

**THE CHESAPEAKE AND OHIO  
RAILWAY COMPANY**

**EASTERN GENERAL DIVISION**

**RICHMOND DIVISION**

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**TIME TABLE No.**

**129**

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To Take Effect 6:00 A. M. (Eastern Time)

**Sunday, March 21, 1937.**



Book of Rules, Dated October 18, 1931,  
Governs the Rights of Trains

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**DESTROY ALL TIME TABLES OF  
PREVIOUS DATE**

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**Read the Instructions**

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

Trains run on Eastern (75th Meridian) Standard Time

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- A. T. LOWMASTER,  
Vice-President and General Manager.
- J. W. KING,  
General Superintendent Transportation.
- J. R. CARY,  
General Superintendent.
- E. D. GLENN,  
Superintendent.



RICHMOND DIVISION  
PENINSULA SUB-DIVISION  
WESTWARD

Table with columns: Calls, Hours Open, Distance from Fort Monroe, TIME TABLE No. 129, In Effect Sunday, Mar. 21, 1937., STATIONS., FIRST CLASS (47, 41, 43), THIRD CLASS (93, 95), FIFTH CLASS (51, 61). Rows include stations like FORT MONROE, Phoebus, Hampton, Old Point Junction, NEWPORT NEWS, PORTSMOUTH, NORFOLK, MORRISON, Lee Hall, Williamsburg, Norge, Toano, Providence Forge, Roxbury, Elko, and RICHMOND.

RICHMOND DIVISION  
PENINSULA SUB-DIVISION  
EASTWARD

Table with columns: Side Track Capacity in Cars (45 ft.), Distance from Richmond, TIME TABLE No. 129, In Effect Sunday, Mar. 21, 1937., STATIONS., FIRST CLASS (42, 46, 48), THIRD CLASS (94, 92), FIFTH CLASS (52, 62). Rows include stations like FORT MONROE, Phoebus, Hampton, Old Point Junction, NEWPORT NEWS, PORTSMOUTH, NORFOLK, MORRISON, Lee Hall, Williamsburg, Norge, Toano, Providence Forge, Roxbury, Elko, and RICHMOND.







RICHMOND DIVISION  
WASHINGTON AND PIEDMONT SUB-DIVISIONS  
EASTWARD

Table with columns: Side Track Capacity in Cars (45 ft.), Distance from Charlottesville, TIME TABLE No. 129, In Effect Sunday, Mar. 21, 1937., STATIONS., and train classes: 6 Daily, 2 Daily, 42 Daily, 4 Daily Ex. Sun., 46 Daily Ex. Sun., 44 Sunday Only, 146 Sunday Only.

RICHMOND DIVISION  
WASHINGTON AND PIEDMONT SUB-DIVISIONS  
EASTWARD

Table with columns: Distance from Charlottesville, TIME TABLE No. 129, In Effect Sunday, Mar. 21, 1937., STATIONS., and train classes: 30 Daily Ex. Sun., 402 Mixed Daily Ex. Sun., 16 Sunday Only, 94 Daily, 98 Daily, 90 Daily, 54 Mon., Wed. and Fri., 406 Daily Ex. Sun., 404 Daily Ex. Sun.



