

SOUTHERN RAILWAY SYSTEM

EASTERN LINES

Danville—Washington —Richmond Division

TIME TABLE No.

3

Effective 12:01 P.M. (Eastern Standard Time)

SUNDAY, APRIL 30, 1967

FOR THE GOVERNMENT OF EMPLOYEES ONLY

H. H. HALL General Manager
E. K. RATLIFF Superintendent
S. E. HAWKINS Assistant Superintendent
R. T. NEWCOMB Assistant Superintendent

Capacity of Tracks in Cars		Miles from Washington	Station Nos.	TIME TABLE NO. 3 Effective April 30, 1967 STATIONS	FIRST CLASS								
Siding	Other				35 Daily	19 Daily	153 Daily	155 Daily	21 Daily	17 Daily	C. & O. 1 Daily	37 Daily	
		0.0	0	WASHINGTON Lv. N 8.2	A.M. 2 45	A.M.	A.M.	A.M.	P.M. 12 45	P.M. 4 20	P.M. 4 35	P.M. 6 10	
		8.2	8	YOB { ALEXANDRIA 0.9	s 3 03	Pot. Yd. 7 00		Pot. Yd. 7 30	Pot. Yd. 10 00	s 1 03	s 4 38	s 4 52	s 6 28
		9.1		X { A. F. TOWER N 1.6	3 06	7 08		7 38	10 08	1 05	4 41	4 55	6 31
		10.7		X { C. R. TOWER 2.2	3 08	7 10		7 40	10 10	1 07	4 43	4 57	6 33
		12.9	13	EDSALL 7.0									
		19.9	20	BURKE 3.4									
		23.3	23	FAIRFAX 3.5									
		26.8	27	CLIFTON 5.8									
Yard		32.6	33	MANASSAS D 4.0									e j 7 01
		36.6	37	BRISTOW 9.7									
		46.3	46	Y CALVERTON 10.0									
		56.3	56	REMINGTON 9.7									
		66.0		MOUNTAIN RUN 1.4									
		67.4	67	CULPEPER 8.3						s 2 17	s 5 47		s 7 35
		75.7		BUENA 9.0									
133		84.7	85	ORANGE D 2.4	4 36	8 35		9 18	11 47	2 39	s 6 12	f 6 14	s 7 56
		87.1	87	MAY 5.0								P.M.	
		92.1	92	WEYBURN 4.9									
30		97.0	97	HARLOW 5.0									
		102.0	102	GILBERT 7.9									
		109.9	110	RIO 2.3	s 5 05								
Yard		112.2	112	CHARLOTTESVILLE 2.6	s 5 15	9 05		9 50	12 20 PM	s 3 10	s 6 44		s 8 28
		114.8	115	TEEL 5.6									
70		120.4	120	RED HILL 6.2									
		126.6	127	APPLEGATE 5.4									
		132.0	132	HAMNER 11.4									
		143.4	143	OAK RIDGE 4.6									
		148.0	148	KINGSWOOD 5.3									
7		153.3	153	NEW GLASGOW 7.5									
		160.8	161	ANGELO 3.3									
		164.1	164	X { McIVOR 1.0	6 00	10 05		11 05	1 25	4 10	7 42		9 23
Yard		165.1	165	YOB. { MONROE D Ar.	s 6 15	10 15		11 25	1 40	s 4 25	s 7 55	P.M.	s 9 35
					A.M.	A.M.		A.M.	P.M.	P.M.	P.M.	P.M.	P.M.
					Daily 35	Daily 19		Daily 153	Daily 155	Daily 21	Daily 17	Daily 1	Daily 37
												C. & O.	

WASHINGTON—MONROE—SOUTHBOUND

DANVILLE-WASHINGTON-RICHMOND 3

TIME TABLE NO. 3	FIRST CLASS				SECOND CLASS					
	47 Daily	C. & O. 3 Daily	29 Daily	41 Daily	75 Ex. Sat.	79 Ex. Sun.	73 Ex. Sun.	C. & O. 93 Daily	57 Daily	C. & O. 895 Daily
Effective April 30, 1967										
STATIONS										
WASHINGTON Lv. N 8.2	P.M. 8 00	P.M. 10 40	P.M. 11 25	P.M. 11 35	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.
YOB ALEXANDRIA 0.9	\$ 8 18	\$10 58	\$11 43	\$11 53	Alex. Yd. 4 50	Alex. Yd. 5 00		Pot. Yd. 1 00	Pot. Yd. 3 30	Pot. Yd. 5 30
X A. F. TOWER N 1.6	8 20	11 00	11 46	11 56				1 08	3 38	5 38
C. R. TOWER 2.2	8 22	11 02	11 48	11 58	5 00			1 10	3 40	5 40
EDSALL 7.0										
BURKE 3.4										
FAIRFAX 3.5										
CLIFTON										
Y. MANASSAS D 5.8			^e 12 15 AM		5 50 A.M.					
BRISTOW 4.0										
Y. CALVERTON 9.7										
REMINGTON 10.0										
MOUNTAIN RUN 9.7							A.M.			
CULPEPER 1.4			\$12 50	\$ 1 03 AM			8 30			
BUENA 8.3										
ORANGE D 9.0	9 41	\$12 28	^e 1 10	1 20		8 00		3 15		7 45
MAY 2.4		A.M.				A.M.		P.M.		P.M.
WEYBURN 5.0										
HARLOW 4.9										
GILBERT 5.0										
RIO 7.9										
CHARLOTTESVILLE 2.3	\$10 10		\$1 38 \$1 49	\$1 52 \$1 57						
TEEL 2.6										
RED HILL 5.6										
APPLEGATE 6.2										
HAMNER 5.4										
OAK RIDGE 11.4										
KINGSWOOD 4.6										
NEW GLASGOW 5.3										
ANGELO 7.5										
McIVOR 3.3	10 55		2 44	2 52						
YOB MONROE D Ar. 1.0	\$11 10 P.M.	A.M.	\$ 2 50 A.M.	\$ 3 00 A.M.	A.M.	A.M.	11 30 A.M.	P.M.	8 35 P.M.	P.M.
	Daily 47	Daily 3 C. & O.	Daily 29	Daily 41	Ex. Sat. 75	Ex. Sun. 79	Ex. Sun. 73	Daily 93 C. & O.	Daily 57	Daily 895 C. & O.

Capacity of Tracks in Cars		Miles from Washington	Station Nos.	TIME TABLE NO. 3 Effective April 30, 1967	FIRST CLASS							
Siding	Other				C. & O. 2 Daily	154 Daily	48 Daily	22 Daily	C. & O. 4 Daily	18 Daily	36 Daily	20 Daily
		0.0	0	Ar. N WASHINGTON 8.2	A.M. 8 40	A.M.	A.M. 9 15	A.M. 11 20	P.M. 4 15	P.M. 4 40	P.M. 6 00	P.M.
		8.2	8	YOB. ALEXANDRIA 0.9	s 8 05	Pot. Yd. 11 00	s 8 45	10 36	s 3 39	s 4 02	s 5 30	Pot. Yd. 7 30
		9.1		X A. F. TOWER 1.6	8 03	9 00	8 38	10 33	3 27	3 44	5 19	5 15
		10.7		C. R. TOWER 2.2	8 00	8 58	8 36	10 31	3 25	3 42	5 17	5 12
		12.9	13	EDSALL 7.0								
	9	19.9	20	BURKE 3.4							f 5 07	
	25	23.3	23	FAIRFAX 3.5							f 5 03	
	16	26.8	27	CLIFTON 5.8							f 4 54	
Yard	32.6	33	33	Y. MANASSAS 4.0							s 4 49	
	10	36.6	37	BRISTOW 9.7								
	20	46.3	46	Y. CALVERTON 10.0							f 4 31	
	26	56.3	56	REMINGTON 9.7							f 4 19	
		66.0		MOUNTAIN RUN 1.4								
	177	67.4	67	CULPEPER 8.3						B g r 2 43	s 4 07	
	5	75.7		BUENA 9.0							f 3 53	
	133	84.7	85	D. ORANGE 2.4	b 6 40	6 55	7 26	9 11	s 2 14	s 2 25	s 3 44	3 30
		87.1	87	MAY 5.0	A.M.				P.M.			
	30	92.1	92	WEYBURN 4.9								
		97.0	97	HARLOW 5.0								
	10	102.0	102	GILBERT 7.9							f 3 15	
		109.9	110	RIO 2.3								
Yard	112.2	112	112	CHARLOTTESVILLE 2.6		6 15	s 6 57	8 43		f 1 50 s 1 40	f 3 05 s 2 55	3 00
		114.8	115	TEEL 5.6								
	70	120.4	120	RED HILL 6.2								
		126.6	127	APPLEGATE 5.4								
		132.0	132	HAMNER 11.4								
		143.4	143	OAK RIDGE 4.6								
		148.0	148	KINGSWOOD 5.3								
	7	153.3	153	NEW GLASGOW 7.5								
		160.8	161	ANGELO 3.3								
		164.1	164	McIVOR 1.0								
Yard	165.1	165	165	X YOB. MONROE Lv.	A.M. 5 00	A.M. 5 00	5 57 A.M.	7 43 A.M.	P.M. 4	12 45 P.M.	1 40 P.M.	2 00 P.M.
					Daily 2 C. & O.	Daily 154	Daily 48	Daily 22	Daily 4 C. & O.	Daily 18	Daily 36	Daily 20

MONROE—WASHINGTON—NORTHBOUND

DANVILLE-WASHINGTON-RICHMOND 5

TIME TABLE NO. 3

Effective
April 30, 1967

STATIONS

FIRST CLASS

SECOND CLASS

STATIONS	FIRST CLASS				SECOND CLASS					
	156 Daily	34 Daily	42 Daily	38 Daily	74 Ex. Sun.	80 Ex. Sun.	C. & O. 892 Daily	76 Ex. Sun.	C. & O. 894 Daily	58 Daily
Ar. WASHINGTON N 8.2	P.M.	A.M. 1 20	A.M. 2 55	A.M. 3 10	A.M.	A.M.	P.M.	P.M.	P.M.	A.M.
YOB ALEXANDRIA ... 0.9	Pot. Yd. 7 30	\$12 45	s 2 25	s 2 46		Alex. Yd. 11 15	Pot. Yd. 12 30	Alex. Yd. 12 40	Pot. Yd. 8 30	Pot. Yd. 12 30
X A. F. TOWER ... N 1.6	7 05	12 37	2 04	2 35			11 45		7 45	
C. R. TOWER ... 2.2	7 00	12 35	2 02	2 33			11 43	12 30 ^{PM}	7 43	12 08 ^{AM}
EDSALL 7.0										
BURKE 3.4										
FAIRFAX 3.5										
CLIFTON 5.8										
Y MANASSAS ... D 4.0		^e g12 11 AM						11 40 A.M.		
BRISTOW 9.7		^e g11 54								
Y CALVERTON 10.0										
REMINGTON 9.7					A.M.					
MOUNTAIN RUN 1.4					8 15					
CULPEPER 8.3		s11 35	s 1 14							
BUENA 9.0		^e g11 15	12 47	1 10		8 15	9 30		5 30	
ORANGE ... D 2.4	5 23					A.M.	A.M.		P.M.	
MAY 5.0										
WEYBURN 4.9										
HARLOW 5.0										
GILBERT 7.9										
RIO 2.3			12 15							
CHARLOTTESVILLE 2.6	4 55	s10 43	s12 05 ^{AM}	s12 38 ^{AM}						
TEEL 5.6										
RED HILL 6.2										
APPLEGATE 5.4										
HAMNER 11.4										
OAK RIDGE 4.6										
KINGSWOOD 5.3										
NEW GLASGOW 7.5										
ANGELO 3.3										
X McIVOR 1.0										
YOB MONROE ... D Lv.	3 35 P.M.	9 35 P.M.	11 05 P.M.	11 33 P.M.	5 15 A.M.	A.M.	A.M.	A.M.	P.M.	7 00 P.M.
	Daily 156	Daily 34	Daily 42	Daily 38	Ex. Sun. 74	Ex. Sun. 80	Daily 892 C. & O.	Ex. Sun. 76	Daily 894 C. & O.	Daily 58

