end of Classification Yard, is for movement through the connecting track from east end of the Receiving Yard to west end of Classification Yard.
New Class Yard	(m) Hand brakes must not be released on head end of trains made up in the new classification yard until engine is attached.
No. 1 and No. 2 Switching Lead	(n) Eastward trains or engines using No. 2 switching lead must not foul No. 1 switching lead until protection has been afforded against eastward movements on No. 1 switching lead. Westward movements must not be made on either No. 1 or No. 2 switching leads except under flag protection.
Westbound Yard	(o) Hand brakes must be set on the four rear cars of trains arriving on Westbound Yard.

930-8.—GLADSTONE YARD.

All Tracks	(a) To permit roll-by inspection, freight trains except local freights and pick-ups arriving from James River and Rivanna Subdivisions will reduce speed to 5 or 6 miles per hour entering Gladstone Yard, either on yard or main track.
	(b) <i>Horn Signals.</i> —When instructed by Yardmaster, westward trains required to double over will be governed by audible horn signals as follows: One Sound..... Stop Two Sounds..... Move Westward Three Sounds..... Move Eastward Horns are located at West End Switchman's Shanty and crossover at West End of Yard. Control buttons are located at West End Switchman's Shanty; at Yard Office and at Car Inspector's Office.
West End of Yard	

930-9.—LYNCHBURG YARD.

Main	(a) The Lynchburg yard engine may work in both directions between Southern Railway crossing and Tyree, on either or both tracks within time limit as authorized by the yardmaster, not protecting against extra trains. When the conductor is unable to communicate with the yardmaster he will obtain time from the dispatcher through the operator at NC Cabin. The conductor will see that yard engine clears main track at least five minutes before expiration of time limit and will report clear to operator. When the yard engine has been reported clear before expiration of time limits the main track must not be again occupied on same time limit authority. The train dispatcher will not permit yardmaster or operator to authorize yard engine to occupy main track unless the absolute block or interlocking signals governing movement onto the track sections occupied by the yard engine have been blocked to display stop-indication and record made of time limits authorized. Lever blocks must not be removed nor a train or engine be authorized to enter limits yard engine authorized to work until the conductor has reported main track clear. The yardmaster or operator will not permit yard engine to occupy main track without permission of the train dispatcher unless flag protection is provided for yard engine. See Timetable Special Instructions 930-9(b).
	(b) <i>Crossing Over or Entering Main Tracks.</i> —Rules D-252(b) and D-252(c) are modified to permit trains or engines to cross over or enter main tracks between Tyree and Sou. Ry. Crossing upon hand signal from employe handling switches. Before the switches are operated or hand signal is given, employe handling switches will secure authority for the intended move from the Yardmaster who must know that no trains are closely approaching.

930-9.—LYNCHBURG YARD—Concluded.

TRACK	INSTRUCTIONS	
Main	(c) Lynchburg Switching Signal (lunar white light) located on South Side of Eastbound Track, East end Lynchburg Yard, governs switching movements only.	
	<i>Aspect</i>	<i>Indication</i>
	Signal Dark	Not in use
	One Flash	Stop
	Two Flashes	Move Eastward
Switching Lead	(d) <i>Washington St.—Automatic Crossing Gates.</i> —Trains or engines will approach crossing not in excess of three (3) miles per hour.	

930-10.—COVINGTON YARD.

Hot Springs Main	(a) Hot Springs Subdivision trains 303 and 310 will run at restricted speed between Hot Springs subdivision connection switch and West Yard Limit Board Hot Springs Subdivision. Covington Yard Engines may occupy Hot Springs Subdivision main track between these points on the time of trains 303 and 310 under flag protection. Rule 93(a) modified accordingly.	
	(b) Eastward distant switch signal located 2,991 feet east of Mile Post 1, Hot Springs Subdivision indicates the position of trailing point crossover located between yard lead and westward main track only.	
	<i>Aspect</i>	<i>Indication</i>
	Red Light over Red Light	Crossover lined for movement from yard lead to westward main track.
Hot Springs Main	Red Light over Yellow Light	Crossover lined for yard movement.

930-11.—RONCEVERTE YARD.

Eastward Passing Siding	(a) In complying with Rule 105(a) when trains or engines are authorized to use or work on eastward passing siding the operator will block switch lever to prevent eastward trains from entering the passing siding.
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930-12.—HINTON YARD.

Eastward	(a) When eastward absolute block signal at Avis displays stop-indication trains or engines may proceed in accordance with Rule 509-A after securing authority of Yardmaster instead of the train dispatcher to pass stop-indication. (Rule 509-A modified accordingly.)
Eastward	(b) Rule D-252(c) is modified to permit trains or engines to enter or foul the eastward main track from the new track leading from new scales East Yard on permission of the Yardmaster at Avis and the Operator at M. X. Cabin.
Westward	(c) Westward freight trains and engines must stop clear of crossover between westward main track and middle track at Hinton passenger station, unless authorized by proper hand signal to proceed.
Yard	(d) When pusher engines are coupled to train in East Yard, slack must not be pushed up in train until a hand or engine whistle signal is received from head end.
Pull Out	(e) Before eastward trains pull out of the short tracks, East Yard, member of crew will call Yardmaster to obtain permission to use pull out track, as this track is also used as switching lead.

980.—JUNCTIONS AND CROSSINGS.

DIV.	S. D.	STATION	JUNCTION OR CROSSING	RULE OR INSTRUCTION GOVERNING	
N. N. & N. T.		Old Point Jct.....	Junction of Peninsula and Hampton Subdivisions	98	
	RICHMOND	Pen.	Rivanna Jct.	Junction of Peninsula, Piedmont and Rivanna Subdivisions	93 (b), 93 (d), D-251 and 271
			Doswell....	Crossing of Piedmont Subdivision and R. F. & P. R. R.	501. See Timetable Special Instructions 5010-2 (a).
			Gordonsville.....	Junction of Piedmont and Washington Subdivisions	605 (a)
		Washington	Orange.....	Junction of Washington Subdivision and Southern Ry.	605 (a)
			Lindsay....	Junction of Washington and V. A. L. Subdivisions	271
			Bremo.....	Junction of Rivanna and Buckingham Subdivisions	98,271
	Rivanna		Strathmore	Junction of Rivanna and V. A. L. Subdivisions	V. A. L. Subdivision trains must stop clear of the Rivanna Subdivision connection at Strathmore depot and proceed only when it is known that the route is clear of other trains or engines.
			Warren.....	Junction of Rivanna and Alberene Subdivisions	98, 271
			Esmont....	Junction of Alberene Subdivision and N. & A. Ry.	98
			N. C. Cabin (Lynchburg)....	Crossing of James River Subdivision and N. & W. Ry.	605 (a)
	CLIFTON FORGE	James River	Lynchburg.	Junction of James River Subdivision and Southern Ry.	98, D-251
Balcony Falls			Junction of James River and Lexington Subdivisions	98, D-251	
Glasgow....			Junction of Lexington Subdivision and N. & W. Ry.	98	
Loch Laird Junction..			Junction of Lexington Subdivision and N. & W. Ry.	98	
Buena Vista			Junction of Lexington Subdivision and N. & W. Ry.	98	
Eagle Rock.			Junction of James River and Craig Valley Subdivisions	98, 271	
Mountain		Charlottesville Union Station...	Junction and Crossing of Mountain Subdivision and Southern Ry.	605 (a)	
		Waynesboro Union Station.....	Junction of Mountain Subdivision and N. & W. Ry.	See Note 1.	
		Staunton..	Junction of Mountain Subdivision and C. W. Ry.	98, 271	
		J. D. Cabin.	Junction of James River and Mountain Subdivisions	D-251, 271 and 605 (a)	

DIV.	S. D.	STATION	JUNCTION OR CROSSING	RULE OR INSTRUCTION GOVERNING
CLIFTON FORGE	Alleghany	Covington..	Junction of Alleghany and Hot Springs Subdivisions	98, D-251
		Whitcomb .	Junction of Alleghany and Greenbrier Subdivisions	D-251
	Greenbrier	Cass.....	Junction of Mower Lumber Co. R. R. and Greenbrier Subdivision	See Note 2.
		Durbin.....	Junction of Greenbrier Subdivision and W. M. R. R.	See Note 3.

NOTE 1.—Train or engine movements on transfer track at Waynesboro Union Station must not be made until it has been ascertained whether or not a Norfolk and Western Railway crew is switching in the same track. If necessary for both N. & W. and C. & O. Railway crews to use the same track or tracks, arrangements must be made to protect the movement.

Note 2.—Cass.—C. & O. Railway trains will stop before passing "Stop" sign and then proceed at not exceeding restricted speed over track section between Stop signs, expecting to find track occupied by Mower Lumber Co. trains or equipment.

