

THE CHESAPEAKE AND OHIO RAILWAY COMPANY

EASTERN REGION

NEWPORT NEWS & NORFOLK TERMINAL DIVISION

RICHMOND DIVISION

CLIFTON FORGE DIVISION

TIMETABLE NO. 152

To Take Effect 12:01 A.M. (Eastern Time)

SUNDAY, APRIL 26, 1964

DESTROY ALL TIMETABLES OF PREVIOUS DATE

Read The Instructions

FOR INFORMATION OF EMPLOYEES ONLY

Trains run on Eastern Standard Time

R. N. BEGIEN, Jr.,
Regional Vice-President.

R. G. McGEHEE,
Assistant to Regional Vice-President.

C. S. SAVAGE,
Superintendent,
Newport News and Norfolk Terminal Division.

W. S. BUTLER,
Superintendent, Richmond Division.

W. S. BUTLER,—K. R. KETCHAM
Superintendent, Clifton Forge Division.

E. G. McDOUGLE,
General Superintendent Transportation.

G. C. PHILLIPS,
Superintendent Transportation.

Book of Rules, Dated October 26, 1958, Governs

DIVISION OFFICERS

NAME AND LOCATION	TITLE	TERRITORY
NEWPORT NEWS:		
E. A. Williams	Asst. Supt.	} NN&NT Div. } NN&NT Div. & Pen. SD
W. H. Pollard	DE	
A. L. Bollinger	TM	
L. N. Phillips	ATM	
A. W. Dudley, Jr.	ATM	
D. J. O'Brien	ATM-ARFE	
RICHMOND:		
G. E. Kleykamp	Asst. Supt.	} Richmond Div.
A. B. Cornell, Jr.	CTD	
P. R. Matthews	DE	
R. K. Shortt	ADE	} Peninsula SD } NN&NT Div., Pen., Riv., & } B'ham. SD's } Richmond Term.
S. Plumley	TM	
J. A. Nuttycombe	RFE-ATM	} Riv. & B'ham. SD's
R. O. Hicks	TTM	
J. F. Bickers, Jr.	TM	
R. C. Tribble	ARFE-ATM	
CHARLOTTESVILLE:		
W. H. Barksdale	TM	} Pied., Wash & VAL SD's } Richmond Div.-Mtn. SD- } Chville Yard
M. E. Sandridge	RFE-ATM	
W. A. French, Jr.	ATM	
CLIFTON FORGE:		
B. P. Knight, Jr.	Asst. Supt.	} Clifton Forge Div.
D. E. Withrow, Jr.	CTD	
W. M. Dowdy	DE	
A. C. Trimble	ADE	
C. D. Keller	ATM	
J. W. Shires	TM	} Mtn SD, Chville & C Forge Yards
R. E. Tomlin	RFE-ATM	
J. W. Cowherd, III	ATM	} JR & Lex SD's
R. H. Bradley	TM	
E. C. Meador	RFE-ATM	} Alleg, Hot Spgs & G'Br SD's
C. H. Booker, Jr.	TM	
A. M. Helmtoller	RFE-ATM	

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Note.—Additional instructions relating to regular trains may be found on Schedule Pages.

FIRST CLASS

TIMETABLE No. 152

In Effect Sunday,
April 26, 1964

STATIONS

47 Daily		41 Daily		43 Daily		
L	AML	PM L	PM			
	830	250	755		NEWPORT NEWS	1.3
	833	253	758		X. A. Cabin	2.5
s	840	s 300	s 806		H. R. Tfr.(EEDT)	13.5
s	853	s 314	s 820		Lee Hall	9.6
s	905	s 326	s 835		Williamsburg	7.3
	913	334	843		Norge	17.0
	930	350	900		Providence Forge	21.9
	950	410	921		R. Cabin	1.7
	1000	420	930			
.....		450	1030		RICHMOND	1.2
.....		452	1032		A. R. Cabin(WEDT)	1.6
.....		455	1035		Sandco	3.9
.....		457	1037		Ellerson	3.0
.....		502	1042		Atlee	8.5
.....		510	1050		Hanover	5.2
.....		515	1055		South Anna	4.0
.....		520	1100		Doswell	5.6
.....		527	1107		Noel	2.5
.....		529	1109		Hewlett	4.5
.....		534	1114		Beaver Dam	5.0
.....		539	1119		Bumpass	5.2
.....		544	1124		Frederick Hall	6.2
.....		550	1130		Mineral (30)	5.8
.....	c 556		1136		Louisa (30)	4.5
.....	601		1141		Trevilian	9.4
.....	s 614		s 1154		GORDONSVILLE	
A	AM A	PM A	PM			

On single track, unless otherwise provided, eastward trains are superior to westward trains of the same class. (See Rule S-72.)

c-To let off revenue passengers from points east of Richmond or to receive revenue passengers for Staunton or beyond.

FIRST CLASS

42 Daily		46 Daily		48 Daily	
A	AM	A	PM	A	PM
	1015		451		900
	1003		438		848
	s 1000		s 435		s 844
	s 945		s 421		s 830
	s 930		s 406		s 815
	915		356		805
	900		341		750
.....		
	835		315		725
	805		257		.....
	756		244		.....
.....		
.....		
	c 745		233		.....
	c 736		223		.....
	c 731 ⁵³		218		.....
	c 727		214		.....
	c 721		209		.....
.....		
	c 714		203		.....
	c 708		158		.....
	c 703		153		.....
	c 656		147		.....
	d 650		142		.....
	c 645		138		.....
	ce 634		128		.....
L	AM L	L	PML	L	PM

c-No. 42 will stop at stations between Charlottesville and Richmond, except Louisa and Cady, to discharge revenue passengers from Ashland or beyond.

d-To receive revenue passengers for Richmond or beyond. To discharge revenue passengers from points west of Charlottesville.

e-Gardonsville-To receive revenue passengers for Richmond or beyond.

SECOND CLASS

TIMETABLE No. 152

53
Tues., Thurs.,
Sat.

795
Daily

In Effect Sunday, April 26, 1964

STATIONS

L	AML	PM		
.....	.....	.....	R. CABIN	1.7
.....	.....	.....	Richmond	1.2
.....	.....	.....	A. R. Cabin(WEDT)	1.6
618	1058	.....	Sandco	6.9
640	1110	.....	Atlee	8.5
704	1125	.....	Hanover	5.2
731⁴²	1133	.....	South Anna	4.0
800	1142	.....	Doswell	5.6
822	1152	.....	Noel	7.0
850	1204	.....	Beaver Dam	5.0
900	1214	.....	Bumpass	5.2
930	1222	.....	Frederick Hall	6.2
1000	1233	.....	Mineral	③ 5.8
1030	1243	.....	Louisa	③ 4.5
1045	1253	.....	Trevilian	9.4
1115	110	.....	GORDONSVILLE	
A	AMA	AM		

On single track, unless otherwise provided, eastward trains are superior to westward trains of the same class. (See Rule S-72.)

SECOND CLASS

794

Daily

54Mon., Wed.,
Fri.

A	AM	A	PM
.....		
.....		
.....		
	607		1242
	555		1230
	540		1213
	530		1200
	520		1150
	508		1130
	457		1050
	448		1041
	438		1026
	427		953
	416		935
	407		925
	350		900
L	AML		AM

MOUNTAIN AND WASHINGTON SUBDIVISIONS WESTWARD

TIMETABLE No. 152		FIRST CLASS							
In Effect Sunday, April 26, 1964		43 Daily		3 Daily		41 Daily		1 Daily	
STATIONS		L		PML		L		PML	
<i>Washington</i>	8.2			<i>1040</i>				<i>450</i>	
<i>Alexandria</i>	76.5			s <i>1058</i>				s <i>508</i>	
ORANGE (12)	9.2			d <i>1228</i>				ci <i>629</i>	
Gordonsville	4.8	s <i>1154</i>		s <i>1241</i>		s <i>614</i>		k <i>639</i>	
Lindsay	16.2								
CH'VILLE (10)	0.9	1231		109		645		706	
				156				728	
Ch'ville U. S.	6.6			159 ⁴⁹²				730	
Ivy	5.9			209				739	
Crozet	4.6			215				745	
Greenwood	4.5			223				753	
Afton	3.8			230				801	
Basic	0.1			235 ⁴⁹²				806	
W'boro U. S.	0.7			s 248				s 815	
Waynesboro	5.0			250				817	
Fishersville	4.0			255				821	
Brand	3.4			300 ⁴⁹⁰				826	
Staunton	7.9			s 326				s 839	
Swoope	15.4								
Craigsville	9.0								
Goshen	6.3								
Millboro	16.3								
J. D. Cabin (EEDT)	1.3			436				939	
CLIFTON FORGE				444				948	
		A	AMA	A	AMA	A	PMA	A	PM

On single track, unless otherwise provided, eastward trains are superior to westward trains of the same class. (See Rule S-72.)

c—To receive revenue passengers for Ashland or beyond.

d—To receive revenue passengers for Waynesboro or beyond.

k—Friday only. To discharge revenue passengers.

i—Friday and Saturday only. To discharge revenue passengers.

The times shown in italics at Washington and Alexandria convey no timetable authority and are for information only. (See T.T.S.I. A-2.)

FLAG STATION SIGNAL.—Color light signals, arranged to display white indication, for use instead of white flag or white lantern signals, are located as shown below:

GOSHEN Eastward. GOSHEN—Westward. CRAIGSVILLE—Eastward.

SIGNAL ASPECT AND INDICATION:

ASPECT—White.

INDICATION—Stop at Flag Station indicated on Schedule, per Rule 28.

MOUNTAIN AND WASHINGTON SUBDIVISIONS EASTWARD

TIMETABLE No. 152		FIRST CLASS							
In Effect Sunday, April 26, 1964		42		2		4		46	
STATIONS		Daily		Daily		Daily		Daily	
		A	AMA	A	AMA	PMA	A	PM	
<i>Washington</i>	8.2	.....		800		335		.....
<i>Alexandria</i>	76.5	.....	s	736		316	s	.....
ORANGE (12)	9.2	.....		612		132	s	.....
Gordonsville	4.8		634	c	600		118	s	128
Lindsay	16.2	.....						.....
CH'VILLE (10)			610		537		1252		102
	0.9	.....			510		1222	.....
Ch'ville U. S.	6.6	.....			507		1219	.....
Ivy	5.9	.....			457		1207	.....
Crozet	4.6	.....			451	k	1201	.....
Greenwood	4.5	.....			444		1155	.....
Afton	3.8	.....			437		1148	.....
Basic	0.1	.....			432		1143	.....
W'boro U. S.	0.7	.....	s		431	s	1142	.....
Waynesboro	5.0	.....			424		1132	.....
Fishersville	4.0	.....			419 ⁴⁹⁵		1127	.....
Brand	3.4	.....			415		1123	.....
Staunton	7.9	.....	s		410	s	1118	.....
Swoope	15.4	.....			350		1047	.....
Craigsville	9.0	.....			332		1028	.....
Goshen	6.3	.....			322		1018	.....
Millboro	16.3	.....			316		1011	.....
J. D. Cabin (EEDT)	1.3	.....			256		951	.....
CLIFTON FORGE		.....			253		948	.....
		L	AML	AML	AML	AML	PM		

On single track, unless otherwise provided, eastward trains are superior to westward trains of the same class. (See Rule S-72.)

No. 42—Stations between Charlottesville and Richmond (except Louisa and Cady), to discharge revenue passengers from Ashland or beyond.

Goshen—Flag stop for No. 4 for mail only.

The times shown in italics at Washington and Alexandria conveys no timetable authority and are for information only. (See T.T.S.I, A-2.)

s—Indicates stops.

c—To receive revenue passengers for Washington or beyond.

f—Flag stops.

g—To discharge revenue passengers from Hinton or beyond.

k—To discharge revenue passengers from Cincinnati and Columbus or beyond.

MOUNTAIN SUBDIVISION

WESTWARD

TIMETABLE No. 152

SECOND CLASS

In Effect Sunday,
April 26, 1964

495 Daily	55 Daily Ex. Sun.	491 Daily	493 Daily
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STATIONS

		L	AML	AML	PML	PM
CH'VILLE ⑩	0.9	230	800	115	257	
Ch'ville U. S.	6.6	235	805	120	302	
Ivy	5.9	248	820	132	314 ⁴⁹⁴	
Crozet	4.6	258	840	140	328	
Greenwood	4.5	313 ⁴⁹²	850	150	338	
Afton	3.8	328 ⁴⁹⁰	905	200	348	
Basic	0.8	336	915	205	355	
Waynesboro	5.0	405	930	209	410	
Fishersville	4.0	419 ²	949	217 ⁴⁹⁴	418	
Brand	3.4	430	955	224	424	
Staunton	56.2	444	1010	231	431	
CLIFTON FORGE		615	1245	430	630	
		A	AMA	AMA	PMA	PM

MOUNTAIN SUBDIVISION

EASTWARD

TIMETABLE No. 152

SECOND CLASS

In Effect Sunday,
April 26, 1964

492 Daily	490 Daily	56 Daily Ex. Sun.	494 Daily
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STATIONS

		A	AMA	AMA	PMA	PM
CH'VILLE ⑩	0.9	350	410	110	330	
Ch'ville U. S.	6.6	343	406	103	323	
Ivy	5.9	330	353	1248	314 ⁴⁹³	
Crozet	4.6	320	343	1229	304	
Greenwood	4.5	313 ⁴⁹⁵	336	1213	259	
Afton	3.8	305	328 ⁴⁹⁵	1205	251	
Basic	0.8	235 ³	322	1159	245	
Waynesboro	5.0	225	319	1149	224	
Fishersville	4.0	218	308	1141	217 ⁴⁹¹	
Brand	3.4	212	300 ³	1135	210	
Staunton	56.2	207	243	1130	205	
CLIFTON FORGE		1230	115	900	1215	
		L	AML	AML	AML	PM

On single track, unless otherwise provided, eastward trains are superior to westward trains of the same class (See Rule S-72.)

ALLEGHANY SUBDIVISION

WESTWARD

TIMETABLE No. 152		FIRST CLASS			
In Effect Sunday, April 26, 1964					
STATIONS		3 Daily	303 Daily Mixed	301 Daily	1 Daily
		L AML	L AML	L PML	L PM
CLIFTON FORGE	12.3	503	615	820	956
Covington	22.1	s 526	s 645	837	s 1016
		.....	.....	1225	.....
W. S. Sprgs.	10.8	s 611	.....	100	s 1056
Ronceverte	13.2	s 636	.....	.....	d 1115
Alderson (15)	13.6	s 657	.....	.....	c 1132
Hilldale	7.5	713	.....	.....	1147
HINTON		s 727	.....	.....	s 1201
		A AM	A AM	A AM	A AM

ALLEGHANY SUBDIVISION

EASTWARD

TIMETABLE No. 152		FIRST CLASS			
In Effect Sunday, April 26, 1964					
STATIONS		2 Daily	4 Daily	310 Daily Mixed	302 Daily
		A AMA	A AMA	A AMA	A AM
CLIFTON FORGE	12.3	s 241	s 937	s 1052	225
Covington	22.1	222	s 916	s 1022	.....
W. S. Sprgs.	10.8	s 151	s 835	.....	130
Ronceverte	13.2	d 134	s 815	.....	.....
Alderson (15)	13.6	114	s 749	.....	.....
Hilldale	7.5	100	728	.....	.....
HINTON		1250	718	.....	.....
		L AML	L AML	L AML	AM

c-No. 1—Alderson to discharge revenue passengers from Charlottesville or beyond and to receive revenue passengers for Ashland or beyond.

FLAG STOPS for Nos. 303 and 310:

Low Moor

Steele

Mallow

d—Nos. 1 and 2, Ronceverte regular stop for exchange of U. S. mails.

FIRST CLASS		TIMETABLE No. 152 In Effect Sunday, April 26, 1964	FIRST CLASS		
303 Daily Mixed	305 Daily		310 Daily Mixed	306 Daily	
L	AML		A	AMA	
	PM			AM	
655	847	COVINGTON	2.8	s 1017	1205
f 706	.....	Intervale	8.1	f 1002	1150
f 723	.....	Falling Spring	4.2	f 942	.....
f 733	.....	Jenkins Ford	4.0	f 932	.....
f 741	.....	Callison	3.0	f 922	.....
f 750	.....	Bacova Junction	2.7	f 912	.....
800	950	HOT SPRINGS		902	1100
A	AM		L	AML	PM
		No. 303 is superior to No. 310 Covington to Hot Springs			
		No. 305 is superior to No. 306 Covington to Hot Springs			

On single track, unless otherwise provided, eastward trains are superior to westward trains of the same class (See Rule S-72.)

Not shown on schedule—Flag Stops for No. 303:

Clearwater Park	Natural Well
Camp Appalachia	Kincaid

Not shown on schedule—Flag Stops for No. 310:

Clearwater Park	Harrington	Camp Appalachia
Natural Well	Kincaid	

Distance	Passing Siding Capacity in Cars (50 ft.)	HAMPTON SUBDIVISION		OFFICE HOURS		Office Call	Jct. or Crossing
		STATIONS		From	To		
0.0	.....	FORT MONROE	1.1	.....	.....	.....	.....
1.1	7	Phoebus	1.8	.....	.....	.....	.....
2.9	6	Hampton	0.4	.....	.....	HM	.....
3.3	22	Langley Field	5.6	.....	.....	.....	.....
8.9	Yard y	X. A. CABIN		C	C	XA	N. News
NEWPORT NEWS SUBDIVISION							
10.2		NEWPORT NEWS	1.3	.....	.....	NS	.....
11.5	Yard y	X. A. Cabin	2.5	C	C	XA	Ham
14.0		HAMPTON ROADS TRANSFER(EEDT)		.....	.....	.....	Pen'sla
PENINSULA SUBDIVISION							
.....	Yard y	HAMPTON ROADS TRANSFER(EEDT)	2.4	.....	.....	.....	N. News
16.4	.....	Morrison	8.6	.....	.....	MN	.....
25.0	..... y	Amoco	2.5	.....	.....	.....	.....
27.5	§133	Lee Hall	9.6	800 A	500 P	JM	.....
37.1	e147	Williamsburg	3.0	.....	.....	WM	.....
40.1	.....	Magruder	4.3	.....	.....	CB	.....
44.4	e124 w135	Norge	17.0	C	C	UG	.....
61.4	e 96 w131	Providence Forge	21.9	* 745 A	445 P	FG	.....
83.2	t	R. Cabin	1.2	C	C	R	.....
84.4	Yard	Rivanna Jct.	0.3	.....	.....	.....	Rivanna
84.7		RICHMOND		C	C	DO	Piedmont
PIEDMONT SUBDIVISION							
84.7	Yard	RICHMOND	1.5	C	C	DO	Pen'sla
86.2	t	A. R. Cabin(WEDT)	1.6	.....	.....	.....	.....
87.8	.....	Sandco	6.9	.....	.....	.....	.....
94.7	56	Atlee	8.5	.....	.....	.....	.....
103.2	83	Hanover	5.2	.....	.....	HA	.....
108.4	56	South Anna	4.0	.....	.....	.....	.....
112.4	53 y	Doswell	5.6	.....	.....	HN	RF&P
118.0	67	Noel	7.0	.....	.....	.....	.....
125.0	48	Beaver Dam	5.0	* 730 A	430 P	BD	.....
130.0	60	Bumpass	5.2	.....	.....	.....	.....
135.2	50	Frederick Hall	6.2	.....	.....	FH	.....
141.4	49	Mineral	5.8	See Note	See Note	SV	.....
147.2	61	Louisa	4.5	† 800 A	500 P	CU	.....
151.7	56	Trevilian	9.4	.....	.....	ON	.....
161.1	84 y	GORDONSVILLE		C	C	G	Wash

NOTE.—545A-800A, 1005A-1100A, 12 Noon-245P—Daily except Sat. and Sun.
545A-1100A, 12 Noon-245P—Sat. only.