MONROE-SALISBURY—SOUTHBOUND

DANVILLE-WASHINGTON-RICHMOND 7

TIME TABLE NO. 3 Effective April 30, 1967 STATIONS		FIRST CLASS					SECOND CLASS				
		21 Daily	17 Daily	85 Daily		37 Daily	47 Daily	57 Daily	C.&N.W. 103 Ex. Sun.	C.&N.W. 105 Ex. Sun.	51 Daily
Y.O.X.B.	MONROE	P.M. 4 30	P.M. 8 03	P.M.		P.M. 9 40	P.M. 11 13	A.M. 4 00	A.M.	A.M.	P.M. 6 35
	4.0 HARRIS										
	1.8 RIVERMONT										
X	1.6 LYNCHBURG	\$4 40 \$4 50	\$8 15 \$8 25			\$9 49 \$9 56	\$11 24				
	0.8 DURMID										
Y	1.3 MONTVIEW		8 30								
	5.5 WALKE		P.M.								
	9.9 DEAL										
	5.8 ALTAVISTA					y10 22					
	1.2 HURT										
	5.2 GREEN										
	6.1 GRETNA										
	3.7 SMOTHERS										
	6.2 CHATHAM										
	3.8 WHITE										
	10.5 FALL							A.M.	A.M.		
Y.O.B.	2.5 DUNDEE							6 00	7 15		
X	0.8 DANVILLE	\$6 00 \$6 10				\$11 06 \$11 16	\$12 29 ^{AM} \$12 37				
O	5.3 STOKESLAND							6 20	7 35		
	4.2 SWANN							A.M.	A.M.		
	10.7 SADLER										
	3.9 REIDSVILLE					t11 45					
	5.7 PRIDDY										
	12.0 BUSICK										
Y	6.3 GREENSBORO	\$7 20 \$8 00		P.M. 11 05		\$12 10 ^{AM} \$12 20	\$ 1 51				
X	3.2 POMONA										
Y.O.B.	2.2 COX										
	8.7 HOSKINS										
X	1.2 HIGH POINT					\$12 38	\$ 2 10				
	6.8 THOMASVILLE										
	3.9 BOWERS										
	6.9 LEXINGTON										
	5.5 HOLT	8 55		12 15 ^{AM}		1 04	2 34	9 12			12 35 ^{AM}
	6.0 YADKIN	9 00		12 25		1 10	2 40	9 19			12 45
TOB.	2.8 SPENCER	9 03		12 35		1 13	2 44	9 25			1 05
X	2.6 SALISBURY	\$ 9 25		A.M.		\$ 1 20	\$ 2 50				
Y		P.M.	P.M.	A.M.		A.M.	A.M.	A.M.	A.M.	A.M.	A.M.
		Daily 21	Daily 17	Daily 85		Daily 37	Daily 47	Daily 57	Ex. Sun. 103 C.&N.W.	Ex. Sun. 105 C.&N.W.	Daily 51

Capacity of Tracks in Cars		Miles from Washington	Station Nos.	TIME TABLE NO. 3 Effective April 30, 1967 STATIONS	FIRST CLASS						
Siding	Other				154 Daily	48 Daily	22 Daily	18 Daily	36 Daily	84 Ex. Sun.	20 Daily
	Yard	165.1	165	YOXB... MONROE... Ar. D	A.M. 4 30	\$ 5 54	\$ 7 38	\$12 40	\$ 1 35	A.M.	P.M. 1 55
		169.1	169	HARRIS							
		170.9	171	RIVERMONT	4 10		7 30				1 45PM
	Yard	172.5	172	X LYNCHBURG		\$ 5 45		\$12 30 \$12 25	\$ 1 10 \$12 55		
		173.3	173	DURMID							
	Yard	174.6	176	Y MONTVIEW				12 19			
		180.1	180	WALKE				P.M.			
		190.0	190	DEAL							
	17	195.8	196	ALTAVISTA					\$12 10PM		
	160	197.0	197	HURT							
		202.2	202	GREEN							
	60	208.3	208	GRETNA					\$11 51		
		212.0	212	SMOTHERS							
	90	218.2	218	CHATHAM					\$11 37		
		222.0	222	WHITE							
		232.5	232	FALL							
	Yard	235.0	235	YOXB... DUNDEE... X							
	Yard	235.8	236	O DANVILLE... NC		\$4 31 \$4 24			\$11 15 \$10 50		
	3	241.1	241	STOKESLAND							
		245.3	245	SWANN							
		256.0	256	SADLER							
	145	259.9	260	REIDSVILLE					\$10 20		
		265.6	266	PRIDY							
		277.6	278	BUSICK							
	Yard	283.9	284	Y... GREENSBORO... N		\$ 3 33			\$9 50 \$9 25	A.M. 10 30	
	Yard	287.1	287	YOXB... POMONA			\$ 5 20				
		289.3	289	COX							
		298.0	298	HOSKINS							
	Yard	299.2	299	X HIGH POINT		\$ 3 11			\$ 8 56		
	75	306.0	306	THOMASVILLE					\$ 8 45		
		309.9	310	BOWERS							
	142	316.8	317	LEXINGTON					\$ 8 29		
		322.3	322	HOLT							
	27	328.3	328	YADKIN	12 06	2 42	4 23		8 11	9 05	10 04
	Yard	331.1	332	TOB... SPENCER... X	12 01	2 40	\$ 4 20		8 08	9 00	10 00
	Yard	333.7	334	Y... SALISBURY... N Lv.	A.M.	2 37 A.M.	4 07 A.M.	P.M.	8 05 A.M.	A.M.	A.M.
					Daily 154	Daily 48	Daily 22	Daily 18	Daily 36	Ex. Sun. 84	Daily 20

SALISBURY-MONROE—NORTHBOUND

DANVILLE-WASHINGTON-RICHMOND 9

TIME TABLE NO. 3 Effective April 30, 1967		FIRST CLASS					SECOND CLASS				
STATIONS		156 Daily	34 Daily	42 Daily		38 Daily	82 Daily	58 Daily	C.&N.W. 106 Ex. Sun.	C.&N.W. 104 Ex. Sun.	52 Daily
		P.M. 3 20	P.M. s 9 30	P.M. s 11 00		P.M. s 11 23	P.M.	A.M. 9 30	P.M.	P.M.	P.M. 7 45
YOXB.	MONROE	Ar. D									
	4.0 HARRIS										
	1.8 RIVERMONT		3 05 ^{PM}					9 10			7 25
X	1.6 LYNCHBURG		s 9 20	s 10 50		s 11 10					
	0.8 DURMID		s 9 08	s 10 40		s 11 02					
Y	1.3 MONTVIEW			10 32							
	5.5 WALKE			P.M.							
	9.9 DEAL										
	5.8 ALTAVISTA		u 8 42								
	1.2 HURT										
	5.2 GREEN										
	6.1 GRETNA										
	3.7 SMOTHERS										
	6.2 CHATHAM										
	3.8 WHITE										
	10.5 FALL							P.M.	P.M.		
YOXB.	2.5 DUNDEE	X						2 35	3 15		
O	0.8 DANVILLE	NC	s 7 54			s 9 47					
	5.3 STOKESLAND		s 7 45			s 9 35		2 15	2 55		
	4.2 SWANN							P.M.	P.M.		
	10.7 SADLER										
	3.9 REIDSVILLE		s 7 13			m 9 06					
	5.7 PRIDDY										
	12.0 BUSICK										
Y	6.3 GREENSBORO	N	s 6 45			s 8 38	P.M. 10 30				
YOXB.	3.2 POMONA		s 6 30			s 8 23					
	2.2 COX										
	8.7 HOSKINS										
X	1.2 HIGH POINT		s 6 09			s 8 02					
	6.8 THOMASVILLE		s 5 57			m 7 51					
	3.9 BOWERS										
	6.9 LEXINGTON		s 5 42			m 7 39					
	5.5 HOLT										
	6.0 YADKIN		10 53	5 26		7 26	9 05	3 05			2 20
TOB.	2.8 SPENCER	X	10 48	5 23		7 23	9 00	3 00			2 15
Y	2.6 SALISBURY	N Lv.		5 20		7 18					
			A.M.	P.M.	P.M.	P.M.	P.M.	A.M.	P.M.	P.M.	P.M.
			Daily 156	Daily 34	Daily 42	Daily 38	Daily 82	Daily 58	Ex. Sun. 106 C.&N.W.	Ex. Sun. 104 C.&N.W.	Daily 52

GREENSBORO-GOLDSBORO

WESTBOUND				Miles from Greensboro	Station Nos.	TIME TABLE NO. 3				Capacity of Tracks in Cars		EASTBOUND		
SECOND CLASS	FIRST CLASS		STATIONS			Effective April 30, 1967	Siding	Other	FIRST CLASS		THIRD CLASS			
	69 Ex. Sun.	85 Daily							83 Ex. Mon.	84 Ex. Sun.			82 Daily	68 Ex. Sun.
A.M. 9 00	P.M.	A.M.		130.0	H 130	YB	X	GOLDSBORO	Ar. P	Yard		P.M.	A.M.	P.M. 1 30
9 20				123.7	H 124			ROSE						1 05
9 30				117.7	H 118	X		PRINCETON	PD	26				12 50
9 40	P.M.	A.M.		111.9	H 112	X		PINE LEVEL		27		P.M.	A.M.	12 35
9 59 A.M.	7 15	7 15		109.2	H 109	YXB		SELMA	NC	Yard		4 15	4 15	12 30 P.M.
	7 25	7 25		103.7	H 104			WILSON MILLS	P	9		4 00	4 00	
	7 38	7 38		96.1	H 96	X		CLAYTON	PD	80	24	3 45	3 45	
	7 48	7 48		90.1	H 90			AUBURN	P		6	3 15	3 15	
	7 53	7 53		86.9	H 87			GARNER	PD		20	3 10	3 10	
	8 15	8 15		81.1	H 81	X		RALEIGH	P	Yard		2 45	2 45	
	8 17	8 17		81.0				RALEIGH TOWER (East End Double Track)		100		2 15	2 15	
	8 31	8 31		73.0				FETNER (West End Double Track)				2 00	2 00	
	8 32	8 32		72.8	H 73			CARY	PD		6	1 55	1 55	
	8 39	8 39		68.7	H 69			MORRISVILLE	P		12	1 48	1 48	
	8 45	8 45		65.0	H 65			CLEGG	P	90		1 40	1 40	
	9 10	9 10		56.7	H 57	YO		EAST DURHAM	P	96	Yard	1 25	1 25	
	9 15	9 15		55.0	H 55	X		DURHAM			240	12 35	12 35	
	9 20	9 20		54.0	H 54			WEST DURHAM				12 30	12 30	
	9 30	9 30		49.2	H 49			FUNSTON	P	78	8	12 20	12 20	
	9 35	9 35		46.4	H 46	Y		GLENN	P		28	12 15	12 15	
	9 45	9 45		40.9	H 41			HILLSBOROUGH	PD		40	12 05 ^{PM}	12 05 ^{AM}	
	9 52	9 52		37.0	H 37			EFLAND	P		89	11 56	11 56	
	10 01	10 01		31.7	H 32	X		MEBANE	PD	130	38	11 46	11 46	
	10 11	10 11		25.8	H 26			HAW RIVER	P	34	45	11 35	11 35	
	10 16	10 16		23.1	H 23	X		GRAHAM	D	79	142	11 30	11 30	
	10 20	10 20		21.4	H 21			BURLINGTON	P	59	75	11 25	11 25	
	10 30	10 30		16.7	H 17			ELON COLLEGE			12	11 00	11 00	
	10 35	10 35		14.7	H 15			GIBSONVILLE	PD		20	10 55	10 55	
	10 44 ⁸²	10 44 ⁸⁴		8.0	H 8			MCLEANSVILLE	P	177	4	10 44 ⁸³	10 44 ⁸⁵	
	10 53	10 53		4.0	H 4			FOUR MILE	P		15	10 37	10 37	
A.M.	11 05 P.M.	11 05 A.M.		0.0	284	YX Ar.		GREENSBORO	N Lv.		75	10 30 A.M.	10 30 P.M.	P.M.
Ex. Sun. 69	Daily 85	Ex. Mon. 83										Ex. Sun. 84	Daily 82	Ex. Sun. 68

MANASSAS—HARRISONBURG

DANVILLE-WASHINGTON-RICHMOND 11

WESTBOUND				Miles from Manassas	Station Nos.	Capacity of Tracks in Cars		TIME TABLE NO. 3		EASTBOUND			
THIRD CLASS						Siding	Other	Effective April 30, 1967		THIRD CLASS			
75 Ex. Sat.								Lv. YX	Ar. PD	STATIONS		76 Ex. Sun.	
A.M. 6 00				0.0	33		Yard		MANASSAS		A.M. 11 30		
6 15				8.8	B 42			8.8	GAINESVILLE	P	11 15		
6 20				10.4	B 43			1.6	HAYMARKET		11 05		
6 30				15.6	B 49			5.2	BROAD RUN	P	10 55		
6 40				19.8	B 53	37	35	4.2	THE PLAINS	PD	10 45		
6 50				24.1	B 57		20	4.3	MARSHALL	P	10 35		
7 00				29.9	B 63			5.8	RECTORTOWN	PD	10 25		
7 10				33.8	B 67			3.9	DELAPLANE		10 15		
7 20				38.1	B 71			4.3	MARKHAM	P	10 05		
7 30				42.9	B 76			4.8	LINDEN	P	9 55		
				49.9	B 83			7.0	FRONT ROYAL JCT.	P	9 40		
7 55				51.0	B 84.5	12	113	1.1	FRONT ROYAL	P	9 30		
8 05				49.9	B 83			1.0	FRONT ROYAL JCT.	P			
8 15				50.9	B 84		14	0.4	RIVERTON JCT.	P	9 15		
8 35				51.3	B 85	18			RIVERTON	PD	9 10		
8 50 ⁷⁶				61.1	B 94	43	70	9.8	STRASBURG	PD	8 50 ⁷⁵		
8 55				62.6	B 96	25	24	1.5	STRASBURG JCT.	P	8 45		
9 00				67.5	B 101		19	4.9	TOMS BROOK		8 35		
9 05				69.3	B 102		11	1.8	MAURERTOWN	P	8 30		
9 15				73.4	B 106		88	4.1	WOODSTOCK	PD	8 20		
9 25				78.9	B 112		46	5.5	EDINBURG	PD	8 10		
9 30				82.9	B 116		34	4.0	ALSYN	P	8 00		
9 40				85.9	B 119	18	41	3.0	MT. JACKSON	PD	7 55		
9 50				90.3	B 123		12	4.4	QUICKSBURG	P	7 25		
10 00				93.1	B 126		14	2.8	NEW MARKET	P	7 20		
10 10				97.2	B 130		35	4.1	TIMBERVILLE	PD	7 10		
10 20				99.7	B 133		67	2.5	BROADWAY	PD	6 55		
10 30				105.9	B 139		5	6.2	LINVILLE	P	6 40		
10 40				111.8	B 145		190	5.9	HARRISONBURG	PD	6 30		
A.M.								Ar.		Lv.	A.M.		
Ex. Sat. 75											Ex. Sun. 76		

No. 75 is superior to No. 76 between Manassas and Strasburg, and No. 76 will take siding at Strasburg.

