

**RICHMOND  
FREDERICKSBURG  
AND  
POTOMAC RAILROAD  
COMPANY**

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**TIME TABLE No. 106**

**In Effect 12:01 A. M. SUNDAY, SEPTEMBER 28th, 1947**

---

**For the Government of Employes Only**

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**EASTERN STANDARD TIME**

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**W. A. AIKEN, Jr.  
General Superintendent**

**RICHMOND  
FREDERICKSBURG  
AND  
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**EASTERN STANDARD TIME**

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**W. A. AIKEN, Jr.  
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										
MORRISON.....	3.0										
DUMBARTON.....	3.7		10						29	(94)	
GREENDALE.....	4.4										
WISTAR.....	5.1										
BOUDAR.....	5.4		10								
LAUREL.....	6.4		10						29	(94)	
HUNTON.....	9.6		(10)						29	(94)	
KENWOOD.....	11.2										
ELMONT.....	11.5		10						29	(94)	
BRINTON HOUSE.....	14.3										
VAUGHAN.....	15.6										
PARK.....	16.1										
ENGLAND.....	16.9										
ELLETT.....	17.5		10						29		
TAYLORSVILLE.....	19.6		10						29	(94)	
CHANDLER.....	24.4								29	(94)	
COLEMAN MILL.....	29.7								29		
BOWLING GREEN PARK.....	40.4										
RIXEY.....	41.7		10						29	94	
COLLINS.....	43.5								29		
WOODFORD.....	44.5		10	23					29	(94)	
OLIVE.....	53.2		10						29	(94)	
MASSAPONAX.....	54.6		10						29	(94)	
HOWISON.....	58.5		10						29		
LEELAND.....	63.6	32	10	23					29	31	94
DAFFAN.....	65.1	32	10	23					29	31	94
ROSS.....	66.3	32		23					29	31	94
AQUIA.....	70.7	32	10	23					29	31	94
WALLER.....	74.9	32							29	31	
BROWN FIELD.....	76.7	32	10	23					29	31	94
BARROWS.....	79.8	32	10						29	31	94
NEABSCO.....	84.6	32						23	29	31	94
FEATHERSTONE.....	86.9	32	10						29	31	94
DABNEY.....	88.6	32							29	31	
COLCHESTER.....	90.1	32	10						29	31	94
POHICK.....	93.8	32	10						29	31	94
LUNT.....	101.1	32	10						29	31	94
BUSH HILL.....	102.0	32							29	31	94
SEMINARY.....	103.9	32	10						29	31	94
ST. ASAPH.....	106.7	32							29	31	
POTOMAC YARD.....	107.3	32	10	23				80	29	31	94
7TH STREET, WASH- INGTON (Regular Stops)	111.8	32									31

Train Numbers in parentheses ( ) stop on Sunday Only.

Distance Between Stations	Pass track capa- cities in addition to Engine	Distance from Washington	STATIONS	Distance from Richmond	Telegraph Signals	Distance Between Stations
3.5		3.5	WASHINGTON	113.5	H	3.5
4.7		8.2	RO TOWER	110.0	R O	4.7
1.0		9.2	ALEXANDRIA	105.3		1.0
			AF TOWER	104.3	A F	5.0
5.0		14.2	FRANCONIA	99.3		3.6
3.6		17.8	ACCOTINK	95.7	C K	2.4
2.4	M-83	20.2	CW TOWER	93.3	C W	0.8
0.8		21.0	LORTON	92.5		3.1
3.1		24.1	OCCOQUAN	89.4		7.0
7.0		31.1	CHERRY HILL	82.4	H I	3.6
3.6	N-54 S-118	34.7	QUANTICO	78.8	Q N	4.4
4.4		39.1	WIDE WATER	74.4		2.0
2.0	N-132 S-132	41.1	ARKENDALE	72.4		4.3
4.3		45.4	BROOKE	68.1		7.4
7.4	S-40	52.8	DAHLGREN JCT.	60.7		1.3
1.3		54.1	FREDERICKSBURG	59.4		0.6
0.6	S-320	54.7	FB TOWER	58.8	F B	3.1
3.1	N-348	57.8	HAMILTON	55.7		4.3
4.3		62.0	SUMMIT	51.5		4.6
4.6	N-36 S-37	66.6	GUINEA	46.9	A	5.8
5.8	N-73 S-64	72.4	KN TOWER	41.1	K N	3.3
3.3	N-45 N-81	75.7	MILFORD	37.8	M D	4.8
4.8	N-38	80.5	PENOLA	33.0	G	5.9
5.9		86.4	RUTHERGLEN	27.1	X N	5.3
5.3	N-125 S-92 S-94	91.7	DOSWELL	21.8	H N	7.0
7.0		98.7	ASHLAND	14.8	A D	6.7
6.7	N-48	105.4	GLEN ALLEN	8.1	G A	3.3
3.3		108.7	GN TOWER	4.8	G N	2.1
2.1		110.8	NA TOWER	2.7	N A	1.0
1.0		111.8	AY TOWER	1.7	A Y	0.8
0.8		112.6	HERMITAGE	0.9		0.9
0.5		113.1	RICHMOND		K	

## Washington to A F Tower

STATIONS	FIRST CLASS			
	<b>103</b>	<b>141</b>	<b>9</b>	<b>233</b>
	Daily	Daily	Daily	Daily
	Leave	A M	A M	A M
WASHINGTON	S 12 01	S 12 30	S 12 45	S 2 50
RO TOWER	12 11	12 40	12 55	3 00
ALEXANDRIA	S 12 20	S 12 50	S 1 03	S 3 08
AF TOWER	12 22	12 53	1 05	3 11
Arrive	A M	A M	A M	A M
	<b>103</b>	<b>141</b>	<b>9</b>	<b>233</b>

## A F Tower to Washington

STATIONS	FIRST CLASS		
	<b>80</b>	<b>234</b>	<b>76</b>
	Arrive	A M	A M
	A M	A M	A M
WASHINGTON	S 1 10	S 1 30	S 1 35
RO TOWER	1 00	1 20	1 25
ALEXANDRIA	S 12 48	S 1 10	M 1 13
AF TOWER	12 45	1 06	1 10
Leave	A M	A M	A M
	Daily	Daily	Daily
	<b>80</b>	<b>234</b>	<b>76</b>

FIRST CLASS

<b>75</b>	<b>89</b>	<b>5</b>	<b>23</b>	<b>135</b>	<b>245</b>
Daily	Daily	Daily	Daily	Daily	Daily
A M	A M	A M	A M	A M	A M
S 2 55	S 5 35	S 6 30	S 7 45	S 7 50	S 8 35
3 05	5 45	6 40	G 7 55	8 00	8 45
S 3 13	S 5 53	6 50	S 8 05	S 8 12	S 8 53
3 15	5 55	6 53	8 08	8 16	8 56
A M	A M	A M	A M	A M	A M
<b>75</b>	<b>89</b>	<b>5</b>	<b>23</b>	<b>135</b>	<b>245</b>

Northward

FIRST CLASS

<b>206</b>	<b>110</b>	<b>232</b>	<b>238</b>	<b>58</b>	
A M	A M	A M	A M	A M	
S 4 00	S 4 05	S 4 20	S 4 30	S 6 10	.....
3 50	3 55	4 10	4 20	6 00	.....
S 3 35	M 3 43	S 4 02	S 4 12	5 48	.....
3 32	3 40	3 59	4 09	5 45	.....
A M	A M	A M	A M	A M	
Daily	Daily	Daily	Daily	Daily	
<b>206</b>	<b>110</b>	<b>232</b>	<b>238</b>	<b>58</b>	

## Washington to A F Tower

STATIONS	FIRST CLASS			
	<b>93</b>	<b>375</b>	<b>205</b>	
	Daily	Daily	Daily	
Leave	A M	A M	A M	
WASHINGTON	\$ 8 45	\$ 10 25	\$ 11 45	.....
RO TOWER	8 55	10 35	11 55	.....
ALEXANDRIA	\$ 9 03	\$ 10 43	\$ 12 03	.....
AF TOWER	9 05	10 45	12 05	.....
Arrive	A M	A M	P M	
	<b>93</b>	<b>375</b>	<b>205</b>	

## A F Tower to Washington

STATIONS	FIRST CLASS			
	<b>2</b>	<b>242</b>	<b>230</b>	<b>78</b>
Arrive	A M	A M	A M	A M
WASHINGTON	\$ 6 25	\$ 6 40	\$ 6 45	\$ 7 10
RO TOWER	6 15	6 30	6 35	7 00
ALEXANDRIA	6 03	\$ 6 22	\$ 6 27	\$ 6 48
AF TOWER	6 00	6 18	6 24	6 45
Leave	A M	A M	A M	A M
	Daily	Daily	Daily	Daily
	<b>2</b>	<b>242</b>	<b>230</b>	<b>78</b>

FIRST CLASS

<b>235</b>			<b>107</b>		
Daily			Daily		
P M			P M		
\$ 1 40			\$ 3 00		
1 50			3 10		
\$ 1 58			\$ 3 18		
2 01			3 20		
P M			P M		
<b>235</b>			<b>107</b>		

Northward

FIRST CLASS

<b>142</b>	<b>32</b>	<b>92</b>	<b>202</b>	<b>96</b>	<b>248</b>
A M	A M	A M	A M	A M	A M
\$ 7 50	\$ 8 00	\$ 8 05	\$ 8 15	\$ 9 15	\$ 9 20
7 40	G 7 49	7 55	8 05	9 05	9 10
\$ 7 33	\$ 7 36	7 43	F 7 50	M 8 53	\$ 9 03
7 29	G 7 32	7 40	7 47	8 50	9 00
A M	A M	A M	A M	A M	A M
Daily	Daily Ex. Sun.	Daily	Daily	Daily	Daily
<b>142</b>	<b>32</b>	<b>92</b>	<b>202</b>	<b>96</b>	<b>248</b>



