

## INDEX

Page

South Rocky Mount to Bunn .....	1
Elrod to Fairmont.....	1
Parkton to Marlboro .....	1
Richmond to South Rocky Mount.....	2-3
Rocky Mount to Florence.....	4-5-6-7
Yard Tower to South Rocky Mount.....	8
Plymouth to Tarboro.....	9
Washington to Parmele.....	9
Franklin Jct. to Franklin .....	9
Pender to Kinston .....	10
Contentnea to Wilmington.....	11
Wilmington to Pee Dee.....	12
Warsaw to Clinton .....	12
Chadbourn to Myrtle Beach.....	12
Yadkin Junction to Sanford.....	13
New Bern to New Bern Junction.....	13
Camp LeJeune to Marine Jct. ....	13
Special Instructions ..14-15-16-17-18-19-20-21-22-23-24	

Safety



First

# ATLANTIC COAST LINE RAILROAD

## RICHMOND DIVISION

# 3

## TIME TABLE No. 3

IN EFFECT

Tuesday, September 6, 1966

AT 12:01 A. M.

SUPERSEDING TIME TABLE NO. 2

DATED JUNE 16, 1966

### EASTERN STANDARD TIME

FOR THE GOVERNMENT OF  
EMPLOYEES ONLY

D. C. HASTINGS, Vice-President  
L. T. ANDREWS, General Manager  
J. J. PEACOCK, General Supt., Transportation  
M. S. JONES, JR., Superintendent

## R FOR SAFETY

- SAFETY SHOES** — to protect feet.  
**PROPER CLOTHING** — well fitted for comfort.  
**HARD HATS** — safety umbrellas.  
**GLOVES** — to protect fingers and hands.  
**SAFETY RULES** — to guide us.  
**CLEAR MINDS** — for staying alert.

**DOSAGE** — **USE LIBERALLY FOR PRESERVATION OF LIFE AND LIMB.**

## FIRST AID INSTRUCTIONS

In the case of injury to an employee on duty, or to a passenger, call the most available Local Surgeon in the list.

In case no Local Surgeon can be reached in time to respond, secure the services of the most available surgeon in the vicinity, informing him that he is engaged for the emergency or until such time as the Local Surgeon assumes charge of the case.

Before the arrival of a surgeon, it is always important to be sure of two things: First, that there is no obstruction to the breathing; and Second, that there is no excessive bleeding. Of course, no one can live long if he cannot breathe, or if he is losing much blood.

As to breathing, be sure that there is nothing in the mouth or throat to obstruct the passage of air; also that there is nothing constricting the neck, then see if there is anything about the chest which would prevent free movement of the ribs.

If there is severe bleeding from a limb, and if the blood is spurting from the wound, it should be controlled by a tourniquet placed between the body and the wound. This should always be put between the knee or elbow and the body, and should be tightened until the blood stops. If the blood simply flows and does not spurt, it can generally be controlled by making pressure directly upon the wound. If one has a sterile bandage handy, this should be placed directly in the wound and fastened tight.

When bones are broken, the fractured ends almost always splinter. These splintered ends may do a great deal of damage to the muscles, blood vessels, etc., in the neighborhood, if great care is not taken in moving the patient. It is better not to move such a patient until a temporary splint has been applied to prevent these splintered ends of the bone doing any more damage.

It is never advisable to try to force a patient to swallow when he is not conscious and evidently unable to swallow. An injured person should be kept warm.

**THE COMPANY WILL NOT BE RESPONSIBLE FOR BILLS MADE UNLESS THE PHYSICIAN OR SURGEON IS CALLED BY AN AUTHORIZED AGENT OF THE COMPANY.**

# AVOID DAMAGE SWITCH CUSTOMERS CARS CAREFULLY

## JUDGING SPEED

Accurate judgment of coupling speed depends upon correct timing. An excellent way to get accurate timing without a watch is to count "one hundred and thirty-one, one hundred and thirty-two" and so on as the car passes a stationary point. With a little practice counting can be done at the rate of one a second.

Ability to closely estimate speed at time car strikes is extremely important because impact force builds up as the square of the speed. This means that impact delivered by a car coupled at 8 miles per hour is not four times that at 2 miles per hour, but **16 TIMES AS GREAT**. Damage to freight or car can be avoided by always keeping coupling speed within the safe range — **NOT OVER 4 MILES PER HOUR — A BRISK WALK.**

## IMPACT FORCE AT VARIOUS STRIKING SPEEDS

	Coupled Car at	Units of Destructive Force
Safe	1 mph	1
	2 "	4
	3 "	9
	4 "	16
Damaging	5 "	25
	6 "	36
	7 "	49
	8 "	64
	9 "	81
	10 "	100

## SPEED CARD

### To Find Coupling Speed of 40 Foot and 50 Foot Car

Sight vertical end of car body on a fixed point and note the number of seconds it takes car to pass. Speed in miles per hour is shown opposite.

Sec- onds	40 Foot Car Miles Per Hour	50 Foot Car Miles Per Hour
1.....	2.8	3.5
2.....	1.4	17.5
3.....	9.3	11.6
4.....	7	8.7
5.....	5.6	7
6.....	4.7	5.9
7.....	4	5
8.....	3.5	4.4
9.....	3.1	3.9
10.....	2.8	3.5
11.....	2.5	3.1
12.....	2.3	2.9
13.....	2.15	2.7
14.....	2	2.5

Damage as a result of Rough Handling makes up a large part of the claim bill for Loss and Damage to Freight. From the Railroad standpoint it is the major item in the expense. We all know that Rough Handling can be reduced, often eliminated. It is hoped that this card will be helpful in your efforts to prevent Rough Handling.

Switch Crews must function as a team. Clear signals properly given are mighty important; talk it over — prevent Rough Handling — it can be done.

**NASHVILLE BRANCH**  
**BETWEEN SOUTH ROCKY MT. AND BUNN**  
**WESTWARD EASTWARD**

THIRD CLASS <b>501</b> Local Freight Daily Ex. Sunday <b>A. M.</b>	Station Numbers	Distance From So. Rocky Mt.	TIME TABLE NO. 3 IN EFFECT September 6, 1966 STATIONS	Car Capacity of Side Tracks	FOURTH CLASS <b>502</b> Local Freight Daily Ex. Sunday <b>A. M.</b>
6:30	121		<b>TL SO. ROCKY MT.</b> <b>A</b> YARD 11:20 1.0		
6:40	120	1.0	<b>T ROCKY MOUNT</b> YARD 11:00 10.2		
7:10	BA-130	11.2	<b>T NASHVILLE</b> 46 10:25 9.0		
7:45	BA-139	20.2	<b>T SPRING HOPE</b> 30 9:25 9.0		
8:15	BA-148	29.2	<b>A BUNN</b> <b>L</b> 47 8:45		
<b>A. M.</b> Daily Ex. Sunday <b>501</b>			Nos. 501-502 will not protect against following extra trains between Rocky Mount and Bunn.		<b>A. M.</b> Daily Ex. Sunday <b>502</b>

**FAIRMONT BRANCH**  
**BETWEEN ELROD AND FAIRMONT**  
**SOUTHWARD NORTHWARD**

THIRD CLASS <b>503</b> Local Freight Daily Ex. Sunday <b>A. M.</b>	Station Numbers	Distance From Elrod	TIME TABLE NO. 3 IN EFFECT September 6, 1966 STATIONS	Car Capacity of Side Tracks	FOURTH CLASS <b>504</b> Local Freight Daily Ex. Sunday <b>A. M.</b>
8:45	247		<b>L ELROD</b> <b>A</b> 96 11:00 67 Y 4.0		
8:55	H-251	4.0	<b>RAYNHAM</b> 2 10:50 7.0		
9:25	H-258	11.0	<b>A FAIRMONT</b> <b>L</b> 42 10:20 126 P		
<b>A. M.</b> Daily Ex. Sunday <b>503</b>			Nos. 503-504 will not protect against following extra trains between Elrod and Fairmont.		<b>A. M.</b> Daily Ex. Sunday <b>504</b>

**BENNETTSVILLE BRANCH**  
**BETWEEN PARKTON AND MARLBORO**  
**SOUTHWARD NORTHWARD**

THIRD CLASS		Station Numbers	Distance from Parkton	TIME TABLE NO. 3 IN EFFECT September 6, 1966 STATIONS	Car Capacity of Side Tracks	FOURTH CLASS	
<b>541</b> Local Freight Daily Ex. Sunday <b>P. M.</b>	<b>539</b> Local Freight Daily Ex. Sunday <b>A. M.</b>					<b>540</b> Local Freight Daily Ex. Sunday <b>P. M.</b>	<b>542</b> Local Freight Daily Ex. Sunday <b>P. M.</b>
12:01	8:25	223		<b>TL PARKTON</b> <b>A</b> 20 2:45 7:55 12.3			
12:30	8:45	G-236	12.3	<b>T RED SPRINGS</b> 30 2:25 7:10 11.8			
12:59	9:10	G-247	24.1	<b>MAXTON</b> X-SAL. 22 1:55 6:35 6.1 63 Y			
1:15	9:25	G-253	30.2	<b>JOHN'S</b> 40 1:43 6:15 18 Y 6.3 — MP-G259.3 — X-SAL.			
<b>1:30</b> <sup>640</sup>	9:40	G-260	36.5	<b>T McCOLL</b> 46 <b>1:30</b> <sup>641</sup> 5:55 8.7			
<b>A</b> 1:50	<b>A</b> 10:10	G-268	45.2	<b>T BENNETTSVILLE</b> 44 1:00 <b>L</b> 5:30 127 Y 5.8			
		G-275	51.0	<b>A MARLBORO</b> <b>L</b> 52			
<b>P. M.</b> Daily Ex. Sunday <b>541</b>	<b>A. M.</b> Daily Ex. Sunday <b>539</b>			Nos. 539-540, 541-542 will not protect against following extra trains between Parkton and Bennettsville.		<b>P. M.</b> Daily Ex. Sunday <b>540</b>	<b>P. M.</b> Daily Ex. Sunday <b>542</b>



**SOUTHWARD MAIN LINE BETWEEN RICHMOND AND SOUTH ROCKY MOUNT**

THIRD CLASS										FIRST CLASS										TIME TABLE NO. 3			
211										1 77 375 109 105 175 75 29										IN EFFECT			
Through Freight										East Coast West Coast Champion Palmetto Everglades Through Freight Through Freight Piggyback Special Gulf Coast Special N. & W. Passenger										September 6, 1966			
Daily										Daily Daily Daily Daily Daily Daily Daily Ex. Monday Daily Daily										STATIONS			
A. M.										P. M. P. M. P. M. P. M. A. M. A. M. A. M. A. M.													
																						TL	RICHMOND
											10.00	9.05	1.55					5.35	3.15				1.6
										L 1.00	10.05	9.10	2.00	L 1.00	11.45	10.00		5.40	3.20		1.6		AY
											1.14	10.15	9.20	2.09	1.10	12.15	10.10	5.50	3.28	6	10.6	T	FA
											1.22	10.21	—	2.15	1.18	12.25	10.18	5.56	3.36	13	18.2		CHESTER
																			3.43	19	24.4		DUNLOP
											1.32	f10.30	s 9.59	s 2.33	1.28	12.35	10.31	s 6.15		22	27.0	T	PETERSBURG
																			S A 3.50	22	27.4	T	PETERSBURG Appomattox Station
											1.36	10.34	10.03	2.36	1.32	12.40	10.35	6.20		25	30.6	T	BX
											1.59	10.37	10.06	2.39	1.35	1.01	10.38	6.23		26	33.1		COLLIER
											2.15	10.50	10.18	2.52	1.51	1.19	10.52	6.37		43	48.2	T	STONY CREEK
											2.26	10.58	10.27	3.00	2.02	1.30	11.02	6.50		53	58.3	T	JARRATT
											2.36	11.06	s10.40	3.09	2.12	1.40	11.11	s 7.02		63	67.7	T	EMPORIA
											2.42	11.10	10.45	3.15	2.18	1.46	11.16	7.07		68	73.0		TREGO
											2.54	11.18	10.55	3.25	2.30	1.58	11.28	7.17		80	85.0		GARYSBURG
											2.58	—	s11.05	f 3.30	2.33	2.01	11.31	s 7.22		83	87.7		WELDON
											3.00	11.23	11.07	3.32	2.35	2.03	11.33	7.25		84	88.7		WELDON YARD
											3.07	—	—	—	—	—	—	—	—	90	95.3	T	HALIFAX
											3.19	11.36	11.30	3.48	2.54	2.26	11.50	7.43		101	106.2	T	ENFIELD
											3.26	11.41	—	3.53	3.01	2.33	11.56	7.48		107	112.3	T	WHITAKERS
											3.31	11.44	—	3.57	3.06	2.38	12.01	7.52		111	116.5	T	BATTLEBORO
											3.40	s11.55 <sup>77</sup>	s12.30 <sup>1</sup>	s 4.15 4.20	3.16	2.49	12.09	s 8.15 8.30		120	124.6	T	ROCKY MOUNT
											4.00 5.05	12.01	12.33	4.23	3.40 3.55	3.00	12.20	8.33		121	125.6	T A	SO. ROCKY MT.
A. M.										P. M. P. M. P. M. P. M. P. M. A. M. A. M.													
Daily										Daily Daily Daily Daily Daily Daily Daily Ex. Monday Daily Daily													
211										1 77 375 109 105 175 75 29													

**MAIN LINE BETWEEN RICHMOND AND SOUTH ROCKY MOUNT—NORTHWARD**

TIME TABLE NO. 3 IN EFFECT September 6, 1966		Car Capacity of Side Tracks	FIRST CLASS					THIRD CLASS													
			78	2	376	76	20	112	210												214
			Palmetto	East Coast West Coast Champion	Everglades	Gulf Coast Special	N. & W. Passenger	Through Freight	Through Freight												Through Freight
			Daily	Daily	Daily	Daily	Daily	Daily Ex. Tuesday	Daily												Daily
STATIONS			A. M.	A. M.	P. M.	P. M.	A. M.	A. M.	P. M.	P. M.											
T	RICHMOND	A	s 4.05	s 5.00	s 4.15	s 9.30	s12.25														
	1.6 AY		3.50	4.45	4.05	9.17	12.20	A 3.00	A 3.00	A 8.00											
T	9.0 FA	37 PS	3.39	4.34	3.55	9.02	12.10	2.08	2.02	7.40											
	7.6 CHESTER	13	3.33	4.28	f 3.47	8.51	12.02	1.56	1.54	7.26											
	6.2 DUNLOP	Y					11.56			7.15											
	2.6 PETERSBURG	YARD	s 3.25	f 4.14	s 3.35	s 8.40		1.43	1.41	7.08											
T	3.0 PETERSBURG Appomattox Station	YARD					11.50														
	3.2 BX	X-N&W.	3.10	4.08	3.12	8.27		1.38	1.35	7.00											
	2.5 COLLIER	YARD	3.08	4.04	3.07	8.24		1.34	1.32	6.50											
T	15.1 STONY CREEK	28	2.57	3.53	s 2.48	8.10		1.17	1.16	6.25											
T	10.1 JARRATT	171 PN 157 PS 110	2.49	3.45	s 2.35	8.00		1.02	1.05	6.05											
	9.4 EMPORIA	X-N&F&D	2.40	3.36	s 2.21	s 7.47		12.52	12.48	5.45											
	5.3 TREGO	100 PS 63 Y	2.34	3.31	2.10	7.41		12.46	12.42	5.30											
	12.0 GARYSBURG	4	2.24	3.20	1.55	7.30		12.33	12.30	5.10											
	2.7 WELDON		s 2.22	—	s 1.50	s 7.25		12.29	12.25	5.02											
	1.0 WELDON YARD	100 CP YARD	2.17	3.15	1.42	7.20		12.25	12.22	4.59											
T	6.6 HALIFAX	22	—	—	s 1.34	—		—	—	4.48											
	10.9 ENFIELD	82	2.03	3.00	s 1.20	7.04		12.06	12.01	4.25											
T	6.1 WHITAKERS	100 PS 35	1.57	2.55	s 1.12	6.58		11.59	11.54	4.12											
	4.2 BATTLEBORO	49	1.53	2.51	s 1.05	6.54		11.54	11.49	4.05											
T	8.1 ROCKY MOUNT	YARD	s 1.45	s 2.40	s 12.55 12.35	s 6.45 6.35		11.45	11.40	3.50											
T	1.0 SO. ROCKY MT.	L YARD	—	2.28	12.26	6.21		11.40 11.00	11.30 10.45	3.30											
			A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	A. M.	P. M.											
			Daily	Daily	Daily	Daily	Daily	Daily Ex. Monday	Daily	Daily											
			78	2	376	76	20	112	210	214											