Note 3.—Durbin.—Trains and engines will approach west wye track at restricted speed expecting to find main track occupied by Western Maryland train or engine, or by cars not protected by flag, between a point 500 ft. west of Wye switch and Durbin Station.

990.—FLAG PROTECTION.

DIV.	S. D.	STATION	INSTRUCTION
RICHMOND	V. A. L.	Strathmore.	(a) Trains and engines may use the VAL Subdivision main track west of Beginning of Automatic Block Sign just east of Strathmore Depot without protecting against other trains and engines upon authority of operator at Strathmore.
C. FORGE	Craig Valley	New Castle..	(b) Trains must approach station under control expecting main track to be blocked with cars without flag protection.

1006.—AIR BRAKES AND HANDLING TRAINS ON GRADES.

1006-1.—Before leaving a terminal station, engineers of passenger trains will apply the air brakes and steam heat when required, and allow them to remain on long enough for the inspectors or trainmen to see that the apparatus is in perfect working condition throughout the train, and when cars have been attached to or taken out, the brakes will again be applied to know that they are in working order before proceeding on the trip. In making regular stops the brakes will be applied in such manner to avoid discomfort to the passengers or damage to the equipment. They will also know that the communicating signal is in proper working order.

They will test the air brakes on passenger and express trains as soon as the speed of train permits after leaving terminals where engines have been changed, or after parted hose has been coupled, or where cars have been picked up or set off. Steam or power should not be shut off when making the test, if the conditions are such as do not require it.

1006-2.—Before starting down any grade where the use of retaining valves will be necessary, the engineers will designate how many retainers to turn up, and it will be the duty of the conductor to see that the proper number, as designated by the engineer, are turned up, and that they are turned down at the proper point.

On grades of one and one-half per cent or more, all retainers must be turned up, unless otherwise provided, and on grades less than one and one-half per cent, the engineer will designate how many to turn up.

1006-2.—Concluded.

If in the judgment of the conductor, more retainers will be needed to properly control train, he will turn them up and notify the engineer.

If the engineer or conductor thinks it necessary because of condition of brakes or any other cause to use retainers on any grade where it is not the general practice to use them, he will stop the train at the proper point and arrange accordingly.

1006-4.—Use of Retaining Valves:

DIV.	S. D.	LOCATION	INSTRUCTION
CLIFTON FORGE	Alleghany	Alleghany Subdivision.	(a) Eastward time freight trains with tonnage not exceeding 6,000 tons with three units or 8,000 tons with four units, with all units equipped with dynamic brake and all properly functioning, together with train brakes properly operating, will not require the use of retainers between Alleghany and B. S. Cabin unless in the judgment of the conductor and/or engineer the use of retainers is necessary. When necessary to use retainers between Alleghany and B. S. Cabin on Time Freight Trains the retainers will be turned up at Hinton.
		Alleghany..	(b) In turning up retainers on eastward trains at Alleghany, be governed by the following: On trains of loaded coal cars, all retainers should be turned up except the ten rear cars and on time freight trains, retainers should be turned up on 75% of the loaded cars, unless in the judgment of the Conductor or Engineer more retainers are needed, in which case, they will be turned up as provided by the rule. Head brakeman dropping off at Alleghany to turn up retainers must meet the rear brakeman near center of train and then turn up retainers.

1006-5.—Instructions Governing Use of Pressure Maintaining Feature Alleghany to Clifton Forge:

DIV.	S. D.	INSTRUCTIONS
CLIFTON FORGE	Alleghany	Pressure Maintaining Feature
		(a) Diesel units series No. 6209 to 6263, inclusive, are equipped with Type DS-24-M brake valve with pressure maintaining feature and dynamic brakes, which permits operation of eastward tonnage freight trains without use of retaining valves. (b) The pressure maintaining feature must be cut out and train be operated with retaining valves in use per Timetable Special Instructions 1006-4 (a), and 1006-4 (b): (1) Unless engineer is properly qualified on manipulation of Type DS-24-M brake valve and dynamic brake operation. (2) Unless controlling unit is equipped with Type DS-24-M brake valve and all hauling units equipped with dynamic brake in proper operating condition. (3) When dynamic brakes become inoperative, or any improper function of the brake equipment occurs. (4) When dead steam engines are hauled in train. (c) Terminal Test.—The brake pipe leakage on air brake test at Terminal must not exceed 5 lbs. per minute.

DIV.	S. D.	INSTRUCTIONS
CLIFTON FORGE Alleghany	Alleghany	(d) <i>Charging</i> .—Train brake system must be fully charged before leaving Alleghany. When a stop is made at Alleghany on a tonnage* train by using the train brake, the engineer must wait at least twenty (20) minutes to allow train brake system to recharge before proceeding.
		(e) <i>Brake Application</i> .—Eastward freight trains leaving Alleghany, will apply dynamic brakes and make initial brake pipe reduction of about seven (7) pounds but not less than six (6) pounds, at a speed which will not permit train to stall. After initial brake pipe reduction has been made, the engineer will regulate the speed with dynamic brakes to avoid exceeding speed limit. If the dynamic brakes will not hold train properly, additional brake pipe reduction of one (1) or two (2) pounds may be sufficient to control speed; unless necessary to stop, heavier reductions should be avoided to prevent stalling account grade changes or curvature.
Handling Train Brakes	Alleghany	(f) <i>Releasing Brakes on Grade</i> — (1) Should it become necessary to release train brakes more than twice to avoid stalling on grade, a third release of brakes must not be made without bringing the train to a stop and sufficient number of hand brakes and the independent brake applied to hold train before air brakes are released. (2) Under no circumstances must the brakes be released to avoid stalling by attempting to "kick-off" or secure a "partial release" of a few brakes on the head end of the train by moving the brake valve handle to running position for two or three seconds. The result of such a manipulation of the brake valve would release the brakes on the entire train.
		(g) When approaching bottom of grade and prior to final releasing of the train brakes, the total brake pipe reduction should be reduced enough to insure the release of all brakes.
Caboose Valve	Alleghany	(h) The maintaining feature should be cut out where any emergency application of the brakes has been made either by the brake valve or otherwise, until after the train has been recharged and ready to proceed.
		(i) The pressure maintaining feature, when train brakes are applied, maintains against brake pipe leakage up to five pounds per minute. This feature must be considered in applying train brakes by use of A-1 caboose valve or old type cutout cock, and the valve opened gradually a sufficient amount to overcome the pressure maintaining feature and apply the brakes. Care should be used to operate either valve slowly in order to avoid undesired emergency application of brakes. The valve must be kept open until train comes to rest, and leave open approximately 2 minutes so as to deplete brake pipe air. Necessary precaution must be taken at once to secure train by turning up retainers or applying hand brakes in sufficient numbers to hold train during recharging period. Whenever it becomes known that the air is being applied from the caboose or rear of train, the engineer should immediately cut out the maintaining feature and bring the train to rest according to instructions.

*Tonnage train applies to any train on which use of retainers is required when pressure maintaining feature is not used.

DIV.	S. D.	INSTRUCTIONS
CLIFTON FORGE Alleghany	Conductor	(j) The conductor must know before leaving Hinton whether or not the use of retainers will be necessary between Alleghany and Clifton Forge.
	Engineer	(k) In compliance with the above instructions, dead freight conductors before leaving the ready track at Hinton will consult the engineer to ascertain that he has been qualified by the Road Foreman of Engines in the handling of Type DS-24-M brake valve and dynamic brake operation. (l) If the engineer handling train is properly qualified, dead freight trains may be handled between Alleghany and Clifton Forge without the use of retainer valves, except when safety to the train will require the use of retainer valves. Unless engineer has been properly qualified on the use of and instructions governing the pressure maintaining feature, the device must be cut out and not used.

1006-6.—Securing Train on Grades:

DIV.	S. D.	LOCATION	INSTRUCTION
CLIFTON FORGE Hot Spgs.	Alleghany	Alleghany . .	(a) When necessary for eastward tonnage trains to detach engine or separate train at Alleghany, the train must be secured with hand brakes as provided by Rule 103 (e). When pusher engine is used it must not be cut off nor hand brakes released until the leading engine has returned and has control of the train.
		Hot Springs	(b) On account of heavy grade east of Hot Springs, unless rear of train is protected with pusher engine, occupied passenger cars must not be detached from rear while on main track.

1030.—HIGHWAY AND STREET CROSSINGS.

1030-2.—In addition to complying with Rule 103 (c), movement of trains and engines over highway and street crossings designated below will be governed by following instructions:

DIV.	S. D.	STATION AND HIGHWAY OR STREET	INSTRUCTIONS
RICHMOND	Peninsula	Morrison: Harpersville Road Crossing	(a) Eastward trains receiving an APPROACH indication on eastward automatic block number plate signal 190 governing their movement will be governed as follows: Stop 600 feet west of Harpersville Road Crossing at Morrison when eastward absolute block signal governing movement, located on signal bridge approximately 400 feet east of Mile Post 16, is displaying STOP indication. When so stopped, eastward trains will not proceed until such signal is changed to display indication to proceed. If signal to proceed is not displayed after stopping, member of train or engine crew will call Operator at "XA" Cabin from telephone located approximately 900 feet west of this crossing at spur track leading from westward track. Such trains, and other eastward trains stopped or delayed within 3300 feet of crossing will not exceed a speed of 20 MPH approaching crossing.