**RICHMOND DIVISION**  
**RIVANNA SUB-DIVISION**  
WESTWARD

Calls	Hours Open	Distance from R. Cabin	TIME TABLE No. 129. In Effect Sunday, Mar. 21, 1937. STATIONS.	SECOND CLASS.		THIRD CLASS.	
				<b>9</b>	<b>11</b>	<b>93</b>	<b>95</b>
				Daily	Daily Ex. Sun.	Daily	Daily
R	Continuous	.0	Wt R. CABIN	L AM	L PM	L AM	L PM
JN	Continuous	1.7	RICHMOND	8 40	5 15	9 00	9 30
VA	Continuous	9.5	Westham (WEDT)	f 8 57	f 5 34	9 34	10 04
		13.7	Lorraine	f 9 05	f 5 42	9 42	10 12
		17.2	Vinita	f 9 11	f 5 48	9 49	10 19
D	Continuous	22.0	W Sabot	s 9 21	f 5 57	9 58	10 28 <sup>94</sup>
		26.2	Lee	f 9 30	f 6 05	10 06 <sup>74</sup>	10 36
J	8.00 a. m. to 5.00 p. m.	32.3	Maidens	f 9 43	f 6 17 <sup>76</sup>	10 18	10 48 <sup>78</sup>
		35.3	Irwin	f 9 49 <sup>74</sup>	f 6 23	10 24	10 54
RC	Continuous	42.0	W Rock Castle	f10 01	f 6 36	10 37	11 07
A	6.15 a. m. to 3.15 p. m.	49.0	Pemberton	f10 14	f 6 49	10 51 <sup>58</sup>	11 21
KI	8.00 a. m. to 5.00 p. m.	53.5	Elk Hill	f10 23 <sup>58</sup>	f 6 57	11 04 <sup>92</sup>	11 30
C	Continuous	58.4	W Columbia	s10 32	s 7 07	11 13	11 40
		64.3	Stearnes	f10 43 <sup>92</sup>	f 7 18	11 24	11 52
B	7.00 a. m. to 4.00 p. m.	68.3	W BREMO (EEDT)	s10 51	s 7 27	11 32	12 00
SM	Continuous	70.6	Wy STRATHMORE (WEDT)	s10 56	s 7 33	11 37	12 06
		74.5	Hardware	f11 04	f 7 41	11 44	12 14
		78.8	Nicholas	11 12	7 48	11 52	12 22
S	8.00 a. m. to 12.00 p. m.	81.2	Scottsville	s11 18	s 7 54	11 57	12 27
RN	Continuous	87.2	W WARREN	s11 33	s 8 08 <sup>94</sup>	12 09	12 39
HN	7.30 a. m. to 4.30 p. m.	92.8	Howardsville	f11 44	f 8 20 <sup>78</sup>	12 21	12 51
		97.7	Manteo	f11 55	f 8 29	12 31	1 01
WR	Continuous	100.9	W Warminster	f12 02	f 8 35	12 37	1 07 <sup>72</sup>
H	7.00 a. m. to 4.00 p. m.	105.6	Wingina	f12 13	f 8 44	12 46	1 16
W	Continuous	110.3	Norwood	f12 24	f 8 52	12 55 <sup>10</sup>	1 25
		115.7	Greenway (EEDT)	f12 38 <sup>10</sup>	f 9 02	1 06	1 36 <sup>98</sup>
GS	Continuous	120.7	Wy GLADSTONE (WEDT)	12 55 <sup>10</sup>	9 15	2 00	2 30 <sup>98</sup>
				A PM	A PM	A PM	A AM
				<b>9</b>	<b>11</b>	<b>93</b>	<b>95</b>
				Daily	Daily Ex. Sun.	Daily	Daily

**RICHMOND DIVISION**  
**RIVANNA SUB-DIVISION**  
WESTWARD

Distance from R. Cabin	TIME TABLE No. 129. In Effect Sunday, Mar. 21, 1937. STATIONS.	FIFTH CLASS.	
		<b>57</b>	<b>311</b>
		Daily Ex. Sun.	Daily Ex. Sun.
.0	Wt R. CABIN	L AM	L PM
1.7	RICHMOND	6 30	
9.5	Westham (WEDT)	7 05	
13.7	Lorraine	7 20	
17.2	Vinita	7 36 <sup>12</sup>	
22.0	W Sabot	7 50	
26.2	Lee	8 02	
32.3	Maidens	8 20	
35.3	Irwin	8 29	
42.0	W Rock Castle	8 49	
49.0	Pemberton	9 12 <sup>74</sup>	
53.5	Elk Hill	9 25	
58.4	W Columbia	9 53 <sup>58</sup>	
64.3	Stearnes	10 05	
68.3	W BREMO (EEDT)	10 19 <sup>92</sup>	1 25
70.6	Wy STRATHMORE (WEDT)	10 30 <sup>92</sup>	1 35
74.5	Hardware	10 40	
78.8	Nicholas	10 52	
81.2	Scottsville	10 59	
87.2	W WARREN	11 17	
92.8	Howardsville	11 33	
97.7	Manteo	11 46	
100.9	W Warminster	11 55	
105.6	Wingina	12 08	
110.3	Norwood	12 21	
115.7	Greenway (EEDT)	12 34 <sup>10</sup>	
120.7	Wy GLADSTONE (WEDT)	12 45 <sup>10</sup>	
		A PM	A PM
		<b>57</b>	<b>311</b>
		Daily Ex. Sun.	Daily Ex. Sun.