Southbound

RICHMOND—DUNDEE

Northbound

FIRST CLASS				Capacity of Tracks in Cars		Miles from Dundee	Station Nos.	TIME TABLE NO. 3 Effective April 30, 1967		FIRST CLASS			
61 Mon., Wed., Fri. A.M.	55 Daily P.M.		Siding	Other	Lv.			Ar.	56 Daily A.M.	62 Tue., Thur., Sat. P.M.			
						139.6	F 139	BO	RICHMOND				
7 30		9 30		Yard		138.6	F 138	X	0.7 BELLE ISLE			3 10	2 00
7 45		9 45		29B		132.1	F 132		6.5 BON AIR	P		2 45	1 30
8 25		10 05		31B 9N		119.0	F 119	X	13.1 MOSELEY	PD		2 12	1 05
8 30		10 07		50B 8S		117.8	F 118	X	1.2 DORSET	P		2 10	1 00
8 45		10 20		14B 5S		109.6	F 110		8.2 CHULA	P		1 58	12 30
9 01		10 31		22B 8N-20N		104.1	F 104	X	5.5 AMELIA	PD		1 49	12 15
9 15		10 42		29B		96.7	F 97	X	7.4 JETERSVILLE	PD		1 37	12 01 ^{PM}
10 05		11 30	159	60		86.6	F 87	X	10.1 BURKEVILLE	PNC		1 20	11 30
10 20		11 41		14B		79.1	F 79		7.5 GREEN BAY	P		12 34	10 35
10 27		11 47		10S		75.1	F 75		4.0 MEHERRIN	P		12 28	10 22
11 00		12 15 ^{56 AM}	67	157 21B		66.6	F 67	XY	8.5 KEYSVILLE	PD		12 15 ^{55 AM}	10 10
11 15		12 26		7N		59.0	F 59	X	7.6 DRAKES BRANCH	PD		11 22	9 23
11 25		12 35		15N		53.2	F 53		5.8 SAXE	P		11 13	9 13
11 35		12 48		24B		45.8	F 46		7.4 CLOVER	P		11 02	9 03
11 45		12 57		9B		39.4	F 39		6.4 SCOTTSBURG	P		10 52	8 54
12 45 ^{PM}		1 45	68	141		31.1	F 31	X	8.3 SOUTH BOSTON	PD		10 40	8 40
1 00		2 00		70	12N	22.6	F 23		8.5 NEWS FERRY	P		10 08	7 32
1 25		2 20		8S		10.3	F 10		12.3 SUTHERLIN	P		9 48	7 15
1 35		2 30		17N		4.8	F 5		5.5 RINGGOLD	P		9 39	7 07
1 40		2 33		40N		2.9	F 3		1.9 KENT	P		9 34	7 04
2 00		3 00		Yard		0.0	235	XBOY	2.9 DUNDEE	P		9 30	7 00
P.M.		A.M.								Lv.		P.M.	A.M.
Mon., Wed., Fri. 61		Daily 55										Daily 56	Tue., Thur., Sat. 62

No. 55 is superior to No. 56 Belle Isle to South Siding Switch, Burkeville.
No. 55 is superior to No. 62 South Siding Switch, Burkeville, to Dundee.

Southbound

WEST POINT—RICHMOND

Northbound

THIRD CLASS				Capacity of Tracks in Cars		Miles from Dundee	Station Nos.	TIME TABLE NO. 3 Effective April 30, 1967		THIRD CLASS			
23 Daily A.M.	25 Daily P.M.		Siding	Other	Lv.			Ar.	26 Daily A.M.	24 Daily P.M.			
2 00		2 30		Yard		179.0	F 179	X	WEST POINT			8 15	11 55
2 23		2 53		5B		166.3	F 166		12.7 LESTER MANOR			7 30	11 10
2 57		3 27		11N		147.4	F 147		18.9 FAIR OAKS			6 55	10 25
3 25		3 55		Yard		139.6	F 139	XBO	7.8 RICHMOND			6 30	10 00
A.M.		P.M.								Lv.		A.M.	P.M.
Daily 23		Daily 25										Daily 26	Daily 24

No. 25 is superior to No. 24 West Point to Richmond.
No. 23 is superior to No. 26 West Point to Richmond.

Southbound

KEYSVILLE—EAST DURHAM

Northbound

FIRST CLASS		Capacity of Tracks in Cars		Miles from Keyville	Station Nos.	TIME TABLE NO. 3		FIRST CLASS	
77 Mon., Wed., Fri.		Siding	Other			Effective April 30, 1967		78 Tue., Thur., Sat.	
	A.M.					Lv.		Ar.	P.M.
	8 00		Yard	0.0	F 67	XY	KEYSVILLE	PD	3 40
	8 08		7N 9N	3.7	D 4		ONTARIO		3 22
	8 17		26B	8.7	D 9		FORT MITCHELL		3 09
	8 40		85	17.1	D 17	X	CHASE CITY	D	2 50
	8 55		12S	25.2	D 25		SKIPWITH		2 13
	9 10		10B 13B	29.0	D 29		JEFFRESS		2 05
	9 20			32.0	D 32	X	CLARKSVILLE JCT.		1 44
	9 21		21S	32.1	D 32		CLARKSVILLE (SOU)	D	1 42
			9N	42.1	D 42		BULLOCK		1 21
			22B	45.4	D 45		STOVALL		1 14
			8N	50.7	D 51		LEWIS		1 03
				54.5	D 54	Y	O. & H. JCT.		12 55 ¹⁶⁷
	11 30		83	55.3	D 55	X	OXFORD	D	10 50
	11 42		8N	61.1	D 61		PROVIDENCE		10 28
	11 53		14B	66.6	D 67		STEM		10 14
	12 05 PM		13B	72.4	D 72	X	BUTNER		10 02
	12 40		Yard	86.4	H 57	XOY	EAST DURHAM		9 30
	P.M.					Ar.		Lv.	A.M.
	Mon., Wed., Fri.								Tue., Thur., Sat.
	77								78

See Special Instructions for movement of N.F. & D. and Southern Railway trains between Jeffress and Clarksville Junction in accordance with Rule 261 and Time Table instructions.

O. & H. JUNCTION—HENDERSON

WESTBOUND		Capacity of Tracks in Cars		Miles from O.&H. Junction	Station Nos.	TIME TABLE NO. 3		EASTBOUND	
THIRD CLASS		Siding	Other			Effective April 30, 1967		THIRD CLASS	
	167 Ex. Sun.					Lv.		Ar.	168 Ex. Sun.
	P.M.						HENDERSON		A.M.
	12 05 ¹⁶⁸		67	12.8	I 14	X	O. & H. JUNCTION		11 35 ¹⁶⁷
	12 40 ⁷⁸			0.0	D 54	XY		Lv.	11 00
	P.M.					Ar.			A.M.
	Ex. Sun.								Ex. Sun.
	167								168

All trains will be governed by Rule 93 between Henderson and U. S. Highway 158 (Mile I-11.4).

STATE UNIVERSITY RAILROAD

SOUTHBOUND		Capacity of Tracks in Cars	Miles from Glenn	Station Nos.	TIME TABLE NO. 3		NORTHBOUND	
SECOND CLASS					Effective April 30, 1967		THIRD CLASS	
	177 Ex. Sun.	Siding	Other					176 Ex. Sun.
	A.M.				Lv.		Ar.	A.M.
	9 00		25	0.0	H 46	YX		11 40
	9 40		40	10.2	J 10	X		11 00
	A.M.							A.M.
	Ex. Sun.							Ex. Sun.
	177							176

PINNERS POINT—SELMA

WESTBOUND		Miles from Pinners Point	Station Nos.	TIME TABLE NO. 3		EASTBOUND	
SECOND CLASS				Effective April 30, 1967		THIRD CLASS	
	53 Daily						54 Daily
	A.M.				Lv.		Ar.
	7 55		N 265	XBOY			4 30
	8 00	0.7					4 20
	12 15	156.1	H 109	XBY			12 20
	P.M.						P.M.
	Daily						Daily
	53						54

The schedule figures between Belt Line Tower and Selma are for information only; the time tables, rules and regulations of the Atlantic Coast Line Railroad will govern between Belt Line Tower and Selma.

CALVERTON—WARRENTON

WESTBOUND		Miles from Calverton	Station Nos.	Capacity of Tracks in Cars		TIME TABLE NO. 3		EASTBOUND	
SECOND CLASS				Effective April 30, 1967		THIRD CLASS			
	309 Ex. Sun.			Siding	Other			316 Ex. Sun.	
	A.M.					Lv.		Ar.	
	8 00	0.0	46		10	XY		9 00	
	8 07	3.1	CW 3		5			8 53	
	8 13	6.0	CW 6		6			8 47	
	8 20 ³¹⁶	8.9	CW 9		40	X		8 40 ³⁰⁹	
	A.M.							A.M.	
	Ex. Sun.					Ar.		Lv.	
	309							316	

SPECIAL INSTRUCTIONS CONSULT BULLETIN BOOKS (RULE 707)

ALL REGULAR NORTH AND EASTBOUND trains are superior to trains of the same class in the opposite direction, in accordance with Rule S-72 EXCEPT: No. 55 is superior to No. 56 Belle Isle to South Siding Switch, Burkeville; No. 55 is superior to No. 62 South Siding Switch, Burkeville, to Dundee; No. 75 is superior to No. 76 between Manassas and Strasburg and No. 76 will take siding at Strasburg; No. 25 is superior to No. 24 West Point to Richmond; No. 23 is superior to No. 26 West Point to Richmond.

1. ADDITIONAL INITIAL AND CLEARANCE CARD STATIONS (Rules 4 and 83(c))

A TRAIN MUST receive a clearance card before leaving its initial station, EXCEPT as follows:

Washington Terminal (a)	Glenn (No. 177)
Alexandria Yard (b)	East Durham
Manassas (c)	Goldsboro
Warrenton (d)	Richmond
Calverton (d)	Belle Isle
Harrisonburg (e)	Henderson
Monroe (f)	O. & H. Junction
Spencer	West Point
Carrboro	
Keysville (No. 77)	

TRAINS MUST receive a clearance card before leaving:

Greensboro	(Eastbound NC Line trains).
Selma	
Burkeville	(No. 55 when operator on duty).
Clarksville (Sou.)	(when operator on duty) all trains.
Keysville	(when operator on duty) all trains.
Moseley	(No. 61 when operator on duty).
Oxford	(when operator on duty) all trains.
South Boston	(when operator on duty) all trains.
Strasburg	(when operator on duty) all trains.

(a) When there are no train orders to be delivered, South Bound Trains may depart Washington Terminal without clearance card, after being given identity orally by operator in "DC" office.

(b) Southbound trains may depart Alexandria Yard without clearance card after being given identity and clearance orally by dispatcher, Greensboro, N. C.

(c) All westbound Harrisonburg Branch trains must receive clearance card at Manassas, Va., when operator is on duty.

(d) Trains operating Between Warrenton and Calverton will leave Calverton and Warrenton without clearance card when no operator is on duty.

(e) Regular trains will leave Harrisonburg without clearance card when no operator is on duty.

(f) All trains will receive clearance card at Monroe when operator is on duty.

2. BULLETIN BOOKS (Rules 707, 856, 1011 and 1076)

Washington Tml.—	Greensboro—Yard Ofc.
Stationmstr's Ofc.	Pomona—Yard Ofc.
Potomac Yard—	High Point Yard
Yardmaster's Ofc.	Spencer—Telegraph Ofc.
"DK" Ice House	Spencer—Eng. washroom
Alexandria—Yard Ofc.	Salisbury
Alexandria—Psg. Stn.	Burlington
Orange	East Durham Yard
Harrisonburg	Selma—Yard Ofc.
Monroe	Goldsboro
Lynchburg—Yard Ofc.	Richmond Yard Ofc.
Lynchburg—Kemper St.	Richmond Eng. washroom
Altavista	Pinners Point washroom
Dundee	Keysville
Reidsville	

3. TRAIN REGISTERS (Rules 83, 83(a) and 83(b))

Calverton (e)	Goldsboro
Warrenton	Selma
Harrisonburg	Richmond
Greensboro (Nos. 15 & 21)	Keysville (b)
Pomona (NC Line trains)	Dundee (c)
Spencer (a)	O&H Junction (d)
Salisbury	East Durham (c)
Glenn (S.U. Line trains)	Yard Tower (ACL)

- (a) Trains originating and terminating only.
- (b) East Durham-Keysville trains only.
- (c) Richmond District trains only.
- (d) No. 168 and No. 167 only.
- (e) Warrenton Branch trains only.

4. STANDARD CLOCKS (Rule 3)

Washington Tml.—	Pomona Yard Office
Telegraph Ofc.	Spencer Telegraph Ofc.
Alexandria—	Spencer Diesel Shop
Passenger Stn.	Salisbury Ticket Ofc.
Yard Office	Selma Yard Office
Monroe	Richmond Yard Office
Montview Yard Ofc.	Keysville Telegraph Ofc.
Dundee	Yard Tower (ACL RR).
Greensboro Dispr. Ofc.	

