V

UNITED STATES RAILROAD ADMINISTRATION

W. G. McADOO, DIRECTOR GENERAL OF RAILROADS

CHESAPEAKE AND OHIO RAILROAD

EASTERN GENERAL DIVISION

CLIFTON FORGE AND GREENBRIER DIVISIONS

Time Table No. 107

TO TAKE EFFECT AT 6.00 A. M. (EASTERN TIME),

Sunday, November 17, 1918

BOOK OF RULES DATED JANUARY 1, 1899, GOVERNS THE RIGHTS OF TRAINS

DESTROY ALL TIME TABLES OF PREVIOUS DATE.

Read the Instructions.

For information of employes only—not intended for the information of the public, and not an advertisement of the time of trains. The right is reserved to vary time of trains without notice.

Trains run on Eastern (75th Meridian) Standard Time.

J. P. STEVENS,	W. L. BOOTH,	C. C. WALKER,	A. T. LOWMASTER,	J. R. CARY,	J. A. GLEASON,	J. W. HAYNES,
General Manager	Sup't Transportation	Ass't Sup't Transp'n	Ass't Sup't Transp'n	Gen'l Superintendent	Superintendent Clifton Forge Div.	Superintendent Greenbrier Div.

MITCHELL & HOTCHKISS PRINT, RICHMOND, VA

CLIFTON FORGE DIVISION

WESTWARD

MOUNTAIN DISTRICT

FOURTH CLASS.		SECOND CLASS.			FIRST CLASS				TIME TABLE NO. 107. In Effect Sunday, Nov. 17, 1918. STATIONS	Distance from Charlottesville.	Calls	Hours Open
49	55	19	7	1	5	45	3	43				
Lv. Daily. Ex. Sunday.	Lv. Daily. Ex. Sunday	Lv. Daily.	Lv. Daily. Ex. Sunday.	Lv. Daily.	Lv. Daily.	Lv. Daily.	Lv. Daily.	Lv. Daily.				
7 00 am		12 20 pm	7 45 am	2 00 am	5 30 pm	4 40 pm	1 50 am	1 10 am	CHARLOTTESVILLE	.0	MO	Continuous
									.9			
7 05		12 25 pm	s 7 50	s 2 10	s 5 35	s 4 45	s 1 55	s 1 15	Charlottesville (Union Station)	.9	JC	Continuous
									6.6			
7 30			f 8 05	2 27	5 50	s 5 00	2 08	1 27	Ivy	7.5	VY	Continuous
									3.0			
8 11 7			f 8 11 49	2 35	5 56	f 5 06	2 13	1 33	T Mechum's River	10.5	MR	8.00 a. m. to 5.00 p. m.
									2.9			
8 48 96			f 8 18	2 42	6 02	f 5 13	2 18	1 39	Crozet	13.4	ZX	10.30 a. m. to 6.30 p. m. 8.30 p. m. to 4.30 a. m.
									4.6			
9 12			f 8 31 96	2 53	6 13 8	s 5 26	2 29	1 51	T Greenwood	18.0	DW	Continuous
									4.5			
9 42			f 8 44	3 04	6 23	f 5 39	2 39	2 03	T Afton	22.5	AF	Continuous
									3.9			
10 06 44	7 00 am		s 8 56	s 3 15 42 3 34 92	s 6 36	s 5 51 8	s 2 51 98	s 2 15 98	T Basic	26.4	BS	Continuous
									.7			
10 30 am	7 05		s 9 00	3 38	6 39 92	s 5 55	2 53	2 17	Waynesboro	27.1	WN	8.40 a. m. to 5.40 p. m.
									5.0			
	7 30 96		f 9 11	3 48	6 48	f 6 06 92	3 03 42	2 26	Fishersville	32.1	FR	Continuous.
									4.0			
	7 42		f 9 19	3 58	6 56	6 14	3 13 2	2 33	Brand	36.1	BR	10.00 p. m. to 7.00 a. m.
									3.4			
	8 00		s 9 30 44	s 4 21	s 7 07	s 6 25	s 3 23	s 2 43 42	T Staunton	39.5	HD	Continuous
									3.3			
	8 19		9 39	4 30	7 15	6 33	3 30	2 55 2	LaGrange	42.8	GA	1.30 a. m. to 10.30 a. m.
									4.6			
	8 40		f 9 50	4 42	7 24	f 6 43	3 39	3 07	Swoope	47.4	WO	8.00 a. m. to 5.00 p. m.
									1.7			
	9 04 44		f 9 56	4 50	7 28	f 6 47	3 43	3 11	Christian	49.1	CF	8.30 a. m. to 5.30 p. m.
									3.5			
	9 20		f 10 07 4	5 02	7 35	f 6 55	3 52	3 22	T North Mountain	52.6	MJ	7.00 p. m. to 4.00 a. m.
									3.8			
	9 30		f 10 20	5 13	7 42	f 7 03	4 00	3 30	Ferrol	56.4		
									1.8			
	9 56 4 10 26 7		f 10 26 55	5 20	7 46 6	f 7 07	4 04	3 34	Augusta Springs	58.2	FX	8.15 a. m. to 5.15 p. m.
									3.3			
	10 50		f 10 35	5 30	7 51	f 7 15	4 11	3 42	T Fordwick	61.5		
									.9			
	11 00 56		s 10 39 56	5 35 96	7 53	s 7 18 6	4 14	3 44	Craigsville	62.4	CI	Continuous
									5.1			
	11 20		f 10 50	5 47	8 00	f 7 28	4 24	3 56	Bell's Valley	67.5	BV	8.15 a. m. to 5.15 p. m.
									4.0			
	11 42		s 11 00	5 57	8 07	s 7 35	4 32 96	4 07 96	T Goshen	71.5	GO	Continuous
									5.0			
	12 10		f 11 13	6 10	8 14	f 7 45	4 42	4 18	Hotchkiss	76.5		
									2.0			
	12 34		s 11 18	6 15	8 17	s 7 51	4 46	4 22	Millboro	78.5	MB	Continuous
									6.3			
	1 30 92		f 11 31	6 30	8 29 98	8 04	4 58	4 36	Crane	84.8	CN	8.30 a. m. to 5.30 p. m.
									4.0			
	1 50		f 11 39	6 38	8 35	f 8 12 98	5 07	4 45	Griffith	88.8	JW	5.30 p. m. to 9.30 a. m.
									3.8			
	2 15		f 11 50	6 46	8 42	8 20	5 15	4 52	Longdale	92.6		
									1.8			
	2 30		11 55	6 50	8 46	8 25	5 20	4 58	J. D. Cabin (E. End D. T.)	94.4	JD	Continuous
									1.3			
	2 45 pm		12 05 pm	7 00 am	8 50 pm	8 30 pm	5 30 am	5 10 am	CLIFTON FORGE	95.7	F	Continuous
Ar. Daily. Ex. Sunday	Ar. Daily. Ex. Sunday.	Ar. Daily.	Ar. Daily. Ex. Sunday.	Ar. Daily.	Ar. Daily.	Ar. Daily.	Ar. Daily.	Ar. Daily.				