**SOUTHWARD—MAIN LINE—BETWEEN ROCKY MOUNT AND FLORENCE**

FIRST CLASS

TIME TABLE NO. 3

IN EFFECT

September 6, 1966

STATIONS

	<b>1</b>	<b>375</b>	<b>109</b>	<b>175</b>	<b>75</b>	<b>49</b>	<b>77</b>	Station Numbers	Distance from South Rocky Mount	
	East Coast West Coast Champion	Everglades	Through Freight	Piggyback Special	Gulf Coast Special	Passenger	Palm Atta			
	Daily	Daily	Daily	Daily Ex. Monday	Daily	Daily	Daily			
	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	A. M.			
	s11:55	s 4:15 4:20	3:16	12:09	s 8:15 8:30	2:45	s12:30	120		T L ROCKY MOUNT
	12:01	4:23	3:40 3:55	12:20	8:33	2:51	12:33	121		T SO. ROCKY MT.
	12:10	4:32	4:05	12:30	8:42	f 3:02	12:41	129	8.9	T ELM CITY
	12:17	s 4:40	4:12	12:36	s 8:55	s 3:21	s12:55	136	15.4	T WILSON X-NS
	12:20	4:43	4:16	12:39	8:59	A 3:29	1:04	139	18.6	CONTENTNEA
	— —	4:48	4:21	12:44	9:04		— —	144	23.6	T LUCAMA
	— —	4:55	4:29	12:51	9:10		— —	151	30.8	T KENLY
	12:37	s 5:06	4:39	1:01	s 9:28		s 1:35	161	40.6	SELMA X-SOU.
	— —	5:10	4:43	1:05	9:32		— —	165	44.4	T SMITHFIELD
	— —	5:17	4:50	1:12	9:37		— —	172	51.3	T FOUR OAKS
	— —	5:25	4:59	1:20	9:44		1:50	180	59.5	T BENSON
	12:58	5:32	5:06	1:26	s 9:55		s 2:05	186	65.6	T DUNN
	— —	5:38	5:15	1:33	f10:02		— —	193	73.1	GODWIN
	— —	5:51	5:30	1:48	10:18		— —	208	87.6	MILAN
	f 1:20	s 6:05	5:35	1:52	s10:35		s 2:55	210	89.3	FAYETTEVILLE X-ACL. X-A&R
	— —	6:13	5:44	1:59	f10:41		— —	217	96.0	HOPE MILLS
	— —	6:19	5:51	2:05	f10:50		— —	223	102.5	T PARKTON
	1:50	6:37	6:10	2:23	s11:15		f 3:25	241	121.0	PEMBROKE X-SAL.
	— —	6:43	6:16	2:28	f11:22		3:30	247	126.3	ELBOD
	— —	6:50	6:23	2:34	f11:30		3:35	253	132.4	T ROWLAND
	2:04	s 7:04	— —	2:43	s11:45		s 3:50	262	141.8	DILLON X-SAL.
	— —	7:10	6:39	2:51	f11:53		3:55	268	148.3	T LATTA
	2:18	7:18	6:52	3:02	12:02		4:03	280	159.3	PEE DEE
	2:22	— —	6:57	3:07	12:05		4:06	283	161.7	WN
	2:30	— —	A 7:15	A 3:30	12:12		4:13	291	170.1	FY
	s 2:50	s 8:05	— —	— —	s12:40		s 4:40	293	172.3	T A FLORENCE
	A. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.			
	Daily	Daily	Daily	Daily Ex. Monday	Daily	Daily	Daily			
	<b>1</b>	<b>375</b>	<b>109</b>	<b>175</b>	<b>75</b>	<b>49</b>	<b>77</b>			





**NORTHWARD—MAIN LINE—BETWEEN ROCKY MOUNT AND FLORENCE**

						FIRST CLASS						Station Numbers	Distance from South Rocky Mount	TIME TABLE NO. 3	
						2	78	42	112	76	376			IN EFFECT	
						East Coast West Coast Champion	Palmetto	Passenger	Through Freight	Gulf Coast Special	Everglades			September 6, 1966	
						Daily	Daily	Daily	Daily Ex. Monday	Daily	Daily			STATIONS	
						A. M.	A. M.	P. M.	P. M.	P. M.	P. M.				
						s 2.40	s 1.45	s11.25	11.45	s 6.45 6.35	s12.55 12.35	120		T A	ROCKY MOUNT
						2.28	— —	11.07	11.40 11.00	6.21	12.26	121		T	SO. ROCKY MT.
						— —	— —	f10.58	10.44	6.07	s12.12	129	8.9	T	ELM CITY
						f 2.17	s12.45	s10.50	10.37	s 5.57	s12.01	136	15.4	T	WILSON X-NS.
						2.14	12.32	10.40	10.33	5.52	11.50	139	18.6		CONTENTNEA
						— —	— —	— —	10.28	— —	s11.42	144	23.6	T	LUCAMA
						— —	— —	— —	10.20	— —	s11.30	151	30.8	T	KENLY
						1.57	s12.12	— —	10.10	s 5.33	s11.15	161	40.6		SELMA X-SOU.
						— —	— —	— —	10.06	5.25	s11.02	165	44.4	T	SMITHFIELD
						— —	— —	— —	9.59	5.19	s10.52	172	51.3	T	FOUR OAKS
						— —	11.50	— —	9.50	5.12	s10.40	180	59.5	T	BENSON
						1.37	s11.45	— —	9.43	s 5.06	s10.30	186	65.6	T	DUNN
						— —	— —	— —	9.35	4.55	f10.16	193	73.1		GODWIN
						— —	— —	— —	9.20	4.43	9.59	208	87.6		MILAN
						f 1.17	s11.20	— —	9.16	s 4.40	s 9.55	210	89.3		FAYETTEVILLE X-ACL. X-A&R
						— —	— —	— —	9.07	4.21	s 9.35	217	96.0		HOPE MILLS
						— —	— —	— —	9.00	4.15	s 9.25	223	102.5	T	PARKTON
						12.45	f10.35	— —	8.25	3.58	s 8.58	241	121.0		PEMBROKE X-SAL
						— —	— —	— —	8.18	3.51	f 8.48	247	126.3		ELROD
						— —	— —	— —	8.10	3.45	s 8.39	253	132.4	T	ROWLAND
						12.29	s10.10	— —	— —	s 3.35	s 8.20	262	141.8		DILLON X-SAL
						— —	f 9.58	— —	7.51	3.25	s 8.07	268	148.3	T	LATTA
						12.16	9.46	— —	7.38	3.15	f 7.48	280	159.3		P&E DEE
						12.11	9.42	— —	7.33	3.11	7.44	283	161.7		WN
						12.03	9.34	— —	7.10	3.03	7.34	291	170.1		FY
						11.59	9.30	— —	— —	3.00	7.30	293	172.3	T L	FLORENCE
						P. M.	P. M.	P. M.	P. M.	P. M.	A. M.				
						Daily	Daily	Daily	Daily Ex. Monday	Daily	Daily				
						2	78	42	112	76	376				



**MAIN LINE—BETWEEN ROCKY MOUNT AND FLORENCE—NORTHWARD**

TIME TABLE NO. 3 IN EFFECT September 6, 1966 STATIONS		Car Capacity of Side Tracks	THIRD CLASS					FOURTH CLASS													
			216	214	210	254	226	528	540	542											
			Through Freight	Through Freight	Through Freight	Sou. Ry. Freight	Through Freight	Local Freight	Local Freight	Local Freight											
			Daily	Daily	Daily	Daily Ex. Sunday	Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday											
			A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.											
T	ROCKY MOUNT	L	YARD			11.40															
	1.0																				
T	SO. ROCKY MT.		YARD	A 3.40	A 9.15	11.30 10.45	A 1.20			A 3.30											
	8.9																				
T	ELM CITY		50	3.15	8.55	10.05	1.07			3.15											
	6.5																				
T	WILSON	X-NS.	YARD	3.07	8.45	9.55	1.00			3.05											
	3.2																				
	CONTENTNEA		116	L 2.57	8.30	9.45	12.56			L 2.50											
	5.0																				
T	LUCAMA		38		8.25	9.38	12.50														
	7.2																				
T	KENLY		36		8.15	9.28	12.35														
	9.8																				
	SELMA	X-SOU.	116		8.05	9.08	L12.20														
	3.8																				
T	SMITHFIELD		93		8.00	9.01															
	6.9																				
T	FOUR OAKS		63		7.50	8.54															
	8.2																				
T	BENSON		87		7.40	8.40															
	6.1																				
T	DUNN		164		7.30	8.33															
	7.5																				
	GODWIN		13		7.20	8.25															
	14.5																				
	MILAN		109 YARD Y		7.00	8.00															
	1.7																				
	FAYETTEVILLE	X-ACL. X-A&R	YARD Y		6.22	7.54				A 3.10	A 8.25										
	6.7																				
	HOPE MILLS		106		6.10	7.45				2.55	8.07										
	6.5																				
T	PARKTON		132		5.50	7.37				L 2.45	L 7.55										
	18.5																				
	PEMBROKE	X-SAL.	33		5.15	7.18															
	5.3																				
	ELBOD		96 67 Y	P	4.45	7.12															
	6.1																				
T	ROWLAND		70		4.35	7.05															
	9.4																				
	DILLON	X-SAL.	80 176	P	4.20	6.55															
	6.5																				
T	LATTA		103		4.05	6.48															
	11.0																				
	PEE DEE				3.45	6.36		A 8.55													
	2.4																				
	WN				3.40	6.30		8.45													
	8.4																				
	FY		YARD		L 3.30	L 6.20		L 8.30													
	2.2																				
T	FLORENCE	L	YARD																		
					A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.									
					Daily	Daily	Daily	Daily Ex. Sunday	Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday									
					216	214	210	254	226	528	540	542									

## PORTSMOUTH BRANCH SOUTHWARD BETWEEN YARD TOWER AND SOUTH ROCKY MOUNT NORTHWARD

THIRD CLASS						SECOND CLASS		TIME TABLE NO. 3		THIRD CLASS		FOURTH CLASS				
515	505	519	509	517	253	Station Numbers	Distance from Yard Tower	IN EFFECT		Car Capacity of Side Tracks	254	514	516	508	506	518
Local Freight	Local Freight	Local Freight	Local Freight	Local Freight	Sou. Ry. Freight			September 6, 1966			Sou. Ry. Freight	Local Freight	Local Freight	Local Freight	Local Freight	Local Freight
Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily Ex. Sunday	STATIONS		Daily Ex. Sunday	Daily	Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday
P. M.	A. M.	A. M.	A. M.	P. M.	A. M.			P. M.	P. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
11:00	7:00				8:00	B-235		TL YARD TOWER A	YARD		4:20	5:50				10:05
11:05	7:05				8:05	B-234	.5	PORTSMOUTH			4:05	5:40				9:55
11:16	7:15				8:11	B-230	4.1	BRUCE	42 P		3:58	5:26				9:45
11:20	7:20				8:15	B-228	6.6	BOONE X-NF&D			3:54	5:22				9:35
11:30	7:30				8:21	B-224	10.7	DRIVERS	56 7 P		3:47	5:15				9:20
11:45	A 7:45	L 6:00			8:32	B-216	18.7	MP B-222.3 - X-NF&D SUFFOLK X-N&W.	78 149 P		3:35	5:01			L 9:01	A 10:45
11:59		A 6:15			8:44	B-207	27.5	FRANKLIN JCT.	Y		3:23	4:45				L 10:30
12:03					8:48	B-205	29.5	WHALEY	77 9 P		3:20	4:40				
12:15					9:00	B-197	37.8	GATES	15		3:09	4:28				
12:21					9:05	B-194	41.0	BODUCCO	17		3:04	4:23				
12:27					9:11	B-190	44.6	BURE	57 37 P		2:59	4:18				
12:36					9:20	B-184	50.7	COFIELD	14		2:51	4:10				
12:50			L 6:00		9:30	B-178	57.1	AHOSKIE	88 121 Y		2:42	4:01		A 10:15		
1:05			6:15		9:42 <sup>508</sup>	B-169	65.4	AULANDER	76 69 P		2:29	3:30		9:42 <sup>253</sup>		
1:20			6:35		9:52	B-162	72.5	KELFORD X-SAL.	8		2:19	3:20		9:15		
1:36			6:55		10:08	B-152	82.5	PALMYRA	17		2:04	3:05		8:55		
1:45			A 7:10		10:15	B-148	87.0	HOBGOOD X-ACL.	93 41 P		1:58	2:58		L 8:45		
2:05				L 3:20	10:32	B-136	99.2	TARBORO	76 YARD P		1:42	2:40	A 8:00			
2:25				3:38	10:43	B-128	106.3	KINGSBORO	74 3 P		1:33	2:17	7:45			
2:35				3:48	10:51	B-123	112.1	JF			1:25	2:10	7:35			
2:45				4:00	11:00	121	114.3	TA SO. RKY MT. L	YARD		1:20	2:00	7:00			
A. M.	A. M.	A. M.	A. M.	P. M.	A. M.						P. M.	P. M.	A. M.	A. M.	A. M.	A. M.
Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily Ex. Sunday						Daily Ex. Sunday	Daily	Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday
515	505	519	509	517	253						254	514	516	508	506	518

**PLYMOUTH BRANCH  
BETWEEN PLYMOUTH AND TARBORO  
WESTWARD EASTWARD**

FOURTH CLASS 517 Local Freight Daily P. M.	Station Numbers	Distance from Plymouth	TIME TABLE NO. 3 IN EFFECT September 6, 1966 STATIONS	Car Capacity of Side Tracks	FOURTH CLASS 516 Local Freight Daily A. M.
12-10	BC-189		TL PLYMOUTH A 2.2 ——— MP BC-187.1 — X-NS.	YARD Y	11-55
12-15	BC-186	2-2	HALEY 9.1	YARD	11-45
12-50	BC-177	11-3	JAMESVILLE 10.8	18	11-05
1-15	BC-167	22-1	T WILLIAMSTON 6.3	30	10-40
1-30	BC-160	28-4	EVERETT 4.7	13	10-23
1-45	BC-156	33-1	T ROBERSONVILLE 3.4	39	10-10
2-15	A-135	36-5	PARMELE X-ACL. 3.4	42 Y P	9-00
2-25	BC-149	39-9	T BETHEL 5.2	28	8-47
2-36	BC-144	45-1	CONETOE 8.2	14	8-35
3-05	B-136	53-3	TA TARBORO L Y	YARD Y	8-15
P. M. Daily 517			Nos. 516-517 will not protect against following extra trains between Tarboro and Plymouth.		A. M. Daily 516