§—On No. 1 Track.

C—Continuous.

†—Daily except Sun.

*—Daily except Sat. and Sun.

Distance	Passing Siding Capacity in Cars (50 ft.)	WASHINGTON SUBDIVISION		OFFICE HOURS		Office Call	Jct. or Crossing	
		STATIONS		From	To			
0.0	.....	†	WASHINGTON	6.2	C	C	H	.....
6.2	Yard	†	Potomac Yard	2.0	C	C	YD	.....
8.2			Alexandria	76.5	.....	.....	Z	.....
84.7	.....		ORANGE	1.0	.....	.....	OH	Sou
85.7	63		South Orange	8.2	.....	.....	.....	.....
93.9	84	y	GORDONSVILLE	4.8	C	C	G	Piedmont
98.7	50		Lindsay	2.2	.....	.....	DA	VAL
100.9	.....		Cobham	2.9	.....	.....	.....	.....
103.8	39		Campbell	3.8	.....	.....	.....	.....
107.6	.....		Keswick	3.3	.....	.....	K	.....
110.9	59		Massie	4.0	.....	.....	.....	.....
114.9	Yard	†	CHARLOTTESVILLE		C	C	MO	Mtn

RIVANNA SUBDIVISION

0.0	Yard	†	R. CABIN	1.7	C	C	R	.....
1.7			RICHMOND	7.8	C	C	DO	.....
9.5	.....		Westham (WEDT)	4.2	.....	.....	VA	.....
13.7	144		Lorraine	8.3	.....	.....	.....	.....
22.0	218		Sabot	8.7	* 700 A	400 P	D	.....
30.7	.....		Maidens(EEDT)	4.2	SeeNote1	SeeNote1	J	.....
34.9	.....		Irwin (WEDT)	7.1	.....	.....	.....	.....
42.0	132		Rock Castle	7.0	.....	.....	RC	.....
49.0	164		Pemberton	4.5	* 715 A	415 P	A	.....
53.5	143		Elk Hill	4.9	.....	.....	KI	.....
58.4	132		Columbia	9.9	* 730 A	430 P	C	.....
68.3	.....		Bremo (EEDT)	2.3	† 800 A	500 P	B	B'ham
70.6	.....	y	Strathmore	1.7	C	C	SM	VAL
72.3	.....		Shores (WEDT)	6.5	.....	.....	.....	.....
78.8	131		Nicholas	2.4	.....	.....	.....	.....
81.2	84		Scottsville	6.0	* 815 A	515 P	S	.....
87.2	130		Warren	5.6	†1220 P	240 P	RN	.....
92.8	232		Howardsville	8.1	SeeNote2	SeeNote2	HN	.....
100.9	132		Warminster	9.4	.....	.....	WR	.....
110.3	130		Norwood	5.4	.....	.....	W	.....
115.7	.....		Greenway (EEDT)	5.0	.....	.....	.....	.....
120.7	Yard	y	GLADSTONE		C	C	GS	JR

V. A. L. SUBDIVISION

0.0	.....		LINDSAY	10.2	.....	.....	DA	Wash
10.2	99		Troy	10.4	.....	.....	CN	.....
20.6	71		Carysbrook	4.9	.....	.....	.....	.....
25.5	.....		Fork Union	3.8	.....	.....	.....	.....
29.3	Yard	y	STRATHMORE		C	C	SM	Rivanna

NOTE 1.—700A-1100A, 200P-400P—Daily except Sat. and Sun.

NOTE 2.—700A-1100A, 300P-400P—Daily except Sunday.

C—Continuous.

†—Daily except Sunday.

*—Daily except Saturday and Sunday.

Distance	Passing Siding Capacity in Cars (50 ft.)	BUCKINGHAM SUBDIVISION	OFFICE HOURS		Office Call	Jct. or Crossing	
			From	To			
STATIONS							
0.0	BREMO	4.0	‡ 800 A	500 P	B	Rivanna
4.0	Arvonnia	5.4	.....	.....	.....	.....
9.4	Johnson	7.0	.....	.....	.....	.....
16.4	DILLWYN	.....	.....	.....	.....	.....

JAMES RIVER SUBDIVISION

0.0	Yard	GLADSTONE	7.2	C	C	GS	Rivanna
7.2	.....	Walkerford (WEDT)	9.0	.....	.....	.....	.....
16.2	135	Joshua Falls	7.8	.....	.....	.....	.....
24.0	.....	Tyree (EEDT)	3.5	.....	.....	.....	.....
27.5	Yard	N. C. LYNCHBURG	0.9	C	C	NC	N&W,Sou
28.4	.....	Sou. Ry. Crsg. (WEDT)	2.1	.....	.....	.....	.....
30.5	96	Reusens	3.8	* 830 A	530 P	RM	.....
34.3	142	G. W. Cabin	4.8	.....	.....	.....	.....
39.1	.....	Holcomb Rock	0.3	.....	.....	RK	.....
39.4	167	Pearch	5.2	.....	.....	.....	.....
44.6	127	Waugh	1.9	.....	.....	.....	.....
46.5	.....	Big Island	0.5	.....	.....	BD	.....
47.0	144	Major	7.8	.....	.....	M	.....
54.8	.....	S. D. Cabin (EEDT)	1.6	.....	.....	.....	.....
56.4	.....	y Balcony Falls	2.8	C	C	K	Lex
59.2	.....	Nat. Bridge (WEDT)	2.9	.....	.....	VM	.....
62.1	134	Gilmore Mills	3.0	.....	.....	.....	.....
65.1	149	Alpine	6.9	.....	.....	AP	.....
72.0	140	Dillon	4.3	.....	.....	.....	.....
76.3	.....	Buchanan (EEDT)	5.0	* 700 A	400 P	BN	.....
81.3	.....	J. N. Cabin (WEDT)	1.9	.....	.....	.....	.....
83.2	139	Lyle	6.8	.....	.....	.....	.....
90.0	136	Dunn	2.6	.....	.....	.....	.....
92.6	173	y Eagle Rock	6.6	* 700 A	400 P	RA	.....
99.2	140	Haden	4.1	.....	.....	.....	.....
103.3	96	Glen Wilton	5.3	.....	.....	.....	.....
108.6	.....	Iron Gate (EEDT)	1.6	.....	.....	.....	.....
110.2	Yard	J. D. Cabin	1.3	.....	.....	JD	Mtn
111.5	.....	Wt CLIFTON FORGE	.....	C	C	F	.....

LEXINGTON SUBDIVISION

0.0	.....	LEXINGTON	1.5	* 800 A	500 P	XN	.....
1.5	.....	y East Lexington	8.1	.....	.....	AX	.....
9.6	3	Buena Vista	1.5	.....	.....	QN	N&W
11.1	.....	Loch Laird Junction	8.5	.....	.....	.....	N&W
19.6	.....	Glasgow	1.3	* 700 A	400 P	.....	N&W
20.9	.....	y BALCONY FALLS	.....	C	C	K	Jas. Riv.

C—Continuous. *—Daily except Saturday and Sunday. ‡—Daily except Sunday

Distance	Passing Siding Capacity in Cars (50 ft.)	MOUNTAIN SUBDIVISION	STATIONS	OFFICE HOURS		Office Call	Jct. or Crossing
				From	To		
0.0	Yard	CHARLOTTESVILLE	0.9	C	C	MO	Wash
0.9	18	Charlottesville U. S.	6.6	.....	.....	JC	Sou
7.5	83	Ivy	5.9	* 715 A	415 P	VY	.....
13.4	68	Crozet	4.6	* 745 A	445 P	ZX	.....
18.0	49	Greenwood	4.5	.....	.....	DG	.....
22.5	78	Afton	3.8	.....	.....	AF	.....
26.3	43	Basic	0.1	.....	.....	.....	.....
26.4	.....	Waynesboro U. S.	0.7	900 A	500 P	BS	N&W
27.1	72	Waynesboro	5.0	1000 P	600 A	WN	.....
32.1	60	Fishersville	4.0	* 730 A	430 P	FR	.....
36.1	73	Brand	1.9	.....	.....	BR	.....
38.0	.....	Easton	1.5	.....	.....	.....	.....
39.5	25 Yd.	Staunton	1.9	C	C	HD	CW
42.8	66	LaGrange	4.6	.....	.....	GA	.....
47.4	29	Swoope	1.7	.....	.....	WO	.....
49.1	88	Christian	3.5	.....	.....	CF	.....
52.6	81	North Mountain	3.8	.....	.....	MJ	.....
56.4	72	Ferrol	1.8	.....	.....	.....	.....
58.2	32	Augusta Springs	4.6	.....	.....	FX	.....
62.8	91	Craigsville	4.5	.....	.....	CI	.....
67.3	64	Bells Valley	4.5	.....	.....	BV	.....
71.8	67	Goshen	6.3	.....	.....	GO	.....
78.1	65	Millboro	6.7	.....	.....	MB	.....
84.8	75	Crane	4.0	.....	.....	CN	.....
88.8	46	Griffith	5.6	.....	.....	JW	.....
94.4	Yard	J. D. Cabin (EEDT)	1.3	.....	.....	JD	Jas. Riv.
95.7	.....	CLIFTON FORGE	.....	C	C	F	Alleg

ALLEGHANY SUBDIVISION

0.0	Yard	CLIFTON FORGE	12.3	C	C	F	Mtn.
12.3	Yard	Covington	2.6	.....	.....	CD	Hot Spgs.
14.9	c176	B. S. Cabin	5.8	.....	.....	BS	.....
20.7	.....	O. X. Cabin	8.1	.....	.....	OX	.....
28.8	§140 ¶117	Alleghany	5.6	.....	.....	A	.....
34.4	.....	White Sulphur Spgs.	0.4	.....	.....	.....	.....
34.8	¶ 85	W. S. Cabin	7.6	.....	.....	WS	.....
42.4	.....	Whitcomb	2.8	.....	.....	WD	Gr. Brier
45.2	Yard ¶244	Ronceverte	13.2	700 A	1100 P	RV	.....
58.4	.....	Alderson	0.5	.....	.....	.....	.....
58.9	§131 ¶128	A. D. Cabin	13.1	.....	.....	AD	.....
72.0	.....	Hilldale	5.2	.....	.....	MW	.....
77.2	Yard	M. X. Cabin	2.3	C	C	MX	N. Riv.
79.5	.....	HINTON	.....	C	C	HX	.....

C-Continuous.

*-Daily except Saturday and Sunday.

§-On No. 1 track.

¶-On No. 2 track.

Distance	Passing Siding Capacity in Cars (50 ft.)	HOT SPRINGS SUBDIVISION	OFFICE HOURS		Office Call	Jct. or Crossing
			From	To		
STATIONS						
0.0	Yard	COVINGTON	2.8	.....	.....	CD Alleg.
2.8	.....	Intervale	8.1	.....	.....	.....
10.9	11	Falling Spring	4.2	.....	.....	.....
15.1	13	Jenkins Ford	4.0	.....	.....	.....
19.1	2	Callison	3.0	.....	.....	.....
22.1	3	Bacova Junction	2.7	.....	.....	.....
24.8	2 †	HOT SPRINGS		*800 A	500 P	QA

GREENBRIER SUBDIVISION

0.0	.....	BARTOW	2.5	.....	.....	.....	.....
2.5	.....	y Durbin	7.5	*600 A	300 P	DR	WM
10.0	.....	Hosterman	7.4	.....	.....	.....	.....
17.4	72	Cass	9.6	*700 A	400 P	CS	ML Co.
27.0	20	Clover Lick	8.8	.....	.....	.....	.....
35.8	17	Clawson	6.2	.....	.....	.....	.....
42.0	38	Marlinton	10.3	*800 A	500 P	MO	.....
52.3	24	Seebert	7.3	.....	.....	SB	.....
59.6	45	Beard	13.7	.....	.....	.....	.....
73.3	33	Renick	3.2	*800 A	500 P	RW	.....
76.5	.....	Spring Creek	7.5	.....	.....	.....	.....
84.0	40	Anthony	12.3	.....	.....	.....	.....
96.3	.....	North Caldwell	1.8	.....	.....	.....	.....
98.1	.....	WHITCOMB		.....	.....	WD	Alleg.

*—Daily except Saturday and Sunday.

SPECIAL INSTRUCTIONS

A-1.—DESIGNATION AND USE OF MAIN TRACKS.

TRACK SECTION BETWEEN	RULES IN EFFECT	TRACK/S
Fort Monroe and XA Cabin	S-83(f), See TTSI 830-4	
Pier No. 1 and 23rd St.	93(a)	Single
23rd St. and Hampton Roads Transfer (See Note 1)	271-278	
Hampton Roads Transfer and Grove	271-278	
Grove and MP-76	D-251-D-254	
MP-76 and Fort Lee on Eastward Track		Two
MP-76 and MP-81 on Westward Track	271-278	
Fort Lee and R. Cabin on Eastward Track		

A-1.—Continued.

TRACK SECTION BETWEEN	RULES IN EFFECT	TRACK/S
MP-81 and R. Cabin on Westward Track	D-251-D-254	Two
R. Cabin and AR Cabin	271-278	
AR Cabin and Sandco	271-279(b)	
Sandco and Gordonsville	Timetable, Train Orders, 501-521	
Orange and East End Charlottesville Yard	271-278	Single
Lindsay and Whitlock		
Whitlock and Strathmore	Timetable, Train Orders, 501-521	
Rivanna Jct. and DX Cabin on Eastward Track	271-278	
DX Cabin and Westham on Eastward Track		Two
Rivanna Jct. and Westham on Westward Track	D-251-D-254	
Westham and Maidens	271-278	Single
Maidens and Irwin	271-278	Two
Irwin and MP-65	271-278	
MP-65 and Bremono	271-279(b)	Single
Bremono and Shores	271-279(b)	Two
Shores and Greenway	271-278	Single
Greenway and East End Gladstone Yard	D-251-D-254	Two
Bremono and Dillwyn	S-83(f)	Single
EEDT West End Gladstone Yard and Walkerford	D-251-D-254	Two
Walkerford and Tyree	271-278	Single
Tyree and Sou. Ry. Crossing	D-251-D-254	Two
Sou. Ry. Crossing and SD Cabin	271-278	Single
SD Cabin and Natural Bridge	D-251-D-254	Two
Natural Bridge and Buchanan	271-278	Single
Buchanan and JN Cabin	D-251-D-254	Two
JN Cabin and Iron Gate	271-278	Single

A-1.—Continued.

TRACK SECTION BETWEEN	RULES IN EFFECT	TRACK/S
Iron Gate and JD Cabin	D-251-D-254	Two
Balcony Falls and Lexington	S-83(f)	Single
East End Charlottesville Yard and Eastward Absolute Block Signal just west of Fourth Street	501-521 (See TTSI 930-7)	Single
Fourth Street Charlottesville and Eastan	Timetable, Train Orders, 501-521	
Eastan and JD Cabin (See Note 2)	271-278	Single
JD Cabin and Crossover 750 feet west of MP-277	271-278	
Crossover 750 feet west of MP-277 and Crossover just east of Jackson River Bridge, Clifton Forge	D-251-D-254	
Crossover just east of Jackson River Bridge, Clifton Forge, and East Interlocking Limits MX Cabin (See Note 2)	271-278	Two
West Interlocking Limits MX Cabin and Crossover west of Hinton Depot	D-251-D-254	
Crossover west of Hinton Depot and CW Cabin	271-278	
Covington and Hot Springs	230 and 231-233	Single
Whitcomb and Bartow	S-83(f) (See TTSI 980(e) and (f))	

Note 1.—Rules 271-279(b) are in effect on thoroughfare track between XA Cabin and eastward absolute block signals at East End Double Track, Hampton Roads transfer.

Note 2.—In addition to Rules 271-278, Rules 279(a), 279(b) and 279(c) are in effect between points designated below:

Eastan and Furniture Factory track, Staunton. Rules 279(a), (b).

Westward absolute block signals at crossovers just west of Mile Post 288 and eastward absolute block signals at west end of "BS" Cabin center passing siding. Rules 279(a), (b).

Westward absolute block signal just east of Mile Post 322 and Crossover West End Ronceverte Yard on No. 1 track and East End Ronceverte passing siding and Crossover West End Ronceverte Yard on No. 2 track. Rules 279(a), (b), (c).

Where Rules D-251 or 271 are in effect, Rules 501-521 are also in effect.

A-1.—Concluded.

Where Rules D-251, 271 or 501 are in effect, Rules 250-A, 250-B, 281-296 and 715(a)-715(f) are also in effect.

Where Rule 271 is in effect, Rules 701-712 are also in effect.

Where more than one main track is in service, tracks are numbered from North to South.

Where Rule D-251 is in effect, Rules D-151, 712-713(b) and 721(a)-721(b) are also in effect.

Where Rules 230 and 231-233, inclusive are in effect, following train and engine movements may be permitted.

A-2.—Trains and engines will use the tracks of other railroads in accordance with their timetables, rules, and regulations, or by Special Instructions as follows:

Richmond Division between:

C Tower and Virginia Tower Washington Terminal Co.
Virginia Tower and RO Tower P. R. R.
RO Tower and AF Tower R. F. & P. R. R.
AF Tower and Orange Sou. Ry.
Potomac Yard Track Potomac Yard Rules.

Clifton Forge Division between:

Glasgow and Loch Laird Jct. N. & W. Ry.
Durbin—Road Switching Limits. W. M. R. R. (See TTSI
980(e))

A-2(a).—The Pennsylvania Railroad requires Conductors and Engineers, who operate over Zone "C," Maryland Division, between Virginia Tower and RO Tower to be qualified before operating on their tracks.

P. R. R. Rule 75, requires that all Conductors and Engineers have with them the necessary timetables in which have been inserted all effective General Orders for Zone "C," and will be governed as follows:

"Conductors and Engineers, when reporting for duty, must examine the bulletin boards (or bulletin books) to see that they are familiar with all effective general orders pertaining to any portion of the general order zones on which they are qualified. They must insert a sticker copy of all general orders in their timetables, after which they must sign the employes' register in the presence of a designated employe who must personally witness the signature of each employe."

Employe registers are located as follows:

Washington, D. C. . . . Shops and Station Master's Office.
Charlottesville, Va. . . Yard Office and General Foreman's
Office.
Clifton Forge, Va. . . . Yard Office.

30.—STANDARD CLOCKS, WATCH REGISTER FORMS, BULLETIN AND NOTICE BOOKS.

STATION	LOCATION OF CLOCK AND FORM CDT-43	LOCATION OF BULLETIN AND NOTICE BOOKS
Norfolk	.....	Yard Office
Newport News	Baggage Room	Baggage Room
	34th St. Yard Office	34th St. Yard Office
	24th Street General Yardmasters Office	24th Street General Yardmasters Office
	58th St. Yard Office	58th St. Yard Office
	.....	Dawson City Locker Room
Fulton	Yard Office	Yard Office
	Eastbound Yard Office	Eastbound Yard Office
	Westbound Yard Office	Westbound Yard Office
	Engine Inspectors Office	Engineers Wash Room
Richmond	Stationmasters Office	Stationmasters Office
	.....	Engineers Wash Room
	17th St. Yard Office*	17th St. Yard Office
	2nd Street Yard Office*	2nd Street Yard Office
Charlottesville	General Foremans Office	General Foremans Office
	Bunk House	Bunk House
	Telegraph Office	Yard Office
Washington	Stationmasters Office	Stationmasters Office
	Ivy City Shops	Ivy City Shops
Potomac Yard	Crew Clerks Office, Consolidated Office Bldg.	Crew Clerks Office, Consolidated Office Bldg.
Strathmore	Telegraph Office	Telegraph Office
Gladstone	Telegraph Office	Telegraph Office
	General Foremans Office	General Foremans Office
Lynchburg	Yard Office	Yard Office
Waynesboro, U. S.	Telegraph Office	Telegraph Office
Staunton	Telegraph Office*	Telegraph Office

*Indicates no Standard Clock.

