UNITED STATES RAILROAD ADMINISTRATION

W. G. McADOO, DIRECTOR GENERAL OF RAILROADS

CHESAPEAKE AND OHIO RAILROAD

EASTERN GENERAL DIVISION

RICHMOND DIVISION

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. W. KNAPP,
General Manager	Supt. Transportation	Ass't Sup't Transp'n	Ass't Sup't Transp'n	General Superintendent	Superintendent

MITCHELL & HOTCHKISS PRINT, RICHMOND, VA.

RICHMOND DIVISION

PENINSULA DISTRICT

WESTWARD — EASTWARD

Call	Hours Open		FOURTH CLASS. 63 Lv. Daily. Ex. Sunday.	FOURTH CLASS. 61 Lv. Daily. Ex. Sunday.	SECOND CLASS 15 Lv. Daily.	SECOND CLASS 17 Lv. Daily.	FIRST CLASS. 43 Lv. Daily.	FIRST CLASS. 47 Lv. Daily.	FIRST CLASS. 45 Lv. Daily.	TIME TABLE No. 107. In Effect Sunday, Nov. 17, 1918. STATIONS.	FIRST CLASS 42 Ar. Daily.	FIRST CLASS 46 Ar. Daily.	FIRST CLASS 44 Ar. Daily.	SECOND CLASS 20 Ar. Daily.	SECOND CLASS 18 Ar. Daily.	FOURTH CLASS 62 Ar. Daily. Ex. Sunday.	FOURTH CLASS 64 Ar. Daily. Ex. Sunday.		Distance from Port Monroe	Side Tracks—Capacity in Feet.
Z	5.15 a.m. to 2.15 p.m			8 00am		5 35 am	3 55 pm	12 45pm	9 15 am	FORT MONROE	11 45 am	2 45pm	6 45 pm		9 40 pm	7 30 am			.0	p 588 o 142
			1 00 pm	8 10		f 5 41	f 4 01	f 12 51	f 9 21	1.0 T Phoebus	f 11 39	f 2 39	f 6 39		f 9 34	6 50	12 05 pm		1.0	p1139 o3613
HM	5.30 a.m. to 2.30 p.m.		1 30	9 02		s 5 47	s 4 07	s 12 57	s 9 27	1.9 Hampton	s 11 30 64	s 2 30	s 6 30		s 9 21	6 40	11 30 42		2.9	p 804 o2609
XA	Continuous.		1 55 pm	9 20am		6 03 60	4 23	1 13	9 43	5.8 Old Point Junction	11 11	2 11	6 11		9 01	8 03 17 am	10 50 am		8.7	
						6 15	4 35	1 25	9 55	1.3 NEWPORT NEWS (E.EndD.T.)	11 05	2 05	6 05		8 55				10.0	Yard
							3 45	12 30	9 00	NORFOLK (VIA STEAMER)	12 05	3 05	7 05							
							4 40	1 30	10 00	NEWPORT NEWS	11 05	2 05	6 05							
NS	7.30 a.m. to 4.30 p.m.				5 10 pm	6 25	4 45	1 35	10 05	NEWPORT NEWS (E.EndD.T.)	11 00	2 00	6 00	10 20 am	8 40				10.0	
XA	Continuous				5 16	6 31	4 50	1 40	10 10	1.3 T Old Point Junction	10 55	1 55	5 55	10 15	8 35				11.3	Yard
MN	6.30 a.m. to 3.30 p.m.				f 5 37	f 6 49	4 58	1 48	10 18	5.2 Morrison	10 47	1 47	5 47	f 9 56	f 8 16				16.5	w 2897 e 2690 o 96
RF	6.45 a.m. to 3.45 p.m				f 5 57	f 7 07	5 06	1 56	10 26	6.2 T Oriana	10 37	1 37	5 37	f 9 36	f 7 56				22.7	o2180
JM	Continuous				s 6 12	s 7 20	s 5 14	s 2 04	s 10 34	4.9 Lee Hall	s 10 29	s 1 29	s 5 29	s 9 22	s 7 42				27.6	w 3127 e 3088 o1775
					f 6 26	f 7 32	5 24	2 14	10 44	4.7 Grove	10 21	1 21	5 21	s 9 10	f 7 30				32.3	o 975
WM	Continuous				s 6 41	s 7 44	s 5 32	s 2 22	s 10 52	4.6 Williamsburg	s 10 13	s 1 13	s 5 13	s 8 58	s 7 18				36.9	w 2696 e 3022 o1578
UG	Continuous				f 7 02	f 8 04	5 44	2 34	11 04	7.7 T Norge	10 00	1 00	5 00	f 8 38	f 6 58				44.6	w 2755 e 3040 o 712
AN	8.00 a.m. to 5.00 p.m.				s 7 09	s 8 10	5 48	2 38	11 08	2.4 Toano	9 57	12 57	4 57	s 8 30	s 6 50				47.0	o4355
					f 7 21	f 8 21	5 54	2 44	11 14	4.1 Diascund	9 50	12 50	4 50	f 8 19	f 6 39				51.1	w 2235 e 2871 o 615
UM	7.45 a.m. to 4.45 p.m.				f 7 33	f 8 33	6 00	2 50	11 20	4.3 Walker	9 44	12 44	4 44	f 8 08	f 6 28				55.4	o 700
FG	Continuous				f 7 47	s 8 47	6 08	2 58	11 28	5.8 T Providence Forge	9 36	12 36	4 36	s 7 54	s 6 14				61.2	w 2944 e 3117 o3084
RX	7.30 a.m. to 4.30 p.m.				f 8 01	f 9 01	6 16	3 06	11 36	5.7 Roxbury	9 28	12 28	4 28	f 7 40	s 6 00				66.9	o1305
KO	7.15 a.m. to 4.15 p.m.				f 8 15	f 9 15	6 22	3 12	11 42	4.4 Elko	9 22	12 22	4 22	f 7 29	s 5 49				71.3	w 3015 e 2967 o 656
					f 8 30	f 9 30	6 32	3 22	11 52	7.1 Fort Lee	9 12	12 12	4 12	f 7 15	s 5 35				78.4	w 2705 e 2871
CB	Continuous									3.1 C. B. Cabin									81.5	
R	Continuous				8 40	9 40	6 40	3 30	12 00	1.7 Fulton	9 05	12 05	4 05	7 05	5 25				83.2	Yard
JN	Continuous				8 45 pm	9 45 am	6 45 pm	3 35pm	12 05 pm	1.5 RICHMOND	9 00 am	12 00noon	4 00 pm	7 00 am	5 20 pm				84.7	
			Ar. Daily. Ex. Sunday.	Ar. Daily. Ex. Sunday.	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. Ex. Sunday.			