**WASHINGTON BRANCH  
BETWEEN WASHINGTON AND PARMELE  
WESTWARD EASTWARD**

FOURTH CLASS 513 Local Freight Daily Ex. Sunday A. M.	Station Numbers	Distance from Washington	TIME TABLE NO. 3 IN EFFECT September 6, 1966 STATIONS	Car Capacity of Side Tracks	FOURTH CLASS 512 Local Freight Daily Ex. Sunday A. M.
9-50	AB-160		TL WASHINGTON A 11.2	YARD	9-40
10-15	AB-148	11-2	PACTOLUS 5.2	11	9-15
10-27	AB-143	16-4	WHICHARD 1.3	13	9-03
10-30	AB-141	17-7	STOKES 7.7	16	9-00
10-50	A-135	25-4	A PARMELE L X-ACL. Y	38	8-45
A. M. Daily Ex. Sunday 513			Nos. 512-513 will not protect against following extra trains between Parmele and Washington.		A. M. Daily Ex. Sunday 512

**FRANKLIN BRANCH  
BETWEEN FRANKLIN JCT. AND FRANKLIN  
SOUTHWARD NORTHWARD**

THIRD CLASS 519 Local Freight Daily Ex. Sunday A. M.	Station Numbers	Distance from Franklin Jct.	TIME TABLE NO. 3 IN EFFECT September 6, 1966 STATIONS	Car Capacity of Side Tracks	FOURTH CLASS 518 Local Freight Daily Ex. Sunday A. M.
6-20	B-207		L FRANKLIN JCT. A 1.0	Y	10-25
6-25	BD-209	1-0	WHALEYVILLE 18.7	13	10-20
7-15	BD-227	19-7	A FRANKLIN L Y	YARD	9-30
A. M. Daily Ex. Sunday 519					A. M. Daily Ex. Sunday 518

## KINSTON BRANCH SOUTHWARD—BETWEEN PENDER AND KINSTON—NORTHWARD

FOURTH CLASS				THIRD CLASS	Station Numbers	Distance from Pender	TIME TABLE NO. 3 IN EFFECT September 6, 1966		Car Capacity of Side Tracks	FOURTH CLASS				
511	513	543	545	STATIONS				512		544	546	510		
Local Freight	Local Freight	Local Freight	Local Freight	Local Freight			Local Freight	Local Freight		Local Freight	Local Freight	Local Freight	Local Freight	Local Freight
Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday			Daily Ex. Sunday	Daily Ex. Sunday		Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday
P. M.	A. M.	A. M.	A. M.					A. M.	A. M.	A. M.	A. M.			
					91		L	PENDER	A					
		L 7.40		A-99	7.6		T	TILLERY		16		A 7.30		
		8.10		A-110	17.9		T	SCOTLAND NECK		62		7.00		
		A 8.30	L 6.40	B-148	24.6		T	HOBGOOD		41		L 6.40	A 8.00	
			7.00	A-124	31.5	6.9	T	OAK CITY	X-ACL.	29			7.45	
			A 7.15	A-128	36.3		T	HASSELL		42		L 7.30		
12.01	11.35			A-135	42.8		T	PARMELE	X-ACL.	64 88 Y	P	A 8.15	11.30	
12.30	12.20			A-144	52.0		T	STATON		42		7.50	11.10	
12.45	12.29			A-146	54.3		T	HOUSE		32		7.40	10.55	
1.10	12.40			A-150	57.7		T	GREENVILLE	X-NS.	28 61	P	L 7.00	10.40	
1.30				A-155	63.4		T	WINTERVILLE		29			10.15	
1.45				A-159	67.2		T	AYDEN		28			10.00	
2.10				A-166	74.3		T	GRIFTON		27			9.30	
2.45				A-178	85.8		TA	KINSTON	L X-A&EC.	96			9.00	
P. M.	P. M.	A. M.	A. M.	Nos. 543-544 will not protect against following extra trains between Tillery and Hobgood. Nos. 545-546 will not protect against following extra trains between Hobgood and Hassell. Nos. 512-513 will not protect against following extra trains between Parmele and Greenville. Nos. 510-511 will not protect against following extra trains between Parmele and Kingston.				A. M.	A. M.	A. M.	A. M.			
Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday					Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday			
511	513	543	545					512	544	546	510			



**SOUTHWARD—MAIN LINE—BETWEEN CONTENTNEA AND WILMINGTON—NORTHWARD**

FOURTH CLASS		THIRD CLASS	SECOND CLASS	FIRST CLASS	Station Numbers	Distance from Contentnea	TIME TABLE NO. 3 IN EFFECT September 6, 1966		Car Capacity of Side Tracks	FIRST CLASS	THIRD CLASS		FOURTH CLASS
547	529	217	49	42			216	548		528			
Local Freight	Local Freight	Through Freight	Passenger	Passenger					Passenger	Through Freight	Local Freight	Local Freight	
Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily	Daily					Daily	Daily	Daily Ex. Sunday	Daily Ex. Sunday	
A. M.	A. M.	P. M.	A. M.						P. M.	A. M.	A. M.	P. M.	
	6:10	8:10	3:29		139		L	CONTENTNEA	A	10:40	2:57		2:50
	6:20	8:16	s 3:36	C-142	3.0			BLACK OREEK		f 10:30	2:50		2:38
	6:30	8:30	s 3:47	C-149	9.7		T	FREMONT		s 10:18	2:40		2:28
	6:40	8:45	s 3:54	C-152	12.9		T	PIKEVILLE		s 10:12	2:35		2:20
	6:48	9:01	4:01	C-158	18.6			NORTH JCT.		10:04	2:27		2:10
	6:52	9:05	s 4:31	C-160	20.6			2.0 — MP C-159.8 — X-SOU. GOLDSBORO		s 10:00	2:23		2:05
	7:00	9:15 <sup>42</sup> 9:40	4:35	C-161	22.2		T	ROYALL YARD	YARD	9:37 <sup>217</sup>	2:15		1:50
	7:30	10:05	4:47	C-169	29.6			DUDLEY		9:26	1:51		1:00
	7:45	10:12	s 4:59	C-174	35.0		T	MOUNT OLIVE		s 9:19	1:43		12:40
	7:57	10:18	f 5:05	C-177	38.7			CALYPSO		f 9:13	1:37		12:15
	8:15	10:23	s 5:10	C-181	41.6		T	FAISON		s 9:08	1:33		11:55
	8:30	10:29	5:16	C-185	45.8			BOWDEN		9:01	1:27		11:25
	9:00	10:40	s 5:35	C-189	50.1		T	WARSAW		s 8:55	1:21		11:00
10:30	9:20	10:51	s 5:47	C-197	57.5		T	MAGNOLIA		s 8:31	1:11	10:20	9:25
10:45		10:58	s 5:56	C-202	62.7		T	ROSE HILL		s 8:24	1:04	9:55	
10:58		11:04	f 6:03	C-206	66.8			TEACHEY		f 8:16	12:58	9:20	
11:15		11:07	s 6:10	C-208	69.1		T	WALLACE		s 8:12	12:54	9:00	
11:40		11:12	s 6:15	C-211	72.2			WILLARD		f 8:05	12:49	8:50	
11:55		11:17	f 6:21	C-215	75.5			WATHA		f 8:00	12:44	8:40	
12:10		11:26	s 6:35	C-221	82.5		T	BURGAW		s 7:51	12:34	8:15	
12:25		11:37	s 6:50	C-230	90.7			ROCKY POINT		f 7:40	12:23	7:45	
12:40		11:44	s 6:59 <sup>44</sup>	C-235	96.2			CASTLE HAYNE		s 7:30	12:15	6:59 <sup>49</sup>	
12:55		11:52	7:09	C-241	102.1			GORDON		7:22	12:07	6:40	
A 1:10		12:01	7:12	C-243	103.5		T	SMITH'S CREEK YD.	YARD	7:20	12:05	6:30	
			7:15	C-243	104.1			NEW BERN JCT.		7:19			
			s 7:30	C-244	104.6		A	WILMINGTON	L	7:15			
P. M.	A. M.	A. M.	A. M.	The time of Nos. 42 and 49 applies at passenger station Warsaw.					P. M.	A. M.	A. M.	A. M.	
Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily	Nos. 547-548 will not protect against following extra trains between Smith's Creek Yd. and Magnolia. Nos. 528-529 will not protect against following extra trains between Contentnea and Magnolia.					Daily	Daily	Daily Ex. Sunday	Daily Ex. Sunday	
547	529	217	49						42	216	548	528	

**SOUTHWARD MAIN LINE BETWEEN WILMINGTON AND PEE DEE NORTHWARD**

THIRD CLASS			Station Numbers	Distance from Wilmington	TIME TABLE NO. 3 IN EFFECT September 6, 1966	Car Capacity of Side Tracks	THIRD CLASS	FOURTH CLASS	
227	535	537					226	532	536
Through Freight	Local Freight	Local Freight	C-244		T L WILMINGTON A		Through Freight	Local Freight	Local Freight
Daily	Daily Ex. Sunday	Daily					Daily	Daily Ex. Sunday	Daily
P. M.	A. M.	A. M.					A. M.	A. M.	P. M.
					1.2				
					0.5	YARD			
					0.4				
					2.7				
					13.9	YARD 60	A12.20		A 2.00
L11.25		L 6.30			9.9	129 P	11.50 <sup>227</sup>		1.25
11.50 <sup>226</sup>		6.55			7.3	3	11.25		L 1.10
12.15		A 7.10			4.4	12	11.14		
12.30					6.0	63	11.05		
12.40					6.7	77 P	10.55	A10.50	
1.00	L 7.00				6.4	36	10.30	10.30	
1.30					5.8	135 P	10.08	10.15	
2.00	7.20				8.8	YARD	9.55	10.00	
2.20	7.35				6.5	6	10.08	10.15	
2.35	7.50				8.3	23	9.55	10.00	
3.00	8.10				6.5	30	9.43	9.45	
3.20	8.25				8.3	73 P	9.30	9.30	
3.55	A 8.50				8.2	45	9.10	L 9.15	
4.40					8.2	125 P	8.55		
A. M.	A. M.	A. M.			280	21	P. M.	A. M.	P. M.
Daily	Daily Ex. Sunday	Daily			97.0	39	Daily	Daily Ex. Sunday	Daily
227	535	537					226	532	536

See Page 17 for Instructions Governing Block Movements between Hilton and Navassa. Nos. 536-537 will not protect against following extra trains between Navassa and Bolton. Nos. 532-535 will not protect against following extra trains between Whiteville and Marion.

**CLINTON BRANCH BETWEEN WARSAW AND CLINTON WESTWARD EASTWARD**

THIRD CLASS	Station Numbers	Distance from Warsaw	TIME TABLE NO. 3 IN EFFECT September 6, 1966	STATIONS	Car Capacity of Side Tracks	FOURTH CLASS
521						520
Local Freight	C-189		September 6, 1966	TL WARSAW A	Y	Local Freight
Daily Ex. Sunday						Daily Ex. Sunday
A. M.						A. M.
8.00				4.9		10.45
8.15	CA-194	4.9		8.5	20	10.30
8.45	CA-202	13.4		8.5	68 Y	10.00
A. M.						A. M.
Daily Ex. Sunday						Daily Ex. Sunday
521						520

Nos. 521-520 will not protect against following extra trains between Warsaw and Clinton.

**MYRTLE BEACH BRANCH BETWEEN CHADBOURN AND MYRTLE BEACH SOUTHWARD NORTHWARD**

FOURTH CLASS	THIRD CLASS	Station Numbers	Distance from Chadbourne	TIME TABLE NO. 3 IN EFFECT September 6, 1966	STATIONS	Car Capacity of Side Tracks	FOURTH CLASS	
531	533						530	534
Local Freight	Local Freight	C-297		September 6, 1966	TL CHADBOURN A	YARD	Local Freight	Local Freight
Daily Ex. Sunday	Daily Ex. Sunday						Daily Ex. Sunday	Daily Ex. Sunday
A. M.	A. M.					Y	A. M.	P. M.
	6.00				13.0			12.01
	6.35	CH-310	13.0		6.7	34		11.15
L10.15	A 6.55	CH-317	19.7		16.1	36	A 9.45	L10.40
11.00		CH-333	35.8		3.2	20		9.00
11.15		CH-336	39.0		10.0	YARD		8.45
11.40		CH-346	49.0		4.2	13		8.15
11.59		CH-350	53.2			YARD		8.00
A. M.	A. M.					Y	A. M.	A. M.
Daily Ex. Sunday	Daily Ex. Sunday						Daily Ex. Sunday	Daily Ex. Sunday
531	533						530	534

Nos. 530-531 will not protect against following extra trains between Myrtle Beach and Loris. Nos. 533-534 will not protect against following extra trains between Chadbourne and Loris. All trains approach Loris under control expecting to find main track occupied.

