

Safety



First

**SEABOARD
COAST LINE
RAILROAD**

ROCKY MOUNT DIVISION

1

TIME TABLE No. 1

IN EFFECT

Saturday, May 1, 1971

At 12:01 A.M.

SUPERSEDING TIME TABLE NO. 2

DATED DECEMBER 11, 1970

EASTERN STANDARD TIME

**FOR THE GOVERNMENT OF
EMPLOYEES ONLY**

D. C. HASTINGS, Vice President-Operations

L. T. ANDREWS, General Manager-Transportation

M. S. JONES, JR., Superintendent

PLYMOUTH SUBDIVISION

Westward		Station Numbers	Distance From Plymouth	TIME TABLE NO. 1		Scales, Wyes, Car Capacity	Eastward	
THIRD CLASS				IN EFFECT			THIRD CLASS	
417	419			May 1, 1971			418	416
Local Freight	Local Freight			STATIONS			Local Freight	Local Freight
Daily	Ex. Sun.			Ex. Sun.	Daily			
P. M.	P. M.			A. M.	P. M.			
410		ABC189		PLYMOUTH	A YARD		300	
				-2.2-	X-NS			
415		ABC186	2.2	HALEY	YARD		245	
				-9.1-				
450		ABC177	11.3	JAMESVILLE	16		201	
				-10.8-				
515		ABC167	22.1	WILLIAMSTON	81		135	
				-8.3-				
530		ABC160	28.4	EVERETT	12		115	
				-4.7-				
545		ABC156	33.1	ROBERSONVILLE	35		100	
				-3.4-				
615	L 100	AA135	36.5	PARMELE	X-SCL 38P Y A	900	1245	
				-3.4-				
625	110	ABC149	39.9	BETHEL	31	845	1232	
				-5.2-				
636	125	ABC144	45.1	CONETOE	7	830	1220	
				-8.2-				
705	145	AB136	53.3	TARBORO	A YARD L	810	1201	
P. M.	P. M.					A. M.	P. M.	
Daily	Ex. Sun.					Ex. Sun.	Daily	

WASHINGTON SUBDIVISION

Westward		Station Numbers	Distance From Washington	TIME TABLE NO. 1		Scales, Wyes, Car Capacity	Eastward	
Second Class				IN EFFECT			Third Class	
413				May 1, 1971			412	
Local Freight				STATIONS			Local Freight	
Ex. Sun.				Ex. Sun.				
A. M.				P. M.				
1045	AAB160			WASHINGTON	A YARD		230	
				-11.2-				
1115	AAB148	11.2		PACTOLUS	10		155	
				-5.2-				
1130	AAB143	16.4		WHICHARD	12		140	
				-1.3-				
1136	AAB141	17.7		STOKES	13		135	
				-7.7-				
1201	AA135	25.4		PARMELE	X-SCL L 79 Y		115	
P. M.						P. M.		
Ex. Sun.						Ex. Sun.		

NASHVILLE SUBDIVISION

Westward		Station Numbers	Distance From South Rocky Mount	TIME TABLE NO. 1		Scales, Wyes, Car Capacity	Eastward	
Second Class				IN EFFECT			Third Class	
401				May 1, 1971			402	
Local Freight				STATIONS			Local Freight	
Ex. Sun.				Ex. Sun.				
A. M.				A. M.				
630	A121			SO. ROCKY MT.	A YARD O		1120	
				-1.0-				
640	A120	1.0		ROCKY MOUNT	YARD		1100	
				-10.2-				
710	ABA130	11.2	T	NASHVILLE	40		1025	
				-9.0-				
745	ABA139	20.2	T	SPRING HOPE	27 Y		925	
				-9.0-				
815	ABA148	29.2	A	BUNN	L 42		845	
A. M.						A. M.		
Ex. Sun.						Ex. Sun.		

SECOND CLASS							FIRST CLASS				Station Numbers	Distance from Richmond— East Route or West Route	TIME TABLE NO. 1 IN EFFECT May 1, 1971 STATIONS	
459	109	227	105	115	111	289	91	57	21	175				
Local Freight	Through Freight	Through Freight	Through Freight	Through Freight	Through Freight	Through Freight	Champion	Silver Meteor	Silver Star	Piggyback Special				
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Ex. Mon.				
P. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	A. M.				
600	1135	1050	1020	730	1250	1201	950	850	425	830	A0		L T	RICHMOND ®
815	1201	1113	1108	753	155	101	1009	909	444	856	A11	15.7-W 16.9-E		CENTRALIA
830	1212	1126	1121	806	210	114	1018	915	450	908	A20	25.1-W 26.3-E		SOUTH DUNLOP
901	1215	1130	1125	810	215	118	F 1021	F 920	F 455	911	A22	27.0-W	T	PETERSBURG (WEST ROUTE)
920	1221	1140	1135	820	230	128	1028	927	502	920	A26	31.7-W		COLLIER (WEST ROUTE) ®
930	A1229	1203	A1158	843	A 330	151	A1030	929	504	923	A29	33.9-W		SOUTH COLLIER (WEST ROUTE)
940		1211		851		200		934	509	928	S30	36.4-E	A	NORTH BURGESS (EAST ROUTE)
P. M.	P. M.	P. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	A. M.				
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Ex. Mon.				

WEST ROUTE

Station Numbers	Distance from Richmond	STATIONS ON WEST ROUTE	Scales, Wyes, Car Capacity
A0		RICHMOND ®	YARD O
	1.6	A Y	
	6.0	MEADOW	SPUR 21
A6	10.6	F A	58
A8	13.7	BELL BLUFF	YARD
A11	15.7	CENTRALIA	3
A13	18.1	CHESTER	11
	24.4	NORTH DUNLOP	LEAD Y
A20	25.1	SOUTH DUNLOP	
A22	27.0	PETERSBURG	56
A26	31.7	COLLIER ®	YARD O
A29	33.9	SOUTH COLLIER	YARD

EAST ROUTE

Station Numbers	Distance from Richmond	STATIONS ON EAST ROUTE	Scales, Wyes, Car Capacity
A0		RICHMOND ®	YARD O
S4	2.5	HERMITAGE	YARD
S01	5.4	BROWN STREET	YARD O
S2	7.7	SOUTH YARD	210P YARD
S9	14.6	BELLWOOD	YARD Y
A11	16.9	CENTRALIA	
		M. P. 10.7 TO M. P. 20.1 (WEST ROUTE ONLY)	
A20	26.3	SOUTH DUNLOP	
S23	29.5	PETERSBURG (COMMERCE STREET)	118P YARD
S27	33.3	RYAN ®	130P 83
S30	36.4	NORTH BURGESS	

COLLIER SUBDIVISION
(Richmond Terminal)