RICHMOND DIVISION

ALBERENE BRANCH.

WESTWARD Calls	Hours Open	Distance from Warren	THIRD CLASS. 59 Lv. Daily. Ex. Sunday.	SECOND CLASS. N. & A. 209 Lv. Daily. Ex. Sunday.	TIME TABLE No. 107. In Effect Sunday, Nov. 17, 1918. STATIONS.	SECOND CLASS. N. & A. 210 Ar. Daily. Ex. Sunday.	THIRD CLASS. 60 Ar. Daily. Ex. Sunday.	Side Track—Capacity in Feet. EASTWARD
RN	Continuous	.0	7 40 am	1 35 pm	T WARREN	1 15 pm	8 35 am	o 369
		6.1	8 00 am	2 00 pm	ESMONT	12 50 pm	8 10 am	o 2628
			Ar. Daily. Ex. Sunday.	Ar. Daily. Ex. Sunday.		Lv. Daily. Ex. Sunday.	Lv. Daily. Ex.Sunday.	

BUCKINGHAM BRANCH.

WESTWARD Calls	Hours Open	Distance from Bremo.	SECOND CLASS. 309 Lv. Daily. Ex. Sunday.	SECOND CLASS. 307 Lv. Daily. Ex. Sunday.	TIME TABLE No. 107. In Effect Sunday, Nov. 17, 1918. STATIONS.	SECOND CLASS. 308 Ar. Daily. Ex. Sunday.	SECOND CLASS. 310 Ar. Daily. Ex. Sunday.	Side Track—Capacity in Feet. EASTWARD
B	Continuous	.0	12 45 pm	8 30 am	T BREMO	12 30 pm	4 40 pm	
		0.5	s 12 51	s 8 36	0.5 New Canton	s 12 20	s 4 33	o 573
		2.4	f	f	1.9 Bridgeport	f	f	o 178
—	Booth	4.3	s 1 05	s 9 04	1.9 Arvonia	s 12 06	s 4 13	o 2915
- - -	Booth	6.0	f 1 11	f 9 17	1.7 Penlan	f 11 59	f 4 03	o 393
— —	Booth	9.5	s 1 22	s 9 41	3.5 Johnson	s 11 49	s 3 39	o 258
		12.7	f 1 35	f 10 03	3.2 Alpha	f 11 40	f 3 17	o 843
— — —	Booth	16.5	s 1 48	s 10 29	3.7 Dillwyn	s 11 30	s 2 50	o 1681
- - - -	Booth	17.0	f	f	0.6 White	f	f	o 1797
		20.8	2 05 pm	11 00 am	3.8 T ROSNEY	11 10 am	2 20 pm	o 1033
			Ar. Daily. Ex. Sunday.	Ar. Daily. Ex. Sunday.		Lv. Daily. Ex. Sunday.	Lv. Daily. Ex. Sunday.	

VIRGINIA AIR LINE BRANCH

WESTWARD Calls	Hours Open	Distance from Lindsay	FOURTH CLASS 409 Lv. Daily. Ex. Sunday.	SECOND CLASS. 403 Lv. Daily. Ex. Sunday.	TIME TABLE No. 107. In Effect Sunday, Nov. 17, 1918. STATIONS	SECOND CLASS. 402 Ar. Daily. Ex. Sunday.	THIRD CLASS 94 Ar. Daily.	FOURTH CLASS. 410 Ar. Daily. Ex. Sunday.	Side Track—Capacity in Feet. EASTWARD
DA	Continuous	.0	7 35 am	5 01 pm	T LINDSAY	7 05 am	8 56 pm	1 35 pm	o 945
		2.1	7 45	f 5 06	2.1 Whitlock	f 6 58	8 51	1 24	o 55
		3.4	7 55	f 5 10	1.3 Thelma	f 6 52	8 47	1 19	o 190
		6.7	8 10	f 5 17	3.3 Zion	f 6 42	8 35	1 06	o 270
CN	6.45 am to 3.45 pm	10.0	8 25	f 5 24	3.3 Troy	f 6 32	8 23	12 53	p1350 o 375
		13.7	8 42	f 5 33	3.7 Wildwood	f 6 23	8 11	12 39	o 182
		16.7	8 57	f 5 39	3.0 Palmyra	f 6 14	8 00	12 30	o 366
RY	10 a.m. to 7.00 p m	18.5	9 04	f 5 44	1.8 T Rockaway	f 6 10	7 54	12 25	p1279
		20.5	9 15	f 5 49	2.0 Carysbrook	f 6 05	7 46	12 15	o 618
		25.4	9 35	f 6 02	4.9 Fork Union	f 5 55	7 28	11 55	o 220
X	Continuous	30.0	9 55 am	6 15 pm	4.6 T STRATHMORE	5 45 am	7 10 pm	11 35 am	Yard
			Ar. Daily. Ex. Sunday.	Ar. Daily. Ex. Sunday.		Lv. Daily. Ex. Sunday.	Lv. Daily.	Lv. Daily. Ex. Sunday.	