CLIFTON FORGE DIVISION

MOUNTAIN DISTRICT

EASTWARD

Side Track—Capacity in Feet.	Distance from Clifton Forge	TIME TABLE No. 107 In Effect Sunday, November 17, 1918 STATIONS	FIRST CLASS.			SECOND CLASS.			THIRD CLASS.			FOURTH CLASS.	
			42	2	4	44	8	6	96	92	98	56	48
			Ar. Daily.	Ar. Daily.	Ar. Daily.	Ar. Daily.	Ar. Daily. Ex. Sunday.	Ar. Daily.	Ar. Daily.	Ar. Daily.	Ar. Daily.	Ar. Daily. Ex. Sunday.	Ar. Daily. Ex. Sunday.
Yard	95.7	CHARLOTTESVILLE	4 20 am	4 35 am	12 05 am	11 30 am	7 20 pm	11 00 pm	9 45 am	9 30 pm	5 15 am		3 00 pm
		.9											
p1177 o2739	94.8	Charlottesville (U.Sta.)	s 4 12	s 4 27	s 11 58	s 11 19	s 7 05	s 10 35	9 35	9 25	5 10		2 50
		6.6											
p4694 o 605	88.2	Ivy	3 56	4 12	11 39	s 10 54	f 6 45	10 12	9 05	9 00	4 50		2 10
		3.0											
p1415 o 493	85.2	Mechum's River	3 50	4 07	11 33	s 10 47	f 6 36	10 03	8 55	8 48	4 40		1 53
		2.9											
p2070 o1472	82.3	Crezet	3 45	4 02	11 27	s 10 40	f 6 28	9 55	8 48 49	8 35	4 30		1 33
		4.6											
p1806 o 905	77.7	Greenwood	3 35	3 53	11 17	s 10 29	f 6 13 5	9 37	8 31 7	8 00	4 15		1 05
		4.5											
p4052 o 880	73.2	Afton	3 25	3 44	11 07	s 10 17	f 6 02	9 23	8 05	7 30	3 55		12 38
		3.9											
p2532 o7798	69.3	Basic	s 3 15 1	s 3 34 1	s 10 57	s 10 06 49	s 5 51 45	s 9 12	7 48	7 00	3 42 48 2 15 1	3 10 pm	12 15
		.7											
p2604 o1758	68.6	Waynesboro	3 13	3 28	10 53	s 9 58	s 5 45	9 07	7 45	6 39 5	2 00	3 00	12 10 pm
		5.0											
p1709 o 700	63.3	Fishersville	3 03 8	3 20	10 45	s 9 48	f 5 35	8 56	7 30 55	6 06 45	1 37	1 52	
		4.0											
p2371	59.6	Brand	2 53	3 13 8	10 38	f 9 39	f 5 26	8 47	7 15	5 37	1 18	1 20	
		3.4											
Yard	56.2	Staunton	s 2 43 48	s 3 05	s 10 32	s 9 30 7	s 5 17 99	s 8 38	7 00	5 17 8	1 02	12 53	
		3.3											
p2836 o 195	52.9	La Grange	2 35	2 55 48	10 23	9 18	5 05	8 30	6 45	4 25	12 45	12 25	
		4.6											
p1928 o 845	48.3	Sweope	2 27	2 45	10 16	f 9 09	f 4 56	8 17	6 29	4 05	12 25	12 15	
		1.7											
p2100 o 800	46.6	Christian	2 24	2 40	10 13	f 9 04 55	f 4 49	8 11	6 20	3 59	12 15	12 01	
		3.5											
p1850	43.1	No. Mountain	2 18	2 34	10 07 7	f 8 56	f 4 41	8 01	6 10	3 45	11 59	11 45	
		3.8											
p2473 o 320	39.3	Ferrol	2 10	2 25	10 00	f 8 47	f 4 32	7 52	5 53	3 29	11 35	11 30	
		1.8											
p2091 o1318	37.5	Augusta Springs	2 06	2 21	9 56 55	f 8 41	f 4 26	7 46 5	5 46	3 20	11 23	11 20	
		3.3											
o6604	34.2	Fordwick	2 00	2 15	9 50	f 8 33	f 4 18	7 25	5 40	3 07	11 00	11 05	
		.9											
p2571 o 585	33.3	Craigsville	1 58	2 13	9 48	s 8 30	s 4 15	7 18 45	5 35 1	3 03	10 55	11 00 55 10 39 7	
		5.1											
o 726	28.2	Bell's Valley	1 51	2 06	9 41	f 8 18	f 4 03	6 58	4 50	2 42	10 22	10 12	
		4.0											
p2340 o2052	24.2	Goshen	1 44	1 59	9 34	s 8 09	s 3 54	6 50	4 32 48 4 07 8	2 25	9 55	9 57	
		5.0											
	19.2	Hotchkiss	1 36	1 51	9 26	f 7 57	f 3 42	6 37	3 45	2 03	9 14	9 40	
		2.0											
p3653 o1449	17.2	Millboro	1 33	1 48	9 23 56	s 7 53	s 3 38	6 31	3 40	1 56	9 08	9 23 4	
		6.3											
p2000 o 115	10.9	Crane	1 21	1 36	9 11	7 40	f 3 25	6 14	3 10	1 30 55	8 29 5	8 25	
		4.0											
p1964 o 255	6.9	Griffith	1 14	1 29	9 04	f 7 31	f 3 16	6 04	2 53	1 12	8 12 45	8 07	
		3.8											
p1668 o6263	3.1	Longdale	1 07	1 22	8 57	f 7 22	f 3 07	5 55	2 35	12 55	7 40	7 47	
		1.8											
	1.3	J. D. Cabin (E. End D.T.)	1 03	1 18	8 53	7 18	3 03	5 50	2 26	12 46	7 31	7 37	
		1.3											
Yard	.0	CLIFTON FORGE	1 00 am	1 15 am	8 50 am	7 15 am	3 00 pm	5 45 pm	2 20 am	12 40 pm	7 25 pm	7 30 am	
			Lv. Daily.	Lv. Daily.	Lv. Daily.	Lv. Daily.	Lv. Daily. Ex. Sunday.	Lv. Daily.	Lv. Daily.	Lv. Daily.	Lv. Daily.	Lv. Daily. Ex. Sunday.	Lv. Daily. Ex. Sunday.

CLIFTON FORGE DIVISION

ALLEGHANY DISTRICT.