Washington to A F Tower

STATIONS	FIRST CLASS		
	29	217	33
	Daily	Daily	Daily
Leave	P M	P M	P M
WASHINGTON	S 3 40	S 4 50	S 5 10
RO TOWER	G 3 50	5 00	5 20
ALEXANDRIA	S 4 00	S 5 08	T 5 28
AF TOWER	G 4 03	5 10	5 30
Arrive	P M	P M	P M
	29	217	33

A F Tower to Washington

STATIONS	FIRST CLASS			
	8	34	10	82
Arrive	A M	A M	A M	A M
WASHINGTON	S 9 25	S 10 20	S 10 25	S 10 40
RO TOWER	9 15	10 10	10 15	10 30
ALEXANDRIA	9 08	9 58	S 10 05	S 10 18
AF TOWER	9 03	9 55	G 10 02	10 15
Leave	A M	A M	A M	A M
	Daily	Daily	Daily	Daily
	8	34	10	82

# Southward

## FIRST CLASS

<b>31</b>	<b>237</b>	<b>201</b>	<b>231</b>	<b>1</b>	<b>57</b>
Daily Ex. Sun.	Daily	Daily	Daily	Daily	Daily
P M	P M	P M	P M	P M	P M
\$ 5 40	\$ 6 25	\$ 6 30	\$ 6 35	\$ 6 40	\$ 7 05
5 51	6 35	6 40	6 45	6 50	7 15
\$ 6 00	\$ 6 43	\$ 6 48	\$ 6 53	J 6 58	T 7 23
G 6 03	6 46	6 51	6 56	7 00	7 25
P M	P M	P M	P M	P M	P M
<b>31</b>	<b>237</b>	<b>201</b>	<b>231</b>	<b>1</b>	<b>57</b>

# Northward

## FIRST CLASS

<b>108</b>	<b>240</b>	<b>218</b>	<b>204</b>		
A M	A M	A M	P M		
\$ 11 15	\$ 11 20	\$ 11 25	\$ 12 40		
11 05	11 10	11 15	12 30		
M 10 50	\$ 11 00	\$ 11 08	\$ 12 15		
10 47	10 50	11 05	12 12		
A M	A M	A M	P M		
Daily	Daily	Daily	Daily		
<b>108</b>	<b>240</b>	<b>218</b>	<b>204</b>		

## Washington to A F Tower

STATIONS	FIRST CLASS		
	<b>7</b>	<b>91</b>	<b>77</b>
	Daily	Daily	Daily
Leave	P M	P M	P M
WASHINGTON	S 7 10	S 7 45	S 7 50
RO TOWER	7 20	7 55	8 00
ALEXANDRIA	T 7 28	T 8 03	S 8 08
AF TOWER	7 30	8 05	8 10
Arrive	P M	P M	P M
	<b>7</b>	<b>91</b>	<b>77</b>

## A F Tower to Washington

STATIONS	FIRST CLASS		
	<b>14</b>	<b>376</b>	
Arrive	P M	P M	
WASHINGTON	S 2 35	S 4 40	
RO TOWER	2 25	4 30	
ALEXANDRIA	S 2 13	M 4 18	
AF TOWER	2 10	4 15	
Leave	P M	P M	
	Daily	Daily	
	<b>14</b>	<b>376</b>	

# Southward

11

## FIRST CLASS

<b>83</b>	<b>247</b>	<b>95</b>			
Daily	Daily	Daily			
P M	P M	P M			
\$ 8 00	\$ 8 50	\$ 9 00			
8 10	9 00	9 10			
\$ 8 18	\$ 9 08	\$ 9 18			
8 20	9 10	9 20			
P M	P M	P M			
<b>83</b>	<b>247</b>	<b>95</b>			

# Northward

## FIRST CLASS

<b>236</b>	<b>16</b>	<b>104</b>	<b>246</b>	<b>136</b>	<b>94</b>
P M	P M	P M	P M	P M	P M
\$ 6 45	\$ 7 35	\$ 8 00	\$ 8 10	\$ 9 30	\$ 10 10
6 35	7 25	7 50	8 00	9 20	10 00
\$ 6 27	\$ 7 13	\$ 7 35	\$ 7 53	\$ 9 10	\$ 9 48
6 22	7 10	7 28	7 50	9 05	9 45
P M	P M	P M	P M	P M	P M
Daily	Daily	Daily	Daily	Daily	Daily
<b>236</b>	<b>16</b>	<b>104</b>	<b>246</b>	<b>136</b>	<b>94</b>

## Washington to A F Tower

STATIONS	FIRST CLASS			
	<b>239</b>	<b>203</b>	<b>229</b>	<b>241</b>
	Daily	Daily	Daily	Daily
<b>Leave</b>	P M	P M	P M	P M
WASHINGTON	\$ 10 45	\$ 11 25	\$ 11 35	\$ 11 55
RO TOWER	10 55	11 35	11 45	12 05
ALEXANDRIA	\$ 11 03	\$ 11 43	\$ 11 53	\$ 12 13
<b>AF TOWER</b>	11 06	11 45	11 56	12 16
<b>Arrive</b>	P M	P M	P M	A M
	<b>239</b>	<b>203</b>	<b>229</b>	<b>241</b>

## A F Tower to Washington

STATIONS	FIRST CLASS			
	<b>239</b>	<b>203</b>	<b>229</b>	<b>241</b>
<b>Arrive</b>	P M	P M	P M	P M
WASHINGTON				
RO TOWER				
ALEXANDRIA				
<b>AF TOWER</b>				
<b>Leave</b>	P M	P M	P M	P M
	Daily	Daily	Daily	Daily
	<b>239</b>	<b>203</b>	<b>229</b>	<b>241</b>

FIRST CLASS

STATIONS	Leave	8:00 A.M.	8:15 A.M.	8:30 A.M.
WASHINGTON	8:00	8:00	8:15	8:30
RO TOWER	8:05	8:05	8:20	8:35
ALXANDRIA	8:10	8:10	8:25	8:40
LA WASH	8:15	8:15	8:30	8:45
FRANCONIA	8:20	8:20	8:35	8:50
ACLYTINE	8:25	8:25	8:40	8:55
CW TOWER	8:30	8:30	8:45	9:00
LONDON	8:35	8:35	8:50	9:05
DEWINDY	8:40	8:40	8:55	9:10
CHERRY HILL	8:45	8:45	9:00	9:15
QUANTICO	8:50	8:50	9:05	9:20
WIDE WATER	8:55	8:55	9:10	9:25
ARRENDALE	9:00	9:00	9:15	9:30
BROOKE	9:05	9:05	9:20	9:35
DAHLBERN JCT.	9:10	9:10	9:25	9:40
FREDERICKSBURG	9:15	9:15	9:30	9:45
FB TOWER	9:20	9:20	9:35	9:50
HAMILTON	9:25	9:25	9:40	9:55
BUMMIT	9:30	9:30	9:45	10:00

Northward

FIRST CLASS

STATIONS	Arrive	8:00 A.M.	8:15 A.M.	8:30 A.M.
WASHINGTON	8:00	8:00	8:15	8:30
RO TOWER	8:05	8:05	8:20	8:35
ALXANDRIA	8:10	8:10	8:25	8:40
LA WASH	8:15	8:15	8:30	8:45
FRANCONIA	8:20	8:20	8:35	8:50
ACLYTINE	8:25	8:25	8:40	8:55
CW TOWER	8:30	8:30	8:45	9:00
LONDON	8:35	8:35	8:50	9:05
DEWINDY	8:40	8:40	8:55	9:10
CHERRY HILL	8:45	8:45	9:00	9:15
QUANTICO	8:50	8:50	9:05	9:20
WIDE WATER	8:55	8:55	9:10	9:25
ARRENDALE	9:00	9:00	9:15	9:30
BROOKE	9:05	9:05	9:20	9:35
DAHLBERN JCT.	9:10	9:10	9:25	9:40
FREDERICKSBURG	9:15	9:15	9:30	9:45
FB TOWER	9:20	9:20	9:35	9:50
HAMILTON	9:25	9:25	9:40	9:55
BUMMIT	9:30	9:30	9:45	10:00

## A F Tower to Richmond

STATIONS	FIRST CLASS			
	9	75	89	5
	Daily	Daily	Daily	Daily
Leave	A M	A M	A M	A M
WASHINGTON	\$ 12 45	\$ 2 55	\$ 5 35	\$ 6 30
RO TOWER	12 55	3 05	5 45	6 40
ALEXANDRIA	\$ 1 03	\$ 3 13	\$ 5 53	6 50
AF TOWER	1 05	3 15	5 55	6 53
FRANCONIA	1 14	3 25	6 04	7 04
ACCOTINK	1 19	3 30	6 09	7 09
CW TOWER	1 22	3 33	6 12	7 12
LORTON	1 23	3 35	6 13	7 13
OCCOQUAN	1 27	3 39	6 17	7 17
CHERRY HILL	1 35	3 47	6 25	7 26
QUANTICO	\$ 1 40	\$ 3 52	\$ 6 30	7 31
WIDE WATER	1 45	3 58	6 35	7 36
ARKENDALE	1 47	4 01	6 38	7 38
BROOKE	1 52	4 09	6 45	7 44
DAHLGREN JCT.	1 59	4 20	6 53	7 51
FREDERICKSBURG	\$ 2 04	\$ 4 30	\$ 6 58	\$ 7 55
FB TOWER	2 05	4 31	6 59	7 56
HAMILTON	2 10	4 38	7 04	8 02
SUMMIT	2 15	4 48	7 09	8 07
GUINEA	2 20	4 54	7 15	8 12
KN TOWER	2 25	5 01	7 21	8 18
MILFORD	2 28	5 05	7 24	8 21
PENOLA	2 33	5 10	7 29	8 26
RUTHERGLEN	2 40	5 17	7 36	8 33
DOSWELL	2 45	5 24	7 43	8 39
ASHLAND	2 53	5 33	7 52	8 49
GLEN ALLEN	3 00	5 41	8 00	8 57
GN TOWER	3 04	5 45	8 04	9 01
NA TOWER	3 06	5 47	8 06	9 03
AY TOWER	3 08	5 50	8 08	9 06
HERMITAGE	3 15	-----	-----	-----
RICHMOND	-----	\$ 6 00	\$ 8 15	\$ 9 15
Arrive	A M	A M	A M	A M
	9	75	89	5