30.—Concluded.

STATION	LOCATION OF CLOCK AND FORM CDT-43	LOCATION OF BULLETIN AND NOTICE BOOKS
Clifton Forge	Smith Creek Yard Office	Smith Creek Yard Office
	Telegraph Office	Enginemen and Trainmen's Lobby
	.....	Hump-Switchmens Shed
Covington	Yard Office	Yard Office
Ronceverte	Yard Office	Yard Office
Hinton	.....	Y. M. C. A.
	Telegraph Office	Crew Room, Psgr. Sta.
	West Yard Office	West Yard Office
	Roundhouse Office	Roundhouse Office
Durbin	Telegraph Office	.....

40.—MAXIMUM AUTHORIZED SPEED:

BETWEEN	PSGR.	TIME FRT.	OTHER FRT.
	MPH	MPH	MPH
Richmond and Newport News	75	50	40
Old Point Junction and Fort Monroe	30	30	30
Richmond and Gordonsville	65	50	40
Orange and Lindsay	75	50	40
Lindsay and Charlottesville	65	50	40
Richmond and Gladstone	50	50	40
Trains exceeding 7,000 tons or 160 cars between Richmond and Gladstone	.....	45	35
Lindsay and Strathmore	45	35	35
Bremo and MP-4.1 (Arvonnia)	12	.....	12
MP-4.1 (Arvonnia) and Dillwyn	30	.....	30
Charlottesville and Clifton Forge	65	40	40
Gladstone and Clifton Forge	45	45	45
Trains exceeding 7,000 tons or 160 cars between Gladstone and Clifton Forge	.....	35	35
Balcony Falls and Lexington	30	20	20

40.—MAXIMUM AUTHORIZED SPEED.—Concluded.

BETWEEN	PSGR.	TIME FRT.	OTHER FRT.
	MPH	MPH	MPH
Clifton Forge and Hinton	60	40	40
Westward trains in excess of 7,000 tons or 160 cars between Clifton Forge and Whitcomb	.....	35	35
Covington and Hot Springs	30	20	20
Whitcomb and Bartow	40	30	30

40-1.—SPEED RESTRICTIONS:

LOCATIONS AND CONDITIONS	PSGR.	TIME FRT.	OTHER FRT.
	MPH	MPH	MPH
Running against the current of traffic	50	35	35
Through turn-outs at ends of sidings and main track cross-overs, except where governed by signal indication	20	15	15
Eastward—East of cross-over at 23rd St., Newport News	10	.....	.....
Approaching Phoebus Station	15	.....	15
On curves between MP-4.1 (Arvonnia) and Dillwyn	20	.....	20
On curves, Alberene Subdivision	.....	.....	15
Over Bridge No. 192 Maury River Lex. SD	15	15	15
Between west end Afton Passing Siding and Rock Cut, one-half mile east of MP-197	35	20	20
Eastward, North Mountain to Swoope	.....	30	30
Eastward, LaGrange to Staunton	.....	30	30
Westward, West End Blue Ridge Tunnel to Basic	.....	20	20
Westward, North Mountain to Augusta Springs	.....	30	30
Freight trains with retaining valves in use between Alleghany and Covington	.....	20	20
Freight trains operated under Timetable Special Instruction 1006-1 and 1006-2, not using retaining valves between Alleghany and Covington	.....	25	25

40-1(a).—SPEEDS—DIESEL UNITS.

Unless otherwise restricted to lower speeds, diesel units must not exceed the speed designated below. When units are intermixed in multiple control, the lowest speed applicable to any of the units must be observed.

DIESEL UNIT	MPH
102, 4000-4030, 4500-4523	93
3000-3047, 3500-3575 (See Note)	71
1800-1818, 2500-2537, 5600-5601, 5700-6263, 6700-6709, 6800-6811, 7000-7093, 7500-7546, 8000-8015, 8500-8506	65
5114-5115, 5528-5595	60
10-11, 58, 1850-1856, 5000-5093, 5100-5113, 5200-5298, 6500-6501, 6600-6601	50
1	37
Rail Cars 9060-9062, 9080-9082	75

40-2.—SPEED RESTRICTIONS EQUIPMENT:

EQUIPMENT, unless otherwise restricted to lower speeds:	PSGR.	TIME FRT.	OTHER FRT.
	MPH	MPH	MPH
Pushing Cars, except Clearance Car X-1836	30	25	25
Clearance Car X-1836 when pushed ahead of engine	.....	30	30
Clearance Car X-1836 when pulled in train	.....	35	35
Piggy-Back Cars	60	.....	.....
Ditcher Spreader Cars	.....	30	30
Air Dump Cars	.....	30	30
Scale Test Cars	.....	25	25
C&O tool car derrick with boom trailing	.....	40	40
C&O tool car derrick with boom in forward position	.....	30	30
Unless otherwise restricted by train order, other derrick cars, power shovels, cranes, ditchers and similar pivoted machinery moving on their own wheels (See 40-3(j).)	On tangents	.....	20
	On curves	.....	15
Richmond—Wrecking Crane WC-30 over Richmond Viaduct and Hollywood Trestle	.....	10	10

40-3.—ENGINE AND EQUIPMENT RESTRICTIONS.—GENERAL.—Where authority of Superintendent is required (except defective equipment) Superintendent must secure such authorization from Chief Engineer.

40-3(a).—**MAKING COUPLING.**—Four or more diesel units in multiple, with or without cars, must be brought to a STOP before coupling to other equipment.

40-3(b).—**HAULING DEAD OR DISABLED ENGINE IN TRAIN.**—*Dead or Disabled* engines must not be dispatched or moved in any train, without authority of the Chief Train Dispatcher, who will secure instructions from the proper Mechanical Department Officer before authorizing movement. When for any reason lower speeds than specified in timetable are required such speeds will be requested before engine is dispatched. When enroute in charge of messenger, and conditions require further speed restrictions, Chief Train Dispatcher should be so notified, who will advise whether to set engine out or reduce speed.

40-3(c).—**SCALE TRACKS.**—Engines must not be operated over live rail of scale tracks.

Cars with gross weight exceeding 220,000 lbs. must not be moved on track scales with capacity of less than 200 tons.

40-3(d).—**LOADED FOREIGN LINE CARS.**—Loaded foreign line cars of 70 tons or greater capacity with length of 37 feet 9 inches or less between pulling faces of coupler knuckles must not be operated without authority of the Superintendent.

40-3(e).—**70 TON OR HEAVIER CARS.**—Cars with capacity of 70 tons or over with gross weight exceeding 220,000 lbs. (except B&LE 90, N&W and C&O 85 ton cars) must not be operated without authority of Superintendent. (See T.T.S.I. 40-3(k).)

40-3(f).—**REACHERS.**—Reachers must be used in switching tracks or portions of tracks not safe for engines.

40-3(g).—**WOOD RACK CARS.**—*Pulpwood.*—Wood Rack Cars loaded with pulpwood must not be moved in through freight or manifest trains, except in morning Inland train east from Gladstone, Strathmore turn-around, No. 895's train from Potomac Yards, No. 493's train on Sunday and pick-up trains on Mountain, James River and Alleghany Subdivisions.

Cross Ties.—C&O Wood Rack Cars of Series 80000-80299, loaded with cross ties bound in bundles may be handled in freight trains (other than manifest freight trains), RESTRICTED TO NOT EXCEED 40 m.p.h. and placed near head or rear of trains to permit close observation of lading by crew members.

In trains handling over 50 loaded coal cars such wood rack cars will be placed near rear of train.

Partly loaded wood rack cars will be handled only in work train or as authorized by Superintendent.

40-3(h).—**HANDLING OF FLAT CARS, BI-LEVEL AND TRI-LEVEL CARS LOADED WITH AUTOMOBILES.**—Flat cars, bi-level and tri-level cars loaded with automobiles must be placed at least five (5) cars behind the engine; must not be placed directly behind open gondola or hopper cars loaded with sand, gravel, coal, or similar commodity; and must not be cut off while in motion during switching operations. No car moving under its own momentum shall be allowed to strike any of these cars.

40-3(i).—HANDLING DEFECTIVE CARS IN TRAIN.—Unless otherwise authorized by the Superintendent, cars with broken center sills, defective drawbars, draft gears, or similar defects must be handled on rear behind the caboose of freight trains other than manifest. Air brakes must be cut in and in proper working condition.

If air brakes are inoperative or if there is question of drawbar standing the pull, such car must be chained to the caboose.

Mechanical Department employe reporting such defective equipment ready for movement will designate the speed required for safe movement.

40-3(j).—NON-REVENUE SHIPMENTS—*Pivoted Rotating or Swinging Machinery.*—Rules E-1125(b), (f) and (g) are modified to permit non-revenue shipments of pivoted, rotating, or swinging machinery moving on their own wheels or loaded on cars to be handled in trains under the same restrictions that apply to revenue shipments of this type. Rule E-1125(e) is cancelled.

40-3(k).—ENGINE AND/OR EQUIPMENT RESTRICTIONS.—Unless otherwise authorized by the Superintendent, engines and/or equipment are restricted in use of tracks, bridges, trestles, etc., as designated below:

NEWPORT NEWS—RICHMOND DIVISIONS:

STATION—TRACK, BRIDGE, ETC.	ENGINE OR EQUIPMENT	RESTRICTION
Newport News and Norfolk—All Piers and Float Bridges	All tenders	Must not operate on.
	Crane WC-30	
Newport News—Pier No. 1	All engines	Must not operate on up-stream track beyond sign reading "Engine Stop".
	All equipment, except passenger cars.	Must not operate on up-stream track.
Pier No. 2	6800-6811	Must not operate on out-shore 200 feet of tracks 2 and 4.
	Loaded N&W and C&O 85 ton and B&LE 90 ton cars	Must not operate on.
Pier No. 3	1800-1818, 2500-2537, 3000-3047, 3500-3575, 5528-5595, 6500-6501, 6600-6601, 6700-6709, 6800-6811	Must not operate on low tracks beyond land bulk-head.
	Cars with capacity of 70 tons or over with gross weight exceeding 210,000 lbs.	

STATION—TRACK, BRIDGE, ETC.	ENGINE OR EQUIPMENT	RESTRICTION
Pier No. 4	No. 1	Must have windshields closed.
	Engines except No. 1	Must not operate on upper or lower decks beyond sign reading " <i>Engine Stop</i> ".
	2500-2537	Must not operate on depressed tracks or beyond the steel spans on high track.
	Cars with capacity of 50 tons or over with gross weight exceeding 169,000 lbs.	Must not operate on lower deck tracks.
	Cars with capacity of 50 tons or over with gross weight exceeding 177,000 lbs.	Must not operate on upper deck tracks.
Pier No. 5	1800-1818, 2500-2537	Must not operate on.
	All engines	Must not operate on Apron (or Beach) track or on depressed tracks beyond sign reading " <i>Engine Stop</i> ."
Pier No. 6	1, 10, 11, 58, 1850-1856, 5000-5079, 5100-5115, 5200-5213, 5275-5298	May operate on Apron (or High) track. Engines not listed must not operate on.
	All engines	Must not operate on depressed tracks beyond sign reading " <i>Engine Stop</i> ."
	1800-1818, 2500-2537	Must not operate on.
	1, 5000-5057, 5100-5115, 5574-5592	Must have windshields closed.
Pier Nos. 5 and 6	Cars with capacity of 50 tons or over with gross weight exceeding 177,000 lbs.	Must not operate on, except cars with capacity of 70 tons or over with gross weight of 220,000 lbs. <i>maximum</i> , may be operated on apron track of Pier No. 6.

STATION— TRACK, BRIDGE, ETC.	ENGINE OR EQUIPMENT	RESTRICTION
Pier No. 8	6800-6811	Must not operate on.
	Loaded N&W and C&O 85 ton and B&LE 90 ton cars	
	1800-1818, 2500- 2537	Must not operate on de- pressed tracks.
Pier No. 14	1, 5000-5057, 5100-5115, 5574- 5592	Must have windshields closed when operated on depressed tracks.
	1800-1818, 5528- 5592, 5600-5601, 6700-6709, 7000- 8506	Must not exceed 4 m.p.h. through car thawing plant.
	Engines not listed and all cars other than coal cars	Must not operate beyond inshore end of car thawing plant.
Pier No. 15	All engines	Must not operate beyond Kickback Switches, must not operate on Barney In- clines to dumper, must not exceed 4 mph over track scales.
	102, 4000-4030, 4500-4501, 4510- 4515, 4520-4523, 7000-7093, 7500- 7546, 8000-8015, 8500-8506	Must not operate beyond inshore end of car thawing plant in downstream (southside) load yard.
Float Bridge B	6800-6811	Must not operate on.
Car Floats Nos. 2, 4 and 5	All engines	When loading or unloading car floats rear trucks of engines must not be per- mitted on car floats.
Car Float No. 2	2500-2537	Must not operate on.
	C&O box cars Series 15000 to 15999	Must not be loaded on center tracks account in- sufficient clearance.
Car Float No. 2	Loaded N&W and C&O 85 ton and B&LE 90 ton cars	Must not operate on.
Float Bridge at Norfolk		
Float Bridge B		

40-3(k).—Continued.

STATION—TRACK, BRIDGE, ETC.	ENGINE OR EQUIPMENT	RESTRICTION
Car Float No. 3	All engines	Must not operate on.
	All Equipment	Car float must be pulled up close to float bridge and equipment loaded or unloaded must not exceed 2 mph.
	Cars with capacity of 70 tons or over with gross weight exceeding 210,000 lbs.	Must not operate on.
Newport News— 25th St. Bridge	Wrecking Crane WC-30	Must be moved under bridge with caution.
Hampton SD		Must not operate east of Langley Field.
Reservoir— Trestle of Newport News Water Works	All engines	Must not operate on.
Oriana— West Spur	All engines	Must not go beyond derail.
Penniman— Spur		Must not go beyond a point 1400 feet east of North Interchange Track.
Fulton— Gillies Creek Trestle	<i>Tenders:</i> 21,000 gallon capacity	Must not operate on unless emptied of coal and water.
Richmond— All trestles, except Hollywood Trestle	Wrecking Crane WC-30	Must not operate on.
Richmond Div.— Overhead structures		Before moving crane in train, the hood and stack must be removed account overhead clearances.
Richmond Viaduct	Wrecking Crane WC-30	Must not be operated, except when coupled to idler cars of not more than 50 tons capacity on each end of crane.
Richmond— Hollywood Trestle		
Richmond 2nd St. Yard— Goodyear Tire and Rubber Trestle, 9th Street	All engines	Must not operate on.
Korah— South Spur at Water Plant		Must not go beyond a point 390 feet west of point of switch.

40-3(k).—Continued.

STATION—TRACK, BRIDGE, ETC.	ENGINE OR EQUIPMENT	RESTRICTION
Harris Siding	All engines and cars higher than hopper bottom gondolas	Must not operate under tipple.
Sabot— Spur in Passing Siding		Must not go beyond a point 350 feet from point of switch.
Strathmore— Coal Bin Track	All engines	Must not move over coal hopper.
Gladstone— Coal Bin Track		
	1, 10, 11, 58, 1850-1856, 5000-5057, 5060-5093, 5100-5115, 5200-5265, 5275-5278, 5280-5298, 5800-5808, 5810-5811	Not more than two units coupled may operate on. Must not exceed 5 mph past all close fixed clearances. Engines not listed herein must not operate on.
Buckingham SD	<i>Tenders:</i> 9,000-21,000 gallon capacity	Must not operate on unless emptied of coal and water.
	Cars with capacity of 70 tons or over with gross weight exceeding 210,000 pounds	Must not operate on.
	Wrecking Cranes other than WC-27	
Leseurs Siding	All engines	
Charlottesville: Woolen Mills Trestle	All engines	
Trestle serving Cochran and Godwin	Engines or cars	Must not operate on.

CLIFTON FORGE DIVISION

STATION—TRACK, BRIDGE, ETC.	ENGINE OR EQUIPMENT	RESTRICTION
Fordwick— Trestles of Cement Co. at coal bin and at boiler house	All engines	Must not operate on.
Clifton Forge— Burks Coal Trestle	Engines or cars	
Lexington SD— Industrial Trestles	70 ton or heavier cars	Must not be operated on unless lightened to 50 tons, except C&O 70-ton cars with gross weight of 210,000 lbs. maximum may be operated on track serv- ing power plant at W. & L. University.
All bridges and trestles on tracks other than industrial tracks	<i>Tenders:</i> 9,000-12,000 gallon capacity	When loaded with coal or water, must not be moved unless separated from en- gine or another tender by at least two cars.
Entire Subdivision	<i>Tenders:</i> 16,000-21,000 gallon capacity	Must not operate on unless emptied of coal and water.
Between Loch Laird Jet. and Lexington— Main Track	6800-6811 Loaded N&W and C&O 85-ton and B&LE 90- ton cars	Must not operate on.
East Lexington— Bridge 192 over Maury River	1800-1818, 2500- 2537, 3000-3047, 3500-3575, 5523, 5595, 6500-6501, 6600-6601, 6700- 6709, 6800-6811	Must not operate on. En- gines not listed may oper- ate on, but must not exceed more than two units cou- pled.
	Cars with ca- pacity of 70 tons or over with gross weight ex- ceeding 210,000 pounds.	Must not operate on.

STATION—TRACK, BRIDGE, ETC.	ENGINE OR EQUIPMENT	RESTRICTION
Covington: Trestle on Track serving Covington Lumber Co. Trestle on track serving Alleghany Milling Co. Trestle on track serving C. B. Nettleton and Co. Trestle on track No. 1 adjacent to Paper Co.'s finishing depart- ment building Under car shake- out of Paper Co. on wood track near reservoir	All engines	Must not operate on.
Track serving C. B. Nettleton and Co.	1800-1818, 3000- 3047	Must not operate under lumber shed.
Track No. 2 adjacent to paper mill build- ing	1800-1818, 3000- 3047	Must not operate past plat- form and roof eave.
On the Clay track adjacent to Paper Co.'s Clay House	2500-2537	Must not operate on.
Trestles on track No. 2 and Track No. 3 adjacent to paper mill building and pulp mill building	1800-1818, 3000- 3047, 3500-3575	Must not operate past plat- form and roof eave.
Trestles on track No. 2 and Track No. 3 adjacent to paper mill building and pulp mill building	1800-1818, 2500- 2537, 3000-3047, 3500-3575, 5528- 5595, 6500-6501, 6600-6601, 6700- 6709, 6800-6811	Must not operate on trestles.
Potts Creek Industrial lead		Must not operate on. En- gines not listed may oper- ate on, but must not exceed more than two units coupled.
Bridge 05 on Potts Creek Industrial Lead	Cars with capaci- ty of 70 tons or over with gross weight not ex- ceeding 220,000 pounds	Must not be moved over bridge unless spaced by three empty cars between engine and such car and be- tween any two such cars, at speed not in excess of 15 miles per hour.