NORTHWARD

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TIME TABLE NO. 1 IN EFFECT May 1, 1971 STATIONS			FIRST CLASS					SECOND CLASS						
			176	58	92	22	276	112	110	188	190	120		
			Piggyback Special	Silver Meteor	Champion	Silver Star	Piggyback Special	Through Freight	Through Freight	Through Freight	Through Freight	Through Freight		
			Ex. Tue.	Daily	Daily	Daily	Ex. Mon.	Ex. Tue.	Daily	Daily	Daily	Daily		
			A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.			
T	RICHMOND	ⓐ Δ	YARD	O	300	s 330	s 430	s 845	930	445	355	730	800	1100
	CENTRALIA			3	208	255	355	810	837	345	301	648	718	1005
	SOUTH DUNLOP				156	246	344	759	825	330	253	636	706	950
T	PETERSBURG (WEST ROUTE)			56	151	244	s 342	F 757	820	325	248	630	650	945
	COLLIER (WEST ROUTE)	ⓐ	YARD	O	141	237	331	747	813	310	235	615	635	930
	SOUTH COLLIER (WEST ROUTE)		YARD		L 138	235	L 329	745	810	L 305	L 230	610	630	L 900
	NORTH BURGESS (EAST ROUTE)			L		230		740	805			605	625	
					A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.
					Ex. Tue.	Daily	Daily	Daily	Ex. Mon.	Ex. Tue.	Daily	Daily	Daily	Daily

HOPEWELL SUBDIVISION
(Richmond Terminal)

SOUTHWARD		TIME TABLE NO. 1 IN EFFECT May 1, 1971 STATIONS	Northward				
Station Numbers	Distance from Bellwood		Station Numbers	Distance from Bellwood			
SAC8			L	BELLWOOD	Δ	YARD	Y
SAC17	8.3			THOMAS SIDING		47	
SAC23	15.0	A	(3) XN&W (2) XANC HOPEWELL	L	YARD	Y	

FOURTH CLASS		Third Class	Second Class	Station Numbers	Distance From Portsmouth (Shops)	TIME TABLE NO. 1 IN EFFECT May 1, 1971				Scales, Wyes, Car Capacity	Third Class	FOURTH CLASS		
417	419	415	453			454	418	416	414					
Local Freight	Local Freight	Local Freight	Sou. Rwy. Freight			Sou. Rwy. Freight	Local Freight	Local Freight	Local Freight					
Daily	Ex. Sun.	Ex. Sun.	Ex. Sun.			Ex. Sun.	Ex. Sun.	Daily	Ex. Sun.					
P. M.	P. M.	A. M.	A. M.			P. M.	A. M.	A. M.	P. M.					
		500		SA2		L T PORTSMOUTH (Shops)	A	YARD O Y					1215	
		VIA NPBL 1.3 Miles											VIA NPBL 1.3 Miles	
		530	L 900	AB235	1.3	PORTSMOUTH (Pinners Point)	X-NPBL	YARD Y	A 905				1142	
		542	912	AB230	5.4	BRUCE		38P	850				1130	
		550	920	AB228	7.9	BOONE	X-NF&D		842				1122	
		602	932	AB224	12.0	DRIVERS		31P 5	830				1110	
		626	954	AB216	20.0	T SUFFOLK	X-NF&D X-N&W X-N&W	78P 134 O	809				1050	
		652	1019⁴¹⁴	AB205	30.8	WHALEY		69P 8	744				1019⁴⁵³	
		708	1034	AB197	39.1	T GATES		13	729				949	
		714	1040	AB194	42.3	T RODUCO		15	723				943	
		720	1046	AB190	45.9	EURE		80P 5	717				937	
		A 732	1057	AB184	52.0	T COFIELD		12	706			L 925		
		1110		AB178	58.4	T AHOSKIE		78P 109 Y	653					
		1125		AB169	66.7	T AULANDER		67P 45	638					
		1138		AB162	73.8	KELFORD	X-SCL	7	625					
		1155		AB152	83.8	PALMYRA		15	605					
		1203		AB148	88.3	HOBGOOD	X-SCL	84P 37 Y	557					
L 710	L 205		1225	AB136	100.5	T TARBORO		67P YARD O Y	535	A 800	A1159			
725	220		1238	AB128	107.6	KINGSBORO		67P 2	522	745	1145			
735	230		1248	AB123	113.4	J F			512	735	1135			
755	250		100	A121	115.6	T SO. RKY. MT.	® L	YARD O	500	700	1105			
P. M.	P. M.	A. M.	P. M.						P. M.	A. M.	A. M.	A. M.		
Daily	Ex. Sun.	Ex. Sun.	Ex. Sun.						Ex. Sun.	Ex. Sun.	Daily	Ex. Sun.		

SECOND CLASS					FIRST CLASS	Station Numbers	Distance From South Collier	TIME TABLE NO. 1 IN EFFECT May 1, 1971 STATIONS	Scales, Wees, Car Capacity	FIRST CLASS		SECOND CLASS			
109	105	111	155	91	92					176	112	110	156	120	
Through Freight	Through Freight	Through Freight	Through Freight	Champlon	Champlon					Piggyback Special	Through Freight	Through Freight	Through Freight	Through Freight	
Daily	Daily	Daily	Daily	Daily	Daily					Ex. Tue.	Ex. Tue.	Daily	Daily	Daily	
P. M.	A. M.	A. M.	A. M.	P. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.					
1229	1158	330		1030	A29		L SOUTH COLLIER A -14.4	YARD	329	138	305	230		900	
					A43	14.4	T STONY CREEK -10.1	26							
1247	1229	413		1049	A53	24.5	T JARRATT @ X-N&W -9.4	154PN 177PS 99	309	1251	230	201		820	
					A63	33.9	T EMPORIA X-NF&D -5.2	62							
					A68	39.1	TREGO -12.1	90PS O 82 Y							
					A80	51.2	GARYSBURG -2.4	4							
					A83	53.6	WELDON -0.8								
120	103	501	L 430	1115	A84	54.4	WELDON YARD @ -6.8	90CP YARD O	240	1215	140	110	A 215	700	
					A90	61.2	HALIFAX -10.9	20							
					A101	72.1	T ENFIELD -6.0	99							
					A107	78.1	WHITAKERS -4.5	90PS 31							
151	133	535	505	1138	A111	82.6	BATTLEBORO -8.1	44	215	1139	1259	1235	130	630	
210	145	550	520	1150	A120	90.7	ROCKY MOUNT -1.6	YARD	L 205	1130	1250	1225	120	620	
220	155	600	530	1156	A121	92.3	T A SO. ROCKY MT. L	YARD O		1125	1245	1215	115	600	
P. M.	P. M.	A. M.	A. M.	P. M.					A. M.	P. M.	A. M.	P. M.	P. M.	P. M.	
Daily	Daily	Daily	Daily	Daily					Daily	Ex. Mon.	Ex. Tue.	Daily	Daily	Daily	