FIRST CLASS

<b>23</b>	<b>93</b>	<b>375</b>			
Daily	Daily	Daily			
A M.	A M	A M			
S 7 45	S 8 45	S 10 25			
G 7 55	8 55	10 35			
S 8 05	S 9 03	S 10 43			
8 08	9 05	10 45			
F 8 18	9 14	10 54			
S 8 24	9 19	J 10 59			
8 28	9 22	11 02			
S 8 31	9 23	11 03			
S 8 38	9 27	11 07			
F 8 48	N 9 35	11 15			
S 8 55	S 9 40	J 11 20			
F 9 02	9 45	11 25			
9 05	9 48	11 28			
F 9 13	9 55	11 35			
9 21	10 03	11 43			
S 9 30	S 10 08	S 11 48			
9 31	10 09	11 49			
9 37	10 14	11 54			
F 9 43	10 19	11 59			
S 9 49	10 25	12 05			
9 57	10 31	12 11			
S 10 04	10 34	12 14			
S 10 11	10 39	12 19			
F 10 20	10 46	12 26			
F 10 28	10 53	12 33			
S 10 40	11 02	12 42			
10 49	11 10	12 50			
10 54	11 14	12 54			
10 57	11 16	12 56			
11 00	11 18	12 58			
	11 25				
S 11 05		S 1 05			
A M	A M	P M			
<b>23</b>	<b>93</b>	<b>375</b>			



STATIONS	FIRST CLASS			
	107	29	33	
	Daily	Daily	Daily	
	Leave	P M	P M	
WASHINGTON	S 3 00	S 3 40	S 5 10	
RO TOWER	3 10	G 3 50	5 20	
ALEXANDRIA	S 3 18	S 4 00	T 5 28	
AF TOWER	3 20	G 4 03	5 30	
FRANCONIA	3 29	F 4 11	5 39	
ACCOTINK	J 3 34	S 4 17	5 44	
CW TOWER	3 37	G 4 21	5 47	
LORTON	3 38	S 4 23	5 48	
OCCOQUAN	3 42	S 4 27	5 52	
CHERRY HILL	3 50	S 4 38	6 00	
QUANTICO	S 3 55	S 4 45	6 05	
WIDE WATER	4 00	S 4 52	6 10	
ARKENDALE	4 02	F 4 55	6 12	
BROOKE	4 07	S 5 05	6 17	
DAHLGREN JCT.	4 14	F 5 15	6 24	
FREDERICKSBURG	S 4 19	S 5 20	J 6 29	
FB TOWER	4 20	5 21	6 30	
HAMILTON	4 25	5 27	6 35	
SUMMIT	4 30	F 5 35	6 40	
GUINEA	4 35	S 5 43	6 45	
KN TOWER	4 40	G 5 53	6 50	
MILFORD	4 43	S 6 02	6 53	
PENOLA	4 48	S 6 09	6 58	
RUTHERGLEN	4 55	S 6 19	7 05	
DOSWELL	5 00	S 6 26	7 10	
ASHLAND	S 5 08	S 6 36	7 18	
GLEN ALLEN	5 15	S 6 47	7 25	
GN TOWER	5 19	G 6 54	7 29	
NA TOWER	5 21	G 6 57	7 31	
AY TOWER	5 23	7 00	7 33	
HERMITAGE	5 30		7 40	
RICHMOND		S 7 05		
	Arrive	P M	P M	P M
		107	29	33

FIRST CLASS

<b>31</b> Daily Ex. Sun. PM	<b>1</b> Daily PM	<b>57</b> Daily PM	<b>7</b> Daily PM		
S 5 40	S 6 40	S 7 05	S 7 10		
5 51	6 50	7 15	7 20		
S 6 00	J 6 58	T 7 23	T 7 28		
G 6 03	7 00	7 25	7 30		
F 6 12	7 09	7 34	7 39		
F 6 18	7 14	7 39	7 44		
6 22	7 17	7 42	7 47		
F 6 23	7 18	7 43	7 48		
F 6 28	7 22	7 47	7 52		
F 6 37	7 30	7 55	8 00		
S 6 42	7 35	8 00	8 05		
F 6 50	7 40	8 05	8 10		
F 6 53	7 42	8 07	8 12		
F 7 02	7 47	8 12	8 17		
F 7 09	7 54	8 19	8 24		
S 7 14	7 59	8 24	8 29		
	8 00	8 25	8 30		
	8 05	8 30	8 35		
	8 10	8 35	8 40		
	8 15	8 40	8 45		
	8 20	8 45	8 50		
	8 23	8 48	8 53		
	8 28	8 53	8 58		
	8 35	9 00	9 05		
	8 40	9 05	9 10		
	8 48	9 13	9 18		
	8 55	9 20	9 25		
	8 59	9 24	9 29		
	9 01	9 26	9 31		
	9 03	9 28	9 33		
		9 35			
	S 9 10		S 9 40		
PM	PM	PM	PM		
<b>31</b>	<b>1</b>	<b>57</b>	<b>7</b>		

STATIONS	FIRST CLASS			
	91	77	83	95
	Daily	Daily	Daily	Daily
	Leave	P M	P M	P M
WASHINGTON	S 7 45	S 7 50	S 8 00	S 9 00
RO TOWER	7 55	8 00	8 10	9 10
ALEXANDRIA	T 8 03	S 8 08	S 8 18	S 9 18
AF TOWER	8 05	8 10	8 20	9 20
FRANCONIA	8 14	8 19	8 29	9 29
ACCOTINK	8 19	8 24	8 35	M 9 34
CW TOWER	8 22	8 27	8 38	9 37
LORTON	8 23	8 28	8 39	9 38
OCCOQUAN	8 27	8 32	8 44	9 42
CHERRY HILL	8 35	8 40	8 52	9 50
QUANTICO	8 40	S 8 45	S 8 57	S 9 55
WIDE WATER	8 45	8 50	9 02	10 00
ARKENDALE	8 47	8 53	9 05	10 03
BROOKE	8 52	9 00	9 14	10 10
DAHLGREN JCT.	8 59	9 08	9 23	10 18
FREDERICKSBURG	M 9 04	S 9 13	S 9 35	S 10 23
FB TOWER	9 05	9 14	9 36	10 24
HAMILTON	9 10	9 19	9 43	10 29
SUMMIT	9 15	9 24	9 51	10 34
GUINEA	9 20	9 29	9 58	10 39
KN TOWER	9 25	9 36	10 06	10 46
MILFORD	9 28	9 39	10 09	10 49
PENOLA	9 33	9 44	10 14	10 54
RUTHERGLEN	9 40	9 51	10 21	11 01
DOSWELL	9 45	9 58	10 29	11 08
ASHLAND	9 53	10 07	10 37	S 11 17
GLEN ALLEN	10 00	10 15	10 45	11 25
GN TOWER	10 04	10 19	10 50	11 29
NA TOWER	10 06	10 21	10 52	11 31
AY TOWER	10 08	10 23	10 55	11 33
HERMITAGE				11 40
RICHMOND	S 10 15	S 10 30	S 11 05	
	Arrive	P M	P M	P M
		91	77	83
				95



STATIONS	FIRST CLASS		
	110	58	2
	A M	A M	A M
Arrive			
WASHINGTON	S 4 05	S 6 10	S 6 25
RO TOWER	3 55	6 00	6 15
ALEXANDRIA	M 3 43	5 48	6 03
AF TOWER	3 40	5 45	6 00
FRANCONIA	3 33	5 38	5 53
ACCOTINK	3 26	5 31	5 47
CW TOWER	3 23	5 28	5 44
LORTON	3 22	5 27	5 43
OCCOQUAN	3 18	5 23	5 40
CHERRY HILL	3 10	5 15	5 32
QUANTICO	3 05	5 10	5 27
WIDE WATER	3 00	5 05	5 22
ARKENDALE	2 58	5 03	5 20
BROOKE	2 52	4 57	5 15
DAHLGREN JCT.	2 45	4 50	5 08
FREDERICKSBURG	S 2 41	4 46	5 04
FB TOWER	2 38	4 43	5 01
HAMILTON	2 34	4 39	4 57
SUMMIT	2 29	4 34	4 52
GUINEA	2 24	4 29	4 47
KN TOWER	2 19	4 24	4 42
MILFORD	2 16	4 21	4 39
PENOLA	2 11	4 16	4 34
RUTHERGLEN	2 05	4 10	4 28
DOSWELL	1 59	4 04	4 22
ASHLAND	1 51	3 56	4 14
GLEN ALLEN	1 44	3 49	4 07
GN TOWER	1 40	3 45	4 03
NA TOWER	1 38	3 43	4 01
AY TOWER	1 37	3 42	4 00
HERMITAGE	1 35	3 40	
RICHMOND			S 3 55
Leave	A M	A M	A M
	Daily	Daily	Daily
	<b>110</b>	<b>58</b>	<b>2</b>