RICHMOND DIVISION

VIRGINIA AIR LINE SUB-DIVISION

WESTWARD

EASTWARD

Table with columns: Calls, Hours Open, Distance from Lindsay, FIFTH CLASS (403), THIRD CLASS (95), SECOND CLASS (405), TIME TABLE No. 129, STATIONS, SECOND CLASS (402), THIRD CLASS (98), FIFTH CLASS (404), Side Track Capacity in Cars (45 ft.). Rows include DA and SM calls with stations like LINDSAY, Zion, Troy, Wildwood, Palmyra, Rockaway, Carysbrook, Fork Union, and STRATHMORE.

WESTWARD BUCKINGHAM SUB-DIVISION EASTWARD

Table with columns: Calls, Hours Open, Distance from Brems, SECOND CLASS (307), TIME TABLE No. 129, STATIONS, SECOND CLASS (308), Side Track Capacity in Cars (45 ft.). Rows include B call with stations BREMO, Arvonnia, Johnson, and DILLWYN.

WESTWARD ALBERENE SUB-DIVISION EASTWARD

Table with columns: Calls, Hours Open, Distance from Warren, SECOND CLASS (209), TIME TABLE No. 129, STATIONS, SECOND CLASS (210), Side Track Capacity in Cars (45 ft.). Rows include RN call with stations WARREN and ESMONT.

RICHMOND DIVISION

GENERAL INSTRUCTIONS

SINGLE TRACK.—Eastward trains are superior to Westward trains of the same class (See Rule S-72).

D.—Maximum Speed—Except trains will be governed by signal indications and speed limit sign restrictions.

Trains to represent Nos. 41, 43 and 47 will back from Phoebus to Fort Monroe. Trains that represent Nos. 42, 46 and 48 will back from Fort Monroe to Phoebus. All will run as extras. Those backing eastward will be superior. These extras have right over Nos. 61 and 62 in both directions between Fort Monroe and Phoebus.

A.—Standard Clocks:

- Phoebus..... Telegraph office.
Old Point Junction..... Telegraph office.
Old Point Junction..... Yard office.
Fulton..... Yard office.
Fulton..... Engine Inspector's office.
Richmond (M. St. Sta.)..... Telegraph office.
Richmond (M. St. Sta.)..... Sta. Masters office.
Gordonsville..... Telegraph office.
Charlottesville..... Telegraph office.
Charlottesville..... Round House.
Potomac Yard..... Round House.
Washington..... Sta. Masters office.
Washington..... Ivy City Shops.
Strathmore..... Telegraph office.
Gladstone..... Telegraph office.
Gladstone..... General Foreman's office.

B.—Bulletin Books and Watch Register Blanks.

- Phoebus..... Telegraph office.
Old Point Junction..... Yard office.
Fulton..... Yard office.
Fulton..... Engine Inspector's office.
Richmond (M. St. Sta.)..... Sta. Masters office.
Richmond (17th St.)..... Yard office.
Richmond (2nd St.)..... Yard office.
Charlottesville..... Yard office.
Charlottesville..... Round House.
Potomac Yard..... Round House.
Washington..... Sta. Masters office.
Washington..... Ivy City Shops.
Strathmore..... Telegraph office.
Gladstone..... Telegraph office.
Gladstone..... General Foreman's office.