STATION—TRACK, BRIDGE, ETC.	ENGINE OR EQUIPMENT	RESTRICTION
Covington (Con.):		
Bridge 05 on Potts Creek Industrial Lead	<i>Tenders:</i> 9,000-21,000 gallon capacity	Must not operate on unless emptied of coal and water.
	Loaded N & W and C&O 85 ton and B&LE 90 ton cars	Must not operate on.
Hot Springs: Trestles on bin track serving Virginia Hot Springs Co.	All engines	Must not operate on.
White Sulphur Springs:	Cars exceeding 210,000 lbs. gross weight	
Trestle on Coal Bin Track	1800-1818, 2500- 2537, 3000-3047 3500-3575, 5528- 5595, 6500-6501, 6600-6601, 6700- 6709, 6800-6811	Must not operate on. En- gines not listed may oper- ate on, but must not exceed more than two units coupled.
Greenbrier SD:		
Bridge 864	6700-6709, 6800-6811	Must not exceed 5 mph account close clearance.
	102, 4000-4030, 4500-4523	Must not operate on.
Durbin	5528-5569	Must not be moved past station platform.

GENERAL—NEWPORT NEWS—RICHMOND—CLIFTON
FORGE DIV.*Additional Restrictions:*

All Platforms— Industrial and Yard Tracks	Spreader Cars BS-2 and BS-3	Move with caution, avoid platforms when possible.
All bridges and trestles on indus- trial tracks	All tenders	Must not move on bridges or trestles.
All bridges and trestles on other than industrial tracks	<i>Tenders:</i> 18,000-21,000 gallon capacity	When loaded with coal or water, must not move on, unless separated from en- gine or another tender by at least two cars.

120.—HAND SIGNALS—YELLOW FLARES:

Yellow flares instead of green flares will be used for passing hand signals where view of hand or lantern signals is restricted. Rule 12(i) modified accordingly.

120-1.—USE OF RADIO:

Engineers, Conductors, Trainmen and Yardmen are required to use radio in connection with the performance of their work.

Radio sets installed in cabs of locomotives and on caboose cars must be kept turned on and volume adjusted so calls may be received during tour of duty.

Employes using the radio must take such examinations as may be required by supervisory officer to assure compliance with Federal Communication Commission rules covering the use of railroad radio. Your supervisory officer is qualified to give these examinations.

190.—MARKERS:

(a).—TRAINS OF OTHER RAILROADS may display markers as prescribed by that railroad when operating on Chesapeake and Ohio rails.

(b).—REFLEX MARKERS may be used where Automatic Block Signal System Rules are in effect.

(c).—POTOMAC YARD.—Trains using regularly assigned freight running tracks between AF and RO Towers will display yellow markers by night instead of red to comply with Potomac Yard and RF&P Railroad Rules.

(d).—TUNNELS.—A red and a white lantern lighted must be placed on rear of all freight trains while passing through the following tunnels:

Brookville
Blue Ridge

Millboro
Lewis

Alleghany
Big Bend

310.—USE OF ENGINE WHISTLE AND BELL.

In addition to compliance with Rules 30, 31, and 32 the following instructions govern use of engine whistle and bell:

(a).—AMOCO.—The engine bell will be rung at each crossing within the American Oil Refining enclosure.

(b).—WILLIAMSBURG.—City Ordinance requires the engine bell must be rung continuously when approaching grade crossings within the corporate limits from a point not more than 1,300 nor less than 1,200 feet in advance of the crossing. Engine whistle or horn must not be sounded except in emergency.

(c).—LYNCHBURG.—Engine whistle or horn must not be sounded within the corporate limits, except as may be necessary for the transmission of signals or in emergency. This instruction does not apply to the two E. J. Lavino road crossings at Reusens, the Judith Dam crossing at the Appalachian Power Company plant, nor to the road crossing at Sandy Hook in the vicinity of the Mead Corporation.

310.—Concluded.

(d).—CHARLOTTESVILLE.—Engine whistle and bell will not be sounded within city limits except as follows:

1. Whistle may be sounded to warn persons or animals off the road bed.

2. Bell may be sounded to warn persons off the track. When approaching and within 200 feet or less of street crossing at grade and in emergency involving risk of life or injury.

(e).—STAUNTON.—Engine whistle will not be sounded within city limits except as necessary signals, or to warn, or prevent accidents.

(f).—COVINGTON.—Engine whistle must not be sounded except as warning to persons or livestock on track or to sound alarm of fire.

830.—TRAIN CLEARANCE.

830-1.—TRAIN ORDER CLEARANCE.—Trains originating at stations designated below may proceed without Clearance Form A except when train order signal (where provided) is displayed for orders:

Newport News Passenger Station.....	Westward*
XA Cabin.....	Westward
Orange.....	Westward
MX Cabin.....	Eastward
Hot Springs.....	Eastward, when no operator on duty

*Rule 83(a) will not apply to westward trains originating at Newport News Passenger Station.

830-3.—TRAIN ORDER SIGNALS:

(a).—ORANGE.—Westward Sou. Ry. Train Order signal at Orange does not apply to westward C&O trains.

(b).—RONCEVERTE.—Eastward train order signal at Ronceverte does not apply to Greenbrier Subdivision trains originating at Ronceverte.

830-4.—RULE S-83(f) IS MODIFIED AS FOLLOWS:

(a).—HAMPTON S. D.—Rule S-83(f) is modified to permit trains or engines to occupy Hampton Subdivision between XA Cabin and MP-6 without Clearance Form A.

All trains and engines must move between these points prepared to STOP within one-half the range of vision expecting to find main track occupied without flag protection.

(b).—GREENBRIER S. D.—See TTSI, 980(e) and (f).

340.—STARTING TRAIN.

(a).—*Signal to start passenger trains* at terminals and at intermediate stations where makeup of a train is changed will be given by communicating signal operated from rear of train upon proper signal from the conductor. When the rear car is an office or private car, or a sealed or locked car, signal will be given from the next car ahead. At intermediate stations where the make-up of trains is not changed, signal will be given by conductor to baggageman, who will give communicating signal to start.

(b).—*Train Starting Signals* are in service at Charlottesville, Staunton, Clifton Forge and Hinton. Operate in accordance with local instructions.

360.—**RUNNING AHEAD OF SUPERIOR TRAIN.**—*Between Gordonsville and Sandco.*—Rule 86 is modified to permit Second Class and Extra trains to run ahead of First Class trains on permission of Train Dispatcher.

930.—**YARDS** (See Rules 93(a), 93(b), 93(c) and 93(d)).

Yard Rules are in effect on main track at:

Newport News,	Staunton,	Covington
Richmond,	Lynchburg,	Ronceverte,
Gladstone,	Clifton Forge,	Hinton.
Charlottesville,		

930-1(a).—*Switching Signals.*—In automatic Block Signal Territory when switching signals are used it is the responsibility of the employe controlling such signals to know that absolute signals in the route display other than stop-indication except when movement is to be made under the provisions of Rule 509-C.

930-2.—**NEWPORT NEWS YARD:**

TRACK	INSTRUCTIONS
Thoroughfare	(a) The movement of trains and engines is supervised by the Yardmaster in accordance with the Rules and Special Instructions in effect.
Receiving Yard	(b) <i>Admitting Road Trains to Receiving Yard.</i> —Operators at XA Cabin will secure track number from Yardmaster or Conductor at 58th Street (when on duty) for trains entering Receiving Yard at Hampton Roads Transfer, otherwise this information will be secured from Yardmaster at 24th Street. Yardmaster and Conductor at 58th St. (when on duty) will not permit trains to enter Receiving Yard until switches are properly lined for track given to Operator, and will not permit a westward movement on any Receiving Yard track that has been lined for movement for eastward road train to enter such track. Operators will make record of track number on consist sheet for that train indicating name of person assigning track number and time received.

TRACK	INSTRUCTIONS
Receiving Yard	<p>(c) <i>Hand-Throw Switches—Receiving Yard.</i>—Switches at west end of Receiving Yard must be secured by locks. Switches leading to blocked tracks will be lined and locked for movement on lead. Switches leading to clear tracks will be lined and locked according to instructions of Hump Yardmaster.</p> <p>(d) <i>Protecting M. of W. Work—Receiving Yard Tracks.</i>—M. of W. employes working in vicinity of west end Receiving Yard will notify Yardmaster at 58th St. Hump. When so notified, Yardmaster will not permit a train or engine to enter Receiving Yard at Hampton Roads Transfer unless an experienced trainman is with the M. of W. employes to keep switches properly lined.</p>
Classification Yard	<p>(e) <i>Hand Brakes.</i>—Cars left in Classification Yard tracks must be secured by sufficient hand brakes on east end of each track to hold the cars. When cars are pulled from east end of these tracks, sufficient hand brakes must be set on the remaining cars. See Rule 103(e).</p> <p>(f) <i>Fouling Ladder Track.</i>—When notified from the east end that specific tracks in Classification Yard are to be pulled, the Hump Yardmaster will be responsible to protect the west end of such tracks against cars fouling on west end ladder track. Crews switching in east end will not shove cars to foul west end ladder track unless hand signal from west end of track is received as required by Rule 103(a).</p> <p>(g) <i>Coupling Air.</i>—To protect employes making air hose couplings in Classification Yard, the Conductor will notify Hump Yardmaster or Foot Board Yardmaster the numbers of the tracks to be coupled and have thorough understanding that the cars on which air hose couplings are being made will not be coupled to from the west or hump end of track.</p> <p>In the absence of Yardmaster at hump, Conductor will contact Yardmaster at 24th Street to secure this understanding.</p>
Interchange Track (Drydock)	<p>(h) Open top loaded cars must not be pulled from Newport News Shipbuilding and Drydock Interchange Track unless authorized by Yardmaster who must notify Conductor of any shipments that exceed clearance limits, or other unusual conditions.</p>
Hampton SD	<p>(i) <i>Blocking Crossing.</i>—To prevent blocking Jefferson Avenue Crossing westward trains and engines will secure instructions of Yardmaster before proceeding over crossing.</p>

TRACK	INSTRUCTIONS
XA Cabin	<p>(j) <i>Engine Whistle Signals XA Cabin.</i>—The following engine whistle signals will be used in calling for routes through the interlocking:</p> <p>Running Track.....4 long Thoroughfare Track (Westward)..4 long, 2 short Main Line.....4 long, 3 short Drydock (Westward).....4 long, 1 short Forwarding Tracks (Eastward)...4 long, 1 short</p>
Westward Departure Tracks	<p>(k) Westward trains and engines must call Operator at XA Cabin from telephone located at West End of Westward Departure Tracks before leaving.</p>
Repair Tracks	<p>(l) Hand brakes must be set on roller bearing cars placed in Repair Tracks.</p>
Passenger Trains	<p>(m) Passenger trains will arrive on and depart from the coach track.</p>
Pier 1 Passenger Station	<p>(n) When coupling to passenger equipment with engine or other equipment on Pier 1, stop must be made within a few feet of coupling and knuckles adjusted.</p> <p>To prevent using heavy throttle and to make coupling at slowest possible speed, engineer must release brakes on engine and other equipment before coupling is made.</p>
Pier 2	<p>(o) <i>Gantry Cranes.</i>—Before starting to switch or place cars on Pier No. 2 the conductor will assure himself that all parts of gantry cranes are clear.</p>
Pier 4	<p>(p) <i>Running Track.</i>—When weighing is being performed at scales located just east of Yardmaster's office, pier 4 running track switch must be set to some track in Pier 4 yard in all instances. After switching is completed, switch should be restored to its normal position, Pier 4 running track.</p>

TRACK	INSTRUCTIONS
Piers— General	<p>(q) <i>Obstructions.</i>—Before attempting to place cars on outside tracks at open top piers when ships are docked alongside, conductors will see that ships' gangway tackle and mooring lines are in to clear movement.</p> <p>(r) <i>Cars Equipped With Plug Type Doors.</i>—Before placing these cars on or pulling them from closed merchandise piers, conductor will see that doors are closed and fastened on both sides.</p> <p>(s) <i>Hand Brakes.</i>—Cars set on piers must have sufficient hand brakes set on outshore end of pier to bunch slack when shoving on pier and to secure cars left on pier. See Rule 103(e).</p>
Car Floats— General	<p>(t) <i>Headlight.</i>—Headlight may be extinguished on engines while standing in vicinity of Float Bridge "A" and "B", while car floats are being maneuvered into the slips. (Rule 18-B modified accordingly)</p> <p>(u) <i>Hand Brakes.</i>—In unloading cars from car floats, Conductor will see that cars have sufficient hand brakes set and that cars on outshore end are properly chocked before attempting to couple. After float is loaded, Conductor will see that cars are secured by sufficient hand brakes before float is cut loose from bridge.</p> <p>(v) <i>High and Wide Cars.</i>—When cars are loaded on car floats at Newport News, Norfolk, Sewells Point and N. O. B. which are too high or wide to clear house or house supports on floats, they must be left on inshore end and floats turned before being docked at opposite end of run so cars can be pulled off floats from the same end by which loaded.</p> <p>(w) <i>Maximum Deck Load.</i>—Float No. 2, 1630 tons; Float No. 3, 734 tons; Floats Nos. 4 and 5, 2072 tons.</p>
Barney Yard	<p>(x) <i>Piers 14 and 15.</i>—When cars are placed in occupied Barney Yard Tracks at Piers Nos. 14 and 15, they will not be permitted to strike or couple to cars in tracks unless conditions make it necessary. Cars will not be struck or coupled to until Conductor satisfies himself that Barney Yardmen are clear of cars. Cars must not be placed beyond yellow marks on rails at east end Barney Yard tracks Pier No. 14.</p> <p>Engines returning from Pier 15 Barney Yard will not foul Pier 14 Barney Yard lead until it is ascertained by a member of crew whether or not a movement going to Pier 14 Barney Yard has headed into the pocket in front of the yard office at Unit No. 46. This information may be obtained by calling Yardmaster over telephone located at the switch leading to the Boat Harbor from Pier 15 lead, or by stopping engine in clear of Pier 14 lead and a member of crew walking to where he can see condition of track.</p>

TRACK	INSTRUCTIONS
Barney Yard	(y) <i>Hand Brakes.</i> —In complying with Rule 103(e) in Barney Yard at Piers 14 and 15, Yard Conductor will see that when a car or cuts of cars are placed in Barney Yard the cuts are left with slack bunched and hand brakes applied to each individual car.
	(z) <i>Pier 14 Storeroom Track.</i> —When Southside of Pier No. 15 is in operation, Yard Crews enroute to Pier No. 14 Storeroom must notify retarder operator before entering No. 1 Track, Southside Pier 15 Empty Return Yard, and after the work at Pier No. 14 Storeroom has been completed, yard crew must notify retarder operator. After being notified by yard crew that movement is to be made to Pier No. 14 Storeroom Track, retarder operator will not line switch for cars to enter east end of No. 1 Track until after being notified by yard crew that work at Pier 14 Storeroom has been completed.
	(aa) <i>Piers 14 and 15 Empty Yard.</i> —Skates will be used on return tracks 1 to 12, inclusive. Skate will be placed on rail at west end of return track at points designated by yellow paint by Barney Yardman who will set hand brakes on first three cars in west end of above tracks and will leave skates on rails. Skates will be removed and then hand brakes released by Yard Trainmen before pulling cars from return tracks. Crews pulling empties from return tracks Piers 14 and 15 must contact the retarder operator advising him what track or tracks the crew will work in.
	(ab) <i>Pier 15 Lead.</i> —Crews using Pier No. 15 Barney Yard lead will be governed by instructions of Yardmaster. Crews with or without cars, to and from Boat Harbor must secure permission from Yardmaster before fouling Pier No. 15 Barney Yard lead.
Various	(ac) NORMAL POSITION OF SWITCHES: <i>Coach Track.</i> —Normal position of crossover switches leading from Main Track to Coach Track just east of Automatic Block Signal No. 104, and the normal position of east switch of Coach Track just west of River Road will be for movement to Coach Track. Track diagram, page 89 book of rules, indicating normal position of Main Track switches modified accordingly. <i>Forwarding Tracks.</i> —Normal position of crossover switches leading from No. 2 to No. 1 forwarding tracks, and No. 2 to No. 3 forwarding tracks, located at the east end, just west of 25th Street Bridge, will be to the straight tracks. <i>Running Track.</i> —Normal position of the three hand operated crossovers located between XA Cabin and 39th Street Bridge leading from Running Track to other tracks will be for movement on Running Track.

TRACK	INSTRUCTIONS
Various	(ac)—Concluded.
	<i>Wye Tracks 39th St.</i> —West Wye Track switch (at 39th St.) normal for movement on East Lead to Westward Departure Tracks.
	East Wye Track switch normal for movement on Hampton Branch.
	South Wye Track switch normal for movement on lead to Westward Departure Tracks.
	Departure Tracks: Crossover switches normal for straight track.
	<i>South Lead to Running Track.</i> —Normal position of switches on south lead from apex of hump to Running Track will be for movement to Running Track.
	<i>West End 58th Street Storage Yard.</i> —Normal position of switch at west end of 58th Street Storage Yard will be for movement on No. 10 track.
<i>Wye Tracks, Hampton Roads Transfer.</i> —Normal position of wye track switches is for movement on Westward Departure Track.	
<i>Receiving Yard.</i> —Switches of connection between Receiving Yard Lead and Westward Departure Track are normal for movement on Receiving Yard Lead and for movement on Westward Departure Track.	
<i>Westward Departure Track.</i> —Normal position of switch to Peninsula Block track is for movement on Departure Track. Switch must be locked when not in use.	
General	(ad) <i>Coupling Air Hose.</i> —Yard crews will not couple air hose in handling freight cars within limits of Newport News Yard, except: <ol style="list-style-type: none"> <li data-bbox="274 1252 963 1312">1. Between engine and first car or engine and caboose and between last car and caboose. <li data-bbox="274 1322 963 1441">2. When cars are being handled eastward from Classification Yard or storage yards when going to Barney Yards and Dawson City storage yards for storage. <li data-bbox="274 1451 963 1481">3. When cars are being placed in Barney Yards. <li data-bbox="274 1491 963 1550">4. When cars are being placed in Piers Nos. 2, 3, 4, 5, 6 and 8. <li data-bbox="274 1560 963 1590">5. When loading or unloading car floats. <li data-bbox="274 1600 963 1659">6. When authorized by Yardmaster or other proper authority.
	When cars are being pushed in connection with movements 2, 3 and 4 above and when loading car floats under movement 5 above, the trainmen on leading car will use backup hose in compliance with Rule 103(b).