SECOND CLASS												FIRST CLASS	Station Numbers	Distance From South Rocky Mount	TIME TABLE NO. 1	
117	127	595	105	109	453	155	137	113	403	197	147	91			IN EFFECT	
Through Freight	Through Freight	Local Freight	Through Freight	Through Freight	Sou. Rwy. Freight	Through Freight	Through Freight	Through Freight	Local Freight	Through Freight	Through Freight	Champion			May 1, 1971	
Daily	Daily	Ex. Sun.	Daily	Daily	Ex. Sun.	Daily	Daily	Daily	Ex. Sun.	Daily	Daily	Daily			STATIONS	
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.				
			145	210		520						1150	A120	L	ROCKY MOUNT 1.6	
L1001			155 300	220	L 100	530 615		L 230				1156	A121		T SO. ROCKY MOUNT ®	
													A129		8.2	ELM CITY 6.3
1023			322	247	122	640		255				1210	A136		14.5	T WILSON X-NS 3.2
A1030													A139		17.7	CONTENTNEA 2.1
													A141		19.8	SO. CONTENTNEA 3.0
													A144		22.8	LUCAMA 7.2
			349	315	A 215	710		325				1230	A151		30.0	KENLY 10.0
													A161		40.0	SELMA ® X-SOU 3.6
													A165		43.6	SMITHFIELD 6.9
													A172	50.5	FOUR OAKS 8.2	
													A180	58.7	BENSON 6.1	
			416	342		740		400				1250	A186	64.8	T DUNN 8.6	
													A193	73.4	SO. GODWIN 9.5	
													A204	82.9	SOUTH BEARD 5.6	
			445	410		845		450	L 300			s 115	A210	88.5	FAYETTEVILLE ® X-SCL X-A&R 9.1	
													A219	97.6	SO. HOPE MILLS 4.0	
									330				A223	101.6	T PARKTON 4.9	
													A228	106.5	SO. REX 13.6	
			520	445		A1001		530	430			145	A241	120.1	PEMBROKE ® X-SCL 5.0	
									A 500				A247	125.1	ELROD 6.5	
													A253	131.6	ROWLAND 4.4	
													A257	136.0	HAMILL 5.0	
	L 750	L 600	545	510				610		L 120	L1220	205	A262	144.0	DILLON X-SCL 6.5	
													A268	147.5	LATTA ® 11.4	
							L 850						A280	158.9	PEE DEE 2.7	
	816	635	610	533				900	645	146	1246		A283	161.6	W N 9.9	
	850	715	645	615				945	800	225	120	s 250	A293	171.5	T A FLORENCE ®	
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.				
Daily	Daily	Ex. Sun.	Daily	Daily	Ex. Sun.	Daily	Daily	Daily	Ex. Sun.	Daily	Daily	Daily				

SOUTH END SUBDIVISION

NORTHWARD

TIME TABLE NO. 1 IN EFFECT May 1, 1971 STATIONS		Scales, Weights, Car Capacity	FIRST CLASS		SECOND CLASS										
			176	92	404	116	110	596	156	120	454	148	112	136	
			Piggyback Special	Champion	Local Freight	Through Freight	Through Freight	Local Freight	Through Freight	Through Freight	Sou. Rwy. Freight	Through Freight	Through Freight	Through Freight	
			Ex. Mon.	Daily	Ex. Sun.	Daily	Daily	Ex. Sun.	Daily	Daily	Ex. Sun.	Daily	Ex. Tue.	Daily	
			P. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	A. M.	P. M.	
2 Tracks	ROCKY MOUNT	A	YARD	1130	s 205										
	-1.6														
	T SO. ROCKY MOUNT	®	YARD O	1125			A 730	A1130		A1250	A 400	A 500		A1245	
	-8.2														
	ELM CITY		45												
	-6.3														
	T WILSON	X-NS	YARD	1058	135		655	1046		1230	320	440		1228	
	-3.2														
	CONTENTNEA		103				L 645								
	-2.1														
SO. CONTENTNEA															
-3.0															
LUCAMA		34													
-7.2															
KENLY		Sig. S. 31													
-10.0															
SELMA	® X-SOU	Sig. S. 103		1030	110			1015		1155	250	L 400		1201	
-3.6															
SMITHFIELD		84													
-8.9															
FOUR OAKS		Sig. S. 48													
-3.2															
BENSON		78													
-6.1															
T DUNN		Sig. S. 148		1004	1250			945		1123	220			1134	
-8.6															
SO. GODWIN		Sig. S.													
-9.5															
SOUTH BEARD															
-5.6															
FAYETTEVILLE	® X-SCL X-A&R	88P YARD O Y		937	s1230	A 905		915		1045	150			1107	
-9.1															
SO. HOPE MILLS		66													
-4.0															
T PARKTON		119					840								
-4.9															
SO. REX		Sig. S.													
-18.6															
PEMBROKE	® X-SCL	30		903	1158	815		838		L 930	110			1033	
-5.0															
ELROD		Sig. S. 86P 80 Y				L 800									
-6.5															
ROWLAND		83													
-4.4															
HAMILL		Sig. S. 15													
-5.0															
DILLON	X-SCL	131P 72		838	1140			812	A 930		1240		A 140	1008	
-6.5															
LATTA	®	Sig. S. 93													
-11.4															
PEE DEE														A1055	
-2.7															
WN				816	1122			745	840		1201		1258	945	
-9.9														1020	
T FLORENCE	® L	YARD O		800	1110			730	815		1130		1240	930	
														1000	
				P. M.	P. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	
				Ex. Mon.	Daily	Ex. Sun.	Daily	Daily	Ex. Sun.	Daily	Daily	Ex. Sun.	Daily	Ex. Mon.	

SOUTHWARD

KINSTON SUBDIVISION

NORTHWARD

FAYETTEVILLE SUBDIVISION

THIRD CLASS			Second Class	Station Numbers	Distance From Pender	TIME TABLE NO. 1		Scales, Wyes, Car Capacity	THIRD CLASS		
407	445	411				IN EFFECT			410	446	406
Local Freight	Local Freight	Local Freight				May 1, 1971			Local Freight	Local Freight	Local Freight
Ex. Sat.	Ex. Sun.	Ex. Sun.				STATIONS			Ex. Sun.	Ex. Sun.	Ex. Sat.
P. M.	P. M.	A. M.							P. M.	P. M.	P. M.
				A91		L	PENDER	A			
	L 215			AA99	7.6		TILLERY		14	A 200	
	240			AA110	17.9	T	SCOTLAND NECK		56	135	
	300			AB148	24.6		HOBGOOD		37	115	
	325			AA124	31.5		OAK CITY	X-SCL	28	1245	
	340			AA128	36.3		HASSELL		38	1230	
	A 355	L 945		AA135	42.8		PARMELE	X-SCL	49P 79	A1245	L1215
		1030		AA144	52.0		STATON		38	1210	
		1040		AA146	54.3		HOUSE		58	1201	
		1130 ⁴¹⁰		AA150	57.7	T	GREENVILLE	X-NS	25 55P	1130 ⁴¹¹	
		1155		AA155	63.4		WINTERVILLE		26	915	
		1210		AA159	67.2	T	AYDEN		25	900	
		1240		AA166	74.3	T	GRIFTON		24	830	
L1030		1250		AA169	77.3		DUPONT		70	820	A 830
1100		110		AA178	85.8	T A	KINSTON	X-A&EC L	86	800	800
P. M.	P. M.	P. M.								A. M.	P. M.
Ex. Sat.	Ex. Sun.	Ex. Sun.								Ex. Sun.	Ex. Sun.

