RICHMOND FREDERICKSBURG AND POTOMAC RAILROAD COMPANY

TIME TABLE No. 9

In Effect 12:01 A. M. THURSDAY, DECEMBER 17th, 1953

For the Government of Employes Only

EASTERN STANDARD TIME

W. T. RICE
General Superintendent

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EASTERN STANDARD TIME

W. T. RICE
General Superintendent

FLAG STATIONS FOR WHICH NO TIME IS SHOWN

Following trains will stop on signal to receive or discharge passengers

STATION	Miles	TRAINS									
ACCA YARD OFFICE	1.7										
DUMBARTON	3.7								29		(94)
LAUREL	6.4								29		(94)
HUNTON	9.6								29		(94)
ELMONT	11.5								29		94
ELLETT	17.5								29		94
TAYLORSVILLE	19.6								29		94
CHANDLER	24.4								29		(94)
COLEMAN MILL	29.7								29		
RIXEY	41.7								29		94
OLIVE	53.2								29		(94)
MASSAPONAX	54.6								29		(94)
LEELAND	63.6			10					29		94
DAFFAN	65.1			10					29		94
ROSS	66.3			10					29		94
AQUIA	70.7			10					29		94
WALLER	74.9			10					29		
BROWN FIELD	76.7			10					29		94
CHERRY HILL	82.4			10					29		94
NEABSCO	84.6			10					29		94
FEATHERSTONE	86.9			10					29		94
DABNEY	88.6			10					29		
COLCHESTER	90.1			10					29		94
POHICK	93.8			10					29		94
RAVENSWORTH	97.5			10					29		
FRANCONIA	99.3			10					29		94
LUNT	101.1			10					29		94
BUSH HILL	102.0			10					29		94
SEMINARY	103.9			10					29		94
ST. ASAPH	106.7			10					29		
POTOMAC YARD	107.3			10					29		94
7TH STREET, WASHINGTON (Regular Stops)	111.8			10					29		

Train Numbers in parentheses ( ) stop on Sunday Only

Distance Between Stations	Passtrack capacities in addition to 3 Unit Diesel and Caboose	Distance from Washington	STATIONS	Distance from Richmond	Station Symbols	Distance Between Stations
			WASHINGTON	113.5	DC	3.5
3.5		3.5	RO TOWER	110.0	RO	4.7
4.7		8.2	ALEXANDRIA	105.3	AX	1.0
1.0		9.2	AF TOWER	104.3	AF	6.3
6.3		15.5	S. FRANCONIA	98.0	So. FX	2.3
2.3		17.8	ACCOTINK	95.7	CK	3.2
3.2		21.0	LORTON	92.5	MF	3.1
3.1		24.1	WOODBRIDGE	89.4	KB	9.4
9.4		33.5	POSSUM POINT	80.0	PP	1.2
1.2	S-104	34.7	QUANTICO	78.8	QN	4.4
4.4		39.1	WIDE WATER	74.4	WY	2.0
2.0		41.1	ARKENDALE	72.4	ND	4.3
4.3		45.4	BROOKE	68.1	F	7.4
7.4		52.8	DAHLGREN JCT.	60.7	DJ	1.3
1.3		54.1	FREDERICKSBURG	59.4	Q	0.6
0.6		54.7	FB TOWER	58.8	FB	3.1
3.1		57.8	HAMILTON	55.7	HA	4.2
4.2		62.0	SUMMIT	51.5	SU	4.6
4.6		66.6	GUINEA	46.9	A	2.4
2.4		69.0	WOODFORD	44.5	WA	6.7
6.7		75.7	MILFORD	37.8	MD	2.0
2.0	N-165	77.7	SOUTH MILFORD	35.8	So. MD	2.8
2.8		80.5	PENOLA	33.0	G	5.9
5.9		86.4	RUTHERGLEN	27.1	XN	5.3
5.3	N-123 S-124 S-107	91.7	DOSWELL	21.8	HN	7.0
7.0		98.7	ASHLAND	14.8	AD	6.7
6.7		105.4	GLEN ALLEN	8.1	GA	3.3
3.3		108.7	GN TOWER	4.8	GN	1.4
1.4		110.1	NORTH ACCA	3.4	NA	1.7
1.7		111.8	AY TOWER	1.7	AY	0.8
0.8		112.6	HERMITAGE	0.9	JC	0.9
0.5		113.1	RICHMOND		K	

Washington to A F Tower

STATIONS	FIRST CLASS			
	141	9	89	233
	Daily	Daily	Daily	Daily
Leave	A M	A M	A M	A M
WASHINGTON	12 10	1 10	1 30	2 40
RO TOWER	12 21	1 21	1 41	2 51
ALEXANDRIA	S 12 29	S 1 28	S 1 48	S 2 58
AF TOWER	12 32	1 30	1 50	3 01
Arrive	A M	A M	A M	A M
	141	9	89	233

A F Tower to Washington

STATIONS	FIRST CLASS			
	76	24	234	206
Arrive	A M	A M	A M	A M
WASHINGTON	1 00	1 10	1 25	4 10
RO TOWER	12 45	12 55	1 14	3 59
ALEXANDRIA	M12 36	S 12 45	S 1 05	S 3 45
AF TOWER	12 33	12 41	1 01	3 38
Leave	A M	A M	A M	A M
	Daily	Daily	Daily	Daily
	76	24	234	206

FIRST CLASS

75	23	245	135	93	205
Daily	Daily	Daily	Daily	Daily	Daily
A M	A M	A M	A M	A M	A M
3 05	5 40	8 00	8 30	9 00	10 45
3 16	5 51	8 11	8 41	9 11	10 56
S 3 23	S 5 57	S 8 18	S 8 52	S 9 18	S 11 03
3 26	5 59	8 21	8 56	9 20	11 05
A M	A M	A M	A M	A M	A M
75	23	245	135	93	205

Train No. 110 First Trip Dec. 19th 1953

Northward

FIRST CLASS

238	232	110	88	58	78
A M	A M	A M	A M	A M	A M
4 15	4 20	4 25	5 40	6 10	6 15
4 04	4 09	4 12	5 25	5 55	6 00
S 3 57	S 4 02	M 4 04	N 5 16	N 5 46	S 5 51
3 54	3 59	4 01	5 13	5 43	5 48
A M	A M	A M	A M	A M	A M
Daily	Daily	Daily	Daily	Daily	Daily
238	232	110	88	58	78

STATIONS	FIRST CLASS			
	375	235	21	7
	Daily	Daily	Daily	Daily
Leave	A M	P M	P M	P M
WASHINGTON	10 50	1 30	2 05	2 45
RO TOWER	11 01	1 41	2 16	2 56
ALEXANDRIA	S 11 08	S 1 48	T 2 22	T 3 02
AF TOWER	11 10	1 51	2 24	3 04
Arrive	A M	P M	P M	P M
	375	235	21	7

A F Tower to Washington

STATIONS	FIRST CLASS			
	2	230	242	10
Arrive	A M	A M	A M	A M
WASHINGTON	6 20	6 40	6 45	8 00
RO TOWER	6 05	6 29	6 34	G 7 49
ALEXANDRIA	N 5 56	S 6 22	S 6 27	S 7 37
AF TOWER	5 53	6 16	6 24	G 7 31
Leave	A M	A M	A M	A M
	Daily	Daily	Daily	Daily Ex. Sun.
	2	230	242	10

FIRST CLASS

107	217	33	29	87	201
Daily	Daily	Daily	Daily Ex. Sun.	Daily	Daily
P M	P M	P M	P M	P M	P M
3 00	3 50	5 00	5 25	5 50	6 01
3 11	4 01	5 11	G 5 36	6 01	6 12
S 3 18	S 4 08	T 5 17	S 5 45	T 6 07	S 6 18
3 20	4 10	5 19	G 5 48	6 08	6 21
P M	P M	P M	P M	P M	P M
107	217	33	29	87	201

Northward

FIRST CLASS

92	202	142	248	34	
A M	A M	A M	A M	A M	
8 15	8 25	8 55	9 10	9 20	
8 00	8 14	8 44	8 59	9 05	
N 7 51	8 02	S 8 38	S 8 53	F 8 56	
7 48	7 59	8 34	8 50	8 53	
A M	A M	A M	A M	A M	
Daily	Daily	Daily	Daily	Daily	
92	202	142	248	34	

STATIONS	FIRST CLASS 237 Daily	231 Daily	1 Daily	57 Daily
Leave	P M	P M	P M	P M
WASHINGTON	6 10	6 15	6 40	6 45
RO TOWER	6 21	6 26	6 51	6 56
ALEXANDRIA	S 6 28	S 6 33	T 6 57	T 7 02
AF TOWER	6 31	6 36	6 59	7 04
Arrive	P M	P M	P M	P M
	237	231	1	57

Train No. 22 First Trip Dec. 19th 1953

A F Tower to Washington

STATIONS	FIRST CLASS 96	74	218	22
Arrive	A M	A M	A M	P M
WASHINGTON	10 00	10 10	11 50	1 50
RO TOWER	9 45	9 55	11 39	1 35
ALEXANDRIA	S 9 36	M 9 46	S 11 32	N 1 26
AF TOWER	9 33	9 43	11 27	1 23
Leave	A M	A M	A M	P M
	Daily	Daily	Daily	Daily
	96	74	218	22

Southward

FIRST CLASS

77	73	91	247	95	
Daily	Daily	Daily	Daily	Daily	
P M	P M	P M	P M	P M	
7 15	7 30	8 00	8 30	10 00	
7 26	7 41	8 11	8 41	10 11	
T 7 33	T 7 47	T 8 17	S 8 48	S 10 18	
7 35	7 49	8 19	8 50	10 20	
P M	P M	P M	P M	P M	
77	73	91	247	95	

Train No. 8 First Trip Dec. 20th 1953

Train No. 108 First Trip Dec. 18th 1953

Northward

FIRST CLASS

8	204	108	376	236	
P M	P M	P M	P M	P M	
2 00	2 15	2 30	3 45	5 45	
1 45	2 04	2 15	3 30	5 34	
N 1 36	S 1 53	S 2 06	S 3 21	S 5 27	
1 33	1 48	2 03	3 18	5 22	
P M	P M	P M	P M	P M	
Daily	Daily	Daily	Daily	Daily	
8	204	108	376	236	

OPERATING OFFICERS

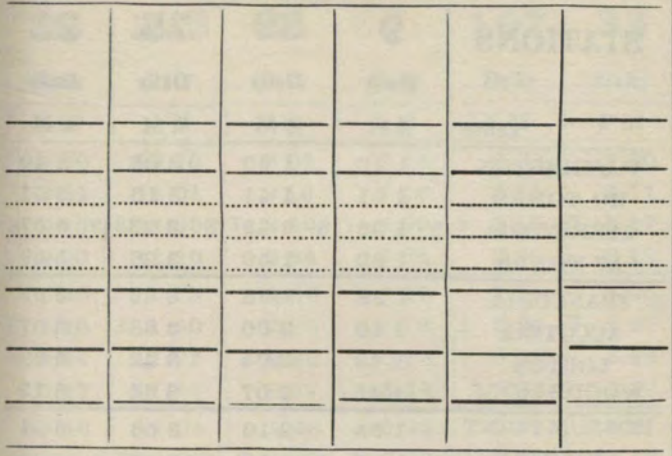
J. W. HALL, JR.—Trainmaster
G. B. CURTIS—Road Foreman of Engines
C. M. JOHNSON—Chief Operator
J. C. BULLOCK—Movement Director
A. H. PROCTOR—General Yardmaster—Acca
P. E. WOOD—Supervisor of Mail and Express
J. A. W. SMITH—Supervisor of Safety.

STATIONS	FIRST CLASS 203 Daily	229 Daily	241 Daily	
Leave	P M	P M	P M	
WASHINGTON	10 55	11 10	11 55	
RO TOWER	11 06	11 21	12 06	
ALEXANDRIA	S 11 13	S 11 28	S 12 13	
AF TOWER	11 15	11 31	12 16	
Arrive	P M	P M	A M	
	203	229	241	

A F Tower to Washington

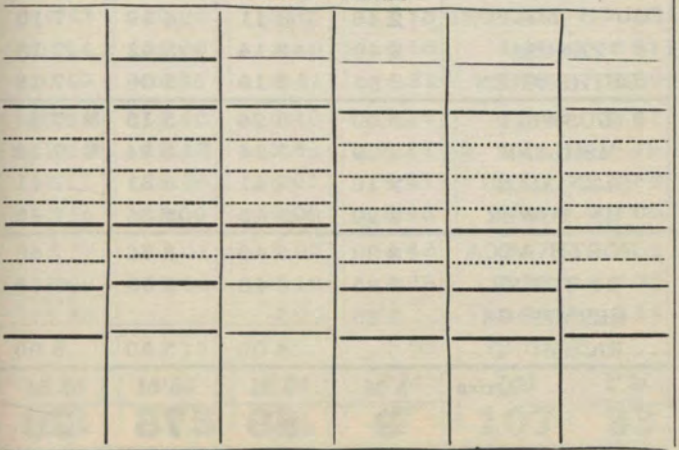
STATIONS	FIRST CLASS 16	246	94	136
Arrive	P M	P M	P M	P M
WASHINGTON	7 35	7 45	8 00	9 30
RO TOWER	7 20	7 34	7 45	9 19
ALEXANDRIA	S 7 11	S 7 28	S 7 36	S 9 10
AF TOWER	7 08	7 25	7 33	9 05
Leave	P M	P M	P M	P M
	Daily	Daily	Daily	Daily
	16	246	94	136