TRACK	INSTRUCTIONS
Main	<p>(a) Between Fort Lee and eastward absolute block signals at Rivanna Jet. the movement of trains and engines is supervised by the Yardmaster in accordance with the rules and special instructions in effect.</p> <p>Movement against the current of traffic between Mile Post 81 and R Cabin may be made on the authority of the Yardmaster at Fulton who must know that full protection has been provided before authorizing the movement. Rule D-151 modified accordingly.</p>
Fort Lee: Lead to Ford Motor Co.	<p>(b) Normal position of hand-operated Hayes derail, located immediately south of Norman Street will be in NON-DERAILING POSITION except when cars are spotted on lead for unloading at Propane Plant. Rule 104(j) modified accordingly. Derail must remain locked at all times. Crews placing cars at this point will see that derail is placed in derailing position and locked.</p>
Caboose	<p>(c) The normal position of switch is for movement to caboose track. Switch must be secured with switch lock.</p>
Entering Tracks: 13, 14, 15 and 16	<p>(d) When eastward interlocking signal located just east of Orleans Street displays a red light over a flashing yellow light, eastward freight trains may proceed at not exceeding medium speed into these tracks, prepared to stop at clearance point at east end of Eastbound yard.</p>
All Tracks	<p>(e) When necessary to bunch the slack on eastward freight trains to start train, permission must be obtained from the Yardmaster before taking slack, and a member of the crew must be on caboose, or in position to protect the movement.</p> <p>(f) When eastward trains are pushed by yard engines out of Fulton Yard, the yard engines must not push these trains beyond the westward dwarf signal, located just east of MP-30.</p> <p>(g) Hand brakes must be set on the ten rear cars of trains arriving on Eastbound Yard at Fulton, unless otherwise directed by the Yardmaster. Yard crew doubling rear of road trains into yard must apply hand brakes on the 10 rear cars of each portion of train left standing in yard after cutting train down.</p> <p>(h) Hand brakes must be set on the five head cars of all trains of empty coal cars arriving Fulton Yard from Newport News unless otherwise directed by Yardmaster.</p> <p>(i) Hand brakes must not be released on westward freight trains until road engine has been coupled to train.</p> <p>(j) To permit roll-by inspection, time freight trains will reduce speed to 10 miles per hour entering Fulton Yard.</p>

930-3.—FULTON YARD (RICHMOND)—Concluded.

TRACK	INSTRUCTIONS
Engine Terminal	(k) The traffic direction of the inbound and outbound engine tracks between Fulton Roundhouse and the east end of these tracks, west of Scott Street, will be to the right. Movement in other than the specified direction must be protected by flag.
	(l) When switching, cars must be brought to rest and secured by brakes before they are uncoupled.
Engine Terminal	(m) RESTRICTING indication displayed on eastward absolute signals at east end of Inbound and Outbound Engine Leads and westward absolute signal at east end of Engine Running Lead will authorize engines to move over Engine Running Lead between these points. When STOP indication is displayed on signal governing movement, engine must not proceed except under protection of flag. When eastward absolute signals display STOP indication, engines must not pass OVERLAP sign located on south side of Inbound Engine Lead 220 feet west of signals until it is ascertained by a member of the crew that there are no opposing movements.

930-4.—SEVENTEENTH STREET YARD (RICHMOND).

<i>Brown St.:</i> Flasher Light Signals Yard Tracks	(a) Stop at sign. Proceed when flasher signals are operating. When flasher signals are not operating movement must not be made over crossing until crew protects street traffic.
<i>Hospital St.:</i> Automatic Crossing Gates Yard Tracks	(b) Stop at sign. Proceed when gates are down and flashers operating. When either gates or flasher signals are not operating properly, movement must not be made over crossing until crew protects street traffic.
<i>Broad St.:</i> Traffic Signals Yard Tracks	(c) Stop at sign. Proceed on green signal indication. When green signal is not displayed movement must not be made over crossing unless signal governing street traffic displays red light or crew protects street traffic.

930-5.—SECOND STREET YARD (RICHMOND).

Main	(a) When eastward trains back cuts of cars through main line crossover at Second Street to set off, with engine coupled to rear of cut to assist, the road engine on the east end of the cut will have control of the air brakes until the cut is backed over onto the westward main track. After cuts of cars are backed over on the westward main track, a fifteen pound brake pipe reduction must be made before detaching road engine.
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930-5.—SECOND STREET YARD (RICHMOND)—
Concluded.

TRACK	INSTRUCTIONS										
Main	<p>(b) Switching Signals DX Cabin apply to switching movements only:</p> <table border="0"> <tr> <td style="text-align: right;"><i>Aspect</i></td> <td style="text-align: left;"><i>Indication</i></td> </tr> <tr> <td>Red light.....</td> <td>STOP</td> </tr> <tr> <td>Red light over steady lunar white light.....</td> <td>Move East</td> </tr> <tr> <td>Red light over flashing lunar white light.....</td> <td>Move West</td> </tr> <tr> <td>Signal dark.....</td> <td>Signal not in use</td> </tr> </table> <p>Trains or engines using switching signals will stop when engine reaches point where switching signal cannot be seen, unless hand signals can be seen.</p>	<i>Aspect</i>	<i>Indication</i>	Red light.....	STOP	Red light over steady lunar white light.....	Move East	Red light over flashing lunar white light.....	Move West	Signal dark.....	Signal not in use
<i>Aspect</i>	<i>Indication</i>										
Red light.....	STOP										
Red light over steady lunar white light.....	Move East										
Red light over flashing lunar white light.....	Move West										
Signal dark.....	Signal not in use										
Various Tracks Over Byrd, 6th, 7th, 8th, Canal and 9th Sts.	<p>(c) <i>Traffic Control System</i>.—Movement will not be made over or onto a street except when a green color light signal is displayed. Where traffic control lights are not operating properly, movement must not be made over crossing until crew protects street traffic.</p>										

930-6.—GLADSTONE YARD.

All Tracks	<p>(a) To permit roll-by inspection, freight trains except local freights and pick-ups will reduce speed to 10 miles per hour entering Yard.</p>						
West End of Yard	<p>(b) <i>Horn Signals</i>.—When instructed by Yardmaster, westward trains required to double over will be governed by horn signals as follows:</p> <table border="0"> <tr> <td>One Sound.....</td> <td>STOP</td> </tr> <tr> <td>Two Sounds.....</td> <td>Move West</td> </tr> <tr> <td>Three Sounds.....</td> <td>Move East</td> </tr> </table> <p>Horns are located at West End Switchman's Shanty and crossover at West End of Yard. Control buttons are located at West End Switchman's Shanty; at Yard Office and at Car Inspector's Office.</p>	One Sound.....	STOP	Two Sounds.....	Move West	Three Sounds.....	Move East
One Sound.....	STOP						
Two Sounds.....	Move West						
Three Sounds.....	Move East						

930-7.—CHARLOTTESVILLE YARD.

Main	<p>(a) Between eastward absolute block signal just west of 4th St. and the westward absolute block signal just east of east yard connection, a CLEAR, APPROACH, SLOW-CLEAR or SLOW-APPROACH indication displayed by block signals will authorize trains and engines to proceed to the next block signal, against or ahead of superior trains, without train orders.</p> <p>(b) Flashing red light displayed by eastward absolute block signal just west of 4th Street, westward absolute block signal just east of east crossover to middle depot track, and westward absolute block signal located on north side of roundhouse track will be authority for yard engines to pass signal to do switching. When these signals display STOP indication, trains and engines will not proceed except as authorized by Yardmaster.</p>
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TRACK	INSTRUCTIONS
	<p>(c) Engines may occupy main track, between the eastward absolute block signal located just west of 4th Street and westward absolute block signal located just east of east yard connection, within time limits as authorized by the Yardmaster without flag protection; Engines will clear main track at least 5 minutes before expiration of time limit authority;</p> <p>When authority to occupy main track is not authorized by time limit, the main track must not be occupied by engines without flag protection and compliance with the rules;</p> <p>The Yardmaster will not permit engines to occupy main track on time limit, without securing such limit from the Piedmont and Mountain Sub-division train dispatchers, except under flag protection and in compliance with Rule 93(a);</p> <p>The Mountain Subdivision train dispatcher will not authorize time limit until the operator at Charlottesville has acknowledged the lever controlling the eastward absolute block signal at 4th Street is blocked in position to display Stop-indication;</p>
Main	<p>The Piedmont Subdivision train dispatcher will not authorize time limit until the operator at Gordonsville has acknowledged the lever controlling the westward absolute block signal located just east of the east yard connection switch is blocked in position to display Stop-indication. Lever blocks must not be removed until time expires except when authorized by the yardmaster.</p> <p>(d) Westward trains arriving at passenger station at Charlottesville on the main track will not pass the east end of the station platform except on hand signal.</p> <p>(e) Unless otherwise directed, westward passenger trains running as extras will secure authority of Yardmaster for movement from east end yard to passenger station, or protect movement by flag.</p> <p>(f) Unless otherwise directed, westward freight trains will call the Yardmaster for authority as to track to be used before entering yard.</p> <p>(g) Eastward trains, except first-class, will not pass First Street at Charlottesville except on hand signal.</p> <p>(h) Cars must not be left standing on main track at any point east of the entrance to the west end of the yard, except in switching westward passenger trains which must be properly protected to prevent cars running away.</p> <p>(i) A main track switch must be set to divert cars to yard track before cars are cut off or left standing west of entrance to west end of Charlottesville yard.</p>

930-7.—CHARLOTTESVILLE YARD—Concluded.


TRACK	INSTRUCTIONS
Main	(j) Rule S-504(a) is modified to permit trains or engines to clear on sidings or other tracks not equipped with absolute block signals to govern movement to main track to be met or passed by trains between East End Charlottesville Yard and Charlottesville Union Station. Trains or engines entering main track between above points are not relieved of compliance with Rules 93(a) and 505(b).

930-8.—STAUNTON YARD.

Coal Bin	Only the engine used by crew switching rear of eastward passenger trains may clear in Coal Bin track at Staunton for this purpose only. When clear on this track, engine must not enter or foul main track without permission of Train Dispatcher and will not make westward movement on main track beyond Coal Bin track switch in connection with switching the rear of eastward passenger trains.
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930-9.—CLIFTON FORGE YARD.

Main	<p>(a) <i>Crossing Over or Entering Main Tracks.</i>—Rules D-252(b) and D-252(c) are modified to permit trains or engines to cross over or enter main tracks between crossover 750 feet west of MP-277 and crossover just east of Jackson River Bridge, Clifton Forge, upon hand signal from employe handling switches. Before the switches are operated or hand signal is given, employe handling switches will secure authority for the intended move from the Yardmaster who must know that no trains are closely approaching.</p> <p>(b) <i>Switching Rear of Eastward Trains.</i>—For the purpose of switching rear of eastward trains, Rule D-151 is modified to permit yard engines, only when engaged in switching such trains, to move in both directions on EASTWARD main track without flag protection between crossover just east of Jackson River Bridge and Passenger Station, Clifton Forge, within time limits authorized by the Yardmaster. Time limit is not in effect until after train on which switching is to be performed has stopped at station. Yardmaster will not authorize time limit until advised by Train Dispatcher that he has signals and/or switches blocked to protect the movement.</p> <p>(c) <i>Handling Canisters, Markers, Oil Lanterns.</i>—The incoming flagman on passenger trains at Clifton Forge will leave his canister, markers and oil lanterns at the baggage room and the outgoing flagman will secure a fully supplied canister, markers and oil lanterns at the baggage room prior to departure of train.</p>
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TRACK	INSTRUCTIONS										
Main	(e) Alleghany Subdivision Mile Post 281, lunar white light governs movement into receiving yard.										
	<table border="0"> <thead> <tr> <th data-bbox="295 258 704 288"><i>Aspect</i></th> <th data-bbox="709 258 971 288"><i>Indication</i></th> </tr> </thead> <tbody> <tr> <td data-bbox="295 298 704 328">Dark.....</td> <td data-bbox="709 298 971 328">STOP</td> </tr> <tr> <td data-bbox="295 328 704 357">Lunar White.....</td> <td data-bbox="709 328 971 357">Proceed</td> </tr> </tbody> </table>	<i>Aspect</i>	<i>Indication</i>	Dark.....	STOP	Lunar White.....	Proceed				
<i>Aspect</i>	<i>Indication</i>										
Dark.....	STOP										
Lunar White.....	Proceed										
Smith Creek: East End Drill Track	(f) Color light switching signal located on Jackson River Bridge—JD Cabin governs movements only at the east end of Smith Creek Yard and is controlled by Yard Conductor at Switchtender's Shanty.										
	<table border="0"> <thead> <tr> <th data-bbox="295 536 704 566"><i>Aspect</i></th> <th data-bbox="709 536 971 566"><i>Indication</i></th> </tr> </thead> <tbody> <tr> <td data-bbox="295 576 704 606">Red light.....</td> <td data-bbox="709 576 971 606">STOP</td> </tr> <tr> <td data-bbox="295 606 704 636">Yellow light.....</td> <td data-bbox="709 606 971 636">Move West</td> </tr> <tr> <td data-bbox="295 636 704 665">Purple light.....</td> <td data-bbox="709 636 971 665">Move East</td> </tr> <tr> <td data-bbox="295 665 704 695">Dark light.....</td> <td data-bbox="709 665 971 695">Signal not in use</td> </tr> </tbody> </table>	<i>Aspect</i>	<i>Indication</i>	Red light.....	STOP	Yellow light.....	Move West	Purple light.....	Move East	Dark light.....	Signal not in use
<i>Aspect</i>	<i>Indication</i>										
Red light.....	STOP										
Yellow light.....	Move West										
Purple light.....	Move East										
Dark light.....	Signal not in use										
Hump	(g) Color light signal located at the West end of Classification Yard between the North and South lead governs westward movements from Classification tracks to North or South ladder tracks, but does not indicate route nor position of switches.										
	<p data-bbox="233 884 971 1003">Eastward Color light dwarf signal, located adjacent to lead track on north side of Hump office governs movements to the classification yard but does not indicate track is clear.</p> <table border="0"> <thead> <tr> <th data-bbox="295 1003 704 1033"><i>Aspect</i></th> <th data-bbox="709 1003 971 1033"><i>Indication</i></th> </tr> </thead> <tbody> <tr> <td data-bbox="295 1043 704 1073">Red light.....</td> <td data-bbox="709 1043 971 1073">STOP</td> </tr> <tr> <td data-bbox="295 1073 704 1103">Yellow light.....</td> <td data-bbox="709 1073 971 1103">PROCEED</td> </tr> </tbody> </table>	<i>Aspect</i>	<i>Indication</i>	Red light.....	STOP	Yellow light.....	PROCEED				
<i>Aspect</i>	<i>Indication</i>										
Red light.....	STOP										
Yellow light.....	PROCEED										
Thoroughfare	(h) Receiving Yard Color light hump signals located at various points Receiving Yard, govern humping movements only.										
	<table border="0"> <thead> <tr> <th data-bbox="295 1232 704 1262"><i>Aspect</i></th> <th data-bbox="709 1232 971 1262"><i>Indication</i></th> </tr> </thead> <tbody> <tr> <td data-bbox="233 1272 704 1302">Red light.....</td> <td data-bbox="709 1272 971 1302">STOP</td> </tr> <tr> <td data-bbox="233 1302 704 1331">Yellow light.....</td> <td data-bbox="709 1302 971 1331">Move East, 4 cars per minute</td> </tr> <tr> <td data-bbox="233 1331 704 1361">Green light.....</td> <td data-bbox="709 1331 971 1361">Move East, 6 cars per minute</td> </tr> <tr> <td data-bbox="233 1361 704 1391">Flashing Red light..</td> <td data-bbox="709 1361 971 1391">Move West</td> </tr> </tbody> </table>	<i>Aspect</i>	<i>Indication</i>	Red light.....	STOP	Yellow light.....	Move East, 4 cars per minute	Green light.....	Move East, 6 cars per minute	Flashing Red light..	Move West
	<i>Aspect</i>	<i>Indication</i>									
Red light.....	STOP										
Yellow light.....	Move East, 4 cars per minute										
Green light.....	Move East, 6 cars per minute										
Flashing Red light..	Move West										
(i) The traffic direction of the thoroughfare track is eastward. Movement must not be made in opposite direction except under flag protection. The normal position of all intersecting switches is for movement on thoroughfare track. 											
(j) Caboose cars of eastward trains arriving at Clifton Forge will be dropped from west end of receiving yard through thoroughfare track to caboose track just east of coal elevator.											
(k) Engines dispatched eastward via thoroughfare track from Hump to Inspection Pit Tracks will display rear headlight from sunset to sunrise, or when view is obscured by weather or other conditions, to avoid caboose colliding with engine.											

930-9.—CLIFTON FORGE YARD—Concluded.

TRACK	INSTRUCTIONS
Elevator	(l) When engines are placed on elevator track at east end of thoroughfare track they must clear thoroughfare track and if practicable sufficient room should be left to permit another engine to be set in at the east end of elevator track.
North Lead	(m) Engines must not exceed speed of 10 miles per hour when moving through the switch leading from the north lead to the track around the Hump Yard Office.
Crossover Switch at Hump Scales	(n) Normal position of west switch of crossover between yard lead just east of the scales at the hump and the new connecting track between east end of Receiving Yard and west end of Classification Yard is for movement through the connecting track from east end of the Receiving Yard to west end of Classification Yard.
New Class Yard	(o) Hand brakes must not be released on head end of trains made up in the new classification yard until engine is attached.
No. 1 and No. 2 Switching Lead	(p) Eastward trains or engines using No. 2 switching lead must not foul No. 1 switching lead until protection has been afforded against eastward movements on No. 1 switching lead. Normal position of the switch at east end of No. 2 switching lead is for movement on No. 1 switching lead. Westward movements must not be made on either No. 1 or No. 2 switching leads except under flag protection.
Westbound Yard	(q) Hand brakes must be set on the four rear cars of trains arriving on Westbound Yard.

930-10.—LYNCHBURG YARD.

Main	<p>(a) The Lynchburg yard engine may work in both directions between Southern Railway crossing and Tyree, on either or both tracks within time limit as authorized by the yardmaster, not protecting against extra trains.</p> <p>When the conductor is unable to communicate with the yardmaster he will obtain time from the dispatcher through the operator at NC Cabin.</p> <p>The conductor will see that yard engine clears main track at least five minutes before expiration of time limit and will report clear to operator. When the yard engine has been reported clear before expiration of time limit the main track must not be again occupied on same time limit authority.</p>
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TRACK	INSTRUCTIONS									
Main	<p>The train dispatcher will not permit yardmaster or operator to authorize yard engine to occupy main track unless the absolute block or interlocking signals governing movement onto the track sections occupied by the yard engine have been blocked to display STOP-indication and record made of time limits authorized. Lever blocks must not be removed nor a train or engine be authorized to enter limits yard engine authorized to work until the conductor has reported main track clear.</p>									
	<p>The yardmaster or operator will not permit yard engine to occupy main track without permission of the train dispatcher unless flag protection is provided for yard engine.</p>									
	<p>(b) <i>Crossing Over or Entering Main Tracks.</i>—Rules D-252(b) and D-252(c) are modified to permit trains or engines to cross over or enter main tracks between Tyree and Sou. Ry. Crossing upon hand signal from employe handling switches. Before the switches are operated or hand signal is given, employe handling switches will secure authority for the intended move from the Yardmaster who must know that no trains are closely approaching.</p>									
Switching Lead	<p>(c) Switching Signal (lunar white light) located on South Side of Eastward Track, East End Lynchburg Yard, governs switching movements only.</p>									
	<table border="0"> <thead> <tr> <th style="text-align: left;"><i>Aspect</i></th> <th style="text-align: left;"><i>Indication</i></th> </tr> </thead> <tbody> <tr> <td>One Flash.....</td> <td>STOP</td> </tr> <tr> <td>Two Flashes.....</td> <td>Move East</td> </tr> <tr> <td>Three Flashes.....</td> <td>Move West</td> </tr> <tr> <td>Dark.....</td> <td>Signal not in use</td> </tr> </tbody> </table>	<i>Aspect</i>	<i>Indication</i>	One Flash.....	STOP	Two Flashes.....	Move East	Three Flashes.....	Move West	Dark.....
<i>Aspect</i>	<i>Indication</i>									
One Flash.....	STOP									
Two Flashes.....	Move East									
Three Flashes.....	Move West									
Dark.....	Signal not in use									
Switching Lead	<p>(d) <i>Washington St.—Automatic Crossing Gates.</i>—Trains or engines will approach crossing not in excess of three (3) miles per hour.</p>									

930-11.—COVINGTON YARD.