1030-2.—Concluded.

DIV.	S. D.	STATION AND HIGHWAY OR STREET	INSTRUCTIONS
RICHMOND	Pied.	Gordonsville: 30th Street, just west of MP-160	(b) Cars or engines must not be left standing between white posts located 100 feet east and west of crossings. If in emergency it is necessary to leave cars or engines standing between these posts a member of crew will protect crossing until removed.
	Wash.	Gordonsville: Route 1002, 1250 feet east of MP-9	
CLIFTON FORCE	Mtn.	Charlottesville: 7th Street	(c) Trains delayed more than ten minutes must cut Seventh Street Crossing.
	James River	Lynchburg: Sandy Hook	(d) Sandy Hook Highway Crossing must not be blocked when it can be avoided and eastward trains that set off at the east end of Sandy Hook Yard must pull their train east of this crossing whenever practicable.
	Lex.	Glasgow: Route 130	(e) Trains or engines must not exceed speed of 15 miles per hour over highway crossing of State Route No. 130.

1030-3.—AUTOMATIC CROSSING GATES.—Rule 103 (d) applies to the movement over highway and street crossings designated below:

DIV.	SUBDIVISION	LOCATION	HIGHWAY OR STREET
RICHMOND	Peninsula....	Warwick.....	Oyster Point Road
		Williamsburg...	Henry Street
		Providence Forge	State Route 618
		Roxbury.....	State Route 600; State Route 609
	Piedmont....	Richmond.....	Hospital Street
		North Anna....	State Route 684
		Louisa.....	State Route 666
	Rivanna.....	Maidens.....	State Route 522
	V. A. L.....	Carysbrook....	U. S. Route 15
	James River..	Lynchburg.....	Orange St.; Washington St.
Alleghany....		Mallow.....	State Route 648

1030-3 (a).—In addition to complying with Rule 103 (d), the movement of trains and engines will be governed as follows:

PENINSULA SUBDIVISION.

LOCATION AND STREET	INSTRUCTIONS
Williamsburg Henry St.	<i>Passing Siding.</i> —Trains or engines operating on the passing siding in either direction must STOP at Stop Signs, located on south side of passing siding and then proceed over the insulated joints to actuate the gates. Gates must be down or crossing protected by member of crew before proceeding over crossing.

JAMES RIVER SUBDIVISION.

LOCATION AND STREET	INSTRUCTIONS
Lynchburg: Orange St.	Westward trains or engines will stop east of Gate Control Sign unless movement over crossing is to be made. Engines or cars must not be permitted to stand between insulated rail joints (painted white) located in all tracks on both sides of crossing.

1030-6.—When necessary to cut train to permit highway traffic to cross, such crossing will be protected by a member of the crew when train is being recoupled.

Rule 1256 is modified accordingly.

1040.—HAND-OPERATED SWITCHES.

1040-1.—Normal position of designated switches:

DIV.	S. D.	STATION	SWITCH	NORMAL POSITION
RICHMOND	Pen.	Lee Hall....	House Track	(a) For movement to House Track.
	Pied.	Lindsay....	Tail Track Switch of Wye	(d) For movement to east leg of Wye.
	Riv.	Strathmore	West end of No. 3 track	(e) For movement to or from lead track.
CLIFTON FORCE	Gbrier	Marlinton..	Tipple Track	(g) For movement on passing siding.
	Hot Spgs.	Hot Springs	*Safety Switch	(h) For movement to Run-away Track.

*Westward trains may trail through Safety Switch. Switch must be hand operated for eastward trains.

Rule 730 and Switch Indications, pages 88 and 89 of book of rules, modified accordingly.

1050.—USE OF SIDINGS AND SPECIFIED TRACKS.

1050-1.—Trains and engines using tracks designated below will be governed by the following instructions:

DIV.	S. D.	STATION AND TRACK	INSTRUCTIONS
RICHMOND	Peninsula	Morrison: Set-Off Track	(1) Trains or engines using set-off track will move, expecting to find it occupied by engines or equipment of Union Carbide Ore Company.
		Amoco: American Oil Co. Refinery Tracks	(2) Trains or engines must not enter gate without permission of guard. Trains or engines must comply with all stop signs or other signs or instructions which in any way relate to the movement into any track or area. Stop signs are located at the entrance to the Combination Unit, south of the Tetraethyl Lead Building and entrance to Tank Car Loading Track. Trains or engines must not block road crossings for undue length of time but will cut such crossings as may be necessary.
		Lee Hall: Fort Eustis Government Tracks	(3) Trains will not occupy government track leading from the eastward passing siding at Lee Hall unless pilot is provided, who will instruct the crew as to the movement on government track. Trains must Stop and Flag across State Highway Route 60 crossing unless crossing is protected by government flagman
	Washington	Penniman: Essotane Plant	(4) Trains switching Essotane plant must not hold on to more than six (6) cars due to limited view.
		South Orange: Snead No. 2 Track	(5) Trains or engines using Snead No. 2 Track must not place cars in or west of Shop Building of Virginia Metal Products Corporation until doors over Snead No. 2 Track are open and in clear to prevent damage. Engines must not enter this building. Sufficient cars must be used to permit proper spotting of cars within and west of Shop Building, using proper caution account of close clearances and material that may be fouling the track. A signal indicator, located on east side of shop building displays a green light when both doors are open and clear for moving cars into building. A red light is displayed when either or both doors are closed or foul the track.

1050-1.—Concluded.

DIV.	S. D.	STATION AND TRACK	INSTRUCTIONS
RICHMOND	Washington	Lindsay: Wye Track	(6) When two or more engines are to occupy the Wye tracks at the same time all engines must enter Wye through the east Wye switch.
		Lindsay: New Track	(7) Not more than 10 cars will be left east of crossing at east end of New Track, Lindsay.
		Strathmore: No. 3 Track	(8) No. 3 track must not be blocked with cars or engines between the time the Strathmore-Gladstone Turn-around Run leaves and returns to Strathmore, except upon authority of the train dispatcher. Train Dispatcher will protect with train order when authorizing use of this track.
CLIFTON FORGE	Mountain	Crozet: No. 1 Track	(9) Cars must not be dropped into No. 1 track at Crozet, but must be shoved to rest and brakes set before uncoupling engine.
		Waynesboro Union Station: House Track	(10) Cars must not be dropped in freight house track at Waynesboro Union Station. In handling cars to and from this track the air must be coupled and working.

1070.—APPROACHING PASSENGER STATION.

1070-1.—Trains or engines approaching passenger stations designated below, in complying with Rule 107, will be governed as follows:

DIV.	S. D.	STATION	INSTRUCTIONS
RICHMOND	Peninsula	Lee Hall.....	A train or engine must not pass between the passenger station and a passenger train on westward track receiving or discharging traffic, unless the movement is properly protected.
		Williamsburg.	

2300.—SPACING TRAINS.

2300-1.—Rules 230 and 231-233, inclusive, are in effect on the Hot Springs Subdivision. Following train or engine movements may be authorized as prescribed by Rule 231.

MOVEMENT BY BLOCK SIGNALS

Trains moving against the current of traffic will be spaced in accordance with Rule 230.

2510.—RULE D-151 AND RULES GOVERNING THE MOVEMENT OF TRAINS WITH THE CURRENT OF TRAFFIC ON TWO OR MORE TRACKS BY BLOCK SIGNALS, RULES D-251 TO D-254, INCLUSIVE, ARE IN EFFECT ON TRACK SECTIONS AS DESIGNATED BELOW:

DIV.	S. D.	BETWEEN	TRACK
RICHMOND	Peninsula	Westward Absolute Block Signals at Amoco and eastward Absolute Block Signals at MP-76.	Both
		Mile Post 76 and Fort Lee.	Eastward
		Mile Post 81 and R. Cabin.	Westward
		Rivanna Jet. and Westham.	Eastward
		D. X. Cabin and Westham.	Both
		Greenway and East End Gladstone Yard.	Both
CLIFTON FORGE	James River	West End Gladstone Yard and Walkerford.	Both
		Tyree and Southern Ry. Crossing.	
		S. D. Cabin and Natural Bridge.	
		Buchanan and J. N. Cabin.	
		Iron Gate and Clifton Forge.	

2510.—Concluded.