Westward	Station Numbers	Distance From Yadkin Junction	TIME TABLE NO. 1		Eastward
			IN EFFECT		
			May 1, 1971		
			STATIONS		
					Scales, Wyes, Car Capacity
AC247		L	YADKIN JCT.	A	
AF274	16.6		CURRIE		3
AF268	22.9		ATKINSON		18
AF261	30.0		IVANHOE		28
AF252	39.0		TOMAHAWK		5
AF245	45.3	T	GARLAND		32
AF232	58.8	T	ROSEBORO		36
AF227	63.8		HAYNE		9
AF221	70.1	T	STEDMAN		31
AF215	75.8		VANDER		54
A210	81.3	T	FAYETTEVILLE	X-SCL	YARD O Y
AE209	81.7		N. S. JCT.		
AE204	86.6		SHAW		13
AE201	89.7		FORT JCT.		YARD
AE198	93.1	A	MANCHESTER	L	11

CLINTON SUBDIVISION

Westward	Station Numbers	Distance From Warsaw	TIME TABLE NO. 1		Eastward	
Second Class			IN EFFECT		Third Class	
421			May 1, 1971		420	
Local Freight			STATIONS		Local Freight	
Ex. Sun.					Ex. Sun.	
A. M.				A. M.		
	900	AC189	L T	WARSAW	A	Y 1045
	915	ACA194	4.9	TURKEY	18	1030
	945	ACA202	13.4	CLINTON	L	52 Y 1000
A. M.						A. M.
Ex. Sun.						Ex. Sun.

SOUTHWARD

W & W SUBDIVISION

NORTHWARD

SOUTHWARD

PEE DEE SUBDIVISION

NORTHWARD

Third Class	Second Class	Station Numbers	Distance From Centinnea	TIME TABLE NO. 1		THIRD CLASS	
				IN EFFECT		116	448
447 117				May 1, 1971			
Local Freight	Through Freight	Station Numbers	Distance From Centinnea	Stations	Through Freight	Local Freight	Stations, Wyes, Car Capacity
Ex. Sun.	Daily				Daily	Ex. Sun.	
A. M.	P. M.				A. M.	A. M.	
	1040	A139		L CONTENTNEA A		645	
	1046	AC142	3.0	BLACK CREEK	2	635	
	1101	AC149	9.7	T FREMONT	28	620	
	1109	AC152	12.9	T PIKEVILLE	112P 13	611	
	1121	AC158	18.6	NORTH JCT.	YARD	605	
	1130	AC160	20.6	GOLDSBORO	X-SOU	601	
	1201	AC161	22.2	T ROYALL YARD	YARD	549	
	1215	AC169	29.6	DUDLEY	2	534	
	1227	AC174	35.0	T MOUNT OLIVE	53P 78	522	
	1235	AC177	38.7	CALYPSO	36	514	
	1241	AC181	41.6	T FAISON	39 14	508	
	1259	AC189	50.1	T WARSAW	112PN 53P 31	450	
L1130	115	AC197	57.5	MAGNOLIA	14	434	A1120
1145	127	AC202	62.7	T ROSE HILL	70P 66	422	1055
1215	141	AC208	69.1	T WALLACE	56P 45	408	1000
1240	148	AC211	72.2	WILLARD	13	359	950
1255	156	AC215	75.5	WATHA	9	351	940
110	210	AC221	82.5	T BURGAW	84P 49	337	915
127	228	AC230	90.7	ROCKY POINT	6	317	845
140	240	AC235	96.2	CASTLE HAYNE	53	305	759
155	255 ¹¹⁶	AC241	102.1	GORDON	112P 23	255 ¹¹⁷	740
A 210	A 315	AC243	103.5	T SMITH'S CREEK YD.	YARD O	L 230	L 730
		AC243	104.1	NEW BERN JCT.			
		AC244	104.6	A WILMINGTON L			
P. M.	A. M.					A. M.	A. M.
Ex. Sun.	Daily					Daily	Ex. Sun.

SECOND CLASS		Station Numbers	Distance From Smith's Creek Yd.	TIME TABLE NO. 1		Stations, Wyes, Car Capacity	Second Class	Third Class
561	137			IN EFFECT			136	562
561 137				May 1, 1971				
Local Freight	Through Freight	Station Numbers	Distance From Smith's Creek Yd.	Stations	Through Freight	Local Freight	Stations, Wyes, Car Capacity	
Ex. Sun.	Daily				Daily	Ex. Sun.		
A. M.	A. M.				A. M.	P. M.		
		AC243		L SMITH'S CREEK YD. A	YARD O			
		AC246	1.2	HILTON				
		AC247	2.1	YADKIN JCT.				
		L 340 AC249	3.9	NAVASSA	YARD 54	A 301		
		435 AC253	8.8	SUNNY POINT JCT.	42	240		
		455 AC263	18.2	DELCO	116P 30	220		
		520 AC273	28.5	BOLTON	2	159		
		540 AC280	35.4	LAKE WACCAMAW	11	145		
		550 AC284	39.9	T HALLSBORO	48	135		
L 700	602	AC290	45.7	T WHITEVILLE	69P 32	120	A 220	
A 720	645	AC297	52.7	T CHADBOURN	121P YARD Y	105	L 200	
	720	AC309	64.8	T FAIR BLUFF	21	1225		
	750	AC318	73.5	T NICHOLS	27	1155		
	805	AC324	79.9	T MULLINS X-SCL	66P 40	1140		
	825	AC333	88.3	T MARION	112P 19	1120		
	850	A280	96.7	A PEE DEE L	35	1055		
A. M.	A. M.					P. M.	P. M.	
Ex. Sun.	Daily					Daily	Ex. Sun.	