Hot Springs Main	<p>(a) First-class trains will run at restricted speed between Hot Springs subdivision connection switch and West Yard Limit Board Hot Springs Subdivision.</p> <p>Covington Yard Engines may occupy Hot Springs Subdivision main track between these points on the time of first-class trains under flag protection. Rule 93(a) modified accordingly.</p> <p>Unless otherwise instructed by message signed by Yardmaster at Covington, eastward Hot Springs Subdivision extra trains will stop at telephone located at MP-2 and call Yardmaster at Covington for instructions before proceeding.</p>
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930-10.—COVINGTON YARD—Concluded.

TRACK	INSTRUCTIONS							
Hot Springs Main	<p>(b) Eastward distant switch signal located 2,991 feet east of Mile Post 1, Hot Springs Subdivision indicates the position of trailing point crossover located between yard lead and No. 1 track only.</p> <table border="0"> <tr> <td data-bbox="296 290 394 319"><i>Aspect</i></td> <td data-bbox="622 290 772 319"><i>Indication</i></td> </tr> <tr> <td data-bbox="296 329 446 382">Red Light over</td> <td data-bbox="622 329 987 407" rowspan="2">} Crossover lined for movement from yard lead to No. 1 main track.</td> </tr> <tr> <td data-bbox="296 384 446 437">Red Light over</td> </tr> <tr> <td data-bbox="296 439 484 491">Red Light over Yellow Light</td> <td data-bbox="622 409 987 462">} Crossover lined for yard movement.</td> </tr> </table>	<i>Aspect</i>	<i>Indication</i>	Red Light over	} Crossover lined for movement from yard lead to No. 1 main track.	Red Light over	Red Light over Yellow Light	} Crossover lined for yard movement.
<i>Aspect</i>	<i>Indication</i>							
Red Light over	} Crossover lined for movement from yard lead to No. 1 main track.							
Red Light over								
Red Light over Yellow Light	} Crossover lined for yard movement.							
Covington: New Storage Warehouse W. Va. Pulp and Paper Co.	<p>(c) Revolving green warning lights and warning bells that ring intermittently are located at the west end of the New Storage Warehouse for movement on Old No. 1, New No. 1 and new track as an advance warning to Paper Mill employees that yard crew is about to switch that track.</p> <p>Control switches for operating these lights and bells are located at west end of warehouse and on fence south of new track.</p> <p>Lights and bells are to be turned on by Trainmen before coupling is made on any of these tracks and are to be turned off by Trainmen when switching is completed.</p> <p>The operation of the lights and bells does not relieve Trainmen of full compliance with Rule 105(c) of the Operating Book of Rules.</p>							

930-13.—HINTON YARD.

Main Tracks Between West Interlocking Limits, MX Cabin and Westward Absolute Block Signals 1,600 feet West of MP-357	<p>(a) <i>Movement Against the Current of Traffic.</i>—Rule D-151 is modified to permit trains and engines to move against the current of traffic upon verbal or written permission of the Yardmaster who must know that proper protection is provided before authorizing the movement.</p>
Eastward	<p>(b) <i>Crossing Over or Entering Main Track.</i>—Rules D-252(b) and D-252(c) are modified to permit trains or engines to cross over or occupy the main track through hand-operated switches upon hand signal from employe handling switches. Before the switches are operated or hand signal is given, employe handling switches will secure authority for the intended move from the Yardmaster. The Yardmaster is responsible to know that no trains are closely approaching before authorizing the movement.</p>
Westward	<p>(c) When eastward absolute block signal at Avis displays stop-indication trains or engines may proceed in accordance with Rule 509-A after securing authority of Yardmaster to pass stop-indication. (Rule 509-A modified accordingly.)</p> <p>(d) Westward freight trains and engines must stop clear of crossover between westward main track and middle track at Hinton passenger station, unless authorized by proper hand signal to proceed.</p>

TRACK	INSTRUCTIONS
Yard	(e) When pusher engines are coupled to train in East Yard, slack must not be pushed up in train until a hand or proceed engine whistle signal is received from head end.
Pull Out	(f) Before eastward trains pull out of the short tracks, East Yard, member of crew will call Yardmaster to obtain permission to use pull out track, as this track is also used as switching lead.
No. 4 Pit Track and Thoroughfare Track	<p>(g) <i>Movement Over Spring Switches.</i>—Normal position of spring switches. East End No. 4 Pit Track is for movement on Thoroughfare Track; West End No. 4 Pit Track is for movement to No. 4 Pit Track; West End Thoroughfare Track is for movement to No. 2 Pit Track. Facing and trailing movements over these switches will not exceed 5 mph.</p> <p>When stop indication (Red Light) is displayed, movement over spring switches must not be made until the switch has been examined to insure it is properly lined.</p> <p>When Yellow Light is displayed, proceed over spring switch not exceeding 5 mph.</p>

980.—ADDITIONAL INSTRUCTIONS APPLYING AT JUNCTIONS AND CROSSINGS.

(a).—Before a train or engine moves over railroad crossings shown below, when absolute block signal governing movement over crossing displays STOP indication, in addition to complying with Rules 509-A or 509-B, the movement must be made in compliance with instructions posted in telephone booths.

Doswell—RF&P Ry.

J. C. Cabin—Sou. Ry.

(b).—CHARLOTTESVILLE UNION STATION.—The C&O will deliver interchange cars to the Southern via the connecting track between the C&O Charlottesville Union Station passing siding and the Southern north yard, placing them on Southern interchange tracks designated No. 1 and No. 2, returning via reverse route.

The Southern will deliver interchange cars to the C&O via the connecting track between the C&O Charlottesville Union Station passing siding and the Southern north yard, placing them on C&O interchange tracks designated No. 1 and No. 2, returning via reverse route.

Train or engine movements on the connecting track and Southern interchange tracks must not be made until it has been ascertained that they are clear of Southern Railway crews moving on these tracks. If necessary for both Southern and C&O crews to use the same tracks at the same time, arrangements must be made to protect the movement.

(c).—**STRATHMORE.**—V. A. L. Subdivision trains must stop clear of the Rivanna Subdivision connection at Strathmore depot and proceed only when it is known that the route is clear of other trains or engines.

Trains and engines may use the V. A. L. Subdivision main track west of Beginning of Automatic Block Sign just east of Strathmore Depot without protecting against other trains and engines upon authority of operator at Strathmore.

When eastward absolute block signal located on south side of V. A. L. Subdivision main track just east of Strathmore Depot displays a CLEAR or APPROACH Indication, trains or engines may, after securing permission of the operator, occupy the main track between this signal and the westward absolute block signal located 2329 feet west of MP-23, on the time of superior trains without train order authority.

(d).—**WAYNESBORO U. S.**—Train or engine movements on transfer track must not be made until it has been ascertained whether or not a Norfolk and Western Railway crew is switching in the same track. If necessary for both N. & W. and C. & O. Railway crews to use the same track or tracks, arrangements must be made to protect the movement.

(e).—**CASS.**—C&O Railway trains will stop before passing "Stop" sign and then proceed at not exceeding restricted speed over track section between Stop signs, expecting to find track occupied by Mower Lumber Co. trains or equipment.

(f).—**DURBIN.**—*C&O Tracks.*—Western Maryland Railway trains and engines may use the tracks of The Chesapeake and Ohio Railway between MP-94 and station sign at Frank, West Virginia.

WM Tracks.—Chesapeake and Ohio trains and engines may use the tracks of the Western Maryland Railway between switching limit signs reading "R-93-A Limits" (black letters on yellow background), located at the beginning of WM trackage at Durbin and extending to a point 5,358 feet east thereof.

All Train and Engine Movements of Both Railroads must be made prepared to stop short of other movements, trains, engines and obstructions.

Flag protection or permission of Train Dispatchers is not required within the above limits.

Crews of either railroad are not required to have a copy of the Book of Rules, Timetable or Special Instructions of the other railroad while operating within the above limits.

Except as provided herein, all rules and special instructions of the employing railroad in reference to the safe and proper operation of its trains and engines, and conduct of its employes, will be applicable while its crews, engines, trains or cabooses are on the tracks of the other railroad.

Rule S-83(f) is modified accordingly.

1006-1.—USE OF RETAINING VALVES:

(a).—*Alleghany*.—*BS Cabin*.—Eastward time freight trains with tonnage not exceeding 6,000 tons with three units or 8,000 tons with four units, with all units equipped with dynamic brake and all properly functioning, together with train brakes properly operating, will not require the use of retainers between Alleghany and BS Cabin unless in the judgment of the conductor and/or engineer the use of retainers is necessary.

When necessary to use retainers between Alleghany and BS Cabin on Time Freight Trains the retainers will be turned up at Hinton.

(b).—*Alleghany*.—In turning up retainers on eastward trains at Alleghany, be governed by the following:

On trains of loaded coal cars, all retainers should be turned up except the ten rear cars and on time freight trains, retainers should be turned up on 75% of the loaded cars, unless in the judgment of the Conductor or Engineer more retainers are needed, in which case, they will be turned up as provided by the rule.

Head brakeman dropping off at Alleghany to turn up retainers must meet the rear brakeman near center of train and then turn up retainers.

1006-2.—INSTRUCTIONS GOVERNING USE OF PRESSURE MAINTAINING FEATURE:

(a).—*Alleghany to Clifton Forge*.—Diesel units Series No. 6209 to 6263, inclusive, are equipped with Type DS-24-M brake valve with pressure maintaining feature and dynamic brakes, which permits operation of eastward tonnage freight trains without use of retaining valves.

(b).—The pressure maintaining feature must be cut out and train be operated with retaining valves in use per Timetable Special Instructions 1006-1(a), and 1006-1(b):

- (1) Unless engineer is properly qualified on manipulation of type DS-24-M brake valve and dynamic brake operation.
- (2) Unless controlling unit is equipped with Type DS-24-M brake valve and all hauling units equipped with dynamic brake in proper operating condition.
- (3) When dynamic brakes become inoperative, or any improper function of the brake equipment occurs.
- (4) When dead steam engines are hauled in train.

(c).—*Terminal Test*.—The brake pipe leakage on air brake test at Terminal must not exceed 5 lbs. per minute.

(d).—*Charging*.—Train brake system must be fully charged before leaving Alleghany. When stop is made at Alleghany on a tonnage train by using the train brake, the engineer must wait at least twenty (20) minutes to allow train brake system to recharge before proceeding.

Tonnage train applies to any train on which use of retainers is required when pressure maintaining feature is not used.

(e).—*Brake Application*.—Eastward freight trains leaving Alleghany, will apply dynamic brakes and make initial brake pipe reduction of about seven (7) pounds but not less than six (6) pounds, at a speed which will not permit train to stall.

After initial brake pipe reduction has been made, the engineer will regulate the speed with dynamic brakes to avoid exceeding speed limit. If the dynamic brakes will not hold train properly, additional brake pipe reduction of one (1) or two (2) pounds may be sufficient to control speed; unless necessary to stop, heavier reductions should be avoided to prevent stalling account grade changes or curvature.

(f).—*Releasing Brakes on Grade:*

- (1) Should it become necessary to release train brakes more than twice to avoid stalling on grade, a third release of brakes must not be made without bringing the train to a stop and sufficient number of hand brakes and the independent brake applied to hold train before air brakes are released.
- (2) Under no circumstances must the brakes be released to avoid stalling by attempting to “kick-off” or secure a “partial release” of a few brakes on the head end of the train by moving the brake valve handle to running position for two or three seconds. The result of such a manipulation of the brake valve would release the brakes on the entire train.

(g).—When approaching bottom of grade and prior to final releasing of the train brakes, the total brake pipe reduction should be reduced enough to insure the release of all brakes.

(h).—The maintaining feature should be cut out where any emergency application of the brakes has been made either by the brake valve or otherwise, until after the train has been recharged and ready to proceed.

(i).—The pressure maintaining feature, when train brakes are applied, maintains against brake pipe leakage up to five pounds per minute. This feature must be considered in applying train brakes by use of A-1 caboose valve or old type cutout cock, and the valve opened gradually a sufficient amount to overcome the pressure maintaining feature and apply the brakes. Care should be used to operate either valve slowly in order to avoid undesired emergency application of brakes.

The valve must be kept open until train comes to rest, and leave open approximately 2 minutes so as to deplete brake pipe air. Necessary precaution must be taken at once to secure train by turning up retainers or applying hand brakes in sufficient numbers to hold train during recharging period.

Whenever it becomes known that the air is being applied from the caboose or rear of train, the engineer should immediately cut out the maintaining feature and bring the train to rest according to instructions.

(j).—*Conductor.*—The conductor must know before leaving Hinton whether the use of retainers will be necessary between Alleghany and Clifton Forge.

(k).—In compliance with the above instructions, dead freight conductors before leaving the ready track at Hinton will consult the engineer to ascertain that he has been qualified by the Road Foreman of Engines in the handling of Type DS-24-M brake valve and dynamic brake operation.

(l).—*Engineer.*—Dead freight trains may be handled between Alleghany and Clifton Forge without the use of retaining valves, except when safety to the train will require their use.

Unless engineer has been properly qualified on the use of and instructions governing the pressure maintaining feature, the device must be cut out and not used.

1006-3.—SECURING TRAIN ON GRADES:

(a).—*Alleghany*.—When necessary for eastward tonnage trains to detach engine or separate train at Alleghany, the train must be secured with hand brakes as provided by Rule 103(e). When pusher engine is used it must not be cut off nor hand brakes released until the leading engine has returned and has control of the train.

(b).—*Hot Springs*.—On account of heavy grade east of Hot Springs, unless rear of train is protected with pusher engine, occupied passenger cars must not be detached from rear while on main track.

1030.—HIGHWAY AND STREET CROSSINGS.

1030-1.—In addition to complying with Rule 103(e), movement of trains and engines over highway and street crossings designated below will be governed by following instructions:

STATION AND HIGHWAY OR STREET	INSTRUCTIONS
<i>Norge:</i>	(a) Trains stopped in position to block any of first five (5) grade crossings east of Norge will cut crossings as soon as practicable unless immediate movement is to be made.
<i>Gordonsville:</i> 30th Street, just west of MP-160	(b) Cars or engines must not be left standing closer than 100 feet of crossings. If in emergency it is necessary to leave cars or engines standing closer than 100 feet a member of crew will protect crossing until removed.
<i>Gordonsville:</i> Route 1002, 1250 feet east of MP-9	
<i>Charlottesville:</i> 7th Street	(c) Trains delayed more than ten minutes must cut Seventh Street Crossing.
<i>Charlottesville Union Station:</i> 9th Street	(d) Trains or engines will not move over Ninth Street highway crossing of the interchange connecting track, which is protected by highway crossing flashing signals with 50 foot approach circuits, unless the signals are flashing or street traffic is protected by a member of the crew.
<i>Lynchburg:</i> Sandy Hook	(e) Sandy Hook Highway Crossing must not be blocked when it can be avoided and eastward trains that set off at the east end of Sandy Hook Yard must pull their train east of this crossing whenever practicable.
<i>Glasgow:</i> Route 130	(f) Trains or engines must not exceed speed of 15 miles per hour over highway crossing of State Route No. 130.

1030-2.—AUTOMATIC CROSSING GATES.—Rule 103(d) applies to the movement over highway and street crossings designated below:

SUBDIVISION	LOCATION	HIGHWAY OR STREET
Peninsula	Warwick	Oyster Point Road
	Morrison	Harpersville Road
	Oriana	State Route 173
	Williamsburg	Henry Street
	Providence Forge	State Route 618
	Roxbury	State Route 600; State Route 609
	Between MP 78 and MP 79	State Route No. 636 (Miller Rd.) State Route No. 600 (Charles City Rd.)
Piedmont	Richmond	Hospital Street
	North Anna	State Route 684
	Doswell	State Route 688
	Louisa	State Route 666
Rivanna	Maidens	State Route 522
V. A. L.	Carysbrook	U. S. Route 15
James River	Lynchburg	Orange St.; Washington St.
Alleghany	Mallow	State Route 648
	Pence Springs	State Route 15
Mountain	Waynesboro	King Avenue

1030-3.—In addition to complying with Rule 103(d), the movement of trains and engines will be governed as follows:

LOCATION AND STREET	INSTRUCTIONS
<i>Morrison:</i> Harpersville Road Crossing	<p>(a) When eastward absolute block signal located 400 feet east of MP-16 displays STOP indication, eastward trains will stop west of white post located 600 feet west of crossing on south side of No. 2 track. If signal to proceed is not displayed after stopping, member of train or engine crew will call Operator at "XA" Cabin from telephone located 900 feet west of crossing. Eastward trains stopped or delayed within 3300 feet of crossing will not exceed a speed of 20 MPH approaching crossing.</p> <p>Other movements, in either direction, are governed by Rule 103(d), except paragraph (1) and (2) will not apply.</p>

LOCATION AND STREET	INSTRUCTIONS
<p><i>Oriana:</i> State Route 173</p>	<p>(b) To avoid blocking crossing, when eastward absolute block signal at crossover just east of Oriana displays STOP, eastward trains of more than 20 cars will stop west of white post located on south side of No. 2 track 600 feet west of crossing. Eastward trains using No. 2 track to perform work in spur track near crossing will leave rear portion of train west of white post. Eastward trains using No. 2 track when stopped or delayed within 3,000 feet of crossing must not exceed 20 mph approaching crossing. Other movements, in either direction, are governed by Rule 103(d), except paragraph (1) and (2) will not apply.</p>
<p><i>Williamsburg:</i> Henry St.</p>	<p>(c) <i>Passing Siding.</i>—Trains or engines operating on the passing siding in either direction must stop at Stop Signs, located on south side of passing siding and then proceed over the insulated joints to actuate the gates. Gates must be down or crossing protected by member of crew before proceeding over crossing.</p>
<p><i>Between MP 78 and MP 79, Peninsula SD:</i> State Route No. 636 (Miller Rd.)</p>	<p>(d) Eastward trains or engines will stop 1100 feet west of crossing when necessary to stop before reaching crossing. Eastward trains or engines stopped or delayed within 2900 feet of crossing, will not exceed a speed of 35 MPH approaching crossing. Train or engine movements on Air Base Siding must not be made over this crossing unless gates are down or crossing is protected by a member of crew.</p>
<p>State Route No. 600 (Charles City Rd.)</p>	<p>Rule 103(d), paragraphs 1 and 2 will not apply.</p>
<p><i>North Anna:</i> State Route No. 684</p>	<p>(e) <i>Timing-Out and Restart Sections</i> are provided for eastward trains approaching State Route 684 which is protected by automatic highway crossing gates and flasher light signals. When necessary for eastward train or engines to stop before reaching crossing, stop will be made west of automatic block number plate signal 1160. Eastward trains or engines stopped or delayed within 2200 feet of crossing will not exceed a speed of 6 miles per hour approaching crossing.</p>
<p><i>Lynchburg:</i> Orange St.</p>	<p>(f) Westward trains or engines will stop east of Gate Control Sign unless movement over crossing is to be made. Engines or cars must not be permitted to stand between insulated rail joints (painted yellow) located in all tracks on both sides of crossing.</p>

LOCATION AND STREET	INSTRUCTIONS
Waynesboro: King Ave.	(g) The movement of trains or engines on main track over this crossing will be governed by Rule 103(d) except paragraphs 1 and 2 will not apply. Train or engine movements on passing siding must not be made over this crossing unless gates are down or crossing is protected by a member of crew. Train or engine movements on industrial track over this crossing will not operate gates. A member of crew must protect crossing when such movement is made.
Pence Springs: State Route 15	Rule 103(d), paragraphs 1 and 2 will not apply.