5. RAILROAD CROSSINGS AT GRADE

Interlocked (Rules 98, 281 to 296, 505 to 671)

Lynchburg, Va. (Old Line)	N. & W. Ry.
Selma, N. C.	A. C. L. R. R.
Raleigh, N. C.	S. A. L. R. R., N. S. Ry.
Fetner, N. C.	S. A. L. R. R.
East Durham, N. C.	D. & S. Ry.
Charlottesville, Va.	C. & O. Ry.
Riverton Junction, Va.	N. & W. Ry.
Rocketts, Va.	(Note 1) S. A. L. R. R.

Not Interlocked (Rule 98)

Goldsboro (Mile H-129.1)	A. C. L. R. R.
Goldsboro (Mile H-128.8)	A. C. L. R. R.
South Boston, Va.	N. & W. Ry.
Mile D-83.1	S. A. L. R. R.

Note 1—Movement of trains over crossing of Southern Railway and S.A.L. Railroad at Rocketts, Va., will be governed by approach circuit derails for Southern trains.

Normal position of derails is set and locked to proceed for S.A.L. trains and stop for Southern Railway trains. Crews of Southern Railway trains may change position of the derails to indicate proceed and may proceed if track is clear. They must return derails to normal position after clearing the crossing. Southern trains must not exceed speed of 10 MPH over this crossing.

6. JUNCTIONS—Interlocked (Rules 98, 281 to 296, 505 to 671)

Durmid, Va.	Old and New Line
Lynchburg, Va.	N. & W. Ry.
Montview, Va.	N. & W. Ry.
Pomona, N. C.	Asheville Div.
Raleigh, N. C.	N. S. Ry.
Pinners Point, Va. (Belt Line Tower)	N. & P. B. L. R. R.
Pinners Point, Va. (Belt Line Tower)	A. C. L. R. R.
AF Tower, Va.	R. F. & P. R. R.
Orange, Va.	C. & O. Ry.
Charlottesville, Va.	C. & O. Ry.
Riverton Junction, Va.	N. & W. R. R.

Not Interlocked (Rule 98)

Manassas, Va.	Harrisonburg Branch
Calverton, Va.	Warrenton Branch
Tye River, Va.	Va. Blue Ridge Ry.
Danville, Va.	N. F. & D. Ry.
Stokesland, Va.	C. & N. W. Ry.
Greensboro, N. C.	N. C. Line—Asheville Div.
High Point, N. C.	C. & N. W. Ry., H. P. T. & D. R. R.
Thomasville, N. C.	H. P. T. & D. R. R.
Lexington, N. C.	W. S. B. Ry.
Salisbury, N. C.	Asheville Div., C. & N. W. Ry.
Glenn, N. C.	S. U. R. R.
Durham, N. C.	S. A. L. R. R., N. S. Ry., D. & S. Ry., N. & W. Ry.
Raleigh, N. C.	S. A. L. R. R.
Selma, N. C.	A. C. L. R. R.
Goldsboro, N. C.	A. C. L. R. R., A. & E. C. R. R.
Park Siding, Va.	C. & O. Ry.
Rocketts, Va.	S. A. L. R. R.
Belle Isle, Va.	A. C. L. R. R.
Burkeville, Va.	N. & W. Ry.
Virso, Va.	N. & W. Ry.
South Boston, Va.	N. & W. Ry.
Henderson, N. C.	S. A. L. R. R.
Clarksville Jet., Va.	N. F. & D. Ry.
Jeffress, Va.	N. F. & D. Ry.
Pinners Point, Va.	A. C. L. R. R.
Strasburg Jct., Va.	B. & O. R. R.
Harrisonburg, Va.	C. W. R. R.

16 DANVILLE-WASHINGTON-RICHMOND

7. DRAWBRIDGES—Not Interlocked (Rule 98)

Richmond, Va., 28th St. (Mile F-140.8)..... Dock Bridge
 White House, Va. (Mile F-164.5)..... Pamunkey River

8. TWO OR MORE TRACKS (Rules 5, S-89(c), 98, D-151 to D-153, 251, 281 to 296, 505 to 671)

Two tracks extend between:
 AF Tower (Mile 9.1) and May (Mile 87.1)
 Weyburn (Mile 92.1) and Gilbert (Mile 102.0)
 Rio (Mile 109.9) and Red Hill (Mile 120.4)
 Applegate (Mile 126.6) and Hamner (Mile 132.0)
 Oak Ridge (Mile 143.4) and New Glasgow (Mile 153.3)
 Angelo (Mile 160.8) and Harris (Mile 169.1)
 Rivermont (Mile 170.9) and Walke (Mile 180.1)
 Deal (Mile 190.0) and Green (Mile 202.2)
 Smothers (Mile 212.0) and White (Mile 222.0)
 Fall (Mile 232.5) and Swann (Mile 245.3)
 Sadler (Mile 256.0) and Priddy (Mile 265.6)
 Busick (Mile 277.6) and Cox (Mile 289.3)
 Hoskins (Mile 298.0) and Bowers (Mile 309.9)
 Holt (Mile 322.3) and Salisbury (Mile 333.7)
 Raleigh Tower (Mile H-81) and Fetner (Mile H-73)

Within CTC territory, between AF Tower (Mile 9.1) and (Mile 164.5) and between Harris (Mile 169.1) and Holt (Mile 322.3), the two main tracks, where double track extends, are identified as No. 1 on the East side and No. 2 on the West side.

ENDS OF TWO OR MORE TRACKS

Interlocked

May	Mile 87.1
Weyburn	Mile 92.1
Gilbert	Mile 102.0
Rio	Mile 109.9
Red Hill	Mile 120.4
Applegate	Mile 126.6
Hamner	Mile 132.0
Oak Ridge	Mile 143.4
New Glasgow	Mile 153.3
Angelo	Mile 160.8
Harris	Mile 169.1
Rivermont	Mile 170.9
Walke	Mile 180.1
Deal	Mile 190.0
Green	Mile 202.2
Smothers	Mile 212.0
White	Mile 222.0
Fall	Mile 232.5
Swann	Mile 245.3
Sadler	Mile 256.0
Priddy	Mile 265.6
Busick	Mile 277.6
Cox	Mile 289.3
Hoskins	Mile 298.0
Bowers	Mile 309.9
Holt	Mile 322.3
Fetner	Mile H-73.0
Raleigh Tower	Mile H-81.0

DOUBLE CROSSOVERS

Interlocked

Edsall	Mile 12.9
Burke	Mile 20.0
Clifton	Mile 26.8
Bristow	Mile 36.4
Calverton	Mile 46.0
Remington	Mile 56.0
Mountain Run	Mile 65.9
Buena	Mile 75.7
Orange	Mile 84.7
Harlow	Mile 97.0
Teel	Mile 114.8
Kingswood	Mile 148.0
McIvor	Mile 164.1
Montview	Mile 174.6
Lane	Mile 195.2
Day	Mile 216.7
Bentley	Mile 239.8
Reidsville	Mile 260.1
Elm	Mile 284.4
Varner	Mile 303.5

9. AUTOMATIC BLOCK AND TRAIN STOP SYSTEMS

(Rule 281 to 296 and 401 to 522)

Automatic Block Signal Rules are effective between:

AF Tower (Mile 9.1) and Salisbury (Mile 333.7)
 Durmid (Mile 173.3) and Mile 172.8 (Old Line)
 Greensboro (Mile H-0.0) and Mile H-2.5
 Jeffress (Mile D-29.0) and Clarksville Junction (Mile D-32.0)
 Automatic Train Stop System is effective between Spencer (Mile 331.9) and Salisbury (Mile 333.7)

10. TRAIN MOVEMENTS (Rules 5 and 82 to 671)

CENTRALIZED TRAFFIC CONTROL SYSTEM (CTC)

(Rules 281 to 296 and 530 to 560)

Centralized Traffic Control System is effective between:

AF Tower (Mile 9.1) and CR Tower (Mile 10.7) (north passenger and horn tracks only)
 CR Tower (Mile 10.7) and Mile 164.5
 Harris (Mile 169.1) and Holt (Mile 322.3)

OTHER TRAIN MOVEMENTS

Tracks are used jointly by other divisions or foreign lines as shown below:

AF Tower to CR Tower (Horn Track)..... R. F. & P. R. R. (Note 1)
 AF Tower to Orange..... C. & O. Ry.
 Montview to Lynchburg..... N. & W. Ry.
 Dundee to Stokesland..... C. & N. W. Ry.
 Greensboro to Pomona..... Ashe. Divn.
 Clarksville to Jeffress..... N. F. & D. Ry.

Note 1—R. F. & P. crews using Horn track between AF and CR interlocking must be governed by Sou. Ry. time tables, special instructions and operator AF Tower.

Foreign line trains using Southern Railway tracks will use their own markers displaying red to the rear when on main track and changed to yellow or green to rear when clear of main track.

Trains and engines of Danville-Washington-Richmond Division will use the tracks of other railroads or divisions in accordance with their time tables, rules and regulations as follows:

AF Tower to RO Tower..... R. F. & P. R. R.
 RO Tower to Virginia Ave..... P. R. R.
 Virginia Ave. to Washington..... W. T. Co.
 Potomac Yard..... (Potomac Yard instructions)
 Belt Line Tower to Selma..... A. C. L. R. R.
 Raleigh Tower to Fetner..... (Note 1) S. A. L. R. R.

Note 1—The operation on two tracks on S. A. L. R. R. between Fetner (Mile H-73), West End Double Track, and Raleigh Tower (Mile H-81), East End Double Track, will be by signal indications in accordance with S. A. L. rule D-251, when moving with the current of traffic, and will take the place of train orders.

All trains, including first class trains, must move at YARD SPEED, RULE 93, at the following points:

Between A F Tower (Mile 9.1) and C R Tower (Mile 10.7) (North and South freight tracks).
 Between Mile 333.4 and Mile 334.0.
 Between Clarksville Junction and Jeffress, inclusive.
 Between Oxford (Mile D-56) and north wye switch at O.&H. Junction.

Between Henderson, N. C., and U.S. Highway 158 (Mile I-11.4), inclusive.

Within yard limits at Belle Isle, Burkeville, Keysville, South Boston, Jeffress, Clarksville Junction, East Durham, Dundee (Dundee-Richmond trains only).

Within all yard limits on NC line between Greensboro and Selma, inclusive.

Second and inferior class, and extra trains or engines, must not delay first class trains.

All trains and engines approach Hull Street, Richmond, at restricted speed.

All trains will approach property of The Chesapeake Corporation, West Point, prepared to stop, expecting to find gates closed across main track and locked.

The time for all scheduled trains at Reidsville, N. C., applies at the passenger station; at Spencer, N. C., applies at the main line crossover (Mile 332.0), between the northbound and southbound main tracks, south of the Tower at Spencer; and at Belle Isle, Va., applies at south end of Long Siding.

Before an extra train can be run between Richmond and West Point, crew on trains 23, 24, 25 and 26 must be contacted. Trains 23, 24, 25 and 26 will not protect against extra trains between

Richmond and West Point unless instructed to do so by Dispatcher.

Before an extra train can be run between Selma and Goldsboro, crew on trains 68 and 69 must be contacted. Trains 68 and 69 will not protect against extra trains between Selma and Goldsboro unless instructed to do so by Dispatcher.

Normal position of junction switch at Jeffers and Clarksville Junction is set and locked for N.F.&D. Railway trains.

Normal position of Richmond-Dundee main line switch at north end Dundee Yard (Mile F-1.1) is set and locked to enter yard.

Normal position of main line switch at south end long siding, Belle Isle Yard (Mile F-137.6), is set and locked to enter long siding.

Two-position train order signals govern at all train order offices except that three-position train order signals will govern at following train order offices:

Manassas Orange Danville
Train order signal at N.F.&D. Railway station, Clarksville, governs the movement of N.F.&D. Railway trains only.

RULE 251

Between:
A F Tower (Mile 9.1) and C R Tower (Mile 10.7) (North and South freight tracks).

Mile 164.5 and Harris (Mile 169.1).

Holt (Mile 322.3) and Salisbury (Mile 333.7).

Trains and engines will run with the current of traffic by block signals whose indications will supersede the superiority of trains. See Rules D-151 to D-153.

RULE 261

Between:
Durmid (Mile 173.3) and Mile 172.8 (Old Line), Note 1.
Jeffers (Mile D-29.0) and Clarksville Jct. (Mile D-32.0), Note 2.

Trains and engines will run by block signals whose indications will supersede the superiority of trains for both opposing and following movements on the same track.

Note 1—Trains and engines must obtain permission from train dispatcher before entering automatic block signal territory between Durmid (Mile 173.3) and Mile 172.8 (Old Line).

Note 2—The signals are normally dark, and will be illuminated by approach track being occupied or junction switch being thrown for Southern trains.

N.F.&D. trains must approach prepared to stop, and must stop, unless the way is clear and proceed indication is immediately displayed when approach circuit is occupied.

Southern Railway trains must stop at "Stop" signs; if no train is approaching, switch may be thrown and train proceed when proceed indication is displayed by signal.

Southern and N.F.&D. trains that may be delayed at Clarksville or Jeffers must leave their trains clear of signals at Clarksville Junction or Jeffers, and be governed by signal indication before leaving.

When signals are inoperative, trains may, after waiting 10 minutes, proceed under flag protection through this block.