**SANFORD BRANCH  
BETWEEN YADKIN JUNCTION AND SANFORD**

**WESTWARD**

**EASTWARD**

FOURTH CLASS 527 Local Freight Daily Ex. Sunday A. M.	Station Numbers	Distance from Yadkin Junction	TIME TABLE NO. 3 IN EFFECT September 6, 1966 STATIONS	Car Capacity of Side Tracks	FOURTH CLASS 526 Local Freight Daily Ex. Sunday P. M.
1.25	C-247		L YADKIN JCT. A		10.25
2.01	F-274	16.6	16.6 OUBRIE 6.3	4	9.56
2.25	F-268	22.9	ATKINSON 7.1	20	9.44
2.45	F-261	30.0	IVANHOE 9.0	31	9.28
3.05	F-252	39.0	TOMAHAWK 6.3	6	9.08
3.20	F-245	45.3	T GARLAND 4.6	36	8.55
3.30	F-241	49.9	PARKERSBURG 4.6		8.45
3.40	F-236	54.5	MINTZ 4.3	6	8.35
4.01	F-232	58.8	T ROSEBORO 5.0	40	8.20
4.15	F-227	63.8	HAYNE 3.2	10	8.09
4.25	F-224	67.0	AUTRYVILLE 3.1		8.00
4.35	F-221	70.1	T STEDMAN 5.7	34	7.52
4.50	F-215	75.8	VANDER 5.5	60	7.40
5.05	210	81.3	FAYETTEVILLE 0.4 X-ACL.	YARD Y	7.25
6.00	E-211	81.7	N. S. JCT. 4.9		6.25
6.15	E-216	86.6	SHAW 3.1	15	6.16
6.25	E-219	89.7	FORT JCT. 3.4	YARD	6.10
6.35	E-222	93.1	MANCHESTER 13.8	12	6.00
7.10	E-236	106.9	OLIVIA 7.3	18	5.26
7.30	F-243	114.2	JONESBORO 2.2	21	5.08
7.40	E-246	116.4	TA SANFORD L X-SAL.	YARD Y	5.00
A. M. Daily Ex. Sunday 527			Nos. 526-527 will not protect against following extra trains between Yadkin Jct., and Sanford.		P. M. Daily Ex. Sunday 526

**NEW BERN BRANCH  
BETWEEN NEW BERN AND NEW BERN JCT.**

**SOUTHWARD**

**NORTHWARD**

FOURTH CLASS 549 Local Freight Daily Ex. Sunday A. M.	THIRD CLASS 523 Local Freight Daily Ex. Sunday A. M.	Station Numbers	Distance from New Bern	TIME TABLE NO. 3 IN EFFECT September 6, 1966 STATIONS	Car Capacity of Side Tracks	FOURTH CLASS 550 Local Freight Daily Ex. Sunday A. M.	FOURTH CLASS 522 Local Freight Daily Ex. Sunday P. M.
	7.00	CB-330		TL NEW BERN A X-A&EC.	YARD Y		12.20
	7.15	CB-328	1.2	1.2 NEW BERN YARD	21		12.05
	7.50	CB-317	13.5	T POLLOCKSVILLE 12.3	11		11.10
	8.20	CB-309	20.8	T MAYSVILLE 7.3	YARD		10.45
	8.40	CB-307	22.5	1.7 BELGRADE	YARD		10.30
11.15	9.10	CB-295	35.0	12.5 MARINE JCT.	YARD Y	A 9.45	10.05
11.45	A 9.15	CB-293	37.0	2.0 T JACKSONVILLE	YARD	9.40	L 10.00
12.01		CB-291	38.4	1.4 TENT CAMP	YARD	8.31	
12.15		CB-285	45.0	6.6 CALVIN	42 P	8.19	
12.25		CB-282	48.4	3.4 DIXON	6	8.12	
12.45		CB-274	56.6	8.2 HOLLYRIDGE	34	7.56	
1.10		CB-261	69.4	12.8 HAMPSTEAD	7	7.32	
1.40		CB-247	83.2	13.8 FERNSIDE	14 Y	7.05	
2.01		C-243	86.0	2.8 A NEW BERN JCT. L		7.00	
P. M. Daily Ex. Sunday 549	A. M. Daily Ex. Sunday 523			All trains and engines have equal authority and will operate at yard speed between Marine Jct. and Tent Camp. Nos. 522-523 will not protect against following extra trains between New Bern and Jacksonville. Nos. 549-550 will not protect against following extra trains between Marine Jct. and New Bern Jct.		A. M. Daily Ex. Sunday 550	A. M. Daily Ex. Sunday 522

**CAMP LeJEUNE BRANCH  
BETWEEN CAMP LeJEUNE AND MARINE JCT.  
SOUTHWARD NORTHWARD**

FOURTH CLASS 525 Local Freight Daily Ex. Sunday A. M.	Station Numbers	Distance from Camp Lejeune	TIME TABLE NO. 3 IN EFFECT September 6, 1966 STATIONS	Car Capacity of Side Tracks	FOURTH CLASS 524 Local Freight Daily Ex. Sunday A. M.
10.30	CD-303		L CAMP LeJEUNE A	YARD	10.15
10.40	CD-301	2.5	2.5 CAMP LeJEUNE JCT.	Y	10.10
11.00	CB-295	8.3	A MARINE JCT. L	YARD Y	9.50
A. M. Daily Ex. Sunday 525					A. M. Daily Ex. Sunday 524



# SPECIAL INSTRUCTIONS

**J. U. ROOKER, Assistant Superintendent**

**J. H. CAPPS, Trainmaster**

**S. R. CHINNIS, Trainmaster**

**E. S. WILKES, Trainmaster**

**J. H. INGOLDSBY, Trainmaster**

## MAIN LINES:

Richmond to Florence.  
Contentnea to Wilmington.  
Wilmington to Pee Dee.

## BRANCHES:

Petersburg Branch.  
Nashville Branch.  
Bennettsville Branch.  
Fairmont Branch.  
Portsmouth Branch.  
Pig Point Branch.  
Franklin Branch.  
Kinston Branch.  
Plymouth Branch.  
Washington Branch.  
Clinton Branch.  
New Bern Branch.  
Camp LeJeune Branch.  
Myrtle Beach Branch.  
Sanford Branch.

## PRECEDENCE BY DIRECTION

Northward or eastward trains are superior to trains of the same class in opposite direction, except such trains as may be otherwise specified in these special instructions.

## TWO OR MORE TRACKS

Two tracks extend between:

Richmond and North side Appomattox River, MP 23.1  
South side Appomattox River, MP 23.3, and Roanoke River, MP 81.8  
Weldon, MP 83.0, and South Contentnea, MP 141.0  
Aycock, MP 146.8, and Kenly, MP 151.5  
South Micro, MP 158.0, and Smithfield, MP 164.2  
Four Oaks, MP 172.0, and Alaska, MP 176.3  
North Dunn, MP 185.2 and Kay, MP 190.3  
South Godwin, MP 194.6 and Wade, MP 197.2  
South Beard, MP 204.1 and South Hope Mills, MP 218.8  
South Rex, MP 227.6 and Cromartie, MP 233.8  
South Pembroke, MP 243.2 and Purvis, MP 248.9  
Hamill, MP 257.2 and South Hamill, MP 260.5  
South Latta, MP 269.4 and Sellers, MP 275.5  
WN, MP 282.8, and Florence, MP 292.2  
South Rocky Mount, MP B120.6, and JF, MP B122.8

Trains and engines may operate on either track in either direction between Goldleaf Street, Rocky Mount, MP 119.0, and north end C.T.C., South Rocky Mount, MP 120.9, and between JF, MP B122.7, and junction with Florence-Rocky Mount line, MP 120.4, on instructions of the Yardmaster or Stationmaster, which supersede time-table superiority. Trains and engines must operate at yard speed, expecting to find main tracks occupied. Maximum speed, 20 miles an hour.

## SIGNAL OBSERVANCE

The NOTE under Rule 18, reading as follows, is hereby cancelled: "NOTE.—Headlight on end coupled to cars may be extinguished."

A blue metal disk on brake valve handle of engine must be regarded as a blue signal as defined in Rule 26.

Paragraph 1 of Rule 27 is hereby amended as follows: A signal imperfectly displayed, or the absence of a signal at a place where a signal is usually shown, must be regarded as the most restrictive indication that can be given by that signal, except that when the day indication is plainly seen, such indication will govern. When a unit of a color light block signal is dark, such dark unit will be regarded as a red aspect, and if signal indication then permits movement, train or engine may proceed in accordance with the indication displayed. Movement must be at restricted speed until such indication can be clearly determined. Paragraphs 2 and 3, and the NOTE under Rule 27, are unchanged by above instructions.

Paragraph 1 of Rule 99-B is hereby amended as follows: On trains equipped to display oscillating red light from rear, such light will be displayed continuously except where automatic signals or C.T.C. are in use. At stations where train is to be switched from rear, the red light

must be turned off while the switching is being performed. Paragraphs 2, 3 and 4 of Rule 99-B, are unchanged by above instructions.

(See page 24 for additional signal aspects, signal indications and signal rules.)

## AUTOMATIC BLOCK SIGNAL SYSTEM

(Rules D-151, D-152, 251 to 254, 281 to 520)

Automatic Block Signal System is in effect between:

Richmond and Dunlop, MP 19.5  
Collier Yard, MP 28.3, and Garysburg, MP 80.0  
Weldon Yard, MP 84.2, and Rocky Mount, MP 119.4 (on southward track)  
Weldon Yard, MP 84.2, and Rocky Mount, MP 120.1 (on northward track)

Trains, other than scheduled trains, will run extra without orders between above points.

All trains will run between Richmond and Dunlop, Collier and Garysburg and Weldon Yard and South Rocky Mount with the current of traffic by signal indication, which supersedes time-table superiority.

All hand-operated switches are electrically-locked except at: Heilig-Meyers Spur (MP 118.6), west track.

Movements MUST NOT clear main track at this switch.

Dwarf signal Pender must not be passed when in "stop" position without instructions from dispatcher. Approach of northward trains is shown by indicator light. Switch lock must not be removed from electric lock while indicator signal is in "stop" position without first obtaining permission from dispatcher and then be governed by instructions for handling electrically-locked switches. This does not relieve trains from complying with provisions of Rule 99.

## TRAFFIC CONTROL SYSTEM (C.T.C.)

(Rules 261 to 295 and 550 to 562)

Traffic Control (C.T.C.), is in effect between:

Dunlop, MP 19.5, and home signal north of Pocahontas Switch, MP 21.9, on Petersburg Branch  
Dunlop, MP 19.5, and Collier Yard, MP 28.3  
Garysburg, MP 80.0, and Weldon Yard, MP 84.2  
South Rocky Mount, MP 120.9, and Florence, MP 292.2

Trains, other than scheduled trains, will run extra without orders between above points.

Movements MUST NOT clear main track at the following switches, which are not electrically-locked:

Griffin's Spur, Fayetteville	(MP 211.2), east track
Victory Siding	(MP 211.8), east track
Urtie Siding	(MP 212.6), east track
Cates Spur, Parkton	(MP 223.8)

All other hand-operated switches are electrically-locked. Train or engine clearing main track at such switches must obtain permission from Control Station to re-enter main track, unless switch remains in reverse position while train or engine is clear of main track.

At hand-operated switches where indicator lights are provided, the following instructions will apply:

- (1) If indicator light is burning, switch may be used without further authority.
- (2) If indicator light is not burning, permission must be obtained from Control Station to use switch.



## SPECIAL INSTRUCTIONS (continued)

Switches equipped with electric locks without release mechanism located at the following points cannot be unlocked unless the main track is occupied: (Do not clear main track at these switches without authority of Control Station)

Bagley  
Smith Lumber Company, Smithfield  
Barefoot, Benson  
Purdie, Dunn  
Wellons, Dunn  
Godwin  
Wade  
Warehouse Track, Parkton  
Gin Track, Parkton

A "proceed" northward signal at Pee Dee, for W.C.&A. trains, indicates that overdue superior W.C.&A. trains (not otherwise indicated by train order) have arrived and/or left Pee Dee.

Southward home signals at FY, when displaying indication per Rule 286-B, govern movement into Florence Yard freight lead tracks. Rule 93 applies on yard tracks south of power-operated switches, and in addition, trains and engines will move at restricted speed.

### REMOTELY CONTROLLED SWITCHES AND SIGNALS

Signal houses located at each end of pass tracks, etc., are equipped with outside white light which burns continuously. When this light is not burning, member of crew of train stopped on red or dark signal or train performing work over power switches in hand-throw position will contact dispatcher immediately.

Rule 553 is amended to read: When a train or engine is stopped by a "stop" signal and cause is not apparent, member of crew will communicate with Control Station and be governed by instructions. If authorized to proceed over switches equipped with dual control mechanism, selector lever must be placed in hand-throw position before proceeding. Member of crew must see that switch points are fitting up properly for route to be taken and must remain at switch until engine, or at least one car, is on switch points, then selector lever must be restored to normal position and secured with padlock. Train or engine must move at restricted speed to next governing signal. Control Station must block switch levers and all opposing signal levers before authorizing movement.

If it becomes necessary to hand-throw power-operated switches or pass signals indicating "stop" a complete understanding must be reached between the Control Station and trainmen involved. Then be governed as follows:

(1) Remove any obstructions from switch points with stick. Never use hands.

(2) Where dual control power-operated switches (air or electrically operated) are to be placed in hand-throw position, it will be necessary to move the switch lever back and forth until it is definitely determined that the lever is connected with the switch points. In every case, the points must be known to fit properly before movement is made.

(3) Types of power-operated switches with instructions for emergency hand-throw operation:

(a) Electrically operated-dual control.—Unlock and reverse small lever marked "motor" to "hand" position. The switch can then be thrown with the large lever. After movement is completed restore all levers to normal and lock same.

(b) Air operated-dual control.—Unlock small lever at end of machine and pull out full stroke. The switch can then be thrown with the large lever. After movement is completed restore all levers to normal and lock same.

(c) Air operated-without dual control.—This type of machine is located near Interlocking Tower where proper tools are provided. For emergency operation, first make sure that air is cut off at underground cock housed in pipe stand near the switch. To insure that cock is closed, turn ninety degrees and observe that mark on top of cock is at right angle to the pipe line. Remove mechanism cover, place pointed end bar in holes provided in base plate, pushing piston rod lug in direction desired. Be careful in the initial movement of bar to avoid personal injury as a small amount of air remaining in the cylinder may cause a slight kick-back on the bar. After switch points have been moved and are seen to

fit properly, drive wooden wedge between point and rail to secure the points.

Locations and types of power-operated switches are listed below:

Meadow (MP 1): Main track crossover and switch from northward main track to old line Clopton. Controlled by operator FA. Air operated-dual control.

FA: Main track crossover, crossover to pass track, switch from northward main track to old line, switch south end two tracks on old line. Controlled by operator FA. Air operated-without dual control.

Dunlop: Main track crossover and switch leading from east track to Appomattox Station. Electrically operated-dual control.

So. Dunlop: Main track crossover and switch leading from east track to south end wye track. Electrically operated-dual control.

No. Petersburg: Double crossovers between east and west tracks. Electrically operated-dual control.

Appomattox River: Switches south and north end two tracks. Electrically operated-dual control.

BX: Double crossovers between east and west tracks, switch leading from east track to old line, switch from west track to Collier Yard Lead. Electrically operated-dual control.

So. Collier: Double crossovers between east and west tracks, switch from west track to yard lead. Electrically operated-dual control.

Garysburg: Double crossovers between east and west tracks. Air operated-dual control.

Roanoke River: Switch south end two tracks. Electrically operated-dual control.

Weldon Yard: Switch north end two tracks, crossover between east and west tracks, switch to lumber mill track, switch to yard lead from east track, switches north end center pass track. Air operated-dual control.

So. Weldon Yard: Switches from east and west tracks to south end center pass track. Air operated-dual control.

So. Rocky Mt: Switch Tender's shack. Air operated-dual control without protecting home signals but equipped with indicator lights. Controlled by dispatcher Rocky Mount. When lunar white indicator is burning switches may be hand-operated; if light is extinguished switches must not be hand-operated.

So. Rocky Mt.: Switches between east and west tracks, crossover from east track to yard lead. Air operated-dual control.

"YD" (MP 123.4): Crossovers between east and west tracks, switches on both yard leads to east track. Air operated-dual control.

So. Elm City: Switches both crossovers between east and west tracks. Electrically operated-dual control.

So. Wilson: Switches both crossovers between east and west tracks, switch from west track to Norfolk Southern connection, switch north end switching lead. Electrically operated-dual control.

Contentnea: Crossover between east and west tracks, switch to W. & W. main track. Electrically operated-dual control.

South Contentnea (MP 141): Switch south end two tracks. Electrically operated-dual control.

Aycock (MP 146.8): Switch north end two tracks. Electrically operated-dual control.

North Kenly (MP 151): Switch south end two tracks. Electrically operated-dual control.

South Micro (MP 158): Switch north end two tracks. Electrically operated-dual control.

North Selma (MP 160): Main track crossovers. Electrically operated-dual control.

Smithfield: Switch south end two tracks. Electrically operated-dual control.