MYRTLE BEACH SUBDIVISION

Southward		Station Numbers	Distance From Chadbourn	TIME TABLE NO. 1		Stations, Wyes, Car Capacity	Northward	
Third Class	Second Class			IN EFFECT			THIRD CLASS	
541 561				May 1, 1971				
Local Freight	Local Freight	Station Numbers	Distance From Chadbourn	Stations	Local Freight	Local Freight	Stations, Wyes, Car Capacity	
Ex. Sun.	Ex. Sun.				Daily	Ex. Sun.		
P. M.	A. M.				P. M.	P. M.		
		800	AC297	L T CHADBOURN A	YARD Y	110		
		855	ACH310	T TABOR CITY	31 16	1215		
L 245	A 915	ACH317	19.7	T LORIS	32	A 140	L1140	
330		ACH333	35.8	HOMEWOOD	18	100		
345		ACH336	39.0	T CONWAY	YARD	1215		
410		ACH346	49.0	PINE ISLAND	12	1145		
430		ACH350	53.2	T A MYRTLE BEACH L	YARD Y	1130		
P. M.	A. M.					A. M.	A. M.	
Ex. Sun.	Ex. Sun.					Ex. Sun.	Ex. Sun.	

RED SPRINGS SUBDIVISION

Southward	TIME TABLE NO. 1			Northward
Second Class	Station Numbers	Distance From Parkton	IN EFFECT May 1, 1971	Third Class
439				440
Local Freight				Local Freight
Ex. Sun.				Ex. Sun.
A. M.	STATIONS			A. M.
400	A223		L T PARKTON A 18	625
450	AG236	12.3	T A RED SPRINGS L 27	530
A. M.				A. M.
Ex. Sun.				Ex. Sun.

FAIRMONT SUBDIVISION

Southward	TIME TABLE NO. 1			Northward
Second Class	Station Numbers	Distance From Elrod	IN EFFECT May 1, 1971	Third Class
403				404
Local Freight				Local Freight
Ex. Sun.				Ex. Sun.
A. M.	STATIONS			A. M.
530	A247		L ELROD A 86 60 Y	745
545	AH251	4.0	RAYNHAM 1	730
615	AH258	11.0	T A FAIRMONT L 38P 112	700
A. M.				A. M.
Ex. Sun.				Ex. Sun.

NEW BERN SUBDIVISION

Southward	TIME TABLE NO. 1			Northward
Third Class	Station Numbers	Distance From New Bern	IN EFFECT May 1, 1971	Third Class
423				422
Local Freight				Local Freight
Ex. Sun.				Ex. Sun.
A. M.	STATIONS			A. M.
700	ACB330		L T NEW BERN X-A&EC A YARD Y	1120
715	ACB328	1.2	NEW BERN YARD 10	1105
750	ACB317	13.5	T POLLOCKSVILLE 10	1010
820	ACB309	20.8	T MAYSVILLE 10	945
840	ACB307	22.5	BELGRADE YARD	930
906 ⁴²²	ACB295	35.0	MARINE JCT. YARD Y	906 ⁴²³
915	ACB293	37.0	T JACKSONVILLE YARD	900
1201	ACB291	38.4	T TENT CAMP YARD	831
1215	ACB285	45.0	CALVIN 38	820
1225	ACB282	48.4	DIXON 5	812
1245	ACB274	56.6	HOLLYRIDGE 31	756
110	ACB261	69.4	HAMPSTEAD 6	732
140	ACB247	83.2	FERNSIDE X-SCL 13 Y	705
201	AC243	86.0	A NEW BERN JCT. L	700
P. M.				A. M.
Ex. Sun.				Ex. Sun.

CAMP LeJEUNE SUBDIVISION

Southward	TIME TABLE NO. 1			Northward
Fourth Class	Station Numbers	Distance From Camp Lejeune	IN EFFECT May 1, 1971	Fourth Class
425				424
Local Freight				Local Freight
Ex. Sun.				Ex. Sun.
A. M.	STATIONS			A. M.
1030	ACD303		L CAMP LeJEUNE A YARD	1020
1040	ACD301	2.5	CAMP LeJEUNE JCT. Y	1010
1100	ACB295	8.3	A MARINE JCT. L YARD Y	950
A. M.				A. M.
Ex. Sun.				Ex. Sun.

DIVISION

PRECEDENCE BY DIRECTION

1—Unless otherwise provided, northward or eastward trains are superior to trains of the same class in opposite direction.

SPEED RESTRICTIONS

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

Series	MPH	Series	MPH
1809-1843, 1406-1415, 1515-1565	77	2100-2124, 2200-2213	70
1275-1277, 1700-1799, 1800-1834, 3200-3209	75	309, 317, 389-413, 393B, 396B-403B, 700-1002, 1051-1052, 1100-1199, 1200-1211, 1250-1259	65
1003-1050, 1053-1065, 1300-1308, 1400-1405, 1500-1514, 1566-1599, 1600-1632, 1900-1923, 2000-2044	71		

3—Switch engines in 10-230 series must not be operated in excess of 60 M.P.H. when used in service or tow and must be handled near head end of train.

4—Trains Handling:

Ribbon rail cars loaded 45 M. P. H. on main track and 10 M. P. H. through other than main track turnouts and must be handled on head end of trains; when empty will be handled on rear of train separated from caboose by three empty cars.

Dump cars 45 M. P. H. and when loaded must be handled in local freight or work trains when practicable.

Jordan ditchers 40 M. P. H. and pile drivers 20 M. P. H. must be handled near head of train.

Scale test cars 25 M.P.H. next ahead of caboose except cars 771815 and 771816 at maximum speed allowed freight trains and next behind locomotive. Scale test cars except 771815 and 771816 must not be handled in yard or road movement when coupled to car exceeding 45 feet in length.

PIGGYBACK, UNRESTRICTED AND RESTRICTED TRAINS

5—Piggyback train is a train handling only piggyback cars (empty piggyback flat cars, trailers or containers on proper designed piggyback flat cars, or multi-level automobile rack cars). Should any other type of freight car be included in the train, it would then become a regular freight train, either unrestricted or restricted type, depending upon the equipment.

Piggyback trains will observe freight train speed in non-signalized territory. In signalized territory, piggyback trains or passenger trains handling piggyback cars will observe passenger train speed not exceeding 70 M.P.H., but when handling other unrestricted freight equipment will not exceed 60 M.P.H.

Unrestricted freight train is a train handling regular unrestricted freight cars, both piggyback and box car type equipment or other type freight cars which are permitted to be operated without restrictions.

Restricted freight train is a train handling one or more restricted cars.

Restricted cars include:

Work Equipment Cars — All work equipment cars will be considered restricted cars;

Pulpwood Flat Cars — Loaded with pulpwood;

Flat Cars — Loaded with logs or poles, machines of pivot or swinging type such as cranes, etc.;

Flat Cars — Loaded with oversize shipment(s) or twin or triple loaded cars when in the judgment of local forces such loads should be restricted;

Gondolas — Loaded with stump wood. When loaded with

oversize or overhanging shipments when in the opinion of local forces such loads should be restricted;

Any Car — Which in the judgment of local forces should be restricted because of some unusual condition or because of special instructions.

