

THE NAMES AND LOCATIONS OF LOCAL SURGEONS ARE:

S. B. Moore	Alexandria, Va.
Francis A. Bloise	Alexandria, Va.
Arthur J. Mourot (Assistant)	Alexandria, Va.
Wm. T. Burch (Oculist)	Alexandria, Va.
Edw. Sandidge	Amherst, Va.
Frank D. Daniel (Assistant)	Charlottesville, Va.
M. L. Rea	Charlottesville, Va.
H. S. Hedges (Oculist)	Charlottesville, Va.
Granville Eastham	Culpeper, Va.
J. H. Deyerle	Harrisonburg, Va.
Howard A. Armstrong (Assistant)	Harrisonburg, Va.
G. W. Ralston (Oculist)	Harrisonburg, Va.
A. W. Terrell	Lynchburg, Va.
D. M. Thomasson	Lynchburg, Va.
James Morrison (Oculist)	Lynchburg, Va.
F. M. Morrison (Assistant Oculist)	Lynchburg, Va.
E. H. Marsteller	Manassas, Va.
Stuart McBride (Assistant)	Manassas, Va.
D. O. Foley	Mt. Jackson, Va.
C. H. Moncure	Orange, Va.
O. N. Shelton	Orange, Va.
W. M. Tunstall	Shipman, Va.
Richard Mason	The Plains, Va.
J. M. Winkfield	Strasburg, Va.
J. F. Thaxton	Tye River, Va.
H. A. Fowler (Urologist)	Washington, D. C.
L. S. Greene (Oculist)	Washington, D. C.
W. B. Mason	Washington, D. C.
J. F. Mitchell	Washington, D. C.
A. R. Shands	Washington, D. C.
John H. Lyons (Assistant)	Washington, D. C.
P. W. Boyd	Winchester, Va.
Hunter McGuire (Oculist)	Winchester, Va.
W. G. Trow	Warrenton, Va.
Harold Miller	Woodstock, Va.

VETERINARIANS

W. P. Collins	Wash., D. C.	Henry Yager	Somerset, Va.
T. H. Wood	Charlottesville, Va.	C. E. Miller	Strasburg, Va.
P. M. Graves	Culpeper, Va.	R. L. Humphrey	The Plains, Va.
E. J. Will	Harrisonburg, Va.	Robert E. Fernyhough	Warrenton, Va.
L. E. Bowen	Lynchburg, Va.		
H. E. Pickeral	Manassas, Va.		

HOSPITALS

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

WATCH INSPECTORS

Saunders & Son	Alexandria, Va.
Keller & George	Charlottesville, Va.
J. W. Marston	Harrisonburg, Va.

BUSINESS TRACKS AND STATIONS NOT SHOWN AS STATIONS ON TIME TABLE

Between Alexandria and Monroe

Name	Location	Name	Location
Watts	Mile 103.4	Gordon	Mile 140.0
Emmerson	" 118.7	Oak Ridge	" 143.7
Applegate	" 126.1	Ryan	" 144.5
Hamner	" 131.5		

Between Manassas and Harrisonburg

Name	Location	Name	Location
Rixlew	Mile B 2.0	Hawkinstown	Mile B 83.6
Wellington	" B 5.8	Turkey Knob	" B 87.3
Belle Meade	" B 40.6	Meems	" B 87.9
White Cut	" B 46.3	Shenand'h Cav.	" B 88.7
Buckton	" B 55.5	Zigler	" B 98.2
Waterlick	" B 56.7	Daphna	" B 102.6
Fishers Hill	" B 63.8	Zirkle	" B 108.7
Bowman	" B 80.8		

Between Calverton and Warrenton

Meetze	Mile CW 6.0	Alwington	Mile CW 7.9
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SOUTHERN RAILWAY SYSTEM

EASTERN LINES

Washington Division

TIME TABLE No.

28

Effective 12.01 A. M. (Eastern Time)

SUNDAY, APRIL 28, 1940

FOR THE GOVERNMENT OF EMPLOYEES ONLY

G. W. ADAMS	General Manager
T. C. BLACKWELL	Gen'l Superintendent Transportation
J. T. MOON	Superintendent

TIME TABLE NO. 28 In Effect April 28, 1940		Minimum Time in min. bet'n Stations	FIRST CLASS							
STATIONS			41 Daily	33 Daily	25 Daily	135 Daily	11 Daily	C. & O. 5 Daily	35 Daily	
Lv.	Ar	Pass	Frght	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	
.....	12 05	3 00	8 00	8 30	9 15	11 45	1 40
.....	12 20	3 17	8 15	8 47	9 32	12 01	1 57
.....	12 22	3 21	8 17	8 49	9 35	12 03	1 59
.....	2	4	.....	.....	.....	.....	f 9 38	.....	.....
.....	12 25 ⁵¹	3 25	8 20	8 52	9 41	12 06	2 02
.....	4 1/2	7	.....	.....	.....	.....	f 9 44	.....	.....
.....	i 8 56	f 9 48	.....	.....
.....	12 32	3 31	8 27	i 8 58	f 9 52	12 12	2 09
.....	3	5	.....	.....	.....	.....	f 9 57	.....	.....
.....	12 38 ⁷³	3 36	8 33	i 9 04	s10 01	12 17	2 15
.....	5 1/2	8	.....	.....	.....	i 9 08	f10 05	.....	.....
.....	12 43	3 40	8 38	i 9 11	s10 09	12 22	2 20
.....	4	6	.....	.....	.....	i 9 17	s10 15	12 27	2 25
.....	7	10	12 57	3 52	8 52	s 9 26	s10 30	12 35	f 2 35
.....	4	6	1 01	3 56	8 56	f 9 33	A.M.	12 39	2 40
.....	1 04	3 59	8 59	s 9 39	.....	12 42	2 43
.....	9 1/2	14	.....	.....	.....	s 9 46	.....	.....	.....
.....	1 12	4 06	9 07	s 9 58	.....	12 51	f 2 52
.....	6 1/2	10	.....	.....	.....	f10 04	.....	.....	.....
.....	1 19	4 13	9 14	s10 09	.....	12 58	3 00
.....	3 1/2	5	1 23	4 17	9 18	s10 15	.....	1 02	3 05
.....	f10 19	.....	.....	.....
.....	7 1/2	12	1 29	4 22	9 24 ⁶¹	s10 24	.....	1 08	3 11
.....	1 32	4 25	9 27	f10 27	.....	1 11	3 14
.....	3	5	1 36	4 28	9 31	s10 39	.....	w 1 15	gu 3 19
.....	2	3	1 38	4 30	9 34	10 42	.....	1 17	3 22
.....	f10 47	.....	.....	.....
.....	9 1/2	15	.....	.....	.....	f10 51	.....	.....	.....
.....	1 47	4 38	9 43	f10 55 ⁶¹	.....	1 27	3 31
.....	1 49	4 40	9 45	s10 59	.....	1 30	3 33
.....	5	8	1 54	4 47	9 51 ⁵⁵	11 06	.....	1 37	3 39
.....	2	3	1 56	4 49	m 9 53	s11 15	.....	1 40	gu 3 42
.....	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.
.....	Daily	Daily	Daily	Daily	Daily	Daily	Daily
.....	41	33	25	135	11	5	35
.....	C. & O.	.....