DIV.	S. D.	BETWEEN	TRACK
CLIFTON FORGE	Mtn	J. D. Cabin and Clifton Forge.	Both
		Clifton Forge and west end of Receiving Yard.	
		Crossover at M. P. 283 and B. S. Cabin.	
	Alleghany	W. S. Cabin and Whitcomb.	Eastward
		Whitcomb and west end Ronceverte Yard.	Both
		West end Ronceverte Yard and A. D. Cabin.	Eastward
		A. D. Cabin and Crossover just east of M. P. 347.	Both
		Hilldale and M. X. Cabin.	

Rules 712 to 713 (b), inclusive, and Rules 721 (a) and 721 (b) are in effect within the territory listed above.

2510-1.—CROSSING OVER OR ENTERING MAIN TRACKS.—(Clifton Forge and Lynchburg, see T. T. S. I. 930-7(a) and 930-9(b).)

2510-3.—Absolute block signals under control of operator govern movement to main track with current of traffic at passing sidings as designated below. Rule D-252 (c) does not apply:

DIVISION	SUB-DIVISION	STATION	TRACK
CLIFTON FORGE	Alleghany	B. S. Cabin.	East end center passing siding.
		Ronceverte.	East end eastward passing siding.
		A. D. Cabin.	West end westward passing siding.

2710.—RULES GOVERNING THE MOVEMENT OF TRAINS IN EITHER DIRECTION ON ONE OR MORE TRACKS BY BLOCK SIGNALS, RULES 271 TO 279 (c), INCLUSIVE, ARE IN EFFECT ON PORTIONS OF THE ROAD DESIGNATED BELOW:

DIV.	S. D.	RULES	BETWEEN	TRACK
NN&NT		271-278	23rd St., Newport News and Eastward absolute block signals at East End Double Track Hampton Roads Transfer.	Single
		271-279 (b)	West interlocking limits Old Point Jet. and Eastward absolute block signals at East End Double Track Hampton Roads Transfer.	Thoroughfare Track
		271-278	Between Hampton Roads Transfer and eastward absolute block signals at Amoco.	No. 1 and 2
RICHMOND	Peninsula	271-278	MP-76 and MP-81.	Westward Main
		271-278	Fort Lee and R. Cabin.	Eastward Main
		271-278	R. Cabin and Rivanna Jet.	No. 1 and 2
	Piedmont	271-278	West interlocking limits J. N. Cabin and A. R. Cabin.	No. 1 and 2
		271-278	A. R. Cabin and Sandco.	Single
			East end Charlottesville Yard and west limits Gordonsville interlocking.	Single
		271-278	East limits Gordonsville Interlocking and westward absolute block signal at junction with Southern Ry. at Orange.	Single
VAL	Washington	271-278	Whitlock and Lindsay.	Single

DIV.	S. D.	RULES	BETWEEN	TRACK
RICHMOND	Rivanna	271-278	Westward interlocking-absolute block signals governing movement to eastward Rivanna Subdivision main track at Rivanna Junction and eastward absolute block signals governing movement on or to eastward main track at D. X. Cabin.	Eastward Main
		271-278	Westward absolute block signals at Westham and the Eastward absolute block signals at Maidens.	Single
		271-278	Westward absolute block signal at Maidens and the Eastward absolute block signal at Irwin.	No. 1 and 2
		271-278	Westward absolute block signals at Irwin and the eastward absolute block signal just east of MP-65.	Single
		271-279 (b)	Westward absolute block signal just east of MP-65 and Eastward absolute block signals at Bremono.	Single
		271-278	Westward absolute block signals at Bremono and eastward absolute block signal at Shores.	No. 1 and 2
		271-278	Westward absolute block signals at Shores and eastward absolute block signals at Greenway.	Single
		271-278	Westward absolute block signal at west end double track east end of Gladstone Yard and eastward absolute block signal at telegraph office Gladstone.	Single
CLIFTON FORGE	James River	271-278	Eastward absolute block signals at Tyree and westward absolute block signals at Walkerford.	Single
		271-278	Eastward absolute block signals at S. D. Cabin and westward absolute block signals at west end double track Southern Railway Crossing.	Single
		271-278	Eastward absolute block signals at Buchanan and westward absolute block signals at Natural Bridge.	Single
		271-278	Eastward absolute block signals at Iron Gate and westward absolute block signals at J. N. Cabin.	Single
	Mountain	271-278	Eastward absolute block signal just east of J. D. Cabin and westward absolute block signal at the Furniture Factory Track at Staunton.	Single
		271-279 (b)	Eastward absolute block signal at the Furniture Factory Track at Staunton and the westward absolute block signal 1972 feet west of M. P. 219.	Single
	Alleghany	271-278	West end Receiving Yard Clifton Forge and Crossover at MP-283.	No. 1 and 2
			B. S. Cabin and Alleghany.	No. 1 and 2
			Alleghany and W. S. Cabin.	No. 1 and 2
			W. S. Cabin and Whitcomb.	No. 1 and 2
Westward absolute block signals at west end Ronceverte Yard and east limits A. D. Cabin interlocking.			Westward	
		Crossover just east of MP-347 and Hilldale.	No. 1 and 2	

Main tracks are numbered from North to South.

Rules 701 to 712, inclusive, and 715 (a) to 715 (f), inclusive, are in effect within the territory listed above.

2710-1.—ADDITIONAL INSTRUCTIONS governing movement of trains and engines on one or more tracks by block signals as designated below:
(Newport News and Richmond, see T. T. S. I. 930-2(a), 930-4(a) and 930-4(b).)

DIV.	S. D.	LOCATION	INSTRUCTIONS
CLIFTON FORGE	Alleghany	Between B. S. Cabin and Alleghany.	(e) Westward trains must not be operated over any part of No. 1 track or No. 2 track between B. S. Cabin and Alleghany, until eastward freight trains using No. 1 track or No. 2 track that have passed Alleghany or for which the signal at East Alleghany has been cleared, have been stopped and are being held.
			(f) Absolute Block.—An absolute block must be operated: (1) For eastward freight trains on No. 1 and No. 2 tracks between eastward absolute block signals at East Alleghany and eastward absolute block signals at Kelly's Tunnel. (2) For eastward trains between eastward absolute block signals located as shown below and the next eastward absolute block signal: 1. At Kelly's Tunnel. 2. West of Lakes Tunnel. 3. East of Backbone. 4. West of Mud Tunnel. 5. At McDowell.

2730-B.—Trains or engines are permitted to clear for other trains or engines on tracks which are not provided with an absolute block signal to govern movement to main track as designated below. (See Rule 273-B.)

DIV.	S. D.	LOCATION	TRACK
NN&T	Pen.	Newport News...	Crossover, thoroughfare track to lead track at 58th St. Hump.
		Fort Lee.....	Air Base Siding.
RICHMOND	Washington	Washington St.. (17th St. Yard)	West end No. 9 Yard Track.
		Orange.....	Depot Track.
	Orange.....	West end Storage Track.	
	Orange.....	Mill Track.	
	South Orange...	Snead No. 1 Track.	
	South Orange...	Snead No. 2 Track.	
	Lindsay.....	New Track.	
	Lindsay.....	Storage Tracks.	
	Lindsay.....	Wye Tracks.	
	Caskie.....	Spur Track.	
CLIFTON FORGE	Alleg.	Low Moor.....	West Set-off Track.
		Tuckahoe.....	West End Set-off Track. (No. 1 track)

5010.—AUTOMATIC BLOCK SIGNAL SYSTEM.

5010-1.—Rules 250-A, 250-B, 281 to 296, 501 to 521, and 715 (a)-715 (f), inclusive, are in effect:

DIVISION	SUBDIVISION	BETWEEN
NN&T.....	.....	Newport News and Hampton Roads Transfer.
	Peninsula.....	Hampton Roads Transfer and Rivanna Jct.
RICHMOND.	Piedmont.....	Rivanna Jct. and Gordonsville.
	Washington.....	Charlottesville and Orange.
	Virginia Air Line..	Lindsay and Strathmore.
	Rivanna.....	Rivanna Jct. and Gladstone.
CLIFTON FORGE....	Mountain.....	Charlottesville and Clifton Forge.
	Alleghany.....	Clifton Forge and M. X. Cabin.
	James River.....	Gladstone and Clifton Forge.