WESTWARD — EASTWARD

Distance from Clifton Forge.	Calls	Hours Open	SECOND CLASS 143 Lv. Daily. Ex. Sunday.	SECOND CLASS 141 Lv. Daily.	FIRST CLASS 7 Lv. Daily.	FIRST CLASS 1 Lv. Daily.	FIRST CLASS 5 Lv. Daily.	FIRST CLASS 3 Lv. Daily.	FIRST CLASS 43 Lv. Daily.	TIME TABLE No. 107. In Effect Sunday, Nov. 17, 1918. STATIONS.	FIRST CLASS 4 Ar. Daily.	FIRST CLASS 42 Ar. Daily.	FIRST CLASS 2 Ar. Daily.	SECOND CLASS 6 Ar. Daily.	SECOND CLASS 14 Ar. Daily.	SECOND CLASS 142 Ar. Daily. Ex. Sunday.	SECOND CLASS 144 Ar. Daily.	Side Track—Capacity in Feet.	Distance from Hinton.
.0	F	Continuous			12 15 pm	7 30 am	9 00 pm	5 45 am	5 25 am	T CLIFTON FORGE	8 40 am	12 50 am	1 05 am	5 15 pm	7 50 pm			Yard	79.9
0.6	AN	Continuous			12 17	7 32	9 02	5 47	5 27	0.6 A. N. Cabin	8 38	12 48	1 03	5 10	7 45				79.3
4.1	MY	Continuous			s 12 24	7 41	9 09	5 54	5 34	3.5 Low Moor	8 32	12 42	12 57	5 00	s 7 35			Yard	75.8
7.8	US	Continuous			f 12 31	7 50	9 15	6 00	5 40	3.7 Steele	8 25	12 35	12 50	4 47	7 22			c 3000	72.1
12.4	CD	Continuous								4.6 C. D. Cabin								Yard	67.5
12.7					s 12 47	s 8 10	s 9 30	s 6 15	s 5 55	0.3 T Covington	s 8 15	s 12 25	s 12 40	s 4 35	s 7 10			Yard	67.2
14.1	BS	Continuous			12 50	8 13	9 33	6 18	5 58	1.4 B. S. Cabin	8 06	12 16	12 31	4 23	7 02			c 3450	65.8
20.5	OX	Continuous			f 1 04	8 29	9 45	6 30	6 10	6.4 Moss Run	7 55	12 05	12 20	4 03	f 6 50			c 4129	59.4
27.2	JR	Continuous			f 1 20	8 45	9 58	6 43	6 23	6.7 T Jerrys Run (W. E. D. T.)	7 42	11 52	12 07	3 39	f 6 38			c 1510 o 659	52.7
28.5	BA	Continuous			1 25	8 50	10 02	6 47	6 27	1.3 East Allegheny (E. E. D. T.)	7 39	11 49	12 04	3 33	6 35			o 795	51.4
29.4	A	Continuous			s 1 30	f 8 55	10 05	6 50	6 30	0.9 T Alleghany	7 37	11 47	12 02	f 3 31	s 6 33			e 3909 w 2625 o2408	50.5
30.9					f 1 34	9 00	10 09	6 54	6 34	1.5 T Tuckahoe	7 33	11 43	11 58	3 25	f 6 28			c 1900 o 312	49.0
34.7	WS	Continuous			s 1 45	s 9 20	s 10 20	s 7 05	s 6 45	3.8 White Sulphur	s 7 25	s 11 35	s 11 50	s 3 15	s 6 20			e 2500 o6745	45.2
42.7	WD	Continuous	f 7 11 pm	f 11 40 am	f 2 00	9 40	10 34	7 19	6 59	8.0 Whitcomb	7 11	11 21	11 36	2 50	f 6 00	f 8 10 am	2 59 pm		37.2
45.5			7 25 pm	11 50 am	s 2 10	s 10 00	s 10 45	s 7 30	s 7 10	2.8 T Ronceverte	s 7 05	s 11 15	s 11 30	s 2 40	s 5 55	8 00 am	2 50 pm	Yard	34.4
46.8	WR	Continuous								1.3 W. R. Cabin								e 3925 w 4260	33.1
51.2	FS	Continuous			2 19	10 20	10 55	7 40	7 20	4.4 F. S. Cabin	6 54	11 04	11 19	2 10	5 37				28.7
52.0					s 2 23	f 10 25	10 59	7 44	7 24	0.8 Fort Spring	6 52	11 02	11 17	f 2 08	s 5 34			c 2875 o1765	27.9
58.8					s 2 40	s 10 45	f 11 13	7 58	f 7 38	6.8 T Alderson	f 6 37	f 10 47	11 02	s 1 50	s 5 18			o3305	21.1
59.3	AD	Continuous			2 41	10 47	11 14	7 59	7 39	0.5 A. D. Cabin								e 2700 w 2827 o1228	20.6
66.3					s 2 57	f 11 03	11 28	8 13	7 53	7.0 T Pence Springs	6 22	10 32	10 47	f 1 32	s 5 03			e 1994 w 3294 o 639	13.6
70.7	BG	Continuous			3 12	11 13	11 36	8 21	8 01	4.4 T Big Bend (W. E. D. T.)	6 14	10 24	10 39	1 20	4 51			c 3250	9.2
72.5	MW	Continuous			f 3 17	11 18	11 41	8 26	8 06	1.8 Hilldale (E. E. D. T.)	6 10	10 20	10 35	1 15	f 4 47			c 1840	7.4
78.6	MX	Continuous								6.1 M. X. Cabin								Yard	1.3
79.9	HX	Continuous			3 35 pm	11 30 am	11 55 pm	8 40 am	8 25 am	1.3 T HINTON	5 55 am	10 05 pm	10 20 pm	1 00 pm	4 30 pm				.0
			Ar. Daily. Ex. Sunday.	Ar. Daily.	Ar. Daily.	Ar. Daily.	Ar. Daily.	Ar. Daily.	Ar. Daily.		Lv. Daily.	Lv. Daily.	Lv. Daily.	Lv. Daily.	Lv. Daily.	Lv. Daily. Ex. Sunday.	Lv. Daily.		

CLIFTON FORGE DIVISION

JAMES RIVER DISTRICT.

WESTWARD — EASTWARD

TIME TABLE NO. 107.

In Effect Sunday, Nov. 17, 1918.