SPACING WRECKERS AND LOCOMOTIVE CRANES

6—For line of road movement, the following wreckers must be preceded and followed by at least one car not exceeding 100,000 pounds gross weight and must be separated from any other wrecker or locomotive crane by at least two cars not exceeding 100,000 pounds gross weight: 765152, 765157, 765160, 765161, 765250, 765251, 765252, 771153, 771154, 771155, 771253, 771254, 771255, 771256 and 771257.

Where practicable, cranes on their own wheels, whether boom is detached or not (Both commercial shipments and SCL-owned cranes), should be handled in line-of-road movement in trains with counterbalance end forward. SCL locomotive cranes: 765445, 765448, 765449, 765458, 765459, 771927, 771929, 771994, 771995, 771996 and 771997 must be preceded and followed by at least one car not exceeding 100,000 pounds gross weight.

Speed restrictions on SCL locomotive cranes listed herein are carried in the current issues of the time tables under the Speed Charts for each Division. On all other cranes, the speed restrictions should be established with each movement by qualified Mechanical representative before they leave originating points or terminals.

Wreckers and locomotive cranes must be handled near head end of train.

CAR CAPACITY FORMULAS

7—Capacity of sidings is based on average overall length of 50 feet per car. Diesel units and caboose cars must be counted as cars, as they are not included in car capacity, but an allowance of 200 feet has been made for stopping.

Capacity of other tracks is based on average overall length of 50 feet per car.

RAIL DETECTOR CARS

8—Rail detector cars of other than Company ownership must not pass over highway or street crossings protected by automatic light signals, or signals and gates until it is known that automatic protection is functioning properly or flag protection has been afforded. At railroad crossings protected by interlockings such cars must stop clear of the crossing and must not proceed over the crossing until proper protection has been afforded.

BULLETIN BOOKS

9—Richmond Terminal: Acca (yard office and shop), Broad Street station, Hermitage, Brown Street, South Richmond Yard Office, Petersburg (Pocahontas yard office), Collier and Hopewell; Rocky Mount, South Rocky Mount ("CO," Engine House and "RY"), Wilson, Selma, Milan, Florence (Crew Clerk's office, "FC" office and shop), Portsmouth (Shops)—(yard office and Diesel shop), Portsmouth (Southern Railway yard office), Ahsokie, Tarboro, Plymouth (Freight Station), Kinston, Washington, Royall Yard, Warsaw, Smith's Creek Yard (yard office and shop), Sunny Point, Marion, New Bern, Whiteville and Myrtle Beach, also Franklin, Roanoke Rapids, Lacrois, Norlina, Raleigh (passenger station, yard and shops) and Hamlet (yard office "A" and diesel shop) on Raleigh Division.

STANDARD CLOCKS

10—Richmond Terminal: Acca (yard office and shop), Broad Street Station, South Richmond (yard office), Hermitage, Brown Street, Petersburg (Pocahontas yard office) and Collier; Rocky Mount (Dispatcher's office and crew room), South Rocky Mount ("CO"), Milan, Florence ("FC" office and crew clerk's office), Portsmouth yard, Tarboro, Smith's Creek Yard (yard office and shops), and Chadbourn.

EMERGENCY WATER & FUEL STATIONS

11—Richmond Terminal: Hopewell and Petersburg (Pocahontas yard); and Parmele, Chadbourn and Fayetteville.

Weldon, Tarboro, Plymouth, Ahsokie, Wilson and New Bern, (water only).

SPECIAL RULES

12—Trains and engines of foreign lines will be governed by S. C. L. time tables, rules and special instructions while on S. C. L. tracks at all points. S. C. L. trains and engines will be governed by time tables, rules and special instructions of foreign lines while on their tracks at all points.

13—Signal houses located at each end of sidings, 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.

14—Flag stops for passenger trains are for revenue passengers.

15—Engines or cars must not be detached and left standing entirely between the opposing home signals governing movement over a railroad crossing at grade nor entirely between derails protecting such crossings.

DEFECT DETECTORS

16—Defect detectors are located as listed by subdivisions on which located and by special instructions.

Approaching and passing such locations a member of engine and rear train crew must listen for radio report or instructions and must be in position to check Indicator Lights where provided and member of rear train crew must notify engine crew the indication after rear of train passes Defect Detector and engine man must acknowledge.

Personnel assigned to read charts of defect detectors must notify train crews and designated person at once of defects indicated. Train crews upon receiving such notice by radio or information from other sources must make the required inspections and take appropriate action. Except for an emergency, or to comply with Operating Rules, train brakes should not be applied until rear of train passes Defect Detector to avoid undesired indications of the Defect Detector.

When stop is made or there is evidence that a Defect Detector is not working properly, a prompt report must be made orally to the dispatcher or operator when communications are available and by wire at first open office using Defect Detector

Form "DD-1" giving complete applicable information called for on form.

AT ALL DEFECT DETECTORS:

When instructions are received from dispatcher that a Defect Detector has been removed from service and only running inspection is necessary, a close running inspection of both sides of the train must be made passing Defect Detector location from both head end and rear end of train. Conductors and enginemen will be responsible for having running inspection made and your attention is directed to Operating Rule 110.

If red, or "D" light is illuminated, train must be stopped and inspection made, being governed by voice instructions from defect detector or those received from personnel reading chart as to location and type of defect. If defect is not found at location indicated, three cars on each side of reported defect must be inspected. If not radio equipped, voice instructions not understood, or unable to contact personnel reading charts, entire train must be inspected.

If white light or red light is burning, or radio of the voice type is reporting before the train reaches a point 200 feet in advance of Defect Detector, the train must be stopped and entire train inspected.

Of the voice type, if neither white light nor red light is illuminated, train must be stopped for complete inspection, unless a clear and unmistakable voice message is received that indicates that no defects were found.

Of the non-voice type, if white light fails to light immediately after engine passes, personnel reading charts must be contacted for instructions. If chart indicates proper inspection has been received and if no defect is indicated, personnel will allow train to proceed.

Road conductors and trainmen are required to have in their possession while on duty a temperature testing stick, which will melt at temperatures at 200°F and higher for testing roller bearing temperatures.

Temperature of suspected overheated roller bearings will be tested by making a mark approximately three inches long on outside face of bearing adapter located above bearing between bearing and truck frame. If material forming mark melts, bearing is not in condition to run.