FIRST CLASS



Northward

FIRST CLASS



STATIONS	FIRST CLASS			
	9	89	75	23
	Daily	Daily	Daily	Daily
Leave	A M	A M	A M	A M
WASHINGTON	1 10	1 30	3 05	5 40
RO TOWER	1 21	1 41	3 16	5 51
ALEXANDRIA	S 1 28	S 1 48	S 3 23	S 5 57
AF TOWER	1 30	1 50	3 26	5 59
S. FRANCONIA	1 38	1 58	3 36	6 05
ACCOTINK	1 40	2 00	3 38	6 07
LORTON	1 43	2 04	3 42	6 09
WOODBRIDGE	1 46	2 07	3 44	6 12
POSSUM POINT	1 55	2 16	3 55	6 21
QUANTICO	S 1 57	S 2 18	S 3 58	S 6 23
WIDE WATER	2 02	2 23	4 03	6 28
ARKENDALE	2 04	2 25	4 06	6 30
BROOKE	2 08	2 32	4 14	6 35
DAHLGREN JCT.	2 15	2 40	4 22	6 42
FREDERICKSBURG	S 2 20	S 2 45	S 4 30	S 6 45
FB TOWER	2 21	2 46	4 33	6 46
HAMILTON	2 25	2 50	4 38	6 50
SUMMIT	2 31	2 57	4 44	6 55
GUINEA	2 35	3 01	4 49	7 00
WOODFORD	2 38	3 03	4 51	7 02
MILFORD	2 44	3 09	4 57	7 08
SOUTH MILFORD	2 46	3 11	4 59	7 10
PENOLA	2 49	3 14	5 02	7 13
RUTHERGLEN	2 55	3 19	5 08	7 18
DOSWELL	3 00	3 24	5 13	N 7 24
ASHLAND	3 09	3 34	F 5 24	N 7 34
GLEN ALLEN	3 16	3 41	5 31	7 41
GN TOWER	3 20	3 45	5 35	7 45
NORTH ACCA	3 22	3 46	5 36	7 46
AY TOWER	3 25	3 48	5 38	7 48
HERMITAGE	3 35	----------	----------	----------
RICHMOND	.....	4 00	5 50	8 00
Arrive	A M	A M	A M	A M
	9	89	75	23

FIRST CLASS

93	375	21	7	107	33
Daily	Daily	Daily	Daily	Daily	Daily
A M	A M	P M	P M	P M	P M
9 00	10 50	2 05	2 45	3 00	5 00
9 11	11 01	2 16	2 56	3 11	5 11
S 9 18	S 11 08	T 2 22	T 3 02	S 3 18	T 5 17
9 20	11 10	2 24	3 04	3 20	5 19
9 28	11 18	2 30	3 10	3 28	5 25
F 9 30	J 11 20	2 32	3 12	J 3 30	T 5 27
K 9 34	11 23	2 34	3 14	3 33	5 29
9 37	11 26	2 37	3 17	3 36	5 32
9 46	11 35	2 46	3 26	3 45	5 41
S 9 48	S 11 37	T 2 48	T 3 28	S 3 47	H 5 43
9 53	11 42	2 53	3 33	M 3 53	5 48
9 55	11 44	2 55	3 35	3 56	5 50
10 02	11 48	2 59	3 39	M 4 03	5 54
10 10	11 55	3 06	3 46	4 11	6 01
S 10 15	S 12 00	H 3 09	H 3 49	S 4 16	S 6 04
10 16	12 01	3 10	3 50	4 17	6 05
10 20	12 05	3 14	3 54	4 21	6 09
10 27	12 11	3 19	3 59	4 26	6 14
10 31	12 15	3 23	4 03	4 31	6 18
10 33	12 18	3 25	4 05	4 33	6 20
R 10 39	12 24	3 31	4 11	4 39	6 26
10 41	12 26	3 33	4 13	4 41	6 28
10 44	12 29	3 36	4 16	4 44	6 31
10 49	12 35	3 41	4 21	4 49	6 36
10 54	12 40	3 46	4 26	4 54	6 41
S 11 04	12 49	3 54	4 34	S 5 04	6 49
11 11	12 56	4 01	4 41	5 11	6 56
11 15	1 00	4 05	4 45	5 15	7 00
11 17	1 01	4 07	4 46	5 17	7 02
11 20	1 03	4 10	4 48	5 20	7 05
11 30	.....	4 20	.....	5 30	7 15
.....	1 15	.....	5 00	.....	.....
A M	P M	P M	P M	P M	P M
93	375	21	7	107	33

STATIONS		FIRST CLASS			
		29	87	1	57
		Daily Ex. Sun.	Daily	Daily	Daily
Leave		P M	P M	P M	P M
WASHINGTON		5 25	5 50	6 40	6 45
RO TOWER	G	5 36	6 01	6 51	6 56
ALEXANDRIA	S	5 45	T 6 07	T 6 57	T 7 02
AF TOWER	G	5 48	6 08	6 59	7 04
S. FRANCONIA		6 00	6 14	7 05	7 10
ACCOTINK	F	6 05	6 16	7 07	7 12
LORTON	F	6 11	6 18	7 09	7 14
WOODBRIDGE	F	6 18	6 21	7 12	7 17
POSSUM POINT	F	6 28 6 31 87	6 30 29	7 21	7 26
QUANTICO	S	6 37	6 32	7 23	T 7 28
WIDE WATER	S	6 43	6 37	7 28	7 33
ARKENDALE	F	6 45	6 39	7 30	7 35
BROOKE	S	6 54	6 43	7 34	7 39
DAHLGREN JCT.	F	7 02	6 50	7 41	7 46
FREDERICKSBURG	S	7 08	6 53	H 7 44	T 7 49
FB TOWER		7 10	6 54	7 45	7 50
HAMILTON		7 15	6 58	7 49	7 54
SUMMIT	F	7 23	7 03	7 54	7 59
GUINEA	F	7 29	7 07	7 58	8 03
WOODFORD	F	7 34	7 09	8 00	8 05
MILFORD	F	7 45	7 15	8 06	8 11
SOUTH MILFORD		7 47	7 17	8 08	8 13
PENOLA	F	7 51	7 20	8 11	8 16
RUTHERGLEN	F	7 59	7 25	8 16	8 21
DOSWELL	F	8 06	7 30	8 21	8 26
ASHLAND	F	8 18	7 38	8 29	8 34
GLEN ALLEN	F	8 28	7 45	8 36	8 41
GN TOWER		8 34	7 47	8 40	8 45
NORTH ACCA		8 35	7 48	8 41	8 47
AY TOWER		8 37	7 50	8 43	8 50
HERMITAGE		.....	.....	.....	9 00
RICHMOND		8 45	8 05	8 55	.....
Arrive		P M	P M	P M	P M
		29	87	1	57

FIRST CLASS

77	73	91	95		
Daily	Daily	Daily	Daily		
P M	P M	P M	P M		
7 15	7 30	8 00	10 00		
7 26	7 41	8 11	10 11		
S 7 33	T 7 47	T 8 17	S 10 18		
7 35	7 49	8 19	10 20		
7 43	7 55	8 25	10 28		
7 45	7 57	8 27	10 30		
7 48	7 59	8 29	10 33		
7 51	8 02	8 32	10 36		
8 00	8 11	8 41	10 45		
S 8 02	8 13	T 8 43	S 10 47		
8 07	8 18	8 48	10 52		
8 09	8 20	8 50	10 55		
8 13	8 24	8 54	11 01		
8 20	8 31	9 01	11 09		
S 8 25	8 34	H 9 04	S 11 14		
8 26	8 35	9 05	11 16		
8 30	8 39	9 09	11 20		
8 36	8 44	9 14	11 27		
8 40	8 48	9 18	11 31		
8 43	8 50	9 20	11 33		
8 49	8 56	9 26	11 39		
8 51	8 58	9 28	11 41		
8 54	9 01	9 31	11 44		
9 00	9 06	9 36	11 49		
9 05	9 11	9 41	11 54		
9 14	9 19	9 49	12 04		
9 21	9 26	9 56	12 11		
9 25	9 30	10 00	12 15		
9 26	9 31	10 01	12 17		
9 28	9 33	10 03	12 20		
			12 30		
9 40	9 45	10 15			
P M	P M	P M	A M		
77	73	91	95		

STATIONS		FIRST CLASS			
		110		88	58
Arrive		A M		A M	A M
WASHINGTON		4 25		5 40	6 10
RO TOWER		4 12		5 25	5 55
ALEXANDRIA	M	4 04		N 5 16	N 5 46
AF TOWER		4 01		5 13	5 43
S, FRANCONIA		3 52		5 07	5 36
ACCOTINK		3 48		5 03	5 32
LORTON		3 45		5 00	5 29
WOODBRIDGE		3 42		4 57	5 26
POSSUM POINT		3 33		4 48	5 16
QUANTICO		3 30		4 46	N 5 14
WIDE WATER		3 25		4 41	5 09
ARKENDALE		3 23		4 39	5 07
BROOKE		3 17	Train	4 35	5 02
DAHLGREN JCT.		3 10	No. 110	4 28	4 55
FREDERICKSBURG	S	3 06	First Trip	4 24	N 4 51
FB TOWER		3 03	Dec. 19th 1953	4 22	4 49
HAMILTON		2 59		4 19	4 46
SUMMIT		2 54		4 15	4 42
GUINEA		2 49		4 10	4 37
WOODFORD		2 47		4 08	4 35
MILFORD		2 41		4 02	4 29
SOUTH MILFORD		2 39		4 00	4 27
PENOLA		2 36		3 57	4 24
RUTHERGLEN		2 30		3 52	4 19
DOSWELL		2 24		3 46	4 13
ASHLAND		2 16		3 39	4 06
GLEN ALLEN		2 09		3 32	3 59
GN TOWER		2 05		3 28	3 55
NORTH ACCA		2 04		3 27	3 54
AY TOWER		2 02		3 25	3 52
HERMITAGE		2 00		.....	3 50
RICHMOND		.....		3 20	.....
Leave		A M		A M	A M
		Daily		Daily	Daily
		110		88	58

FIRST CLASS

78	2	10	92	34	
A M	A M	A M	A M	A M	
6 15	6 20	8 00	8 15	9 20	
6 00	6 05	G 7 49	8 00	9 05	
S 5 51	N 5 56	S 7 37	H 7 51	F 8 56	
5 48	5 53	G 7 31	7 48	8 53	
5 41	5 47	7 19	7 42	8 46	
5 37	5 43	F 7 13	7 38	N 8 42	
5 34	5 40	F 7 06	7 35	8 39	
5 31	5 37	F 7 00	7 32	8 36	
5 21	5 28	F 6 44	7 23	8 26	
S 5 19	5 26	S 6 42	N 7 21	H 8 24	
5 14	5 21	F 6 33	7 16	8 19	
5 12	5 19	F 6 30	7 14	8 17	
5 07	5 15	F 6 20	7 10	8 12	
5 00	5 08	F 6 08	7 03	8 05	
S 4 56	N 5 04	S 6 05	S 6 59	S 8 01	
4 53	5 02	5 54	6 57	7 59	
4 50	4 59	5 51	6 54	7 56	
4 46	4 55	5 47	6 50	7 52	
4 41	4 50	5 42	6 45	7 47	
4 39	4 48	5 40	6 43	7 45	
4 33	4 42	F 5 34	6 37	7 39	
4 31	4 40	5 29	6 35	7 37	
4 28	4 37	5 26	6 32	7 34	
4 23	4 32	5 21	6 27	7 29	
4 17	4 26	5 16	6 21	7 23	
4 10	4 19	5 09	6 14	7 16	
4 03	4 12	5 02	6 07	7 09	
3 59	4 08	4 58	6 03	7 05	
3 57	4 07	4 57	6 02	7 04	
3 55	4 05	4 55	6 00	7 02	
				7 00	
3 50	4 00	4 50	5 55		
A M	A M	A M	A M	A M	
Daily	Daily	Daily Ex. Sun.	Daily	Daily	
78	2	10	92	34	

STATIONS		FIRST CLASS			
		96	74		
Arrive		A M	A M		
WASHINGTON		10 00	10 10		
RO TOWER		9 45	9 55		
ALEXANDRIA	S	9 36	M 9 46		
AF TOWER		9 33	9 43		
S. FRANCONIA		9 26	9 37		
ACCOTINK	F	9 22	9 33		
LORTON		9 19	9 30		
WOODBRIDGE		9 16	9 27		
POSSUM POINT		9 06	9 18		
QUANTICO	S	9 04	9 16		
WIDE WATER		8 59	9 11		
ARKENDALE		8 57	9 09		
BROOKE		8 52	9 05		
DAHLGREN JCT.		8 45	8 58		
FREDERICKSBURG	S	8 42	S 8 54		
FB TOWER		8 37	8 52		
HAMILTON		8 34	8 49		
SUMMIT		8 30	8 45		
GUINEA		8 24	8 40		
WOODFORD	F	8 22	8 38		
MILFORD	F	8 15	8 32		
SOUTH MILFOPD		8 12	8 30		
PENOLA	F	8 08	8 27		
RUTHERGLEN	F	8 00	8 22		
DOSWELL	F	7 53	8 16		
ASHLAND	F	7 41	8 09		
GLEN ALLEN	F	7 31	8 02		
GN TOWER		7 25	7 58		
NORTH ACCA		7 24	7 57		
AY TOWER		7 22	7 55		
HERMITAGE		7 20			
RICHMOND			7 50		
Leave		A M	A M		
		Daily	Daily		
		96	74		

FIRST CLASS

22		8			
P M		P M			
1 50	.....	2 00	.....	.....	.....
1 35	.....	1 45	.....	.....	.....
N 1 26	.....	N 1 36	.....	.....	.....
1 23	.....	1 33	.....	.....	.....
1 16	.....	1 27	.....	.....	.....
1 12	.....	1 23	.....	.....	.....
1 09	.....	1 20	.....	.....	.....
1 06	.....	1 17	.....	.....	.....
12 56	.....	1 08	.....	.....	.....
12 54	.....	N 1 06	.....	.....	.....
12 49	.....	1 01	.....	.....	.....
12 47	.....	12 59	.....	.....	.....
12 42	Train No. 22 First Trip Dec. 19th 1953	12 55	Train No. 8 First Trip Dec. 20th 1953	.....	.....
12 35		12 48		.....	.....
H 12 31		S 12 44		.....	.....
12 29		12 42		.....	.....
12 26	.....	12 39	.....	.....	.....
12 22	.....	12 35	.....	.....	.....
12 17	.....	12 30	.....	.....	.....
12 15	.....	12 28	.....	.....	.....
12 09	.....	12 22	.....	.....	.....
12 07	.....	12 20	.....	.....	.....
12 04	.....	12 17	.....	.....	.....
11 59	.....	12 12	.....	.....	.....
11 53	.....	12 06	.....	.....	.....
11 46	.....	11 59	.....	.....	.....
11 39	.....	11 52	.....	.....	.....
11 35	.....	11 48	.....	.....	.....
11 34	.....	11 47	.....	.....	.....
11 32	.....	11 45	.....	.....	.....
11 30	.....	.....	.....	.....	.....
.....	.....	11 40	.....	.....	.....
A M	.....	A M	.....	.....	.....
Daily		Daily			
22		8			

STATIONS		FIRST CLASS 108 Daily			FIRST CLASS 376 Daily	
Arrive		P M			P M	
WASHINGTON		2 30	.....		3 45	.....
RO TOWER		2 15	.....		3 30	.....
ALEXANDRIA	S	2 06	.....	S	3 21	.....
AF TOWER		2 03	.....		3 18	.....
S. FRANCONIA		1 54	.....		3 11	.....
ACCOTINK	H	1 50	.....	J	3 07	.....
LORTON		1 46	.....		3 04	.....
WOODBRIDGE		1 42	.....		3 01	.....
POSSUM POINT		1 31	.....		2 52	.....
QUANTICO	S	1 29	.....	S	2 50	.....
WIDE WATER		1 24	.....		2 45	.....
ARKENDALE		1 22	.....		2 43	.....
BROOKE		1 16	Train		2 39	.....
DAHLGREN JCT.		1 09	No. 108		2 33	.....
FREDERICKSBURG	S	1 04	First Trip	S	2 30	.....
FB TOWER		1 00	Dec. 18th 1953		2 27	.....
HAMILTON		12 56	.....		2 24	.....
SUMMIT		12 51	.....		2 20	.....
GUINEA		12 46	.....		2 15	.....
WOODFORD		12 44	.....		2 13	.....
MILFORD		12 37	.....		2 07	.....
SOUTH MILFORD		12 35	.....		2 05	.....
PENOLA		12 32	.....		2 02	.....
RUTHERGLEN		12 26	.....		1 57	.....
DOSWELL		12 20	.....	J	1 51	.....
ASHLAND	S	12 12	.....		1 44	.....
GLEN ALLEN		12 04	.....		1 37	.....
GN TOWER		12 00	.....		1 33	.....
NORTH ACCA		11 59	.....		1 32	.....
AY TOWER		11 57	.....		1 30	.....
HERMITAGE		11 55	.....		.....	.....
RICHMOND		.....	.....		1 25	.....
Leave		A M 108	.....		P M 376	.....