Distance from Gladstone	Calls	Hours Open	FOURTH CLASS. 63 Lv. Daily. Ex. Sunday.	FOURTH CLASS. 61 Lv. Daily. Ex. Sunday.	FIRST CLASS 9 Lv. Daily.	FIRST CLASS 33 Lv. Daily. Ex. Sunday.	FIRST CLASS 11 Lv. Daily. Ex. Sunday.	STATIONS.	FIRST CLASS. 10 Ar. Daily.	FIRST CLASS. 32 Ar. Daily. Ex. Sunday.	FIRST CLASS. 12 Ar. Daily. Ex. Sunday	THIRD CLASS. 80 Ar. Daily.	THIRD CLASS. 78 Ar. Daily.	THIRD CLASS. 72 Ar. Daily.	THIRD CLASS. 76 Ar. Daily.	FOURTH CLASS. 64 Ar. Daily. Ex. Sunday.	FOURTH CLASS. 62 Ar. Daily. Ex. Sunday.	Side Track—Capacity in Feet.	Distance from Clifton Forge.
.0	GS	Continuous		6 00 am	3 05 pm		10 20 pm	GLADSTONE (E. End D. T.)	11 50 am		3 30 am	11 20 am	2 00 pm	7 30 pm	1 55 am		4 30 pm	Yard	111.5
								4.0											
4.0				6 20	f 3 13		f 10 28	Riverville	f 11 40		f 3 22	10 58	1 40	7 10	1 40		4 09	o 274	107.5
								3.2											
7.2	FO	Continuous		6 35	f 3 21		f 10 36	Walkerford (W.E.D.T.)	f 11 33		f 3 15	10 40	1 25	6 55	1 29		3 54	p 2655 o 317	104.3
								4.6											
11.3	BU	Continuous		6 55	f 3 31 62		f 10 46	T Stapleton	f 11 22		f 3 05	10 18	1 05	6 35	1 12		3 31 9	w 2666 e 2392 o 800	99.7
								5.5											
17.3	JA	9.00 p.m. to 6.00 a.m.		7 20	f 3 43		f 10 58	Joshua Falls	f 11 10		f 2 54	9 45	12 42	6 11	12 53		2 45	p 3173	94.2
								3.7											
21.0				7 39	f 3 51		f 11 06	Deacon	f 11 01		f 2 45	9 20	12 25	5 54	12 40		2 20	p 3128 o 729	90.5
								3.5											
24.5	TY	Continuous		7 55	f 3 57		f 11 12	Tyree (E.E.D.T.)	f 10 53		f 2 39	9 00	12 10	5 37	12 25		1 55	p 3000 o1214	87.0
								2.7											
27.2	ND	Continuous			4 03		11 18	Twelfth Street	10 47		2 32								84.3
								.5											
27.7					4 05 4 15	7 40 am	11 20 pm	T Lynchburg	10 45 10 30	6 45 pm	2 30 am							Yard	83.8
								.7											
28.4	WS	Continuous		8 25 80	4 20	7 45		T Sou. R'y Crossing (W.E.DT)	10 25	6 37		8 25 61	11 44	5 12	12 00		1 20		83.1
								2.9											
31.3	RM	7.45 a. m. to 4.45 p. m.		8 50	s 4 27	s 7 55 80		Reusens	s 10 16	s 6 28		7 55 33	11 30	4 58	11 42		12 55	p 2633 o 200	80.2
								4.3											
35.6	GW	Continuous		9 20	s 4 39 72	f 8 06		Abert	s 10 02	f 6 14		7 25	11 12	4 39 9	11 15		12 15	w 3404 e 3870 o 494	75.9
								4.8											
40.4	FY	Continuous		9 48 10	s 4 52	s 8 19		T Pearch	s 9 48 61	s 5 59		7 00	10 47	4 12	10 48		11 35	e 3971 w 4686 o 587	71.1
								4.4											
44.8	AU	8.00 a. m. to 5.00 p. m.		10 24 78 10 54 62	f 5 03	f 8 30		Waugh	f 9 34	f 5 45		6 33	10 24 61	3 53	10 30		10 54 61	p 2353 o 358	66.7
								1.3											
46.1				11 00	s 5 07	s 8 34		Big Island	s 9 28	s 5 38		6 25	10 00	3 46	10 23		10 35	o1440	65.4
		4.00 p. m. to 11.59 p. m.						1.8											
47.9	M	1.00 a. m. to 9.00 a. m.		11 20	f 5 11	f 8 39		Major	f 9 21 78	f 5 31		6 18	9 21 10	3 40	10 17		10 25	w 3842 e 2670 o 174	63.6
								3.6											
51.5	SD	8.45 a. m. to 5.45 p. m.		11 50	s 5 21 82	f 8 49 78		Snowden	f 9 12	s 5 21 9		6 04	8 49 88	3 24	10 02		10 05	w 4798 e 2670 o 690	60.0
								4.7											
56.2	K	Continuous.	7 00 am	12 30 pm	s 5 35	s 9 00 10		T Balcony Falls (E. E.D.T.)	s 9 00 88	s 5 10		5 47	8 22	3 04	9 44	1 55 pm	9 40 am	Yard	55.3
								2.8											
59.0	WD	Continuous	7 10		s 5 44	s 9 09		Greenlee (W.E.D.T.)	s 8 47	s 4 57		5 36	8 11	2 50	9 31	12 55		o1231	52.5
								3.0											
62.0	BY	9.00 a. m. to 6.00 p. m.	7 23		f 5 53	f 9 20		Gilmore Mills	f 8 39	f 4 49		5 25	8 01	2 38	9 19	12 08		p 2402 o 405	49.5
								4.2											
66.2			7 46 78		6 04	f 9 33		T Alpine	8 30	f 4 45		5 09	7 46 68	2 15	9 01	11 10		w 2700 e 3510 o 197	45.3
								3.4											
69.6	V	Continuous.	8 15		s 6 14	s 9 43		Indian Rock	s 8 22	s 4 32		4 56	7 33	2 06	8 48	10 30		p 4000 o1334	41.9
								2.9											
72.5			8 16 10		6 22	f 9 51 64		Dillon	8 16 68	f 4 26		4 45	7 22	1 52	8 36	9 51 88		w 2700 e 2700	39.0
								4.1											
76.6	UN	Continuous	9 15 64		s 6 33	s 10 02		T Buchanan	s 8 07	s 4 17		4 30	7 07	1 27	8 21	9 15 68		w 2885 e 2315 o 180	34.9
								3.0											
79.6	JN	8.30 a. m. to 5.30 p. m.	10 08 88		f 6 39	f 10 08 68		Springwood	f 8 01	f 4 11		4 20	6 57	1 15	8 10	9 04		w 2814 e 2657 o 587	31.9
								4.6											
84.2			10 55		f 6 53	f 10 22		Lyle	f 7 51	f 4 01		4 02	6 40	12 57	7 53	8 35		p 3700 o 450	27.3
								2.9											
87.1	UK	Continuous	11 25		7 02	10 31		Bell	7 45 64	3 55		3 52	6 30	12 45	7 42	7 45 10		p 2460	24.4
								3.3											
90.4			11 55		7 11	10 40		Dunn	7 37	3 47		3 40	6 18	12 32	7 30	7 35		p 3700	21.1
								2.8											
93.2	RA	Continuous	12 20 72		s 7 20 76	s 10 49		T Eagle Mountain	s 7 31	s 3 41		3 25	6 08	12 20 68	7 20 9	7 25		w 3695 e 3060 o9166	18.3
								4.1											
97.3	GR	7. 30 a. m. to 4.30 p. m.	1 00		f 7 31	s 11 00		Gala	s 7 18	f 3 28		3 02	5 53	11 59	6 55	7 07		p 3640 o 216	14.2
								2.6											
99.9	HB	7.00 p. m. to 4.00 a. m	1 24		f 7 39	f 11 08		Haden	f 7 11	f 3 21		2 50	5 43	11 45	6 45	6 55		w 3640 e 2880 o 180	11.6
								4.3											
104.2	SN	8.30 a. m. to 5.30 p. m.	1 55		f 7 52	s 11 21 72		Glen Wilton	s 7 00	s 3 10		2 32	5 28	11 21 88	6 29	6 35		w 3690 e 3285 o2659	7.3
								4.8											
109.0	IG	Continuous	2 35		s 8 05	s 11 34		Iron Gate (E, E.D.T.)	s 6 47	s 2 57		2 10	5 11	10 44	6 10	6 13		p 4095 o8656	2.5
								1.2											
110.2	JD	Continuous	2 45		8 09	11 39		J. D. Cabin	6 43	2 53		2 05	5 05	10 37	6 05	6 05			1.8
								1.3											
111.5	F	Continuous	3 00 pm		8 15 pm	11 45 am		CLIFTON FORGE	6 40 am	2 50 pm		2 00 am	5 00 am	10 30 am	6 00 pm	6 00 am		Yard	.0
			Ar. Daily. Ex. Sunday.	Ar. Daily. Ex. Sunday.	Ar. Daily.	Ar. Daily. Ex. Sunday.	Ar. Daily. Ex. Sunday.		Lv. Daily.	Lv. Daily. Ex. Sunday.	Lv. Daily. Ex. Sunday	Lv. Daily.	Lv. Daily.	Lv. Daily.	Lv. Daily.	Lv. Daily. Ex. Sunday.	Lv. Daily. Ex. Sunday.		

CLIFTON FORGE DIVISION

LEXINGTON BRANCH

WESTWARD — EASTWARD

TIME TABLE NO. 107. In Effect Sunday, Nov. 17, 1918.

Calls	Hours Open	Distance from Balcony Falls.	THIRD CLASS. 207 Lv. Daily Ex. Sunday.	SECOND CLASS. 203 Lv. Daily.	SECOND CLASS. 201 Lv. Daily.	STATIONS	SECOND CLASS 200 Ar. Daily.	SECOND CLASS 204 Ar. Daily.	THIRD CLASS. 208 Ar. Daily Ex. Sunday.	Side Track—Capacity in Feet.
XN	7.00 a. m. to 5.00 p. m.	21.0	6 00 am	3 50 pm	7 50 am	LEXINGTON	10 20 am	6 50 pm	3 30 pm	
						1.6				
AX	7.30 a. m. to 5.30 p. m.	19.4	6 15	s 3 55	s 7 55	T East Lexington	s 10 15	f 6 45	3 10	Yard
						3.6				
		15.8	6 35	f 4 07	f 8 07	South River	f 10 00	f 6 32	2 50	o 495
						4.5				
QN		11.3	7 35	s 4 24	s 8 24	Buena Vista	f 9 41	s 6 13	2 20	o 3835
						1.5				
J	Continuous	9.8	7 50	s 4 30	s 8 30	Loch Laird	s 9 35	s 6 08	1 50	o 135
						8.5				
GA	Continuous	1.3	8 20	s 4 50	s 8 50	Glasgow	s 9 15	s 5 50	1 20	
						1.3				
K	Continuous	.0	8 30 am	5 00 pm	8 55 am	T BALCONY FALLS	9 10 am	5 45 pm	1 00 pm	Yard
			Ar. Daily. Ex. Sunday.	Ar. Daily.	Ar. Daily.		Lv. Daily.	Lv. Daily.	Lv. Daily. Ex. Sunday.	

CRAIG VALLEY BRANCH

WESTWARD — EASTWARD

TIME TABLE NO. 107. In Effect Sunday, Nov. 17, 1918.