Line	Line Capacity (Lbs.) 4-Axle Cars	Speed Limit (M.P.H.) Unless Further Restricted By Engine, Equipment In Consist Or Special Instructions.				Restricted speed (M.P.H.) as shown below for certain equipment										Locomotive Cranes	
		Psg. Trains	Piggy-back Trains	Unrestricted Freight Trains	Restricted Freight Trains	Cars weighing				Engines in series			Wrecker Nos.				
						220,000 to 240,000 Lbs.	240,001 to 251,000 Lbs.	251,001 to 263,000 Lbs.	263,001 to 270,000 Lbs.	700,800, 900,1000, 1119-1200	500, 655-671	675-698, 1300, 1400, 1500, 1600, 1700, 1800, 3200	600-620, 1900, 2000, 2100, 2200	765250, 765251, 765252, 771253, 771254, 771255, 771256, 771257	765152, 765157, 765160, 765161, 771153, 771154, 771155		765100, 765150, 765151
Richmond Terminal - West Route																	
Richmond to South Collier	270,000	79	70	60	50									40	40	40	25
Meadow to Clopton	270,000	10	10	10	10												
Clopton to South Richmond	270,000	15	15	15	15									10	10		
Clopton to FA	270,000	15	15	15	15									10	10		
Dunlop to Appomattox Station	270,000	35		30	30									20	20	25	25
Bridge MP 22.0 to 22.1		20		20	20												
Appomattox Station to BX	270,000	20		20	20											10	10
Richmond Terminal - East Route																	
Richmond to Centralia	270,000	60	60	60	50									40	40	40	25
Bridge MP 0.4N to 0.6		15	15	15	15												
South Dunlop to North Burgess	270,000	60	60	60	50									40	40	40	25
Bellwood to Hopewell	270,000			35	35									25	25	25	25
South Collier to Florence																	
Bridge MP 81.9 to 83.5		40	40	40	40									40	40	40	25
Bridge MP 207.6 to 207.7 (East Track)		25	25	25	25												
Bridge MP 207.6 to 207.7 (West Track)		25	25	25	25									20	20		
Bridge MP 280.3 to 282.8		40	40	40	40									20	20		

(Continued Next Page)

LIMITS

1—The limits of Richmond Terminal extend over Collier Subdivision and Hopewell Subdivision.

METHOD OF OPERATION

2—Within the terminal limits these instructions and in addition all operating rules not inconsistent therewith, will apply.

Train orders or other instructions referring to tracks and/or mile post location; when for movement between Richmond and South Collier via "AY" will be identified as West Route; when for movement between Richmond and Centralia via Brown Street or between South Dunlop and North Burgess via Ryan will be identified as East Route.

Between Richmond and South Collier or North Burgess trains or engines may be routed via West or East Route and will retain their identity.

Hopewell Subdivision; An absolute block system, consisting of two blocks, is in effect between Bellwood, M. P. 10.8, and Hopewell, M. P. 21.0, on main track, separated by a segment of yard limits.

Authority from the dispatcher to occupy these blocks will supersede superiority of trains and will take the place of train orders except Form "Y," slow, and bulletin orders. Bellwood block will be between Bellwood, M. P. 10.8 and M. P. 15.8. Hopewell block will be between M. P. 17.5 and Hopewell, M. P. 21.0. The limits of each block will be designated by roadway signs indicating the beginning and ending of each block. Yard limits are established between south end of Bellwood block, M. P. 15.8, and north end of Hopewell block, M. P. 17.5.

Trains or engines will not enter either of these blocks without authority from the dispatcher, obtained by the conductor or engineman on authority of the conductor, over the radio or telephone. In case of communication failure, movement will be made under flag protection.

Authority by radio or telephone must be repeated by the engineman or conductor to the dispatcher and clear understanding reached between dispatcher and conductor or engineman, each giving his name to the other before proceeding. When engineman obtains authority to enter the block, such authority must be extended to the conductor, and the conductor must contact the engineman before movement enters the block. When conductors obtain authority, the procedure will be reversed.

After train or engine has cleared the block, the conductor, or engineman on authority of the conductor, will report "clear" to the dispatcher and will not re-enter block without first obtaining authority from dispatcher.

BLOCK SIGNAL SYSTEMS

3—Traffic Control System is in service between the following points:

Between Meadow, M. P. 1.0 and "FA," M. P. 5.7, West Route on east track;

Between Centralia, M. P. 10.6 and M. P. 21.9, West Route on Appomattox Station lead;

Between Centralia, M. P. 10.6 and South Collier, M. P. 29.0, West Route;

Between Hermitage, M. P. 3.7N, and Centralia, M. P. 10.9, East Route;

and between South Dunlop, M. P. 20.1 and North Burgess, M. P. 30.0, East Route.

4—Automatic Block Signal System is in service between "AY" and Centralia, M. P. 10.6, West Route (on southward track); between "AY" and Meadow, M. P. 1.0, West Route and between "FA," M. P. 5.7 to Centralia, M. P. 10.6, West Route (on northward track).

SIGNALED SIDINGS

5—South yard, East Route.

OPERATION BY SIGNAL INDICATION

6—The operation on two tracks:

Between "AY" and Meadow, M. P. 1.0, West Route;

Between Meadow, M. P. 1.0 to "FA," M. P. 5.7, West Route (southward track only);

Between "FA," M. P. 5.7 and Centralia, M. P. 10.6, West Route; will be by signal indication in accordance with Rule

D-251 when moving with the current of traffic and will take the place of train orders.

TWO TRACKS

7—Two tracks extend:

Between "AY" and north side Appomattox River, M. P. 23.1 West Route;

Between south side Appomattox River, M. P. 23.3, and South Collier, M. P. 29.0, West Route;

Between Hermitage, M. P. 3.5N and Main Street, M. P. 0.2, East Route;

and between South Yard, M. P. 2.7 and Bellwood, M. P. 8.9, East Route.

CLEARANCE CARDS

8—Richmond, before leaving, trains will obtain a clearance card endorsed "Rocky Mount Division" and a clearance card endorsed "Raleigh Division."

Rule 83-A will not apply at South Collier, North Burgess, Bellwood and Hopewell.

WHERE TIME APPLIES

9—Richmond, time of passenger trains applies at Broad Street Station, freight trains at Acca Yard. Time of trains at Centralia and South Dunlop applies at East Route junction switches; at Collier, M. P. 27.0, West Route; and at South Collier and North Burgess at Norlina Subdivision junction switches.

CONDITIONAL STOPS

10—No. 58 at Petersburg to discharge revenue passengers from Columbia and beyond.

REGISTER STATIONS

11—Richmond (Broad Street Station), Acca (shop and yard office).

YARD LIMITS

12—Bellwood, Thomas Siding and Hopewell on Hopewell Subdivision.

RAILROAD CROSSINGS AT GRADE

13—Protected by electrically locked derails:

Rocketts, M. P. 0.7, East Route, SOU. Normally clear S.C.L.

14—Protected by remotely controlled interlocking:

Petersburg (Appomattox lead), M. P. 22.6, N. & W.