FIRST CLASS

94	16	76	24		
Daily	Daily	Daily	Daily		
P M	P M	A M	A M		
8 00	7 35	1 00	1 10		
7 45	7 20	12 45	12 55		
S 7 36	S 7 11	M 12 36	S 12 45		
7 33	7 08	12 33	12 41		
7 23	7 01	12 24	12 33		
F 7 19	6 59	12 20	12 29		
F 7 14	6 57	12 16	12 25		
F 7 11	6 54	12 13	12 21		
F 6 59	6 46	12 02	12 12		
S 6 56	S 6 44	H 11 59	H 12 09		
F 6 49	6 39	11 55	12 04		
F 6 45	6 37	11 52	12 02		
F 6 38	6 33	11 46	11 57		
6 28	6 26	11 39	11 50		
S 6 26	S 6 24	S 11 32	S 11 47		
6 22	6 21	11 28	11 41		
6 09 16	6 18 94	11 24	11 38		
F 6 04	6 14	11 20	11 33		
F 5 58	6 09	11 15	11 28		
K 5 56	6 07	11 13	11 26		
F 5 46	6 01	11 07	11 19		
5 43	5 59	11 05	11 17		
F 5 40	5 56	11 02	11 14		
K 5 33	5 51	10 56	11 08		
F 5 26	5 46	10 49	11 02		
F 5 16	S 5 39	10 41	10 55		
K 5 06	5 31	10 33	10 47		
5 02	5 27	10 29	10 43		
5 00	5 26	10 27	10 42		
4 58	5 24	10 25	10 40		
4 55					
	5 20	10 20	10 35		
P M	P M	P M	P M		
94	16	76	24		

ARRANGED FREIGHT TRAIN SERVICE

SOUTHWARD

PR— 1	Leave Potomac Yard	1:30 a.m.
	Arrive Acca	5:30 a.m.
RC— 3	Leave Potomac Yard	11:00 p.m.
	Arrive Acca	3:00 a.m.
RS— 5	Leave Potomac Yard	7:00 a.m.
	Arrive Acca	11:00 a.m.
RC— 9	Leave Potomac Yard	11:30 a.m.
	Arrive Acca	3:30 p.m.
RS— 7	Leave Potomac Yard	12:01 p.m.
	Arrive Acca	4:00 p.m.
RS—11	Leave Potomac Yard	10:00 p.m.
	Arrive Acca	2:00 a.m.

The time figures shown above are approximate and convey no time table rights, but these trains must not be unnecessarily delayed.

SPECIAL INSTRUCTIONS

LOCATION OF STANDARD CLOCKS

Richmond.....Train Dispatcher's Office
Richmond.....Stationmaster's Office, Broad Street Station and Main Street Station
Acca Yard.....Crew Dispatcher's Office
Acca Engine Terminal.....Crew Dispatcher's Office
Potomac Yard.....Engine Crew Dispatcher's Office
Potomac Yard.....Train Crew Dispatcher's Office
Washington.....Crew Register Office in Station Concourse
Washington.....Ivy City Engine house

LOCATION OF BULLETIN BOOKS

Richmond.....Stationmaster's Office, Broad Street Station and Main Street Station
Acca Yard.....Yard Office
Acca.....Engine Terminal
Fredericksburg.....Car Inspector's Office
Potomac Yard.....Engine House
Potomac Yard....."41", Southward Forwarding Yard
Washington.....Crew Register Office in Station Concourse
Washington.....Ivy City Engine House

ABBREVIATIONS

A Arrive.

F Stop on signal to receive or discharge passengers.

G Stop on signal to receive or discharge employes.

H Stop on signal to receive or discharge revenue passengers

J Stop on signal to receive revenue passengers.

K Stop on signal Sundays only to receive or discharge passengers.

L Leave.

M Stop on signal to discharge revenue passengers.

N Southward, Stop on signal to discharge revenue passengers from north of Washington.

Northward, Stop on signal to discharge revenue passengers from south of Richmond.

R Stop on signal to discharge employees.

S Regular stop.

T Stop on signal to receive revenue passengers for points south of Richmond only.

Passenger trains will stop at Stations where they are not scheduled to stop to let off passengers in through cars from points south of Richmond or north of Washington

ACL crews operating between the "Y" Junction on James River Branch, Broad Street Station and Acca Yard must be governed by R., F. & P. R. R. time-table and special instructions.

SAL crews using main tracks between North Acca and "AY" Tower must be governed by R., F. & P. R. R. time-table and special instructions.

R., F. & P. R. R., Sou. Rwy. and C. & O. Rwy. crews must be governed by Maryland Division, Washington Yard time-table, when running in Washington Yard and Potomac Yard rules when running in Potomac Yard.

Sou. Rwy. and C. & O. Rwy. crews must be governed by R., F. & P. R. R. time-table and special instructions when operating between "AF" Tower and RO" Tower.

YARD LIMITS

POTOMAC YARD—"RO" Tower and "AF" Tower. (Freight Tracks).

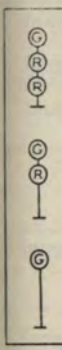
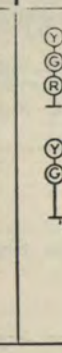
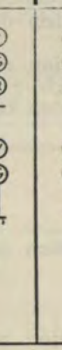
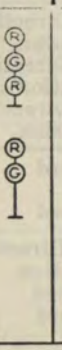
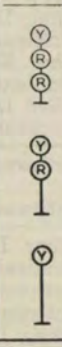
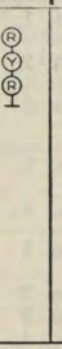
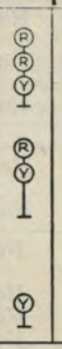
QUANTICO—Possum Point and Brown Field.

FREDERICKSBURG—North end Rappahannock River Bridge and Massaponax.

RICHMOND—Hancock Street, Dumbarton and Yard Limit Board South of Y Junc. on James River Branch.

FIXED SIGNALS. (Book of Rules)

Rules Nos. 281, 282, 283, 285, 286, 290, 291, 292

281	INDICATION—Proceed. NAME: Clear.	
282	INDICATION—Proceed approaching next signal at medium speed. NAME: Approach-medium.	
283	INDICATION—Proceed; medium speed within interlocking limits. NAME: Medium-Clear.	
285	INDICATION—Proceed prepared to stop at next signal. Train exceeding medium speed must at once reduce to that speed. NAME: Approach.	
286	INDICATION—Proceed at medium speed prepared to stop at next signal. NAME: Medium-approach.	
290	INDICATION—Proceed at restricted speed. NAME: Restricting.	
291	INDICATION—Stop; then proceed at restricted speed. NAME: Stop-and-proceed. NOTE—Trains may proceed at restricted speed without stopping at signals displaying yellow disk or yellow light below red indication.	
292	INDICATION—Stop. NAME: Stop-signal.	

SPEEDS

MEDIUM SPEED—Not exceeding twenty-five (25) miles per hour.

RESTRICTED SPEED—Not exceeding fifteen (15) miles per hour prepared to stop short of train, obstruction or switch not properly lined and to look out for broken rail.

CLASSIFICATION OF MAIN TRACKS

Main tracks numbered east to west with northward main track as No. 2 and southward main track as No. 3 RO to Richmond.

LIMITS	TRACKS	TRAFFIC DIRECTION
RO—North Alexandria	No. 2	Northward
	No. 3	Southward
North Alexandria—AF	No. 2	Either Direction on Signal Indication
	No. 3	Either Direction on Signal Indication
AF—Seminary	No. 1	Northward
	No. 2	Either Direction on Signal Indication
	No. 3	Either Direction on Signal Indication
Seminary—So. Franconia	No. 1	Northward
	No. 2	Either Direction on Signal Indication
	No. 3	Southward
So. Franconia Ravensworth	No. 2	Northward
	No. 3	Either Direction on Signal Indication
Ravensworth N. Possum Point	No. 2	Northward
	No. 3	Southward
N. Possum Point	No. 1	Either Direction on Signal Indication
Possum Point	No. 2	Either Direction on Signal Indication
	No. 3	Either Direction on Signal Indication
Possum Point —FB	No. 2	Northward
	No. 3	Southward
FB—Hamilton	No. 1	Either Direction on Signal Indication
	No. 2	Northward
	No. 3	Southward
	No. 4	Either Direction on Signal Indication
Hamilton—Milford	No. 2	Northward
	No. 3	Southward
Milford—South Milford	No. 1	Either Direction on Signal Indication
	No. 2	Either Direction on Signal Indication
	No. 3	Either Direction on Signal Indication

CLASSIFICATION OF MAIN TRACKS—*Continued*

LIMITS	TRACKS	TRAFFIC DIRECTION
So. Milford—No. Doswell	No. 2	Northward
	No. 3	Southward
No. Doswell—Doswell	No. 1	Either Direction on Signal Indication
	No. 2	Either Direction on Signal Indication
	No. 3	Either Direction on Signal Indication
	No. 4	Either Direction on Signal Indication
Doswell—So. Doswell	No. 2	Either Direction on Signal Indication
	No. 3	Either Direction on Signal Indication
	No. 4	Either Direction on Signal Indication
So. Doswell—GN	No. 2	Northward
	No. 3	Southward
GN—North Acca	No. 1	Either Direction on Signal Indication
	No. 2	Either Direction on Signal Indication
	No. 3	Either Direction on Signal Indication
	No. 4	Either Direction on Signal Indication
North Acca—Bridge No. 1, AY	No. 2	Either Direction on Signal Indication
	No. 3	Either Direction on Signal Indication
Bridge No. 1, AY—JR	No. 2	Northward
	No. 3	Southward

INTERLOCKING

LOCATION	NAME	CONTROLLED BY
MP 110.	RO	Operator at RO
MP 105.7	North Alexandria	Operator at AF
MP 104.3	AF	Operator at AF
MP 103.9	Seminary	Operator at AF
MP 98.	South Franconia	Operator at AF
MP 81.3	North Possum Point	Dispatcher at Richmond
MP 79.7	Possum Point	Dispatcher at Richmond
MP 58.8	FB (Fredericksburg)	Operator at FB
MP 55.7	Hamilton	Operator at FB
MP 37.8	Milford	Dispatcher at Richmond
MP 35.8	South Milford	Dispatcher at Richmond
MP 23.1	North Doswell	Operator at Doswell
MP 21.8	Doswell	Operator at Doswell
MP 20.6	South Doswell	Operator at Doswell
MP 4.8	GN	Operator at AY
MP 3.4	North Acca	Operator at AY
MP 1.7	AY	Operator at AY
MP .0	JR (Broad St. Station)	Operator at JR

MOVEMENT OF TRAINS

1. All trains other than scheduled trains will run extra without orders between Richmond and "RO" Tower.

Trains must obtain clearance card Form "A" before leaving Richmond, Acca Yard, and Washington. Trains received from the SAL will obtain clearance card Form "A" at "AY" Tower.

2. Extra trains, exclusive of work trains, not having work and not having to take water, have the right to run ahead of schedule trains on proper signal indication. Rule 81, Book of Rules, must be complied with.

3. Trains using passenger tracks in either direction between North Alexandria Interlocking and "AF" Tower; No. 2 Track between Seminary Interlocking and South Franconia Interlocking, and tracks 1, 2, 3, and 4, between "FB" Tower and Hamilton will display red markers.

4. On Main Track No. 2 between Seminary Interlocking and South Franconia Interlocking, and on No. 1 and No. 4 Tracks between "FB" Tower and Hamilton, engine whistle signals as follows will indicate:

Four long and one short blast, flagman may return from the south as prescribed by Rule 99.

Five long and one short blast, flagman may return from the north as prescribed by Rule 99.

5. Thoroughfare track on east side of northward main track between Boulton and "AY" Tower will be used as yard running track in both directions. Trains and yard engines using this track must run carefully, keeping sharp lookout for trains in the opposite direction, and must be prepared to stop short of any obstruction and see that all switches connected with this track are properly lined.

6. S. A. L. scheduled passenger trains will be interchanged at Hermitage. Southward trains on east side thoroughfare track between south "Y" Junction and Hermitage. Northward trains on S. A. L. main track between Hermitage and switch leading to No. 1 track. Trains must clear schedule time of S. A. L. trains on east side thoroughfare track between South "Y" Junction and Hermitage and on S. A. L. main track between Hermitage and "AY" Tower as per rule. S. A. L. engines hauling northward passenger trains will cut from trains at switch opposite South "Y" Junction leading from S. A. L. main track to No. 1 track, and R., F. & P. engines will couple to trains at that point and use S. A. L. main track Hermitage to "AY" Tower.