12. ENTRANCE SWITCH TO SIDINGS
(Rules S-88, S-89, S-89(a) and S-89(c))

Unless otherwise provided, enter at first switch of first siding. Northbound freight trains entering yard at Belle Isle will head in at south end of Long Siding, stopping head of train south of and to clear Pumphouse Crossover, unless otherwise instructed.

13. SPEED RESTRICTIONS (Rules 109 and 1012)

Where not otherwise restricted, the following maximum speed of trains is authorized:

BETWEEN AF TOWER AND SALISBURY

Passenger trains 79 miles per hour
Freight trains 60 miles per hour

TTX cars and aluminum covered hoppers series SOU 8000 to 8574 and SOU 6000 to 6964 (Big Johns) can be handled at maximum authorized passenger train speeds but not to exceed 70 miles per hour.

All trains and engines moving in either direction on main tracks No. 1 and No. 2 must not exceed a speed of 20 miles per hour between Mile 283.3 and Mile 284.2. Within these limits the main track switches are not electrically locked.

Northbound trains and engines moving on main track No. 2 at Mile 283.9 will not exceed a speed of 15 miles per hour.

All northbound trains approach Charlottesville passenger station at reduced speed.

BETWEEN GREENSBORO AND GOLDSBORO

Passenger trains 55 miles per hour

Freight trains 45 miles per hour

All trains 25 miles per hour over Back Creek Bridge (Mile H-27.9).

All trains 20 miles per hour through interlocking plant at Selma (Mile H-109.2).

Limit speed to 15 MPH when operating on mainline through crossovers at Burlington, N. C. (Mile H-21.7) and Durham, N. C. (Mile H-55.2).

BETWEEN GLENN AND CARRBORO

All trains 20 miles per hour
BETWEEN JEFFERSON ST. (LYNCHBURG) AND

DURMID-OLD MAIN LINE

All trains 20 miles per hour
BETWEEN RICHMOND AND DUNDEE

All trains 45 miles per hour
15 miles per hour over Staunton River Bridge (Mile F-49.5).

BETWEEN RICHMOND AND WEST POINT

All trains 35 miles per hour
6 miles per hour over City Dock Drawbridge (Mile F-140.8) and Pamunkey River Drawbridge (Mile F-164.5).

BETWEEN KEYSVILLE AND EAST DURHAM

All trains 30 miles per hour
15 miles per hour for northbound trains over highway crossing near Mile D-33.6.

15 miles per hour over Neuse River Bridge (Mile D-76.5).

BETWEEN O&H JCT. AND HENDERSON

All trains 30 miles per hour
BETWEEN MANASSAS AND HARRISONBURG

All trains 45 miles per hour
Limit speed to 10 miles per hour between Mile B-42.4 and Mile B-42.7, B-45.1 and B-46.9, B-59.2 and B-59.3, B-109.2 and B-109.5.

Limit speed to 20 miles per hour at Mile B-66.7.

Reduce speed to 15 MPH approaching and between home signals, interlocking plant at Riverton Jct.

BETWEEN CALVERTON AND WARRENTON

All trains 30 miles per hour

Speed of 15 miles per hour must not be exceeded while entering or leaving sidings or moving through crossovers or turnouts, except when crossover or turnout is equipped with No. 20 turnout with 39 foot curved switch points where speed of 45 miles per hour must not be exceeded, and except equilateral turnouts at Mile 87.1, 92.1, 102.0, 109.9, 120.4, 126.6, 132.0, 143.4, 153.3, 160.8, 169.1, 170.9, 180.1, 190.0, 202.2, 212.0, 222.0, 232.5, 245.3, 256.0, 265.6, 277.6, 289.3, 298.0, 309.9 and 322.3 where speed of 60 miles per hour must not be exceeded. Limit speed through the turnout of N. & W. Railway at Montview to 20 miles per hour. Limit speed through turnout to Asheville Division at Pomona to 15 miles per hour.

Limit speed to 25 MPH when operating on southbound track through No. 20 turnout with 22 foot switch points at 11th Street, MP 332.9 Spencer Yard.

Limit speed at CR Tower (Mile 10.7) to 20 miles per hour through crossover between No. 1 track and No. 2 track, to 20 miles per hour through turnout from No. 1 track to southbound freight main, and to 35 miles per hour through turnout from No. 1 track to northbound freight main.

Southbound trains using No. 1 track Orange to May reduce speed to 20 MPH over C&O turnout at Orange.

Trains handling flat cars loaded with creosoted poles must not exceed 45 MPH.

SPEED RESTRICTIONS OVER STREET CROSSINGS

Manassas 25 mph	Woodstock 6 mph
Culpeper 25 mph	Edinburg 15 mph
Orange 25 mph	Mt. Jackson 25 mph
Charlottesville 25 mph	Timberville 8 mph
The Plains 12 mph	Broadway 15 mph
Toms Brook 25 mph	Harrisonburg 4 mph
Lynchburg:	Burlington 15 mph
New Main Line 45 mph	Mebane 15 mph
Jefferson Street 10 mph	Durham 20 mph
Danville 35 mph	Raleigh 15 mph
Reidsville 20 mph	Garner 25 mph
High Point 40 mph	Clayton (5 am-12 M) 15 mph
Thomasville 35 mph	Princeton 15 mph
Burkeville 25 mph	Keysville (1) 6 mph
Henderson 15 mph	Oxford (2) 20 mph
West Point 25 mph	
West Point (14th Street) (4) 10 mph	
Richmond (between Park Siding & 14th Street) 15 mph	
Richmond (moving on or crossing streets) (3) 4 mph	

DANVILLE-WASHINGTON-RICHMOND 18

- (1) Over 3 street crossings east of station.
- (2) Cherry Street must be flagged.
- (3) When crossing streets, until crossing is covered, and 14th Street must be flagged.
- (4) 14th Street (highway 33) must be flagged for all moves.

SPEED RESTRICTIONS ON CURVES

**AF TOWER AND HOLT
NO. 1 & 2 TRACKS**

Mile Location Between: Speed in M.P.H. Pass. Freight

AF Tower and Rapidan

9.1 to 11.0	45	45
14.0 to 17.0	60	55
17.0 to 18.5	50	50
18.5 to 23.5	55	50
23.5 to 28.2	50	50
28.2 to 28.7	45	45
28.7 to 30.7	50	50
30.7 to 33.0	70	—
41.8 to 42.8	65	—
56.0 to 57.0	70	—
67.0 to 69.0	40	40
69.0 to 70.0	55	50

Rapidan and Monroe

79.0 to 79.7	55	50
79.7 to 83.0	60	55
83.0 to 83.7	50	50
83.7 to 84.6	40	40
84.6 to 85.2	30	30
85.2 to 86.0	40	40
86.0 to 93.6	65	—
93.6 to 102.0	60	55
102.0 to 105.5	65	—
105.5 to 106.8	50	50
106.8 to 110.0	60	55
110.0 to 112.0	65	—
112.0 to 112.5	—	—
(No. 1 track)	20	20
(No. 2 track)	30	30
112.5 to 115.5	65	—
115.5 to 116.8	60	55
116.8 to 117.5	55	50
117.5 to 120.0	60	55
120.0 to 128.0	65	—
128.0 to 129.0	55	50
129.0 to 132.5	60	55
132.5 to 136.3	55	50
136.3 to 138.9	65	—
138.9 to 139.5	50	45
148.0 to 152.5	60	55
152.5 to 153.5	55	50
153.5 to 156.0	65	—
156.0 to 156.5	60	55
156.5 to 158.3	65	—
158.3 to 163.2	60	55
163.2 to 163.9	55	50
163.9 to 164.5	60	55
164.5 to 166.0	30	30

Monroe and Walke

166.6 to 167.0	55	50
167.0 to 168.5	65	—
168.5 to 169.5	55	50
169.5 to 170.4	50	50
170.4 to 172.5	55	50
172.5 to 173.1	45	45
173.1 to 175.0	50	50
178.0 to 178.5	60	55
178.5 to 180.0	70	—

Mile Location Between: Speed in M.P.H. Pass. Freight

Walke and Smothers

187.0 to 188.0	55	50
188.0 to 194.5	70	—
194.5 to 196.0	60	55
196.0 to 203.0	55	50
203.0 to 204.4	65	—
207.5 to 209.3	55	50
209.3 to 211.5	70	—
211.5 to 212.0	65	—

Smothers and Swann

212.0 to 214.0	70	—
214.0 to 218.9	60	55
218.9 to 219.2	50	50
219.2 to 220.0	55	50
220.0 to 222.0	60	55
222.0 to 224.5	70	—
224.5 to 227.0	60	55
227.0 to 227.5	65	—
227.5 to 234.7	70	—
234.7 to 235.0	55	50
235.0 to 236.7	40	40
236.7 to 237.5	35	35
240.0 to 241.9	50	50
241.9 to 244.8	65	—
244.8 to 245.3	60	55

Swann and Reidsville

245.3 to 245.7	60	55
245.7 to 246.3	45	45
246.3 to 248.0	60	55
248.0 to 248.3	55	50
248.3 to 251.0	60	55
251.0 to 254.0	70	—
254.0 to 254.2	65	—
254.2 to 256.0	70	—
256.0 to 256.7	50	50
256.7 to 257.7	65	—
257.7 to 259.0	60	55
259.0 to 260.0	50	50

Reidsville and Greensboro

260.0 to 260.2	60	55
260.2 to 263.0	—	—
(No. 1 track)	70	—
(No. 2 track)	60	55
263.0 to 266.0	70	—
266.0 to 267.5	65	—
267.5 to 277.5	70	—
277.5 to 280.5	65	—
280.5 to 283.5	55	50
283.5 to 284.0	20	20

Greensboro and Holt

284.0 to 290.5	65	—
293.5 to 300.0	65	—
311.5 to 316.6	70	—
316.6 to 317.0	65	—
322.0 to 322.3	70	—

HOLT AND SALISBURY

Mile Location Between: Speed in M.P.H. Pass. Freight

**Holt and Salisbury
(Southbound Track)**

327.4 to 330.0	65	—
330.0 to 332.0	60	55
332.0 to 334.0	45	45

**Holt and Salisbury
(Northbound Track)**

334.0 to 332.0	50	50
332.0 to 330.0	60	55
330.0 to 327.4	65	—

**MANASSAS AND
HARRISONBURG**

Mile Location Between: Speed in M.P.H. Pass. Freight

B- 0.0 to B- 14.5	35	—
B-14.5 to B- 15.0	30	—
B-15.0 to B- 15.9	35	—
B-15.9 to B- 18.5	30	—
B-18.5 to B- 19.7	35	—
B-19.7 to B- 19.9	30	—
B-19.9 to B- 29.5	35	—
B-29.5 to B- 35.0	30	—
B-35.0 to B- 36.8	35	—
B-36.8 to B- 37.7	30	—
B-37.7 to B- 60.0	35	—
B-60.0 to B- 61.7	30	—
B-61.7 to B- 61.8	10	—
B-61.8 to B- 62.6	30	—
B-62.6 to B- 96.5	35	—
B-96.5 to B- 99.8	30	—
B-99.8 to B-111.8	35	—

**GREENSBORO AND
GOLDSBORO**

Mile Location Between: Speed in M.P.H. Pass. Freight

Elon College and Funston

H- 21.0 to H- 21.7	45	35
H- 21.7 to H- 22.2	35	25
H- 23.6 to H- 25.2	50	40
H- 25.2 to H- 26.8	40	30
H- 26.8 to H- 27.1	45	35
H- 27.5 to H- 27.9	50	40
H- 28.0 to H- 28.2	45	35
H- 36.4 to H- 39.8	50	40
H- 39.9 to H- 40.2	45	35
H- 41.8 to H- 42.8	45	35
H- 44.9 to H- 46.6	50	40
H- 47.1 to H- 48.3	50	40

Funston and Goldsboro

H- 50.4 to H- 52.7	50	40
H- 54.1 to H- 54.2	50	40
H- 59.2 to H- 59.8	50	40
H- 64.5 to H- 64.9	50	40
H- 69.1 to H- 70.4	50	40
H- 72.7 to H- 73.0	50	40
H- 80.9 to H- 81.2	40	30
H- 83.4 to H- 84.6	45	35
H- 84.9 to H- 85.3	45	35
H- 88.1 to H- 88.9	50	40
H-124.6 to H-127.3	55	40
H-127.5 to H-129.1	25	20
H-129.1 to H-129.2	40	30

**DUNDEE AND
WEST POINT**

Mile Location Between: Speed in M.P.H. Pass. Freight

Dundee and South Boston

F- 1.8 to F- 2.0	35	—
F- 13.4 to F- 13.6	35	—
F- 15.0 to F- 15.3	35	—
F- 17.2 to F- 17.4	30	—
F- 22.9 to F- 23.1	30	—
F- 30.2 to F- 30.7	30	—

South Boston and Jetersville

F- 32.2 to F- 32.4	35	—
F- 50.2 to F- 50.4	35	—
F- 58.6 to F- 58.8	35	—
F- 68.4 to F- 69.2	35	—
F- 95.5 to F- 95.8	35	—

Jetersville and Moseley

F- 98.6 to F- 99.4	35	—
F-103.7 to F-103.9	35	—
F-105.0 to F-105.4	35	—
F-112.4 to F-112.6	35	—
F-116.9 to F-118.2	30	—