1040.—HAND-OPERATED SWITCHES.

Normal position of designated switches:

AMOCO.—*West Wye Switch and Apex of Wye Switch.*—For movement to and from Amoco Industrial Lead.
East Wye Switch.—For movement on set-off track.

STRATHMORE.—East switch of No. 4 track connected to VAL main track, east switches of Nos. 1, 2 and 3 tracks leading off No. 4 track and switch in VAL lead at west end No. 3 track may be left in last position used.

HOT SPRINGS.—*Safety Switch.*—For movement to Run-away Track, Westward movements may trail through switch. Eastward movements must hand operate switch.

Rule 730 and switch indications, pages 88 and 89, book of rules modified accordingly.

1050.—USE OF SIDINGS AND SPECIFIED TRACKS.

1050-1.—The capacity of sidings in 50-foot cars includes distances between clearance points of siding, allowing 320 feet for 4 engines and caboose and width of highways plus 50 feet on each side for cutting each crossing on siding.

1050-2.—*Industrial Tracks.*—Crews performing work at industries equipped with gates or doors manually or electrically operated and protected by a derail (or lock) will not remove derail (or lock) until gates or doors are fully opened, except where derail (or lock) controls operation of gate or door. Movement must not be made until it is known gate or door is fully opened and secured. Gates and doors must be closed and secured and derails (where provided) replaced after work is completed.

1050-3.—Trains and engines using tracks designated below will be governed by the following instructions:

(a).—MORRISON.—*Set-Off Track.*—Will move, expecting to find it occupied by engines or equipment of Union Carbide Ore Company.

Gates to Union Carbide Ore Company property will be locked with a dual lock arrangement consisting of a switch lock. Crews will properly lock and secure gates after switching is completed.

1050.—Concluded.

AMOCO.—Trains and engines using Amoco Industrial Lead will be governed as follows:

All Tracks.—In addition to complying with Rule 105, must not exceed a speed of 15 m.p.h.

AMERICAN OIL CO. REFINERY TRACKS.—Must not pass Guard House without permission of guard.

Must comply with all stop or other signs or instructions which in any way relate to the movement into any track or area. Stop signs are located at the entrance to the Combination Unit, south of the Tetraethyl Lead Building and entrance to Tank Car Loading Track.

Must not block road crossings for undue length of time but will cut such crossings as may be necessary.

(c).—LEE HALL.—*Fort Eustis Government Track.*—Will use pull-in track expecting to find it occupied by government engines or equipment. Will not occupy government track leading from the pull-in track unless pilot is provided, who will instruct crew as to the movement.

Must Stop and Flag across State Highway Route 60 unless crossing is protected by government flagman.

(d).—PENNIMAN.—*Essotane Plant.*—When switching, must not hold on to more than six (6) cars due to limited view.

(e).—SOUTH ORANGE.—*Snead No. 2 Track.*—Must not place cars in or west of Shop Building of Virginia Metal Products Corporation until doors are open and in clear. Engines must not enter building. Sufficient reachers must be used to permit spotting of cars within and west of Building, using caution account close clearances and material that may be fouling track.

Signal indicator, located on east side of building displays a green light when doors are open and clear for moving cars into building. A red light is displayed when either or both doors are closed or foul the track.

(f).—LINDSAY.—*New Track.*—Not more than 10 cars will be left east of crossing at east end.

(g).—CROZET.—*No. 1 Track.*—Cars must not be dropped but must be shoved to rest and brakes set before uncoupling engine.

(h).—WAYNESBORO UNION STATION.—*Tipple Track East of Station.*—Cars must not be dropped. In handling cars to and from this track the air must be coupled and working.

(i).—CASS, W. VA.—Before entering that portion of Passing Siding at Cass between the water tank and the west switch, it must be known that this portion of track is clear of scenic railroad equipment movements.

1070.—APPROACHING PASSENGER STATION.

LEE HALL AND WILLIAMSBURG.—Trains or engines in complying with Rule 107 will not pass between the passenger station and a passenger train receiving or discharging passengers on westward track unless the movement is properly protected.

2510-1.—CROSSING OVER OR ENTERING Main TRACKS.

(See T.T.S.I. 930 for instructions applying to specific locations within designated yard limits.)

2710-1.—ADDITIONAL INSTRUCTIONS governing movement of trains and engines on one or more tracks by block signals are designated below:

BS Cabin and Alleghany—

(a).—**OPPOSING MOVEMENTS.**—Westward trains must not be operated over any part of either main track between BS Cabin and Alleghany, until eastward freight trains using the same track that have passed Alleghany, or for which the signal at East Alleghany has been cleared, have been stopped and are being held.

(b).—**FOLLOWING MOVEMENTS.—ABSOLUTE BLOCK.**—An absolute block must be maintained:

- (1) For eastward freight trains between eastward absolute block signals at East Alleghany and eastward absolute block signals at Kelly's Tunnel.
- (2) For eastward trains between eastward absolute block signals at locations listed below and the next eastward absolute block signal in advance:

At Kelly's Tunnel.
East of Backbone.
OX Cabin.
Callaghan.

2730.—Trains or engines are permitted to clear for other trains or engines on tracks which are not provided with an absolute block signal to govern movement to main track as designated below. (See Rule 273-B.)

Newport News....Crossover, Thoroughfare track to Lead track at 58th Street Hump

Fort Lee.....Air Base Siding

Orange.....Depot, West End Storage and Mill tracks

South Orange....Snead No. 1 and Snead No. 2 tracks

Lindsay.....New track and storage track

Staunton.....Coal Bin track (see T.T.S.I.-930-8)

Clifton Forge.....Old Caboose track north of Hump Office

5010.—ADDITIONAL INSTRUCTIONS GOVERNING MOVEMENT OF TRAINS AND ENGINES UNDER AUTOMATIC BLOCK SIGNAL SYSTEM RULES.

(a).—**SOU. RY. CROSSING AND TYREE.**—When eastward absolute block signal at Southern Railway Crossing or westward absolute block signal at Tyree display STOP-indication and communication has failed, train or engine will not proceed without authority of the train dispatcher. Fourth paragraph of Rule 509-B modified accordingly.

(b).—**TUNNELS.**—When authorized to pass STOP-indication of Absolute Block Signals governing movement through tunnels listed below, in addition to complying with Rule 509-A, trains or engines will not proceed until an authorized employe has been through tunnel and it is known the route is clear:

Blue Ridge
Lewis
Alleghany

Second Creek
Fort Spring
Big Bend

5010-1.—AUTOMATIC TRAIN-STOP SYSTEM.—RICHMOND-CLIFTON FORGE DIVISIONS.

(a).—Automatic Train-Stop System supplements the Automatic Block Signal System and is in effect as designated by "Beginning of Train Control" and "End of Train Control" signs between:

Orange and Charlottesville.

JC Cabin (Chville U.S.) and JD Cabin (C. Forge).

Movement of trains and engines is governed by the following instructions:

(b).—The normal position of the Automatic Train-stop device is "cut in". Enginemen accepting an engine to be operated in Train-stop territory must know that the device is "cut in".

(c).—When passing an interlocking or block signal displaying an indication other than "Clear", the engineman must make an acknowledgment when the receiver is about to pass over the inductor, to avoid an automatic brake application. Enginemen must not make an acknowledgment until after signal indication has been observed and is being obeyed.

(d).—An engineman of a train acknowledging and entering a block as provided by the rules will be held responsible in case of accident caused by overtaking a preceding train.

(e).—If the indications of the automatic train-stop device and the block signal do not correspond, enginemen must promptly report the facts giving signal and engine number to the operator from the first available point of communication, who will transmit report to train dispatcher promptly.

(f).—Release of brakes after automatic stop application, before train comes to a full stop, is prohibited.

(g).—Within automatic train-stop territory, when moving over a track which is not equipped with automatic train-stop, the train or engine shall not exceed restricted speed.

(h).—Engines not equipped with automatic train-stop device or with the device "cut out" must not be dispatched or operated in automatic train-stop territory, except:

- (1) Within yard limits and between MP-206.7 and MP-209.7 at Waynesboro, Va., at restricted speed.
- (2) When dispatched on train order authority.
- (3) When device fails or is cut out enroute, in compliance with paragraphs (l) or (m) of this instruction.

(i).—The Superintendent must be notified of each case where a train or engine, not equipped with automatic train-stop device, is dispatched outside of yard limits.

(j).—The Automatic Train-stop System does not relieve enginemen and trainmen from protecting their train as prescribed by the rules, and does not supersede timetable or train order superiority, or supersede rules contained in Book of Rules.

(k).—Failure of Train-stop Device.—When the automatic train-stop device on an engine fails and/or is cut out enroute, such train must not thereafter exceed a speed of forty miles per hour, unless otherwise authorized by the train dispatcher, in compliance with paragraphs (l) or (m) of this instruction. The failure of the train-stop device must be reported to the train dispatcher at the first available point of communication.

(l).—Where Rule 271 is in effect, trains may resume maximum authorized speed upon verbal authority of the train dispatcher. The train dispatcher will maintain an absolute block in advance of the train with inoperative train-stop device.

(m).—Where Rule 271 is not in effect, movement from the first available point of communication with train-stop device inoperative will be authorized by train order. The train dispatcher may authorize (by train order) the train with inoperative train-stop device to resume maximum authorized speed (when in excess of forty miles per hour) to a designated station provided he has ascertained the main track is clear of trains and engines to the designated station, and has established an absolute block in advance of the train with inoperative train-stop device.

The train dispatcher will issue train order (Form J) to operator at the designated stations.

(n).—When directed by the train dispatcher to establish an absolute block in advance of a train approaching his office, the operator must hold all opposing trains until the expected train arrives, except:

When only one schedule meeting point is to be made between open offices, the following form of order may be issued to the train with inoperative train-stop device:

“No. 2 proceed with train-stop device inoperative not exceeding 40 miles per hour until No. 2 meets No. 95 Engine 5508; then resume maximum authorized speed.”

(o).—*Between JC Cabin and Easton.*—When the train opposing the train with inoperative train-stop device has not passed the next open train order office, such train may be authorized to proceed by use of train order Form J. Not more than one schedule meet with the train having inoperative train-stop device will be authorized.

(p).—The train dispatcher will make proper record on train sheet or train order book of instructions issued when train or engine is authorized to proceed with train control device inoperative.

NEWPORT NEWS & NORFOLK TERMINAL DIVISION.

(q).—*Newport News.*—Engineman of eastward trains, when engine is equipped with train-stop device, will acknowledge “Approach” or “Stop and Proceed” indication of block signal No. 114 when about to pass over inductor located just west of this signal, to prevent automatic application of the air brakes.

5010-2.—*Instructions Governing Train-Stop Device in Unequipped Territory:*

(a).—When engines equipped with automatic train-stop device are operated over unequipped territory with cut-out cock sealed in normal cut-in position, the following instructions will govern:

(b).—The automatic train-stop device will not provide protection to the train and has no normal function in unequipped territory.

(c).—On engines so equipped the Engineer must be familiar with the procedure for resetting and cutting out train-stop device.

(d).—Receiver on automatic train-stop device will respond to stray iron or steel that may protrude two or more inches above top of rail, or other unusual condition, which may cause an undesired brake application. When this occurs the Engineer must recognize such application so that he will be able to re-set the device after train stops. If after receiving several undesired stops or trouble develops which prevents resetting the device the train-stop device must be cut out and the Train Dispatcher notified.

(e).—When Train Dispatcher is notified of trouble developing with train-stop device he must immediately notify the proper Mechanical Department officer so that corrective measures may be taken.

5010-3.—SLIDE DETECTOR FENCE.—When absolute block signal governing movement over track section protected by slide detector fence displays STOP-indication, a member of the crew will operate pushbutton located on signal mast or on relay case, and when signal displays an indication more favorable than STOP, train will proceed at Restricted Speed, looking out for obstruction on track within the limits of slide detector fence, reporting conditions from next open office.

After pushbutton has been operated, if indication more favorable than STOP is not displayed, the engineer or conductor will secure authority to proceed per Rule 509.

Where Rule D-251 is in effect, trains running against the current of traffic will operate at restricted speed, looking out for obstruction on track within the limits of Slide Detector Fence.

Fences are located as follows:

SUBDIVISION	BETWEEN
James River	M. P. 151.7 and M. P. 152.8
	M. P. 153.9 and M. P. 154.1
	M. P. 155 and M. P. 155.1
	M. P. 155.4 and M. P. 155.6
	M. P. 156.3 and M. P. 156.4
	M. P. 156.8 and M. P. 157.2
	M. P. 159.9 and M. P. 160.5
	M. P. 161.4 and M. P. 162.2
	M. P. 185.7 and M. P. 186
	M. P. 188.9 and M. P. 190.2
	M. P. 192.6 and M. P. 193.2
	M. P. 200.3 and M. P. 200.6
	M. P. 204.6 and M. P. 205
	M. P. 217.9 and M. P. 218.1
M. P. 224.5 and M. P. 225.1	
Mountain	M. P. 243.2 and M. P. 243.4
	M. P. 255.5 and M. P. 255.7

5010-3.—Concluded.

SUBDIVISION	BETWEEN
Alleghany	M. P. 304.1 and M. P. 304.5
	M. P. 308.3 and M. P. 308.7
	M. P. 318.9 and M. P. 319.6
	M. P. 332.2 and M. P. 332.5
	M. P. 333.1 and M. P. 333.4
	M. P. 341.8 and M. P. 342.1
	M. P. 352 and M. P. 353
	M. P. 354.2 and M. P. 354.5

5010-4.—HOT BOX INDICATORS.—Lunar white flashing light hot box signals are in service as designated below:

<p>Norge: On block signal No. 432</p>	<p>(a) Flashing indication will be displayed when defective conditions are observed on eastward trains. (b) When flashing indication is observed by train or engine crews, train will be stopped and operator called on telephone.</p>
<p>Nicholas: On side of Signal Relay house at east switch to passing siding</p>	

5010-5.—STOP INDICATION NON-AUTOMATIC BLOCK SIGNAL SYSTEM TERRITORY.—When STOP indication is displayed by signal governing movement into other than Automatic Block Signal System territory trains or engines will stop and secure permission of the Train Dispatcher (or Yardmaster where he supervises movement) to proceed.

If communication is not available the train, after stopping, may proceed in accordance with the rules or instructions in effect beyond the signal.

If movement is to be made over power-operated switches, Rule 509-A(4) will apply and movement at RESTRICTED speed will apply to entire train over switches.

5090.—AUTOMATIC RAILROAD CROSSINGS.

See TTSI-980.

6050.—INTERLOCKING RULES.

Interlocking Rules 605(a) to 671, inclusive, are in effect within interlocking limits at:

XA Cabin (Old Pt. Jet.)	JC Cabin (Ch'ville U. S.)
Norge	NC Cabin (Lynchburg)
R Cabin (Fulton Yard)	MX Cabin (Hinton)
G. Cabin (Gordonsville)	

7130.—LOCATION AND USE OF SPRING SWITCHES.

7130-1.—Rules 713(a) and 713(b) are in effect.

LOCATIONS	NORMAL POSITION FOR MOVEMENT ON	DESIGNATED SPEED IN NORMAL POSITION	
		FACING MOVEMENT	WHEN SPRINGING SWITCH
<i>Phoebus</i> —Tail Track of Wye	East Leg Wye	15 m.p.h.	15 m.p.h.
<i>Norge</i> —East switch eastward passing siding	Eastward Main Track	25 m.p.h.	
<i>Norge and Providence Forge</i> —West switches of westward passing sidings	Westward Main Track		
<i>Fulton</i> —East End Yard Lead	Eastward Main Track		
<i>Atlee, Hanover and South Anna</i> —East and West switches of passing sidings	Main Track	Maximum Authorized	
<i>Doswell</i> —West switch of passing siding			
<i>Noel</i> —East and West switches of passing siding			
<i>Beaver Dam</i> —East switch of passing siding			
<i>Bumpass</i> —East and West switches of passing siding			
<i>Frederick Hall</i> —West switch of passing siding			
<i>Brand, Fishersville, Waynesboro, Afton and Greenwood</i> —West switches of passing sidings			
<i>Crozet</i> —East switch of passing siding			
<i>Ivy</i> —West switch of passing siding			

7130-2.—A member of the crew of train on double track moving from siding to main track will observe if the dwarf spring switch signal on main track displays a yellow light within 40 seconds after rear of train clears the switch. Report must be made to the Superintendent and Chief Train Dispatcher from next available point of communication of a signal not displaying a yellow light as above.

7150.—ELECTRICALLY LOCKED SWITCHES.

7150-2.—ELECTRICALLY-LOCKED SWITCHES IN OTHER THAN 271 TERRITORY:

Fulton.....West Switch of Shop Track
 DX Cabin.....Second St. Yard Connection

REVISED RULES

Operating Department Rules (Form CDT-29) and Passenger and Freight Train Handling Instructions (Form CDT-30) are revised as follows:

RULE OR INST. NO.	REVISION
Sixth, Seventh, and Eighth paragraphs Rule M-1	<p>Employees will not ride the leading or trailing footboards of an engine.</p> <p>Seventh (7th) paragraph of Rule M-1 is cancelled.</p> <p>Employees are prohibited from <i>riding</i> or <i>walking</i> on roofs of any moving cars.</p>
18-B	<p>Third paragraph reading: "Headlight on end coupled to cars, may be extinguished," is cancelled.</p>
99	<p>Except where Automatic Block Signal System Rules are in effect, unless otherwise protected by train order or rule, trains or engines must provide rear end flag protection on the same main track as follows:</p> <p><i>When Stopped:</i> Flagman must go back immediately with flagman's signals a sufficient distance to insure protection, placing two torpedoes on the rail at least fifty feet apart, and when necessary, displaying lighted fusee. When recalled, if the safety of the train will permit, he may return, leaving lighted fusee and torpedoes when conditions require.</p> <p><i>When Moving:</i> Lighted fusees must be thrown off rear of train at proper intervals to insure protection when moving at less than maximum authorized speed.</p> <p><i>Where Automatic Block Signal System Rules</i> are in effect, rear end flag protection on the same main track is not required.</p> <p>Employees are not relieved of flag protection in any territory where specific rules or special instructions require flag protection to be provided.</p>
S-87, S-88, 208(d), 515	<p>Rules S-87, S-88, 208(d) and 515 which require conditions to be protected "as prescribed by Rule 99" are changed to require the conditions to be PROTECTED BY FLAG.</p>
D-252(b), D-252(c), 277, 1651(d)	<p>That part of Rules D-252(b), D-252(c) and 1651(d) referring to Rule 99 and that part of Rule 277 reading "except as provided by Rules 276(b) and 279(b) trains or engines operated under these rules are not relieved of full compliance with Rule 99" is deleted.</p>

REVISED RULES—Continued.