7. Train crews of southward passenger trains for delivery to Seaboard Air Line on which engines are changed at Hermitage will open switch at crossover leading from thoroughfare track to SAL Main Line at Hermitage for the SAL engine to couple to train, and will protect the south end of the train until the SAL engine is coupled to train. SAL employee at Hermitage will see that switches are closed after train leaves.

8. Engines assigned to haul northward S. A. L. passenger trains from Hermitage will have right of track over train for which engine is assigned between "AY" Tower and point

on S. A. L. main track at which S. A. L. and R., F. & P. engines change.

Such engines will move under full control, prepared to stop short of any obstruction and know that switches connected with this track are properly lined.

S. A. L. yard engines, using R., F. & P. tracks at Acca in connection with interchange of freight cars or any other switching movements, will move under full control with ability to stop short of any obstruction and must see that all switches connected with the track they are using are properly lined before being fouled.

9. On double track no movement must be made against the current of traffic without orders from the General Superintendent.

10. Trains may crossover at all points where crossovers are located to do work, under proper flag protection, on authority of Train Dispatcher.

The Local Freight, working at Milford, may make northward movement on southbound track between Milford Interlocking and Holly Hill Sand Loading Spur upon permission of Train Dispatcher and under full flag protection.

11. Any work on or adjacent to a track which may create a condition interfering with the safe movement of trains at maximum authorized speed or the use of derricks or other equipment which may foul adjacent tracks, must not be attempted without the permission of the Train Dispatcher. When such permission is obtained protection against trains must be provided before the track is obstructed.

Understanding must be had by the Conductor and Flagman as to which track no longer need be protected.

12. Trains will use caution in passing a train receiving or discharging passengers at a station, and, except where proper safeguards are provided or the movement is otherwise protected, will not pass between it and the platform at which the passengers are being received or discharged.

When proper safeguards are not provided, a local passenger train will not arrive at or depart from a station platform while a train is approaching on the opposite track and is so near that it may endanger persons crossing the track.

Extra trains receiving or discharging passengers, also regular trains making other than scheduled stops or making scheduled stops on other than passenger track assigned to the direction they are moving, must have fireman and flagman to protect their passengers against other trains. Handling matter to and from baggage, mail and express cars, will be regarded the same as receiving and discharging passengers

13. A signal imperfectly displayed, or the absence of a signal at a place where a signal is usually displayed, must be regarded as the most restrictive indication that can be given by that signal; that is, if it is a Stop and Proceed Signal, trains will stop and then proceed; or if it is a Grade Signal, trains will proceed at restricted speed, expecting to find a train in block, a broken rail or switch not properly lined.

14. Siding on East side of Northward Main Track extending from Massaponax to Hamilton, connected with South end of Northward Freight Track at Hamilton, will be used

as a Yard Running Track in both directions. Trains and Yard engines using this track must run carefully, keeping sharp lookout for trains in the opposite direction, and must be prepared to stop short of any obstruction, and see that all switches connected with this track are properly adjusted.

15. Grade signals have been installed on Automatic Signals: Northward Nos. 116, 244, 264, 498, 596, 612, 632, 834, 894, 944, 960, 994, 994A, and Southward, Nos. 95, 151 171, 181, 275, 297, 517, 537, 549, 633, 673, 691, 705, 733, 993, 993A, 1003, 1003A, 1013, 1013A, 1023, 1023A, 1039, and 1039A. Trains finding automatic signal red with yellow indication below will proceed at restricted speed, expecting to find a train in block, a broken rail or switch not properly lined.

16. Flag stop Indicators, under control of Accotink Station, are in service on mast 4000 feet south of M.P. 98 and on Northward Automatic Signal 944 (G). Flag Stop Indicator will display an illuminated letter F, and passenger trains receiving this indication will stop at Accotink to pick up passengers, provided Accotink is shown as a flag stop in Time Table.

17. Position light indicator is in service on Ravensworth setoff Tracks Nos. 1 and 2. This indicator will display two vertical white lights in each direction when main track switch is unlocked and in reverse position and dividing switch between No. 1 and No. 2 setoff tracks is properly lined and derail is off.

18. A train order signal is a red flag by day and a red light by night displayed on the side of a Tower to which the train is approaching.

At interlocking Towers where the home or block signal is located a distance from the Tower, Operators having 19 orders or cards to deliver, will set up route, displaying home or block signal in stop position and hand signal trains to the Tower with a yellow flag by day and a yellow light by night. When such signals are given, trains will proceed to Tower for orders or cards and must not leave without same, and will proceed to next automatic signal under caution.

Delivery of 19 orders and cards, will when practicable, be made without stopping trains.

Messages or instructions must be delivered in the same manner, except that order signal will not be displayed.

In case of failure to Interlocking Home Signal, operator or train dispatcher controlling interlocking, will issue over his signature a message to conductor and engineman of trains affected reading as follows:

"Signal cannot be cleared. Proper route is setup to ..... Track. Proceed as though restricting signal were displayed."

19. In case of failure of the main head-light on locomotive, engineman will cut in the auxiliary head-light. In the event of failure of both head-lights, engineman will place

white hand lamp on front of locomotive and reduce speed not to exceed twenty-five (25) miles per hour over all highway crossings at grade, reporting to Train Dispatcher promptly.

20. When necessary to provide additional steam pressure in connection with Steam Ejector System of Air Conditioning or for steam heating, the following communicating signal will be used:

Viz.—*Sound*	*Indication*
Six	When train is running—Increase steam heat

HAND OPERATED CROSSOVERS

21—Location	Between Tracks	Facing or Trailing
Glen Allen	2 and 3	Trailing
Ashland	2 and 3	Trailing
Rutherglen	2 and 3	Trailing
Penola	2 and 3	Trailing
Guinea	2 and 3	Trailing
Summit	2 and 3	Trailing
Dahlgren Junction	2 and 3	Trailing
Arkendale	2 and 3	Trailing
Quantico	2 and 3	Trailing
Woodbridge	2 and 3	Trailing
Accotink	2 and 3	Trailing

HAND OPERATED DERAILS

22-Mile Post	Location
4.5	Greendale Siding
5.8	Jones Siding
6.4	Laurel
8.8	Glen Allen North End
11.6	Elmont
15.0	Ashland North End (Electric lock)
17.5	Ellett
21.8	Doswell Bank Track South Wye
22.3	Doswell East Side Spur
22.5	Doswell North End Bank Track West Side
27.1	Ruther Glen West Side
27.3	Ruther Glen East Side
32.6	Penola South Mill
33.1	Penola North Mill
37.1	Milford South End Hot Box Spur
37.3	Milford North End Hot Box Spur
38.2	Milford Wilson Spur
38.2	Holly Hill
38.3	Milford North End Northward Siding
44.5	Woodford West Side
44.7	Woodford East Side
46.8	Guinea Southward Passing Siding
46.8	Guinea Depot Siding
47.4	Guinea North End Northward Siding
51.5	Summit
56.9	Sylvania Lead
58.0	Fredericksburg Southward Set Off Track No. 1
58.0	Fredericksburg South Leg Wye
58.1	Fredericksburg North Leg Wye
58.2	Fredericksburg Frackleton Siding

59.3	Fredericksburg Lead to Janny Marshall
60.7	Dahlgren Junction West Side
60.7	Dahlgren Junction South End East Side
61.0	Dahlgren Junction North End East Side
68.5	Brooke
72.8	Arkendale North End East Side
72.4	Arkendale South End West Side
74.2	Widewater
76.2	Brown Field West Side
76.8	Brown Field East Side
77.8	Turner Field
78.3	Quantico South End Depot Siding
79.0	Quantico North End Northward Siding
79.0	Quantico North End Middle Track
79.5	Possum Point South End Set off Tracks No. 1 and No. 2. North End Set off Tracks No. 1 and No. 2.
80.0	Possum Point VEPCO COAL Track
80.0	Possum Point VEPCO Power Plant Track
82.4	Cherry Hill West Side
82.4	Cherry Hill East Side
86.9	Featherstone
89.2	Woodbridge
92.2	Lorton
92.7	Barnard Siding
93.3	Pohick South End Southward Siding (Electric Lock)
93.7	Pohick North End Northward Siding
95.4	Accotink West Side
95.9	Accotink North End Northward Siding
97.4	Ravensworth Siding 2 Tracks
99.4	Franconia

SPEED REGULATIONS

30. Except where otherwise restricted, the maximum speed of passenger trains is eighty (80) miles per hour and freight trains and light engines fifty (50) miles per hour regulated with due regard to safety, condition of equipment, track, weather, etc.

SPEED RESTRICTIONS

31.
Points will be marked with reflector signs indicating maximum speed.

LOCATION	TRACKS	MAXIMUM SPEED
Passing "RO" Tower	No. 2	25 M.P.H.
Through Station Platforms Alexandria	No. 2 No. 3	40 M.P.H. 40 M.P.H.
Crossover at "AF" Interlocking when clear signal (Rule 281) is displayed by Northward Home Signal 20-R	From No. 1 to No. 2	40 M.P.H.
Curve at M.P. 103	No. 3	65 M.P.H.

SPEED RESTRICTIONS—Continued

	TRACKS	MAXIMUM SPEED
Curve at M.P. 100	No. 3	65 M.P.H.
Curve between Ravensworth and M.P. 98	No. 2 No. 3	70 M.P.H. 70 M.P.H.
Quantico Creek Bridge	No. 2 No. 3	35 M.P.H. 35 M.P.H.
Through Station Platforms Quantico	No. 2 No. 3	40 M.P.H. 40 M.P.H.
Curve at Turner Field	No. 3	70 M.P.H.
Curve at M.P. 63 south of Leeland	No. 2	70 M.P.H.
Curve at M.P. 61.3 north of Dahlgren Junction	No. 2	65 M.P.H.
Curve at M.P. 60 north of Rappahannock River	No. 2	50 M.P.H.
Through Station Platforms Fredericksburg	No. 2 No. 3	40 M.P.H. 40 M.P.H.
Curve at M.P. 57.6 north of Poplar Crossing	No. 1 No. 3 No. 4	60 M.P.H. 70 M.P.H. 60 M.P.H.
Curve at M.P. 56.6 north of Hamilton	No. 1 No. 4	60 M.P.H. 60 M.P.H.
Curve south of Summit	No. 2 No. 3	70 M.P.H. 70 M.P.H.
Curve south of M.P.51	No. 2 No. 3	70 M.P.H. 70 M.P.H.
Curve at M.P. 30.5 south of George's	No. 3	70 M.P.H.
Curve at Coleman's Mill	No. 3	70 M.P.H.
Curve north of Rutherglen	No. 3	70 M.P.H.
Curve south of Rutherglen	No. 2 No. 3	70 M.P.H. 70 M.P.H.
Through the Town of Ashland Signal 151 to Signal 139 Signal 140 to Signal 152	 No. 3 No. 2	 30 M.P.H. 30 M.P.H.

32. Trains must not exceed a speed of twenty (20) miles per hour entering and leaving pass track at Quantico.

33. All trains and engines, except as provided in instruction 37, must not exceed a speed of fifteen (15) miles per hour, when making turn-out or crossover movement at "AY"

Tower, South "Y" Junction and the "Y" Junction on James River Branch.

34. Southward R. F. & P. trains must not exceed a speed of thirty (30) miles per hour over crossing frog at South "Y" Junction, operating over southward main passenger track; if diverted, be governed by Instruction 33.

35. All trains and engines entering Broad Street Station must not exceed a speed of twenty (20) miles per hour around the curve from the Boulevard Bridge to home signal inbound, Broad Street Station, Richmond.

36. All trains and engines must not exceed a speed of fifteen (15) miles per hour between the home signal inbound and the home signal outbound at Broad Street Station, Richmond.

37. Northward and Southward A. C. L. passenger trains must not exceed a speed of thirty (30) miles per hour through turnouts and crossings at South "Y" Junction and "Y" Junction on James River Branch, when operating via their regular route; if diverted, be governed by Instruction 33.

38. A. C. L. trains and engines will not exceed a speed of twenty (20) miles per hour—

No. 3 Track, South "Y" Junction to inbound signal at Broad Street Station.

No. 2 Track outbound home signal at Broad Street Station to South "Y" Junction.

39. The following maximum speeds must be observed:

Passenger trains handling caboose cars equipped for passenger train service, sixty (60) miles per hour.

Trains handling freight equipment not equipped for passenger train service, including unequipped caboose cars, fifty (50) miles per hour.

Car inspectors when reporting condition of brakes to conductor and engineer, will notify them when freight cars, not equipped for passenger train service, are in their train.

Richmond wrecking derrick, forty (40) miles per hour.

Potomac Yard wrecking derrick, work trains, while handling work train equipment, trains handling railroad scale test equipment, thirty (30) miles per hour.

40. Yard engines, not equipped with train control and using main track between North Acca and Broad Street Station, will not exceed a speed of twenty (20) miles per hour.

41. Yard engines, not equipped with train control and using main tracks between "AF" and "RO" Interlocking, will not exceed a speed of twenty (20) miles per hour.

42. Alco Diesel yard switchers of the 50 and 60 class must not exceed a speed of forty (40) miles per hour when used in main line service.

43. Track covered by a slow order, other than a train order or time table special instructions, will be indicated by a Slow sign or Yellow light, placed to the right of track one-half mile ahead of the obstruction, to reduce from maximum authorized speed to speed required at point of obstruction, which will be indicated with board at point of obstruction, showing speed to be observed. Resume speed board or green light, placed to right of track, will indicate end of re-

stricted territory for the entire train. THE RESTRICTED SPEED MUST BE OBSERVED UNTIL REAR OF TRAIN HAS PASSED RESUME SPEED BOARD OR GREEN LIGHT.

MISCELLANEOUS

52. Engines of the 600 class must not be used at Jones' Mill, Haley's Spur, Wye track at Ashland, Wilson Spur, Milford, lead to Treating Plant at Massaponax, wye tracks at Massaponax, cinder track at Fredericksburg Yard, Depot tracks 3, 4 and 5 Fredericksburg, yard tracks, 9, 9½ and 10 at Fredericksburg, crossover from the low line to the coaling track Fredericksburg, all tracks lying east of the new freight station at Quantico, garbage track at Cherry Hill.