ALEXANDRIA—ORANGE—SOUTHBOUND

WASHINGTON 3

Capacity of Tracks in Cars		TIME TABLE NO. 28 In effect April 28, 1940	STATIONS	Minimum Time in min. bet'n Stations	FIRST CLASS								
Siding	Other				Passer	Freight	17 Daily	C. & O. 1 Daily	37 Daily	31 Daily	39 Daily	C. & O. 3 Daily	29 Daily
			Lv. N		P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.		
			WASHINGTON 8.2		4 55	6 01	6 45	7 00	10 35	11 00	11 59		
	1520		ALEXANDRIA 0.9		5 10		6 16	7 00	7 15	10 50	11 15	12 15	
			A. F. TOWER 0.5		5 12		6 18	7 02	7 17	10 52	11 17	12 17	
	45		SEMINARY	2	4								
	2		C. R. TOWER 1.1		5 15		6 21	7 05 ^{PT}	7 21 ^{PT}	10 55	11 20	12 20 ⁵¹	
			CAMERON 1.4										
			EDSALL 1.4	4 1/2	7								
	1		SPRINGFIELD 1.6		5 22		6 26	7 12	7 30	11 01	11 25	12 27	
	3		RAVENSWORTH 2.9	8	5								
S 110	25	P	BURKE 1.9		5 28		6 31	7 18	7 38	11 07	11 30	12 33 ⁷³	
	4		SIDEBURN 2.2	5 1/2	8								
	25		FAIRFAX 1.2		5 33		6 35	7 23	7 43	11 11	11 34	12 38	
S 60	12	P	CLIFTON 3.5	4	6		6 39	7 28	7 48	11 16	11 38	12 43	
S 158	223		WYP MANASSAS 5.8	7	10		6 46	7 37	8 00 ^{dg}	11 26 ^{mu}	11 45 ^t	12 52	
	10		BRISTOW 4.0	4	6		5 51	6 50	7 41	8 05	11 30	12 56	
S 40	19	P	NOKESVILLE 2.8		5 54		6 53	7 44	8 09	11 33	11 52	12 59	
	17		CATLETT 4.6	9 1/2	14								
S 110	50		CALVERTON 2.3		6 04		7 01	7 52	8 17	11 40 ^m	12 00	1 07	
	12		MIDLAND 3.7		6 10								
S 60	25		BEALETON 2.8	6 1/2	10		6 13	7 08	7 59	8 24	11 47	1 14	
	30		REMINGTON 3.5	8 1/2	5		6 17	7 12	8 03	8 29	11 51	1 18	
	5		ELKWOOD 2.9										
S 110	17	P	BRANDY 2.3	7 1/2	12		6 24	7 18	8 09	8 35	11 57	1 24	
	6		INLET 2.9		6 27		7 21	8 12	8 38	12 00	12 20	1 27	
	144	W	CULPEPER 3.0	8	5		6 32	7 26	8 16	8 43 ^s	12 03 ^m	12 23	1 31
S 96			DECLARE 1.5	2	3		6 35	7 26	8 18	8 46	12 05	12 25	1 33
	8		WINSTON 3.0				6 39						
	12		MITCHELL 2.5	9 1/2	15								
S 122	15	P	BUENA 2.6		6 45		7 35	8 27	8 55	12 14	12 34	1 42	
	12		RAPIDAN 2.1		6 47		7 37	8 29	8 57	12 16	12 36	1 44	
S 110		P	LARMOND 4.2	5	8		6 54	7 43	8 35	9 05	12 21	12 42	1 50
S 75	82		ORANGE 1.4	2	3		6 57 P.M.	7 45 P.M.	8 37 P.M.	9 08 P.M.	12 23 ^m A.M.	12 45 ³⁰ A.M.	1 52 A.M.
			AR				Daily 17	Daily 1 C. & O.	Daily 37	Daily 31	Daily 39	Daily 3 C. & O.	Daily 29

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ALEXANDRIA—ORANGE—NORTHBOUND

Capacity of Tracks in Cars		Miles from Washington	Station Nos.	TIME TABLE NO. 28 In effect April 28, 1940 STATIONS	Minimum Time in min. bet'n Stations		FIRST CLASS						
Siding	Other				Passr	Frgh't	C. & O. 6 Daily	38 Daily	42 Daily	32 Daily	40 Daily	C. & O. 2 Daily	
		0.0	0	Ar. WASHINGTON N 8.2			A.M. 3 40		A.M. 5 00	A.M. 6 30	A.M. 6 35	A.M. 7 05	A.M. 8 20
		8.2	8	ALEXANDRIA 0.9			3 18		4 42	s 6 10	6 17	s 6 47	e 7 58
		9.1		A. F. TOWER N 0.5			3 15		4 39	6 06	6 14	6 44	7 55
	45	9.6	10	SEMINARY 1.1	2	4							
	2	10.7	11	C. R. TOWER N 1.4			3 12		4 37	6 02	6 11	6 41	7 52
		12.1	12	CAMERON 1.4	4½	7							
		18.5	14	EDSALL 1.6									
	1	15.1	15	SPRINGFIELD 2.9			3 05			5 55	6 04	6 34	7 46
	3	18.0	18	RAVENSWORTH 1.9	3	5	3 01		4 27	5 51	6 00	6 31	7 43
N 98	25	19.9	20	P... BURKE 2.2	5½	8	2 58		4 25	5 48	5 57	6 29	7 41
	4	22.1	22	SIDEBURN 1.2									
	25	23.8	23	FAIRFAX 3.5	4	6	2 53		4 20	5 43	5 52	6 24	7 36
N 37	12	26.8	27	P... CLIFTON 5.8	7	10	2 45		4 14	5 36	5 45	6 17	7 31
N 110	223	32.6	33	WYP. MANASSAS. N 4.0	4	6	2 35 ⁹⁰		4 06	r 5 26	5 36	s 6 08	e 7 23
	10	36.6	37	BRISTOW 2.8			2 29			5 21	5 31	6 03	7 18
N 98	19	39.4	39	P... NOKESVILLE D 4.6	9½	14	2 25		3 58	5 17	5 27	6 00	7 15
	17	44.0	44	CATLETT 2.3			2 18			5 11	5 21		7 10
N 100	50	46.8	46	WY...CALVERTON D 3.7			2 15		3 50	r 5 08	5 18	s 5 52	e 7 07
	12	50.0	50	MIDLAND 2.8	6½	10							
N 64	25	52.8	53	BEALETON 3.5	3½	5	2 05		3 43	4 59	5 09	5 43	7 00
	30	56.8	56	REMINGTON D 2.9			2 00		3 39	4 54	5 04	5 38	6 56
	5	59.2	59	ELKWOOD 2.3	7½	12							
N 108	17	61.5	62	P... BRANDY 2.9			1 52		3 33	4 47	4 57	5 31	6 50
	6	64.4	64	INLET 3.0	8	5	1 48			4 43	4 53	5 27	6 47
	144	67.4	67	W...CULPEPER D 1.5	2	3	1 44			r 4 39	4 49	s 5 23	e 6 44
N 114		68.9	69	DECLARE 3.0			1 41		3 23	4 36	4 46	5 21	6 42
	8	71.0	72	WINSTON 2.5			1 37		3 20	4 32	4 42	5 18	6 39
	12	74.4	74	MITCHELL 2.6	9½	15							
N 84	15	77.0	77	P... BUENA 2.1			1 30		3 15	4 26	4 36	5 12	6 33
	12	79.1	79	RAPIDAN D 4.2	5	8	1 27			4 23	4 33	5 09	6 30
N 100		83.8	83	P... LARMOND 1.4	2	3	1 21		3 07	4 17	4 27	5 03	6 24
	82	84.7	85	ORANGE N Lv.			f 1 18 A.M.		3 04 A.M.	r 4 14 A.M.	4 24 A.M.	s 5 01 A.M.	e 6 22 A.M.
							Daily 6 C. & O.		Daily 38	Daily 42	Daily 32	Daily 40	Daily 2 C. & O.