Train Registers:

- Fort Monroe..... Telegraph office.
Phoebus..... Telegraph office.
Old Point Junction..... Yard office.
Newport News..... Baggage office.
Fulton..... Yard office.
Richmond (M. St. Sta.)..... Sta. Masters office.
Charlottesville..... Telegraph office.
Strathmore..... Telegraph office.
Gladstone..... Telegraph office.

C.—Yard Limits (designated by "Yard Limit" boards).

- Phoebus..... Gordonsville
Newport News..... Charlottesville
Fulton..... Gladstone
Richmond..... (See Rule 93.)

Table with columns: Locations and Conditions, Passenger Trains, Freight Trains (Time, Other). Rows include Peninsula Sub-division, Piedmont Sub-division, Rivanna Sub-division, Washington Sub-division, Virginia Air Line Sub-division, and various conditions like 'On tangents', 'On curves', 'Trains handling C. & O. derrick cars enroute to scene of accidents'.

Passenger trains will make a running test of air brakes at a point one mile west of Newport News passenger station, and will not pass through crossover just west of passenger station or enter the passenger station running to exceed ten (10) miles per hour.

E.—Junctions and crossings—

- Rivanna Jct..... Junction Rivanna Sub-division. (Interlocked.)
Doswell..... Crossing R. F. & P. R. R. (Interlocked.)
Gordonsville..... Junction Washington Sub-division (Interlocked.)
Orange..... Junction Southern R'y. (Interlocked.) and Virginia Central R. R.
Lindsay..... Junction V. A. L. Sub-division.
Bremo..... Junction Buckingham Sub-division.
Strathmore..... Junction V. A. L. Sub-division.
Warren..... Junction Alberene Sub-division.
Esmont..... Junction N. & A. R'y.

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

G.—When required to take siding, a train will enter at first switch of the passing siding.

When trains are given orders to meet at Bremo, Strathmore, Greenway or A. R. Cabin, the end of two tracks is to be understood as the designated meeting point unless the train orders direct otherwise.

H.—Two Tracks.

- Newport News to A. R. Cabin (Richmond).
Rivanna Jct. to Westham.
Bremo to Strathmore.
Greenway to east end Gladstone yard.



# RICHMOND DIVISION GENERAL INSTRUCTIONS—Continued

## Rules Governing the Movement of Trains with the Current of Traffic on Two or More Tracks by Means of Block Signals:

Trains will run with the current of traffic and will be governed by Automatic Block Signals, Interlocked Block Signals and Manual Block Signals, the indications of which will supersede time table superiority (See Rules D-151, D-152, D-251 (a) to D-254, inc., 281 to 293 (a), inc., 305 to 373, inc., 505 to 521 (a), inc., and 605 to 671, inc.)

Operators will not display clear signals for inferior trains on the time of, or within 20 minutes of the time of superior trains, without authority from the Train Dispatcher. When signals are displayed at "STOP" and a superior train following is due within 20 minutes, train will clear the block as quickly as practicable.

I.—The single track between Charlottesville and Orange is governed by Automatic Block Signals and Train Control. When passing an automatic or interlocking signal other than dwarf signal (except dwarf signal VM-03 at Orange), displaying any indication other than "Clear," the engineman must make an acknowledgement when the receiver is about to pass over the inductor, in order to avoid an automatic brake application. Enginemen must not make an acknowledgement until after signal indication has been observed and is being obeyed. Release of brakes after automatic stop application, before train comes to a full stop, is prohibited. When automatic train stop device on locomotives in automatic train control territory becomes inoperative such trains will operate at medium speed to first point of communication. Train will then proceed in accordance with instructions from the Train Dispatcher and will be operated under manual and automatic block signal rules. Dispatcher will make notation on train sheet and copy in the Dispatchers' book the instructions given. The Automatic Block Signals and Train Control do not supersede time-table or train order superiority, or supersede rules contained in Book of Rules dated October 18, 1931.

On main tracks not covered by other block systems, manual block will be operated.

J.—Trains may be started without orders, and will run as extras—  
Westward from Newport News.  
Westward from Old Point Junction.  
Eastward from Richmond.  
Eastward from R. Cabin.  
Westward trains may be started from R. Cabin without orders under current of traffic rules and will receive Running Orders at Westham or J. N. Tower (Richmond).  
Fulton helper and shifting engines will work as extras daily (day and night) between R. Cabin and Fort Lee, protecting at all times against other extras.