Calls	Hours Open	Distance from Eagle Mountain.	THIRD CLASS 113 Mixed Lv. Daily. Ex. Sunday.	SECOND CLASS. 109 Mixed Lv. Daily.	SECOND CLASS. 117 Mixed Lv. Daily. Ex. Sunday.	STATIONS.	SECOND CLASS 110 Mixed Ar. Daily. Ex. Sunday.	SECOND CLASS 114 Mixed Ar. Daily.	THIRD CLASS 118 Mixed Ar. Daily. Ex. Sunday.	Side Track—Capacity in Feet.
RA	Continuous	.0	1 00 pm	7 25 pm	7 40 am	T EAGLE MOUNTAIN	7 28 am	6 45 pm	12 15 pm	w3695 e3000 o 9166
						4.0				
			f 1 31	f 7 44	f 7 59	Stull	f 7 10	f 6 26	f 11 44	
		8.0	f 1 55	f 7 57	f 8 12	4.0 Parr	f 6 57	f 6 13	f 11 22	p 1440
						7.8				
OR	9.00 a. m. to 4.00 p. m.	15.8	s 2 35	f 8 21	s 8 36	T Oriskany	f 6 34	f 5 49	s 10 40	o 495
						4.5				
		20.3	f 2 55	f 8 34	f 8 49	Given	f 6 21	f 5 36	f 10 20	
						1.6				
BC	8.30 a. m. to 5.30 p. m.	21.9	s 3 08	f 8 38	s 8 54	Barbour's Creek	f 6 16	s 5 31	s 10 07	o1890
						2.4				
		24.3	f 3 20	f 8 46	f 9 02	Ripley Springs	f 6 08	f 5 23	f 9 55	
						2.6				
CY	6.30 a. m. to 4.30 p. m-	26.9	3 30 pm	8 55 pm	9 10 am	T NEW CASTLE	6 00 am	5 15 pm	9 45 am	o 585
			Ar. Daily. Ex. Sunday.	Ar. Daily.	Ar. Daily. Ex. Sunday.		Lv. Daily. Ex. Sunday	Lv. Daily.	Lv. Daily. Ex. Sunday.	

WARM SPRINGS VALLEY BRANCH

WESTWARD — EASTWARD

TIME TABLE No. 107. In Effect Sunday, Nov. 17, 1918.

Calls	Hours Open.	Distance from Covington	SECOND CLASS. 105 Lv. Daily.	SECOND CLASS. 101 Lv. Daily.	SECOND CLASS. 103 Lv. Daily.	STATIONS.	SECOND CLASS. 104 Ar. Daily.	SECOND CLASS. 106 Ar. Daily. Ex. Sunday.	SECOND CLASS. 102 Ar. Daily.	Side Track—Capacity in feet
CD	Continuous.	.0	9 40 pm	8 25 am	6 30 am	T COVINGTON	8 00 am	9 50 am	9 15 pm	Yard.
						5.5				
		5.5	f 10 05	f 8 45	6 50	Harrington	f 7 40	f 9 35	f 8 52	o 460
						5.4				
		10.9	f 10 20	f 9 00	7 05	Barber	f 7 30	f 9 25	f 8 37	o 891
						4.2				
		15.1	f 10 33	f 9 13 106	7 18 104	T Jenkins Ford	f 7 18 103	f 9 13 101	f 8 22	o 953
						3.1				
		18.2	f 10 45	f 9 25	7 30	Callisen	f 7 05	f 8 50	f 8 13	o 270
						2.9				
		21.1	f 10 55	f 9 35	7 40	Groce	f 6 50	f 8 40	f 8 05	o 396
						3.6				p 495
QA	6.30 a. m. to 4.30 p. m.	24.7	11 05 pm	9 50 am	7 55 am	HOT SPRINGS	6 40 am	8 30 am	7 55 pm	o 4444
			Ar. Daily.	Ar. Daily.	Ar. Daily.		Lv. Daily.	Lv. Daily. Ex. Sunday.	Lv. Daily.	

CLIFTON FORGE DIVISION

GENERAL INSTRUCTIONS.

SINGLE TRACK.—Eastward trains are superior to Westward trains of the same class. (See Rule 81.)

DOUBLE TRACK.—Trains will run on the right-hand track and will not cross over to the left-hand track unless under protection. (See Rules 99, 314, 337 and General Instructions **F.**)

A.—Standard clocks located in telegraph offices at Clifton Forge, Charlottesville, Gladstone, Balcony Falls, Eagle Mountain, Covington and Hinton.

B.—Bulletin books and watch register blanks located in telegraph offices at Charlottesville, Gladstone, Balcony Falls, Eagle Mountain, Clifton Forge, ticket office Covington and yard offices Ronceverte and Hinton.

C.—Yard limits Charlottesville, Staunton, Gladstone, Lynchburg, Balcony Falls, Clifton Forge, Covington, Ronceverte and Hinton designated by "Yard Limit" boards.

D.—Maximum Speed—

MOUNTAIN, ALLEGHANY AND JAMES RIVER DISTRICTS.

Passenger trains:
Mountain and Alleghany Districts 60 miles per hour. James River District 40 miles per hour, except all passenger trains reduce speed to 25 miles per hour around curves, Baldwin, Blind Lock Cut, Abert and similar curves.
Freight trains:
30 miles per hour.
Through yard protected by "Yard Limit" boards, passenger trains 30, freight trains 10 miles per hour.
Through Colemans Tunnel—Engines must not exhaust. Passenger trains must not exceed 15, freight trains 10 miles per hour.
Descending mountain grades or passing through tunnels, passenger trains 40, freight trains 20 miles per hour, except through Blue Ridge, Millboro, Lewis, Alleghany, Second Creek, Manns and Big Bend tunnels, passenger trains 25, freight trains 10 miles per hour.
No train in which freight cars are being handled will run from point to point shown below in less than the number of minutes shown.

EASTWARD.

East Alleghany to Jerrys Run	6 minutes
Jerrys Run to Backbone	13 minutes
Backbone to Moss Run	11 minutes
Moss Run to Callaghan	11 minutes
North Mountain to Christian	10 minutes
Christian to Swoope	6 minutes
Swoope to La Grange	14 minutes
LaGrange to Staunton	10 minutes
Afton to Greenwood	14 minutes
Greenwood to Crozet	14 minutes
Crozet to Mechums River	9 minutes

WESTWARD.

West End Blue Ridge Tunnel to Basic	8 minutes
North Mountain to Ferrol	11 minutes
Ferrol to Augusta Springs	5 minutes
Augusta Springs to Fordwick	10 minutes
Fordwick to Craigsville	3 minutes
Millboro to Crane	15 minutes
Crane to Griffith	9 minutes

MOUNTAIN AND JAMES RIVER DISTRICTS.

Trains containing loaded 50 tons or larger capacity hopper cars, 20 miles per hour, except between Blue Ridge tunnel and Crozet, Baldwin and Gala, Little Tunnel and Springwood, Dillon and Indian Rock, Pearch and Abert, 15 miles per hour.
Alleghany District freight trains with 70 ton loaded cars, 20 miles per hour.
Engines running backward, with or without cars, 15 miles per hour.

LEXINGTON AND CRAIG VALLEY BRANCHES.

Passenger trains 30, freight and mixed trains 20 miles per hour. Engines running backward, with or without cars, 12 miles per hour.

WARM SPRINGS VALLEY BRANCH.

All trains 30 miles per hour. Engines running backward with or without cars, 12 miles per hour. Through yards protected by "Yard Limit" boards, passenger trains 10, freight trains 8 miles per hour.

POTTS CREEK BRANCH.

All trains 12 miles per hour.

E.—Junctions and Crossings—

Charlottesville (Union Station.)	Crossing of Mountain District and Southern Railway. (Interlocked.) Trains must stop before crossing.
J. D. Cabin	Junction of James River and Mountain Districts. (Interlocked.)
Twelth Street (Lynchburg.)	Crossing of James River District and N. & W. R'y. (Interlocked.) Trains must stop before crossing.
Lynchburg	Crossing of James River District and Southern Railway. (Interlocked.) Trains must stop before crossing.
Balcony Falls	Junction of James River District and Lexington Branch.
Glasgow	Junction of Lexington Branch and N. & W. R'y.
Loch Laird	Junction of Lexington Branch and N. & W. R'y. (Interlocked.)
East Lexington	Junction of Lexington Branch and B. & O. Railroad.
Eagle Mountain	Junction of James River District and Craig Valley Branch.
Low Moor	Crossing of Alleghany District and Low Moor Iron Railway. (Interlocked.)
Covington	Junction of Alleghany District and Warm Springs Valley Branch and Potts Creek Branch.
White Sulphur	Junction of Alleghany District and White Sulphur and Huntersville Railroad.
Whitcomb	Junction of Alleghany District and Greenbrier Division. (Interlocked.)
Ronceverte	Junction of Alleghany District and Lewisburg and Ronceverte Electric Railroad.