FIRST CLASS

78	32	92	96	10	8
A M	A M	A M	A M	A M	A M
S 7 10	S 8 00	S 8 05	S 9 15	S 10 25	S 9 25
7 00	G 7 49	7 55	9 05	10 15	9 15
S 6 48	S 7 36	7 43	M 8 53	S 10 05	9 06
6 45	G 7 32	7 40	8 50	G 10 02	9 03
6 36	S 7 21	7 33	8 42	F 9 55	8 55
6 30	S 7 13	7 27	8 35	S 9 48	8 47
6 26	G 7 06	7 24	8 31	9 42 <sup>3</sup> 9 36 <sup>3</sup>	8 44
6 25	S 7 04	7 23	8 30	S 9 33	8 43
6 19	S 6 57	7 20	8 26	S 9 28	8 40
6 11	S 6 44	7 12	8 18	S 9 17	8 32
S 6 05	S 6 38	7 07	S 8 13	S 9 11	8 27
6 00	S 6 28	7 02	8 08	F 9 02	8 22
5 58	F 6 25	7 00	8 05	F 8 59	8 20
5 52	S 6 15	6 55	7 58	F 8 51	8 15
5 45	F 6 04	6 48	7 50	8 42	8 08
S 5 40	S 6 00	S 6 44	S 7 45	S 8 36	8 04
5 35	.....	6 41	7 42	8 30	8 01
5 32	.....	6 37	7 38	G 8 25	7 57
5 27	.....	6 32	7 33	S 8 17	7 52
5 22	.....	6 27	7 28	S 8 07	7 47
5 16	.....	6 22	7 23	G 7 57	7 42
5 13	.....	6 19	7 20	S 7 51	7 39
5 08	.....	6 14	7 15	S 7 44	7 34
5 02	.....	6 08	7 09	S 7 36	7 28
4 55	.....	6 02	7 02	S 7 26 <sup>∞</sup> 7 20 <sup>∞</sup>	7 22 <sup>∞</sup>
4 47	.....	5 54	6 53	S 7 10	7 14
4 39	.....	5 47	6 45	S 7 00	7 07
4 34	.....	5 43	6 41	G 6 55	7 03
4 31	.....	5 41	6 39	G 6 52	7 01
4 30	.....	5 40	6 37	6 50	7 00
.....	.....	.....	6 35	.....	.....
S 4 25	.....	S 5 35	.....	S 6 45	S 6 55
A M	A M	A M	A M	A M	A M
Daily	Daily Ex. Sun.	Daily	Daily	Daily	Daily
<b>78</b>	<b>32</b>	<b>92</b>	<b>96</b>	<b>10</b>	<b>8</b>

STATIONS	FIRST CLASS			
	34		82	108
Arrive	A M		A M	A M
WASHINGTON	\$ 10 20		\$ 10 40	\$ 11 15
RO TOWER	10 10		10 30	11 05
ALEXANDRIA	9 58		\$ 10 18	M 10 50
AF TOWER	9 55		10 15	10 47
FRANCONIA	9 48		10 08	10 40
ACCOTINK	9 41		9 58	10 34
CW TOWER	9 38 <sup>2</sup>		9 54	10 31
LORTON	9 37		9 52	10 30
OCCOQUAN	9 33		9 46	10 27
CHERRY HILL	9 25		9 37	10 20
QUANTICO	9 20		9 32	\$ 10 15
WIDE WATER	9 15		9 27	10 10
ARKENDALE	9 13		9 25	10 08
BROOKE	9 07		9 17	10 02
DAHLGREN JCT.	9 00		9 10	9 55
FREDERICKSBURG J	8 56		\$ 9 05	\$ 9 51
FB TOWER	8 53		9 01	9 48
HAMILTON	8 49		8 57	9 44
SUMMIT	8 44		8 52	9 39
GUINEA	8 39		8 47	9 34
KN TOWER	8 34		8 42	9 29
MILFORD	8 31		8 39	9 26
PENOLA	8 26		8 34	9 21
RUTHERGLEN	8 20		8 27	9 15
DOSWELL	8 14		8 20	9 09
ASHLAND	8 06		8 10	9 01
GLEN ALLEN	7 59		8 02	8 54
GN TOWER	7 55		7 58	8 50
NA TOWER	7 53		7 56	8 48
AY TOWER	7 52		7 55	8 47
HERMITAGE	7 50			8 45
RICHMOND			\$ 7 50	
Leave	A M		A M	A M
	Daily		Daily	Daily
	<b>34</b>		<b>82</b>	<b>108</b>

FIRST CLASS

14	376	16	94		
PM	PM	PM	PM		
S 2 35	S 4 40	S 7 35	S 10 10		
2 25	4 30	7 25	10 00		
S 2 13	M 4 18	S 7 13	S 9 48		
2 10	4 15	7 10	9 45		
2 04	4 08	7 03	F 9 38		
J 1 59	4 02	6 58	F 9 32		
1 54	3 58	6 55	G 9 27		
1 53	3 57	6 54	F 9 23		
1 49	3 53	6 50	F 9 17		
1 41	3 45	6 43	F 9 03		
S 1 37	S 3 40	S 6 39	S 8 57		
1 32	3 35	6 34	F 8 49		
1 30	3 32	6 32	F 8 46		
1 25	3 27	6 27	F 8 40		
1 18	3 20	6 20	8 30		
S 1 13	S 3 15	S 6 15	S 8 26		
1 09	3 10	6 11	8 22		
1 06	3 07	6 08	8 19		
1 01	3 02	6 03	K 8 14		
12 56	2 57	5 58	F 8 08		
12 50	2 51	5 52	8 00		
12 47	2 48	5 49	F 7 56		
12 42	2 43	5 44	F 7 50		
12 35	2 37	5 38	K N 7 43		
J 12 29	2 30	5 32	S 7 36		
S 12 21	2 21	S 5 24	S 7 26		
12 13	2 13	5 16	K 7 16		
12 09	2 09	5 12	7 12		
12 07	2 07	5 10	7 10		
12 06	2 05	5 09	7 08		
			7 05		
S 12 01	S 2 00	S 5 05			
PM	PM	PM	PM		
Daily	Daily	Daily	Daily		
<b>14</b>	<b>376</b>	<b>16</b>	<b>94</b>		



STATIONS	FIRST CLASS			
	80		76	
Arrive	A M		A M	
WASHINGTON	S 1 10	S 1 35		
RO TOWER	1 00	1 25		
ALEXANDRIA	S 12 48	M 1 13		
AF TOWER	12 45	1 10		
FRANCONIA	12 38	1 00		
ACCOTINK	M 12 32	12 53		
CW TOWER	12 27	12 49		
LORTON	12 25	12 47		
OCCOQUAN	12 19	12 40		
CHERRY HILL	12 10	12 30		
QUANTICO	S 12 05	H 12 25		
WIDE WATER	11 55	12 20		
ARKENDALE	11 52	12 17		
BROOKE	11 46	12 11		
DAHLGREN JCT.	11 40	12 03		
FREDERICKSBURG	S 11 36	S 11 58		
FB TOWER	11 32	11 52		
HAMILTON	11 28	11 48		
SUMMIT	11 23	11 43		
GUINEA	11 18	11 38		
KN TOWER	11 13	11 33		
MILFORD	S 11 10	11 29		
PENOLA	11 05	11 24		
RUTHERGLEN	10 59	11 17		
DOSWELL	S 10 51	11 11		
ASHLAND	S 10 42	11 01		
GLEN ALLEN	10 34	10 53		
GN TOWER	10 29	10 49		
NA TOWER	10 27	10 47		
AY TOWER	10 25	10 45		
HERMITAGE				
RICHMOND	S 10 20	S 10 40		
	Leave	P M	P M	
		Daily	Daily	
		<b>80</b>	<b>76</b>	



## NORTH ALEXANDRIA INTERLOCKING

Interlocking located just north of Alexandria Passenger Station, designated as "North Alexandria" is remote controlled and operated from "AF" Tower.

Trains and engines may use Northward and Southward passenger tracks against the current of traffic in either direction between "AF" Tower and "North Alexandria" interlocking on proper signal indication regardless of scheduled trains.

This will also apply to trains and engines moving to and from Potomac Yard when necessary.

Dwarf Signal 66-L, located at clearance of Cab Track Southward Freight running track is a "hold-out" signal to stop and hold southward movements to permit light engines moving into Yard to clear in Cab Track. This signal does not check position of HT (Hand-Throw) switches or occupancy of track ahead.

Telephones connected with block lines are located on West side of both signal bridges "North Alexandria" Interlocking for use in communicating with the operator at "AF" Tower and in case of delay conductor or engineman must immediately ascertain the cause.

## HAMILTON INTERLOCKING

Interlocking located about  $\frac{1}{2}$  mile north of Mile Post 55, designated as Hamilton is remote controlled and operated from "FB" Tower, Fredericksburg.

Trains using Northward Pass Track between Hamilton and "FB" Tower must run carefully, looking out for trains ahead, and must not leave from first outlet north of 57 Mile Post without permission of the operator at "FB" Tower.

Trains using Southward Pass Track between "FB" Tower and Hamilton must run carefully, looking out for trains ahead and must not leave from first outlet north of 57 Mile Post without permission of the operator at "FB" Tower.

Siding on East side of Northward Main Track extending from Massaponax to Hamilton, connected with South end of Northward Pass 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.