53. Diesel locomotives will not be operated over track where the rails are covered with water.

54. Road or yard Diesel engines hauled "dead" in trains should be placed not closer than 2 cars nor more than 10 cars from hauling engines.

Diesel engines hauled "dead" in trains must be separated by one or more cars.

55. Conductors in charge of freight trains using pass track at points other than interlocking stations must report to Train Dispatcher promptly when clear.

56. When engines or cars are making switching movements across a public highway, a trainman must flag across except where crossing protection is provided. Trains or cars shall be pushed over such crossings only on signal from this flagman on ground ahead of cars.

57. Northward freight trains, stopped south of "FB" will exercise every precaution to avoid blocking Howison or Poplar Crossings.

The maximum train that can be cleared between Poplar Crossing and Howison Crossing is 110 cars plus 3 Diesel Units and Cab. Trains of more than 110 cars will cut Howison Crossing and pull to signal at "FB".

Yardmaster will limit northward trains, having pick-up and set-off work at Fredericksburg, to 120 cars.

58. Public road crossings must not be blocked unnecessarily.

State law reads: "It shall not be lawful for any railroad company to obstruct the free passage of any street or road by standing cars or trains across same, except a passenger train while receiving or discharging passengers, but a passageway shall be kept open."

This order must be strictly conformed to.

59. The Virginia law requires that "the whistle shall be sharply sounded outside of incorporated cities and towns at least twice at a distance of not less than three hundred yards nor more than six hundred yards from the place where the railroad crosses upon the same level any highway or crossing, and such bell shall be rung or whistle sounded continuously or alternately until the engine has reached such highway crossing."

Whistling posts are located six hundred yards and three hundred yards respectively from each crossing and in order

to conform to the law, two of the standard crossing signal blasts must be sounded between the two whistling posts and the other two signal blasts between the second whistling post and the crossing. The bell must begin ringing before the second blast of the whistle has been completed and must be kept ringing continuously until the crossing is reached.

60. All trains will discontinue sounding engine whistle on approach to stations, Rule 14-M, except as follows:

Flag stops.

Trains handling U. S. Mail cars that receive and dispatch mail.

61. Trains handling U. S. mail when diverted from their regular running track, will stop to take on mail. Conductors will notify mail clerks, where possible.

62. Conductors must read their train orders to their Flagmen and Enginemen must read their train orders to their Firemen, before acting on them.

63. Enginemen and Firemen must call out to each other signal indications and points of slow orders.

64. The post of the front brakeman (freight) is on the front end of train, unless his duties require him to be elsewhere, or he is otherwise assigned by the Conductor.

Except to avoid accident or delay firemen will not be required to handle switches or couple or uncouple.

65. Southward freight trains, holding the southward main track, while picking up cars at Quantico, must not block Potomac Avenue Crossing.

66. Trains, finding a fusee burning on or near the track, will stop, remove same and proceed at restricted speed, looking out for a stop signal.

67. When a train parts at an interlocking, no portion of the train must be moved so as to interfere with the switches, without permission from operator.

68. In placing cars on sidings, care must be taken to see that cars are back of insulated joints which are painted yellow; that derails are in derailing position and siding end of side track crossover switches are set for the siding.

69. All occupied camp cars will be protected by derails, and such derails will be equipped with a red flag by day and a red light by night. These derails are under the direction of foreman of camp train, and will be locked in position. Train crews moving camp cars will contact foreman to have the derail moved.

70. Conductors and Enginemen will report any fire on or near the right of way, giving the time and place.

71. Conductors and Enginemen will report promptly any defect in the track or bridges.

72. Passenger conductors and flagmen will make a report to the General Superintendent of all cases of rough handling of trains while in their charge. Report should give cause when possible. These reports must be turned in promptly.

73. Stewards on dining cars are expected to regulate the seating of passengers in those cars, unless train conductor is called upon for advice or assistance.

74. Employees holding proper transportation may be handled in rider of express trains in going to and from work, while traveling on Company's business, or in case of emergency.

75. Vestibule doors and traps on trains, equipped with vestibule cars, must be kept closed except when opened by members of crew in the performance of their duties, or when receiving or discharging passengers. They must not be left open at any time, unless protected by a member of the crew.

Safety gates on rear of train must be kept closed. Dining cars, not protected by lower side door must be protected by safety bar.

Cars next to engine, subject to occupancy by passengers or employes, must be protected with safety gate at end next to the engine, at all times.

76. Passenger trains, scheduled to stop at Alexandria passenger station, will stop so that coach platform will be opposite the train shed and in bad weather, passengers for Alexandria, occupying the other cars, should be conducted to the coach which stops opposite the sheds.

77. When passenger trains stop at Alexandria Station, train crews must announce train, giving name of roads and stops that are made, for the guidance of passengers in boarding trains. Special attention should be given this matter on southward trains, to avoid passengers boarding the wrong train.

78. Conductors in charge of passenger trains, having coaches on the rear, with passengers for Alexandria and Fredericksburg, will see that passengers are discharged on station platform, either by personally handling such passengers or designating train porter to do so. Care must be taken that passengers are discharged at these stations before train is started

79. Whenever trains are being materially delayed on our line so that expected arrival time at terminals will probably not be met, train conductors will see that passengers are promptly acquainted with the cause of the delay, as far as information is available, and the approximate time of expected arrival at terminal.

80. Conductors on southward passenger trains, having trouble with electrical equipment must, as far as practicable, report same by wire to the General Superintendent, in order that prompt repairs may be made on arrival.

81. Passenger conductors must see that news agents, operating on trains having a baggage car, place their stock in baggage car.

In trains, consisting of coaches and Pullman cars, stock must be placed either in the front end of white or colored coach, whichever has convenient space.

Stock must not be placed in any coach, interfering with the seating of passengers. If it cannot be taken care of in the white or colored coach, stock should be placed in front coach vestibule

82. News agents on trains, having sleeping or parlor cars, must not pass through such cars more than three times

between Richmond and Washington. They must not enter sleeping cars before all passengers are up and in passing through all cars, must announce their wares in a quiet manner and not importune passengers to buy. They must be courteous and neat in their appearance.

Conductors must see that these instructions are conformed to, and report any violation to this office.

83. Conductors will have porters lock doors of toilets in southward passenger trains at Hermitage. At Broad Street Station, doors of toilets must be locked before station stop is made. Doors of toilets will be unlocked promptly after leaving terminals.

84. Porters, employed on passenger trains, are required to wait on passengers, handle hand baggage, assist passengers on and off, keep coaches and coach toilets clean, attend to lights and ventilators and perform any other duties that may add to the comfort and safety of passengers.

They are not required to inspect cars, test signals and brake apparatus, use signals for the protection or movement of trains, open and close switches, couple and uncouple cars and engines, hose and chain attachments, or to carry a standard watch.

This does not relieve porters on trains, on which brakemen are employed, from the duty of flagging in an emergency or when the safety of the train requires it.

When used to perform such duty, conductors must make report to the General Superintendent.

85. At the north end of Broad Street Station, when a train or engine stands beyond the first interlocking signal in such position that the indication cannot be seen by the engine crew, the train or engine must not be moved until either the engineman or fireman has observed the signal, or until one of the trainmen has notified them that the signal is in proceed position.

This also applies to engines being cut off trains pulled by signal.

86. Portable Reflector STOP signs, when displayed to the right of a track, will indicate where train will stop at Broad Street Station when necessary to pull the head end of a train beyond the south end of the station platform.

On Diesel powered trains, engineman will stop the head end of the leading unit opposite the stop sign. With steam power, the cab of the engine will be stopped opposite the stop sign.

The passing of hand signals, or placing of stop signs, beyond the south end of the platforms at Broad Street is NOT authority to pass the interlocked low ground signal in stop position.

The above instructions as to spotting of trains apply only to incoming trains and will not affect movement of light engines or yard engines.

87. Enginemen of all engines moving from Acca Engine Terminal will stop in each case at Telephone located just north of Signal, and communicate with "AY" Tower, notifying them engine number and to what point they are destined, or what move is desired through the interlocking plant.

88. Enginemen of all freight trains moving into Acca Yard or bringing drafts of cars into the Yard will make a twenty (20) pound reduction of air to set brakes, before angle cock on rear of locomotive is closed to cut locomotive from train, in order to enable inspectors to detect inoperative brakes on cars before train is shifted. Engineman will sound one short blast of whistle, to indicate brakes have been set.

In handling cars with air, locomotive must not be detached or cars separated until both angle cocks have been closed.

89. Rule Thirty (30), Book of Rules, reads in part as follows: "The engine bell must be rung when an engine is about to move." This Rule will not apply to yard engines switching in yards.

90. Washington Terminal Company require employees, who are qualified on Washington Terminal tracks and signals, but who do not make a trip to or from Washington Terminal within a period of one (1) year to report to them for reexamination before being assigned to service on Washington Terminal.

91. Overhead Bridges or Structures at the following points will not clear a man standing on top of a car:

Within limits of Train Sheds—Broad St. Station.

Express Bridge—Broad St. Station.

Boulevard Bridge (Hermitage)

Bridges over Belt Line between "AY" Tower and James River.

Rutherglen

North of Brooke (near 69th Mile Post)

Duke Street (Alexandria)

Over-Head Walkway Bridge (Potomac Yard)

Employees are prohibited from standing or walking on top of cars, passing these points.

Overhead structures at the Duck-Under between Potomac Yard and "RO" Tower, Signal Bridge "RO" Tower are in the electrified area. Employees are prohibited from being on top of cars in this area.

92. Conductors must keep a record of all placarded cars, containing inflammables, acids or explosives and should be careful to see that placards have been removed from empty cars.

Any cars improperly placarded should be reported promptly.

93. Conductors in charge of freight trains handling cars accompanied by messengers, attendants or caretakers on train will show this information, together with names of those in charge, on blank space on Part 2 of Form 24 opposite initial and number of cars accompanied by such parties.

94. When temporary repairs are made on line of road, conductors will render regular report to the yardmaster at Terminals, in order that cars may be inspected and if possible, permanent repairs made before cars go off of line.

95. Conductors in charge of freight trains setting off cars at local points, will ascertain if any cars to be moved, and if so, fill out accordingly.

96. Conductors, in charge of trains placing or moving cars from stations when Agent is not on duty, must leave in the bill box a list showing initials and numbers of such cars placed or moved, by what train handled and whether loaded or empty.

97. Cars must not be left in pass tracks when it can be avoided. When necessary to do so, Train Dispatcher must be promptly advised.

98. For information in compiling statistics for the Interstate Commerce Commission, Conductors of work trains will show on Form 24, the points between which work trains moved and the number of hours worked at any given point, and enginemen of work trains will show on their time tickets the same information.

For instance, when a work train moves from Milford to Fredericksburg, and works two hours at 45th Mile Post and 30 minutes at 55th Mile Post, then moves from Fredericksburg to Doswell and works one hour at 53rd Mile Post and 30 minutes at 43rd Mile Post and so on, all of this information should be shown on the Conductor's Form 24, and the engineman's time ticket.

99. The Hours of Service Law require that no employee in train service shall be permitted to be continuously on duty for more than sixteen consecutive hours, nor permitted to be on duty more than sixteen hours in the aggregate in any twenty-four hour period, except in case of casualty, unavoidable accident or act of God. After being on duty sixteen consecutive hours, he must not be required or permitted to again resume duty without having been off duty ten consecutive hours, and after being on duty sixteen hours in the aggregate in any twenty-four hour period, he shall not be required or permitted to again go on duty without having had at least eight consecutive hours off duty.

Any employe concerned, who may be ordered for duty before his legal rest period has expired, must report the fact to the proper officer before going on duty.

A report must be made to the General Superintendent by telephone or telegraph at least two hours in advance of the expiration of the time on duty permitted by the Hours of Service Law, and without regard to exceptions as specified above. Arrangements for relief will be made when necessary.

Crews, who have not had legal rest, in computing time, should understand that credit cannot be taken for less time than 2 hours off duty. If, therefore, a crew is off duty less than 2 hours they are considered as on continuous duty so far as the Hours of Service Law is concerned.

The Conductor must make this report for each member of the train crew and the engineman for the engine crew.

100. Shipments of dangerous articles which under the Interstate Commerce Commission Regulations for the Transportation of Explosives, and Other Dangerous Articles by Express may be transported by express service, and which under the individual carriers regulations may be transported as baggage on passenger trains, must be packed, marked and labeled as prescribed for express shipments: SUCH

SHIPMENTS MUST NOT BE TRANSPORTED OR CARRIED IN THAT PART OF ANY CAR USED FOR THE TRANSPORTATION OF PASSENGERS

101. When rules require that headlight be displayed, electric headlights will be dimmed, provided train is not nearing a public crossing at grade:

(a) In yards.

(b) At meeting point or when on sidings.

(c) Approaching stations at which stops are to be made or where trains are receiving or discharging passengers.

(d) When stopped.

(e) On two or more track portions of the railroad, when approaching trains running in opposite direction.

(f) Approaching Towers where orders, cards, messages or instructions are to be delivered.

102. Headlight on Diesel locomotives in road service will be displayed at all times.

NORTH ACCA

Electric lighted track indicators, showing track number for southward freight trains are located, as follows: Indicator for trains destined to South Yard on west side of No. 4 track and for trains destined to North Yard on east side of Ladder, north end of Advance Yard.

Trains destined to tracks 1, 2 and 3, North Yard, will be yarded through power operated switches and will not receive any track number from electric indicator.

Trains ready to move out of the Advance Yard will notify the Operator at "AY" Tower.

SPRING SWITCHES

LOCATION	SIGNAL GOVERNING MOVEMENT
MP 78.3—South end crossover at north end of southward pass track at Quantico	None
MP 77.3—South end of southward pass track at Quantico	Dwarf signal on pass track

Spring switch is marked by disc with white background and black letters "SS". Switch indicator will display green light in both directions when switch is in normal position and red light in both directions when switch is in reverse position or not properly lined.

When trailing movement through spring switch is stopped before movement is completed, slack must not be taken or reverse movement made until switch has been reversed by hand.

To enter main track from pass track, permission must first be obtained from the Train Dispatcher. After permission is obtained, time release knob, located in box near dwarf signal, should be turned to the right as far as it will go and released. After the expiration of two (2) minutes dwarf signal will change from Stop indication, Rule 292, to Restricting indication, Rule 290. A push button is provided in the

above box which may be operated to restore signal for main track operation in case train in pass track is delayed after obtaining dwarf signal to proceed.