RICHMOND DIVISION

WESTWARD

WASHINGTON AND PIEDMONT DISTRICTS

FOURTH CLASS			THIRD CLASS.			SECOND CLASS					FIRST CLASS				TIME TABLE No. 107. In Effect Sunday, Nov. 17, 1918.	Distance from Fulton.	Calls	Hours Open	Distance from Washington.
53	55	409	93	97	81	29	403	1	19	401	3	43	5	45					
Lv. Daily. Ex. Sunday.	Lv. Daily. Ex.Sunday	Lv. Daily. Ex. Sunday.	Lv. Daily.	Lv. Daily.	Lv. Daily.	Lv. Daily. Ex. Sunday.	Lv. Daily. Ex. Sunday.	Lv. Daily.	Lv. Daily.	Lv. Daily. Ex. Sunday.	Lv. Daily.	Lv. Daily.	Lv. Daily.	Lv. Daily.	STATIONS				
								8 30pm			10 15pm		2 00pm		WASHINGTON		H	Continuous	.0
			10 30 pm												4.9 Potomac Yard		YD	Continuous	4.9
								8 50			s 10 32		s 2 17		2.0 ALEXANDRIA				6.9
	10 10am		2 45				11 20am	11 50			s 12 35		s 4 20		77.8 ORANGE		OH	Continuous	84.7
	10 27		2 57				f 11 38	11 59			12 45		4 27		4.1 Madison Run				88.8
	10 50 104		3 15				11 50 44 16 5	12 10 6			12 55 6		4 35		4.9 GORDONSVILLE		G	Continuous	93.7
5 50 am				8 30 pm	4 30am										FULTON	.0	R	Continuous	
6 00				8 40	4 35	5 15 pm			7 45am			9 30pm		1 00 pm	1.5 RICHMOND	1.5	JN	Continuous	
6 05				8 45	4 40	5 20			7 50			9 35		1 05	.7 Shops (W.E.D.T.)	2.2			
6 20				9 00	4 59	f 5 34			f 7 58			9 44		1 14	4.7 Chickahominy	6.9			
6 35				9 15	5 15	s 5 45			s 8 06 42			f 9 54		1 20	4.1 Atlee	11.0	AB	6.30 a. m. to 3.30 p. m.	
6 50				9 35	5 30	f 6 00			f 8 18			f 10 04		1 30	5.0 Peake	16.0			
7 05				9 47	5 45	s 6 10			s 8 27			s 10 11		1 37	3.5 Hanover	19.5	HA	6.50 a. m. to 3.50 p. m.	
7 33 42				9 55	6 00	f 6 17			f 8 33			f 10 19		1 45	2.7 Wickham	22.2			
7 55				10 05	6 20	f 6 32			f 8 48			10 29		1 55 82	5.0 Garnett	27.2			
8 06				10 10	6 25	f 6 43 16			s 8 58 30			s 10 33		1 59	1.4 Doswell	28.6	HN	Continuous	
8 22				10 24	6 35	f 6 48			f 9 04			f 10 40		2 06	2.9 Verdon	31.5			
8 40 30				10 45	6 53 42	f 6 59			s 9 16			f 10 51		2 17	5.0 Hewlett	36.5	X	6.30 a. m. to 3.30 p. m.	
8 55				11 01 43	7 10	s 7 09			s 9 26 54			s 11 01 97		2 25 44	4.7 Beaver Dam	41.2	BD	6.15 a. m. to 3.15 p. m.	
9 10 54				11 08	7 25	f 7 14			s 9 32			f 11 07		2 33	2.8 Tyler	44.0			
9 30				11 38	8 11 30 54	s 7 29			s 9 47			f 11 22		2 48	7.4 Frederick Hall	51.4	FH	Continuous	
9 50				11 55	8 30	f 7 39			f 9 57			11 30		2 57	4.8 Pendleton	56.2			
10 00 19				12 04 96	8 40	s 7 42			s 10 00 58			f 11 33		3 00	1.3 Mineral	57.5	SV	5.40 a. m. to 2.40 p. m.	
10 56 82				12 20	9 00	s 7 52			s 10 12			s 11 43 96		3 11	5.8 Louisa	63.3	CU	5.30 a. m. to 2.30 p. m.	
11 16				12 37	9 15	s 8 02			s 10 22 82			f 11 53		3 21	4.5 Trevilian	67.8	ON	5.20 a. m. to 2.20 p. m.	
11 30				12 51	9 25	f 8 09			f 10 29			f 12 00		3 28	3.2 Green Springs	71.0			
11 40				1 01	9 35	f 8 15			f 10 36			12 06		3 34	2.9 Melton	73.9			
12 01 pm				1 25	9 50 82	8 22			10 45 104			12 15 6		3 40	3.3 GORDONSVILLE	77.2	G	Continuous	
	11 45	7 15 30 am	3 45	1 40	9 50 82	8 25	4 50 44 16 5	12 30 6	10 50		1 00 6	12 20 6	4 40 16	3 45	GORDONSVILLE	77.2	G	Continuous	
	12 18 44	7 30 am	4 05	2 00	10 05	f 8 35	5 00 pm	12 41	s 11 00	f 7 06 30 am	1 09	f 12 29	4 49	s 3 54	4.8 LINDSAY	82.0	DA	Continuous	98 5
	12 37 4		4 15	2 14	10 29 104	f 8 41		12 47	f 11 06	f 7 15	1 14	f 12 34	4 54	f 3 59	2.2 Cobham	84.2	BX	7.00 a. m. to 4.00 p. m.	100.7
	12 50		4 44 42 4 59 2	2 23	10 39	f 8 48		12 55	f 11 13	f 7 28	1 20	f 12 40	5 00	f 4 06 16	2.9 Campbell	87.1	CW	Continuous	103.6
	1 08		5 12	2 32	10 51	f 8 55		1 02	s 11 20	f 7 43 56	1 26	f 12 46	5 06	s 4 13	3.8 Keswick	90.9	K	7.30 a. m. to 4.30 p. m.	107.4
	1 28		5 20	2 39	11 00	f 9 01		1 09	f 11 26	f 7 53	1 31	f 12 51	5 11	f 4 20	2.2 Shadwell	93.1	SX	11.30 a. m. to 7.30 p. m. 11.30 p. m. to 7.30 a. m.	109.6
	1 45pm		5 45 am	2 55 am	11 20am	f 9 15 pm 96		1 25am	11 40 am 44	8 10 am	1 45am	1 05am	5 25 98 pm	4 35 pm	5.1 CHARLOTTESVILLE	98.2	MO	Continuous	114.7
Ar. Daily. Ex. Sunday.	Ar. Daily Ex.Sunday	Ar. Daily. Ex. Sunday.	Ar. Daily.	Ar. Daily.	Ar. Daily.	Ar. Daily. Ex. Sunday.	Ar. Daily. Ev. Sunday.	Ar. Daily.	Ar. Daily.	Ar. Daily. Ex. Sunday.	Ar. Daily.	Ar. Daily.	Ar. Daily.	Ar. Daily.					