F.—A train will not go to a closed or non-telegraph station to meet or be passed by a superior train, unless authorized by train order.
A train running in opposite direction on double track will not enter block until advised in writing by Signalman condition of block in advance.
When from any cause an engine, under steam, is cut off a train at a non-telegraph station, the train must stop at the next open telegraph office and report the circumstances to the train dispatcher. The engine cut off must not use a main track unless protected in accordance with Rule 99, or by train orders.

G.—Fourth class trains will not require train orders to run ahead of third class trains. Extra trains will not require train orders to run ahead of third and fourth class trains.

H.—When required to take siding, a train will enter at first switch of the passing siding.
An eastward train will not use a westward nor a westward train an eastward passing siding unless authorized by train order.

I.—Double Track—
West end of Gladstone Yard and Walkerford.
Tyree and Southern Railway Crossing (Lynchburg).
Balcony Falls and Greenlee.
Iron Gate and Clifton Forge.
Clifton Forge and Jerrys Run.
East Alleghany and Big Bend.
Hilldale and Hinton.
Single Track—Controlled by the electric staff block—Jerrys Run to East Alleghany. Big Bend to Hilldale.
The receipt of a staff is authority for a train to proceed, and gives it the right over portion of road controlled over all trains. The block signal at "Clear" indicates that the staff is in the crane, and the derail closed; at "Stop" (as observed by the engineman), that the single track line is occupied, and the derail open.
The engineman will personally see the staff is received before entering block.
The signalmen at each end of the blocks will be in position to receive staff from engineman, and will not return it to instrument until the rear of train has passed, and he has seen the markers.
A work train in possession of a staff may deliver it at either end of the block.
In case of failure of the mechanism in connection with the electric staff, trian movements will be discontinued except by train orders.

J.—Rules governing the movement of trains with the current of traffic on Double Track by means of Block Signals.
Between Clifton Forge and Hinton, trains will run with the current of traffic and will be governed by Automatic Electric Block Signals, Interlocked Block Signals and Electric Staff Block Signals, the indications of which will supersede Time Table superiority.
The Automatic Signals will be designated by a number on the pole, conforming to mile post, and by diamond pointed semaphore arms, which will work in the upper right-hand quadrant.
When an automatic signal is displayed at "stop," a train will stop, then proceed with caution, looking out for train ahead, car on siding fouling main track, misplaced switch or broken rail, regulating speed so that train can be stopped within scope of Engineman's view.
Interlocked signals have square end semaphore arms; when displayed at "stop," train will wait until signal is cleared unless otherwise authorized to proceed.
The movement of trains will be supervised by the Train Dispatcher, who will issue instructions to signalmen when required.
During stormy or foggy weather, or when the view is obscured from any cause, and at night, on very crooked parts of the road between Clifton Forge and Hinton, except between B. S. Cabin and Jerrys Run Westward, and Ronceverte and Tuckahoe Eastward, freight trains will not be permitted to follow passenger trains, except under protection of telegraph block in addition to automatic signals.
A train having work to do which may retain it more than 20 minutes, must obtain permission from the Signalman at the last station at which there is a siding before entering the block in which work is to be done. The Signalman must obtain authority to give this permission from the Train Dispatcher.
Except as affected by these rules, all Block Signals and Train Rules remain in force.
Signalmen will not display clear signals for inferior trains on the time of or within 20 minutes of the time of superior trains, without authority from the Train Dispatcher.
When signals are displayed at "stop," and a superior train following is due within 20 minutes, trains will clear the block as quickly as practicable.
"Hand or lamp signals from signalmen will be authority for trains running with current of traffic to pass fixed signals at 'stop' when necessary to enter siding or crossover and when switches are seen to be right and track clear."

K.—Trains may be started without orders and will run as extras—
Westward from Clifton Forge.
Eastward and Westward from Alleghany.
Westward from Whitcomb.
Eastward and Westward from Ronceverte.
Eastward from Hinton.

M.—Local freight trains will stop on signal at all stations to do work.

N.—Symbols—

S—Regular stop.	E—Eastward.
F—Stop on signal.	W—Westward.
P—Passing siding.	T—Water tank.
C—Center passing siding.	¶—Stop for meals.
O—Other tracks.	

O.—Agents will not sell tickets to points at which train is not authorized to stop.

P.—Whenever a train running on double track is stopped suddenly, trains running in opposite direction must be held until it is ascertained whether or not the opposing main track is obstructed.

Q.—A red and white lantern lighted must be placed on rear of all trains while passing through the following tunnels:
Brookville.
Blue Ridge.
Millboro.
Lewis.
Alleghany.
Big Bend.

R.—Employes are forbidden from standing on the track and boarding an approaching engine or car, or from riding on front end of engines equipped with standard road pilot.

S.—When an engine is to be detached from train on grades, a sufficient number of hand brakes must be set to hold train. Air brakes must not be depended upon to hold train after engine is detached.

T.—Before starting down any grade where the use of retaining valves will be necessary, the engineman will designate how many retainers to turn up, and it will be the duty of the conductor to see that the proper number, as designated by the engineman, are turned up, and that they are turned down at the proper point.
On grades of one and one-half per cent or more, all retainers must be turned up, unless otherwise provided, and on grades less than one and one-half per cent the engineman will designate how many to turn up.
If in the judgment of the conductor more retainers will be needed to properly control train, he will turn them up and notify the engineman.
If the engineman or conductor thinks it necessary because of condition of brakes or any other cause to use retainers on any grade where it is not the general practice to use them, he will stop the train at the proper point and arrange accordingly.

U.—Engines or cars standing on descending grades or on spur tracks must not be coupled to until it isknown that the engine or cars to be coupled to are secu red by brakes or otherwise.

V.—When trains are running against the current of traffic at night, a green light instead of red will be displayed to the rear from the marker on the side next to the opposing track.

W.—Electric headlight should be dimmedwhen the glare would endanger employes, such as: on or entering yards; approaching passenger stations when passengers are geting on or off trains; telegraph offices where orders or messages are likely to be handed on; approaching passenger train on opposite track; when stock is noticed on track. (Also read Rule 17.)

X.—When a flagman protecting a passenger train is recalled he must first place a lighted fuses on the track, in addition to placing two torpedoes on the rail; this rule to apply both day and night.

Y.—Torpedoes are supplementary signals. The explosion of two not more than 200 feet apart is a signal to reduce speed and to look out for stop signal. Explosion of one torpedo will indicate same as two, but the use of two is required.

CLIFTON FORGE DIVISION.

SPECIAL INSTRUCTIONS.

Flag Stops—

No. 1—Lowell, Talcott — To receive and discharge express.

No. 3—Fordwick, Goshen, Millboro, Fort Springs, Alderson, Pence Springs, Talcott — To discharge passengers holding tickets from Washington or beyond.

No. 43—Fort Spring, Alderson — To receive passengers holding tickets to Hinton or beyond.
Pence Springs, Talcott — To discharge passengers holding tickets from Clifton Forge or beyond.

No. 42—Talcott, Pence Springs — To discharge passengers holding tickets from Charleston or beyond.
Fort Spring — To receive passengers holding tickets to Clifton Forge or beyond.

No. 2—Millboro, Goshen — To receive passengers holding tickets to Washington or beyond.

No. 4—Talcott — To discharge passengers holding tickets from Cincinnati, Lexington or beyond.
Fort Spring, Pence Spring — To receive passengers holding tickets to Clifton Forge or beyond.

Millboro, Goshen — To discharge passengers holding tickets from Charleston or beyond.
To receive passengers holding tickets to Washington, Richmond or beyond.

No. 5—Crozet, Greenwood, Afton, Goshen, Millboro — To discharge passengers holding tickets from Washington or beyond.

Fort Spring — To discharge passengers holding tickets from Clifton or beyond.
To receive passengers holding tickets to Hinton or beyond.