ALEXANDRIA—ORANGE—NORTHBOUND

WASHINGTON 5

TIME TABLE NO. 28

In effect
April 28, 1940

STATIONS

Minimum
Time in
min. bet'n
Stations

Passer/Frght

FIRST CLASS

STATIONS			18	30	C. & O.		C. & O.	136	36	12	26	34
			Daily	Daily	4		44	Daily	Daily	Daily	Daily	Daily
Ar.			A.M.	A.M.	P.M.		P.M.	P.M.	P.M.	P.M.	A.M.	A.M.
WASHINGTON	8.2		11 30	11 35	12 45		1 45	4 50	7 25	8 50	12 40	1 35
ALEXANDRIA	0.9		11 10	11 17	12 23		1 23	4 30	7 05	8 30	12 20	1 17
A. F. TOWER	0.5		11 07	11 14	12 20		1 20	4 27	6 59	8 27	12 17	1 14
SEMINARY	1.1	2 4						4 25		8 26		
C. R. TOWER	1.4		11 04	11 12	12 17		1 17	4 23	6 56	8 24	12 14	1 12
CAMERON	1.4	4 1/2								8 22		
EDSALL	1.6	7						4 18		8 20		
SPRINGFIELD	2.9	3 5	10 58	11 07	12 12		1 12	4 15	6 51	8 18		
RAVENSWORTH	1.9		10 55	11 04	12 09		1 09	4 10	6 47	8 14	12 02	1 02
BURKE	2.2	5 1/2	10 53	11 02	12 07		1 07	4 07	6 44	8 11	12 00	1 00
SIDEBURN	1.2	4 6						4 02		8 07		
FAIRFAX	2.5	7 10	10 48	10 57	12 02		1 02	3 59	6 39	8 05	11 55	12 55
CLIFTON	5.8		10 42	10 50	11 56		12 56	3 51	6 32	7 59	11 48	12 48
WYP. MANASSAS	4.0	4 6	10 34	10 40	11 48 ⁶²		12 48	3 40	6 22	7 50	11 39	12 39 ⁷⁴
BRISTOW	2.8	9 1/2			11 43		12 43	3 31	6 17	P.M.	11 32	12 33
NOKEVILLE	4.6	14	10 24	10 32	11 40		12 40	3 26	6 14		11 28	12 30
CATLETT	2.3	6 1/2			11 35		12 35	3 18	6 08			
CALVERTON	3.7	10	10 16 ⁵⁸	10 24 ⁵⁸	11 32		12 32	3 13	6 05		11 19	12 21
MIDLAND	2.8	8 1/2	10 10	10 19	11 27		12 27	3 02	5 56		11 14	12 16
BEALETON	3.5	5	10 07	10 16	11 24		12 24	2 57	5 52		11 11	12 13
REMINGTON	2.9	7 1/2	10 03	10 12	11 20		12 20	2 50	5 47		11 06	12 09
ELKWOOD	2.3	3 5			11 17		12 17	2 44			11 02	12 05
BRANDY	2.9	2 8	9 57	10 06	11 13		12 13	2 40	5 41		10 59	12 02
INLET	3.0				11 10		12 10	2 35	5 37		10 56	11 59
CULPEPER	1.5	2 3	9 50 ⁶²	9 59 ⁶²	11 07		12 07	2 31	5 33		10 52	11 55
DECLARE	3.0		9 46	9 56	11 05		12 05	2 24	5 27		10 48	11 52
WINSTON	2.5	9 1/2	9 42	9 52	11 02		12 02	2 20	5 24		10 44	11 49
MITCHELL	2.6	15						2 15				
BUENA	2.1	5 8	9 37	9 47	10 56		11 56	2 10	5 18		10 38	11 42
RAPIDAN	4.2	2 3			10 53		11 53	2 06	5 15		10 35	11 39
LARMOND	1.4		9 28	9 38	10 47		11 47	1 59	5 08		10 29	11 32
ORANGE	Lv.		9 25 A.M.	9 35 A.M.	10 45 A.M.		11 45 A.M.	1 56 P.M.	5 06 P.M.	P.M.	10 26 P.M.	11 30 ⁹⁰ P.M.
			Daily 18	Daily 30	Ex. Sun. 4 C. & O.		Sun. only 44 C. & O.	Daily 136	Daily 36	Daily 12	Daily 26	Daily 34

TIME TABLE NO. 28

In Effect
April 28, 1940

STATIONS

Minimum
Time in
min. bet'n
Stations

Passer Frght

SECOND CLASS

THIRD
CLASS

STATIONS	Lv.	N	D	P	W	Ar.	SECOND CLASS							THIRD CLASS				
							51 Daily A.M.	53 Daily A.M.	C. & O. 93 Daily A.M.	55 Daily A.M.	C. & O. 95 Daily P.M.	57 Daily P.M.	73 Daily P.M.	61 Ex. Sun. A.M.				
WASHINGTON																		
6.2 POTOMAC YARD							12 01	2 00		4 00	7 00	3 00	7 00	11 45				
2.0 WCT. ALEXANDRIA YARD																		6 00
0.2 A. F. TOWER							12 15	2 10		4 15	7 15	3 15	7 08	11 55				6 05
0.5 SEMINARY		2				4	12 20			4 20	7 20	3 20	7 13	12 00				6 08
1.1 C. R. TOWER							12 30 ²⁹ ₄₁	2 14		4 25	7 25	3 25	7 23 ³⁷ ₃₁	12 05				6 13
1.4 CAMERON										4 28	7 28	3 28	7 27					6 17
1.4 EDSALL						4 1/2				4 31	7 31	3 31	7 32					6 23
1.6 SPRINGFIELD							12 45	2 23		4 34	7 34	3 34	7 36	12 15				6 28
2.0 RAVENSWORTH						3				4 40	7 40	3 40	7 42					6 36
1.9 P. BURKE							12 55	2 31		4 44	7 43	3 44	7 46	12 27 ²⁹ ₄₁				6 44
2.3 SIDE BURN						5 1/2				4 49	7 47	3 49	7 51	12 50				6 50
1.2 FAIRFAX							1 03	2 37		4 52	7 49	3 52	7 55	12 54				6 55
3.5 P. CLIFTON						4	1 09	2 44		5 00	7 55	4 00	8 01	1 01				7 05
5.5 WYP. MANASSAS							1 20	2 54		5 12	8 07	4 12	8 14	1 15				7 30
4.0 BRISTOW						4	1 27	3 00		5 19	8 14	4 19	8 20	A.M.				7 40
2.8 P. NOKESVILLE										5 25	8 19	4 25	8 25					7 50
4.6 CATLETT						9 1/2				5 34	8 27	4 34	8 32					8 00
2.3 WY. CALVERTON							1 43	3 15		5 40	8 33 ⁶¹	4 40	8 36					8 35 ⁵⁵
3.7 MIDLAND										5 48	8 40	4 48	8 42					8 45
2.5 BEALETON						6 1/2	1 58	3 25		5 53	8 45	4 54	8 46					8 52
2.5 REMINGTON						3 1/4		3 31		5 59	8 51	5 00	8 51					9 01
2.0 ELKWOOD										6 04	8 56	5 06	8 56					9 07
2.3 P. BRANDY						7 1/2	2 13	3 38		6 08	9 01	5 11	9 00					9 26 ²⁵
2.9 INLET							2 19	3 43		6 13	9 06	5 16	9 05					9 32
2.0 W. CULPEPER						3	2 25	3 48		6 18	9 12	5 22	9 10					10 05
1.5 DECLARE						2	2 28	3 51		6 22	9 15	5 27	9 15					10 15
3.0 WINSTON							2 33			6 27	9 20	5 33	9 21					10 20
2.5 MITCHELL							2 38			6 32	9 25	5 38	9 26					10 26
2.6 P. BUENA						9 1/2	2 43	4 03		6 37	9 30	5 43	9 32					10 55 ¹²⁵
2.1 RAPIDAN							2 47	4 07		6 41	9 34	5 47	9 36					11 08
4.2 P. LARMOND						5	2 58	4 15		6 52	9 53 ²⁵	5 57	9 50					11 19
1.4 ORANGE						2	3 02	4 18		7 00	10 02	6 00	9 55	A.M.				11 45
							Daily 51	Daily 53		Daily 93 C. & O.	Daily 55	Daily 95 C. & O.	Daily 57	Daily 73				Ex. Sun. 61