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

L.—Location and length of Turntables:  
Washington, D. C.-----100 feet  
Potomac Yard-----105 feet  
Phoebus-----70 feet  
Fulton-----115 feet  
Richmond (17th St.)-----70 feet  
Charlottesville-----100 feet  
Dillwyn-----56 feet

M.—Location of "Y" tracks; length of tail track:  
Old Point Junction-----Any  
Doswell (joint with R. F. & P. R. R.)-----Any  
Gordonsville-----Any  
Strathmore-----193 feet  
Gladstone-----230 feet

N.—(a) On two track divisions or sub-divisions, extras will not display classification signals.  
(b) On single track divisions or sub-divisions, where freight trains are scheduled in both directions, extras will display classification signals in both directions.  
(c) On single track divisions or sub-divisions, where freight trains are scheduled in one direction, extras will display classification signals in the direction only that freight trains are scheduled. (See Rule 21 (a).)

O.—Employes who witness or have any knowledge whatever of an accident must not give information of the same to attorneys, the injured person, or anyone else, except this Company's officers and Claim Agents, unless legally required. Persons seeking information should be referred to the General Claim Agent.

## SPECIAL INSTRUCTIONS

Flag Stops—	
Ellerson-----	
Pottomoi-----	
Ashcake-----	
Cady-----	
South Anna-----	
North Anna-----	f16, 30 and 41.
Noel-----	
Holliday-----	
Temam-----	
Bumpas-----	
Buckner-----	
Pendleton-----	
Green Springs-----	f16, 30 and 47.
Melton-----	
Rugby-----	f16 and 47.
Whitlock-----	
Thelma-----	f402 and 405.
Cross Roads-----	
Bosher-----	
Tuckahoe-----	
Manakin-----	
Boscobel-----	
State Farm-----	
Thorncliff-----	
Ben Lomond-----	
West View-----	
Stokes-----	f9, 10, 11 and 12.
Island-----	
Rivanna-----	
Shores-----	
Payne-----	
Hatton-----	
Highland-----	
Midway-----	
Buffalo Station-----	
Caskie-----	
Boiling Springs-----	f209 and 210.
Dawson Mill-----	
New Canton-----	
Bridgeport-----	f307 and 308.
Penlan-----	
Alpha-----	
Flag Stops.—To receive or discharge revenue passengers.	
Chickahominy-----	41, 43, 46 and 47.
Ellerson-----	
Atlee-----	
Pottomoi-----	
Ashcake-----	
Peake-----	
Cady-----	
Hanover-----	
Wickham-----	
South Anna-----	
Doswell-----	43, 46 and 47.
Verdon-----	
North Anna-----	
Noel-----	
Hewlett-----	
Holliday-----	
Temam-----	
Beaver Dam-----	
Tyler-----	
Bumpas-----	
Buckner-----	
Frederick Hall-----	
Pendleton-----	
Mineral-----	
Louisa-----	
Trevilian-----	43 and 46.
Green Spring-----	
Melton-----	
Lindsay-----	
Cobham-----	43.
Campbell-----	43 and 46.
Rugby-----	
Keswick-----	43.
Shadwell-----	43 and 46.

# RICHMOND DIVISION SPECIAL INSTRUCTIONS—Continued

No. 1.—Alexandria-----{To receive revenue passengers for Ashland or beyond.

No. 2.—Gordonsville-----{To receive revenue passengers for Washington or beyond.

Orange-----

Culpeper-----

Calverton-----

Manassas-----

Alexandria-----

No. 3.—Manassas-----{To discharge revenue passengers from Hinton or beyond.

Orange-----

Nos. 4 and 44.—Gordonsville-----{To receive revenue passengers for Washington or beyond.

Orange-----

Culpeper-----

Calverton-----

Manassas-----

No. 5.—Culpeper-----{To receive revenue passengers for Gordonsville or beyond.