# FIXED SIGNALS. (Book of Rules)

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

281	282	283	285	286	290	291	292
<p>INDICATION—Proceed. NAME: Clear.</p>	<p>INDICATION—Proceed approaching next signal at medium speed. NAME: Approach-medium.</p>	<p>INDICATION—Proceed; medium speed within interlocking limits. NAME: Medium-Clear.</p>	<p>INDICATION—Proceed prepared to stop at next signal. Train exceeding medium speed must at once reduce to that speed. NAME: Approach.</p>	<p>INDICATION—Proceed at medium speed prepared to stop at next signal. NAME: Medium-approach.</p>	<p>INDICATION—Proceed at restricted speed. NAME: Restricting.</p>	<p>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.</p>	<p>INDICATION—Stop. NAME: Stop-signal.</p>

## 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.

## ARRANGED SERVICE FREIGHT TRAINS

## SOUTHWARD

PR— 1	Leave Potomac Yard.....	1:30 a.m.
	Arrive Acca .....	5:30 a.m.
RC— 3	Leave Potomac Yard.....	6:30 a.m.
	Arrive Acca .....	10:30 a.m.
RS— 5	Leave Potomac Yard.....	7:30 a.m.
	Arrive Acca .....	11:00 a.m.
RS— 7	Leave Potomac Yard.....	11:30 a.m.
	Arrive Acca .....	3:30 p.m.
RC— 9	Leave Potomac Yard.....	12:01 p.m.
	Arrive Acca .....	4:00 p.m.
RS—11	Leave Potomac Yard.....	7:00 p.m.
	Arrive Acca .....	11:00 p.m.

## NORTHWARD

RP— 2	Leave Acca .....	12:01 a.m.
	Arrive Potomac Yard.....	4:30 a.m.
RP— 4	Leave Acca .....	6:00 p.m.
	Arrive Potomac Yard.....	10:30 p.m.
RP— 6	Leave Acca .....	7:15 p.m.
	Arrive Potomac Yard.....	11:45 p.m.

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

# SPECIAL INSTRUCTIONS

## STANDARD TIME

Standard Clocks are located in Train Dispatcher's Office and Station Master's Office, Richmond; Yard Master's Office and Engine House, Acca, and Yard Master's Office, Potomac Yard, and Telegraph Office, Washington.

## ABBREVIATIONS

- 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.
- M Stop on signal to discharge revenue passengers.
- N Stop on signal Saturdays only to discharge passengers.
- R Stop on signal to discharge employes.
- S Regular stop.
- T Stop on signal to receive revenue passengers for points south of Richmond only.

Trains 10 and 29 will stop on signal at "KN" Tower to put off ice.

Trains 10 and 32 will stop on signal at "CW", "AF" and "RO" Towers to put off ice.

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.

## DOUBLE TRACK

Washington to Richmond.

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

## YARD LIMITS

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

**QUANTICO**—Barrows 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.

Yard engines have the right to work within yard limits without orders, but must clear first class trains according to rule and observe the precautions necessary against all other trains. Extra trains must move within yard limits prepared to stop unless the main track is seen or known to be clear.

## MOVEMENT OF TRAINS

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

2. Extra 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.

4. 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 adjusted.

5. 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 old 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 old 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 old S. A. L. main track Hermitage to "AY" Tower.

6. 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 S. A. L. main line at Hermitage for the S. A. L. engine to couple to train, and will protect the south end of the train until the S. A. L. engine is coupled to train.

7. 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 old 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 adjusted.

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 adjusted.

10. On double track no trains will, under any circumstances, cross over at any points except at block stations without orders from the General Superintendent. Trains may cross over at Glen Allen, Ashland, Ruther Glen, Penola,

Milford, Guinea, Summit, Dahlgren Jct., Brooke, Wide Water, Quantico, Cherry Hill, Occoquan, Accotink and Franconia to do work without orders.

11. On double track no movement must be made against the current of traffic without orders from the General Superintendent. If orders are received for a movement of this kind, enginemen must run carefully, looking out for trackmen.

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. Trains approaching a Tower, when running against the current of traffic, must in addition to a yellow dwarf signal, receive a hand signal from the operator.

14. 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 set.

15. Between the hours of 7:00 A. M. and 5:00 P. M., daily, except Sunday, yellow disc displayed on automatic signal will indicate that repairs are being made to high tension line. Trains finding automatic signal at stop and yellow disc displayed will not stop but proceed as per Rule No. 291. (Restricted speed).

16. Grade signals have been installed on Automatic Signals: Northward Nos. 38, 116, 206, 244, 264, 496, 596, 612, 632, 782, 802, 822, 834, 846, 894, 922, 950, 960, 974, 980, and Southward, Nos. 151, 161, 171, 181, 227, 297, 517, 537, 549, 633, 673, 691, 709, 733, 791, 837, 993, 1003, 1013, 1023, 1033 and 1037. 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 set.

17. Purple light displayed under Proceed Signal only at "CW" Tower will indicate that southward trains will proceed south of "CW" Tower and back in siding at that point.

18. Take Siding Signal (a purple light when displayed) is located just north of the north end of the southward passenger landing on west side of the southward main line at Quantico, under control of the Operator.

Trains finding purple light displayed will take siding at Quantico and communicate with the Operator for instructions.

20. Except at Quantico, 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, signalmen will issue over their signature a message to conductor and engineman of trains affected reading as follows:

"The proper route is set up; signal cannot be changed to proceed."

22. Fredericksburg Accommodation trains will leave storage yard for station twenty minutes before leaving time at station.

25. When permission is given southward trains in pass track at "CW" Tower to foul northward main track at the north end of pass track, the north switch must be opened and kept open as long as the northward main track is fouled.

26. 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

## SPEED REGULATIONS

30. Except where otherwise restricted, the maximum speed of passenger trains is seventy (70) 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:

The following maximum speeds must also be observed:

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

Trains handling stone ballast in commercial cars and trains with freight equipment not equipped for passenger train service, including unequipped caboose cars fifty (50) miles per hour.

Richmond wrecking derrick and freight trains handling sand and gravel and coal in high-side open top cars, forty (40) miles per hour.

Potomac Yard wrecking derrick, work trains, solid ballast trains and trains handling railroad scale test equipment, stone ballast or RF&P ballast cars (600 series) thirty (30) 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.

32. Maximum speed for 400 class engines will be sixty (60) miles per hour.

33. Locomotives 571-580 must not exceed a speed of ten (10) miles per hour heading into a facing-point turn-out or through a facing-point crossover. Not applicable through "AF" interlocking—other speed restrictions applying this point.

34. 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.

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.

36. 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 38.

37. 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 38.

38. All trains and engines, except as provided in instruction 36, 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.

39. All trains and engines must not exceed a speed of fifteen (15) miles per hour when making turn-out or crossover movement at "NA" Tower.

40. Trains must run with caution through the streets of Ashland and Quantico.

42. Trains must not exceed a speed of twenty (20) miles per hour entering and leaving pass tracks.

43. Trains must not exceed a speed of thirty (30) miles per hour passing station platforms at Fredericksburg and Alexandria.

44. Trains must not exceed a speed of thirty-five (35) miles per hour over bridge at Quantico.

45. Trains must not exceed a speed of thirty (30) miles per hour through the inter-locking plant at "AF" Tower.

46. Southward Southern Railway freight trains crossing over at "AF" to the Southern Railway southward passenger track must not exceed a speed of fifteen (15) miles per hour passing through the No. 10 crossover leading from the southward R. F. & P. main line to the southward Southern Railway Horn track just south of "AF" Tower.

47. Trains on the northward and southward passenger tracks must not exceed a speed of sixty (60) miles per hour on the curve at old "X" Block Station, the south end of this curve being at Mile Post 108.

48. Northward and Southward freight trains making the turn-out movement from the double-track main line leading to or from Potomac River Bridge at "RO" Tower, must not exceed a speed of thirty (30) miles per hour.

49. All northward engines and trains approaching "RO" Tower will reduce speed to twenty-five (25) miles per hour and have brakes released by the time engine passes "RO" Tower in order to avoid heavy braking over Long Bridge.

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

## MISCELLANEOUS

55. All classes of locomotives may be used on the South Wye track at Doswell. Engines of the 515, 551, 571 and 600 classes must not be used on the North Wye or depot track at Doswell; engines of the 400, 500 and 600 classes must not be used on the Wye track at Ashland, George's Spur at Penola, Dill's Lumber Yard track at Guinea, or the Fertilizer track at Cherry Hill.

Engines of the 500 and 600 classes must not be used on the wye track at Quantico.

Engines of the 300, 400, 500 or 600 classes must not be used in the Wilson spur track at Milford; Massaponax Pit except in case of extreme emergency when a 300 class may be used (except on the Wye track), and in freight depot tracks 2, 3, 4 and 5, and yard tracks 9, 9½ and 10, Fredericksburg.

Engines of the 551-555, 571-580 and 600 classes may be used only on tracks parallel to the main line, on west side and pick-up and set-off tracks on east side at Fredericksburg; receiving and forwarding tracks Potomac Yard; Richmond yard tracks except industry connections and the East Car Repair Yard at Acca.

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

57. Freight trains having more than forty cars, in stopping at water stations for water must stop before reaching water plug, cut engine off, take water and then couple up.

58. When cars are being pushed in switching movements across a public highway, a trainman must flag across except where crossing watchman is on duty. Trains or cars shall be pushed over such crossings only on signal from this flagman on ground ahead of cars.

59. Trainmen operating in Massaponax Gravel Pit must protect County Road Crossing when using same.

60. Trains shifting at Ashland must stop moving while trains are loading and discharging passengers, and must send a trainman ahead when necessary to use street crossing at Hanover and Clay Streets.

61. Public road crossings must not be blocked.

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.

62. 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.

63. 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.

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

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

66. Enginemen and Firemen must call out to each other the signals.

67. The post of the front brakemen (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.

69. Fusees must be lighted and thrown off at the rear when a train is losing time unless there is unobstructed view at least twenty telegraph poles behind it.

70. Trains finding a fusee burning on or near the track will stop, remove same and proceed with caution, looking out for a stop signal.

71. 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.

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

73. Enginemen must not allow engine cinders to be dropped upon conduits containing automatic block signal wires.

74. Conductors and Enginemen will report woods or fences on fire, giving the time and place.

75. Conductors and Enginemen will report by wire at first office any defect in the track or bridges.

76. Passenger conductors and flagmen will make a report to the Trainmaster 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.