ALEXANDRIA—ORANGE—NORTHBOUND

WASHINGTON 7

TIME TABLE NO. 28 In Effect April 28, 1940		Minimum Time in min. bet'n Stations	SECOND CLASS							THIRD CLASS
STATIONS	Ar. N		74 Daily A.M.	C. & O. 98 Daily P.M.	58 Daily P.M.	56 Daily P.M.	54 Daily P.M.	52 Daily A.M.	C. & O. 90 Daily A.M.	62 Ex. Sun. P.M.
..... WASHINGTON	N									
..... POTOMAC YARD		0.2	2 30	12 15	12 30	11 30	11 50	12 01	5 00	1 45
..... WCT... ALEXANDRIA YARD		2.0								
..... A. F. TOWER	N	0.2	2 15	11 05	12 05	11 00	11 30	11 41	3 55	1 15
..... SEMINARY		0.5	2 10	11 00	12 00	10 55	11 28	11 39	3 46	1 10
..... C. R. TOWER	N	1.1	2 00	10 55	11 55	10 50	11 25	11 36	3 42	1 05
..... CAMERON		1.4	1 56	10 50	11 50	10 46	11 22	11 33	3 37	1 00
..... EDSALL		1.4	1 53	10 45	11 46	10 41	11 19	11 30	3 32	12 55
..... SPRINGFIELD		1.6	1 50	10 40	11 42	10 37	11 16	11 27	3 28	12 50
..... RAVENSWORTH		2.9	1 44	10 35	11 36	10 30	11 11	11 22	3 22	12 45
P..... BURKE		1.9	1 39	10 30	11 32	10 25	11 07	11 18	3 17	12 40
..... SIDEBURN		2.2	1 34	10 23	11 27	10 20	11 02	11 13	3 10	12 30
..... FAIRFAX		1.2	1 30	10 20	11 23	10 15	11 00	11 11	3 05	12 25
P..... CLIFTON		3.5	1 15	10 14	11 10	10 00	10 50	11 01	2 55	12 15
WYP... MANASSAS	N	5.8	1 00 ³⁴	10 03	10 55	9 45	10 39	10 50	2 35 ⁶	11 48 ⁴
..... BRISTOW		4.0	A.M.	9 54	10 47	9 32	10 29	10 40	2 10	11 17
P..... NOKESVILLE	D	2.8		9 49	10 41	9 25	10 24	10 35	2 00	11 10
..... CATLETT		4.6		9 39	10 31	9 15	10 14	10 25	1 50	11 00
WY..... CALVERTON	D	2.3		9 32	10 24 ³⁰ 10 10 ¹⁸	9 10	10 10	10 21	1 45	10 50
..... MIDLAND		3.7		9 20	9 57	9 00	10 03	10 15	1 35	10 37
..... BEALETON		2.8		9 10	9 51	8 53	9 57	10 09	1 30	10 29
..... REMINGTON	D	3.5		9 00	9 43	8 43	9 48	10 03	1 20	10 21
..... ELKWOOD		2.9		8 52	9 36	8 36	9 42	9 57	1 10	10 15
P..... BRANDY		2.8		8 46	9 30	8 30	9 37	9 53	1 00	10 10
..... INLET		2.9		8 40	9 20	8 23	9 31	9 48	12 50	10 05
W..... CULPEPER	D	3.0		8 30	9 14 ⁵⁸	8 15	9 25	9 42	12 40	10 00 ⁵⁸ 9 00 ³⁰
..... DECLARE		1.5		8 20	9 09	8 08	9 18	9 39	12 35	8 50
..... WINSTON		3.0		8 10	9 03	7 58	9 12	9 34	12 25	8 40
..... MITCHELL		2.5		8 00	8 57	7 52	9 07	9 30	12 17	8 30
P..... BUENA		2.6		7 50	8 52	7 46	9 02	9 25	12 07	8 20
..... RAPIDAN	D	2.1		7 45	8 47	7 41	8 58	9 21	12 00	8 15
P..... LARMOND		4.2		7 30	8 37	7 30	8 48	9 11	11 45	8 05
..... ORANGE	N	1.4	A.M.	7 15	8 32	7 25	8 45	9 08	11 35 ³⁴	8 00
	Lv.			A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	A.M.
			Daily 74	Daily-C&O 98	Daily 58	Daily 56	Daily 54	Daily 52	Daily-C&O 90	Ex. Sun. 62

ORANGE—MONROE—SOUTHBOUND

Capacity of Tracks in Cars		TIME TABLE NO. 28 In effect April 28, 1940	Minimum Time in min. bet'n Stations	FIRST CLASS									
Siding	Other			STATIONS	Passr	Frght	39 Daily	29 Daily	41 Daily	33 Daily	25 Daily	135 Daily	35 Daily
75	82	..... ORANGE Lv. N			A.M. 12 23	A.M. 1 52		A.M. 1 56	A.M. 4 49	A.M. 9 53	A.M. 11 15	P.M. 3 42	P.M. 6 57
	20	..... MONTPELIER 4.1	9	18							f11 20		
	20 SOMERSET D 2.7											s11 24
895	140	WCYP... WEYBURN D 1.4	8	5	12 39	2 06		2 11	5 00	10 08	11 29	3 57	7 12
	50	.. BARBOURSVILLE .. D 2.9	4	6	12 44	2 10		2 15	5 04	10 12	s11 36	4 01	7 17
	14	..... BURNLEY 3.4									f11 41		
	14	..... GILBERT 2.5	2½	4							f11 45	4 08	
	24	P..... PROFFIT 4.0	4	6	12 56	2 22		2 27	5 15	10 24	f11 50	4 13	7 29
	9	..... RIO 3.7	4	6							11 55	4 18	
8100	345	WTCPCHARL'T'VILLE N 2.8	3	4	1 20	2 33		2 38	5 25	s10 35	s12 14	s 4 25	s 7 41
	5	..... HICKORY HILL 3.5	4	6	1 25	2 38		2 43	5 30	10 40	12 19	4 30	7 46
	8	..... ARROWHEAD 3.5	4	6	1 32	2 45		2 51	5 37	10 47	f12 26	4 36	7 53
	18	..... RED HILL 1.3	4	6							f12 29	u 4 38	
8100		P..... DURRETT 1.3					1 35	2 48		2 55	5 40	10 50	12 31	4 40	7 56
	68	W.. NORTH GARDEN .. D 1.3			1 37	2 50		2 57	5 42	10 52	f12 35	u 4 42	
	5	P... APPLEGATE 3.0	5	7							12 39		
	60 COVESVILLE .. D 1.9					1 43	2 55		3 05	5 48	10 58	f12 44	u 4 50	8 04
8100		P..... BANTON 1.8	1½	2	1 45	2 57		3 07	5 50 ⁵³	11 00	12 46	4 52	8 06
	11	..... FABER 3.1	3½	5	1 49	3 01		3 11	5 54	11 04	f12 51	4 56	8 10
	49	..... ROCKFISH D 2.4	8	4	1 52	3 04		3 14	5 57	11 07	f12 56	u 5 00	8 13
	19	..... ELMA 4.0	6½	10							f 1 03	5 06	
8100	4	P... GORDON 1.7					2 01	3 12		3 22	6 06	11 15 ⁵³	1 06	5 09	8 22
	90	W... SHIPMAN D 1.6	6½	9							f 1 10	u 5 12	hm8 24
	40 ARRINGTON .. D 4.6					2 08	3 20		3 30	6 14	11 22	f 1 18	5 18	8 29
885	75	WP.. TYE RIVER D 3.2	3½	5	2 12	3 24		3 34	6 18	11 26	f 1 23	5 22	8 33
	11	..... NEW GLASGOW 3.1	3½	5	2 16	3 28		3 38	6 22	11 30	f 1 29	5 27	8 38
898		P..... ACME 3.6	4	6	2 20	3 32		3 42	6 27	11 34	1 34	5 32	8 43
	51	..... AMHERST D 1.4	1½	3							s 1 38	5 34	hm8 45
	12	..... SWEETBRIAR 2.0	2	8					m 6 32	m11 39	f 1 43	q 5 38	hmb8 48
	7	..... COOLWELL 2.1	6	10	2 28	3 40		3 50	6 36	11 43	f 1 48	5 43	8 53
	Yard	WTC.. MONROE N 3.0					2 35	3 50		4 00	6 45 ⁵¹	s11 50	s 2 00 ⁵³	5 55	9 00
		Ar.			A.M.	A.M.		A.M.	A.M.	A.M.	P.M.	P.M.	P.M.
					Daily 39	Daily 29		Daily 41	Daily 33	Daily 25	Daily 135	Daily 35	Daily 17