RICHMOND DIVISION

WASHINGTON AND PIEDMONT DISTRICTS

EASTWARD

Side Track—Capacity in Feet	Distance from Charlottesville.	TIME TABLE No. 107. In Effect Sunday, Nov. 17, 1918. STATIONS	FIRST CLASS 2	FIRST CLASS 42	FIRST CLASS 44	FIRST CLASS 4	SECOND CLASS 30	SECOND CLASS 404	SECOND CLASS 16	SECOND CLASS 6	THIRD CLASS. 82	THIRD CLASS. 96	THIRD CLASS. 98	FOURTH CLASS. 54	FOURTH CLASS. 410	FOURTH CLASS. 56		
			Ar. Daily.	Ar. Daily.	Ar. Daily.	Ar. Daily.	Ar. Daily. Ex. Sunday.	Ar. Daily. Ex. Sunday.	Ar. Daily.	Ar. Daily.	Ar. Daily.	Ar. Daily.	Ar. Daily.	Ar. Daily. Ex. Sunday.	Ar. Daily. Ex. Sunday.	Ar. Daily Ex. Sunday.		
----------	114.7	WASHINGTON	8 20 am	----------	----------	3 50 pm	----------	----------	----------	5 30 am	----------	----------	----------	----------	----------	----------	----------	----------
		4.9																
Yard	109.8	Potomac Yard	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	12 15 am	----------	----------	----------	----------	----------
		2.0																
Yard	107.8	T ALEXANDRIA	s 8 03	----------	----------	s 3 33	----------	----------	----------	5 05	----------	----------	----------	----------	----------	----------	----------	----------
		77.8																
p704 o 700	30.0	ORANGE	s 5 40	----------	----------	s 1 20	----------	11 15 am	----------	1 25	----------	----------	7 40	----------	----------	9 30 am	----------	----------
		4.1																
o 966	25.9	Madison Run	5 30	----------	----------	1 10	----------	f 11 02	----------	1 10	----------	----------	7 25	----------	----------	9 15	----------	----------
		4.9																
p1600 o4365	21.0	T GORDONSVILLE	5 20	----------	----------	1 00 403	----------	10 50 55	----------	12 55 $\frac{1}{4}$	----------	----------	7 05	----------	----------	9 00	----------	----------
Yard	98.2	FULTON	----------	----------	----------	----------	----------	----------	----------	----------	4 20 pm	4 15 am	----------	12 20 pm	----------	----------	----------	----------
		1.5																
Yard	96.7	RICHMOND	----------	8 30 am	3 45 pm	----------	9 55 am	----------	7 55 pm	----------	4 10	4 00	----------	12 10	----------	----------	----------	----------
		.7																
Yard	96.0	Shops (W. E. D. T.)	----------	8 25	3 40	----------	9 50	----------	7 50	----------	4 00	3 52	----------	12 01	----------	----------	----------	----------
		4.7																
p3033 o 141	91.3	Chickahominy	----------	f 8 15	3 30	----------	9 42	----------	f 7 38	----------	3 35	3 32	----------	11 45	----------	----------	----------	----------
		4.1																
p2600 o 215	87.2	Atlee	----------	f 8 06 19	3 21 82	----------	9 35	----------	f 7 27	----------	3 21 44	3 15	----------	11 30	----------	----------	----------	----------
		5.0																
p1711 o 815	82.2	Peake	----------	f 7 49	3 12	----------	9 25	----------	f 7 15	----------	2 45	2 55	----------	11 10	----------	----------	----------	----------
		3.5																
p2954 o1397	78.7	Hanover	----------	s 7 40	3 06	----------	9 18	----------	s 7 07	----------	2 27	2 41	----------	11 00	----------	----------	----------	----------
		2.7																
p1540 o 371	76.0	Wickham	----------	f 7 33 53	3 01	----------	9 13	----------	f 7 01	----------	2 10	2 30	----------	10 50	----------	----------	----------	----------
		T 5.0																
p1289	71.0	Garnett	----------	f 7 19	2 52	----------	9 03	----------	f 6 48	----------	1 55 45	2 07	----------	10 35	----------	----------	----------	----------
		1.4																
p3106 o2069	69.6	Doswell	----------	s 7 14	2 48	----------	8 58 19	----------	s 6 43 29	----------	1 40	2 02	----------	10 30	----------	----------	----------	----------
		2.9																
p1962 o 342	66.7	Verdon	----------	f 7 07	2 43	----------	8 51	----------	f 6 35	----------	1 25	1 50	----------	10 20	----------	----------	----------	----------
		5.0																
p2735 o1162	61.7	Hewlett	----------	f 6 53 81	2 34	----------	8 40 53	----------	f 6 21	----------	1 10	1 30	----------	9 50	----------	----------	----------	----------
		4.7																
p3011 o 766	57.0	T Beaver Dam	----------	s 6 40	2 25 45	----------	s 8 31	----------	s 6 11	----------	12 50	1 09	----------	9 26 19	----------	----------	----------	----------
		2.8																
p1458 o 150	54.2	Tyler	----------	6 33	2 18	----------	f 8 25	----------	f 6 05	----------	12 30	1 00	----------	9 10 53	----------	----------	----------	----------
		7.4																
p2835 o 805	46.8	T Frederick Hall	----------	6 16	2 03	----------	s 8 11 $\frac{31}{54}$	----------	s 5 46	----------	11 50	12 30	----------	8 11 $\frac{31}{30}$	----------	----------	----------	----------
		4.8																
o 735	42.0	Pendleton	----------	6 04	1 53	----------	f 8 01	----------	f 5 34	----------	11 25	12 10	----------	7 40	----------	----------	----------	----------
		1.3																
p2950 o5367	40.7	T Mineral	----------	6 00	1 50	----------	s 7 58	----------	s 5 29	----------	11 16	12 04 97	----------	7 35	----------	----------	----------	----------
		5.8																
p1547 o 753	34.9	Louisa	----------	f 5 48	1 38	----------	s 7 48	----------	s 5 16	----------	10 56 53	11 43 48	----------	7 10	----------	----------	----------	----------
		4.5																
p2350 o 978	30.4	T Trevilian	----------	5 37	1 28	----------	f 7 39	----------	f 5 08	----------	10 22 19	11 20	----------	6 50	----------	----------	----------	----------
		3.2																
o 729	27.2	Green Springs	----------	5 29	1 20	----------	f 7 32	----------	f 5 00	----------	10 08	11 10	----------	6 35	----------	----------	----------	----------
		2.9																
o 950	24.3	Melton	----------	5 22	1 13	----------	f 7 26	----------	f 4 53	----------	10 00	11 00	----------	6 25	----------	----------	----------	----------
		3.3																
p2572 o3050	21.0	T GORDONSVILLE	----------	5 15	1 05	----------	7 20	----------	4 45	----------	9 50 81	10 50	----------	6 15 am	----------	----------	----------	----------
p2572 o3050	21.0	T GORDONSVILLE	5 15	5 00	12 30 403	12 50 403	7 15 409	10 45 19	4 40 $\frac{403}{3}$	12 05 $\frac{1}{48}$	9 50 81	10 40	7 00	----------	2 00 pm	8 45	----------	----------
		4.8																
p2950 o 245	16.2	T LINDSAY	5 07	4 52	f 12 18 55	12 42	s 7 06 401	f 10 35	s 4 26	11 52	9 35	10 21	6 40	----------	1 40 pm	8 25	----------	----------
		2.2																
p1050 o 868	14.0	T Cobham	5 03	4 48	f 12 13	12 37 55	f 7 01	f 10 29 81	f 4 20	11 46	9 28	10 12	6 30	----------	----------	8 10	----------	----------
		2.9																
p2456 o 150	11.1	Campbell	4 59 93	4 44 93	f 12 06	12 32	f 6 55	f 10 23	f 4 06 45	11 38	9 20	10 00	6 18	----------	----------	8 00	----------	----------
		3.8																
p1530 o 88	7.3	Keswick	4 54	4 39	f 11 58	12 26	f 6 48	f 10 16	s 3 55	11 27	9 10	9 45	6 02	----------	----------	7 43 401	----------	----------
		2.2																
p 946 o 175	5.1	Shadwell	4 50	4 35	f 11 52	12 21	f 6 42	f 10 10	f 3 49	11 20	9 00	9 35	5 52	----------	----------	7 20	----------	----------
		5.1																
Yard	.0	CHARLOTTESVILLE	4 40 am	4 25 am	11 40 am 19	12 10 pm	6 30 am	10 00 am	3 35 pm	11 05 pm	8 45 am	9 15 pm 29	5 25 pm 5	----------	----------	7 00 am	----------	----------
			Lv. Daily.	Lv. Daily.	Lv. Daily.	Lv. Daily.	Lv. Daily. Ex. Sunday.	Lv. Daily. Ex. Sunday.	Lv. Daily.	Lv. Daily.	Lv. Daily.	Lv. Daily	Lv. Daily.	Lv. Daily. Ex. Sunday.	Lv. Daily. Ex. Sunday.	Lv. Daily Ex. Sunday.		