77. Wooden coaches or wooden combined cars in service must not be placed between steel cars or between steel cars and the engine, but may be hauled in the same train behind steel cars.

Wooden express cars, baggage cars or other cars not occupied by passengers may be hauled between steel cars or between steel cars and the engine.

78. The word "colored" as used in the Virginia separate coach law means negro and does not apply to Cuban, Indian, Chinese, Japanese and other dark races.

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.

79. Employes 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.

80. Vestibule doors and traps on trains equipped with vestibule cars must be kept closed at all times except at stations when receiving and discharging passengers. Doors and traps must not be opened until trains have come to a full stop at stations.

81. 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.

82. 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.

83. 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.

85. Conductors on southward passenger trains destined to Broad Street Station having trouble with electrical equipment must, as far as practicable, report same by wire to Station Master, Broad Street Station, in order that prompt repairs may be made on arrival.

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

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.

87. 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.

88. Conductors will have porters lock doors of toilets in southward passenger trains at Hermitage, same to be unlocked by S. A. L. after leaving Main Street Station.

89. 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 Train Master.

90. In 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 engine-man or fireman has observed the signal, or until one of the trainmen has verbally notified them that the signal is in proceed position.

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

91. Enginemen of all engines moving from Acca Engine Terminal will stop in each case at Telephone Booth 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.

92. Southward freight trains will pull in Acca Yard at "NA" Tower, using tracks Nos. 1 to 5, inclusive.

Track Indicator (electric lighted), located north of "NA" Tower, will display track number for southward freight trains using Southward Freight Track only.

Southward freight trains using Southward Freight Track from "GN" Tower to "NA" Tower, receiving track designation on Indicator will pull in track designated without stopping to call up Yard Office. If no indication is received, train will stop at telephone booth, located just north of cross-over at north end of South Yard, and call Yard Office (four short rings) for instructions.

Southward freight trains destined to South Yard, using Southward main line from "GN" Tower to "NA" Tower, will stop at telephone booth and call up for instructions, un-

less signal is received for main line movement, in which case, train will run to "AY" Tower and back in yard.

Southward freight trains destined to North Yard will receive message from the operator at "NA" Tower showing track number in North Yard in which to pull train.

Trainman must ride head end of train, and trains pulling in yard must stop as soon as they clear ladder track at north end. Cabs will be handled from receiving tracks to cab tracks by yard crews.

Cross-over switches connecting thoroughfare track with receiving track must be left set for straight tracks.

The designated relief point for road engines will be ash pit, Acca Engine Terminal.

93. 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 tank is closed to cut locomotive from train in order to enable inspectors to detect inoperative brakes on cars before train is shifted.

94. 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.

95. Washington Terminal Company require conductors 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 re-examination before being assigned to service on Washington Terminal.

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

- Boulevard Bridge (Hermitage)
- Bridges over Belt Line between "AY" Tower and James River.
- Rutherglen
- North of Brooke (near 69th Mile Post)
- Franconia
- Duke Street (Alexandria)

Employees are not required to stand or walk 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.

97. In reporting cars to be re-iced at Potomac Yard, special attention should be paid to notation on waybills, inasmuch as a number of bills carry notation "Do not re-ice in transit" and when such cars are listed to be re-iced it results in cars being improperly iced at Potomac Yard causing additional charges. Conductors will show on Form 870 under heading "Icing Instructions on Billing" all notations shown on billing with reference to use of salt, making report in triplicate, furnishing Icing Station and Yardmaster, Potomac Yard, with copy, retaining copy for his file.



98. 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.

99. 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.

100. 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.

101. Conductors in charge of garbage train will find out if there is anything to move from Quantico, Fredericksburg and Doswell and will fill out tonnage from these points.

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

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

104. In unloading less than carload freight at Elmont, Conductors will see that the freight is placed in freight warehouse at that point.

106. In order to avoid blocking the movement of passenger trains at Quantico, Conductors of northward freight trains taking siding at that point, will cut train, leaving open space the entire length of platform.

108. For information in compiling statistics for the Interstate Commerce Commission, Conductors of work trains will show on Form 24, the point 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, 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.

109. The Hours of Service Law require that no employe 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.

110. 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.**

111. When rules require the headlight to be displayed, electric headlights will be dimmed:—

- (a) In yards.
- (b) At meeting points 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.

112. Telephones connected with the Telegraph Tower have been installed on signal masts at north end of Northward pass track at "KN" Tower, and south end of Southward pass tracks at "KN" and "WH" Towers.

These telephones are equipped with loud sounding gongs that can be heard for a considerable distance. When trains are in pass tracks, or are disabled near these points, and gongs are sounded, some member of the crew must immediately answer the telephone. These telephones must be closed and latch inserted in socket after being used.

## SPRING SWITCHES

Spring Switch is marked by disc with white background and black letters "SS". Switch lamp 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 set.

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.

Spring switch, leading from southward passing siding to southward main track, equipped with indicator, time release and dwarf signal, governing movements from siding is in service at Quantico.

The indicator and time release is located in box just north of the dwarf signal and is locked with standard switch lock. The normal position of the dwarf signal will be red and, to obtain a clear signal to enter or foul the main track, trainman will open box containing the indicator and time release and examine indicator. (White light will indicate that no train is approaching. No light will indicate trains approaching or out of order.) After receiving permission to use main track, and indicator shows no train approaching, trainman will turn indicator to the right as far as it will go and release same. If no train is approaching and no train is between the switch and cut section (located approximately one thousand (1,000) feet south of switch) the dwarf signal will change from red to yellow and train will proceed as per Rule 290 to next signal in advance. In case the dwarf signal governing movement from the siding does not change from red to yellow within two minutes after time release is used, trainman will communicate with the operator at Quantico over phone and be governed by his instructions.

A push button is provided in above box with time release, which may be operated to restore signal for main track operation in case of train in siding being indefinitely delayed after obtaining clear dwarf signal.

South end of crossover leading from the southward main line to southward pass track will be equipped with spring switch. Southward trains entering the siding will operate the north end of the crossover as in the past, but will run through the spring switch at the south end of the crossover which will be returned to normal position with spring.

**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 signalman.
- Three Short Blasts—Whistle or horn test.
- Four Short Blasts —Call signal maintainer or repairman.

**AUTOMATIC TRAIN CONTROL**

113. Automatic train control is in service between Richmond and "RO" Tower. No trains or locomotives will be operated from Engine Terminals without train control operative on the locomotives. Enginemen are required to make outbound test in every instance before leaving the terminal and must see that the speed handle lever on front of locomotives 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 signals displayed by cab indicator on locomotive and trains will be governed by the most restrictive indications displayed by either automatic signals or train control apparatus, except that when a more favorable cab indication (that is, red to green) is received in a stop block, the train may resume speed authorized by cab indicator one train length after passing point at which green indication was received.

Engine cab signals consist of three lights, Green, Yellow and Red, which indicate the speed at which train may run, depending upon track conditions, and wayside signals and will, with reference to speed control feature of automatic train control, indicate permissive speed as follows:

**Miles Per Hour**

	<i>Red</i>	<i>Yellow</i>	<i>Green</i>
Passenger Trains .....	25	25	70
Freight Trains .....	25	25	50

Acknowledging valve and signal whistle are installed convenient to the engineman and acknowledgment of a change of cab indicator from Green to Yellow or Green to Red

must always be made within six seconds after whistle sounds to prevent an automatic brake application, and valve must be left in acknowledging position for at least 10 seconds.

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 cab indicator changes from green to yellow or red and remains there and no reason noted for same, train may proceed to First Open Telegraph Office, expecting to find stop signal, train, open switch, broken rail or other obstruction, where report will be made to the General Superintendent on Form SF-1.

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, 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-38 at Acca Locomotive Terminal and Potomac Yard and on Form MP-11 at Washington Terminal.

Train control test circuits have been installed at Main Street Station and Broad Street Station (Tracks Nos. 1, 3, 4, 5, 6, 7) Richmond, Virginia, and enginemen in charge of Diesel-Electro locomotives in northward movement must know that train control device is cut-in and test made before leaving Main Street Station and Broad Street Station, Richmond, Va.

## INSPECTION OF PASSING TRAINS

114. The following instructions must be observed as far as practicable and other duties will permit. 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.

Trainmen 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 track-

men are working, and when practicable, exchange signals.

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

- |  |   |              |
|--|---|--------------|
| <ul style="list-style-type: none"> <li>Hot Journal</li> <li>Brakes Sticking</li> <li>Broken Wheels</li> <li>Defective Truck</li> <li>Dragging Brake Rigging</li> <li>Lading Shifted Over Side or End of Car</li> <li>Swinging Car Door or Any Other</li> <li>Dangerous Conditions</li> </ul> | } | Stop Signal. |
|--|---|--------------|

## BROKEN OR DRAGGING EQUIPMENT DETECTOR

115. A device for detecting broken or dragging equipment has been installed on the northward freight and northward passenger tracks approaching "RO" Tower.

A buzzer light indicator No. 1 for freight track and No. 2 for passenger track, buzzer control switch No. 1 for freight track and No. 2 for passenger track, signal restoring switch No. 1 for freight track and No. 2 for passenger track have been installed on Model Board at "RO" Tower.

The buzzer will sound and light indicator will light when the device is actuated.

In addition to the above, signal control switches will be sealed, which seal can be broken by the operator after obtaining permission from the Train Dispatcher, and switch thrown to reverse position. The operation of this switch will cut out light indication and restore the signals to normal operation, and will also cut out dragging equipment detector, and it must be understood by all concerned that the dragging equipment detector, with all of its protecting features, will be out of service when the switch above referred to is in reverse position.

After the device for detecting broken equipment has been restored to normal the signal maintainer will advise the operator, who will place the switch in normal position, after which, it will be sealed by the signal maintainer and the Train Dispatcher notified.