Four Oaks: Switch north end two tracks. Electrically operated-dual control.

## SPECIAL INSTRUCTIONS (continued)

Alaska (MP 176.3): Switch south end two tracks. Electrically operated-dual control.

North Dunn (MP 185.2): Switch north end two tracks. Electrically operated-dual control.

South Dunn (MP 188.5): Main track crossover switches between east and west tracks. Electrically operated-dual control.

Kay (MP 190.3): Switch south end two tracks. Electrically operated-dual control.

South Godwin (MP 194.6): Switch north end two tracks. Electrically operated-dual control.

Wade (MP 197.2): Switch south end two tracks. Electrically operated-dual control.

South Beard (MP 204.1): Switch north end two tracks. Electrically operated-dual control.

North Milan (MP 207.7): Main track crossovers and switch from lead track to east main track. Electrically operated-dual control.

Fayetteville: Main track crossover, switch from east main track to Milan Yard lead, and switch both ends turnout from A. & Y. main track to Milan Yard lead. Air operated-dual control.

A. & R. Crossing (MP 210.7): Main track crossovers. Electrically operated-dual control.

South Hope Mills (MP 218.8): Switch south end two tracks. Electrically operated-dual control.

South Rex (MP 227.6): Switch north end two tracks. Electrically operated-dual control.

Cromartie (MP 233.8): Switch south end two tracks. Electrically operated-dual control.

South Pembroke (MP 243.2): Switch north end two tracks. Electrically operated-dual control.

Purvis (MP 248.9): Switch south end two tracks. Electrically operated-dual control.

Hamill (MP 257.2): Switch north end two tracks. Electrically operated-dual control.

South Hamill (MP 260.5): Switch south end two tracks. Electrically operated-dual control.

Dillon: Both pass track switches. Air operated-dual control.

South Latta (MP 269.4): Switch north end two tracks. Electrically operated-dual control.

South Sellers (MP 275.5): Switch south end two tracks. Electrically operated-dual control.

Pee Dee: Switch to W.C.&A. main track. Air operated-dual control.

WN: Switch north end two tracks. Air operated-dual control.

Mars Bluff: Crossovers between east and west tracks. Air operated-dual control.

FY: Crossover between east and west tracks and switches from west track to both leads Florence Yard. Air operated-dual control.

Florence: Crossover between East and West tracks, North end Passenger Yard, electrically operated-dual control, without protecting home signals but equipped with indicator lights. Controlled by Operator "FC". When lunar white indicator light on nearby key box is burning, switches may be operated by use of switch key without contacting operator. If light is not burning, switch must not be operated without permission of operator.

### HOT BOX DETECTORS

Location	Track(s)	Provide Detection	Indication to Stop
MP 23.3	Single	Both directions	Radio instructions and/or Home Signals at Stop.
MP 60.5	Two	With current of traffic	Radio instructions and/or lunar lights, MP 55.0 or MP 66.7.
MP 99	Northward	Both directions	Radio instructions
MP 115.3	Southward	With current of traffic	Radio instructions and/or Hold Out Signal Tar River.
MP 128.8	Two	Both directions	Radio instructions and/or Home Signals at Stop.
MP 155.7	Single	Both directions	Rotating Lunar light, Radio instructions and/or Home Signals at stop.
MP 200.5	Single	Both directions	Rotating Lunar light, Radio instructions and/or Home Signals at Stop.
MP 254.2	Single	Both directions	Rotating Lunar light, Radio instructions and/or Home Signals at Stop.
MP 282.7	Single	Both directions	Radio instructions and/or Home Signals at Stop-WC&A Northward trains stop when light on phone booth MP C-337.4 is lighted.

Rear end crews of all trains observe hot box detector houses at MP 155.7, 200.5, and 254.2 for Rotating Lunar light and if displayed, stop train for inspection regardless of radio instructions.

Immediate notice must be extended to train crews when hot box recorders indicate existence of hot boxes. Train crews, upon receiving such notice, or information from other sources (including display of light indicator), that there is a hot box in train, must stop train promptly and examine journal, taking such action thereafter as indicated by its condition. These instructions do not dispense with full observance of Rule 111-A.

### DRAGGING EQUIPMENT DETECTORS

Location	Track	Lighted "D" Located
MP 17.6	Southward	Home Signal Dunlop
MP 30.2	Northward	Home Signal South Collier
MP 77.8	Southward	MP 78.9 and Southward Home Signal Garysburg
MP 86.1	Northward	Home Signal south end Weldon Yard pass track
MP 275.5	Single	Automatic Signal 2734 and 2734-W for northward trains, Automatic Signal 2775 for southward trains.

When lighted "D" is displayed, train must be stopped promptly and inspected. Indication of home and/or automatic signals must be observed regardless of display of lighted "D".

### SPRING SWITCHES

Where spring switch is protected for facing-point movements by indicator signal, trains and engines will approach such signal prepared to be governed by its indication. Where such signal displays "stop," or, in the absence of light where there is no day indication, the switch must be examined and points must fit properly before movement is made.

Where spring switch is protected for facing-point movements by automatic signal and aspect shown in Rule 291-A is displayed, train or engine must stop and after it is determined switch points fit properly, proceed at restricted speed to next governing signal. Where spring switch is protected for facing-point movements by home signal and aspect shown in Rule 292 is displayed and movement is stopped, it must be determined that switch points fit properly. After complying with other applicable rules, movement may proceed at restricted speed to next governing signal. On two or more tracks, trains and engines running against current of traffic must stop and it must be determined that spring switch points fit properly before passing over them, except where switch indicator signal is in service.

After trailing entirely through a spring switch, a train or engine must pass beyond the signal governing movement over the switch before reverse movement may be made, and the movement must not be made until signal indicates "proceed." If the signal does not indicate "proceed" within one minute, the movement must then be made in accordance with instructions above. (See Rules 113 and 513-B.)

Trains using spring switch will observe lunar white light switch indicator when leaving Parkton and if lighted stop and close switch manually.

Spring switches equipped with indicator signal protecting movement against current of traffic, WITH "leave siding" signal governing movement from sidings, are located as follows:

- FA—South end pass track.
- Jarratt—North end northward pass track.
- Jarratt—South end southward pass track.
- Trego—South end pass track.
- Whitakers—South end pass track.

Where "leave siding" signals govern movements from sidings, such signals are a part of the automatic block signal system, unless otherwise specified. Should a train or engine, when ready to proceed, be held by signal and signal does not indicate "proceed" in three minutes, dispatcher must be communicated with immediately. The signal must not be passed when in "stop" position without authority. Dispatcher's permission must be given to operate the switch key release located in box adjacent to signal. After the release has been operated, it will be necessary to wait two to five minutes before signal indicates "proceed at restricted speed." This signal does not relieve trainmen from complying with Rule 99. Where a "leave siding" signal is used, and there is a diverging route leading from pass track, normal position of switch is for movement from pass track to main track. For other movements, reverse pass track switch, and "proceed at restricted speed" signal (Rule 290H) should be displayed for such movement. If not, communicate with dispatcher.

The "leave siding" signal at FA is controlled by operator at FA and must not be passed when in "stop" position without authority from him.

Spring switches protected by indicator signal for facing-point movement WITHOUT "leave siding" signal, are located as follows:

- Rocky Mount—Yard freight lead to northward track at Bassett Street.



## SPECIAL INSTRUCTIONS (continued)

JF—North end two tracks (protected by semaphore indicator signal.) Speed over spring switch, northward trains, 20 miles an hour; southward trains, 10 miles an hour.

Florence—North end passenger yard.

Goldsboro—One switch at each junction with Goldsboro Union Station Co. tracks.

Gordon—North end pass track.

Spring switches, WITHOUT indicator signals or "leave siding" signals are in service at the following points:

South Rocky Mount—North leg of N.&C. Wye. Yard freight lead to northward track Portsmouth Branch.

Rocky Mount—Yard freight lead to northward track at Marigold Street.

Fayetteville—Hay St. on A.&Y. enroute freight station.

Portsmouth—Switch to Pinners Point freight lead, at Chautauqua Avenue.

Wilmington—Three switches on south wye, two switches on north wye.

Spring switch leading from Petersburg Branch to wye at Dunlop in C. T. C. limits, is protected by signals and equipped with electric lock. When necessary to use, remove lock from electric lock, unlock door of small case mounted on pedestal, turn time release knob to right as far as it will go, releasing it. When lamp in case lights, indicating lock has operated, switch must be thrown immediately while lamp is burning. Switch must be restored to normal position after clearing main track, locked and door of release case closed and locked.

Spring switch from Bennettsville Branch protected with electric lock, by automatic signal No. 2209 for southward movements and by automatic signal No. 2234 for northward movements on Florence-Rocky Mount line. Dwarf signal located just south of spring switch on Bennettsville Branch governs northward movements from Bennettsville Branch. Wait indicator signal (Rule 294-B) is located 1390 feet south of dwarf signal on Bennettsville Branch and when lighted, member of crew will call for instructions.

### AUTOMATIC TRAIN STOP

If Automatic Train Stop fails and/or is cut out enroute, train may proceed according to signal indication, at speed not to exceed 40 miles an hour, to the next available point of communication, where report must be made to the superintendent and master mechanic. From that point train must not proceed until authorized to do so by the dispatcher.

The duty of the dispatcher in such cases will be to establish an absolute block in advance of the train on which the device is inoperative. When this has been done, dispatcher will notify crew the points between which the absolute block has been established and train may proceed, according to signal indication, at speed not to exceed 79 miles an hour. When unable to establish absolute block, dispatcher will so inform crew and train may proceed, according to signal indication, at speed not to exceed 40 miles an hour.

In C.T.C. territory, an absolute block may be established as follows:

1. Dispatcher must not clear signal permitting the train on which device has failed to enter a block until all preceding movements are clear of the next controlled signal ahead.
2. Dispatcher must place reminder blocks or plugs on C.T.C. panel on all signals affected.
3. Any signal within the limits of the absolute block which displays a Restricted Proceed indication, Rule 291-A, must be regarded as a "stop" signal and must not be passed except as provided in Rule 509.

Automatic Train Stop System is in effect between Richmond and Florence.

### JOINT TRACKS

Trains and engines will be governed by the time-tables, rules and special instructions of the R. F. & P. R. R. while on tracks of that line. They will be governed by the rules and special instructions of the Richmond Terminal Company while on property of that company. (See *Local speed restrictions and municipal ordinances*).

Trains, engines or motor cars of N.&W. Ry. using A.C.L. tracks will be governed by A.C.L. rules and special instructions. A.C.L. crews will be governed by rules and special instructions of N.&W. Ry., while on tracks of that company.

Southern Ry. trains and engines will be governed by A.C.L. time-tables, rules and special instructions while on A.C.L. tracks.

Norfolk Southern Ry. trains and engines using main track between N. S. Junction and Franklin Street, Fayetteville, will be governed by A.C.L. time-tables, rules and special instructions. N. S. Ry. trains and engines must protect against eastward A.C.L. movements before fouling A.C.L. main track at N. S. Junction. This will not relieve eastward

A.C.L. trains and engines from approaching N. S. Junction under control. All trains and engines will run between N. S. Junction and Franklin Street at yard speed, expecting to find main track occupied.

Trains, engines and motor cars of V. & C. S. R. R., using A. C. L. tracks at Hope Mills, will be governed by A. C. L. rules and special instructions. V. & C. S. R. R. trains, engines and motor cars must not occupy A. C. L. main tracks in any circumstances. All trains and engines using other tracks at Hope Mills must operate at yard speed.

S. A. L. R. R. trains and engines will be governed by A. C. L. time-tables, rules and special instructions where A.C.L. tracks are used.

Trains and engines using S.A.L. R.R. tracks at Acme will be governed by S.A.L. R.R. time tables, rules and special instructions. See "Speed Limits."

Trains and engines using crossovers, S. A. L. main track, Royster Fertilizer Company, Navassa, and Parsley Street, Wilmington, must flag S. A. L. main track, both directions.

All trains and engines will operate on Goldsboro Union Station tracks at yard speed, expecting to find tracks occupied. All first class trains will use Goldsboro Union Station Company tracks unless otherwise instructed.

Trains and engines using Southern Railway tracks at Goldsboro, will be governed by Southern Railway time-tables, rules and special instructions.

Rockingham R. R. trains and engines will be governed by A. C. L. time-tables, rules and special instructions while using A. C. L. tracks at Bennettsville.

L. & S. R. R. trains and engines will be governed by A. C. L. time-tables, rules and special instructions while using A. C. L. tracks at Johns.

Trains and engines will use tracks at Camp LeJeune, including wye track and industrial area, jointly with trains and engines of Camp LeJeune Railway and of the Government. All movements will be made at yard speed and will approach wye track prepared to stop clear of switches set against ACL movements.

### HILTON-NAVASSA BLOCK

The main track between Hilton and Navassa is operated as an absolute block in charge of the dispatcher at Rocky Mount. No train or engine will enter the block at Hilton or Navassa, or at any junction between these two points without permission from the dispatcher, obtained by the conductor over the telephone. Authority received by telephone must be repeated and clear understanding reached between dispatcher and conductor, each giving his name to the other before proceeding. Any train or engine authorized to use block will be superior to other trains and engines between these points. Not more than one train or engine will be permitted to occupy the main track between these points at the same time. In case telephone communication is interrupted, movements will be made under full protection of flag in both directions. After train or engine has cleared the block the conductor must report "clear" to the dispatcher. The telephone at Oil Mill should be used to obtain the block from the dispatcher before proceeding to block limit at Hilton.

The switches at Hilton and Navassa will be kept set and locked for the main track of Coast Line. Bridge tenders at Navassa and Hilton will change the switches at these points for Seaboard trains to pass, and must immediately reset them to proper position after train has passed. Seaboard trains and engines approaching Navassa and Hilton must sound four long blasts of the whistle, to indicate that the switch is to be lined for movement of a Seaboard train.

### CAUTION

Where this time-table provides that certain regular trains will not protect against following extra trains, such extra trains must not enter designated limits except at yard speed.

Speed of engines must be reduced sufficiently to avoid hard couplings. Engines must not be stopped over lighted fuses or any other open flame lights or fires.

When train or engine is delayed, speed materially reduced, or switching is performed after entering approach circuits to highway or street crossings, or when moving on sidings with short track circuits over highway or street crossings, it must proceed to such crossing prepared to stop, unless it is known that the crossing signal devices are displaying "stop" indication sufficiently in advance to afford proper warning to traffic.

When accidents result in personal injury or property damage at crossings protected by flashing light or any automatic signals, crew must observe whether the signals are functioning.

Certain switch appliances are equipped with electric locks and automatic timing devices. When authorized to unlock one of these devices, remove the switch padlock and observe indicator on lock. If "unlocked" appears on indicator, the switch may be used at once. If "locked" appears, it indicates that safety timing device is operating which will require several minutes before indicating "unlocked." The hand operated levers may then be operated as instructed above. In case of

## SPECIAL INSTRUCTIONS (continued)

failure of electric lock, notify Control Station. Except within C. T. C. or interlocking limits, electric locks do not afford signal protection for trains moving against the current of traffic.

Certain electrically-locked switches are provided with a short releasing track circuit to provide immediate release of locks. Where used, engine or car must be within 25 to 100 feet of switch points on main track, to effect release.