RICHMOND DIVISION
RIVANNA DISTRICT

WESTWARD — **EASTWARD**

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

Distance from Fulton	Calls	Hours Open	FOURTH CLASS. 59 Lv. Daily. Ex. Sunday.	FOURTH CLASS. 57 Lv. Daily. Ex. Sunday.	FIRST CLASS. 11 Lv. Daily. Ex. Sunday.	FIRST CLASS. 9 Lv. Daily.	STATIONS	FIRST CLASS 12 Ar. Daily. Ex. Sunday.	FIRST CLASS 10 Ar. Daily.	THIRD CLASS. 72 Ar. Daily.	THIRD CLASS. 74 Ar. Daily.	THIRD CLASS. 76 Ar. Daily.	THIRD CLASS. 78 Ar. Daily.	FOURTH CLASS. 58 Ar. Daily. Ex. Sunday.	FOURTH CLASS. 60 Ar. Daily. Ex. Sunday.	Side Track—Capacity in Feet.	Distance from Gladstone.
.0	R	Continuous	----------	6 30 am	----------	----------	FULTON	----------	----------	10 15 am	4 15 pm	11 40 pm	4 25 am	12 01 pm	----------	----------	121.3
							1.5										
1.5	JN	Continuous	----------	----------	5 15 pm	10 00 am	Richmond	8 40 am	5 00 pm	----------	----------	----------	----------	----------	----------	Yard	119.8
							7.7										
9.2	VA	Continuous	----------	6 55	f 5 36	f 10 21	T Westham (W.End D.T.)	f 8 19	f 4 32	9 35	3 35	11 00	3 45	11 15	----------	o 1466	112.1
							4.9										
14.1	----	----------	----------	7 05	s 5 46	s 10 31	Lorraine	f 8 05	f 4 22	9 14	3 15	10 40	3 23	10 57	----------	w 2960 e 3167 o 3104	107.2
							3.5										
17.6	VD	7.00 a. m. to 4.00 p. m.	----------	7 15	s 5 55	f 10 40 58	Vinita	s 7 53	f 4 10	9 00	3 00	10 25	3 07	10 40 9	----------	p 3162 o 1170	103.7
							4.8										
22.4	D	Continuous	----------	7 38 13	s 6 07	s 10 53	T Sabot	s 7 38 57	s 3 58	8 40	2 40	10 00	2 45	10 10	----------	w 3015 e 4005 o 495	98.9
							4.3										
26.7	XW	7.00 a. m. to 4.00 p. m.	----------	7 55	f 6 17	f 11 05	Lee	f 7 27	f 3 43	8 25	2 20	9 15	2 20	9 50	----------	w 3735 e 2950 o 350	94.6
							5.9										
32 6	J	Continuous	----------	8 07 72	s 6 30	s 11 18	Maidens	s 7 12	s 3 29	8 07 57	1 54	9 00	1 54	9 30	----------	w 2850 e 2928 o 477	88.7
							3.1										
35.7	WA	6.45 a. m. to 3.45 p. m.	----------	8 19	f 6 37	s 11 26	Irwin	s 7 02	f 3 21	7 32	1 40	8 45	1 40	9 05	----------	p 3140 o 234	85.6
							6.7										
42.4	RC	Continuous	----------	8 40 58	s 6 53	s 11 42	T Rock Castle	s 6 45	s 3 08	7 01	1 20	8 20	1 00	8 40 57	----------	w 2990 e 3066 o 583	78 9
							4.2										
46.6	----	----------	----------	9 05	f 7 02	f 11 54	Stokes	f 6 35	f 2 54	6 45	12 58	7 55	12 20	8 10	----------	p 2758 o 500	74.7
							2.7										
49.3	A	Continuous	----------	9 15	s 7 07	s 12 02	Pemberton	s 6 30	s 2 46	6 35	12 40	7 45	12 10	7 55	----------	w 3186 e 2871 o 1230	72.0
							4.6										
53.9	KI	7.30 a. m. to 4.30 p. m.	----------	9 35	f 7 17 76	f 12 12 74	Elk Hill	f 6 20	f 2 36	6 23	12 12 9	7 17 11	11 45	7 35	----------	w 3000 e 3005 o 1820	67.4
							4.9										
58.8	C	Continuous	----------	10 06	s 7 28	s 12 22	T Columbia	s 6 08 72	s 2 26	6 08 13	11 45	6 45	11 25	7 18	----------	w 2942 e 3043 o 1482	62.5
							5.9										
64.7	BA	7.30 a. m. to 4.30 p. m.	----------	10 25	f 7 42	f 12 35	Stearnes	f 5 55	f 2 13	5 35	11 10	6 22	11 03	6 55	----------	w 2988 e 3009 o 464	56.6
							4 0										
68.7	B	Continuous	----------	10 55 74	s 7 53	s 12 45	T BREMO E.End D.T.	s 5 46	s 2 05	5 12	10 55 57	6 05	10 40	6 40	----------	w 3185 o 1631	52.6
							1.6										
70.3	X	Continuous	6 30 am	11 05 am	s 8 00	s 1 00	STRATHMORE W.End D.T.	s 5 39	s 1 51	5 05	10 50	6 00	10 35	6 30 am	10 00 am	Yard	51.0
							4.8										