All trains running against current of traffic will approach spring switch prepared to stop and proceed only if switch indicator displays a green light. If indicator light is red, or in the absence of a light, points of spring switch must be examined before passing over them to see that they are properly lined.

EMERGENCY WHISTLES

Emergency Whistles or Klaxon Horns are located as follows:

"RO" Tower,	Doswell,
"AF" Tower,	"AY" Tower,
"FB" Tower	"JR" Tower.

The following Code of Signals will be used in connection with Interlocking Plants at these Towers:

One Long Blast —All trains and engines within interlocking limits stop immediately.

Two Short Blasts —Resume normal movement after receiving the proper signal or permission from the operator.

Three Short Blasts—Whistle or horn test.

Four Short Blasts—Signal maintainer or repairman, call operator.

Five Short Blasts—Train crew call operator.

ELECTRICALLY LOCKED SWITCHES

LOCATION	SWITCH	CONTROL
MP 103.9	Crossover to Fruit Growers at Seminary	Operator at AF
MP 97.3	Ravensworth—No. 3 Track	Automatic
MP 93.3	Derail, South End Southward siding, Pohick	Automatic
MP 57.0	Leading from Track No. 1 to Sylvania Spur track	Automatic
MP 15.0	Ashland—Both Ends Crossover No. 2 and No. 3 Tracks	Automatic
	Ashland—Derail, North End College Siding	Automatic
	Ashland—South End Crossover College Siding and No. 2 Track	Automatic
MP 8.2	Glen Allen — Both Ends Crossover No. 2 and No. 3 Tracks	Automatic
	Glen Allen — South End Crossover Spur Track and No. 2 Track	Automatic

Switches or derails equipped with automatic electric locks will require a time delay of two (2) minutes after padlock or hook has been removed from the hasp before switch or derail may be operated.

The switch locks controlled by Operator at AF Tower may be unlocked when padlock or hook is removed from hasp without time delay.

Trains desiring to enter main track from siding or make crossover move must obtain permission from Train Dispatcher or Operator prior to removing padlock or hook from hasp.

The removal of the padlock or hook from hasp will cause main track signal in rear to display its most restricting indication. With main track crossovers, the removal of padlock or hook from either end of crossover will cause signal in rear on both main tracks to display most restricting indication.

No permission is necessary to enter sidings equipped with electric locks but switches and derails must be unlocked and properly lined before movement is started.

AUTOMATIC HIGHWAY CROSSING PROTECTION

LOCATION	DEVICE	TRACKS PROTECTED
MP 78.1 Incinerator Grade Crossing Quantico	Flasher Lights and Gates	No. 2—Either Direction No. 3—Either Direction S. B. Pass Track Either Direction
MP 76.7 Brown Field Grade Crossing	Flasher Lights and Gates	No. 2—Either Direction No. 3—Either Direction
MP 57.5— Poplar Crossing	Flasher Lights and Gates	No. 1—Either Direction No. 2—Northward No. 3—Southward No. 4—Either Direction
MP 38.2— Milford	Flasher Lights	No. 2—Northward No. 3—Southward
MP 14.8— Ashland	Flasher Lights	No. 2—Either Direction No. 3—Either Direction
MP 8.1— Glen Allen	Flasher Lights and Gates	No. 2—Either Direction No. 3—Either Direction
MP 6.4— Laurel	Flasher Lights and Gates	No. 2—Either Direction No. 3—Either Direction
MP 3.7— Dumbarton	Flasher Lights and Gates	No. 1—Either Direction No. 2—Either Direction No. 3—Either Direction No. 4—Either Direction

When movement is made against current of traffic and track is not arranged for operating automatic crossings protection, train must be preceded by a member of the crew to flag highway traffic unless it is seen that the crossing is already protected by a flagman.

To avoid unnecessary operation of automatic highway warning devices, switches must not be left open, nor cars left standing on track longer than necessary within operating limits of such devices.

When shifting movements are made in the vicinity of a highway crossing, protected by warning devices, or when a

train is stopped, thereby operating the signals unnecessarily, every effort must be made by trainmen to avoid delay to highway traffic. When it is safe for vehicles or pedestrians to cross the tracks, the trainmen will so indicate.

When a train passes entirely over a highway crossing protected by automatic highway crossing devices, train must not make reverse movement over crossing without member of crew flagging highway traffic.

Automatic timing device is in service on crossing protection at Dumbarton Road Crossing. This device has been installed to cut out crossing protection (Raise the gates) when approach track circuit on No. 1 track between North Acca and Dumbarton Road is occupied by a switching movement or any train movement that is delayed. When approach section is first occupied, crossing protection will function in the regular manner, but, if train movement is delayed and does not reach crossing within two minutes time, the crossing protection will be cut out and the gates will clear for highway traffic. In the event that crossing gates are cut out by this automatic cut out and train desires to proceed across the highway, blowing the locomotive whistle when near the crossing will cause the gates to again operate. Train crews should observe position of the crossing gates at this crossing and not proceed across highway unless gates are down protecting movement, or flag protection is provided. This automatic cut out device will function for northward movements on No. 1 track only.

Automatic timing device is in service on crossing protection at Incinerator Crossing at Quantico. This device will cut out crossing protection and allow gates to raise when approach track circuits are occupied by a switching movement or a delayed train for more than two and one-half minutes. When approach section is first occupied crossing gates will function in the regular manner, but gates will again raise if train does not reach crossing within two and one-half minutes. In the event that crossing gates are cut out by this automatic timing device, and train desires to proceed across the crossing, the gates can again be lowered by blowing the locomotive whistle when near the crossing.

Train crews of work trains, local freights, and delayed trains must observe position of the crossing gates at this crossing and not proceed unless gates are down or flag protection is provided.

This automatic timing device will function for movement in either direction on No. 2 Track, No. 3 Track and Southward Pass Track.

Derail and switch located at the south end of Quantico Depot Track, crossover leading from No. 2 to No. 3 Track at Quantico, and crossover leading from No. 3 Track to Southward Pass Track will not be changed while southward trains are operating between these switches and Incinerator Crossing, as the changes of these switches will cut out the crossing protection at Incinerator Crossing.

AUTO-MANUAL TRAIN STOP

103. An intermittent auto-manual train stop system between "RO" and "AF" Interlockings on No. 2 and No. 3 Tracks, is in service.

This system has been added to existing signal system, and is for use by Southern Railway, C&O Railway and B&O Railroad trains.

This system extends northward on No. 2 Track from "AF" to "RO" Interlockings.

This system extends southward on No. 3 Track from "RO" to "AF" Interlockings.

This intermittent auto-manual train stop system will require the enginemen to manually operate train stop acknowledger when passing signal indicating other than CLEAR "Rule 281" or APPROACH MEDIUM "Rule 282". Trains equipped with train stop system that is inoperative will be governed by the same rules as trains equipped with automatic train control that is inoperative, covered by Rule 103 in current time table.

Locomotives, making back-up movement in this territory, will operate in accordance with signal indication at speed not to exceed 20 miles per hour.

AUTOMATIC TRAIN CONTROL

104. Automatic train control is in service between Richmond and "RO" Interlocking. No locomotives, except those assigned to Yard Service, will be operated from Engine Terminals without train control operative on the locomotives, without permission of General Superintendent. Enginemen are required to make outbound test in every instance before leaving the terminal and must see that the speed handle lever on locomotive is sealed in proper position; that is, it must be sealed in passenger position if locomotive is assigned to passenger service and must be sealed in freight position if locomotive is assigned to freight service. If locomotives are changed from either passenger or freight service along line of road, Enginemen must break seal and change the speed handle to suit the service.

The fact that an engine is equipped with automatic train control apparatus in no way lessens the responsibility and care required of the engineman in the safe handling of his train.

Enginemen will be governed by cab signal aspect displayed on locomotive or way-side signal aspect whichever displays the most restrictive indication.

This will mean that after passing a way-side signal, which displayed an aspect less favorable than clear, and cab signal changes to clear aspect, train will not increase speed until next way-side signal is reached, except as follows:

1. After a train passes a wayside signal indicating restricted speed, and cab signal changes to a more favorable indication, the train will continue at restricted speed one train length and until next wayside signal can be seen and track is known to be clear.
2. After a train passes a wayside signal indicating "Approach", and cab signal changes to a more favorable indication, the train will continue at medium speed until next wayside signal can be seen.

Engine cab signals consist of three (3) lights, Green, Yellow and Red, when operating on non-coded track circuits,

and will consist of four (4) lights when operating on coded track circuits consisting of Green, Yellow over Green, Yellow and Red, which will indicate the speed at which train may run depending upon track conditions, wayside signals and will, indicate maximum permissive speed as follows:

MILES PER HOUR (NON-CODE)

	Green (Clear)	Yellow (Approach)	Red (Restricting)
Passenger Trains	80	25	15
Freight Trains	50	25	15

MILES PER HOUR (CODE)
PASSENGER TRAINS

Green (Clear)	Yellow over Green (Approach Medium)	Yellow (Approach)	Red (Restricting)
80	Approach next Signal at Medium Speed	25	15

FREIGHT TRAINS

Green (Clear)	Yellow over Green (Approach Medium)	Yellow (Approach)	Red (Restricting)
50	Approach next Signal at Medium Speed	25	15

Acknowledging valve and signal whistle are installed convenient to the engineman and acknowledgment of a change of cab indicator from clear to a less favorable indication must always be made within six seconds after whistle sounds to prevent an automatic brake application.

Brakes should not apply automatically when engine is moving at less than 25 miles per hour if acknowledgment has been made properly. Trains, therefore, will approach a stop signal or obstruction under control of engineman

If train control fails, engineman will communicate with the Train Dispatcher and be governed by his instructions.

A cutout valve is provided for cutting out pneumatic train control equipment. The handle of this valve is sealed and should not be interfered with without proper authority. In case of failure of train control equipment where there is no available means of communication, engineman will break seal and cut out pneumatic apparatus and proceed at not exceeding one-half maximum speed authorized to first open telegraph office or telephone, making report to the General Superintendent on Form SF-1 and then proceed as instructed by Train Dispatcher.

When trains are double-headed, automatic train control will be operative on lead locomotive only.

Should train control apparatus on lead engine fail to extent that repairs cannot be made on line, second engine must be placed in lead at first available siding and the General Superintendent notified on Form SF-1.

Engineman will make detail report of train control failures or irregularities en route on Form MP-88 at Acca Locomotive Terminal and Potomac Yard and on Form MP-11 at Washington Terminal.

CODED TRACK CIRCUITS AND CODED TRAIN CONTROL

105. Coded track circuits and coded train control is being placed in service at various points on the Railroad. This work will progress and at locations where track circuits change from code to non-code or non-code to code, appropriate sign to the right of the track will designate such points. Each time one of these signs is relocated, General Order will be published to that effect.

Engineman will test train control at Acca Engine Terminal for both non-code and code operation and will leave selector switch, located in locomotive cab, in code position, leaving Richmond.

To test train control at Acca Engine Terminal spot the locomotive on present test track circuit and place selector switch in code position. Have time release, located in box, right hand side of inspection pit door, east side of building, turned full right (clockwise) and released. This action will automatically give proceed, approach medium, approach and restricting indications in the cab in the order named. After this test has been made, change selector switch to non-code position and make the customary non-code test.

Engineman will make coded train control test at Ivy City Terminal and Potomac Yard, as follows: Place locomotive selector switch in code position and cut-out switch in "cut-in" position before reaching test track. Proceed over test track at usual speed and cab indicator will display clear signal. Move selector switch to non-code position and cab indicator will continue to display clear signal; when locomotive passes off test track cab indicator will display restricting signal and brakes will be applied. Reset train control in usual manner.

Engineman receiving engines at Broad Street Station will make coded train control test at present test control locations on tracks Nos. 1, 2, 3, 4, 5, 6 and 7 at Broad Street Station. When making test on tracks Nos. 1 and 2 toggle switch on face of present train control test box must be moved to select track on which test is to be made before moving operating lever. Test should be then conducted as follows: Place locomotive selector switch in code position and the cut-out switch in "cut-in" position with toggle switch in the proper position for track on which test is to be made; operating lever should be then moved to show clear signal in cab. Move selector switch in locomotive to show clear signal in cab. Move selector switch in locomotive to non-code position and cab indicator will continue to display clear signal. Move operating lever to restricting; cab signal will allow brakes to be applied. Reset in code position to leave Richmond.

Non-Coded Train Control test will be made on Tracks 3, 4, 5, 6 and 7, Broad Street Station.

CODED TRAIN CONTROL IS IN SERVICE, AS FOLLOWS:

Track	Limits
No. 1	South Franconia Interlocking to "AF" Interlocking.
No. 2	"JR" Interlocking to Automatic Signal 140.
No. 2	Automatic Signal 152 to South Doswell Interlocking.

No. 2 Automatic Signal 342 to Milford Interlocking.
No. 2 "FB" Interlocking to Automatic Signal 632.
No. 2 Automatic Signal 752 to Automatic Signal 854.
No. 2 Automatic Signal 944 to "RO" Interlocking.
No. 3 "RO" Interlocking to Automatic Signal 943.
No. 3 Automatic Signal 853 to Automatic Signal 753.
No. 3 Automatic Signal 633 to "FB" Interlocking
No. 3 Milford Interlocking to Automatic Signal 343.
No. 3 South Doswell Interlocking to Automatic Signal 151.
No. 3 Automatic Signal 139 to "AY" Interlocking.

INSPECTION OF PASSING TRAINS

106. The following instructions must be observed as far as practicable. Employees will observe passing trains for defects, and should there be any indication of conditions endangering the train, take such measures for its protection as may be practicable.

Train and engine crews of freight and passenger trains will observe passing trains and if any defects are noted, such as brakes sticking, brake rigging down, swinging doors, hot boxes, objects protruding that may result in damage or injury, will signal members of such trains, calling attention to dangerous conditions, and if nothing irregular is noted, will give proceed signal to rear of passing train when it is practicable to do so.

Train and engine crews on moving trains will be on the lookout for signals, when passing other trains, interlocking, water and other stations, sidings and points where trackmen are working, and when practicable, exchange signals.