Rail detector cars or similar self-propelled light weight equipment cannot be depended upon to actuate signals. Such cars must not pass over highway crossings protected by automatic flashing light signals until manual protection is provided, unless it is known that automatic protection is functioning as crossing is being entered. At railroad crossings where automatic interlocking is in use, such cars must come to a stop and must not proceed over the crossings until all instructions covering emergency use of such crossings, as prescribed by Rule 672, have been complied with. In addition, fuses must be placed on both sides of the crossing on the conflicting line. These cars must not be operated testing over hot box detector field installations. Testing should be stopped at least 10 feet from the scanner.

Capacity of sidings (pass tracks) is based on average overall length of 45 feet per car, plus 4 diesel units and caboose.

All trains and engines have equal authority between south end C.T.C. and Appomattox Station, Petersburg Branch, operating at yard speed. Southward trains will hold main track unless otherwise instructed.

Florence: All trains and engines have equal authority and must operate at yard speed between south end C.T.C. and "FC" interlocking. Note caution board just north of entrance to passenger yard where trains must stop and adjust switches, unless they are lined properly and way is seen or known to be clear. Northward trains must not exceed speed of 15 miles an hour through switches for entire length of train.

Rocky Mount: Trains using yard freight lead will approach spring switch to northward main track at Bassett and/or Marigold Street under full control. If northward main track is clear, movement may be made through switch, at 5 miles an hour for engine, 20 miles an hour for train. Trains on northward main track must approach these switches at yard speed.

Automatic crossing signals and gates at Bassett Street, Rocky Mount, are equipped with automatic time-out feature in addition to STOP and START key cut-out devices. Trains and engines being delayed or switching after entering the approach to these gates must approach the crossing under full control unless it is observed that the bluish-white light governing movements from certain directions is blinking, or that automatic signal No. 1208 governing northward movements on northward track is displaying aspect per Rule 285G or Rule 281H, indicating that the gates are protecting vehicular traffic. In addition, it must be observed that any vehicular traffic which entered the crossing before the gates and signals started operating has cleared the crossing.

Manually operated crossing gates Thomas Street, Rocky Mount, protect southward movements only when lunar white indicator light located on mast at Thomas Street Crossing is flashing. Trains and engines approach this crossing under control to see that crossing gates are protecting vehicular and pedestrian traffic. Nash Street crossing, first street north of passenger station Rocky Mount, must be cleared by trains stopping at station.

Graingers: Use single engine only when moving over 24 degree curve track (Dupont Plant), using precaution, and hold to cars when possible, keeping engine off curve; multiple units must not be operated on curve.

Myrtle Beach: Switch at north leg of wye is set normally for the wye.

All trains and engines have equal authority and will operate at yard speed on Ahoskie Industrial Spur, Pig Point Branch, Franklin Branch, Camp LeJeune Branch, between Bennettsville and Oak River Mill, and between WN and Stone.

Simultaneous operation of opposing trains between Drivers and Suffolk is prohibited. Dispatchers will arrange to so protect.

Simultaneous operation of opposing trains between Pine Island and Myrtle Beach is prohibited. Dispatchers will arrange to so protect.

Wilmington: W.&W. southward passenger trains will use New Bern Jct. wye and back in passenger station at Wilmington. All trains and engines have equal authority between Smith's Creek Yard and Wilmington and will operate at yard speed between those points, including on all wye tracks. Yard speed applies between New Bern Jct. and Fernside. Normal position of switch to south leg of wye, Fernside, is lined to the wye. Trains and engines operating beyond this switch on New Bern Branch must line switch for their movement and return switch to normal position after use. Maximum speed 6 miles an hour Sixth Street bridge to butting block passenger station, expecting tracks to be blocked, and stop one car length clear butting block.

Trains and engines will stop clear access road A.&Y. main track located 1,313 feet west of Mile Post F-289 serving Power Company, Mt. Misery.

Sanford: Hand throw derail on A. C. L. main track 150 feet east of S. A. L. crossing; also between west end of west crossover and A.&W. connection track switch. Derails should be set to derailing position after movement.

Tarboro: Meeting Point between main line and branch line trains will be at the branch line crossover switch.

### RAILROAD CROSSINGS

Trains and engines must stop not less than 50 feet from unprotected railroad crossings. If the way is clear they may then proceed.

**Automatic Interlocking:**—Automatic Interlocking protecting Southern Railway crossing at Selma is provided with "time-out" device, designed to release the crossing for use by trains on conflicting route if crossing is not used promptly after route is established.

If train or engine approaching crossing is delayed in the block, or if speed is less than 10 miles an hour, it must approach home signal at crossing at restricted speed. If home signal has changed its indication from "proceed" to "stop" during the delayed approach, movement of train or engine onto the short releasing track circuit (designated by signs) should clear home signal, provided there is no conflicting movement. If signal does not clear promptly, be governed by Rule 672.

Automatic Interlockings at following points are not provided with "time-out" devices or indicator lights. Rule 672 governs.

McColl (S.A.L.)

Mullins (S.A.L.)

Engines and cars must be left clear of designated points to avoid delay to trains on the conflicting route, and must not be left within home signal limits.

Southward trains switching or uncoupling train between southward distant signal and southward home signal at McColl, must throw one of the switches in these limits immediately.

Interlocking Rules govern within home signal limits. All movements over crossings must, in so far as possible, be made on signal indication.

**Remotely Controlled Interlockings:**—Interlockings protecting N.S. crossing at Wilson, A.&Y. and A.&R. crossings at Fayetteville, S.A.L. crossings at Pembroke and Dillon, and N.&W. crossing at Suffolk, are remotely controlled. If home signal indicates "stop" and cause is not apparent, member of crew will communicate with Control Station and be governed by instructions. (Control Station for N.&W. crossing at Suffolk is Bridge 7, Norfolk.) If communication with Control Station cannot be established, the provisions of Rule 672 will apply.

**Crossings Protected by Approach-Locked Derails and Signals:**—Where signals are set normally clear for A. C. L. movements, and a train or engine is stopped by a "stop" signal, and there is no evidence of a conflicting movement being made, member of crew must call dispatcher.

Where signals are set normally against A. C. L. trains and engines, stop clear of derails, open instrument case and push button. If indicator shows no train or engine is approaching on conflicting route, the ground lever may be unlocked and derails removed to permit movement over crossing. If indicator does not function, and no conflicting movement is evident, operate time release by turning knob to right as far as possible and release. When the time interval has expired, the indicator should appear for 20 seconds, and the device must be operated during that interval. If this is not done, the release must be operated again. If the indicator shows a conflicting movement is being made, the device cannot be operated until the crossing is cleared. After the crossing movement has been completed and train, or engine and cars, has cleared derails, restore lever to normal position, insert and lock switch lock.

N.F.&D. Railway crossing at Emporia is protected by approach-locked derails, signals normally clear for A.C.L. movements.

S.A.L. R.R. crossing at Sanford is protected by approach-locked derails, normally set against A.C.L. movements. Before operating time release, call S.A.L. dispatcher to ascertain if any S.A.L. trains are approaching.

**Crossings Protected by Gates or Signals Operated by Crews:**—Where gates or signals are set normally clear for movement, trains and engines must approach crossing expecting to find gates or signals displaying "stop" indication, prepared to stop short of crossing, derails or home signals, and may proceed if crossing is seen to be clear and gates or signals are set against conflicting route. Maximum speed at such crossings, 20 miles an hour unless otherwise specified.

Unless otherwise specified, speed restrictions at railroad crossings apply only until engine covers crossing.



## SPECIAL INSTRUCTIONS (continued)

Where gates or signals are set normally against movement, trains and engines must stop short of crossing, derails or home signals. If crossing is seen to be clear, and no approaching conflicting movement is observed, member of crew will set gates or signals against conflicting route and clear for movement to be made. Gates or signals must be restored to normal positions by member of crew after movement has been completed and is clear of crossing, derails and home signals.

Crossings at points listed below are protected by hand operated gates or signals:

LOCATION	CROSSING LINE	SIGNALS OR GATES NORMALLY SET CLEAR FOR
Acme	S. A. L. R. R.	S. A. L. R. R.
Beamon	N. F. & D.	A. C. L. R. R.
Boone	N. F. & D.	A. C. L. R. R.
Goldsboro	Southern Ry.	A. C. L. R. R.
Hobgood	Kinston Branch	Portsmouth Branch
Kelford	S. A. L. R. R.	A. C. L. R. R.
Kinston	A. & E. C. R. R.	A. & E. C. R. R.
Maxton	S. A. L. R. R.	S. A. L. R. R.
Sanford	S. A. L. R. R.	S. A. L. R. R.
So. Rky. Mount	Richmond Lead	Portsmouth Branch

Crossing on north leg of wye at New Bern Junction, with industrial spur: engines using spur must flag in both directions. Trains and engines moving on north leg of wye must approach crossing prepared to stop.

Movements over A. & E. C. crossing, New Bern, must be protected by flag.

### JUNCTIONS

LOCATION	LINED FOR
Rocky Mount <sup>t</sup>	Florence—Rocky Mount line
South Rocky Mount	Florence—Rocky Mount line
Bruce	Rocky Mount—Yard Tower line
Hobgood <sup>d</sup>	Rocky Mount—Yard Tower line
Tarboro	Rocky Mount—Yard Tower line
Parmele	Tarboro—Plymouth line
Franklin Junction	Rocky Mount—Yard Tower line
Fort Junction	Yadkin Junction—Sanford line
Goldsboro	Wilmington—Contentnea line
Warsaw	Wilmington—Contentnea line
New Bern Jc <sup>t</sup>	Wilmington—Contentnea line
Marine Junction	New Bern—New Bern Junction line
Hilton	Pee Dee—Wilmington line
Navassa	Pee Dee—Wilmington line
Yadkin Junction	Pee Dee—Wilmington line
Delco	Pee Dee—Wilmington Line
Chadbourn	Pee Dee—Wilmington line

### DRAWBRIDGES

Following drawbridges are straight-railed, bolted up, and will be opened only on advance notice. When necessary to open, the superintendent, chief dispatcher and roadmaster will be notified. The chief dispatcher will notify all trains concerned by train order. The roadmaster will have the drawbridge opened under flag protection and closed immediately after use, straight-railed and bolted up, notifying the superintendent and chief dispatcher when closure is completed. Speed restriction applies over drawspan and approach trestles.

	Maximum Speed Miles an Hour
Roanoke River, Norfleet (MP B-159.2)	30
Tar River, Tarboro (MP B-138.3)	30
Trent River, Pollocksville (MP CB-316.7)	30
Lumber River, Nichols (MP C-317.0)	Time Table Speed

The following drawbridges may be opened at any time. Where the drawbridge is protected with interlocking signals, the speed restriction applies between home signals unless otherwise indicated. Where there are no interlocking signals, the speed restriction applies over the drawspan, unless otherwise indicated.

#### Protected with Interlocking Signals

	Maximum Speed Miles an Hour
Western Branch, Elizabeth River, Bruce, including approach trestles (MP B-231.1)	20
Chowan River, Tunis, including approach trestles (MP B-186.8)	10
Northeast River, Castle Hayne (MP C-234.6)	20
Intra-Coastal Waterway, Myrtle Beach (MP CH-347.6)	20

#### Not Protected with Interlocking Signals

Trains and engines must stop within 300 feet of drawspan at these bridges. If the way is clear, they may then proceed.

	Maximum Speed Miles an Hour
New River, Jacksonville. Including approach trestles (MP CB-292.8)	10
Northeast River, Hilton (MP C-245.9)	20
Cape Fear River, Navassa (MP C-248.2)	10
Waccamaw River, Conway (MP CH-336.3)	10

#### Interlockings:

	Maximum Speed Miles an Hour
FA	60
Dunlop (main tracks)	60
Dunlop (to Petersburg Branch)	30
BX (main tracks)	60
Weldon viaduct, north and south end, over switches	40
Contentnea (to and from W. & W.)	30
Fayetteville (A. & Y. trains)	30
WN	40
Suffolk	10
Beamon	20
Portsmouth	10
McCull — (Automatic) S.A.L. R.R.	20
Mullins — (Automatic) S.A.L. R.R.	20

### SPEED LIMITS AND OPERATING RESTRICTIONS

Following engines must not be operated in excess of speeds shown:

	Miles an Hour
850-893, inclusive	83
900, 1000-1023, 2000 and 3000 Series	70
100, 200, 300, 400 and 1100 Series, CN&L 102, WSS 1503-1504	65

Engines in 1000, 2000 and 3000 series must not exceed speed indicated below through turnouts and crossovers:

	Miles an Hour
Where signal indication authorizes limited or medium speed	30
Where signal indication authorizes restricted or slow speed	20
Hand-operated or spring main track switches	15
All other switches	7

Switch engines numbered 10 to 59 and 600 to 720, inclusive, 60 miles an hour when used in service or in tow. Switch engines in tow must be handled near head end of train.

Passenger trains handling piggyback cars, loaded or empty, with or without caboose, will not exceed speed of 70 miles an hour, and will observe authorized passenger train speed where such speed is below 70 miles an hour. When handling other unrestricted freight equipment, will not exceed speed of 65 miles an hour, and will observe authorized passenger train speed where such speed is below 65 miles an hour.

Trains handling air dump cars, 45 miles an hour. When loaded these cars must be handled in local freight or work trains, if practicable.

Trains handling specially equipped flat cars loaded with strings of continuous welded rail must not exceed speed of 45 miles an hour, and must not exceed speed of 10 miles an hour through other than main track turnouts. These cars, when loaded, will be handled on head end of trains; when empty, will be handled on rear of trains with at least 3 empty cars separating the caboose from the welded rail cars.

Trains handling Jordan ditcher, 40 miles an hour. These machines must be handled near head end of train.

Trains handling scale test car, 25 miles an hour. Car must be handled next ahead of caboose.

Trains handling pile driving machines, 20 miles an hour. These machines must be handled near head end of train.

On two or more tracks, where automatic block signals govern only the movement of trains running with the current of traffic, passenger trains running against the current of traffic must not exceed speed of 59 miles an hour and freight trains running against the current of traffic must approach interlockings at restricted speed, being governed by signal aspects displayed.

When one of two or more tracks, provided with automatic block signals for operation with the current of traffic, is operated as single track, passenger trains must not exceed speed of 59 miles an hour and freight trains must not exceed speed of 49 miles an hour. All trains running against the normal current of traffic must approach interlockings at restricted speed, being governed by signal aspects displayed.

Trains or engines entering or leaving main track switches, 20 miles an hour, unless otherwise provided.

Speed of trains trailing through spring switches, 30 miles an hour, unless otherwise provided.