75.1	HW	6.30 a. m. to 3.30 p. m.	6 45	----------	f 8 11	f 1 09	Hardware	f 5 27	f 1 42	4 47	10 35	5 45	10 17	----------	9 40	p 3850 o 495	46.2
							4.2										
79.3	----	----------	7 00	----------	8 21	1 18	Nicholas	5 17	1 33	4 04	10 18	5 30	9 58	----------	9 20	p 4800	42.0
							2.3										
81.6	S	Continuous	7 20	----------	s 8 26	s 1 28 10	T Scottsville	s 5 11	s 1 28 9	3 55	10 10	5 13	9 50	----------	9 03	w 3090 e 3000 o 2795	39.7
							6.1										
87.7	RN	Continuous	7 40 8 40 60	----------	s 8 50	s 1 42	T WARREN	s 4 51	s 1 15	3 20	9 40	4 40	9 27	----------	8 40 59	w 2974 e 3024 o 3544	33.6
							5 6										
93.3	HN	7.30 a. m. to 4.30 p. m.	9 10 74	----------	f 9 03 78	f 1 53	Howardsville	f 4 40	s 1 00	3 05	9 10 59	4 20	9 03 11	----------	8 20	p 4225 o 570	28.0
							5 0										
98.3	MF	7.30 a. m. to 4.30 p. m.	9 20	----------	f 9 15	f 2 05	Manteo	f 4 28	f 12 45	2 45	8 40	4 05	8 20	----------	7 50	p 3046 o 286	23.0
							3.9										
101.4	RX	Continuous	9 45	----------	f 9 23	s 2 15	T Warminster	f 4 20	f 12 37	2 25	8 20	3 45	7 55	----------	7 40	w 3023 e 2965 o 571	19.9
							4.8										
106.2	H	7.15 a. m. to 4.15p. m.	10 05	----------	f 9 35	s 2 25	Wingina	f 4 09	f 12 25	2 02	8 07	3 30	7 30	----------	7 25	p 3302 o 214	15.1
							4.7										
110.9	W	Continuous	10 33	----------	f 9 47	f 2 34	Norwood	f 3 58	s 12 15	1 47	7 47	3 05	7 10	----------	7 10	p 3850 o 524	10.4
							5.4										
116.3	GQ	Continuous	11 01	----------	f 10 00	f 2 47 76	Greenway (E.End D.T.)	f 3 46	s 12 05	1 25	7 27	2 45 9	6 50	----------	6 50	p 2925 o 180	5.0
							5.0										
121.3	GS	Continuous	11 40 am	----------	10 15 pm	3 00 pm	GLADSTONE (W.End D.T.)	3 35 am	11 55 am	1 00 am	7 00 am	2 20 pm	6 30 pm	----------	6 30 am	Yard	.0
			Ar. Daily. Ex. Sunday.	Ar. Daily. Ex. Sunday.	Ar. Daily. Ex. Sunday.	Ar. Daily.		Lv. Daily. Ex. Sunday.	Lv. Daily.	Lv. Daily.	Lv. Daily.	Lv. Daily.	Lv. Daily.	Lv. Daily. Ex. Sunday.	Lv. Daily. Ex. Sunday.		

RICHMOND 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.**)

Trains to represent Nos. 17, 43, 45 and 47 will back from Phoebus to Fort Monroe. Trains that represent Nos. 18, 42, 44 and 46 will back from Fort Monroe to Phoebus. All will run as extras. Those backing eastward will be superior.

A.—Standard clocks located in telegraph offices at Old Point Junction, Richmond, Gordonsville, Charlottesville, Gladstone and Washington and in roundhouse and yard offices at Fulton.

B.—Bulletin books and watch register blanks located in telegraph offices at Old Point Junction, Williamsburg, Fulton, Richmond, Gordonsville, Charlottesville, Washington, Bremo, Warren and Gladstone.

C.—Yard limits Phoebus, Newport News, Fulton, Richmond, Mineral, Gordonsville, Charlottesville and Gladstone designated by "Yard Limit" boards.

D.—Maximum speed—

ALL DISTRICTS.

Freight trains 30 miles per hour, when handling loaded 70 ton coal cars 20 miles per hour.
Engines running backward, with or without cars, 15 miles per hour.
Through yards protected by "Yard Limit" boards, passenger trains 30, freight trains 10 miles per hour.

Peninsular District:
Passenger trains 65 miles per hour.
Passenger trains will make a running test of the air brakes, at a point one mile west of Newport News passenger station, and will not enter the passenger station running to exceed six (6) miles per hour.
All trains across Main Street, Richmond, and across interlocking frogs and switches at "CA" Cabin, 10 miles per hour.

Piedmont District:
Passenger trains 60 miles per hour.