Cobham-----

Keswick-----

{To discharge revenue passengers from Washington or beyond.

No. 6.—Keswick-----{To discharge revenue passengers from points west of Clifton Forge.

No. 42.—Stations between Charlottesville and Richmond-----{To discharge revenue passengers from points west of Charlottesville.

Louisa-----

Hanover-----

Frederick Hall-----

No. 48.—Toano-----

{To receive revenue passengers for Richmond and beyond.

{Sundays only.

{To receive revenue passengers for Richmond and beyond.

{Sundays only.

{To discharge revenue passengers from beyond Richmond.

Trains will be governed by timetable and rules of the Southern Railway Company between Orange and A. F. Block Station, by the timetable and rules of the R. F. & P. Railroad between A. F. Block Station and R. O. Block Station, by the time table and rules of the Pennsylvania Railroad (Washington Yard), between R. O. Block Station and V. U. Interlocking Station, and by the time table and rules of the Washington Terminal Company between V. U. Interlocking Station and C. Interlocking Station. When trains consisting of 25 or more loaded cars are stopped for coal or water, the engine must be detached, in compliance with Rule 103 (a).

## SPEED SCHEDULE

TIME PER MILE.	Miles per Hour.	TIME PER MILE.	Miles per Hour.	TIME PER MILE.	Miles per Hour.
0 min. 48 sec-----	75.0	1 min. 40 sec-----	36.0	3 min. 20 sec-----	18.0
0 " 49 "-----	73.5	1 " 45 "-----	34.3	3 " 25 "-----	17.5
0 " 50 "-----	72.0	1 " 50 "-----	32.7	3 " 30 "-----	17.1
0 " 51 "-----	70.6	1 " 55 "-----	31.3	3 " 35 "-----	16.7
0 " 52 "-----	69.2	2 " 0 "-----	30.0	3 " 40 "-----	16.3
0 " 53 "-----	67.8	2 " 5 "-----	28.8	3 " 45 "-----	16.0
0 " 54 "-----	66.7	2 " 10 "-----	27.7	3 " 50 "-----	15.6
0 " 55 "-----	65.4	2 " 15 "-----	26.6	3 " 55 "-----	15.3
0 " 56 "-----	64.3	2 " 20 "-----	25.7	4 " 0 "-----	15.0
0 " 57 "-----	63.2	2 " 25 "-----	24.8	4 " 17 "-----	14.0
0 " 58 "-----	62.1	2 " 30 "-----	24.0	4 " 36 "-----	13.0
0 " 59 "-----	61.0	2 " 35 "-----	23.2	5 " 0 "-----	12.0
1 " 0 "-----	60.0	2 " 40 "-----	22.5	5 " 27 "-----	11.0
1 " 5 "-----	55.4	2 " 45 "-----	21.8	6 " 0 "-----	10.0
1 " 10 "-----	51.4	2 " 50 "-----	21.1	6 " 40 "-----	9.0
1 " 15 "-----	48.0	2 " 55 "-----	20.6	7 " 30 "-----	8.0
1 " 20 "-----	45.0	3 " 0 "-----	20.0	8 " 34 "-----	7.0
1 " 25 "-----	42.3	3 " 5 "-----	19.4	10 " 0 "-----	6.0
1 " 30 "-----	40.0	3 " 10 "-----	18.9	12 " 0 "-----	5.0
1 " 35 "-----	37.9	3 " 15 "-----	18.4		