Line	Nominal Line Capacity (Lbs.)	Speed limit (MPH) unless further restricted by engine or by equipment in consist.					Restrict speed (MPH) as shown below for certain equipment														
		1-2 87-88 91-92	Other Passenger Trains	Piggyback Trains **	Unrestricted Freight Trains	Restricted Freight Trains	Cars weighing				Engines in series				Wreckers Nos.				Locomotive Cranes		
							220,000 to 240,000 Lbs.	240,001 to 251,000 Lbs.	251,001 to 263,000 Lbs.	263,001 to 270,000 Lbs.	100 to 200	500-556 750-766	800 900	1000 2000 3000	65358 65369 65370 ***	65255 65301 65302 ***	65229 65248 65388 65417	65454			
<b>MAIN LINES</b>																					
Richmond (Acca) to Florence	270,000	90	80	70	60	50										40	40	40	40	25	
Bridge MP 82.0 to 83.2		40	40	40	40	40														25	
Bridge MP 207.7		40	40	40	40	40										20	20	30	30	25	
Bridge MP 280.5 to 282.4		40	40	40	40	40														25	
Contentnea to Wilmington	270,000		50		49	49											30	30	35	40	25
Bridge MP C-234.8 (P)			20		20	20															
Bridge MP C-242.3			30		30	30											20	20	20	25	
Wilmington to Pee Dee	270,000		50		49	49											25	25	30	35	25
Bridge MP C-245.9 (NP)			20		20	20															
Bridge MP C-248.2 (NP)			10		10	10															
Bridge MP C-317.0 (SR)			50		49	49														25	
<b>BRANCHES</b>																					
Richmond (Byrd St.) to FA	270,000		15		15	15											10	10			
Bridge MP 0.0					10	10															
Dunlop to Appomattox Station	270,000		50		30	30											20	20	25	25	25
Bridge MP 22.1			20		20	20															
Appomattox Sta. to BX			20		20	20											10	10			
Rocky Mount to Spring Hope	263,000		25		25	25											20	15			
Bridge MP BA-121.9			20		20	20															
Spring Hope to Bunn			20		20	20											10	10			
Elrod to Fairmont	220,000		25		20	20	15	10	7	7	15	BARRED					10	7	15		
Rocky Mount to Yard Tower	270,000		50		49	49											30	30	35	40	25
Bridge MP B-138.3 (SR)			30		30	30														25	
Bridge MP B-159.2 (SR)			30		30	30														25	
Bridge MP B-186.8 (P)			10		10	10															
Bridge MP B-231 (P)			20		20	20											10	10	15		
Bruce to Marford	220,000		15		15	15	10	7	7	7		BARRED					7	BARRED	10		
Franklin Junction to Franklin	270,000				25	25											20	20			
Pender to Hobgood	263,000		35		35	35											25	20	30	30	25
Hobgood to Greenville	220,000		20		20	20	15	10	7	7	15						10	7	15	15	
Greenville to Kinston	263,000		30		30	30											20	15	25	25	
Tarboro to Parmele	263,000		30		30	30											20	15	25	25	
Parmele to Williamston	263,000		35		35	35											25	20	30	30	
Williamston to Plymouth	263,000		35		35	35											25	20	30	30	
Bridge MP BC-184.6			10		10	10											7				
MP BC-187.41 to BC-187.82			10		10	10												7			
Parmele to Washington	263,000		25		25	25											20	15			
Bridge MP AB-162.8			10		10	10												7			
Bridge MP AB-168.8			10		10	10												7			
Warsaw to Clinton	263,000		30		30	30											25	25	25	25	
New Bern Junction to New Bern	263,000		40		35	35												25	20	30	30
Bridge MP CB-292.8 (NP)			10		10	10															
Bridge MP CB-316.7 (SR)			30		30	30														25	
Marine Junction to Camp LeJeune	270,000		20		20	20												15	15		
Deice to Acme, Riegelwood	220,000		15		15	15	10	10	7	7		BARRED						10	7		
Chadbourn to Conway	220,000		20		20	20	15	10	7	7	15							10	7	15	
Conway to Myrtle Beach	263,000		30		30	30												20	15	25	25
Bridge MP CH-336.3 (NP)			10		10	10												7			
Bridge MP CH-347.6 (P)			20		20	20												10			
Winona to Stone	270,000				15	15												10	10		
Yadkin Junction to Fayetteville	220,000		40		35	35												25	20	30	30
Bridge MP F-259.4			10		10	10													BARRED	BARRED	
Bridge MP F-211.2			10		10	10	*	*	BARRED	BARRED		BARRED	BARRED	BARRED	BARRED	BARRED	BARRED	BARRED	BARRED	***	
Fayetteville to Fort Junction	270,000		40		35	35												30	30		25
Fort Junction to Sanford	220,000		20		20	20	15	10	7	7	15							10	7	15	
Parkton to Red Springs	220,000		20		20	20	15	10	7	7	15							10	7	15	
Red Springs to Marlboro	263,000		35		35	35												25	20	30	30

\* Any car having this gross weight shall be preceded and followed by one car having gross weight no greater than 180,000 lbs. each.

\*\* Piggyback Trains handling other than piggyback equipment will operate at freight train speed.

\*\*\* These wreckers shall be separated from the engine by at least one car. Any car preceding or following these wreckers shall not weigh more than 180,000 lbs. gross.

Wreckers and Locomotive Cranes must be handled near head end of train.

ACL 500,000 "Whopper Hopper" will be handled under same restrictions as apply to cars weighing 251,001 to 263,000 lbs.

4-Wheel truck freight cars having wheels less than 36 inches in diameter and weighing more than 241,500 lbs. are restricted to 40 MPH

**Bridges:**

Speed limit across any bridge applies to the entire train. Where speed of train is further reduced because of engine or equipment in consist, the reduction applies until that engine or equipment has cleared the bridge.

(P) Drawbridge Protected with Interlocking Signals.

(NP) Drawbridge Not Protected with Interlocking Signals.

(SR) Drawbridge straight-railed and bolted up.



## SPECIAL INSTRUCTIONS (continued)

### Local speed restrictions and municipal ordinances:

Acme: Trains and engines must move at yard speed on Acme lead track and its sidetrack, including Seaboard tracks and industrial tracks.

Ahoskie: 15 miles an hour between Church Street and Hayes Avenue.

Atkinson: 25 miles an hour, 6:00 a. m. to 11:00 p. m., and 35 miles an hour 11:00 p. m. to 6:00 a. m.

AY: See "Richmond."

Ayden: 25 miles an hour.

Aulander: 25 miles an hour.

Bains Creek (MP B-232.6): 30 miles an hour.

Bennettsville: 10 miles an hour over Broad and Parsonage Streets and must be flagged.

Benson: 65 miles an hour, 6:00 a. m. to 8:00 p. m.

Bethel: 12 miles an hour.

Black Creek: 35 miles an hour, 6:00 a. m. to 10:00 p. m.

Castle Hayne: Track leading to Ideal Cement Company, maximum speed 20 miles an hour on straight track and 10 miles an hour on curves. Movements of trains and engines must be made at yard speed.

Churchland: Movements over old U.S. Highway 17 must be flagged.

Clinton: Movements over Lisbon, Still and John Streets must be flagged.

Conway: 25 miles an hour.

Dillon: Southward trains 80 miles an hour between Mile Post 261 and 263.

Dunn: 45 miles an hour, 6:00 a. m. to 7:30 p. m. Edgerton, Broad and Cumberland Streets must not be blocked longer than 5 minutes, except by Nos. 376 and 75 handling mail; other streets, not longer than 10 minutes.

Emporia: 80 miles an hour between Mile Posts 62 and 65. Whistle must not be sounded except in cases of emergency and to observe rules other than 14 (1).

Enfield: 65 miles an hour, 7:30 a. m. to 7:30 p. m.

Everett: 20 miles an hour.

Faison: 35 miles an hour, 6:00 a. m. to 10:00 p. m.

Fayetteville: 35 miles an hour across Cumberland Street and Blount Street, and between these crossings; except across Hay Street, 25 miles an hour. Movements over Blount Street must be flagged when such movements are made in old Fayetteville freight yard. Movements over Gillespie Street on A.&Y. main track must be flagged. Movements (including those on yard tracks) over West Russell Street, at Maxwell Street intersection, must be flagged.

Fremont: 35 miles an hour.

Goldsboro: Speed consistent with conditions, but not exceeding 40 miles an hour. North George, Holly, Vine, Oak, Ash, Pine and Elm Street crossings must not be blocked over 5 minutes by standing train or engine.

Greenville: Movements over Dickerson Avenue, 3rd, 4th, 10th, 12th, and 14th Streets and Airport Road (Munford), must be flagged.

Hobgood: 45 miles an hour. All trains approach station at yard speed, expecting to find tracks occupied. Movements over Commerce Street on back track must be flagged.

James River: Between James River and AY, 65 miles an hour, except where otherwise restricted. (See "Richmond").

James River bridge: On curves at each end of bridge, 50 miles an hour.

Jonesboro: 15 miles an hour over street crossings, 6:00 a. m. to 8:00 p. m.

Kelford: 35 miles an hour.

Kinston: The unnecessary use of whistle is prohibited. All street crossings from Park Avenue to Caswell Streets, inclusive, must be flagged.

Kinston Branch: Maximum speed MP A-96 to MP A-110, 25 miles an hour.

Magnolia: 30 miles an hour 8:00 a. m. to 6:00 p. m.

Marion: 40 miles an hour Mile Post C-332 $\frac{1}{4}$  to Mile Post C-332 $\frac{1}{2}$  and 25 miles an hour Mile Post C-332 $\frac{3}{4}$  to Mile Post C-333 $\frac{1}{4}$  account short approach circuit.

Mt. Olive: 25 miles an hour, 6:00 a. m. to 10:00 p. m.

Mullins: 20 miles an hour. When switching, movements over Main, Park and Mullins Streets, must be flagged.

Myrtle Beach: Myrtle Beach Farm track, 10 miles an hour.

New Bern: 5 miles an hour over Queen Street. Movements must be flagged over Craven Street.

Nichols: 15 miles an hour.

Parnele: 35 miles an hour.

Great Pee Dee River viaduct: 40 miles an hour.

Petersburg: All movements over East Bank, Bollingbrook, Franklin,

Sycamore, Union, Market, Lawrence and Perry Street crossings, must come to a complete stop before fouling the crossing and be flagged.

Movements on Washington Street must not exceed 6 miles an hour.

Petersburg: N. & W. engines, 20 miles an hour over Appomattox River bridge.

Pikeville: 35 miles an hour, 6:00 a. m. to 10:00 p. m.

Portsmouth: 45 miles an hour between Bains Creek and Douglas Avenue, 20 miles an hour between Douglas Avenue and Chautauqua Avenue, and 10 miles an hour between Chautauqua Avenue and Yard Tower.

Richmond: (a) Trains and engines entering Broad Street Station, 20 miles an hour, South "Y" Junction to inbound home signal. (b) Between inbound home signal and outbound home signal, Broad Street Station, 15 miles an hour; 20 miles an hour on No. 2 track, between outbound home signal and South "Y" Junction; (c) Passenger trains, 30 miles an hour through turnouts and crossings at South "Y" Junction and "Y" Junction on James River Branch when operating via their regular route; if diverted, be governed by item "d"; (d) Trains and engines (except as provided in item "c" above) 15 miles an hour when making turnout or crossover movement at AY Tower, South "Y" Junction on James River Branch. (Regulations of Richmond Terminal Company.)

Richmond: 10 miles an hour over Hopkins Road crossing, on old main line.

Robersonville: 15 miles an hour.

Rocky Mount: 40 miles an hour except where otherwise restricted. Whistle must not be used unnecessarily, Grand Avenue to Bassett Street. See "Two Or More Tracks." 10 miles an hour over Branch Street and Washington Street, and between these crossings, and switching movements over crossings within this territory must be flagged.

Rowland: No. 76, 60 miles an hour daily except Sunday, pick up mail from crane.

Rose Hill: 35 miles an hour between Ridge Street crossing and South Street crossing, 6:00 a. m. to 10:00 p. m.

Sanford: 15 miles an hour. Before crossing Chatham Street, come to full stop and flag same. When cutting crossings, cars must be left at least 50 feet away on each side.

Suffolk: 25 miles an hour. Movements over East Washington Street and Madison Avenue must be flagged at least 50 feet ahead of engine or cars and flagman remain on crossing until train or engine reaches same. Train or engine must approach and enter crossings under complete control.

Tarboro: 20 miles an hour. Movements over Howard Avenue between 7:00 a. m. and 7:00 p. m., must be flagged.

Tatum: 5 miles an hour until engine or car has occupied U. S. Highway 15 Crossing.

Trego: 10 miles an hour over Highway 301. Movements on both legs of wye over Highway 301 must be flagged.

Wallace: 35 miles an hour, 6:00 a. m. to 11:30 p. m.

Warsaw: 35 miles an hour, 6:00 a. m. to 11:30 p. m., and 45 miles an hour, 11:30 p. m. to 6:00 a. m.

Washington: 6 miles an hour. Movements over Main, Second, Bridge and Pierce Streets and Hackney Avenue, must be flagged.

Weldon: 40 miles an hour over Roanoke River viaduct. Movements over First Street, Highways 301 and 301 by-pass, 6 miles an hour, and must be flagged.

Whiteville: 35 miles an hour approaching and over all street crossings.

Williamston: Movements over Washington and Haughton Streets must be flagged.

Wilmington: Trains and engines will not exceed 10 miles an hour over Nutt, Water, Surry and Front Streets, between Cowan and Marshall Streets; 15 miles an hour over street crossings on Belt Line at South Front, South Fifth, South Thirteenth Streets, and Colonial Drive; 25 miles an hour over other street crossings. Movements over 9th Street crossing must be flagged. (See "Caution").

Trains and engines will not exceed speed of 15 miles an hour between passenger station, Wilmington, and Hilton drawbridge, and between passenger station, Wilmington, and switch to south leg of New Bern branch wye.

Wilson: 50 miles an hour. Yard engines will not move across Herring Avenue between hours of 12:01 p. m. and 1:00 p. m. Vance Street, second crossing north of passenger station, is fire truck lane and must not be blocked.

### YARD LIMITS

Yard limits at the following points are indicated by signs marked "YARD LIMIT":



## SPECIAL INSTRUCTIONS (continued)

Richmond - FA, Dunlop-Petersburg-Collier, Weldon - Weldon Yard, Rocky Mount-South Rocky Mount, Wilson, Selma, Fayetteville-Milan-N.S. Junction, Florence-FY, Yard Tower, Suffolk, Franklin Junction, Ahoskie, Hobgood, Tarboro, Pender (for Kinston Branch trains), Parmele, Greenville, Kinston, Williamston, Plymouth, Washington, Bennettsville, Johns, Maxton, North Junction-Goldsboro-Royall Yard, Smith's Creek Yard-Fernside-Wilmington-Navassa, Marine Jct.-Jacksonville-Tent Camp, Belgrade-Maysville, New Bern-New Bern Yard, Fort Junction, Sanford, Chadbourn, Whiteville, Conway, Myrtle Beach.

### STANDARD CLOCKS

Acca (yard, roundhouse), Chadbourn, Milan, Florence (FC office, crew clerk's office), Parmele, Petersburg (Pocahontas Yard, "RS"), Richmond, Rocky Mount (dispatcher's office, crew room), Smith's Creek Yard (yard office, shop), South Richmond, South Rocky Mount ("CO" yard office, "RY"), Tarboro, Wilmington, Yard Tower.

### REGISTER STATIONS

Acca (roundhouse and yard), Bennettsville, Chadbourn (for trains to and from Myrtle Beach Branch), Florence ("FC" office for passenger trains, crew clerk's office for freight trains), Franklin Junction (for southward trains only), Greenville (for northward trains only), Haley, Kinston, Marine Junction, Milan (for trains originating and terminating), New Bern, Parmele, Petersburg (Appomattox Station, "RS" for trains originating and terminating), Richmond (Broad Street Station), Rocky Mount, Royall Yard (for No. 42 daily except Saturday), Sanford, Smith's Creek (yard and shops for freight trains), South Rocky Mount ("CO", "RY" for crews reporting for duty at this point), Suffolk (for trains originating and terminating), Warsaw (for Nos. 528 and 529, and originating and terminating trains), Wilmington, Wilson (for W. & W. trains), Yard Tower.