Washington District:
Passenger trains 65 miles per hour.
Between Gordonsville and Orange, through passenger trains 50 miles per hour, local passenger trains 30 miles per hour.

Rivanna District:
Passenger trains 45 miles per hour.
On curves between west end "Viaduct" Richmond and Korah and all similar curves between Korah and Gladstone, or curves of three (3) degrees or more: passenger trains 35 miles per hour, freight trains 15 miles per hour.
On curve between Columbia Depot and west end of "Aqueduct" west of Columbia, freight trains 10 miles per hour.

VIRGINIA AIR LINE BRANCH.

Passenger trains 35, freight trains 20 miles per hour.
Engines running backward with or without cars, 12 miles per hour.

MINERAL, BUCKINGHAM AND ALBERENE BRANCHES.

Passenger trains 20 miles per hour, freight trains 15 miles per hour, 12 miles per hour around curves.
Engines running backward with or without cars, 12 miles per hour.

E.—Junctions and crossings—

Penniman	Junction of Peninsular District and Penniman Branch.
C. A. Cabin	Junction of Rivanna, Piedmont and Peninsular Districts. (Interlocked.)
Doswell	Crossing of Piedmont District and R. F. & P. R'y. (Interlocked.)
Mineral	Junction of Piedmont District and Mineral Branch.
Gordonsville	Junction of Piedmont and Washington Districts. (Interlocked.)
Orange	Junction of Washington District and Southern R'y. (Interlocked.)
Lindsay	Junction of Piedmont District and V. A. L. Branch.
Lorraine	Junction of Rivanna District and T. & J. R. Railroad.
Bremo	Junction of Rivanna District and Buckingham Branch.
Strathmore	Junction of Rivanna District and V. A. L. Branch.
Warren	Junction of Rivanna District and Alberene Branch.
Esmont	Junction of Alberene Branch and N. & A. R'y.

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.
When trains are given orders "to meet at Bremo, Strathmore or Greenway," "end of double track," is to be understood as the designated meeting point unless the train orders direct otherwise.

I.—Double Track—
Newport News to Shops (Richmond).
C. A. Cabin to Westham.
Bremo to Strathmore.
Greenway to east end Gladstone yard.

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

Between
Newport News and Shops (Richmond).
C. A. Cabin and Westham.
Bremo and Strathmore.
Greenway and Gladstone.

trains will run with the current of traffic and will be governed by Automatic Electric Block Signals and Interlocked 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 arm, 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 Norge and Providence Forge, 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 detain 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 signalman will be authority to pass fixed signals at "stop" when necessary to enter siding or to cross over.

K—Trains may be started without orders, and will run as extras—
Westward from Newport News,
Westward from O. P. Junction,
Eastward from Richmond.
Eastward from Fulton.
Eastward trains may be started from Gladstone without orders under current of traffic rules and will receive Running Orders at Greenway.
Westward trains may be started from Fulton without orders under current of traffic rules and will receive Running Orders at Westham or Shops (Richmond).

L.—Fulton helper and shifting engines will work as extras daily (day and night) between Fulton and Fort Lee, protecting at all times against other extras.
Penniman branch shifting engines will work as extras daily, (day and night), between Williamsburg and Penniman Junction; protecting at all times against other extras.
Mineral branch shifting engine will work as an extra daily, except Sunday, between yard limit boards at Mineral, protecting at all times against other extras.

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.
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 train passed by another train at a closed or non-telegraph station will wait ten minutes behind a freight train and twenty minutes behind a passenger train.

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 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 opposite 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 the opposite track; when stock is noticed on track. (Also read Rule 17.)

X.—When a flagman protecting a passenger train or protecting against a passenger train is recalled he must first place a lighted fusee 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.

RICHMOND DIVISION

SPECIAL INSTRUCTIONS.

Flag Stops— 48th St., Newport News; North Newport News; Mellen; Oyster Point; Reservoir; Curtis; Ewell; Lightfoot; Lanexa; Windsor Shades; Mountcastle; Turners; Binford; Poplar Springs; East Richmond	f15, 17, 18 and 20.
Highland Park	f16, 19 and 29.
Strawberry Hill	f29 and 42.
Ellerson	f16, 19, 29, 43 and 42.
East Atlee	f16, 19, 29, 43 and 42.
Ferrandini	f16, 19, 29 and 42.
Ashcake; Cady	f16, 19, 29, 43 and 42.
South Anna; Little River	f16, 19, 29, and 42.
North Anna	f29 and 42.
Noel	f16, 19, 29, 43 and 42.
Holliday; Teman	f16, 19, 29 and 42.
Bumpass; Buckner	f16, 19, 29, 30 and 43.
Patton	f16, 19, 401, 403 and 404.
Rugby	f16, 19, 401 and 404.
Massie	f16, 19, 401 and 404.
Gold Mine	f402 and 403.

Five Mile Lock	f11 and 12.	Dungeness	f9, 10, 11 and 12
Korah	f9, 10, 11 and 12.	West View	
		Walkers	f11 and 12
Grantland	f9, 10, 11 and 12.	Selden	
Herndon		Island	
Mooreland		Goldsborough	
Tuckahoe		Rivanna	
Manakin		Shores	
Boscobel		Proffitt	f11 and 12.
Cardover		Payne	f9, 10, 11 and 12.
Adkins Crossing		Hatton	
State Farm		Highland	
Mt. Bernard	f11 and 12.	Midway	
Thorncliff		Buffalo Springs	
Cedar Point		Caskie	
Bolling Hall	f9, 10, 11 and 12.	Gays Siding	f9,10,11 and 12
Ben Lomond		Boiling Springs; Dawson Mill	f209 and 210

No. 30.—Hewlett, Doswell, Wickham, Hanover — To receive passengers holding tickets for Richmond.

No. 42—Sunday only—All stations between Gordonsville and Richmond — To receive or discharge passengers.

All Stations between Gordonsville and Richmond — To discharge passengers holding tickets from Charlottesville and beyond.

Trevilian, Mineral, Frederick Hall, Buckner, Bumpass — To receive passengers holding tickets for Richmond.

Mineral — To discharge passengers holding tickets from Louisa.

Nos. 2, 3, 4, and 5.—Culpeper, Calverton, Manassas — To receive or discharge passengers holding tickets to or from C. & O. R'y.