5010-2.—ADDITIONAL INSTRUCTIONS governing movement of trains and engines under Automatic Block Signal System Rules as designated below:

DIV.	S. D.	LOCATION	INSTRUCTIONS	
RICHMOND	Piedmont	Doswell.....	<p>(a) Authority to Pass Stop Indication.—When the absolute block signals governing movement over R. F. & P. R. R. crossing on C. & O. rails display stop-indication and no conflicting movement on R. F. & P. R. R. is apparent, the Conductor or Engineer will call Train Dispatcher at Richmond and secure authority to operate time release in instrument case located on south end of tower, stencilled "TIME RELEASE".</p> <p>The time release is provided with a light indicator located above time release, which, when lighted, indicates no conflicting movement on R. F. & P. R. R. When indicator is not lighted, it indicates a conflicting movement on R. F. & P. R. R.</p> <p>(1) When proper authority has been secured, time release may be operated as follows:</p> <p>(2) If C. & O. indicator light is lighted, turn knob on C. & O. time release as far as it will go in a clockwise direction and if signal does not clear wait until time release has operated 6 minutes. If signal indication permitting train to proceed is not then displayed, comply with instruction (4) below.</p> <p>(3) If, after securing authority to operate time release, C. & O. indicator light is not lighted, wait six minutes then operate time release and wait until time release has operated six minutes. If signal indication permitting train to proceed is not then displayed, comply with instruction (4).</p> <p>(4) After complying with instructions 2 or 3 above and signal indication is not displayed to permit train to proceed, or communication with the Train Dispatcher fails and stop-indication is displayed, train or engine may, (if route is properly lined and no conflicting movement on R. F. & P. R. R. is apparent) pass stop-indication at least 30 feet and occupy the track section between the absolute block signal and the crossing, but not foul the crossing. After standing six minutes, place lighted fusee in proper position on R. F. & P. track on each side of the crossing to protect the movement, and then proceed in accordance with Rule 509-A, or 509-B if communication has failed.</p>	
		Rivanna	Strathmore.	<p>(b) When eastward absolute block signal located on south side of VAL Subdivision main track just east of Strathmore Depot displays a Clear or Approach Indication, trains or engines may, after securing permission of the operator, occupy the main track between this signal and the westward absolute block signal located 2329 feet west of MP-28, on the time of superior trains without train order authority.</p>
		CLIFTON FORGE	James River	Sou. Ry. Crossing and Tyree	(c) When eastward absolute block signal at Southern Railway Crossing or westward absolute block signal at Tyree display stop-indication and communication has failed, train or engine will not proceed without authority of the train dispatcher. Fourth paragraph of Rule 509-B modified accordingly.

5010-2.—Concluded.

DIV.	S. D.	LOCATION	INSTRUCTIONS
CLIFTON FORGE	Mountain and Alleghany	Tunnels.....	<p>(d) Tunnels.—When absolute block signals governing the movement through Blue Ridge, Lewis, Alleghany, Second Creek, Fort Spring and Big Bend Tunnels can not be changed to display a more favorable indication than "Stop", trains or engines, in addition to complying with Rule 509-A must not proceed through tunnel until an authorized employe has been through the tunnel and it is known that the route is clear.</p> <p>(e) Lewis Tunnel.—When the block signal located at the east end Old Lewis Tunnel displays Approach-Indication (Rule 285), westward trains, except light engines and work trains, must not proceed unless lunar white marker light is displayed to right of bottom red light.</p>

Note.—See T.T.S.I. 930-6(a) and (b), Charlottesville Yard.

5010-3.—AUTOMATIC TRAIN STOP SYSTEM: The Automatic Train-stop System, supplementing the Automatic Block Signal System Rules, is in effect as designated below:

DIV.	S. D.	BETWEEN	INSTRUCTIONS
RICH.	Wash.	Orange and Charlottesville as designated by "Beginning of Train Control" and "End of Train Control" signs.	
CLIFTON FORGE	Mtn.	J. C. Cabin Charlottesville and J. D. Cabin as designated by "Beginning of Train Control" and "End of Train Control" signs.	

5010-3 (a).—The movement of trains and engines under the Automatic Train-stop System between points designated below will be governed by the following instructions:

DIV.	S. D.	BETWEEN	INSTRUCTIONS
RICHMOND	Washington	Orange and J. D. Cabin.	<p>(b) The normal position of the Automatic Train-stop device is "cut in". Enginemen accepting an engine to be operated in Train-stop territory must know that the device is "cut in".</p> <p>(c) When passing an interlocking or block signal displaying an indication other than "Clear" or "Slow-Clear", the engineman must make an acknowledgment when the receiver is about to pass over the inductor, to avoid an automatic brake application. Enginemen must not make an acknowledgment until after signal indication has been observed and is being obeyed.</p> <p>(d) An engineman of a train acknowledging and entering a block as provided by the rules will be held responsible in case of accident caused by overtaking a preceding train.</p>
CLIFTON FORGE	Mountain		<p>(e) If the indications of the automatic train-stop device and the block signal do not correspond, enginemen must promptly report the facts giving signal and engine number to the operator from the first available point of communication, who will transmit report to train dispatcher promptly.</p> <p>(f) Release of brakes after automatic stop application, before train comes to a full stop, is prohibited.</p>

DIV.	S. D.	BETWEEN	INSTRUCTIONS
CLIFTON FORGE	Mountain	Orange and J. D. Cabin.	(g) Within automatic train-stop territory, when moving over a track which is not equipped with automatic train-stop, the train or engine shall not exceed restricted speed.
			(h) Engines not equipped with automatic train-stop device or with the device "cut out" must not be dispatched or operated in automatic train-stop territory, except: (1) Within yard limits at restricted speed. (2) When dispatched on train order authority. (3) When device fails or is cut out enroute, in compliance with paragraphs (l) or (m) of this instruction.
RICHMOND—CLIFTON FORGE	Washington—Mountain	Orange and Charlottesville.....	(i) The Superintendent must be notified of each case where a train or engine, not equipped with automatic train-stop device, is dispatched outside of yard limits.
			(j) The Automatic Train-stop System does not relieve enginemen and trainmen from protecting their train as prescribed by the rules, and does not supersede timetable or train order superiority, or supersede rules contained in Book of Rules.
CLIFTON FORGE	Mountain	Staunton and J. D. Cabin.	(k) Failure of Train-stop Device.—When the automatic train-stop device on an engine fails and/or is cut out enroute, such train must not thereafter exceed a speed of forty miles per hour, unless otherwise authorized by the train dispatcher, in compliance with paragraphs (l) or (m) of this instruction. The failure of the train-stop device must be reported to the train dispatcher at the first available point of communication.
			(l) Where Rule 271 is in effect, trains may resume maximum authorized speed upon verbal authority of the train dispatcher. The train dispatcher will maintain an absolute block in advance of the train with inoperative train-stop device.
			(m) Where Rule 271 is not in effect, movement from the first available point of communication with train-stop device inoperative will be authorized by train order. The train dispatcher may authorize (by train order) the train with inoperative train-stop device to resume maximum authorized speed (when in excess of forty miles per hour) to a designated station provided he has ascertained the main track is clear of trains and engines to the designated station, and has established an absolute block in advance of the train with inoperative train-stop device. The train dispatcher will issue train order (Form J) to operator at the designated stations.
			(n) When directed by the train dispatcher to establish an absolute block in advance of a train approaching his office, the operator must hold all opposing trains until the expected train arrives, except: When only one schedule meeting point is to be made between open offices, the following form of order may be issued to the train with inoperative train-stop device: "No. 2 proceed with train-stop device inoperative not exceeding 40 miles per hour until No. 2 meets No. 95 Engine 5508; then resume maximum authorized speed."

DIV.	S. D.	BETWEEN	INSTRUCTIONS
CLIFTON FORGE	Mountain	J. C. Cabin and Staunton.....	When the train opposing the train with inoperative train-stop device has not passed the next open train order office, such train may be authorized to proceed by use of train order Form J. Not more than one schedule meet with the train having inoperative train-stop device will be authorized.
RICH.	Wash.	Orange and Charlottesville.....	(o) The train dispatcher will make proper record on train sheet or train order book of instructions issued when train or engine is authorized to proceed with train control device inoperative.
CLIFTON FORGE	Mtn.	J. C. Cabin and J. D. Cabin.....	
N. N. & N. T.		Old Pt. Jet. and Newport News.....	Newport News.—Engineman of eastward trains, when engine is equipped with train-stop device, will acknowledge "Approach" or "Stop and Proceed" indication of block signal No. 114 when about to pass over inductor located just west of this signal, to prevent automatic application of the air brakes.

5010-3 (b).—ENGINES OPERATING ON PASSENGER TRAINS WITH AUTOMATIC TRAIN STOP DEVICE CUT-IN OVER TERRITORY NOT EQUIPPED WITH INDUCTORS TO ACTUATE TRAIN STOP DEVICE. Automatic train-stop device on engines handling passenger trains will be operated with cut out cock sealed in normal cut-in position over territory not equipped with inductors to actuate train-stop device in accordance with the following instructions.

- (1) The automatic train-stop device will not provide protection to the train and has no normal function in unequipped territory.
- (2) On engines so equipped the Engineer must be familiar with the procedure for resetting and cutting out train-stop device.
- (3) Receiver on automatic train-stop device will respond to stray iron or steel that may protrude two or more inches above top of rail, or other unusual condition, which may cause an undesired brake application. When this occurs the Engineer must recognize such application so that he will be able to re-set the device after train stops. If after receiving several undesired stops or trouble develops which prevents resetting the device the train-stop device must be cut out and the Train Dispatcher notified.
- (4) When Train Dispatcher is notified of trouble developing with train-stop device he must immediately notify the proper Mechanical Department officer so that corrective measures may be taken.

