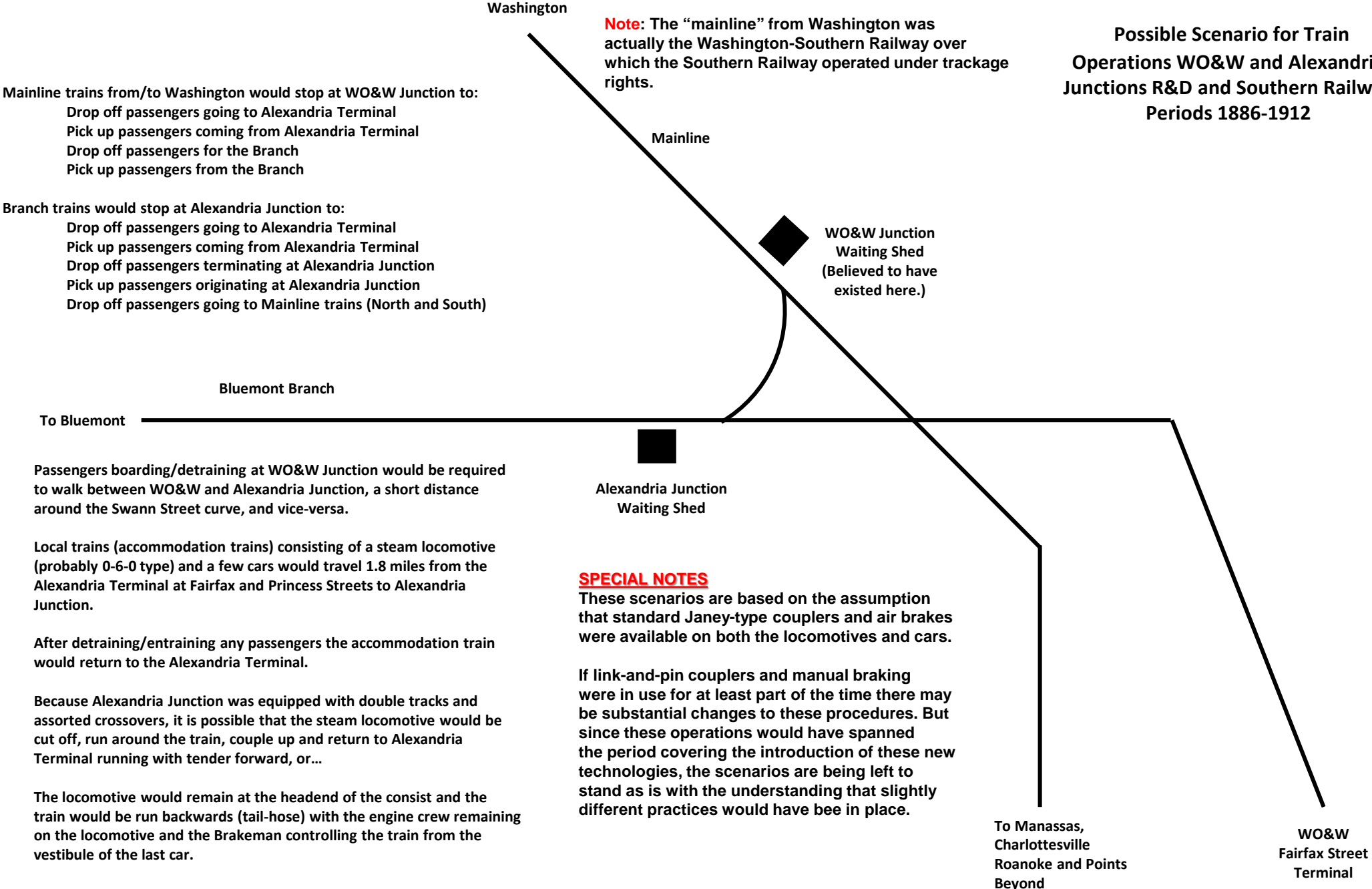


Possible Scenario for Train Operations WO&W and Alexandria Junctions R&D and Southern Railway Periods 1886-1912



Note: The “mainline” from Washington was actually the Washington-Southern Railway over which the Southern Railway operated under trackage rights.

Mainline trains from/to Washington would stop at WO&W Junction to:
 Drop off passengers going to Alexandria Terminal
 Pick up passengers coming from Alexandria Terminal
 Drop off passengers for the Branch
 Pick up passengers from the Branch

Branch trains would stop at Alexandria Junction to:
 Drop off passengers going to Alexandria Terminal
 Pick up passengers coming from Alexandria Terminal
 Drop off passengers terminating at Alexandria Junction
 Pick up passengers originating at Alexandria Junction
 Drop off passengers going to Mainline trains (North and South)

Bluemont Branch
 To Bluemont

Passengers boarding/detraining at WO&W Junction would be required to walk between WO&W and Alexandria Junction, a short distance around the Swann Street curve, and vice-versa.

Local trains (accommodation trains) consisting of a steam locomotive (probably 0-6-0 type) and a few cars would travel 1.8 miles from the Alexandria Terminal at Fairfax and Princess Streets to Alexandria Junction.

After detraining/entraining any passengers the accommodation train would return to the Alexandria Terminal.

Because Alexandria Junction was equipped with double tracks and assorted crossovers, it is possible that the steam locomotive would be cut off, run around the train, couple up and return to Alexandria Terminal running with tender forward, or...

The locomotive would remain at the headend of the consist and the train would be run backwards (tail-hose) with the engine crew remaining on the locomotive and the Brakeman controlling the train from the vestibule of the last car.

SPECIAL NOTES

These scenarios are based on the assumption that standard Janey-type couplers and air brakes were available on both the locomotives and cars.

If link-and-pin couplers and manual braking were in use for at least part of the time there may be substantial changes to these procedures. But since these operations would have spanned the period covering the introduction of these new technologies, the scenarios are being left to stand as is with the understanding that slightly different practices would have been in place.

To Manassas,
 Charlottesville
 Roanoke and Points
 Beyond

WO&W
 Fairfax Street
 Terminal