No. 6—Talcott, Lowell — To receive and discharge express.

Woods, Snyder — f7, 8, 44 and 45.
Buffalo Gap — f7 and 8.
Mt. Elliott — f7, 8, 44 and 45.
Panther — f7 and 8.
Brattons Bridge, Copeland — f7, 8, 44 and 45.
Allens Creek, Galt's Mill, Six-Mile — f9, 10, 11 and 12.
Holcomb Rock, Coleman — f9, 10, 32 and 33.
Virginia Manor — f9, 10, 32 and 33.
Natural Bridge, Rocky Point, Saltpetre, Compton, Salisbury, Baldwin, Lick Run, Whittens, Hipes — f9, 10, 32 and 33.
Horton, Surber, Marshaltown — f109, 110, 113, 114, 117.

Mallow, Boys Home, Callaghan, Backbone, Harts Run, Caldwell, Rockland, Frazier, Halfway, Glenray — f7 and 14.
Wolf Creek, Riffe, Lowell, Talcott, Wiggins, Bellepoint, Dameron, Natural Well, Kincaid — f101, 102, 104, 105 and 106.

No. 42—Millboro, Goshen — To receive passengers holding tickets to Richmond or beyond.

No. 43—Fordwick, Goshen — To discharge passengers holding tickets from Richmond or beyond.
Millboro — To receive passengers holding tickets to Charlestonor beyond.

No. 42 take siding when meet No. 43 at Staunton.

No. 42 take siding when meet No. 3 at Fishersville.

Nos. 200, 201, 203 and 204 will stop at Buffalo Forge to take on or let off passengers to or from C. & O. Railway.

Trains will be governed by Joint Time Table of B. & O. R. R. and C. & O. R'y, between Lexington and East Lexington and by Time Table and Rules of the N. & W. R'y between Glasgow and Loch Laird.

Westward passenger trains head in and back out and Eastward passenger trains back in and head out of N. & W. passenger station, Buena Vista..

The time for Nos. 200, 201, 203 and 204 at Buena Vista is for N. & W. passenger station.

No. 113 has right over No. 114, Eagle Mountain to New Castle.

No. 103 has right over No. 106, Covington to Hot Springs.

Craig Valley Branch trains have no right on main track at Eagle Mountain and will protect themselves while using eastward passing siding in qpposite direction.

Westward passenger trains head in and back out, and eastward passenger trains back in and head out of Union Passenger Station, Lynchburg.

The time for Nos. 9, 10, 32 and 33 at Lynchburg is for Union Passenger Station.

A derail is operated in Mountain District, Main Track at J. D. Cabin interlocked with home signal—normal position open.

A derail is operated in Eastward Main Track at Iron Gate interlocked with home signal—normal position open.

Derails are operated in Eastward Main Track at Moss Run and B. S. Cabin, interlocked with Home signals. They will be opened as soon as passenger trains pass them.

The derail at Moss Run will be kept open until passenger trains pass the derail at B. S. Cabin.

The derail at B. S. Cabin will be kept open until passenger trains pass C. D. Cabin.

As soon as passenger trains clear as above, the derails will be closed, and home signals cleared.

The block will not be cleared for Eastward trains at East Alleghany or Jerrys Run, until passenger trains have cleared at Moss Run.

Eastward passenger trains will approach Moss Run and B. S. Cabin expecting to find signals at stop.

A gauntlet is operated through Second Creek tunnel and over Greenbrier Bridge at F. S. Cabin, protected by derails and Interlocked.

Greenbrier Division Trains will be governed by Alleghany District Time Table between Ronceverte and Whitcomb.

Warm Springs Valley Branch Trains will get orders or clearance card before leaving Covington.

SURGICAL STAFF.

STATION.	NAME	OFFICE ADDRESS.	TELEPHONE CALL.
Charlottesville, Va	E. M. Magruder	100 W. Jefferson	Office 97 Residence— 97
Crozet, Va	J. M. Melton	Office in Residence	Rural 4-O-F
Basic, Va	R. S. Griffith	Delphine Avenue	Office—100 Residence—100
Staunton, Va	M. J. Payne	222 W. Frederick St	Office—634 Residence—634
Craigsville, Va	T. W. Hankins	Fordwick, Va	County Line No
Millboro, Va	M. Edmond	Office in Residence	County Line No
Clifton Forge, Va	B. B. Wheeler	C. & O. Hospital	Office—316 Residence—160
Clifton Forge, Va	J. N. Williams	C. & O. Hospital	Office—316
Clifton Forge, Va	J. A. Riffe	C. & O. Hospital	Office—316
Clifton Forge, Va	E. D. Wells, (Oculist)	C. & O. Hospital	Office—316 302
Allen's Creek, Va	W. L. Watts	Office in Residence	County Line No
Lynchburg, Va	Geo. M. Tompkins		
Lynchburg, Va	John Walker	1015 Church Street	Office—369 Residence—369
Buena Vista, Va	M. T. Vaden	Dickinson Blg., 21st St	Office— 15 Residence— 15
Natural Bridge	J. E. Loyd	Office in Residence	3 long Rockbridge Mut.Tel.Co.
Buchanan, Va	R. A. Latane	Office in Residence	County Line No. 6
Eagle Mountain, Va	H. H. Webb	Office in Residence	County Line No. 38
Covington, Va	J. W. Wallace	128 Maple Ave	Office—26
White Sulphur, W. Va	G. V. Capito	Greenbrier Hotel	
White Sulphur, W. Va	G. D. Kniffler	Greenbrier Hotel	
Ronceverte, W. Va	J. A. Jackson	Main and Peters Streets	487 (Bell)
Alderson, W. Va	W. B. Beard	Maple Avenue	714 (Bell)
Talcott, W. Va	P. A. Ford	Talcott	2620 (Bell)
Hinton, W. Va	E. Cummings, (Oculist)	322 Temple Street	70 (Bell)
Hinton, W. Va	O. O. Cooper	322 Temple Street	70 (Bell)

C. S. FALCONER,	**Assistant Superintendent**	**Hinton, W. Va.**
E. M. CURRY,	**Train Master, Alleghany District**	**Hinton, W. Va.**
L. W. WITHROW,	**Road Foreman of Engines, Alleghany District**	**Hinton, W. Va.**
G. T. DAVIS,	**Train Master, Mountain District**	**Clifton Forge, Va.**
C. A. KRAFT,	**Road Foreman of Engines, Mountain District**	**Clifton Forge, Va.**
H. M. EDDINS,	**Train Master, James River District**	**Clifton Forge, Va.**
W. H. EAKIN,	**Road Foreman of Engines, James River District**	**Clifton Forge, Va.**
L. A. GRUBBS,	**Chief Train Dispatcher**	**Clifton Forge, Va.**
S. L. TALLEY,	**Train Master, Warm Spring Branch**	**Covington, Va.**