ORANGE—MONROE—SOUTHBOUND

WASHINGTON 9

TIME TABLE NO. 28		Minimum Time in min. bet'n Stations	FIRST CLASS				SECOND CLASS				THIRD CLASS	
In effect April 28, 1940			37	31			51	53	55	57	63	61
STATIONS			Daily	Daily			Daily	Daily	Daily	Daily	Ex. Sun.	Ex. Sun.
	Lv.		P.M.	P.M.		A.M.	A.M.	A.M.	P.M.	A.M.	A.M.	
ORANGE	N		8 37	9 08		3 02	4 18	10 02	9 55		11 45	
4.1												
MONTPELIER						3 10		10 10	10 04		12 00	
2.7												
SOMERSET	D	9 13				3 15		10 15	10 08		12 30	
1.4												
WYCP. WEYBURN		3 5	8 52	9 23		3 23	4 36	10 23	10 15		1 00	
2.9												
BARBOURSVILLE	D	4 6	8 56	9 28		3 33	4 41	10 33	10 20		P.M.	
3.4												
BURNLEY						3 40	4 47	10 40	10 26			
2.5		2 1/4										
GILBERT		4 6				3 45	4 51	10 45	10 30			
4.0												
P. PROFFIT			9 08	9 41		3 53	4 57	10 53	10 36			
3.7												
RIO		3 4				4 00	5 03	11 00	10 42	A.M.		
2.8												
WTCP CHARLOTTESVILLE	N	4 6	9 18	9 53		4 10	5 08	11 10	10 50	9 15		
3.5												
HICKORY HILL		4 6	9 23	9 58		4 18	5 14	11 18	10 56	9 30		
3.5												
ARROWHEAD			9 31	10 06		4 28	5 22	11 28	11 10	9 40		
1.3												
RED HILL		4 6				4 31		11 32	11 12	9 55		
1.3												
P. DURRETT			9 34	10 09		4 34	5 26	11 35	11 15	10 00		
1.3												
W NORTH GARDEN	D		9 36	10 11		4 37	5 28	11 38	11 20	10 10		
3.0												
P. APPLGATE		5 7				4 42	5 33	11 43	11 25	10 15		
1.9												
GOVESVILLE	D	1 1/4	9 42	10 18		4 46	5 37	11 46	11 29	10 30		
1.5												
P. BANTON		3 1/4	9 44	10 20		4 49	5 50 ³³	11 49	11 31	10 34		
3.1												
FABER			9 48	10 24		4 55	6 00	11 54	11 36	10 42		
2.4		3 4										
ROCKFISH	D		9 52	10 28		5 00	6 05	11 59	11 41	10 55		
4.0		6 1/2										
ELMA						5 09		12 09	11 51	11 00		
1.7												
P. GORDON			10 00	10 36		5 13	6 16	12 13 ⁶³	11 55	11 17 ²⁵		
1.6												
W. SHIPMAN	D	6 1/2				5 16		12 16	11 58	11 50		
4.6												
ARRINGTON	D	3 1/4	10 07	10 44		5 25	6 25	12 25	12 06	12 20		
3.2												
WP. TYE RIVER	D	3 1/4	10 11	10 48		5 31	6 30	12 31	12 12	12 45		
3.1												
NEW GLASGOW		3 1/4	10 15	10 52		5 37	6 35	12 37	12 20	12 52		
3.6		4 6										
P. ACME		1 1/4	10 19	10 57		5 43	6 42	12 43	12 27	1 00		
1.4												
AMHERST	D	2 3				5 46	6 45	12 46	12 31	1 10		
2.0												
SWEETBRIAR						5 50	6 48	12 50	12 35	1 20		
2.1												
COOLWELL		6 10	10 27	11 07		5 55	6 52	1 00	12 40	1 30		
3.0												
WTC. MONROE	N Ar.		10 35 P.M.	11 15 P.M.		6 15 ³³ A.M.	7 00 A.M.	1 35 ¹³⁵ P.M.	1 00 A.M.	1 45 ¹³⁵ P.M.	P.M.	
			Daily	Daily		Daily	Daily	Daily	Daily	Ex. Sun.	Ex. Sun.	
			37	31		51	53	55	57	63	61	

ORANGE—MONROE—NORTHBOUND

Miles from Washington	Station Nos.	TIME TABLE NO. 28 In effect April 28, 1940 STATIONS	Minimum Time in min. bet'n Stations		FIRST CLASS						
			Passr	Frgh't	38	42	32	40	18	30	136
					Daily	Daily	Daily	Daily	Daily	Daily	Daily
84.7	85	Ar. ORANGE N			A.M. 3 04	A.M. 4 14	A.M. 4 24	A.M. 5 01	A.M. 9 25	A.M. 9 35	P.M. 1 56
88.8	89	4.1 MONTPELIER									1 46
91.5	92	2.7 SOMERSET D	9	13						k 9 23	1 40
92.9	93	1.4 WYCP. WEYBURN			2 52	3 59	4 11	4 48	9 11	9 21	1 36
95.8	96	2.9 BARBOURSVILLE D	3	5	2 46	3 51	4 03	4 42	9 06	km 9 16	1 29
99.2	99	3.4 BURNLEY	4	6		3 44	3 57	4 36	9 00		1 21
101.7	102	2.5 GILBERT	2½	4	2 38	3 41	3 54	4 33	8 57	9 07	1 16
105.7	106	4.0 P. PROFIT	4	6		3 36	3 49	4 28	8 52		1 10
109.4	109	3.7 RIO	4	6		3 31	3 44	4 23	8 47		1 04
112.2	112	2.8 WTPC CHARLOTTESVILLE N	3	4	f 2 25	3 26	f 3 40	s 4 20	s 8 43	s 8 53	s 1 00
115.7	116	3.5 HICKORY HILL	4	6	2 19	3 14	3 34	4 06	8 32	8 42	f 12 48
119.2	119	3.5 ARROWHEAD	4	6	2 14	3 09	3 29	4 01	8 27	8 37	f 12 42
120.5	121	1.3 RED HILL									f 12 39
121.8	122	1.3 P. DURRETT	4	6							
123.1	123	1.3 W. NORTH GARDEN D			2 10	3 03	3 23	3 56	8 22	8 32	s 12 34
126.1	126	3.0 P. APPLGATE	5	7	2 07	2 58	3 18	3 52	8 18	8 28	12 29
128.0	128	1.9 COVESVILLE D			2 05	2 56	3 16	3 50	8 16	8 26	s 12 27
129.3	129	1.3 P. BANTON	1½	2	2 03	2 54	3 14	3 48	8 14	8 24	12 23
132.4	132	3.1 FABER	3½	5	1 59	2 48	3 08	3 43	8 09	8 19	s 12 17
134.8	135	2.4 ROCKFISH D	3	4	1 56	2 44	3 04	3 40	8 05	8 15	s 12 12
138.8	139	4.0 ELMA	6½	10	1 51	2 38	2 58	3 35	8 00	8 10	s 12 05
140.5	141	1.7 P. GORDON			1 48	2 35	2 55	3 32	7 57 ⁶⁴	8 07 ⁶⁴	12 02
142.1	142	1.6 W. SHIPMAN D	6½	9	1 46	2 33	2 53	3 30	7 55	8 05	s 11 59
146.7	147	4.6 ARRINGTON D			1 41	2 26	2 46	3 25	7 49	7 59	s 11 51
149.9	150	3.2 WP. TYE RIVER D	3½	5	1 37	2 21	2 41	3 21	7 44	7 54	s 11 44
153.0	153	3.1 NEW GLASGOW	3½	5		2 17	2 37	3 17	7 40	7 50	s 11 39
156.6	157	3.6 P. ACME	4	6	1 28	2 11	2 31	3 13	7 35	7 45	11 32
158.0	158	1.4 AMHERST D	1½	3		2 09	2 29	3 11	7 33	gk 7 43	s 11 30
160.0	160	2.0 SWEETBRIAR	2	3	1 24	2 06	2 26	3 09	h 7 30	mk 7 40	s 11 25
162.1	162	2.1 COOLWELL				2 03	2 23	3 06	7 27	7 37	f 11 21
165.1	165	3.0 WTC MONROE N Lv.	6	10	1 15 A.M.	1 55 ³³ A.M.	2 15 ⁴² A.M.	3 00 A.M.	7 20 ³⁰ A.M.	7 30 ¹⁸ A.M.	11 15 A.M.
					Daily 38	Daily 42	Daily 32	Daily 40	Daily 18	Daily 30	Daily 136