5010-4.—SLIDE DETECTOR FENCE.—Movement of trains and engines over track sections protected by slide detector fences listed below, will be governed by following instructions:

When absolute block signal governing movement over track section protected by slide detector fence displays stop-indication, a member of the crew will operate pushbutton located on signal mast or on relay case, and when signal displays indication more favorable than stop, train will proceed at restricted speed, looking out for obstruction on track within the limits of slide detector fence, reporting conditions from next open office.

After pushbutton has been operated, if indication more favorable than "Stop" is not displayed, the engineer or conductor will secure authority to proceed per Rules 503 and 509.

5010-4.—Concluded.

Where Rule D-251 is in effect, trains running against the current of traffic will operate at restricted speed, looking out for obstruction on track within the limits of Slide Detector Fence.

DIV.	SUBDIVISION	FENCE LOCATED BETWEEN
CLIFTON FORGE	James River..	M. P. 151.7 and M. P. 152.8
		M. P. 153.9 and M. P. 154.1
		M. P. 155 and M. P. 155.1
		M. P. 155.4 and M. P. 155.6
		M. P. 156.3 and M. P. 156.4
		M. P. 156.8 and M. P. 157.2
		M. P. 159.9 and M. P. 160.5
		M. P. 161.4 and M. P. 162.2
		M. P. 185.7 and M. P. 186
		M. P. 188.9 and M. P. 190.2
	Mountain...	M. P. 192.6 and M. P. 193.2
		M. P. 200.3 and M. P. 200.6
		M. P. 204.6 and M. P. 205
		M. P. 217.9 and M. P. 218.1
		M. P. 224.5 and M. P. 225.1
	Alleghany....	M. P. 243.2 and M. P. 243.4
		M. P. 255.5 and M. P. 255.7
		M. P. 304.1 and M. P. 304.5
		M. P. 308.3 and M. P. 308.7
		M. P. 318.9 and M. P. 319.6
	M. P. 332.2 and M. P. 332.5	
	M. P. 333.1 and M. P. 333.4	
	M. P. 341.8 and M. P. 342.1	
	M. P. 352 and M. P. 353	
	M. P. 354.2 and M. P. 354.5	

5010-5.—HOT BOX INDICATION.—Lunar white flashing light hot box signals are in service as designated below:

DIV.	S. D.	LOCATION	INSTRUCTION
RICHMOND	Peninsula	Norge: On block signal No. 432..	(a) Operator will display flashing indication, in addition to complying with Rule 811, when defective conditions are observed on eastward trains. (b) When flashing indication is observed by train or engine crews, train will be stopped and operator called on telephone.
CLIFTON FORGE	Alleghany	B. S. Cabin: On eastward absolute block signal east end center passing siding.	
		Talcott: On eastward absolute block signal at MP-347	

5010-7.—STOP INDICATION—NON-AUTOMATIC BLOCK SIGNAL SYSTEM TERRITORY.—When STOP indication is displayed by signal governing movement into other than Automatic Block Signal System territory trains or engines will stop and secure permission of the Train Dispatcher (or Yardmaster where he supervises movement) to proceed.

If communication is not available the train, after stopping, may proceed in accordance with the rules or instructions in effect beyond the signal.

If movement is to be made over power-operated switches, Rule 509-A(4) will apply and movement at RESTRICTED speed will apply to entire train over switches.

6050.—INTERLOCKING RULES.

6050-1.—Interlocking Rules 605 (a) to 671, inclusive, are in effect within interlocking limits at:

DIVISION	SUBDIVISION	INTERLOCKING STATION
N. N. & N. T...		X. A. Cabin (Old Pt. Jct.)
	Peninsula	Norge R. Cabin
RICHMOND..	Piedmont.....	J. N. Cabin G. Cabin (Gordonsville)
	Mountain....	J. C. Cabin (Charlottesville) J. D. Cabin (Unattended)
CLIFTON FORGE.....	James River..	N. C. Cabin
	Alleghany....	A. Cabin (Alleghany) W. S. Cabin A. D. Cabin (Unattended) M. X. Cabin

Note.—See T.T.S.I. 930-3(a), R. Cabin.

7130.—LOCATION AND USE OF SPRING SWITCHES.

7130-1.—THE USE OF SPRING SWITCHES is governed by Rules 713 (a) and 713 (b). When spring switches are hand operated they are hand-operated switches and Rules 104-104 (j), inclusive, apply.

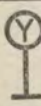
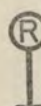
DIVISION	SUBDIVISION	LOCATION	NORMAL POSITION FOR MOVEMENT ON	DESIGNATED SPEED IN NORMAL POSITION		
				FACING MOVEMENT	TRAILING MOVEMENT WHEN SPRING SWITCH	
N. N. & N. T.		Phoebus—Tail Track of Wye	East Leg Wye	15 m.p.h.	15 m.p.h.	
RICHMOND	Peninsula	Norge—East switch eastward passing siding.	Eastward Main Track	25 m.p.h.		
		Lee Hall, Norge and Providence Forge—West switches of westward passing sidings.	Westward Main Track			
		Fulton—East End Yard Lead.	Eastward Main Track			
	Piedmont		Atlee, Hanover and South Anna—East and West switches of passing sidings.	Main Track	Maximum Authorized	15 m.p.h.
			Doswell—West switch of passing siding.			
			Noel—East and West switches of passing siding.			
			Beaver Dam—East switch of passing siding.			
			Bumpass—East and West switches of passing siding.			
			Frederick Hall—West switch of passing siding.			

7130-1.—Concluded.

DIVISION	SUBDIVISION	LOCATION	NORMAL POSITION FOR MOVEMENT ON	DESIGNATED SPEED IN NORMAL POSITION	
				FACING MOVEMENT	TRAILING MOVEMENT WHEN SPRINGING SWITCH
CLIFTON FORGE	Mountain	Brand, Fishersville, Waynesboro, Afton and Greenwood—West switches of passing sidings.	Main Track	Maximum Authorized	15m.p.h.
		Crozet—East switch of passing siding.			
		Ivy—West switch of passing siding.			
	Alleghany	A. D. Cabin—West switch of westward passing siding.	Westward Main Track	25 m.p.h.	
		Ronceverte—East switch of eastward passing siding.	Eastward Main Track		
		B. S. Cabin—East switch center passing siding.	Eastward Main Track		
		B. S. Cabin—West switch of crossover westward main track to center passing siding.	Center passing siding to Eastward Main Track	15 m.p.h.	30 m.p.h.

7130-2.—Except at stations listed in 2510-3, a member of the crew of train on double track moving from siding to main track will observe if the dwarf spring switch signal on main track displays a yellow light within 40 seconds after rear of train clears the switch. Report must be made to the Superintendent and Chief Train Dispatcher from next available point of communication of a signal not displaying a yellow light as above.

7130-3.—Spring Switch Signal Aspects and Indications not in Conformity with Book of Rules:

DIV.	ASPECT	INDICATION	INSTRUCTIONS
RICHMOND AND CLIFTON FORGE		(a) Proceed over spring switch not exceeding designated speed.	When moving against the current of traffic and on subdivisions where Train Spacing Rules or Rule 91 are in effect fixed signals governing movement over spring switches will not indicate block condition, unless otherwise provided.
		(b) Stop. Facing movement must not be made over spring switch until it has been examined to insure that the switch is lined and facing properly.	

R—Red light Y—Yellow light

7130-4.—Spring Switch Signals are in Service as Designated below:

DIVISION	SUB-DIVISION	STATION	IN EFFECT
RICHMOND..	Peninsula..	Lee Hall.....	Aspects and Indications per Special Instruction 7130-3 (a) and (b) at dwarf signals on main track just ahead of spring switches. (See Rule D-151)
		Norge.....	
		Providence Forge	
CLIFTON FORGE.....	Alleghany..	B. S. Cabin.....	
		Ronceverte (Browns Mill)..	
		A. D. Cabin.....	

7150.—ELECTRICALLY LOCKED SWITCHES.

Location and use of Electrically-Locked Switches:

7150-1.—All main track hand-operated switches within the limits of train operation under Rules 271-279 (c) are electrically-locked except as designated below:

SUB-DIVISION	LOCATION	TRACK
ALLEGHANY	Lowmoor.....	House Track Switch No. 2 Track.
	McDowell.....	No. 1 Track.
	Callaghan.....	
	Backbone.....	No. 2 Track.
	Jerrys Run.....	
	Caldwell.....	Westward Track.
	Talcott.....	House Track.