RULE OR INST. NO.	REVISION
Second paragraph added to 250-B	When restricting indication is displayed by a block signal, restricted speed applies until entire train passes the next signal. When restricting indication is displayed by a signal governing movement into other than Automatic Block Signal System Territory, restricted speed applies to the movement of entire train by the signal and through crossovers, turnouts, interlocking limits, and over power switches protected by the signal.
Fifth paragraph 509-C	When not practicable for the engine to be in position to permit the signal indication to be plainly seen the train must not depart without complying with Rules 509-A or 509-B, unless Rule 279(a) is in effect <i>and cab of diesel engine is more than thirty feet beyond the signal.</i>
727(b), 1651(f)	<i>Temporary Reduce Speed Signs.</i> —Rules 727(b) and 1651(f) are modified to require Temporary Reduce Speed Signs to be placed far enough in advance of the Temporary Slow Speed Sign (where used) or the condition being protected to permit reduction from maximum speed to the required speed but, when practicable, not less than 8,000 feet.
1651(c), 1651(e), 1654, 1706, 1807	<i>MofW Flag Protection.</i> —Rules 1651(c), 1651(e), 1654, 1706 and 1807 are modified to permit Maintenance of Way work to be performed on main track without live flag protection when protection is provided by the Train Dispatcher in accordance with Rules 7(d), 7(e) or 7(g) of the Rules Governing the Use of Motor, Push and Trailer Cars, Velocipedes and Other MofW On-Track Equipment.
1256	When necessary to cut train to permit highway traffic to cross, such crossing will be protected by a member of the crew when train is being recoupled.
First paragraph E-108	<i>Ground Relay.</i> —In event the ground relay trips, reset as prescribed in operating manual. If the ground relay trips a second time, reset again. If it trips a third time, isolate the diesel engine or engines affected. A stop for inspection must be made at the nearest point where inspector is available. The inspector or maintenance man will determine whether a "Diesel Unit Isolation Report Tag" should be applied to the isolation switch.
E-109	<i>Ground Relay Knife Switch.</i> —The ground relay knife switch, when open, eliminates the protection of electrical equipment by the ground relay. This switch must not be opened in normal operation. If train is being delayed due to continuous ground relay action on one or more diesel units and it is necessary to clear main track, the ground relay knife switch may be opened and unit or units operated for further movement provided instructions are obtained from proper authority.

REVISED RULES—Concluded.

RULE OR INST. NO.	REVISION
E-109—Con.	When operating under above conditions, unit or units must be kept under close observation and engine crew alerted for smoke or unusual conditions which may arise therefrom.
E-511-B	<p><i>Engine Terminals.</i>—Movement of diesel units on engine terminal tracks, turntable tracks, ready tracks, and similar tracks must be made with caution, prepared to stop within one-half the range of vision, and when approaching standing cars or diesel units, must not exceed a speed of 4 miles per hour.</p> <p>Hand brakes must not be released nor any attempt made to move a diesel unit under its own power until it is known the air brakes are effective.</p> <p>When hostlers or mechanical department employes are moving more than one unit coupled, the units will be operated from the lead unit. "B" units or disabled units may be shoved, using proper precautions to prevent accident.</p>
E-519	The air hose coupling on all diesel units with holding devices must be properly secured to the holding devices when uncoupled to prevent damage account of dragging.
E-1102(d), 1207	<p>Except when journals have burned or broken off, fire extinguishers, liquids, or snow must not be used to treat (cool) hot journals.</p> <p>Equipment set off account hot journals must be carefully inspected, packing or lubricators removed, and <i>box lids closed</i>. All signs of fire around journal boxes, body of equipment, and the removed packing or lubricator must be thoroughly extinguished, by means of fire extinguishers, liquids, or snow.</p> <p>Except in emergency, equipment with hot journals must not be set off on tracks where flammable commodities may be endangered.</p>
E-1125, paragraphs (b), (e), (f) and (g)	See T. T. S. I. 40-3(j).
E-1129	<p>CLEARANCE CAR X-1836.—In handling this car when it is not being operated to measure clearances, the following instructions will govern:</p> <ol style="list-style-type: none"> (1) The car must be handled on rear of trains immediately ahead of caboose cars. (2) Before coupling to or moving the car, it must be ascertained that all measuring arms are secured in the "IN" position and a close check kept on them while the car is being moved. (3) The car should be protected from rough handling at all times, it must not be used in switching nor cut off and allowed to roll, but when it is set off, it must be secured by brakes or otherwise.

MOVEMENT OF MofW CARS

MC-4.—Additional instructions governing the movement of MofW Cars and equipment modifying or supplementing MC Rule 4.

TRACK SECTION BETWEEN	AUTHORITY FOR MOVEMENT
Pier I and XA Cabin	Verbal permission of operator at XA Cabin or flag protection.
XA Cabin and Hampton Roads Transfer	
On Westward Track: MP-76 and Fort Lee	Verbal permission of operator at R Cabin or flag protection.
Fort Lee and R Cabin	
R Cabin and Rivanna Jet.	Verbal permission of operator at R Cabin.
Rivanna Jet. and DX Cabin	Verbal permission of Train Dispatcher.
Rivanna Jet. and Sandco	
Whitlock and Lindsay	Verbal permission of the operator at Gordonsville or flag protection.
Westward absolute block signal 2329 feet west of MP-28 and Strathmore Depot	Verbal permission of the operator at Strathmore or flag protection.
Rivanna River Bridge and East End Charlottesville Yard	Verbal permission of operator at Gordonsville. Permission of yardmaster not required.
East End of Charlottesville Yard and J. C. Cabin	Verbal permission of yardmaster obtained through operator at Charlottesville.
J. C. Cabin and West Yard Limit Board	Permission of yardmaster not required.
Waynesboro: MP-207 and west switch passing siding Waynesboro (see Note 1)	Unless the motor car operator knows the switching local is not on duty, movement will be made by permission of operator who will first ascertain location of the switching local. When the office at Waynesboro is closed the motor car operator must protect against the switching local.
Staunton: East and west Yard Limits (see Note 1)	Verbal permission of operator at Staunton who will first ascertain and advise location of yard engine (see Note 2).
Lynchburg: East and West Yard Limits (see Note 1)	Movement by verbal permission of operator at NC Cabin who must secure permission of yardmaster and advise motor car operator location of yard engine.

MC-4.—Concluded.

TRACK SECTION BETWEEN	AUTHORITY FOR MOVEMENT
Clifton Forge: East Yard Limits and Smith Creek Yard Office (see Note 1)	Movement with the current of traffic by verbal permission of Assistant General Yardmaster.
Clifton Forge: Smith Creek Yard Office and Coach Yard	Movement will be with the current of traffic only when track is seen or known to be clear, or under flag protection (see Note 2).
Clifton Forge: Coach Yard and Crossover just east of Jackson River Bridge (see Note 1)	Movement will be with the current of traffic by verbal permission of Assistant General Yardmaster.
Covington: East and West Yard Limits.	Permission of Yardmaster not required.
Ronceverte: East and West Yard Limits	
Through Tunnels: Lewis-Alleghany-Big Bend	Movement of MofW cars or equipment must be protected until car operator reports clear regardless of time limits. Car operator must report promptly when clear of tunnel.

Note 1.—Authority of the train dispatcher on Form CDT-35 is required in addition to the permission of operator or yardmaster.

Note 2.—Permission of Yardmaster not required.

MC-4-1.—Unless the above instructions otherwise provide, the Yardmaster or Operator granting permission for car movement must know the track sections are clear of opposing trains and engines before giving permission for movement.

Car Operators will report promptly when clear of track sections over which they have obtained permission to move.

MC-4-2.—Trains and engines may be permitted to follow car movements as prescribed by MC Rule 4(i) on subdivisions designated below:

Lexington
Hot Springs
Greenbrier

MISCELLANEOUS

A.—HIGH VOLTAGE WIRES.—In the event there is a break, or wires carrying high voltage in connection with power lines or Automatic Block System are found swinging or on the ground, employes will immediately communicate the information to the train dispatcher and signal maintainer. If wires are in position to interfere with traffic or are liable to cause injury to persons, arrangements should be made to place watchmen at the point until relief can be obtained.

B.—PERSONAL INJURY REPORTS.—Whenever employes are injured, the officer or employe in charge will act as follows:

- (1) **NON-TRAIN ACCIDENT.**—Whenever employes are injured in a non-train accident, equipment or machinery involved must be given an immediate inspection by officer or employe in charge to ascertain condition.
- (2) **TRAIN ACCIDENTS.**—In cases of injuries to employes in train or train service accidents, where the condition or operation of engines and/or cars is or may be involved, an immediate inspection must be made of equipment, including, where necessary, a coupling and uncoupling test, or brake test; also an inspection of the track and roadbed. If not practical to make inspections and tests of equipment at point of accident same should be made at the next available point. Inspection must be made by two qualified persons unless otherwise directed. Inspectors must make a separate report of inspection to their superior officer.
- (3) If any employe furnishes to a person, other than an official of the Railway Company, written statement concerning an accident, or injury, employe shall promptly furnish an exact copy of statement to his immediate superior.
- (4) In all highway crossing accidents the conductor of the train involved will make report on Form CJ-8 to the Superintendent. He should include, in space Z, under "REMARKS" the names and addresses of all outside witnesses at the scene, together with the license numbers of all automobiles that were stopped at the crossing at time of accident.
- (5) In the event a passenger train is involved in an accident and accident is of such a nature that passengers might possibly have been subjected to injury, the conductor in charge of train will have such passengers complete and sign Form CJ-99, regardless of whether or not such passengers claim to have been injured, as provided for in printed instructions accompanying Form CJ-99. (See General Rule M-3, Book of Rules.)

SURGICAL STAFF

NAME— LOCATION	OFFICE ADDRESS	TELEPHONE No.
Norfolk, Va.		
*H. C. Meredith, Jr.	915 Hampton Blvd.	MA 5-0464
Southgate Leigh, Jr.	300 Colonial Ave.	MA 2-6924
R. L. Payne, Jr.	Suite 902, Medical Tower.	MA 2-2649
*Robert A. Morton	915 Hampton Blvd.	MA 5-0464
Hampton, Va.		
*Paul J. Parker	22 S. King St.	PA 3-4113
Newport News, Va.		
*Geo. G. Hankins (Oculist)	Medical Arts Building	CH 5-8217
G. S. Hankins (Oculist)	Medical Arts Building	CH 5-8217
*W. O. Poindexter	Medical Arts Building	CH 5-8419
Edward V. Siegel	316 Main St.	595-1103
*Jack A. Lawson	316 Main St.	595-1103
*J. W. Carney	2814 West Ave.	CH 5-4191
*Paul Givens	700 New Market St.	CH 5-4201
*Hugh Warren, Jr.	700 New Market St.	CH 5-4201
*T. C. Lawford	81 Main St.	LY 6-1811
W. Ward Anderson	316 Main St.	
Williamsburg, Va.		
Armistead D. Williams	Professional Bldg	229-6414
Richmond, Va.		
J. M. Emmett (Chief Surgeon)	} Room 1104, First and Merchants	
*A. L. Smith (Asst. Ch. Surg.)	Bank Bldg	MI 4-9811
*Robert L. Bailey, Jr.	1825 Monument Ave.	359-3846
W. B. Blanton, Jr.	828 W. Franklin St.	359-1351
F. M. Blanton		
T. Dewey Davis	501 E. Franklin St.	MI 8-4038
*R. D. Butterworth	900 N. Hamilton St.	358-0457
C. M. Caravati	2208 Monument Ave.	353-1239
Edwin D. Vaughan	305 Professional Bldg	MI 4-6359
T. W. Murrell	17 E. Grace St.	MI 4-3006
T. W. Murrell, Jr.	17 E. Grace St.	MI 4-3006
Frank Pole	Lee Medical Bldg	355-3091
W. E. Daner	900 N. Hamilton St.	358-0457
*Herbert Wiesinger (Oculist)	2015 Monument Ave.	EL 8-5539
H. Shepherd Rowland, Jr.	Lee Medical Bldg	EL 5-3091
*J. F. Butterworth, III	900 N. Hamilton St.	358-0457
*Joseph Gazala	1001 W. Franklin St.	EL 8-0273
*J. M. Harrison	} Medical College of Virginia	
*H. P. Royster		MI 4-9851
Louisa, Va.— *Griffith B. Daniel..... Call Central		
Gordonsville, Va.— *H. C. McCoy..... { Office 140 Residence 173		
Washington, D. C.— Report to Room 217, 2nd Floor, Union Station Bldg.		
Alexandria, Va.— *Arthur J. Mourot, 811 Prince St..... { OV 1852 Res. OV 1853		
Culpeper, Va.		
*Granville Eastham		244
*Robert L Cassidy	Medical Arts Bldg	
Goochland, Va.— *W. S. Lloyd..... Hunter 6-2762		
Fork Union, Va.— *J. H. Yeatman..... Palmyra 28-F-11—Fork Union 2511		
Amherst, Va.— S. Raymond Arnold..... WH 6-3211		

*Asterisk indicates doctors who will respond to emergency call.

SURGICAL STAFF

NAME— TELEPHONE
LOCATION OFFICE ADDRESS No.

Charlottesville, Va.

*M. K. Humphries	} 104 E. Market St.	296-6338
*H. S. Hedges (Oculist)		
*Fletcher Woodward (Oculist)	400 Locust St.	293-9121
*Thomas S. Edwards	1565 University Ave.	295-4344
*A. M. Smith	} 920 E. High St.	293-5116
*M. C. Wilhelm		
*M. L. Rea	201 E. High St.	295-2330
*Wm. Parson	} University Hospital	295-2121
*J. E. Wood, Jr.		
*H. B. Mullholland		
*Julian Beckwith		

Crozet, Va.

*E. D. Davis, Jr. Drug Store Bldg. 2101

Waynesboro Union Station, Va.

*D. E. Watkins Medical Bldg. 2243

Staunton, Va.

*R. P. Bell, Jr. 211 Frederick St. 429
*A. F. Robertson, Jr. 211 W. Frederick St. 103

Millboro, Va.—*S. P. Hileman 10-F-2

Clifton Forge, Va.

*J. M. Emmett (Chief Surgeon)	} C. & O. Hospital	862-4101
*George L. Fischer		
*Jorge A. Allende		
*Allen E. Lehew		
George L. Fischer		
Charles F. Ballou, III		
*R. P. Hawkins, Jr.		
*John Adams		
*Thomas N. Warren		
*George N. Chucker		
*Wallace C. Nunley		
*M. M. Mackay		
*Alvin Wm. Finestone		
*Charles F. Ballou, III		
*Meade C. Edmunds		

Jorge A. Allende	Hotel Jefferson	
*F. L. Wysor (Oculist)	Harvey Bldg.	863-8521
*M. M. Fliess	Harvey Bldg.	862-7561
*R. L. Claterbaugh	Harvey Bldg.	863-4541
*L. A. Houff	Farrar Bldg.	862-7571
*Walter E. Vermilya	316 Commercial Ave.	863-8531
*G. S. Hartley	Main Street	863-8571

Lynchburg, Va.

*J. E. Haynsworth Courtland Bldg. VI 6-3454
*J. R. Gorman 1900 Tate Springs Rd. VI 7-8854
*E. G. Scott Medical Center, Suite 3
Porter B. Echols 725 Church St.

Natural Bridge, Va.

*Robert R. Eason Peoples Bank Bldg.,
Buena Vista, Va. 213

Eagle Rock, Va.

*M. W. Rankin Eagle Rock, Va. TU 4-2531

*Asterisk indicates doctor who will respond to emergency call.

NAME— LOCATION	SURGICAL STAFF OFFICE ADDRESS	TELEPHONE No.
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Covington, Va.

- *N. B. Jeter Barr-Topham Building 7351
- *J. V. Jordan 210 N. Maple Ave 5361
- *W. P. Fletcher 201 N. Court Ave

Hot Springs, Va.—*M. B. Jarman. . Bath House—Homestead Hotel 322

White Sulphur Springs, W. Va.

- *W. E. Myles White Sul. Spgs., W. Va. 11-J
 - *J. P. Baker
 - *Charles Bailou
 - *Eugene J. Morhous
 - *Stuart T. Bray
 - *Arnold J. Brody
 - *E. L. Crumpacker
- } Greenbrier Hotel Clinic

Ronceverte, W. Va.—*A. G. Lanham. . Maple St. 584

Hinton, W. Va.

- *W. L. Van Sant
 - *J. W. Hesson
 - *J. D. Woodrum
 - *D. W. Ritter
 - *A. W. Holmes
 - *J. W. Stokes
- } Hinton Hospital 406
- } Hinton, W. Va 863
- } 115 Temple St. 47—Res. 105

Marlinton, W. Va.

- *R. R. Pitman

*Asterisks indicates doctors who will respond to emergency call.

NEWPORT NEWS AND NORFOLK TERMINAL DIVISION

RICHMOND DIVISION



CLIFTON FORGE DIVISION



SPEED TABLE

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.		Min. Sec.	Min. Sec.	
0 45	80.00	1 20	45.00	1 55	31.30	2 30	24.00	
0 46	78.26	1 21	44.44	1 56	31.03	2 31	23.84	
0 47	76.59	1 22	43.90	1 57	30.77	2 32	23.68	
0 48	75.00	1 23	43.37	1 58	30.51	2 33	23.53	
0 49	73.47	1 24	42.86	1 59	30.25	2 34	23.38	
0 50	72.00	1 25	42.35	2 00	30.00	2 35	23.23	
0 51	70.59	1 26	41.86	2 01	29.75	2 36	23.08	
0 52	69.23	1 27	41.38	2 02	29.51	2 37	22.93	
0 53	67.92	1 28	40.91	2 03	29.27	2 38	22.78	
0 54	66.66	1 29	40.45	2 04	29.03	2 39	22.64	
0 55	65.45	1 30	40.00	2 05	28.80	2 40	22.50	
0 56	64.28	1 31	39.56	2 06	28.57	2 41	22.36	
0 57	63.16	1 32	39.13	2 07	28.34	2 42	22.22	
0 58	62.07	1 33	38.71	2 08	28.12	2 43	22.08	
0 59	61.02	1 34	38.29	2 09	27.91	2 44	21.95	
1 00	60.00	1 35	37.89	2 10	27.69	2 45	21.82	
1 01	59.02	1 36	37.50	2 11	27.48	2 46	21.69	
1 02	58.06	1 37	37.11	2 12	27.27	2 47	21.56	
1 03	57.14	1 38	36.73	2 13	27.07	2 48	21.43	
1 04	56.25	1 39	36.36	2 14	26.87	2 49	21.30	
1 05	55.38	1 40	36.00	2 15	26.66	2 50	21.18	
1 06	54.54	1 41	35.64	2 16	26.47	2 51	21.05	
1 07	53.73	1 42	35.29	2 17	26.28	2 52	20.93	
1 08	52.94	1 43	34.95	2 18	26.09	2 53	20.81	
1 09	52.18	1 44	34.61	2 19	25.90	2 54	20.70	
1 10	51.43	1 45	34.29	2 20	25.71	2 55	20.58	
1 11	50.70	1 46	33.96	2 21	25.53	2 56	20.45	
1 12	50.00	1 47	33.64	2 22	25.35	2 57	20.34	
1 13	49.31	1 48	33.33	2 23	25.17	2 58	20.22	
1 14	48.65	1 49	33.03	2 24	25.00	2 59	20.11	
1 15	48.00	1 50	32.73	2 25	24.83	3 00	20.00	
1 16	47.37	1 51	32.43	2 26	24.66	4 00	15.00	
1 17	46.75	1 52	32.14	2 27	24.49	6 00	10.00	
1 18	46.15	1 53	31.86	2 28	24.32	12 00	5.00	
1 19	45.55	1 54	31.58	2 29	24.16			

Compliance with
OPERATING RULES
AND
SAFETY RULES

INSURES
SAFE and EFFICIENT
Operation

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In Case of **DOUBT** or **UNCERTAINTY**
the **SAFE COURSE** MUST BE TAKEN

IMPACT FORCE AT VARIOUS STRIKING SPEEDS		
CAR COUPLED AT (MPH)		IMPACT FORCE
SAFE	1	1
	2	4
	3	9
	4	16
DAMAGING	5	25
	6	36
	7	49
	8	64
	9	81
	10	100