Moseley and Richmond

F-121.7 to F-122.2	35	—
F-126.2 to F-126.7	35	—
F-135.2 to F-135.3	35	—

Richmond and Fair Oaks

F-141.1 to F-141.6	15	—
F-142.0 to F-142.4	25	—

**O&H JCT. AND
HENDERSON**

Mile Location Between: Speed in M.P.H. Pass. Freight

I- 1.4 to I- 1.6	20	—
I- 1.7 to I- 2.4	15	—
I- 2.5 to I- 3.6	20	—
I-10.4 to I-10.6	20	—
I-13.0 to I-14.0	15	—

14. DIESEL UNIT RATING IN TONS OF 2000 POUNDS

BETWEEN North or Eastbound	F 7, GP 7, Alco or Other Freight Diesel		
	SD 24 SD 35 Freight Diesel Units	GP 30 GP 35 Freight Diesel Units	Alco or Other Freight Diesel Units
Spencer and Dundee	3100	2625	2100
Dundee and Hurt	2500	2125	1700
Hurt and Montview	3000	2500	2000
Montview and Monroe	3200	2750	2200
Monroe and Charlottesville	2500	2000	1600
Charlottesville and Manassas	2500	2300	1850
Manassas and Potomac Yard	2500	2175	1750
Pomona and Durham	3070	2600	2075
Durham and Selma	3000	2500	2000
Dundee and Keysville	3600	3000	2400
Keysville and Burkeville	4050	3350	2700
Burkeville and Richmond	3600	3000	2400
Richmond and West Point	3750	3100	2500
East Durham and Keysville	2850	2350	1900
Oxford and Henderson	1800	1500	1200
Selma and Pinners Point	4800	4000	3200
Harrisonburg and Strasburg	2600	2175	1750
Strasburg and Manassas	1800	1500	1200

BETWEEN South or Westbound	F 7, GP 7, Alco or Other Freight Diesel		
	SD 24 SD 35 Freight Diesel Units	GP 30 GP 35 Freight Diesel Units	Alco or Other Freight Diesel Units
Potomac Yard and Monroe	2400	1875	1500
Monroe and Montview	3200	2750	2200
Montview and Dundee	2400	2000	1600
Dundee and Pomona	2300	1875	1500
Pomona and Spencer	3000	2500	2000
Selma and Raleigh	2500	2175	1750
Raleigh and Pomona	2500	2125	1700
West Point and Richmond	3900	3250	2600
Richmond and Burkeville	3600	3000	2400
Burkeville and Keysville	3900	3250	2600
Keysville and Dundee	3600	3000	2400
Keysville and East Durham	2850	2350	1900
Henderson and Oxford	2400	2000	1600
Pinners Point and Selma	4800	4000	3200
Manassas and Markham	2250	1875	1500
Markham and Strasburg	1550	1320	1050
Strasburg and Harrisonburg	2300	1890	1550

These ratings are for single units and will be increased in proportion to the number of units in multiple service. If a unit fails, tonnage will be reduced in proportion to the number of units inoperative and an allowance of 150 tons made for each inoperative unit handled.

These ratings are based on maximum grades and can be increased over certain parts of the line when necessary. When engines will not handle their rating a report must be made to the Chief Dispatcher by Enginemen.

In making computations, less than 1,000 pounds will be dropped, 1,000 pounds will be counted a ton.

15. LOAD LIMITS AND EQUIPMENT RESTRICTIONS
(Rule 708)

The weight of engines and cars is limited as follows:

BETWEEN ALEXANDRIA AND SALISBURY
BETWEEN GREENSBORO AND GOLDSBORO

KIND	TYPE	TOTAL WEIGHT
Diesel Electric	4-4	(b) 245,000 lbs.
Diesel Electric	4-4	(a) (b) 268,000 lbs.
Diesel Electric	6-6	(a) (c) 345,000 lbs.
Diesel Electric	6-6	(a) (d) 392,000 lbs.
Diesel Electric, C. & O.	6-6	(a) (l) 416,000 lbs.
Loaded Cars	4 Wheel Trucks	220,000 lbs.
Loaded Cars	4 Wheel Trucks	(e) (f) 263,000 lbs.
Loaded Cars	6 Wheel Trucks	270,000 lbs.
Loaded Cars, C. & O.	6 Wheel Trucks	(k) 376,000 lbs.

BETWEEN MANASSAS AND HARRISONBURG
BETWEEN KEYSVILLE AND OXFORD
BETWEEN O.&H. JUNCTION AND HENDERSON

KIND	TYPE	TOTAL WEIGHT
Diesel Electric	4-4	245,000 lbs.
Diesel Electric	4-4	(a) 268,000 lbs.
Diesel Electric	6-6	(a) 392,000 lbs.
Loaded Cars	4 Wheel Trucks	220,000 lbs.
Loaded Cars	4 Wheel Trucks	(e) 251,000 lbs.
Loaded Cars	6 Wheel Trucks	270,000 lbs.

BETWEEN RICHMOND AND DUNDEE
BETWEEN PINNERS POINT AND SELMA

KIND	TYPE	TOTAL WEIGHT
Diesel Electric	4-4	245,000 lbs.
Diesel Electric	4-4	(a) 268,000 lbs.
Diesel Electric	6-6	(a) (i) 392,000 lbs.
Loaded Cars	4 Wheel Trucks	220,000 lbs.
Loaded Cars	4 Wheel Trucks	(e) 263,000 lbs.
Loaded Cars	6 Wheel Trucks	270,000 lbs.

BETWEEN RICHMOND AND PARK SIDING

KIND	TYPE	TOTAL WEIGHT
Diesel Electric	4-4	(g) 245,000 lbs.
Diesel Electric	4-4	(a) (g) 268,000 lbs.
Diesel Electric	6-6	(a) (g) 392,000 lbs.
Loaded Cars	4 Wheel Trucks	220,000 lbs.
Loaded Cars	4 Wheel Trucks	(e) 251,000 lbs.
Loaded Cars	4 Wheel Trucks	(e) (j) 263,000 lbs.
Loaded Cars	6 Wheel Trucks	270,000 lbs.

BETWEEN PARK SIDING AND WEST POINT
BETWEEN CALVERTON AND WARRENTON
BETWEEN GLENN AND CARRSBORO

KIND	TYPE	TOTAL WEIGHT
Diesel Electric	4-4	245,000 lbs.
Diesel Electric	4-4	(a) 268,000 lbs.
Loaded Cars	4 Wheel Trucks	220,000 lbs.
Loaded Cars	4 Wheel Trucks	(e) 263,000 lbs.
Loaded Cars	6 Wheel Trucks	270,000 lbs.

BETWEEN OXFORD AND EAST DURHAM

KIND	TYPE	TOTAL WEIGHT
Diesel Electric	4-4	(h) 245,000 lbs.
Diesel Electric	4-4	(a) (h) 268,000 lbs.
Loaded Cars	4 Wheel Trucks	220,000 lbs.
Loaded Cars	6 Wheel Trucks	270,000 lbs.

Diesel units permitted above may be operated coupled.

(a) Must not be operated on side and industrial tracks except where authorized.

(b) Must not exceed a speed of 10 miles per hour over old main line bridge at Altavista, Va.

(c) Cannot be operated over old main line bridge at Altavista, Va.

(d) Cannot be operated over old main line bridge at Altavista, Va. and old main line Durmid to Lynchburg, Va.

(e) Four wheel truck cars weighing not more than 251,000 or 263,000 pounds, as given above, may be operated provided their coupled length, truck wheel base and axle spacing conforms to one of Southern Railway Number 1000, 4000, 6000, or 8000 series cars. These cars must not be operated over open deck trestles in side or industrial tracks except where authorized.

(f) Cannot be operated over old main line bridge at Altavista, Va., without special spacing and handling. Restrict speed at Florida Ave. Underpass, Mile 174.1, Old Main Line, Lynchburg, Va. to 15 MPH when coupled to any car weighing more than 220,000 lbs.

(g) SD-35 and SD-24 diesel units must not be handled over either track under Main Street Overhead Bridge, Richmond (Mile F-141.1) account insufficient clearance. For the same reason, all other road type diesel units must not be handled over the side track under this overhead bridge.

(h) Diesel units weighing in excess of 200,000 pounds must not be operated coupled over Neuse River Bridge, (Mile D-76.5).

(i) 6-6 diesel freight units (Class SD-24) must not be handled or operated in excess of 10 MPH over Chowan River Trestle, Tunis, N. C. (Mile B-186.7), and N. & W. (Virginian) Railway Underpass, Suffolk, Virginia (Mile B-217.5).

(j) Four wheel truck cars weighing over 251,000 pounds, but not exceeding 263,000 pounds, and conforming to one of Southern Railway Number 1000, 4000, 6000 or 8000 series cars may be operated, but must be spaced with one 177,000 pound maximum car at each end over James River Bridge, Richmond, (Mile F-139.8).

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

(l) Can be handled between AF Tower and Orange.

DERRICKS

(A) General Restrictions

1. Derricks must not be operated coupled to engine or cars weighing more than 90,000 lbs.
2. Derricks must not be operated over structures on industrial tracks except with specific authority.
3. Derrick speed shall not exceed the smallest of the following:
 - a. Authorized freight train speed.
 - b. Derricks D-1 thru D-6, 50 MPH
Derrick D-71, D-73, D-65, D-66 and D-37, 30 MPH.
Derrick D-40, 20 MPH.
All other derricks, 25 MPH.
 - c. Speed, if any, given below for line or bridge derrick is being operated over.

(B) Special Restrictions

- Group 1. D-1 thru D-6.....(250 ton)
- Group 2. D-70 thru D-74, D-5988, D-5989, D-6471... (150 ton)
- Group 3. D-65 thru D-69.....(150 ton)
D-5991, D-41, D-5990.....(120 ton)
- Group 4. D-37, D-40.....(120 ton)
D-5994, D-6470 and D-8590.....(100 ton)

Alexandria to Salisbury:
No special restrictions.

Manassas to Harrisonburg:
Mile B-51.0, South Shenandoah River—Groups 1 and 2, 10 MPH.
Mile B-68.2, Waterway—Group 1, 10 MPH.

Calverton to Warrenton:
No special restrictions.

Greensboro to Goldsboro:
Mile H-95.2, Highway Underpass—10 MPH.

Glenn to Carrboro:
15 MPH.

Old Main Line—Lynchburg, Va.:
Mile 174.0 (O.L.), Florida Avenue—10 MPH.

Old Main Line—Altavista, Va.:
Mile 196.0 (O.L.), Staunton River—Groups 1 and 2 cannot be operated over this bridge.

Old Main Line—Danville, Va.:
Mile 235.2, Dan River—Group 1 cannot be operated over this bridge.

Dundee to West Point:
Mile F-49.5, Staunton River—15 MPH.
Mile F-50.1, Staunton River Low Ground No. 2—Group 1, 15 MPH.
Mile F-139.8, James River—Groups 1 and 2 cannot be operated over this bridge; Groups 3 and 4, 10 MPH.

Keysville to East Durham:
Mile D-76.6, Neuse River—Groups 1 and 2 cannot be operated over this bridge; Groups 3 and 4, 10 MPH.
Mile D-81.8, Highway Underpass—Group 1, 15 MPH.

Oxford to Henderson:
No additional restrictions.

LOCOMOTIVE CRANES

LC-35 may be operated over all main line tracks on entire division at a speed not exceeding 25 MPH.

LC-34 may be operated over all main line tracks on entire division at a speed not exceeding 25 MPH, but must not be operated over side or industrial tracks containing structures unless authorized. Must not be operated on Keysville—East Durham Line unless authorized.

SCALE TEST CARS

Scale test cars must be handled next ahead of caboose, are not to be coupled to cars which exceed 50 feet in length and at a speed not to exceed 25 MPH. These cars, where practicable, are to be handled in local freight trains only. They are to be handled only when authorized by the chief dispatcher in accordance with Operating Rule 109.

16. PASSENGER TRAIN NOTES

WHEN NECESSARY, PASSENGER TRAINS WILL WAIT FOR CONNECTIONS AS INDICATED BELOW. INSTRUCTIONS WILL BE ISSUED IN CASES OF UNUSUAL CONDITIONS.

Train No.	Wait At	For		Time	
35	Washington	P.R.R.	141	Indefinitely	
37	Washington	P.R.R.	149	Indefinitely	
47	Washington	P.R.R.	173	Indefinitely	
29	Washington	P.R.R.	155	1 hour	
41	Washington	P.R.R.	155	1 hour	
18	Lynchburg	N. & W.	18	Indefinitely	
34	Greensboro	Ashe. Div.	22	20 minutes	Note
42	Lynchburg	N. & W.	42	Indefinitely	
38	Greensboro	Ashe. Div.	16	Indefinitely	

Note—When Revenue Passengers are reported.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Catlett (Mile 44.0).....	No. 36
Brandy Station (Mile 61.5).....	No. 36
Mitchell (Mile 74.4).....	No. 36
Rapidan (Mile 79.1).....	No. 36
Montpelier (Mile 88.3).....	No. 36
Somerset (Mile 91.5).....	No. 36
Barboursville (Mile 95.8).....	No. 36
Proffit (Mile 105.7).....	No. 36
North Garden (Mile 123.1).....	No. 36
Faber (Mile 132.4).....	No. 36
Rockfish (Mile 134.8).....	No. 36
Elma (Mile 138.8).....	No. 36
Shipman (Mile 142.1).....	No. 36
Arrington (Mile 146.7).....	No. 36
Tye River (Mile 149.9).....	No. 36
Amherst (Mile 158.0).....	No. 36
Sweet Briar (Mile 160.0).....	No. 36 and note
Evington (Mile 186.8).....	Nos. 35 and 36

Note—Conditional stops will be made at Sweet Briar by No. 35, note (e), and No. 37, note (n).