A notation will be made on daily Station Record of Train Movement covering each case where the detector device has actuated.

Although the two indications are given (buzzer and light) when device is actuated, it will be understood the operation of either of the indications will be considered that the device has operated. The operator will promptly instruct any train stopped by the signal on tracks so equipped as a result of the device actuating, to promptly examine train

for dragging or defective equipment and to make prompt report.

Although the detectors are placed in service to operate the signals in normal direction of traffic only, it must be understood that if the indication light or buzzer at "RO" Tower indicates that the device has been actuated while the train is moving against current of traffic on tracks designated, the operator must promptly notify the Train Dispatcher, who will take necessary action to stop train and have necessary inspection made.

Trains stopped by northward home signal at "RO" Tower will promptly communicate with the operator by telephone located at that point.

### MOVEMENT OF TRACK CARS

116. (a) Cars must not be used by persons other than those authorized in writing by the Supervisor of Signals, Supervisor of Track, Supervisor of Bridges and Buildings and Chief Operator.

(b) Persons not employed by the Railroad Company, whether on Company's business or not, must not be allowed to ride.

(c) Cars must not be used for any other purpose than for Company's business.

(d) Cars must not be run at a speed exceeding twenty (20) miles per hour and must not exceed a speed of four (4) miles per hour over frogs and switches. Cars must come to a full stop at all public road crossings and proceed over the crossing with an employee flagging the crossing.

(e) Cars must not be run on the time of a regular schedule train unless it is known to be late and there is an unobstructed view a sufficient distance to allow time to clear track after train can be seen.

(f) Employes using cars, when it is possible to do so, must find out from Block Office or Train Dispatcher what trains are due and what trains are expected on the track that they are using. Information as to movement of trains must be given in writing. If unable to communicate with Block Office or Train Dispatcher cars may be used by clearing the time of schedule trains and using such other care that will protect against all trains.

(g) Cars must never be left at any point unless securely locked so that they cannot be used by unauthorized persons. Starting plugs should be taken out of gasoline cars. This will make it absolutely impossible for them to be used.

(h) Cars must be run slowly by stations and standing trains to prevent injury to persons who might drive or walk in front of car.

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

(j) Cars must never be run following a train on the same track at a distance closer than 300 feet therefrom.

## 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. (NB); 21 for 2 Tracks N. (Darl. 1 & 2).
12	Elmont	11 N.
13	Langford	40 N.; 15 N. (Haley's).
15	Ashland	_____
18	Ellett	18 S.
20	Taylorville	7 N.; 6 S.
22	Doswell	_____
27	Rutherglen	15 N.; 17 S.; 9 S. (Depot).
33	Penola	16 N. (George's); 19 S. (Excelsior); 10 S. (Depot); 10 S. (Lumber).
38	Milford	24 S.; 14 N.
39	Holly Hill	12 S.
40	Bowling Green Park	21 S.
42	Rixey	7 N.
45	Woodford	20 N.; 23 S.
47	Guinea	57—3 Tracks N. (Lumber 1, 2 & 3); 29—2 Tracks N. (Dill 1 & 2); 26 S. (Depot).
52	Summit	11 S.
55	Massaponax	28 N. (Hill)
57	Deep Run	_____
59	Fredericksburg	_____
60	State Highway	8 N.
61	Dahlgren Jet.	45 N. (Tk 1); 10 N. (Tk 2)
68	Brooke	57 N.
71	Aquia	
72	Arkendale	5 N.
74	Widewater	7 N.; 24 S.
76	Reid	N. Tk. 1.19, Tk. 2, 9
77	Brown Field	29 N.
78	Turner Field	22 N.
79	Quantico	_____
80	Barrows	_____
81	Possum Point	30 N. (Tk. 1) 15 N (Tk. 2)
82	Cherry Hill	23—2 Tracks N. (Nos. 1 & 2); 38 S.
85	Neabsco	6 S.
87	Featherstone	11 N.
89	Occoquan	23 S. (Nos. 1 & 2).
92	Lorton	15 S.
92.5	Barnard	13 S.
93	C. W. Tower	_____
94	Pohick	16 N.
96	Accotink	49 N.; 26 S.
99	Franconia	_____
105	Alexandria	_____
106	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
25	Signal Bridge NA Tower
37	North of Dumbarton
65	Laurel
75	North of Laurel
87	North of Glen Allen
95	Hunton
105	Chickahominy
117	Elmont
127	South of Gwathmey
139	Langford Crossing
151 (G.)	North End of Ashland
161 (G.)	Park
171 (G.)	South of Ellett
181 (G.)	North of Ellett
191	South of Little River
227 (G.)	1st Automatic North of Doswell
245	Chandler
265	South of Ruther Glen
275	North of Ruther Glen
297 (G.)	Coleman's Mill
317	South of Pole Cat Creek
341	North of Penola
361	South of Bates
383	Holly Hill
423	North of KN Tower
431	Collins
455	Jones
477	North of Guinea
497	North of Claiborne
517 (G.)	North of Summit
537 (G.)	Olive
549 (G.)	South of M.P. 55
569	Bracket Mast South of M.P. 57
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
709 (G.)	Aquia
733 (G.)	Arkendale
753	North of Wide Water
765	South of Brown Field
777	Chappawamsic Creek
791 (G.)	South End of Quantico Bridge
803	Barrows
823	Cherry Hill
837 (G.)	Powells Creek
849	Neabsco
863	South of Featherstone
879	South of Marumsco
895	North of Occoquan
913	North of Calchester
943	North of CW Tower
961	North of Accotink
981	South of Franconia
993 (G.)	Signal Bridge Franconia
1003 (G.)	Signal Bridge North of M.P. 100
1013 (G.)	Signal Bridge North of Lunt
1023 (G.)	Signal Bridge North of Bush Hill
1033 (G.)	Signal Bridge North of M.P. 103
1037 (G.)	Seminary
1071	Potomac Yard
1083	South of Old X Tower
1091	Near Duck Under North of Old X Tower

Location of Automatic Signals

Northward Nos.	LOCATION
18	No. 4 Bridge AY Tower
38 (G.)	North of Dumbarton
58	North of Boudar
66	Laurel
74	North of Laurel
88	North of Glen Allen
96	Hunton
106	Chickahominy
116 (G.)	Elmont
126	South of Gwathmey
140	Langford Crossing
152	North End of Ashland
162	Park
172	South of Ellett
182	North of Ellett
192	South of Little River
206 (G.)	1st Automatic South of Doswell
244 (G.)	Chandler
264 (G.)	South of Ruther Glen
274	North of Ruther Glen
296	Coleman's Mill
318	South of Pole Cat Creek
342	North of Penola
362	South of Bates
384	Holly Hill
398	South of KN Tower
432	Collins
454	Jones
476	North of Guinea
496 (G.)	North of Claiborne
516	North of Summit
536	Olive
546	South of Massaponax
570	North of 57 Mile Post
578	South of 58 Mile Post
596 (G.)	North of Fredericksburg
612 (G.)	Dahlgren Jct.
632 (G.)	Leeland
652	Potomac Run
672	South of Brooke
692 (G.)	North of Brooke
706	South of Aquia
730	Arkendale
752	North of Wide Water
770	Chappawamsic Creek
782 (G.)	Near Tank at Quantico
790	South End of Quantico Bridge
802 (G.)	Barrows
822 (G.)	Cherry Hill
834 (G.)	Powells Creek
846 (G.)	Neabsco
872	North of Featherstone
894 (G.)	Occoquan
914	North of Colchester
922 (G.)	South of Lorton
950 (G.)	South of Accotink
960 (G.)	North of Accotink
974 (G.)	North of 97 Mile Post
980 (G.)	South of Franconia
994 (A.)	Signal Bridge Franconia
1004 (A.)	Signal Bridge North of M.P. 100
1014 (A.)	Signal Bridge North of Lunt
1024 (A.)	Signal Bridge North of Bush Hill
1034 (A.)	Signal Bridge North of M.P. 103
1062	South of St. Asaph
1072	Potomac Yard
1080	South of Old X Tower
1090	Near Duck Under North of Old X Tower

"G"—Grade Signal

## LOCATION OF TELEPHONES

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### Outside Telephones

*Connected with Train Dispatchers Circuit.*

Located:

Glen Allen, Ashland,  
Langford,  
Rutherglen, Penola,  
Milford, Wye and Car  
Repair Station,  
Woodford, Summit,  
Guinea,  
Dahlgren Jct.,

Located:

Brooke Crossover,  
Arkendale, south end  
southward pass track,  
Arkendale, north end  
northward pass track,  
Wide Water, Cherry Hill,  
Occoquan Crossover,  
Accotink Crossover,  
Franconia, Bush Hill,

*Independent Circuit connected with telegraph towers:*

Connected with:

Location.

**"AY" Tower:** Koiners Mill, Richmond, Entrance to Engine Terminal, 1st Signal Bridge North of "AY" Tower, North and South Wye Junctions.

**"GN" Tower:** Laurel, 18th Mile post, north end South Anna River Bridge, Taylorsville, south end southward pass track Doswell.

**Doswell:** Laurel, 18th Mile post, north end South Anna River Bridge, Taylorsville, south end southward pass track, southward home signal mast, north end northward pass track, 25th Mile post, Coleman's Mill, 31st Mile post, Mattaponi Bridge (north end), 1800 ft. north of 28th Mile post, 1400 ft. south of 34th Mile post.

**"KN" Tower:** 25th Mile post, Coleman's Mill, 31st Mile post, Mattaponi Bridge (north end), 1800 ft. north of 28th Mile post, 1400 ft. south of 34th Mile post, 1800 ft. north of 39th Mile post, south end southward pass track, north end northward pass track, north end spur track Guinea, 400 ft. north Automatic Signal 496, Olive, Massaponax, south and, north and Hamilton switch to Sylvania Plant. Outlet 57 Mile Post, Wye 57 Mile Post.