ORANGE—MONROE—NORTHBOUND

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Capacity of Tracks in Cars		TIME TABLE NO. 28 In effect April 28, 1940 STATIONS	Minimum Time in min. bet'n Stations	FIRST CLASS			SECOND CLASS				THIRD CLASS			
Siding	Other			Passr	Frigh	36	26	34	58	56	54	52	64	62
						Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Ex. Sun.
		Ar.			P.M.	P.M.	P.M.	A.M.	P.M.	P.M.	P.M.	A.M.	A.M.	
	82	ORANGE			5 06	10 26	11 30	8 32	7 25	8 45	9 08		8 00	
	20	MONTPELIER	} 9	13	4 57	10 19	11 24	8 20	7 13	8 34	9 00		7 52	
	20	SOMERSET			4 53	10 14	11 20	8 15	7 05	8 28	8 53			7 47
N 95	140	WYCP WEYBURN			4 51	10 12	11 18	8 10	7 00	8 24	8 50			7 40
	50	BARBOURSVILLE			4 45	10 06	11 12	8 00	6 50	8 14	8 42		A.M.	
	14	BURNLEY			4 38	10 00	11 07	7 50	6 39	8 06	8 34			
	14	GILBERT	2½	4	4 35	9 56	11 04	7 45	6 34	8 02	8 29			
	24	PROFFIT	4	8	4 30	9 51	10 59	7 38	6 26	7 56	8 22			
	9	RIO	4	8	4 25	9 46	10 54	7 30	6 17	7 50	8 15	A.M.		
N 100	345	WTPC CHARLOTTESVILLE	3	4	4 22	9 42	10 50	7 25	6 12	7 45	8 10	11 15		
	5	HICKORY HILL	4	6	4 07	9 27	10 44	7 10	5 55	7 33	8 00	10 35		
	3	ARROWHEAD	4	8	4 02	9 22	10 40	7 00	5 47	7 26	7 53	10 25		
	13	RED HILL			4 00	9 20	10 38	6 55	5 43		7 50	10 20		
		DURRETT	4	6	3 58	9 18	10 36	6 50	5 40		7 47	10 00		
	63	W NORTH GARDEN		y	3 56	9 16	10 34	6 45	5 37	7 19	7 44	9 50		
N 100	5	APPLEGATE	5	7	3 52	9 11	10 30	6 35	5 29	7 14	7 39	9 35		
	60	COVESVILLE		y	3 50	9 08	10 28	6 30	5 25	7 10	7 35	9 20		
		BANTON	1½	2	3 47	9 06	10 26	6 23	5 20	7 06	7 30	9 00		
	11	FABER	3½	5	3 42	8 59	10 20	6 10	5 05	7 01	7 25	8 45		
	49	ROCKFISH	3	4	3 37	8 55	10 16	6 03	4 56	6 56	7 21	8 30		
	19	ELMA	6½	10	3 32	8 49	10 11	5 53	4 46	6 48	7 14	8 20		
N 100	4	GORDON			3 29	8 46	10 08	5 48	4 40	6 44	7 10	8 07 ¹⁸ 7 40 ³⁰		
	80	SHIPMAN	6½	9	3 26	8 44	10 06	5 43	4 34	6 40	7 04	7 20		
	40	ARRINGTON		f	3 19	8 38	10 01	5 33	4 24	6 30	6 57	7 05		
	75	TYE RIVER	3½	5	3 13	8 33	9 56	5 25	4 16	6 23	6 52	6 55		
	11	NEW GLASGOW	3½	5	3 08	8 29	9 52	5 17	4 09	6 18	6 46	6 43		
N 98		ACME	4	6	3 03	8 24	9 48	5 07	4 00	6 11	6 40	6 35		
	51	AMHERST	1½	3	3 01	8 22	9 46	5 02	3 55	6 08	6 37	6 30		
	12	SWEETBRIAR	2	3	2 56	8 18	9 44	4 57	3 50	6 04	6 34	6 20		
	7	COOLWELL		f	2 52	8 15	9 41	4 50	3 45	6 00	6 30	6 15		
	Yard	WTC. MONROE	6	10	2 45	8 10	9 35	4 30	3 30	5 45	6 15	6 05	A.M.	
		Lv.			P.M.	P.M.	P.M.	A.M.	P.M.	P.M.	P.M.	A.M.	A.M.	
					Daily	Daily	Daily	Daily	Daily	Daily	Daily	Ex. Sun.	Ex. Sun.	
					36	26	34	58	56	54	52	64	62	

MANASSAS—STRASBURG

WESTBOUND				Capacity of Tracks in Cars		Miles from Manassas	Station Nos.	TIME TABLE NO. 28 In effect April 28, 1940	Minimum Time in min. bet'n Stations	EASTBOUND		
THIRD CLASS	SECOND CLASS	FIRST CLASS		Siding	Other					FIRST CLASS	SECOND CLASS	THIRD CLASS
65 Ex. Sun.	73 Daily	11 Daily								12 Daily	74 Daily	66 Ex. Sun.
A.M. 7 15	A.M. 1 30	A.M. 10 40		200	223	0.0	33	Lv. WY MANASSAS Ar. N	Passr/Frght	P.M. ³⁷ 7 45 ³¹ 57	A.M. 12 10	P.M. 1 00
7 45	1 53	10 53		52	17	8.8	B42	8.8 GAINESVILLE ..	12 17	7 30	11 30	12 40
8 00	1 59	10 57		....	40	10.4	B43	1.6 HAYMARKET ..	3 4	7 25	11 20	12 30
8 10	2 07	11 01		....	13	12.6	B46	2.2 THOROUGHFARE ..	3 5	7 20	11 10	12 20
8 25	2 15	11 06		45	...	15.6	B49	3.0 W. BROAD RUN...	4 6	7 15	11 00	12 10
8 45	2 35	11 15		42	44	19.8	B53	4.2 THE PLAINS D	6 8	7 07	10 45	11 55
9 15	2 41	11 21		....	9	22.4	B56	2.6 BELVOIR	4 5	7 01	10 35	11 30
9 35	2 48	11 23 ⁶⁶		71	69	24.1	B57	1.7 Y. MARSHALL .. D	2 3	6 57	10 30	11 23 ¹¹
10 00	3 08	11 33		....	31	29.9	B63	5.8 W RECTORTOWN D	9 13	6 45	10 05	10 45
10 25 ⁶⁶	3 19	11 41		43	25	33.8	B67	3.9 DELAPLANE .. D	7 8	6 35	9 50	10 25 ⁶⁵
11 00	3 31	11 50		39	24	38.1	B71	4.3 MARKHAM .. D	7 9	6 24	9 35	10 05
11 25	3 50	12 00		37	16	42.9	B76	4.8 W. LINDEN D	9 12	6 12	9 15	9 45
11 45	4 05	12 10		....	15	48.2	B81	5.3 HAPPY CREEK ..	9 12	6 01	8 55	9 20
11 55	4 11	12 14		....	....	49.9	B88	1.7 YFRONT ROYAL JCT.	3 4	5 57	8 45	9 10
12 25 ¹¹	4 20	12 19 ⁶⁵		30	122	51.0	B84	1.1 FRONT ROYAL D	3 4	5 54	8 40	9 00
12 30	4 25	12 22		....	....	49.9	B88	YFRONT ROYAL JCT.	....	5 49	8 25	8 25
12 35	4 30	12 24		....	22	50.9	B84	1.0 RIVERTON JUNC.	2 2	5 47	8 20	8 20
12 45	4 35	12 27		67	16	51.3	B85	0.4 W. RIVERTON .. D	1 1	5 45	8 14	8 10
1 30 P.M.	5 15 A.M.	12 55 P.M.		50	273	61.0	B94	9.7 WC STRASBURG D Ar.	14 21	5 22 P.M.	7 30 P.M.	7 45 A.M.
Ex. Sun. 65	Daily 73	Daily 11								Daily 12	Daily 74	Ex. Sun. 66

CALVERTON—WARRENTON

WESTBOUND				Capacity of Tracks in Cars		Miles from Calverton	Station Numbers	TIME TABLE NO. 28 In effect April 28, 1940	Minimum Time in min. bet'n Stations	EASTBOUND	
FIRST CLASS				Siding	Other					FIRST CLASS	
		311 Ex. Sun.	309 Ex. Sun.							316 Ex. Sun.	310 Ex. Sun.
		P.M. 3 20	A.M. 10 25	....	10	0.0	46	Lv. WY CALVERTON Ar. D		A.M. 9 50	P.M. 2 45
		3 27	10 33	....	5	3.1	CW 3	3.1 CASANOVA ..	6 6	9 42	2 38
		3 40 P.M.	10 45 A.M.	....	40	8.9	CW 9	5.8 TC WARRENTON D Ar.	10 12	9 30 A.M.	2 25 P.M.
		Ex. Sun. 311	Ex. Sun. 309							Ex. Sun. 316	Ex. Sun. 310