17. CONDITIONAL STOPS

The following additional signs when placed before the figures of the schedule indicate:

- (b) Discharge revenue passengers.
- (e) Receive or discharge revenue passengers to or from Alexandria and beyond.
- (g) Receive or discharge revenue passengers to or from Lynchburg and beyond.
- (j) Receive or discharge revenue passengers to or from Charlottesville and beyond.
- (m) Receive revenue passengers for Alexandria, Washington, and beyond, and discharge passengers from south of Charlotte.
- (n) Discharge revenue passengers from Charlottesville and beyond on Sundays only.
- (q) Discharge revenue passengers from Alexandria and beyond.
- (r) Regular stop Sundays only.
- (t) Discharge revenue passengers from Danville and beyond, and receive revenue passengers for Salisbury and beyond.
- (u) Receive or discharge revenue passengers to or from Washington and beyond, and discharge revenue passengers from Greensboro and beyond.
- (y) Discharge revenue passengers from Charlottesville and beyond, and receive revenue passengers for Winston-Salem and beyond.

DIVISION OFFICERS

D. A. Gore, Supt. of Terminals	Salisbury, N. C.
C. E. Shealy, Trainmaster	Greensboro, N. C.
R. E. Price, Trainmaster	Greensboro, N. C.
G. E. Anderson, Trainmaster	Danville, Va.
N. S. Baxter, Jr., Trainmaster	Lynchburg, Va.
C. O. Daniel, Trainmaster	Alexandria, Va.
F. D. Terry, Trainmaster	Strasburg, Va.
J. K. Daniel, Trainmaster	Richmond, Va.
R. Kynerd, Terminal Trainmaster	Spencer, N. C.
T. M. Meadows, Jr., Terminal Trainmaster	Spencer, N. C.
J. L. Gurkin, Terminal Trainmaster	Greensboro, N. C.
W. Riggs, Terminal Trainmaster	Lynchburg, Va.
J. E. Greene, Division Engineer	Greensboro, N. C.
G. D. Taylor, Asst. Division Engineer	Alexandria, Va.
P. B. Powell, Chief Dispatcher	Greensboro, N. C.
H. E. Warren, Sys-Gen. Rd. Fmn. Engines	Atlanta, Ga.
T. R. Burdette, Road Foreman Engines	Spencer, N. C.
A. B. Dinkins, Road Foreman Engines	Spencer, N. C.
E. L. Mathis, Road Foreman Engines	Spencer, N. C.
H. K. Chatham, Road Foreman Engines	Spencer, N. C.
F. F. Smith, Road Foreman Engines	Spencer, N. C.
L. E. McPheron, Road Foreman Engines	Monroe, Va.
C. C. Green, Road Foreman Engines	Greensboro, N. C.
T. N. Woodson, Road Foreman Engines	Alexandria, Va.
W. L. Johnson, Road Foreman Engines	Alexandria, Va.
J. V. Webb, Gen. Yardmaster	Richmond, Va.
W. E. Curlee, Gen. Yardmaster	Danville, Va.
R. C. Cecil, General Yardmaster	Spencer, N. C.
W. H. Duncan, General Yardmaster	Greensboro, N. C.

LOCAL SURGEONS

A. J. Mourot, Surgeon	Alexandria, Va.
Alfred Abramson, Asst. Surgeon	Alexandria, Va.
C. L. Fifer, Surgeon	Alexandria, Va.
Paul Kent, Surgeon	Altavista, Va.
J. T. O'Neal, Surgeon	Amelia, Va.
S. R. Arnold, Surgeon	Amherst, Va.
J. R. Deem, Surgeon	Burkeville, Va.
G. L. Carrington, Surgeon	Burlington, N. C.
H. B. Kernodle, Asst. Surgeon	Burlington, N. C.
D. R. Kernodle, Oculist	Burlington, N. C.
F. D. Daniel, Asst. Surgeon	Charlottesville, Va.
R. C. Shrum, Asst. Surgeon	Charlottesville, Va.
F. J. Crigler, Oculist	Charlottesville, Va.
M. K. Humphres, Oculist	Charlottesville, Va.
C. J. Frankel, Orthopedist	Charlottesville, Va.
W. G. Crutchfield, Neurosurgeon	Charlottesville, Va.
H. H. Braxton, Surgeon	Chase City, Va.
G. V. Thompson, Surgeon	Chatham, Va.
J. D. Hagood, Surgeon	Clover, Va.
W. C. Hagood, Asst. Surgeon	Clover, Va.
O. K. Burnette, Surgeon	Culpeper, Va.
H. R. Bourne, Surgeon	Danville, Va.
Drake Pritchett, Asst. Surgeon	Danville, Va.
M. H. Watson, Oculist	Danville, Va.
B. H. Byerly, Asst. Oculist	Danville, Va.
R. E. Musgrave, Orthopedist	Danville, Va.
H. O. Sieker, Surgeon (Internist)	Durham, N. C.
Hunter Sweaney, Surgeon	Durham, N. C.
E. V. Grace, Oculist	Durham, N. C.
L. D. Baker, Orthopedist	Durham, N. C.
G. L. Odom, Cons. Neurosurgeon	Durham, N. C.
J. L. Goldner, Asst. Surgeon	Durham, N. C.
R. B. Hargrove, Jr., Surgeon	Farmville, Va.
H. B. Holsinger, Asst. Surgeon	Farmville, Va.
W. E. Lynn, Surgeon	Front Royal, Va.
W. H. Miller, Surgeon	Goldsboro, N. C.
G. R. Benton, Asst. Surgeon	Goldsboro, N. C.
R. N. Harden, Surgeon	Greensboro, N. C.
E. W. Vaughan, Asst. Surgeon	Greensboro, N. C.
W. R. Deaton, Jr., Asst. Surgeon	Greensboro, N. C.
R. L. Phillips, Neurosurgeon	Greensboro, N. C.
A. B. Coggeshall, Asst. Surgeon	Greensboro, N. C.
W. D. Wright, Asst. Surgeon (Orthopedist)	Greensboro, N. C.
S. R. Taylor, Oculist	Greensboro, N. C.
J. E. Prefontaine, Oculist	Greensboro, N. C.

Ignacio Bird, Radiologist	Greensboro, N. C.
C. S. Armentrout, Surgeon	Harrisonburg, Va.
J. E. Gardner, Asst. Surgeon	Harrisonburg, Va.
H. G. Preston, Oculist	Harrisonburg, Va.
H. L. Brockman, Surgeon	High Point, N. C.
E. W. Schafer, Orthopedist	High Point, N. C.
J. L. Brockman, Asst. Surgeon	High Point, N. C.
J. A. Johnson, Neurosurgeon	High Point, N. C.
R. D. Ailsworth, Jr., Surgeon	Keysville, Va.
E. J. Cathell, Surgeon	Lexington, N. C.
J. D. Redwine, Asst. Surgeon	Lexington, N. C.
J. H. Gamble, Surgeon	Lovingsston, Va.
L. R. O'Brian, Jr., Surgeon	Lynchburg, Va.
L. F. Somers, Asst. Surgeon	Lynchburg, Va.
J. B. Gorman, Otolaryngologist	Lynchburg, Va.
P. H. Lee, Asst. Oculist	Lynchburg, Va.
R. A. W. Latimer, Asst. Surgeon	Manassas, Va.
J. G. Ringler, Asst. Surgeon	Manassas, Va.
H. M. Richardson, Surgeon	Midlothian, Va.
R. L. Payne, Jr., Surgeon	Norfolk, Va.
R. L. Payne, Sr., Cons. Surgeon	Norfolk, Va.
C. C. Cooley, Oculist	Norfolk, Va.
F. G. Scott, Jr., Surgeon	Orange, Va.
J. D. Middlemas, Asst. Surgeon	Orange, Va.
W. L. Taylor, Surgeon	Oxford, N. C.
J. C. Elliott, Asst. Surgeon	Oxford, N. C.
Russell Smith, Surgeon	Piney River, Va.
P. W. Robinett, Surgeon	Portsmouth, Va.
E. A. Barham, Jr., Asst. Surgeon	Portsmouth, Va.
W. C. Robertson, Oculist	Portsmouth, Va.
Alex Webb, Surgeon	Raleigh, N. C.
L. G. Sinclair, Asst. Surgeon	Raleigh, N. C.
R. I. Wall, Oculist	Raleigh, N. C.
D. D. King, Surgeon	Reidsville, N. C.
L. H. Apperson, Surgeon	Richmond, Va.
Carrington Williams, Sr., Surgeon	Richmond, Va.
C. Williams, Jr., Asst. Surgeon	Richmond, Va.
B. F. Wittkamp, Asst. Surgeon (Internist)	Richmond, Va.
N. H. Turner, Oculist	Richmond, Va.
G. H. Snead, Asst. Oculist	Richmond, Va.
J. T. Tucker, Cons. Orthopedist	Richmond, Va.
F. B. Marsh, Surgeon	Salisbury, N. C.
T. G. Thurston, Radiologist	Salisbury, N. C.
E. B. McKenzie, Surgeon	Salisbury, N. C.
K. E. Black, Surgeon	Salisbury, N. C.
R. A. Agner, Jr., Asst. Surgeon (Internist)	Salisbury, N. C.
Frank McCutchan, Oculist	Salisbury, N. C.
F. B. Cooper, Asst. Oculist	Salisbury, N. C.
W. H. Lassiter, Surgeon	Smithfield, N. C.
V. A. Davidian, Surgeon	Smithfield, N. C.
W. L. Eastlack, Surgeon	South Boston, Va.
W. R. Watkins, Asst. Surgeon	South Boston, Va.
J. L. Smith, Surgeon	Spencer, N. C.
J. M. Winkfield, Surgeon	Strasburg, Va.
S. C. York, Jr., Asst. Surgeon	Thomasville, N. C.
J. L. Dellinger, Surgeon	Warrenton, Va.
J. R. Young, Surgeon	Washington, D. C.
R. J. Coffey, Surgeon	Washington, D. C.
L. T. Peterson, Cons. Orthopedist	Washington, D. C.
L. C. Moss, Oculist	Washington, D. C.
Hill Carter, Asst. Surgeon	Washington, D. C.
J. E. Wissler, Cons. Roentgenologist	Washington, D. C.
R. H. Barter, Asst. Surgeon (Gynecologist)	Washington, D. C.
M. H. Harris, Surgeon	West Point, Va.
H. W. Miller, Jr., Surgeon	Woodstock, Va.

HOSPITALS

Alexandria Hospital	Alexandria, Va.
Martha Jefferson Hospital	Charlottesville, Va.
University of Virginia Hospital	Charlottesville, Va.
Memorial Hospital	Danville, Va.
Duke Medical Center	Durham, N. C.
Watts Hospital	Durham, N. C.
Lincoln Hospital	Durham, N. C.
Southside Community Hospital	Farmville, Va.
Goldsboro Hospital	Goldsboro, N. C.
Wesley Long Hospital	Greensboro, N. C.
L. Richardson Memorial	Greensboro, N. C.
Memorial Hospital	High Point, N. C.

DANVILLE-WASHINGTON-RICHMOND 22

HOSPITALS (continued):

Lynchburg City Hospital	Lynchburg, Va.
Norfolk General Hospital	Norfolk, Va.
St. Vincent Hospital	Norfolk, Va.
Portsmouth General Hospital	Portsmouth, Va.
Rex Hospital	Raleigh, N. C.
St. Agnes	Raleigh, N. C.
Medical College of Va. Hospital	Richmond, Va.
Retreat for the Sick	Richmond, Va.
Richmond Memorial Hospital	Richmond, Va.
Rowan Memorial Hospital	Salisbury, N. C.
Providence Hospital	Washington, D. C.
Casualty Hospital	Washington, D. C.

VETERINARIANS

P. M. Abernathy	Burlington, N. C.
P. M. Graves	Culpeper, Va.
H. D. Tinsley	Danville, Va.
G. C. Monroe	Greensboro, N. C.
M. C. Robbins	Manassas, Va.
F. B. Coates	Reidsville, N. C.
E. M. J. Hose	Richmond, Va.
C. E. Miller	Strasburg, Va.
R. E. Ferneyhough	Warrenton, Va.

WATCH INSPECTORS

Castelberg's	Alexandria, Va.
Keller & George	Charlottesville, Va.
Hodnett Spear Co.	Danville, Va.
Ferrell's Watch Hospital	Durham, N. C.
Thompson Watch Repair Service	Greensboro, N. C.
Neese's Jewelry Co.	Greensboro, N. C.
Perkinson's, Inc.	High Point, N. C.
Bowen Jewelry Co.	Lynchburg, Va.
D. P. Paul Co.	Norfolk, Va.
R. W. Chapman & Co.	Portsmouth, Va.
Jeffries Jewelry Co.	Raleigh, N. C.
J. T. Allen & Co.	Richmond, Va.
Virginia Jewelry Store (Assistants)	So. Richmond, Va.
Mose Gosney	Salisbury, N. C.
Langley's Jewelers	Selma, N. C.
A. R. Via	South Boston, Va.
C. E. Kneeburg	Spencer, N. C.
C. E. Bucklew	Strasburg, Va.