**"FB" Tower:** North end northward spur track Guinea, 400 ft. north of Automatic Signal 496, Olive, Massaponax, south end, north end Hamilton, switch to Sylvania Plant, 2500 ft. north of Mile post 62, Leeland, Dahlgren Jct., just south of 67 Mile Post, Wye track 57 Mile Post. Northward and southward home signals "FB." North and south ramps, Fredericksburg Passenger Station.

**Quantico:** Crossover, Water Tank south end southward pass track and south end Quantico Bridge, 2000 ft. south of Brown Field, 2500 ft. north of Mile Post 62, Dahlgren Jct., 81st Mile post, opposite Tool House, Colchester, Featherstone, Neabsco, Cherry Hill Cut, Leeland, just south of 67 Mile Post, Possum Point.

LOCATION OF TELEPHONES

(Continued)

*Independent Circuit connected with telegraph towers:*

Connected with: Location.

"CW" Tower: 100 ft. south of advance signal. Lorton, 81st Mile post. Opposite Tool House, Colchester. Automatic Signal 974, Featherstone, Neabsco, Cherry Hill Cut, Barnard, Possum Point.

"AF" Tower: North and south ends Interlocking Plant. Automatic Signal 974. West side both signal bridges "North Alexandria Interlocking." Crossover opposite Alexandria Passenger Station (freight tracks).

"RO" Tower: Signal Bridge.

TONNAGE RATING  
FOR R., F. & P. LOCOMOTIVES

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

Locomotive Number	Tonnage	
	Northbound	Southbound
151-153-156	1260	950
201-268	1600	1200
301-312	2000	1450
325-328	2200	1700
401-406	2200	1600
501-504	2700	2100
515-520	3000	2300
551-555 :571-580	3200	2400
601-622	2500	2000

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

Agents must insert on card manifest total weight of car and load (in tons of 2000 lbs. net) of loaded cars, including light weight of cars.

Yard Masters and Conductors will calculate tonnage of loaded cars from figures on manifest when shown: the tonnage of empty cars from the weights marked on cars.

Train Dispatchers and Yard Masters will cut tonnage as follows:

Temperature 40 to 30 above zero—10%

Temperature 30 to 20 above zero—15%

Temperature 20 to 10 above zero—20%

Temperature below 10—25%

Attention:—It is of utmost importance that proper tonnage reductions are made for temperatures given above.

**SURGICAL DEPARTMENT****CHIEF SURGEON**

Dr. William Russell Jones—Residence 2701 Grove Avenue—  
Dial 5-1854.

Office Hours—9:30 A. M. to 11:00 A. M. (Except Sunday).

Office—Room 300, Transportation Bldg., Jefferson and  
Broad Sts.

Office Hours—3:00 P. M. to 5:00 P. M. (Except Saturday and  
Sunday).

**COMPANY SURGEONS**

Richmond, Va.:

Dr. Benjamin W. Rawles, Jr.—807 W. Franklin St.—Phone,  
Office 6-2164. Home, 5-8840. If no answer call 5-8668.

Office Hours—11:00 A. M. to 1:00 P. M. (Except Tuesday).

4:00 P. M. to 5:00 P. M. (Except Thursday and Saturday).

Cases requiring immediate attention, call Medical College  
of Virginia ambulance (Dial 7-1800). Patient will be taken  
to Emergency Room and receive first treatment and dress-  
ing: Seriously injured persons to be admitted to hospital.  
When hospital treatment is not necessary, subsequent atten-  
dance will be received at Company Surgeon's office during  
office hours. In all cases notify Company Surgeon, Dr.  
Rawles.

Ashland, Va.

Dr. J. T. Booth.

Guinea, Va.

Dr. William Flegenheimer.

Fredericksburg, Va.

Dr. Earle R. Ware, 1200 Prince  
Edward St., Phone 900

Alexandria, Va.

Dr. A. J. Mourot, 811 Prince St.,  
Telephone—Office, Overlook 1852,  
Residence, Overlook 1853.

In all cases where personal injuries occur on Company's property the  
Company Surgeon must be called. In case other surgeons are called in  
by injured employees, the Company will not be responsible for their bills.

**RELIEF DEPARTMENT****CHIEF MEDICAL ADVISOR**

Dr. William Russell Jones—Office, Room 300, Transportation  
Bldg., Jefferson and Broad Sts., Richmond, Va.

Office Hours—3:00 P. M. to 5:00 P. M. (Except Saturday and  
Sunday).

Residence—2701 Grove Avenue—Dial 5-1854.

Office Hours—9:30 A. M. to 11:00 A. M. (Except Sunday).

**MEDICAL EXAMINERS**

Richmond, Va.:

Dr. Garland M. Harwood, 1647 W. Grace Street.

Office Hours: 9-10 A.M., and 5-7 P.M. (except Saturday & Sunday)

Ashland, Va.:

Dr. J. T. Booth, P. O. Box 223.

Office Hours: 8-10 A.M., 2-3 P.M., 7-8 P.M.

Guinea, Va.:

Dr. William Flegenheimer, P. O. Box 22.

Office Hours—8-10 A.M., and by appointment.

Fredericksburg, Va.:

Dr. G. B. Harrison, 1200 Prince Edward St.

Office Hours—9-9:30 A.M., 1-3 P.M., 7-8 P.M. Telephone 900.

Alexandria, Va.:

Dr. James A. Gooch, 815 Prince St.

Office Hours: 11-12 A.M., and 2-4 P.M., Mon., Tues., Wed. and Fri.; 11 A.M. to 1 P.M. Thurs. and Sat.; 7-8 P.M. Mon. and Fri.  
 Phones: Office, Alex. 4400; Res., Alex. 2864.

Dr. H. A. Latane, 311 N. Washington Street.

Office Hours—9-10 A.M., 2-3 P.M., 7-8 P.M., Phone 1147.

## U. S. MAIL WORK

STATIONS	NORTHWARD							SOUTHWARD					
	78	96	8	108	16	80	76	75	93	375	7	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			
Occoquan.....				C	D				C	D			
Cherry Hill.....													
Quantico.....	C	D	D	C	D	E	E	D	E			E	E
Wide Water.....				C	D				C	D			
Arkendale.....													
Brooke.....				C	D				C	D			
Fredericksburg	E	D		E	E	E	E	E	E	E		E	E
Summit.....													
Guinea.....					C	D			C	D			
Woodford.....					C	D							
Milford.....				C	D	D	E		D				
Penola.....				C	D	C	D		C	D			
Rutherglen.....				C	D	C	D		C	D			
Deswell.....				C	D	C	D	E		C	D		
Taylorville.....													
Ashland.....				D	E	E		D	D				
Elmont.....				C	D	C	D						
Glen Allen.....				C	D	C	D		C	D			
Laurel.....					C	D			C	D			
Dumbarton.....					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.



SPEED TABLE.

Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour
Min. Sec.		Min. Sec.		Min. Sec.		Min. Sec.	
0.51	70.59	1.27	41.38	2.02	29.51	2.37	22.93
0.52	69.23	1.28	40.91	2.03	29.27	2.38	22.78
0.53	67.92	1.29	40.45	2.04	29.03	2.39	22.64
0.54	66.66	1.30	40.00	2.05	28.80	2.40	22.50
0.55	65.45	1.31	39.56	2.06	28.57	2.41	22.36
0.56	64.28	1.32	39.13	2.07	28.34	2.42	22.22
0.57	63.16	1.33	38.71	2.08	28.12	2.43	22.08
0.58	62.07	1.34	38.29	2.09	27.91	2.44	21.95
0.59	61.02	1.35	37.89	2.10	27.69	2.45	21.82
1.00	60.00	1.36	37.50	2.11	27.48	2.46	21.69
1.01	59.02	1.37	37.11	2.12	27.27	2.47	21.56
1.02	58.06	1.38	36.73	2.13	27.07	2.48	21.43
1.03	57.14	1.39	36.36	2.14	26.87	2.49	21.30
1.04	56.25	1.40	36.00	2.15	26.66	2.50	21.18
1.05	55.38	1.41	35.64	2.16	26.47	2.51	21.05
1.06	54.54	1.42	35.29	2.17	26.28	2.52	20.93
1.07	53.73	1.43	34.95	2.18	26.09	2.53	20.81
1.08	52.94	1.44	34.61	2.19	25.90	2.54	20.70
1.09	52.18	1.45	34.29	2.20	25.71	2.55	20.58
1.10	51.43	1.46	33.96	2.21	25.53	2.56	20.45
1.11	50.70	1.47	33.64	2.22	25.35	2.57	20.34
1.12	50.00	1.48	33.33	2.23	25.17	2.58	20.22
1.13	49.31	1.49	33.03	2.24	25.00	2.59	20.11
1.14	48.65	1.50	32.73	2.25	24.83	3.00	20.00
1.15	48.00	1.51	32.43	2.26	24.66	3.15	18.46
1.16	47.37	1.52	32.14	2.27	24.49	3.30	17.14
1.17	46.75	1.53	31.86	2.28	24.32	3.45	16.00
1.18	46.15	1.54	31.58	2.29	24.16	4.00	15.00
1.19	45.55	1.55	31.30	2.30	24.00	5.00	12.00
1.20	45.00	1.56	31.03	2.31	23.84	6.00	10.00
1.21	44.44	1.57	30.77	2.32	23.68	6.40	9.00
1.22	43.90	1.58	30.51	2.33	23.53	7.30	8.00
1.23	43.37	1.59	30.25	2.34	23.38	8.34	7.00
1.24	42.86	2.00	30.00	2.35	23.23	10.00	6.00
1.25	42.35	2.01	29.75	2.36	23.08	12.00	5.00
1.26	41.86						