STRASBURG—HARRISONBURG

WASHINGTON 13

WESTBOUND				Capacity of Tracks in Cars		Miles from Manassas	Station Nos.	TIME TABLE NO. 28 In effect April 28, 1940		Minimum Time in min. bet'n Stations	EASTBOUND			
THIRD CLASS	SECOND CLASS	FIRST CLASS									B. & O.	SECOND CLASS	THIRD CLASS	
67 Ex. Sun.	73 Daily	B. & O. 541 Ex. Sun.	11 Daily	Siding	Other			STATIONS		B. & O. 550 Ex. Sun.	12 Daily	74 Daily	68 Ex. Sun.	
A.M. 9 15	A.M. 5 30	P.M. 5 30 ¹²	P.M. 12 55			61.0	B 94	Lv. WC. STRASBURG D	Ar. D	P.M. 12 15	P.M. 5 22 ⁵⁴¹	P.M. 6 50	P.M. 2 00	
10 00	6 15	5 40	s 1 02 ⁶⁸	.....	66	62.0	B 96	YSTRASBURG JUNC. D	D	12 10	s 5 17	6 40	1 02 ¹¹
10 25	6 35	P.M.	s 1 11	.....	26	67.5	B 101	TOMS BROOK ..	D	P.M.	s 5 07	6 20	12 35
10 35	6 45	.....	s 1 16	.....	35	69.3	B 102	MAURERTOWN ..	D	.....	s 5 03	6 15	12 25
11 00	7 15	.....	s 1 24	.....	55	120	B 106	WOODSTOCK D	D	.....	s 4 56	6 05	12 10
11 30 ⁶⁸	7 35	.....	s 1 35	.....	65	53	B 112	W. EDINBURG .. D	D	.....	s 4 43	5 45	11 30 ⁶⁷
11 40	7 52	.....	1 42	.....	41	82.9	B 116	ALSYN	D	.....	4 37	5 28	11 10
12 10	8 10	.....	s 1 48	.....	60	59	B 119	MT. JACKSON D	D	.....	s 4 31	5 20	11 00
12 30	8 25	.....	f 1 56	.....	56	5	B 123	QUICKSBURG ..	D	.....	f 4 22	5 07	10 20
1 00	8 32	.....	s 2 01	.....	56	16	B 126	NEW MARKET D	D	.....	s 4 17	5 00	9 55
1 30	8 42	.....	s 2 09	.....	27	97.2	B 130	W TIMBERVILLE D	D	.....	s 4 09	4 50	9 30
2 00	8 55 ⁶⁸	.....	s 2 15	.....	66	99.7	B 133	BROADWAY .. D	D	.....	s 4 03	4 40	8 55 ⁷³
2 36 ¹¹	9 15	.....	f 2 26 ⁶⁷	.....	58	13	B 139	LINVILLE	D	.....	f 3 54	4 20	7 55
3 00 P.M.	9 45 A.M.	P.M.	s 2 40 P.M.	188	111.8	B 145	WY HARRISONB'G. D	D	P.M.	3 40 P.M.	4 00 P.M.	7 30 A.M.
Ex. Sun. 67	Daily 73	Ex. Sun. 541 B. & O.	Daily 11							Ex. Sun. 550 B. & O.	Daily 12	Daily 74	Ex. Sun. 68	

SPECIAL INSTRUCTIONS

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

SUPERIOR DIRECTION

ALL REGULAR NORTH AND EASTBOUND TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS MOVING IN THE OPPOSITE DIRECTION IN ACCORDANCE WITH RULE NO. 72.

JOINT TRACKAGE

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

Between	Railroad
AF Tower and RO Tower	RF&PRR.
RO Tower and Virginia Ave.	PRR.
Virginia Ave. and Washington	WTCC.

2. ADDITIONAL INITIAL AND CLEARANCE CARD STATIONS

(Rules 4, 1141 and 1301)

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

Trains must receive clearance card at additional stations as follows:

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

3. BULLETIN BOARDS AND SPECIAL ORDER BOOKS

(Rules 1142 and 1302)

Bulletin Boards and special order books are located at Washington, Alexandria (Train Masters Office, Round House Passenger Station Baggage Room) C. R. Tower, Manassas, Warrenton, Orange, Weyburn, Charlottesville, Monroe, Strasburg and Harrisonburg.

4. TRAIN REGISTERS

(Rules 83, 222 and 1143)

Train registers are located at C. R. Tower, Manassas, Calverton, Orange, Monroe, Warrenton, Strasburg, Strasburg Jct. and Harrisonburg. First class trains will register at Weyburn between the hours of 6:00 p. m. and 6:00 a. m.

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

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

Orange, all first-class trains.

Strasburg, all first-class trains when telegraph office is open.

Main line trains will not register at Manassas or Calverton.

5. STANDARD CLOCKS

(Rule 3)

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

6. RAILROAD CROSSINGS AT GRADE

Interlocked (Rules 98-601 to 671)

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

7. JUNCTIONS

Interlocked (Rules 98-601 to 671)

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

WASHINGTON 14

Not interlocked (Rule 98)

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

8. DOUBLE TRACK

(Rules 151 to 153)

North or East South or West
End End

A. F. Tower, Va. --- Mile 9.10 Monroe, Va. --- Mile 166.60

9. DOUBLE TRACK

(Rules 151 to 153)

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

Trains must keep to the right.

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

10. TRAIN MOVEMENTS

(Rule 99)

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

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

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

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

Between the hours of 7:30 A.M. and 4:00 P.M. daily except Sunday, trains and engines between Strasburg and Strasburg Junction will be governed by block signals. Before entering block, clearance card Form 603, will be secured in addition to clear signals.

Between 4:00 P.M. and 7:30 A.M. such movements will be governed by the general Rules.

Trains or engines using double track in reverse direction must approach facing point spring switches under control.

11. YARD LIMITS

(Rule 93)

Yard limits are indicated by sign boards, reading "YARD LIMIT" located on either side of C. R. Tower, Manassas, Calverton, Culpeper, Orange, Weyburn, Charlottesville, Monroe, Warrenton, The Plains, Marshall, Rectortown, Front Royal Jct., Riverton, Strasburg, Strasburg Jct., Woodstock, Edinburg, Mt. Jackson, Timberville, Broadway, Linville and Harrisonburg.

12. ENTRANCE SWITCH TO SIDINGS AND OTHER TRACKS

(Rules 88, 89 and 90)

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

13. ADDITIONAL SPEED RESTRICTIONS

When passenger engines haul freight cars or when freight engines haul either freight or passenger cars, the minimum time between stations for freight trains will apply. This does not apply to Mikado or 22-inch freight engines when hauling passenger trains.

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

Alexandria -----	5 m.p.h.	Toms Brook -----	15 m.p.h.
Manassas -----	12 m.p.h.	Woodstock -----	6 m.p.h.
Culpeper -----	15 m.p.h.	Edinburg -----	12 m.p.h.
Orange -----	12 m.p.h.	Mt. Jackson -----	6 m.p.h.
Charlottesville -----	15 m.p.h.	Timberville -----	8 m.p.h.
The Plains -----	8 m.p.h.	Broadway -----	8 m.p.h.
		Harrisonburg -----	4 m.p.h.

Whenever an engine not equipped with leading trucks is being handled in tow the train handling such engine must not exceed speed of fifteen miles per hour.

Whenever an engine has been disabled by having its main rod and side rods removed on one or both sides the train

handling such engine in tow must not exceed speed of fifteen miles per hour.

Whenever an engine is being handled in tow and such engine is equipped with main rods and side rods, or with side rods only, the train handling such engine must not exceed speed of twenty-five miles per hour.

An engine in tow must be when practicable handled next to the engine hauling the train, except that an engine of light construction should be handled on rear of train.

Whenever an engine is to be handled in tow the Train Dispatcher must be advised before the train leaves its initial station.

14. AUTOMATIC BLOCK

(Rules 501 to 520)

Automatic Block signal rules are effective between Seminary and Monroe.

15. TRAIN ORDER SIGNALS

(Rules 221 and 221a)

Rule 221-A will govern at the following train order offices: All points on main line between CR Tower and Monroe where independent train order signals are maintained.

Rule 221 will govern at all other train order offices.

16. ADDITIONAL FLAG STOPS

Watts, Nos. 135 and 136.

Oak Ridge, Nos. 135 and 136.

Beverley, No. 12. No. 11 Sunday only.

Hawkinstown ----- Nos. 11 and 12.

Wellington ----- Nos. 11 and 12.

Buckton ----- Nos. 11 and 12.

Waterlick ----- Nos. 11 and 12.

Fishers Hill ----- Nos. 11 and 12.

Bowman ----- Nos. 11 and 12.

Shenandoah Caverns ----- Nos. 11 and 12.

Daphna ----- Nos. 11 and 12.

Meetze ----- Nos. 311, 309, 316 and 310.

Alwington ----- Nos. 311, 309, 316 and 310.

17. CONDITIONAL STOPS

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

(b) Stop on Sunday during school term to let off revenue passengers from Charlottesville and beyond.

(c) Receive revenue passengers for Ashland and beyond.

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

(e) Discharge revenue passengers from Hinton and beyond.

(g) Receive or discharge revenue passengers to or from Alexandria and beyond where scheduled to stop.

(h) Receive or discharge revenue passengers to or from Knoxville and beyond where scheduled to stop.

(i) Receive revenue passengers for points South of Manassas where scheduled to stop.

(j) Discharge revenue passengers from Washington and beyond and receive revenue passengers for points beyond Salisbury.

(k) Stop to discharge revenue passengers from points South of Lynchburg where scheduled to stop.