ASSIGNMENTS OF AGENTS AND OPERATORS

STATION	WEEK DAY	SATURDAY	SUNDAY
Fairfax	7:30 A.M. to 4:30 P.M.	Closed	Closed
Manassas	8:00 A.M. to 5:00 P.M.	Same	Closed
Calverton	8:00 A.M. to 5:00 P.M.	Closed	Closed
Remington	8:00 A.M. to 5:00 P.M.	Closed	Closed
Culpeper	8:00 A.M. to 5:00 P.M.	Same	Closed
Rapidan	8:00 A.M. to 5:00 P.M.	Closed	Closed
Orange	7:30 A.M. to 4:30 P.M.	Same	Closed
Montpelier	8:00 A.M. to 5:00 P.M.	Closed	Closed
Somerset	7:30 A.M. to 4:30 P.M.	Closed	Closed
Charlottesville	7:00 A.M. to 5:00 P.M.	Same	Closed
Red Hill	8:00 A.M. to 5:00 P.M.	Closed	Closed
North Garden	8:00 A.M. to 5:00 P.M.	Closed	Closed
Faber	8:00 A.M. to 5:00 P.M.	Closed	Closed
Arrington	8:00 A.M. to 5:00 P.M.	Closed	Closed
Tye River	8:00 A.M. to 4:00 P.M.	Closed	Closed
Amherst	7:30 A.M. to 4:30 P.M.	Closed	Closed
Sweetbriar	8:00 A.M. to 5:00 P.M.	Closed	Closed
Monroe	8:00 A.M. to 5:00 P.M.	Closed	Closed
Altavista	8:30 A.M. to 4:30 P.M.	Same	Same
	6:45 P.M. to 2:45 A.M.	Same	Same
Gretna	7:45 A.M. to 4:45 P.M.	Closed	Closed
Chatham	8:00 A.M. to 5:00 P.M.	Closed	Closed
Dry Fork	7:45 A.M. to 4:45 P.M.	Closed	Closed
Danville	6:00 A.M. to 2:00 P.M.	Same	Same
	6:00 P.M. to 2:00 A.M.	Same	Same
Reidsville	8:00 A.M. to 5:00 P.M.	Closed	Closed
Jamestown	8:00 A.M. to 5:00 P.M.	Closed	Closed

ASSIGNMENT OF AGENTS AND OPERATORS (continued):

STATION	WEEK DAY	SATURDAY	SUNDAY
Thomasville	8:00 A.M. to 5:00 P.M.	Same	Closed
Lexington	8:00 A.M. to 5:00 P.M.	Same	Closed
Linwood	8:00 A.M. to 5:00 P.M.	Closed	Closed
Salisbury	Continuous	Continuous	
Warrenton	8:00 A.M. to 5:00 P.M.	Closed	Closed
Gainesville	7:30 A.M. to 4:30 P.M.	Closed	Closed
The Plains	8:00 A.M. to 5:00 P.M.	Closed	Closed
Marshall	7:30 A.M. to 4:30 P.M.	Closed	Closed
Rectortown	8:00 A.M. to 5:00 P.M.	Closed	Closed
Front Royal	8:00 A.M. to 5:00 P.M.	Closed	Closed
Strasburg	7:30 A.M. to 4:30 P.M.	Closed	Closed
Woodstock	8:00 A.M. to 5:00 P.M.	Closed	Closed
Edinburg	8:00 A.M. to 5:00 P.M.	Closed	Closed
Mt. Jackson	8:00 A.M. to 5:00 P.M.	Closed	Closed
Timberville	8:00 A.M. to 5:00 P.M.	Closed	Closed
Broadway	8:00 A.M. to 5:00 P.M.	Closed	Closed
Harrisonburg	8:00 A.M. to 5:00 P.M.	Closed	Closed
Gibsonville	7:00 A.M. to 4:00 P.M.	Closed	Closed
Burlington	8:00 A.M. to 5:00 P.M.	Same	Closed
Graham	7:45 A.M. to 4:45 P.M.	Closed	Closed
Mebane	7:00 A.M. to 4:00 P.M.	Closed	Closed
Hillsborough	7:00 A.M. to 4:00 P.M.	Closed	Closed
Cary	7:00 A.M. to 4:00 P.M.	Closed	Closed
Garner	8:00 A.M. to 5:00 P.M.	Closed	Closed
Clayton	8:00 A.M. to 5:00 P.M.	Closed	Closed
Selma	8:00 A.M. to 7:00 P.M.	Same	Same
	9:00 P.M. to 6:00 A.M.	Same	Same
Pine Level	8:00 A.M. to 5:00 P.M.	Closed	Closed
Goldsboro	8:00 A.M. to 5:00 P.M.	Same	Closed
Princeton	8:00 A.M. to 5:00 P.M.	Closed	Closed
Carrboro	8:00 A.M. to 5:00 P.M.	Closed	Closed
Ringgold	8:00 A.M. to 5:00 P.M.	Closed	Closed
South Boston	8:00 A.M. to 5:00 P.M.	Closed	Closed
Drakes Branch	8:00 A.M. to 5:00 P.M.	Closed	Closed
Keysville	8:00 A.M. to 5:00 P.M.	Closed	Closed
Green Bay	8:00 A.M. to 5:00 P.M.	Closed	Closed
Burkeville	8:00 P.M. to 5:00 A.M.	Closed	Closed
Jetersville	8:00 A.M. to 5:00 P.M.	Closed	Closed
Amelia	8:00 A.M. to 5:00 P.M.	Closed	Closed
Dorset	8:00 A.M. to 5:00 P.M.	Closed	Closed
Moseley	8:00 A.M. to 5:00 P.M.	Closed	Closed
West Point	8:00 A.M. to 5:00 P.M.	Same	Closed
Chase City	8:00 A.M. to 5:00 P.M.	Closed	Closed
Clarksville	8:00 A.M. to 5:00 P.M.	Closed	Closed
Oxford	8:00 A.M. to 5:00 P.M.	Same	Closed
Henderson	8:00 A.M. to 5:00 P.M.	Same	Closed

BUSINESS TRACKS AND STATIONS NOT SHOWN IN STATION COLUMNS

Between Alexandria and Monroe

Name	Mile Location	Station Number	Capacity	Open End
Ballast Pit	14.9	15	35	South
Springfield	15.1	15	7	South
J&W Lumber Co.	15.3	15	15	North
Crestwood	15.6	20	20	Both
Ravensworth	18.2	18	12	South
Sideburn	22.1	22	3	North
Nokesville	39.4	39	20	North
Catlett	44.0	44	10	South
Midland	50.0	50	6	North
W. Va. Pulp & Paper Co.	51.3	52	16	North
Bealton	52.8	53	10	North
Elkwood	59.2	59	10	North
Brandy Station	61.5	62	11	South
Inlet	64.4	64	8	South
Declare	68.9	69	4	South
Winston	71.9	72	16	South
Mitchell	74.4	74	14	North
Rapidan	79.1	79	10	North
Montpelier	88.3	89	10	South
Somerset	91.5	91	15	North
Barboursville	95.8	96	37	Both
Burnley	99.2	99	13	South

Name	Mile Location	Station Number	Capacity	Open End
Proffit	105.7	106	20	South
Emerson	118.7	118	8	South
North Garden	123.1	123	24	Both
Covesville	128.1	128	15	South
Faber	132.4	132	9	North
Rockfish	134.8	135	28	North
Elma	138.8	140	0	0
Shipman	142.1	142	50	Both
Arrington	146.7	147	30	South
Tye River	149.9	150	45	South
Amherst	158.0	158	39	Both
Sweet Briar	160.0	160	7	North
Coolwell	162.1	162	6	South

Between Monroe and Spencer

Montrose	167.3	167	6	South
Dillard	168.8	169	Lead	South
City Farm	178.5	178	8	South
Montague-Betts	178.6	179	9	South
Lawyers	180.7	181		
Evington	186.8	187	8	North
Clarion	193.1	193	7	South
Motley	200.3	200	10	South
Sycamore	203.2	203	2	North
W. Va. Pulp & Paper Co.	220.1	220	18	North
Dry Fork	222.9	223	10	North
White Oak	225.8	226	125	Both
Blairs	228.4	228	16	North
Star Paper Tube Co.	229.0	229	12	South
Corning Glass Co.	241.3	241	5	North
Shelton	242.0	242	45	Both
Pelham	244.0	244	5	North
Ruffin	250.7	251	17	North
Pennrington	257.7	258	5 Tracks	Both
Sylvania Electric	261.6	262	18	North
Benaja	268.8	269	8	North
Brown Summit	272.0	272	30	North
Hill Top	290.5	290	5	North
Jamestown	294.2	294	40	South
Linwood	323.0	323	46	Both

Between Manassas and Harrisonburg

Graham	B- 3.0	B -36	40	Both
Wellington	B- 5.8	B -39	8	East
White Cut	B- 46.3	B -79	3	West
Happy Creek	B- 48.2	B -81	4	West
Waterlick	B- 56.7	B -90	3	West
Fishers Hill	B- 63.8	B -97	8	East
Bowman Cannery	B- 84.4	B-117	24	Both
Zigler	B- 98.2	B-131	25	Both
Daphna	B-102.6	B-136	20	Both
Zirkle	B-108.7	B-142	3	East
Jamison	B-110.4	B-143	3	East

Between Greensboro and Goldsboro

South Oil Co.	H- 6.0	H- 6	4	East
Superior Stone Co.	H-10.5	H-10	75	West
Oak Cartons	H-16.2	H-17	10	East
Levin Bros., Inc.	H-18.3	H-18	25	West
Glen Raven	H-19.2	H-19	5	West
Pyrofax Gas	H-30	H-31	2	East
Walton Lumber	H-33.3	H-33	3	East
Miles	H-34.1	H-34	5	East
W. B. Perry	H-34.6	H-35	7	East
Occonechee	H-41.3	H-41	7	West
IBM	H-61.5	H-62	8	West
Unit Structures, Inc.	H-66.8	H-67	25	West
Ready Mixed Conc. Co.	H-73.6	H-74	6	East
Burke-Goldston Lbr. Co.	H-76.6	H-76	4	East
N.C. State Highway Dept.	H-77.0	H-77	12	East
Gregory-Poole Equip. Co.	H-77.1	H-77	3	East
G. C. Norris	H-77.2	H-77	5	East
Method	H-77.9	H-78	7	East

Name	Mile Location	Station Number	Capacity	Open End
Dillard Paper Co.	H-78.1	H-78	7	East
Bagwell	H-85.1	H-85	6	West
Wyatt Quarles	H-85.6	H-86	15	West
Gurley Milling Co.	H-119.6	H-119	12	East
C. P. & L. Co.	H-125.6	H-126	Lead	East
Asylum	H-126.6	H-127	Lead	East

Between Glenn and Carrboro

Blackwood	J-4.0	J-4	4	North
Eubank	J-5.4	J-5	4	North

Between Dundee and West Point

Pace	F-18.3	F- 18	6	North
US Plywood Corp.	F-32.5	F- 32	30	South
Randolph	F-50.3	F- 50	6	South
Mossingford	F-56.2	F- 56	7	South
Virso	F-72.8	F- 73	10	South
Horlander & Crafton	F-74.6	F- 74	4	South
Jennings Ordinary	F-90.3	F- 90	7	North
Chesapeake Corp.	F-99.8	F-100	20	North
Maplewood	F-100.0	F-100	6	North
Winterham	F-106.8	F-107	6	North
Dodamead	F-125.4	F-125	9	North
Midlothian	F-127.0	F-127	10	South
Robious	F-129.3	F-129	7	North
Manbur	F-145.5	F-145	12	South
Quinton	F-155.7	F-156	15	North
Tunstall	F-160.2	F-160	12	Both
Sweet Hall	F-171.4	F-171	32	Both

Between East Durham and Keysville

Drol	D-15.6	D-16	6	North
Pacific Mills	D-33.8	D-34	100-Lead & Wye	

Between Oxford and Henderson

Huntsboro	I-5.0	I-5	2	East
Dabney	I-7.8	I-8	1	West
Perfect Packed Products	I-11.5	I-12	12	West

LOCATION OF TELEPHONES IN ADDITION TO THOSE INDICATED IN STATION COLUMNS

Greensboro-Goldsboro

H-4.0	H-78.0	H-125.0	H-127.8
H-10.0			

Dundee-Richmond

F-18.3	F-56.2	F-100.6	F-127.0
F-26.4	F-72.8	F-112.9	F-129.3
F-50.3	F-90.3	F-122.4	F-135.2

Manassas-Harrisonburg

B-3.0	B-50.0	B-62.5	B-97.5
B-8.8	B-50.9	B-63.1	B-106.0
B-38.0	B-61.1	B-73.3	B-111.7
B-43.0			

TABLE FOR DETERMINING TRAIN SPEED

Sec. per Mile	Miles per Hour	Sec. per Mile	Miles per Hour	Sec. per Mile	Miles per Hour	Sec. per Mile	Miles per Hour
45	80.0	57	63.2	69	52.2	92	39.1
46	78.3	58	62.1	70	51.4	94	38.3
47	76.6	59	61.0	72	50.0	96	37.5
48	75.0	60	60.0	74	48.6	98	36.7
49	73.5	61	59.0	76	47.4	100	36.0
50	72.0	62	58.1	78	46.2	105	34.3
51	70.6	63	57.1	80	45.0	110	32.7
52	69.2	64	56.2	82	43.9	120	30.0
53	67.9	65	55.4	84	42.9	144	25.0
54	66.7	66	54.5	86	41.9	180	20.0
55	65.5	67	53.7	88	40.9	240	15.0
56	64.3	68	52.9	90	40.0	360	10.0