GREENBRIER DIVISION

GREENBRIER DIVISION

WESTWARD

TELEGRAPH OFFICES. Calls	Hours Open	Distance from Whitcomb			THIRD CLASS. 147 Lv. Daily. Ex. Sunday.	THIRD CLASS. 145 Lv. Daily. Ex. Sunday.	SECOND CLASS. 143 Lv. Daily. Ex. Sunday.	SECOND CLASS. 141 Lv. Daily.
WN	6.45 a. m. to 3.45 p. m.	100.9			1 00 pm		2 25 pm	7 00 am
		98.1			1 15		s 2 35	s 7 10
DR	8.00 a. m. to 5.00 p. m.	95.6			1 30		s 2 45	s 7 20
		92.0			1 50		s 2 55	s 7 30
		88.1			2 15		s 3 05	s 7 41
CS	8.00 a. m. to 5.00 p. m.	80.7			3 00 pm	8 10 am	s 3 25 146	s 8 01
RW	8.00 a. m. to 5.00 p. m.	78.9				8 20	s 3 30	f 8 06
		76.9				8 30	s 3 35	f 8 11
KC	8.00 a. m. to 5.00 p. m.	71.1				9 00	s 3 50	s 8 26
		62.3				9 40	f 4 12	f 8 48
MO	8.30 a. m. to 5.30 p. m.	56.1				10 42 142	s 4 30	s 9 05
		52.2				11 15	s 4 40	s 9 15
SB	8.30 a. m. to 5.30 p. m.	45.8				12 25 146	s 5 05 144	s 9 32
		39.3				12 55	s 5 23	s 9 50
BA	8.30 a. m. to 5.30 p. m.	38.5				1 05	s 5 25	s 9 55 142
		35.2				1 25	s 5 34	s 10 05
		32.0				1 40	f 5 43	f 10 14
RN	8.30 a. m. to 5.30 p. m.	24.8				2 20	s 6 05	s 10 35 146
		21.6				2 45	s 6 14	s 10 44
HY	8.30 a. m. to 5.30 p. m.	14.1				3 36 144	s 6 34	s 11 04
		11.0				3 50	f 6 43	f 11 13
		1.8				4 25	s 7 07	s 11 37
WD	Continuous	0.0				4 35 pm	f 7 11 pm	f 11 40 am
					Ar. Daily. Ex. Sunday.	Ar. Daily. Ex. Sunday.	Ar. Daily. Ex. Sunday.	Ar. Daily.

TIME TABLE NO. 107.

In Effect Sunday, Nov. 17, 1918.

STATIONS.

EASTWARD

SECOND CLASS. 142 Ar. Daily. Ex. Sunday.	SECOND CLASS. 144 Ar. Daily.	THIRD CLASS. 146 Ar. Daily. Ex. Sunday.	THIRD CLASS. 148 Ar. Daily. Ex. Sunday.	Side Track—Capacity in feet.	
12 50 pm	7 45 pm		11 55 am	Yard	
s 12 38	s 7 30		11 35		o 456
s 12 28	s 7 20		10 50	p1764	o1217
s 12 18	s 7 10		10 30		o1078
s 12 08	s 7 00		10 15	p2100	
s 11 48	s 6 40	3 25 143 pm	9 30 am	p1850	Yard
s 11 43	f 6 35	3 15		p1430	
s 11 38	f 6 30	3 05		p2093	
s 11 22	f 6 15	2 45		p1926	o 811
f 11 00	f 5 51	2 05		p1175	
s 10 42 145	s 5 33	1 20		p1630	o4401
s 10 33	s 5 23	1 00		p2180	o 2783
s 10 16	s 5 05 143	12 25 145		p2637	o1889
s 9 58	s 4 47	11 55			o1535
s 9 55 141	s 4 44	11 45		p2650	
s 9 46	s 4 35	11 30			o1578
f 9 37	f 4 26	11 15		p2950	
s 9 16	s 4 05	10 35 141		p3109	o2037
s 9 07	s 3 56	9 55		p2661	
s 8 47	s 3 36 145	9 20		p2855	o1025
f 8 38	f 3 27	9 05		p2495	
s 8 14	s 3 03	8 30		p2945	o 330
f 8 10 am	f 2 59 pm	8 20 am			
Lv. Daily. Ex. Sunday	Lv. Daily.	Lv. Daily. Ex. Sunday.	Lv. Daily. Ex. Sunday		

GREENBRIER DIVISION

GENERAL INSTRUCTIONS.

SINGLE TRACK—Eastward trains are superior to Westward trains of the same class. (See Rule 81.)

DOUBLE TRACK—Trains will run on the right-hand track and will not cross over to the left-hand track, unless under protection. (See Rules 99, 314, 337 and General Instructions F.)

A.—Standard clocks located in telegraph offices at Ronceverte, and yard office, Ronceverte.

B.—Bulletin books and watch register blanks located in telegraph office at Ronceverte, Cass and Durbin.

C.—Yard limits Ronceverte, Cass and Durbin, designated by "Yard Limit" boards.

GREENBRIER DIVISION.

Passenger trains 35, freight trains 20 miles per hour. On stiff curves, passenger trains 20, freight trains 12 miles per hour. Through yards protected by "Yard Limit" boards, passenger trains 20, freight trains 10 miles per hour.

Engines running backward, with or without cars, 12 miles per hour.

E.—Junctions and Crossings—

Whitcomb	Junction of Alleghany District and Greenbrier Division. (Interlocked.)
Ronceverte	Junction of Alleghany District and Lewisburg and Ronceverte Electric Railroad.
Durbin	Junction of Greenbrier Division and Western Maryland Railway.

F.—A train running in opposite direction on double track will not enter block until advised in writing by Signalman condition of block in advance. Where there are two running tracks and no Signalman, a train must not cross over without first protecting in both directions on the opposite track, as per Rule 99. This rule will not apply to yard engines, work trains nor coal district shifting engines within their specified limits except in the direction of the current of traffic.

When from any cause an engine, under steam, is cut off a train at a non-telegraph station, the train must stop at the next open telegraph office and report the circumstances to the train dispatcher. The engine cut off must not use a main track unless protected in accordance with Rule 99, or by train orders.

G.—Extra trains will not require train orders to run ahead of third class trains.

H.—When required to take siding, a train will enter at first switch of the passing siding. An eastward train will not use a westward nor a westward train an eastward passing siding unless authorized by train order.

J.—Rules governing the movement of trains with the current of traffic on double track by means of Block Signals.

M.—Local freight trains will stop on signal at all stations to do work.

N.—Symbols—

S—Regular stop.	O—Other tracks.
F—Stop on signal.	E—Eastward.
P—Passing siding.	W—Westward.
C—Center Passing Siding.	T—Water tank

O.—Agents will not sell tickets to points at which train is not authorized to stop.

P.—Whenever a train running on double track is stopped suddenly, trains running in opposite direction must be held until it is ascertained whether or not the opposing main track is obstructed.

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

Brookville,
Blue Ridge,
Millboro,
Lewis,
Alleghany, and
Stretchers Neck.

R.—Employes are forbidden from standing on the track and boarding an approaching engine or car, or from riding on front end of engines equipped with standard road pilot.

S.—When an engine is to be detached from train on grades, a sufficient number of hand brakes must be set to hold train. Air brakes must not be depended upon to hold train after engine is detached.

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

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

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

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

U.—Engines or cars standing on descending grades or on spur tracks must not be coupled to until it is known that the engine or cars to be coupled to are secured by brakes or otherwise.

V.—When trains are running against the current of traffic at night, a green light instead of red will be displayed to the rear from the marker on the side next to the opposing track.

W.—Electric headlight should be dimmed when the glare would endanger employes, such as: on or entering yards; approaching passenger stations when passengers are getting on or off trains; telegraph offices where orders or messages are likely to be handed on approaching passenger train on opposite track; when stock is noticed on track. (Also read Rule 17.)

X.—When a flagman protecting a passenger train is recalled he must first place a lighted fuse on the track, in addition to placing two torpedoes on the rail; this rule to apply both **day and night.**

Y.—Torpedoes are supplementary signals. The explosion of two not more than 200 feet apart is a signal to reduce speed and to look out for stop signal. Explosion of one torpedo will indicate same as two, but the use of two is required.

Flag stops—

Hopper, Bowes, Woodman, Gardners, Golden, Horrock, Rorer, Locust, Mill Run, Burnside, Kennisons, Watoga, Violet, August, Thorny Creek, Harter, Big Run, Stony Bottom, Deer Creek, Wanless, Nida, Frank—142 and 143; 141 and 144.

SPECIAL INSTRUCTIONS.

Greenbrier Division Trains will be governed by Alleghany District Time Table between Ronceverte and Whitcomb.

Greenbrier Division trains will get orders or clearance card before leaving Whitcomb.

SURGICAL STAFF.

STATION.	SURGEON'S NAME	OFFICE ADDRESS.	TELEPHONE CALL.
Marlinton, W. Va	J. W. Price	Main Street	40 Ronceverte and Elkins Telephone Co.
Durbin, W. Va	Geo. F. Hull	Durbin	62 Ronceverte and Elkins Telephone Co.