7150-2.—Other Electrically-Locked Switches:

DIVISION	SUB-DIVISION	LOCATION	TRACK
RICHMOND..	Peninsula..	Fulton.....	West Switch of Shop Track controlled by Operator.
		Magruder.....	East Crossover switches.
		Rivanna...	D. X. Cabin....	Second Street Yard Connection.
CLIFTON FORGE.....	Alleghany..	Ronceverte.....	Lead switch to North Yard.
		Frazier.....	Crossover between Eastward track and set off track and east end main track crossover.
		A. D. Cabin....	Stock pen track.

(Rules 715 (a)-715 (f), inclusive, are in effect at above switches.)

12070.—EXTINGUISHING FIRE IN JOURNAL BOXES:

Water, snow, or other liquid must not be used in journal boxes to cool journals. Fire extinguishers must not be used in journal boxes.

(First paragraph of Rule 1207 of Book of Rules and first paragraph of Rule E-1102(d) of Passenger and Freight Train Handling Book, modified accordingly.)

MOVEMENT OF MOTOR CARS

MC-9.—The following instructions supplement Rule 9 of the "Rules Governing the Use of Motor Cars, Hand Cars, Push Cars, Trailer Cars and Velocipedes."

DIV.	S. D.	TRACK SECTION BETWEEN	AUTHORITY FOR MOVEMENT
		Pier 1 and X. A. Cabin X. A. Cabin and Hampton Roads Transfer	Verbal permission of Operator or flag protection.
On Westward Track: MP-76 and Fort Lee Fort Lee and R. Cabin R. Cabin and Rivanna Jet.			
Rivanna Jct. and D. X. Cabin	Verbal permission of Train Dispatcher obtained through Operator.		
East End Gladstone Yard and Gladstone			
Rivanna Jet. and Sandco	Verbal permission of operator or flag protection.		
Whitlock and Lindsay			
Rivanna River Bridge and Charlottesville			

MISCELLANEOUS

MC-9.—Concluded.

DIV.	S. D.	TRACK SECTION BETWEEN	AUTHORITY FOR MOVEMENT	
CLIFTON FORGE	Mountain	Charlottesville: Middle depot track and west yard limit*	Verbal permission of yardmaster.	
		Staunton: East and west Yard Limits*	Verbal permission of operator who will first ascertain and advise location of yard engine.	
		Waynesboro: MP-207 and west switch passing siding Waynesboro*	Unless the motor car operator knows the switching local is tied up or cut off, movement will be made by permission of operator who will first ascertain location of the switching local. When the office at Waynesboro is closed the motor car operator must protect against the switching local.	
	James River		Lynchburg: East and West Yard Limits*	Movement will be with the current of traffic by verbal permission of operator at NC Cabin who must secure permission of yardmaster and advise motor car operator location of yard engine.
	Alleghany		Clifton Forge: East Yard Limit and Smith Creek Yard office*	Movement will be with the current of traffic by verbal permission of operator.
			Clifton Forge: Smith Creek Yard office and Coach Yard	Movement will be with the current of traffic only when track is seen or known to be clear, or under flag protection.
			Clifton Forge: Coach Yard and West Yard Limits*	Movement will be with the current of traffic by verbal permission of Assistant General Yardmaster.
			Covington: East and West Yard Limits*	Movement will be with the current of traffic by verbal permission of operator at B. S. Cabin.
			Ronceverte: East and West Yard Limits*	Movement will be with the current of traffic by verbal permission of operator.
		Through Tunnels: Lewis-Alleghany-Big Bend*	Verbal permission of operator having control of signals governing through the tunnel. The operator will protect motor car until reported clear. Motor car operator will report promptly when clear of tunnel.	

The yardmaster or operator granting permission for movement of motor car between above points must know the track sections are clear of opposing trains and engines before giving permission for motor car movement and will protect the movement. Where practicable to do so, levers controlling opposing train movements will be blocked to display Stop-indication until motor car operator reports clear.

Motor car operators will report promptly when clear of track sections over which they have obtained permission to move.

Authority of the train dispatcher on Form CDT-35 is required in addition to the permission of operator or yardmaster for track section indicated with asterisk (*).

A.—HIGH VOLTAGE WIRES.—In the event there is a break or for any reason any wires carrying high voltage in connection with power lines or Automatic Block System are found swinging or on the ground, employes will immediately communicate the information to the train dispatcher and signal maintainer. If any wires are in such position that they interfere with traffic or are liable to cause injury to persons, arrangements should be made to place watchmen at the point until relief can be obtained.

B.—PERSONAL INJURY REPORTS.—Whenever employes are injured, the officer or employe in charge will act as follows:

(1) **NON-TRAIN ACCIDENT.**—Whenever employes are injured in a non-train accident the tools, instrument, particular equipment or machinery involved must be given an immediate special inspection by the officer or employe in charge to ascertain condition.

(2) **TRAIN ACCIDENTS.**—In cases of injuries to employes in train or train service accidents, where the condition or operation of engines and/or cars is or may be involved, there must be an immediate special inspection made of such equipment, including, where indicated, a coupling and uncoupling test, or brake test; also an inspection of the track and roadbed and/or such other inspection as might be indicated. If it is not practical to make such inspections and tests of equipment at point of accident same should be made at the next available point. Such special inspection must be made by two qualified persons unless otherwise directed. Inspectors must make a separate report to the superior officer covering such special inspection.

(3) If any employe furnishes to a person, other than an official of the Railway Company, any written statement concerning an accident, or injury, such employe shall promptly furnish an exact copy of such statement to his immediate superior.

(4) In all highway crossing accidents the conductor of the train involved will make report on Form CJ-8 to the Superintendent. He should include, in space Z, under "REMARKS" the names and addresses of all outside witnesses at the scene, together with the license numbers of all automobiles that were stopped at the crossing at time of accident.

(5) In the event a passenger train is involved in an accident and such accident is of such a nature that passengers might possibly have been subjected to injury, the conductor in charge of such train will have such passengers complete and sign Form CJ-99, regardless of whether or not such passengers claim to have been injured, as provided for in printed instructions accompanying Form CJ-99. (See General Rule M-3, Book of Rules.)