The following signals will be used where other signals are not required:

Hot Journal **Brakes Sticking** **Broken Wheels** **Defective Truck** **Dragging Brake Rigging** **Lading Shifted Over Side or End of Car** **Swinging Car Door or Any Other Dangerous Conditions**	**Stop Signal**

HOT JOURNALS

DETECTING: Flagman or other members of train crew will frequently open vestibule doors on each side of passenger train to scent or observe overheated journals and engine crews will observe train at frequent intervals. Train and engine crews of freight trains will frequently inspect each side of freight train to detect overheated journals.

CARS EQUIPPED WITH ROLLER BEARINGS: When odor, or smoke, or both, are noticed stop must be made immediately and overheated journal box located. Train Dispatcher will be notified of conditions found. Upon examination, if journal box is found to be too hot to touch with the bare hand, proceed cautiously at speed not to exceed five miles per hour, stopping frequently to examine journal box to determine if safe to proceed to nearest point to set car off to clear main track. However, if wheels are sliding or if, in the opinion of the crew, the bearing is not safe for further movement, instructions must be obtained from Train Dispatcher.

FREIGHT CARS WITH FRICTION JOURNAL BEARINGS: When a hot journal is discovered, train will be brought to a stop as soon as possible and if it is found that journal is hot or brass is broken, car should be set off at first available siding or spur, making a slow movement to such point.

When a car is set off with the journal box blazing all packing must be pulled from journal box and fire extinguished.

DRAGGING EQUIPMENT DETECTORS

107. The actuation of a dragging equipment detector is indicated by flashing red automatic signal aspect.

No. 1 TRACK

Automatic Signal 1034

No. 2 TRACK

Automatic Signal 1034A
Automatic Signal 778
Automatic Signal 342
Automatic Signal 192

No. 3 TRACK

Automatic Signal 599
Automatic Signal 395
Automatic Signal 245
Automatic Signal 69

Trains receiving flashing red aspect will stop at once and inspect train.

After train is ready to proceed a member of the crew will operate push button or switch key circuit controller, located in box on signal case of above signals. This will cause automatic signal to display its proper indication.

The actuation of the dragging equipment detectors, located in Northward tracks approaching "RO" Tower, will cause Northward Home signal to indicate stop. Trains stopped by Home signal at "RO" Tower will promptly communicate with operator by telephone located at that point, and will be advised that dragging equipment detector has been operated and to examine train and make prompt report before proceeding.

When locomotive has passed Automatic Signal 1034 or 1034A the actuation of dragging equipment detectors, located in Tracks Nos. 1 and 2 at Bush Hill, the Home Signal at "AF" Interlocking will indicate stop and a flashing red aspect will be displayed on signal unit located on Signal Bridge midway between Home Signals governing northward movements on Nos. 1 and 2 Tracks. This flashing Red Aspect will apply to train operating on track receiving stop signal indication.

MOVEMENT OF TRACK CARS

108. (a) Cars must not be operated except by employees who have been properly qualified and authorized.

(b) Persons not employed by the Railroad Company, whether on Company's business or not, must not be allowed to ride, except upon written authority of the General Superintendent.

(c) Before occupying main track, employee in charge, where possible, must ascertain from operator or dis-

patcher the location of all trains, expected to be run over the territory where the car is to be operated. If this information is not furnished in writing, a written record must be made of information received.

(d) Information received should be repeated to the other members of the crew.

(e) Train information does not confer any right to track or relieve employee in charge of taking all necessary precautions for the safe operation of track car, as trains may be run at any time without notice.

(f) When not in vicinity where communication can be had with operator or dispatcher, a lighted fusee must be displayed and car proceed to nearest point of communication, renewing fusee enroute as necessary.

(g) Copy of the current time table, necessary flagging equipment consisting of 12 torpedoes, 6 fusees and 2 red flags must be carried on track cars. If operated at night, additional flagging equipment of 2 red and 1 white lanterns must be carried.

(h) Cars must approach all highway crossings, under complete control, prepared to stop, and must not proceed over crossing unless way is seen to be clear. Where highway traffic is heavy, crossing should be flagged.

(i) Cars must not exceed a speed of four (4) miles per hour and must be under full control when passing stations, men working or walking on track, train standing on adjacent tracks, through interlockings, over switches, frogs and highway crossings. At other points cars must not exceed a speed of twenty (20) miles per hour.

(j) Cars must not be run on the time of a regular scheduled train unless it is known to be late and movement is authorized by the Train Dispatcher, and time given on the train.

(k) Cars must always be run at such speed that they may be stopped within one-half the range of vision, in order to protect against collisions or obstructions on the track.

(l) Cars must not follow trains or other cars on the same track at a distance closer than 300 feet.

(m) Employees must be detailed to keep a sharp lookout for trains, other cars, position of switches, condition of flangeways, highway crossing approaches, obstructions on track, dogs and other animals along track or any other condition that might cause unsafe passage of car.

(n) Tools and materials, carried on cars, must be so placed or secured as not to fall off and should be kept under observation, to detect any shifting.

(o) Track cars must not be run within interlocking limits, nor over interlocked switches without permission of the operator or dispatcher and they must

be notified when movement is completed. While the interlocking route is so occupied by the track car, signals governing conflicting routes and conflicting and following movements must display their most restrictive indication.

(p) Torpedoes exploded or fusees displaced by passage of cars must be promptly replaced.

(q) Cars must be removed from track or protected by flag when not in motion.

(r) Cars must never be left at any point unless securely locked so they cannot be used by unauthorized persons.

(s) Cars must not be left on switch side of derails.

(t) In case of doubt take what is known to be the safe course. Rather than risk be taken, it is preferable that the work be delayed.

STATIONS — SYMBOLS — SPUR TRACKS

Symbol	Station	Spur Track Capacity Exclusive of Locomotive
BN	Boulton	———
0	Broad Street Station	———
2	Acca	———
4	Greendale	7 N.
6	Jones	5 S.
7	Laurel	31 S.
8	Glen Allen	10 N. (Depot); 9 N. 48 N.
12	Elmont	11 N.
13	Langford	40 N.; 15 N. (Haley's); 21 N. (Jones).
15	Ashland	17 N. College Siding
18	Ellett	18 S.
22	Doswell	19 (Leading from No. 1 track)
27	Rutherglen	15 N.; 17 S.
33	Penola	38 N. 13 N (Georges); 27 S (Depot); 8 S (Lumber).
38	Milford	19 N. 14 N.; 47 N.
39	Holly Hill	4 S
45	Woodford	13 N.: 4 S.
47	Guinea	86 S. (Depot); 11 N—2 Tracks; 40 N.; 28 S.
52	Summit	11 S.
55	Massaponax	28 N.(Hill)
57	Deep Run	———
59	Fredericksburg	Set off Track # 1—46 cars. Set off Track # 2—43 cars.
60	State Highway	10 N.
61	Dahlgren Jct.	47 N. (Tk 1); 12 N. (Tk 2); 40 S.
63	Brooke	62 N.
72	Arkendale	50 N.—36 S.
74	Widewater	24 S.
76	Brown Field (West)	S., Tk. # 1, 28. Tk. # 2, 9.
77	Brown Field	32 N.
78	Turner Field	22 N.
79	Quantico	37 N.
80	Possum Point	Set off Track # 1—60 cars Set off Track # 2—60 cars
82	Cherry Hill	30—2 Tracks N. (Nos. 1 & 2); 36 S.
87	Featherstone	11 N.
89	Woodbridge	23 S. (Nos. 1 & 2).
92	Lorton	15 S.
92.5	Barnard	13 S.
94	Pohick	16 N.; 86 S.
96	Accotink	49 N.; 26 S.
98	Ravensworth	Set off Track # 1—32 Cars. Set off Track # 2—32 Cars.
99	Franconia	11 N.
105	Alexandria	———
100	Potomac Yard	———
114	Washington, D. C.	———

Conductors will use the above symbols in making report to Car Accountant

Location of Automatic Signals

Southward Nos.			LOCATION
13			No. 1 Bridge AY Tower
69			South of M.P. 7
95	(G.)		Hunton
117			Elmont
139			Langford Crossing
151	(G.)		North End of Ashland
171	(G.)		South of Ellett
181	(G.)		North of Ellett
245			Chandler
265			South of Ruther Glen
275	(G.)		North of Ruther Glen
297	(G.)		Coleman's Mill
317			South of Pole Cat Creek
343			500 ft. North of M.P. 34
395			2600 ft. North of M.P. 39
411			500 ft. North of M.P. 41
431			Collins
455			Jones
477			North of Guinea
499			400 ft. South of M.P. 50
517	(G.)		North of Summit
537	(G.)		Olive
549	(G.)		South of M.P. 55
579A	579		Bracket Mast South of M.P. 58
599			North of Fredericksburg
613			Dahlgren Jct.
633	(G.)		Leeland
653			Potomac Run
673	(G.)		South of Brooke
691	(G.)		North of Brooke
705	(G.)		Aquia
733	(G.)		Arkendale
753			North of Wide Water
777			300 ft. North of Turner Field
835			North of M.P. 83
853			North of M.P. 85
879			South of Marumsco
895			North of Woodbridge
913			North of Colchester
933			Pohick
943			North of M.P. 94
961			North of Accotink
993A(G)	993	(G.)	Signal Bridge Franconia
1003A(G)	1003	(G.)	Signal Bridge North of M.P. 100
1013A(G)	1013	(G.)	Signal Bridge North of Lunt
1023A(G)	1023	(G.)	Signal Bridge North of Bush Hill
1039A(G)			Seminary
1071			Potomac Yard
1091			Near Duck Under

(G)—Grade Signal

Location of Automatic Signals

Northward Nos.		LOCATION
70		South of M.P. 7
96		South of Hunton
116	(G.)	Elmont
140		Langford Crossing
152		North End of Ashland
172		South of Ellett
192		South of Little River
244	(G.)	Chandler
264	(G.)	South of Ruther Glen
274		North of Ruther Glen
296		Coleman's Mill
318		300 ft. South of M.P. 32
342		500 ft. North of M.P. 34
394		2400 ft. North of M.P. 39
414		2100 ft. North of M.P. 41
432		Collins
454		Jones
476		North of Guinea
498	(G.)	400 ft. South of M.P. 50
516		North of Summit
536		Olive
546		South of Massaponax
572		1/5 Mile North M.P. 57
596	(G.)	North of Fredericksburg
612	(G.)	Dahlgren Jct.
632	(G.)	Leeland
652		Potomac Run
672		South of Brooke
692		North of Brooke
706		South of Aquia
730		Arkendale
752		North of Wide Water
778		1000 ft. South of M.P. 78
834	(G.)	Powells Creek
854		North of M.P. 85
872		North of Featherstone
894	(G.)	Woodbridge
914		North of Colchester
944	(G.)	North of M.P. 94
960	(G.)	North of Accotink
994A(G)	994(G)	Signal Bridge Franconia
1014A	1014	Signal Bridge North of Lunt
1034A	1034	Signal Bridge North of M.P. 103
1062		South of St. Asaph
1072		Potomac Yard
1090		Near Duck Under

(G)—Grade Signal

WAYSIDE TELEPHONES

LOCATION	CONNECTED WITH
MP 109.8—Signal Bridge—RO	Operator at RO
MP 108.8—Electric Lock—Duckunder	Operator at RO
MP 105.7—Signal Bridge—No. Alexandria	Operators at RO and AF
MP 105.4—Signal Bridge—No. Alexandria	Operators at RO and AF
MP 105.2—Crossover—Freight Tracks	Operators at RO and AF
MP 104.8—Industrial Track—Northward Freight	Operators at RO and AF
MP 104.5—Signal Bridge—AF	Operator at AF
MP 104.1—Signal Bridge—AF	Operator at AF
MP 103.7—Signal Bridge	Operators at AF and FB
MP 103.3—Signal Bridge	Operators at AF and FB
MP 102.3—Signal Bridge	Operators at AF and FB
MP 101.3—Signal Bridge	Operators at AF and FB
MP 100.3—Signal Bridge	Operators at AF and FB
MP 99.4—Franconia	Dispatcher at Richmond
MP 99.3—Signal Bridge	Operators at AF and FB
MP 98.2—Signal Bridge—South Franconia	Operators at AF and FB
MP 97.9—Northward Home Signal—South Franconia	Operators at AF and FB
MP 97.3—Ravensworth	Operators at AF and FB
MP 95.5—Accotink Crossover	Dispatcher at Richmond
MP 94.1—Pohick North End	Dispatcher at Richmond
MP 93.7—Pohick Spur	Operators at AF and FB
MP 93.3—Pohick South End	Operators at AF and FB
MP 92.7—Barnard	Operators at AF and FB
MP 89.4—Woodbridge Express Building	Operators at AF and FB
MP 89.2—Woodbridge Crossover	Dispatcher at Richmond
MP 88.8—Woodbridge Tool House	Operators at AF and FB
MP 86.9—Featherstone	Operators at AF and FB
MP 82.9—Cherry Hill Cut	Operators at AF and FB
MP 82.4—Cherry Hill	Dispatcher at Richmond
MP 81.3—North Possum Point	Dispatcher at Richmond

WAYSIDE TELEPHONES—*Continued*

LOCATION	CONNECTED WITH
MP 80.0—Possum Point	Operators at AF and FB and Dispatcher at Richmond
MP 79.7—Southward Home Signal—Possum Point	Dispatcher at Richmond
MP 79.5—Northward Home Signal—Possum Point	Dispatcher at Richmond
MP 78.3—Quantico Crossover	Dispatcher at Richmond
MP 77.3—So. End Southward Pass Track—Quantico	Dispatcher at Richmond
MP 76.2—South of Brown Field	Operators at AF and FB
MP 74.4—Widewater	Dispatcher at Richmond
MP 72.8—Arkendale North End	Dispatcher at Richmond
MP 71.6—Arkendale South End	Dispatcher at Richmond
MP 68.5—Brooke Siding	Operators at AF and FB
MP 68.1—Brooke Station	Operators at AF and FB
MP 66.8—South of Mile Post 67	Operators at AF and FB
MP 63.6—Leeland	Operators at AF and FB
MP 62.2—North of Mile Post 62	Operators at AF and FB
MP 60.8—Dahlgren Junction	Operators at AF and FB
MP 60.7—Dahlgren Junction Crossover	Dispatcher at Richmond
MP 59.4—Northward Platform—Fredericksburg	Operator at FB
MP 59.3—Southward Platform—Fredericksburg	Operator at FB
MP 58.9—Southward Home Signal—FB	Operator at FB
MP 58.7—Northward Home Signal—FB	Operator at FB
MP 58.5—Howison Crossing	Operator at FB
MP 58.1—North leg of Wye	Operator at FB
MP 58.0—So. End Set off tracks	Operators at FB and Doswell