No. 4 and 42.—Stations between Charlottesville and Gordonsville — To discharge passengers holding tickets from Cincinnati or beyond.

No. 5 — Cobham, Campbell, Keswick, Shadwell — To discharge passengers holding tickets from Washington or beyond.

No. 5—Rapidan — To receive passengers holding tickets to Clifton Forge, Richmond, or beyond.

No. 44—Stations between Gordonsville and Richmond — To discharge passengers holding tickets from Cincinnati or beyond.

Doswell — To let off passengers for R. F. & P. R. R.

Louisa, Mineral, Beaver Dam and Hanover — To let off passengers holding tickets from Staunton and beyond.

Louisa, Mineral, Hewlett, Doswell, Hanover — To receive passengers holding tickets for Richmond.

No. 45—East Atlee, Hanover, Wickham, Doswell, Hewlett, Beaver Dam, Frederick Hall, Mineral, Louisa and Trevilian — To discharge passengers holding tickets from Richmond or beyond.

Frederick Hall, Mineral and Louisa — To receive passengers holding tickets for Gordonsville and beyond, and for points on V.A.L. Branch.

Doswell — To receive passengers from R. F. & P. for points where train is scheduled to stop to let off passengers from Richmond.

Ashcake — To let off passengers from Richmond **Saturdays** only.

Trains will be governed by timetable and rules of the Southern Railway Company between Orange and W. S. Junction, by the timetable and rules of the Washington Southern Railway between W. S. Junction and R. O. Block Station, by the timetable and rules of the Philadelphia, Baltimore and Washington Railroad (Washington Yard) between R. O. Block Station and V. U. Interlocking Station, and by the timetable and rules of the Washington Terminal Company between V. U. Interlocking Station and C. Interlocking Station.

No. 59 will have right over No. 60, Warren to Esmont.
No. 307 will have right over No. 308, Bremo to Rosney.
No. 309 will have right over No. 310, Bremo to Rosney.

SURGICAL STAFF.

STATION.	NAME.	OFFICE ADDRESS.	TELEPHONE CALL.
Richmond, Va	W. T. Oppenheimer, (Chief Surgeon)	321 W. Grace	Madison 457.
Richmond, Va	L. G. Bentley, (Supt.-Sec'y.)	C. & O. General Office	Madison 1940.
Richmond, Va	J. A. White (Chief Oculist)	200 E. Franklin	Madison 469.
Richmond, Va	W. S. Hodnett (Oculist)	12 E. Grace Street	Madison 2991.
Richmond, Va	H. S. MacLean	Grace Hospital	Madison 6276.
Richmond, Va	A. L. Herring	420 W. Grace	Randolph 1729.
Richmond, Va	Wm. Russell Jones	9 W. Grace	Madison 318.
Richmond, Va	J. R. Blair	2901 E. Broad	Madison 7233.
Richmond, Va	St. Julian Oppenheimer	Virginia Building	Madison 372.
Richmond, Va	C. C. Coleman		
Richmond, Va	Murat Willis		
Richmond, Va	Chas. M. Edwards	106 W. Grace Street	Madison 474.
Fulton, Va	B. L. Phillips	622-A Denny Street	Madison 652.
Norfolk, Va	Southgate Leigh	109 College Place	1700.
Newport News, Va	S. W. Hobson	124 26th Street	23.
Newport News, Va	J. T. Kagey	3404 Washington Avenue	28.
Lee Hall, Va	H. W. Curtis	Denbigh, Va	Warwick, C. H.
Williamsburg, Va	D. J. King	Williamsburg, Va	42.
Toano, Va	H. U. Stephenson	Toano, Va	Potts Telephone.
Providence Forge, Va	J. R. Parker	Providence Forge, Va	One long, one short.
Hanover	A. B. Gravvatt	Hanover, Va	Two shorts and three long
Doswell, Va	J. A. Wright	Doswell, Va	
Fredericks Hall, Va	E. A. Terrell	Fredericks Hall, Va	One long, one short
Mineral, Va	H. W. Judd	Mineral, Va	One long, one short
Louisa, Va	H. W. Porter	Louisa, Va	Louisa—Mutual
Gordonsville, Va	Jno. W. Scott	Gordonsville, Va	Call Central
Palmyra, Va	O. M. Smith	Palmyra, Va	13.
Fork Union, Va	Geo. W. Parrott	Fork Union, Va	833.
Washington, D. C.	H. T. A. Lemon	903 M. St. N. W.	North 5209.
Catlett, Va	Stephen Harnsbarger	Catlett, Va	Central.
Culpeper, Va	A. S. Rixey	Culpeper, Va	9.
Manassas, Va	J. M. Lewis	Manassas, Va	Manassas Central
Orange, Va	L. Holliday	Orange, Va	30.
Sabot, Va	W. M. Holman	Sabot, Va	1 long, 2 short, 1 long
State Farm, Va	Thomas M. Taylor	Lassiter, Va	Dr. Taylor
Columbia, Va	J. J. Nelson	Columbia, Va	874.
Bremo Bluff, Va	W. B. Pettitt	New Canton, Va	Dr. Pettitt.
Dillwyn, Va	G. L. Morris	Dillwyn, Va	Clarion Office.
Scottsville, Va	L. R. Stinston	Scottsville, Va	40.
Norwood, Va	G. C. Calloway	Norwood, Va	Wingina and Norwood.

E. I. FORD,	Sup't Newport News Terminal	Newport News, Va.
M. C. SELDEN,	Ass't Sup't Newport News Terminal	Newport News, Va.
J. F. BRIANT,	Ass't Sup't	Richmond, Va.
J. E. LEAKE,	Train Master, Peninsula District	Richmond, Va.
P. P. CRAWFORD,	Train Master, Rivanna District	Richmond, Va.
R. S. ANDERSON,	Train Master, Piedmont and Washington District	Richmond, Va.
E. L. SMITH,	Terminal Train Master	Richmond, Va.
C. C. PERKINS,	Road Foreman of Engines, Peninsula District	Richmond, Va.
W. F. JOHNSTON,	Road Foreman of Engines, Rivanna District	Richmond, Va.
J. R. EVANS,	Road Foreman of Engines, Piedmont and Washington District	Charlottesville, Va.
E. W. LACY,	Chief Train Dispatcher	Richmond, Va.