(m) Receive or discharge revenue passengers to or from Washington and beyond where scheduled to stop.

(n) Stop to discharge revenue passengers from points North of Washington, or receive revenue passengers for points South of Lynchburg where scheduled to stop.

(p) Receive revenue passengers for Washington and beyond and discharge revenue passengers from Greensboro and beyond where scheduled to stop.

(q) Receive revenue passengers for Lynchburg and beyond, discharge revenue passengers from Charlottesville and beyond where scheduled to stop.

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

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

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

(w) Receive revenue passengers for Gordonsville or beyond.

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

18. HELPING TRAINS

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

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

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

19. SPRING SWITCHES

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

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

SPRING SWITCHES ARE LOCATED AS FOLLOWS:

Burke	South end South Siding
Manassas	North end North siding
Manassas	South end South siding
Nokesville	North end North siding
Calverton	North end North siding
Calverton	South end South siding
Brandy	North end North siding
Brandy	South end South siding
Declare	North end North siding
Declare	South end South siding
Buena	North end North siding
Larmond	North end North siding
Larmond	South end South siding
Charlottesville	South end South siding
Durrett	South end South siding
Applegate	North end North siding
Banton	South end South siding
Gordon	North end North siding
Gordon	South end South siding
Tye River	South end South siding
Acme	North end North siding

Trailing movements may be made through these switches without opening or closing by hand, but in case a train is stopped before passing entirely through the switch it must not be backed, unless switch is opened or set to siding by hand.

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

Train No.	Wait At	For	Time
11	Manassas	Wash. Div.	30
11	Riverton Jct.	N. & W.	11
11	Strasburg Jct.	B. & O.	55
11	Washington	P. R. R.	107
17	Washington	P. R. R.	125
25	Washington	P. R. R.	103
25	Washington	B. & O.	511
29	Washington	P. R. R.	143
31	Washington	P. R. R.	149
31	Washington	P. R. R.	175
33	Washington	P. R. R.	147
35	Washington	P. R. R.	115
35	Charlottesville	C. & O.	16
37	Washington	P. R. R.	149
37	Washington	P. R. R.	175
39	Washington	P. R. R.	137
41	Washington	P. R. R.	143
135	Washington	P. R. R. 107 & 173	30
135	Washington	B. & O.	20

Note 1. If passengers are reported.

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

HOURS OF SERVICE TELEGRAPH OFFICES

STATION	WEEK DAY	SUNDAY
'CR' Tower	Continuous	Continuous
Manassas	Continuous	Continuous
Nokesville	8:00 A.M. to 5:00 P.M.	Closed
Calverton	8:00 A.M. to 5:00 P.M.	Closed
Remington	8:00 A.M. to 5:00 P.M.	Closed
Culpeper	8:00 A.M. to 5:00 P.M.	Same as week day
Rapidan	8:00 A.M. to 5:00 P.M.	Closed
Orange	Continuous	Same as week day
Somerset	8:00 A.M. to 5:00 P.M.	Closed
Barbourville	8:00 A.M. to 5:00 P.M.	Closed
Charlottesville	Continuous	Same as week day
North Garden	8:00 A.M. to 5:00 P.M.	Closed
Covesville	8:00 A.M. to 5:00 P.M.	Closed
Rockfish	8:00 A.M. to 5:00 P.M.	Closed
Shipman	8:00 A.M. to 5:00 P.M.	Closed
Arrington	8:00 A.M. to 5:00 P.M.	Closed
Tye River	8:00 A.M. to 5:00 P.M.	Closed
Amherst	7:30 A.M. to 4:30 P.M.	Closed
Monroe	Continuous	Same as week day
Warrenton	8:00 A.M. to 5:00 P.M.	Same as week day
The Plains	8:00 A.M. to 5:00 P.M.	(10:00 A.M. to 12:00 Noon) (6:00 P.M. to 8:00 P.M.)
Marshall	8:00 A.M. to 5:00 P.M.	Closed
Rectortown	8:00 A.M. to 5:00 P.M.	Closed
Delaplane	8:00 A.M. to 5:00 P.M.	Closed
Markham	8:00 A.M. to 5:00 P.M.	Closed
Linden	8:00 A.M. to 5:00 P.M.	Closed
Front Royal	8:00 A.M. to 6:00 P.M.	Call to meet No. 12
Riverton	8:00 A.M. to 5:00 P.M.	Closed
Strasburg	7:30 A.M. to 5:30 P.M.	11:30 A.M. to 1:30 P.M.
Strasburg Jct.	7:30 A.M. to 4:00 P.M.	Closed
Woodstock	8:00 A.M. to 5:00 P.M.	Closed
Edinburg	8:00 A.M. to 5:00 P.M.	Closed
Mt. Jackson	8:00 A.M. to 5:00 P.M.	1:30 P.M. to 4:30 P.M.
New Market	8:00 A.M. to 5:00 P.M.	Closed
Timberville	8:00 A.M. to 5:00 P.M.	Closed
Broadway	8:00 A.M. to 5:00 P.M.	Closed
Harrisonburg	8:00 A.M. to 5:00 P.M.	2:00 P.M. to 4:00 P.M. and holidays

DIVISION OFFICERS

W. T. WILKINS, Trainmaster	Alexandria, Va.
L. L. WATERS, Trainmaster	Strasburg, Va.
B. F. MOSS, Chief Train Dispatcher	Alexandria, Va.
M. M. COLEMAN, Night Chief Dispatcher	Alexandria, Va.
R. B. ADAMS, Dispatcher	Alexandria, Va.
R. D. SAFFELL, Dispatcher	Alexandria, Va.
J. E. CASSEDY, Dispatcher	Alexandria, Va.
K. H. LEWIS, Dispatcher	Alexandria, Va.

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

BETWEEN ALEXANDRIA AND MONROE

EQUIPMENT	TYPE	CLASS	TOTAL WEIGHT
Pacific Engines.....	4- 6-2	305	306,000
Mikado Engines.....	2- 8-2	330	(b) 329,500
Mountain Engines ..	4- 8-2	327	327,000
Santa Fe Engines...	2-10-2	378	(a) (b) 378,000
Mallet Engines	2-8-8-2	-----	(a) 469,000
Loaded Cars	4 wheel trucks	-----	210,000
Loaded Cars	6 wheel trucks	-----	270,000

All engines permitted on this line may be operated coupled.

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

(b) Must not be handled over side or industrial tracks containing open deck trestles.

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

BETWEEN CALVERTON AND WARRENTON

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

All engines permitted on this line may be operated coupled.

Derricks D-27 and D-66 may be operated at a speed not exceeding twenty-five miles per hour.

BETWEEN MANASSAS AND HARRISONBURG, INCLUDING FRONT ROYAL STEM

EQUIPMENT	TYPE	CLASS	TOTAL WEIGHT
Mikado Engines.....	2-8-2	330	(b) 329,500
Consolidation Engs..	2-8-0	205	214,000
Pacific Engines.....	4-6-2	232	232,000
Loaded Cars.....	4 wheel trucks	-----	210,000
Loaded Cars.....	6 wheel trucks	-----	(c) 270,000

All engines permitted on this line may be operated coupled.

(b) Must not be handled between Strasburg and Harrisonburg nor over side or industrial tracks containing open deck trestles.

(c) Cannot be handled between Strasburg and Harrisonburg.

Derricks D-27 and D-66 may be operated at a speed not exceeding 25 miles per hour.

PILE DRIVERS

Pile drivers PD-24, PD-25 and PD-36 may be operated over entire division with a tender at one end and a tool car weighing not exceeding 90,000 lbs. gross at the other end, except that pile driver PD-36 must not be operated over Union Street Branch, Alexandria, Va. Pile Driver PD-36 must also have stack removed when in transit. Pile driver PD-22 may be operated without restriction.

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

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

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

	Mikado 27 x 32	Consol. 22 x 30	Consol. 21 x 28		Mikado 27 x 32	Consol. 22 x 30	Consol. 21 x 28
Monroe to Charlottesville	1900	1150	----	Potomac Yard to Charlottesville....	1800	1300	----
Charlottesville to Manassas	2600	1600	----	Charlottesville to Monroe	1650	1100	----
Manassas to Potomac Yard	2150	1400	----	Manassas to Markham	1850	1100	825
Harrisonburg to Strasburg	-----	1650	1225	Markham to Strasburg	1650	1000	----
Strasburg to Manassas	1750	1150	875	Strasburg to Harrisonburg	----	1600	1125

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