SURGICAL STAFF

STATION	NAME	OFFICE ADDRESS	TELEPHONE No.
Charlottesville, Va.	*M. K. Humphries	104 E. Market St.	22235
	*Fletcher Woodward (Oculist)	400 Locust St.	
	*H. S. Hedges (Oculist)	104 E. Market St.	22235
	*Thomas S. Edwards	1021 W. Main St.	24344
	*A. M. Smith	206 E. Market St.	26437
	*M. L. Rea	201 E. High St.	22330
	*Wm. Parson	University Hospital	22121
	*J. E. Wood, Jr.	University Hospital	22121
	*H. B. Mullholland	University Hospital	22121
	*Julian Beckwith	University Hospital	22121
Crozet, Va.	*M. C. Wilhelm	206 East Market St.	26437
	*E. D. Davis, Jr.	Drug Store Bldg.	2101
Waynesboro Union Station, Va.	*D. E. Watkins	Medical Bldg.	2243
Staunton, Va.	*R. P. Bell, Jr.	211 Frederick St.	429
Millboro, Va.	*A. F. Robertson, Jr.	211 W. Frederick St.	103
	*S. P. Hileman	Millboro, Va.	10-F-2
	*J. M. Emmett (Chief Surgeon)	C. & O. Hospital	2101
	*Armistead D. Williams	C. & O. Hospital	2101
	*Allen Lehev	C. & O. Hospital	2101
	*F. L. Wysor (Oculist)	Harvey Bldg.	8521
	*M. M. Mackay	Harvey Bldg.	8521
	*R. P. Hawkins, Jr.	C. & O. Hospital	2101
	*John Adams	C. & O. Hospital	2101
	*R. L. Claterbaugh	Harvey Bldg.	4541
Clifton Forge, Va.	*Thomas N. Warren	C. & O. Hospital	2101
	*M. M. Fliess	Harvey Bldg.	7561
	*L. A. Houff	Farrar Bldg.	7571
	*George N. Chucker	C. & O. Hospital	2101
	*Walter E. Vermilya	Hotel Jefferson Bldg.	9531
	*J. F. Jonas	C. & O. Hospital	2101
	*G. S. Hartley	Main Street	8571
	*Wallace C. Nunley	C&O Hospital	2101
	*Alvin Wm. Finestone	C&O Hospital	2101
	*Charles F. Ballou III	C&O Hospital	2101
Allen's Creek, Va.	*Meade C. Edmunds	C&O Hospital	2101
	*W. L. Watts	Allens Creek, Va.	5 long
Lynchburg, Va.	*J. E. Haynsworth	Allied Arts Bldg.	2-3471
	*E. G. Scott	1719 Church St.	6-2635
Natural Bridge, Va.	*J. R. Gorman	1308 Allied Arts Bldg.	8-2854
	*Robert R. Eason	Peoples Bank Bldg., Buena Vista, Va.	213
Covington, Va.	*N. B. Jeter	Barr-Topham Building	7351
	*J. V. Jordan	210 N. Maple Ave.	5361
Hot Springs, Va.	*M. B. Jarman	Bath House—Homestead Hotel	322
	*W. E. Myles	White Sulphur Springs, W. Va.	11-J
White Sulphur Springs, W. Va.	*J. P. Baker	Greenbrier Hotel Clinic	
	*Charles Ballou	Greenbrier Hotel Clinic	
	*Eugene J. Morhous	Greenbrier Hotel Clinic	
	*Stuart T. Bray	Greenbrier Hotel Clinic	
	*Arnold J. Brody	Greenbrier Hotel Clinic	
Ronceverte, W. Va.	*E. L. Crumpacker	Greenbrier Hotel Clinic	
	*A. G. Lanham	Maple St.	584
Hinton, W. Va.	*W. L. Van Sant		
	*D. W. Ritter	Big 4 Bldg.	406
	*J. W. Heson, Jr.		
Marlinton, W. Va.	*A. W. Holmes	Hinton, W. Va.	863
	*J. W. Stokes	Citizens Bank Bldg.	47—Res. 105
Alexandria, Va.	*C. K. Dilley	Marlinton, W. Va.	
Washington, D. C.	*Arthur J. Mourof	811 Prince Street	OV 1852—Res. OV 1853
Culpeper, Va.	*J. Chester Brady	35 New York Ave., N. W.	North 1012
Goochland, Va.	*Granville Eastham	Culpeper, Va.	244
Fork Union, Va.	*W. S. Lloyd	Goochland, Va.	Hunter 6-2762
Dillwyn, Va.	*J. H. Yeatman	Fork Union, Va.	Palmyra 28-F-11—Fork Union 2511
	*W. A. Pennington	Buckingham Court House, Va.	2221—Res. 2667
Richmond, Va.	J. M. Emmett (Chief Surgeon)	Richmond, Va.	MI 4-9811
	*A. L. Smith (Asst. to Chief Surgeon)	Richmond, Va.	MI 4-9811
	*W. W. Zimmerman, III (Oculist)	Lee Bldg.	EL 5-5333
	*Robert L. Bailey, Jr.	1001 W. Franklin St.	EL 9-3846
	W. B. Blanton	828 W. Franklin St.	EL 5-8075
	F. M. Blanton	828 W. Franklin St.	EL 5-8075
	T. W. Murrell, Jr.	17 E. Grace St.	MI 4-3006
	*J. H. Prodell	115 S. Mall—Willow Lawn	AT 8-7969
	*R. D. Butterworth	5th and Franklin Sts.	MI 3-1801
	C. M. Caravati	807 W. Franklin St.	EL 3-3294
	*Wm. C. Grinnan	1000 W. Franklin St.	EL 3-7776
	Edwin D. Vaughan	200 Professional Bldg.	MI 4-6359
	T. W. Murrell	17 E. Grace St.	MI 4-3006
	Frank Pole	Monument Ave. and Lombardy	EL 5-3091
	W. E. Daner	5th and Franklin Sts.	MI 3-1801

*Asterisks indicates doctors who will respond to emergency call.

(Continued on page 35)

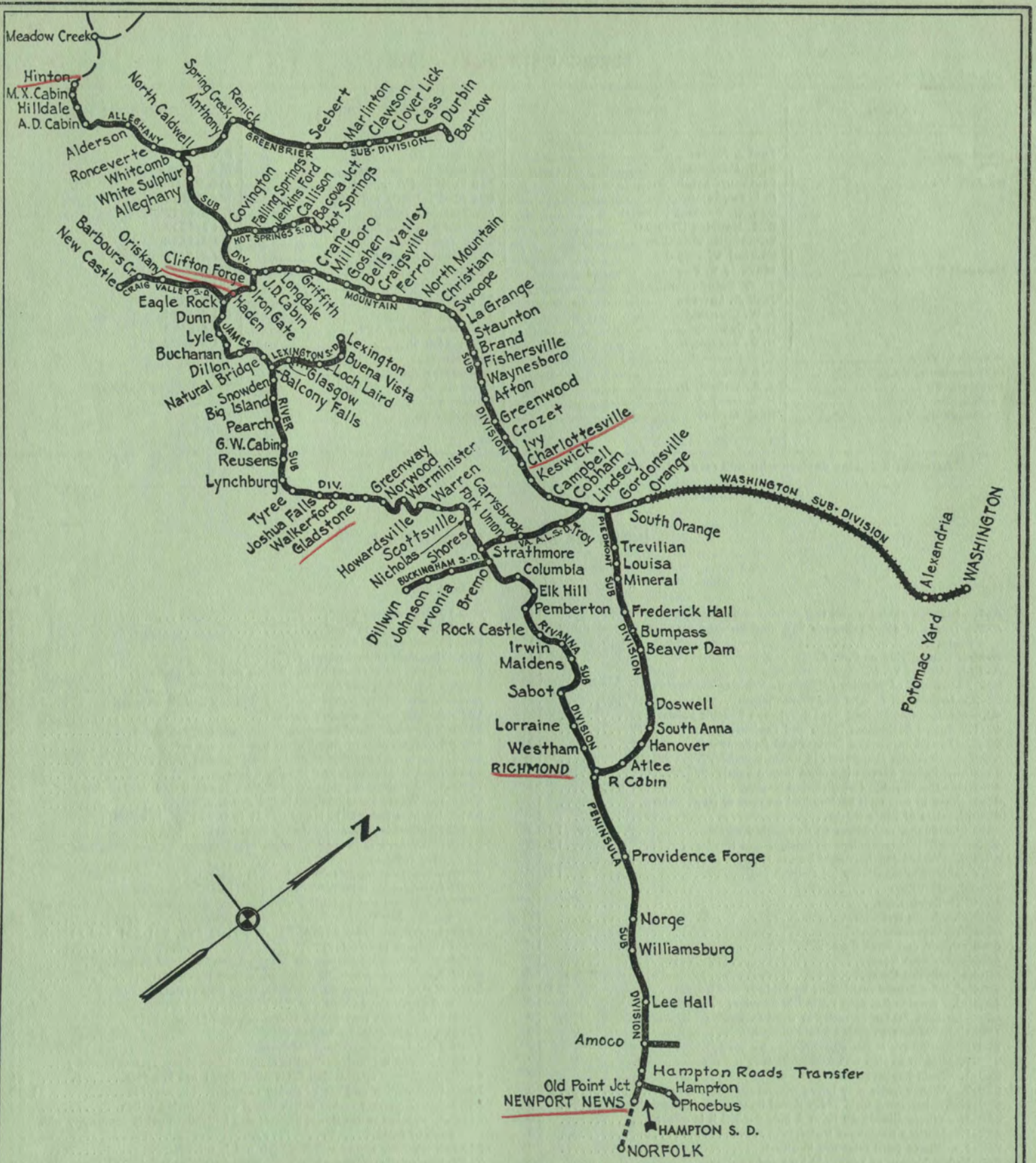
SURGICAL STAFF—Concluded.

STATION	NAME	OFFICE ADDRESS	TELEPHONE No.
Hampton	*Paul J. Parker	22 S. King St.	PA 3-4113
Norfolk, Va.	*H. C. Meredith, Jr.	746 Graydon Avenue	MA 5-0464
	Southgate Leigh, Jr.	712 Botetourt Ave.	MA 2-4665
	R. L. Payne, Jr.	805 Medical Arts Building	MA 2-2649
Newport News, Va.	*Geo. G. Hankins (Oculist)	Medical Arts Building	CH 5-8217
	G. S. Hankins (Oculist)	Medical Arts Building	CH 5-8217
	William H. Woodson	3015 West Ave.	CH 5-1548
	Edward V. Siegel	3015 West Ave.	CH 5-6616
	Waverly R. Payne	91-29th St.	CH 4-1401
	*W. O. Poindexter	Medical Arts Building	CH 5-8419
	*Jack A. Lawson	2814 West Ave.	CH 2-1548
	*J. W. Carney	124 30th St.	CH 2-4191
Warwick, Va.	*L. S. Cowling	5115 Huntington Ave.	CH 5-8630
	*H. G. Saexinger	129½ 26th St.	CH 4-4909
	*T. C. Lawford	81 Main St.	LY 6-1811
	*B. I. Bell	Jamestown Road	69
Williamsburg, Va.	*J. A. Wright, Jr.	Doswell, Va.	Two long, two short
Doswell, Va.	*H. S. Daniel	Louisa, Va.	Call Central
Louisa, Va.	*H. C. McCoy	Gordonsville	Office 140
Gordonsville, Va.			Residence 173

*Asterisks indicates doctors who will respond to emergency call.

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RICHMOND AND CLIFTON FORGE DIVISIONS