**RICHMOND DIVISION**  
**SPECIAL INSTRUCTIONS—Continued**  
**SURGICAL STAFF**

STATION.	NAME.	OFFICE ADDRESS.	TELEPHONE No.
Richmond, Va.	W. T. Oppenheimer, (Chief Surgeon)	321 W. Grace	Dial 4—0721.
	W. S. Hodnett (Oculist)	2nd and Franklin Streets	Dial 3—0027.
	H. S. McLean	401 W. Grace St.	Dial 3—2853.
	Wm. Russell Jones	2701 Grove Ave.	Dial 5—1854.
	St. Julian Oppenheimer	1029 West Grace Street	Dial 4—0721.
	W. T. Oppenheimer, Jr.	321 West Grace Street	Dial 3—2627.
	A. L. Herring	407 West Grace Street	Dial 3—2853.
	R. S. Herring	401 West Grace Street	Dial 3—2853.
	E. LeRoy Kellum	401 West Grace Street	Dial 3—2853.
	C. M. Caravati	807 West Franklin Street	Dial 4—1421.
Fulton, Va.	B. L. Phillips	3900 Williamsburg Ave.	Dial 3—7921.
Hampton, Va.	Paul J. Parker	22 S. King St.	812.
Norfolk, Va.	Southgate Leigh, Jr.	712 Botetourt Street	24665.
Newport News, Va.	M. H. Todd	712 Botetourt Street	Norfolk 24665.
	E. R. Martin	3208 West Avenue	836.
	F. A. Sinclair	129 28th Street	1710.
	Aaron Jeffrey	134 32nd St.	204.
Hilton Village, Va.	Clarence Porter Jones	3117 West Avenue	428.
	H. W. Curtis	Hilton Village, Va.	377-J.
	B. I. Bell	Jamestown Road	69.
	Edward B. Kilby	Toano, Va.	223.
	A. B. Gravvatt	Ellerson, Va.	Two short, three long.
	J. A. Wright	Doswell, Va.	Two long, two short.
	A. E. Murray	Beaver Dam, Va.	One long, four short.
	E. A. Terrell	Frederick Hall, Va.	One long, one short.
	H. W. Judd	Mineral, Va.	Louisa—Mutual.
	H. S. Daniel	Louisa, Va.	Call Central.
Gordonsville, Va.	W. C. Mason	Gordonsville, Va.	78-I.
	M. L. Rea	201 E. High St.	62.
	Fletcher Woodward	104 Market St.	33.
	H. S. Hedges	104 Market St.	33.
	C. Tunstall	2nd and Market St.	142.
	Dan. O. Nichols	402 Park St.	716.
	Dudley C. Smith	University Hospital	548.
	J. E. Wood	University Hospital	548.
	J. W. Mankin	3311 13 N. W.	Franklin 7010.
	S. B. Moore	811 Prince St.	228.
Charlottesville, Va.	Granville Eastham	Culpeper, Va.	244.
	L. Holliday	Orange, Va.	3Q.
	W. J. West	State Farm, Va.	338.
	N. P. Snead	Pemberton, Va.	80.
	F. J. Clements	Fork Union, Va.	Palmyra 37-F-11.
	Perkins Glover	Arvonnia, Va.	Four long, four short.
	L. R. Stinson	Scottsville, Va.	45.

Aubrey O'Herron..... Division Freight Agent .....Richmond, Va.

L. C. SPENGLER	Sup't Newport News and Norfolk Terminals	Newport News, Va.
C. E. ALDERSON	Asst. Sup't, Newport News and Norfolk Terminals	Newport News, Va.
E. A. COOKE	Terminal Train Master, Newport News and Norfolk Terminals	Newport News, Va.
P. P. CRAWFORD	Assistant Superintendent	Richmond, Va.
E. W. LACY	Train Master, Peninsula, Rivanna, Buckingham and Alberene Sub-divisions	Richmond, Va.
R. N. BEGIEN, Jr.	Train Master, Piedmont, Washington and Virginia Air Line Sub-divisions	Charlottesville, Va.
T. C. DAVIS	Terminal Train Master	Richmond, Va.
C. C. PERKINS	Road Foreman of Engines, Peninsula Sub-division and Newport News and Norfolk Terminals	Richmond, Va.
G. N. LARSON	Road Foreman of Engines, Rivanna, Buckingham and Alberene Sub-divisions	Richmond, Va.
P. D. WHITE	Road Foreman of Engines, Piedmont, Washington and Virginia Air Line Sub-divisions	Charlottesville, Va.
J. E. LEAKE	Chief Train Dispatcher	Richmond, Va.
J. W. KNAPP, Jr.	Division Engineer	Richmond, Va.