Conductors on W.C.&A. southward trains will prepare Form 329½ showing time of arrival at Pee Dee, using this as basis for registering upon arrival at Florence, thereafter delivering Form 329½ to operator at Florence.

Operator at Petersburg-Appomattox Station "RS" will register all trains. Operator at "CO" South Rocky Mount will register Southern Railway trains.

Operator at Wilson will register southward W.&W. trains based on OS figure at Wilson, and northward W.&W. trains based on Form 329½ prepared by conductors, showing time of arrival at Contentnea, to be left with operator at Wilson.

No. 42 will leave Form 329½ in bill box Castle Hayne daily showing arrival that point.

Trains will reduce speed and conductors will hand register slip, Form 329½ properly filled out, to operator at register points at which trains do not stop.

### BULLETIN BOOKS

Bulletin books are located at the following points:

Acca (roundhouse and yard), Ahoskie, Chadbourn, Florence (crew clerk's office, "FC" office and shop), Greenville, Haley, Kinston, Milan, Petersburg (Appomattox Station, Pocahontas, "RS"), Richmond (Broad Street Station), Rocky Mount, Sanford, Selma, Smith's Creek (yard and shops), South Richmond, South Rocky Mount ("CO" and "RY"), Suffolk, Tarboro, Weldon, Wilmington, Yard Tower.

### LEAVING TERMINALS

Trains must not leave the following points without Clearance Form A:

W.C.&A. trains must get W.C.&A. Clearance Form A at Florence, Fayetteville (A.&Y. trains only).

Trains may leave following points without Clearance Form A:

Parmele, Washington (No. 513 Saturdays only), Franklin, Suffolk, Hobgood (Kinston Branch trains and No. 508), Tillery, Hassell, Bunn,

Clinton, Fairmont, Elrod, Bennettsville, Wilmington (No. 42), Myrtle Beach, Marine Jct., Camp LeJeune, Jacksonville, Sanford, Weldon Yard, Loris.

### SIGNAL STOPS

No. 1 at Wilson to discharge revenue passengers from Richmond and beyond and to receive revenue passengers for Charleston and beyond.

No. 1 at Fayetteville daily except Sunday night for U. S. Mail.

No. 2 at Fayetteville for U. S. Mail.

The flag stops for Nos. 1 and 2 are for revenue passengers only.

No. 42 at Dudley daily except Sunday, for U. S. Mail.

No. 49 at Elm City and Dudley daily for U. S. Mail.

No. 75 at Jarratt daily except Sunday to discharge passengers from north of Richmond; at Benson for passengers, parcel post and express; also at Sellers to discharge revenue passengers from Richmond and beyond, and to receive revenue passengers for Jacksonville and beyond.

No. 76 at Pembroke to discharge passengers from Florence or beyond, and to receive passengers for Richmond or beyond; also to discharge U. S. Mail upon request of R.P.O. clerk.

Nos. 77 and 78 at Benson to receive and discharge passengers to and from Florence and to and from Rocky Mount, or beyond.

No. 78 at Latta daily except Sunday for U.S. Mail.

No. 376 at Sharpsburg daily for U.S. Mail.

Local freight trains will stop on flag at all stations. Private sidings are flag stations for all trains performing local freight work.

### PASSENGER TRAIN CONNECTIONS

Richmond: No. 29 wait indefinitely for R. F. & P. No. 9 when necessary to get New York-Norfolk sleeper.

Petersburg: No. 20 wait 10 minutes for N&W No. 26 when passengers are reported.

Florence: No. 78 wait 2 hours for No. 50. No. 376 wait 15 minutes for No. 54 when passengers are reported.

### NOTICE

Attention is specifically directed to the "Hours of Service" law, effective March 4, 1908, excerpts from which are as follows:

"Sec. 2. That it shall be unlawful for any common carrier, its officers or agents . . . to require or permit any employe subject to this Act to be or remain on duty for a longer period than sixteen consecutive hours; and whenever any such employe . . . shall have been continuously on duty for sixteen hours he shall be relieved and not required or permitted again to go on duty until he has had at least ten consecutive hours off duty; and no such employe who has been on duty sixteen hours in the aggregate in any twenty-four hour period shall be required or permitted to continue or again go on duty without having had at least eight consecutive hours off duty; Provided, that no operator, train dispatcher, or other employe who by the use of the telegraph or telephone dispatches, reports, transmits, receives or delivers orders pertaining

## SPECIAL INSTRUCTIONS (continued)

to or affecting train movements shall be required or permitted to be or remain on duty for a longer period than nine hours in any twenty-four hour period in all towers, offices, places and stations continuously operated night and day, nor for a longer period than thirteen hours in all towers, offices, places and stations operated only during the daytime, except in cases of emergency, when the employes named in this proviso may be permitted to be and remain on duty for four additional hours in a twenty-four hour period on not exceeding three days, in any week: Provided, further, The Interstate Commerce Commission may after full hearing in a particular case and for cause shown extend the period within which a common carrier shall comply with the provisions of this proviso as to such case."

"Sec. 3 . . . Provided, That the provisions of this Act shall not apply in any case of casualty or unavoidable accident or the act of God; nor where the delay was the result of a cause not known to the carrier or its officer or agent in charge of such employe at the time said employe left a terminal and which could not have been foreseen. Provided further, That the provisions of this Act shall not apply to the crews of wrecking and relief trains."

### ABBREVIATIONS

L.—leave;	PN.—pass track, north;
A.—arrive;	PS.—pass track, south;
s.—regular stop;	CP.—center pass track;
f.—flag stop to receive or discharge passengers;	T.—train order office;
T.—train order office;	X.—railroad crossing;
P.—pass track (siding);	Y.—wye track.

### LOCAL SURGEONS

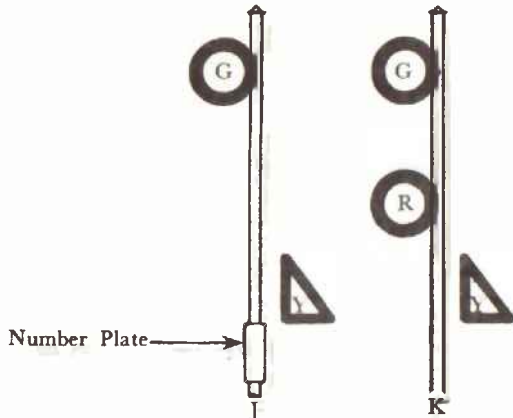
Aulander, N. C. ....	Dr. S. A. Saunders
Bennettsville, S. C. ....	Dr. P. M. Kinney
Benson, N. C. ....	Dr. J. Dan Royster
Bethel, N. C. ....	Dr. C. G. Garrenton
Burgaw, N. C. ....	Dr. W. I. Taylor
Chadbourn, N. C. ....	Dr. Murray Carroll
Clinton, N. C. ....	Dr. Glenn C. Newman
Colonial Heights, Va. ....	Dr. J. P. Whittle
Conway, S. C. ....	Dr. L. M. Medlin
Conway, S. C. ....	Dr. John deS. Gilland, Jr.
Dillon, S. C. ....	Dr. Rufus H. Cain
Dillon, S. C. ....	Dr. B. F. Hardy
Dunn, N. C. ....	Dr. C. L. Corbett
Elm City, N. C. ....	Dr. R. H. Putney, Jr.
Emporia, Va. ....	Dr. G. M. Naff
Emporia, Va. ....	Dr. Peter W. Squire
Emporia, Va. ....	Dr. John S. Prince
Enfield, N. C. ....	Dr. William K. Craig
Fairmont, N. C. ....	Dr. R. L. Weinstein
Fayetteville, N. C. ....	Dr. David E. Drake
Fayetteville, N. C. ....	Dr. John M. Harry
Florence, S. C. ....	Dr. E. M. Allen, Jr.
Florence, S. C. ....	Dr. James Allen
Florence, S. C. ....	Dr. T. H. Houck
Florence, S. C. ....	Dr. W. S. Houck
Florence, S. C. ....	Dr. C. H. Kingsbury
Florence, S. C. ....	(Consultant Ophthalmologist) Dr. L. D. Lide
Florence, S. C. ....	Dr. M. R. Mobley
Florence, S. C. ....	Dr. J. H. Stokes
Fremont, N. C. ....	Dr. C. H. Rand
Goldsboro, N. C. ....	Dr. Richard W. Borden
Goldsboro, N. C. ....	Dr. Winfield L. Thompson
Goldsboro, N. C. ....	Dr. H. D. Tyndall
Greenville, N. C. ....	Dr. Charles Pace
Greenville, N. C. ....	Dr. K. B. Pace
Grifton, N. C. ....	Dr. Jack O. Carson
Jacksonville, N. C. ....	Dr. W. T. Turlington, Jr.
Jarratt, Va. ....	Dr. James A. Kirkland
Kenly, N. C. ....	Dr. S. B. Hunter, Jr.
Kinston, N. C. ....	Dr. Clifton F. West
Marion, S. C. ....	Dr. James B. Berry
Maxton, N. C. ....	Dr. Lloyd C. McCaskill
Mullins, S. C. ....	Dr. Joseph P. Cain, Jr.
Myrtle Beach, S. C. ....	Dr. G. P. Joseph
New Bern, N. C. ....	Dr. F. M. S. Patterson
Parkton, N. C. ....	Dr. D. S. Currie
Pembroke, N. C. ....	Dr. John K. Robertson
Petersburg, Va. ....	Dr. Francis N. Taylor
Plymouth, N. C. ....	Dr. A. M. Stanton
Portsmouth, Va. ....	Dr. Robert J. Buchanan
Portsmouth, Va. ....	Dr. G. L. Moore
Red Springs, N. C. ....	Dr. R. D. McMillan
Richmond, Va. ....	Dr. L. H. Apperson
Richmond, Va. ....	Dr. William Barr
Richmond, Va. ....	Dr. Charles W. Byrd
Richmond, Va. ....	Dr. Hunter B. Frishkorn, Jr.
Richmond, Va. ....	Dr. Edward E. Haddock
Richmond, Va. ....	Dr. W. L. Ball
Richmond, Va. ....	Dr. O. T. Graham, Jr.
Richmond, Va. ....	Dr. John A. Rawles
Richmond, Va. ....	Dr. Irwin Rifkin
Rocky Mount, N. C. ....	Dr. Leon W. Robertson
Rocky Mount, N. C. ....	Dr. Lewis Thorp
Rocky Mount, N. C. ....	Dr. Orville E. Bell
Roseboro, N. C. ....	Dr. J. Street Brewer
Sanford, N. C. ....	Dr. F. L. Knight
Sanford, N. C. ....	Dr. John D. Larson, Jr.
Scotland Neck, N. C. ....	Dr. C. H. Neville
Selma, N. C. ....	Dr. Allen H. Lee
Smithfield, N. C. ....	Dr. V. A. Davidian
Smithfield, N. C. ....	Dr. Will H. Lassiter
Smithfield, N. C. ....	Dr. Watson Wharton
Spring Hope, N. C. ....	Dr. O. M. Lowry
Suffolk, Va. ....	Dr. W. Holmes Chapman, Jr.
Suffolk, Va. ....	Dr. David B. Corcoran
Warsaw, N. C. ....	Dr. Edwin P. Ewers
Washington, N. C. ....	Dr. L. H. Swindell
Weldon, N. C. ....	Dr. R. B. Blowe
Whitakers, N. C. ....	Dr. J. H. Cutchin
Whiteville, N. C. ....	Dr. W. H. Hoskins
Williamston, N. C. ....	Dr. J. S. Rhodes
Wilmington, N. C. ....	Dr. W. C. Mebane
Wilmington, N. C. ....	Dr. R. T. Sinclair, Jr.
Wilson, N. C. ....	Dr. Badie T. Clark
Wilson, N. C. ....	Dr. M. A. Pittman
Wilson, N. C. ....	Dr. Charles C. Parker

**SIGNAL ASPECTS, SIGNAL INDICATIONS AND SIGNAL RULES**

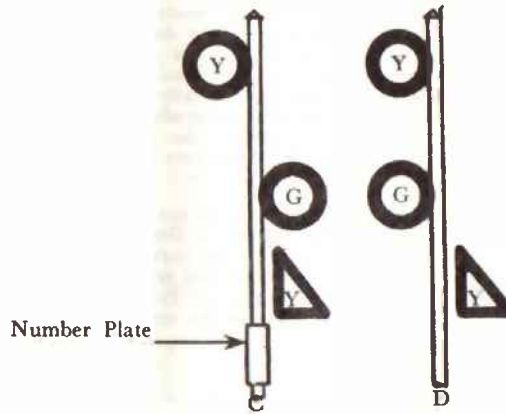
A Yellow Triangular Metal Plate attached to the mast of certain signals located between Contentnea and Pee Dee modifies the indication and name of such signals as indicated below. These aspects are in addition to Signal Rules 281 to 295 inclusive, as shown in the Rule Book, and which remain in full force and effect.

**RULE 281**

**RULE 281-B**



Indication: Proceed.  
Name: Clear.

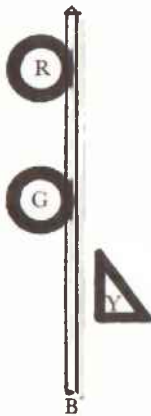


Indication: Proceed Approaching Next Signal At Limited Speed.  
Name: Approach Limited.

**Rule 281-C**

**Rule 285**

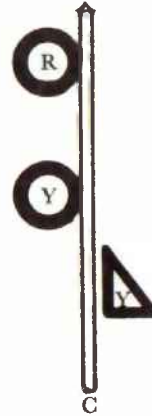
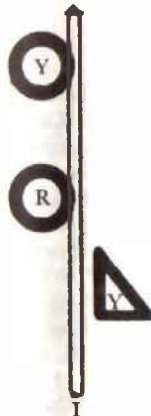
**Rule 286**



Indication: Proceed; Limited Speed Within Interlocking Limits.  
Name: Limited—Clear.



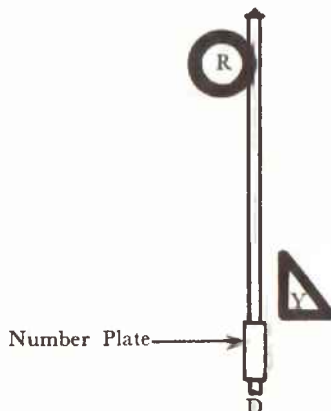
Indication: Proceed Preparing To Stop At Next Signal. Train Exceeding Medium Speed Must At Once Reduce To That Speed.  
Name: Approach.



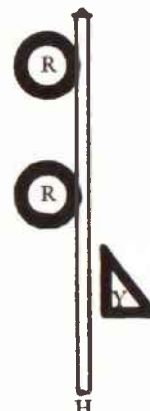
Indication: Proceed At Medium Speed Preparing To Stop At Next Signal.  
Name: Medium—Approach.

**Rule 291-A**

**Rule 292**



Indication: Proceed At Restricted Speed.  
Name: Restricted Proceed.



Indication: Stop.  
Name: Stop.

NOTE: The Letters "G", "Y" And "R" Indicate Respectively "GREEN", "YELLOW" And "RED".