WAYSIDE TELEPHONES—*Continued*

LOCATION	CONNECTED WITH
MP 57.5—Poplar Crossing	Operators at FB and Doswell
MP 57.2—Signal 36-A	Operators at FB and Doswell
MP 56.9—Sylvania Switch	Operators at FB and Doswell
MP 55.9—Southward Home Signal—Hamilton	Operators at FB and Doswell
MP 55.6—Northward Home Signal—Hamilton	Operators at FB and Doswell
MP 54.6—Massaponax	Operators at FB and Doswell
MP 53.2—Olive	Operators at FB and Doswell
MP 51.5—Summit Crossover	Dispatcher at Richmond
MP 49.6—North of M.P. 49	Operators at FB and Doswell
MP 47.4—North End of Guinea	Operators at FB and Doswell
MP 46.8—Guinea	Dispatcher at Richmond
MP 44.5—Woodford	Dispatcher at Richmond
MP 38.2—Holly Hill	Operators at FB and Doswell
MP 37.6—Milford Crossover	Dispatcher at Richmond
MP 37.5—Northward Home Signal—Milford	Dispatcher at Richmond
MP 37.3—Car Repair Station	Dispatcher at Richmond
MP 35.9—Opp. Southward Home Signal—So. Milford	Dispatcher at Richmond
MP 35.8—Northward Home Signal—So. Milford	Dispatcher at Richmond
MP 34.8—Mattaponi Bridge	Operators at FB and Doswell
MP 32.8—Penola Crossover	Dispatcher at Richmond
MP 29.7—Coleman's Mill	Operators at FB and Doswell
MP 27—South of overhead bridge—Rutherglen	Operators at FB and Doswell
MP 27.1—Rutherglen	Dispatcher at Richmond
MP 25.0—Mile Post 25	Operators at FB and Doswell
MP 23.3—Southward Home Signal—North Doswell	Operators at FB and Doswell
MP 23.1—Northward Home Signal—North Doswell	Operators at FB and Doswell

WAYSIDE TELEPHONES—*Continued*

LOCATION	CONNECTED WITH
MP 22.0—Southward Home Signal—Doswell	Operator at Doswell
MP 21.6—Northward Home Signal—Doswell	Operators at Doswell and AY
MP 20.6—Southward Home Signal—South Doswell	Operators at Doswell and AY
MP 20.4—Northward Home Signal—South Doswell	Operators at Doswell and AY
MP 18.7—South Anna River	Operators at Doswell and AY
MP 14.9—Ashland Crossover	Dispatcher at Richmond
MP 14.8—Ashland	Dispatcher at Richmond
MP 13.7—Langford	Dispatcher at Richmond
MP 11.5—Elmont Tool House	Operators at Doswell and AY
MP 8.2—Glen Allen	Dispatcher at Richmond
MP 6.4—Laurel	Operators at Doswell and AY
MP 4.8—Southward Home Signal—GN	Operators at Doswell and AY
MP 4.6—Northward Home Signal—GN	Operators at Doswell and AY
MP 3.9—North of Dumbarton	Operators at Doswell and AY
MP 3.7—Dumbarton	Operators at Doswell and AY
MP 3.1—North Acca	Operators at Doswell and AY

TONNAGE RATING

FOR R., F. & P. LOCOMOTIVES

(In tons of 2,000 lbs. exclusive of Locomotives)

Locomotive Number	*Tonnage*	
	Northbound	*Southbound*
51-52-53-54-55-56-60-61 (Diesel)	1100	900
613-622	2500	2000

The above tonnage will be reduced when found necessary on account of severe weather conditions.

TONNAGE RATING DIESEL LOCOMOTIVES

FREIGHT SERVICE

F-7 & FP-7
GP-7 (Freight Units)

		Units	*TONNAGE* *Northward*	*Southward*
1101—1111	"A" Units	1	1900	1500
1201—1203	"A" Units	2	3800	3000
1151—1160	"B" Units	3	5700	4500
101— 104	(Dual Control)	4	7000	5550

E—8 (Passenger Units)

1001—1015	"A" Units	2	3600	2700
1051—1055	"B" Units			

NOTE: In case it is necessary to shut down one or more engines the Train Dispatcher will be contacted for instructions, as to reduction of train.

ROAD SWITCHING SERVICE

GP-7	*Units*	*TONNAGE* *Northward*	*Southward*
101—104	1	1900	1500

PASSENGER SERVICE

		Units	*Car Limit*
F-7 & FP-7	(Freight Units)		
1101—1111	"A" Units	2	16 Conventional
1151—1160	"B" Units)—		18 If ½ lightweight
1201—1203	"A" Units)	1	8 Conventional
			9 If ½ lightweight

(1151—1160, 1201—1203, 101—103—104 equipped with steam boilers)

E-8 (Passenger Units)

		Units	*Car Limit*
1001—1015	"A" Units	1	11 Conventional
			13 If ½ lightweight
1051—1055	"B" Units	2	22 Conventional
			26 If ½ lightweight

SURGICAL DEPARTMENT

Dr. Benjamin W. Rawles, Jr., Chief Surgeon, 2306 Monument Avenue, Richmond 20, Va.
Phone: Office 84-3215. Home 5-8840. If no answer call 5-8667.
Hours: 12:00 noon to 1:00 p.m. daily; 4:00 p.m. to 5:00 p.m. daily, except Tuesday and Saturday.

Dr. Adney K. Sutphin, Chief Medical Advisor, 923 W. Franklin Street, Richmond 20, Va.

Phone: 6-9954. If no answer call 5-8667.

Hours: 8:30 to 9:30 a.m. daily, except Saturday.

Room 300, Transportation Building, Jefferson and Broad Streets.

Phone: 5-3211—Ext. 357.

Hours: Monday, Wednesday and Friday, 12:30 to 1:30 p.m. Tuesday and Thursday, 1:00 to 2:00 p.m.

In cases requiring immediate attention, call Medical College of Virginia Ambulance (Dial 2-9194). Patient will be taken to Emergency Room and receive first treatment and dressing: Seriously injured persons to be admitted to hospital. When hospital treatment is not necessary, subsequent attention will be received at Company Surgeon's office during office hours. In all cases notify Company Surgeon, Dr. Rawles. Hospital and emergency services are also available at the Retreat For The Sick.

Company Surgeons:

Richmond, Va.—Dr. Kenneth J. Cherry, 2306 Monument Avenue. Phone: Office 84-3215. Hours: 12:00 noon to 1:00 p.m. daily, and 4:00 to 5:00 p.m., daily, except Tuesday and Saturday.

Dr. W. S. Hodnett, Oculist, 309 Medical Arts Building, Telephone—3-0027 (By appointment).

Ashland, Va.—Dr. J. T. Booth. Phone: 4151. Hours: 8:00 a.m. to 10:00 a.m., 2:00 p.m. to 3:00 p.m., 7:00 p.m. to 8:00 p.m.

Bowling Green, Va.—Dr. George A. Reynolds.

Guinea, Va.—Dr. William Flegenheimer. Phone: Bowling Green 32863. Hours: 8:00 a.m. to 12 noon daily, except Thursday.

Fredericksburg, Va.—Dr. Earle R. Ware, 1200 Prince Edward Street. Phone: 900. Hours: Monday, Wednesday and Friday, 2:00 p.m. to 3:30 p.m.; Tuesday, Thursday and Saturday, 9:00 to 10:30 a.m.

Triangle, Va.—Dr. Benjamin F. Phillips.

Alexandria, Va.—Dr. A. J. Mourot, 811 Prince Street. Phone: Office, Overlook 1852. Residence, Overlook 1853. Hours: 1:00 to 3:00 and 6:00 to 8:00 p.m. daily.

Medical Examiners:

Ashland, Va.—Dr. J. T. Booth. Phone: 4151. Hours: 8:00 to 10:00 a.m., 2:00 to 3:00 and 7:00 to 8:00 p.m.

Guinea, Va.—Dr. William Flegenheimer. Phone: Bowling Green 32863. Hours: 8:00 to 12 noon daily, except Thursday.

Fredericksburg, Va.—Dr. Lloyd F. Moss, 1200 Prince Edward Street. Phone: 900. Hours: 10:30 a.m. to 12:00 noon; 2:00 to 4:00 p.m. daily, except Thursday, 7:00 to 8:00 p.m. Tuesday, Wednesday, Friday and Saturday.

Alexandria, Va.—Dr. James A. Gooch, 706 Duke Street. Phone: Office, Alex. 4400, residence, Alex. 2864. Hours: 11:00 a.m. to 12:00 noon and 2:00 to 4:00 p.m., Monday, Tuesday, Wednesday and Friday, 11:00 a.m. to 1:00 p.m. Thursday and Saturday, 7:00 to 8:00 p.m. Monday and Friday.

Dr. H. A. Latane, 311 N. Washington Street. Phone: Alex. 1147. Hours: 9:00 to 11:00 a.m., Monday through Saturday, 2:00 to 3:00 p.m., Monday through Friday.

U. S. MAIL WORK

STATIONS	NORTHWARD							SOUTHWARD					
	110	78	74	108	16	76	24	75	93	375	1	77	95
Washington	E	E	E	E	E	E	E	E	E	E	E	E	E
Alexandria	.....	E	____	D	E	____	E	E	E	E	____	E	E
Accotink	____	____	____	D	____	____	____	____	C D	____	----	____	____
Lorton	____	____	____	C D	____	____	____	____	C D	____	----	____	____
Woodbridge	____	____	____	C D	____	____	____	____	C D	____	____	____	____
Quantico	____	F	____	E	E	____	.....	E	E	____	____	E	E
Wide Water	____	____	____	C D	D	____	____	____	C D	____	----	____	____
Brooke	____	____	____	C D	____	____	____	____	C D	____	____	____	____
Fredericksburg	E	E		E	E	E	E	E	E	E	____	E	E
Guinea	____	____	____	____	C D	____	____	____	C D	—	____	____	____
Woodford	____	—_	____	____	C D	____	____	____	____	____	____	____	____
Milford	____	____	____	C D	C D	____	____	D	C D	____	____	____	____
Penola	____	____	____	C D	C D	____	____	____	C D	____	____	____	____
Rutherglen	____	____		C D	C D	____	____	____	C D	____	____	____	____
Doswell	____	____	____	____	C D	____	.....	____	____	____	____	____	____
Ashland	____	____	____	.....	E	____	____	D	C D	____	____	____	____
Elmont	____	____	D	C D	C D	____	____	____	____	____	____	____	____
Glen Allen	____	____	____	C D	C D	____	____	____	C D	____	____	____	____
Laurel	____	____	____	____	C D	____	____	____	C D	____	____	____	____
Richmond	___	E	E	___	E	E	E	E	___	E	E	E	___

C—Mail caught from crane only.

D—Mail delivered only.

C D—Mail caught and delivered.

E—Train stops, mail received or delivered, or both.

E F—Train stops on signal, mail received or delivered, or both.

Train No. 75 reduce speed to twenty (20) miles per hour passing Milford for the dispatch of U. S. mail.

SPEED TABLE.

Time per Mile Min.Sec.	Miles per Hour	Time per Mile Min.Sec.	Miles per Hour	Time per Mile Min.Sec.	Miles per Hour	Time per Mile Min.Sec.	Miles per Hour
0.45	80.00	1.20	45.00	1.55	31.30	2.30	24.00
0.46	78.26	1.21	44.44	1.56	31.03	2.31	23.84
0.47	76.59	1.22	43.90	1.57	30.77	2.32	23.68
0.48	75.00	1.23	43.37	1.58	30.51	2 33	23.53
0.49	73.47	1.24	42.86	1.59	30.25	2.34	23.38
0.50	72.00	1.25	42.35	2.00	30.00	2.35	23.23
0.51	70.59	1.26	41.86	2.01	29.75	2.36	23.08
0.52	69.23	1.27	41.38	2.02	29.51	2.37	22.93
0.53	67.92	1.28	40.91	2.03	29.27	2.38	22.78
0.54	66.66	1.29	40.45	2.04	29.03	2.39	22.64
0.55	65.45	1.30	40.00	2.05	28.80	2.40	22.50
0.56	64.28	1.31	39.56	2.06	28.57	2.41	22.36
0.57	63.16	1.32	39.13	2.07	28.34	2.42	22.22
0.58	62.07	1.33	38.71	2.08	28.12	2.43	22.08
0.59	61.02	1.34	38.29	2.09	27.91	2.44	21.95
1.00	60.00	1.35	37.89	2.10	27.69	2.45	21.82
1.01	59.02	1.36	37.50	2.11	27.48	2.46	21.69
1.02	58.06	1.37	37.11	2.12	27.27	2.47	21.56
1.03	57.14	1.38	36.73	2.13	27.07	2.48	21.43
1.04	56.25	1.39	36.36	2.14	26.87	2.49	21.30
1.05	55.38	1.40	36.00	2.15	26.66	2.50	21.18
1.06	54.54	1.41	35.64	2.16	26.47	2.51	21.05
1.07	53.73	1.42	35.29	2.17	26.28	2.52	20.93
1.08	52.94	1.43	34.95	2.18	26.09	2.53	20.81
1.09	52.18	1.44	34.61	2.19	25.90	2.54	20.70
1.10	51.43	1.45	34.29	2.20	25.71	2.55	20.58
1.11	50.70	1.46	33.96	2.21	25.53	2.56	20.45
1.12	50.00	1.47	33.64	2.22	25.35	2.57	20.34
1.13	49.31	1 48	33.33	2.23	25.17	2.58	20.22
1.14	48.65	1.49	33.03	2.24	25.00	2.59	20.11
1.15	48.00	1.50	32.73	2.25	24.83	3.00	20.00
1.16	47.37	1.51	32.43	2.26	24.66	4.00	15.00
1.17	46.75	1.52	32.14	2.27	24.49	6.00	10.00
1.18	46.15	1.53	31.86	2.28	24.32	12.00	5.00
1.19	45.55	1.54	31.58	2.29	24.16		


SAFETY FIRST
RICHMOND WASHINGTON
LINE
ALWAYS