15—Protected by "Stop" boards on Hopewell Subdivision:

M. P. 22.0, N. & W.

M. P. 22.5, N. & W.

M. P. 22.9, N. & W.

M. P. 23.3, A. N. Co. Spur No. 1.

M. P. 23.3, A. N. Co. Spur No. 2.

SPRING SWITCHES

16—Following spring switch is in signaled territory: Dunlop, Wye switch, Appomattox lead, 20 M.P.H.

DEFECT DETECTORS

Location	Protection Provided	Locations of Indicators and Personnel Reading Charts
17—Location M. P. 17.2, West Route	Two tracks, both directions, dragging equipment.	"D" lights on northward home signals, Walthall, M. P. 15.1 and on southward home signals, Dunlop, M. P. 19.3, West Route.
Petersburg M. P. 23.3, West Route	Single Track, both directions, Hot box.	Indicators west side, M. P. 23.3, West Route. Operator, Petersburg.

SPECIAL RULES

18—Conductors going on duty at Broad Street Station will contact control center at Acca by telephone from former "WD" office requesting clearance cards, train orders, messages, etc., for their train.

Conductors arriving at Broad Street Station will leave all

necessary reports at former "WD" office for transmittal to control center.

19—Trains and engines en route to or from Acca and north end two tracks Hermitage, M. P. 3.5N, East Route will be routed via either the RF&P thoroughfare track or No. 1 Hermitage Yard Track. Trains and engines using No. 1 Hermitage yard track will move at yard speed not exceeding 15 M.P.H.

20—S.C.L. yard engines using RF&P tracks at Acca in connection with interchange of freight cars or any other switching movements will move at yard speed.

Engines or trains moving out of tracks must not foul clearance point until switch is properly lined for their movements.

21—A running track designated as No. 3 track extends between M. P. 3.9N and M. P. 0.8N East Route on east side of east track. All movements on this track must be made at yard speed not exceeding 20 M.P.H.

22—Northward trains consist will not exceed 120 car lengths between Brown Street and Acca yard.

23—TRAILERS in TOFC service, with combined height of FLAT CAR and TRAILER and loaded bi-level auto racks, exceeding 17 ft. 0 in. ABOVE TOP OF RAIL and loaded or empty tri-level auto racks must not be moved South of Acca Yard, M. P. 4.7N or north of Centralia, M. P. 10.9, East or West Route, except on special instructions.

24—Within city limits of Richmond (north of James River), engine whistle must not be sounded except in case of emergency, but necessary warning signals must be given by the use of the engine bell.

25—Engines or cars must not be detached and left standing entirely between signs reading: "Do Not Leave Cars Between Signs," which are located at the three locations listed below on east route of Collier Subdivision:

1. M. P. 0.2 north, east track on both sides of Broad Street viaduct.
2. M. P. 0.2 north, west track on both sides of Broad Street viaduct.
3. M. P. 0.2, single track on both sides of Dock Street viaduct.

26—A member of crew must precede all movements of yard engines over street crossings in South Yard East Route.

27—Kingsland Road, M. P. 9.1, Bellwood East Route must not be blocked by trains setting off or picking up.

28—Route 36 (River Road), first crossing south of Passenger Station, Petersburg, must not be blocked by standing trains, while stopped at station and member of crew must key gates up while train is standing at station.

29—TRAILERS in TOFC service, with combined height of FLAT CAR and TRAILER exceeding 18 ft. 0 in. ABOVE TOP OF RAIL, loaded bi-level auto racks, and loaded or empty tri-level auto racks must not be moved under S.C.L. overpass, M. P. 23.7, Petersburg, East Route, except on special instructions.

30—Trains and engines have equal authority between south end Traffic Control System and Appomattox Station on Appomattox Station lead, operating at yard speed.

31—Trains and engines will operate at Yard Speed, not exceeding 20 M.P.H., on Bermuda Hundred Spur.

32—Trains or engines serving the American Tobacco Company, track breaks out of Bermuda Hundred Spur, will be governed by the following restrictions over Virginia State Road No. 618:

- (1) Four train movements each twenty-four hours.
- (2) No movements to be made over this crossing between the hours of 7:00 A.M.-9:00 A.M. and 4:00 P.M.-6:00 P.M.
- (3) This crossing must not be blocked more than four minutes.

33—Trains or engines must not clear at the following non-electrically locked hand-operated switch locations:

Allegheny Warehouse Co., M. P. 3.2, East Route (E).

Nat'l. Cylinder Gas Co., M. P. 6.5, East Route (W).
Rosalyn Farm (Appomattox Sta. Lead), M. P. 21.2, West Route.
Nolde Bakery, M. P. 23.6, West Route (W).

SPEED RESTRICTIONS—WEST ROUTE

34—Between Mile Posts	MILES PER HOUR		
	Pagr. Trains	Piggy-back Trains	Freight Trains
R.F.&P. Trackage			
Between James River (Pier 5) and "AY"	65	65	50
First curve northside			
James River	50	50	50
0.2N and 0.1	50	50	50
1.2 and 1.4	60	60	—
5.3 and 5.6	60	60	—
14.1 and 14.5	70	—	—
16.5 and 17.0	70	—	—
19.4 and 20.4	60	60	—
22.6 and 23.4 (East Track)	60	60	—
22.6 and 23.4 (West Track)	40	40	40
24.9 and 25.4	60	60	—

City Ordinance Speed Restrictions:

Richmond, West Route, 10 M.P.H. over Hopkins Road Crossing, on Old Main line.

Petersburg, West Route, all movements over East Bank, Bollingbrook, Franklin, Sycamore, Union, Market, Lawrence and Perry Streets, must come to a complete stop before fouling and must flag crossings. Movements on Washington Street must not exceed speed of 6 M.P.H.

SPEED RESTRICTIONS—EAST ROUTE

35—Between Mile Posts	MILES PER HOUR			Between Mile Posts	MILES PER HOUR		
	Pagr. Trains	Piggy-back Trains	Freight Trains		Pagr. Trains	Piggy-back Trains	Freight Trains
Both Tracks:				Single Track:			
3.5N and 0.5N	20	20	20	9.9 and 10.6	55	55	55
0.5N and 0.2	15	15	15	10.6 and 10.9	45	45	45
Single Track:				20.1 and 20.7	30	30	30
0.2 and 1.0	15	15	15	21.7 and 22.3	40	40	40
East Track:				22.3 and 23.1	25	25	25
2.7 and 8.9	45	45	45	23.1 and 25.0	40	40	40

Through turnouts as listed below:

M. P. 22.9, East Route, Market St. Lead, 10 M.P.H.
M. P. 30.2, East Route, North Burgess, 20 M.P.H.

City Ordinance Speed Restrictions:

Richmond, East Route, 6 M.P.H. when moving longitudinally in a street.

Petersburg, East Route, 6 M.P.H.

SPEED RESTRICTIONS—HOPEWELL SUBDIVISION

36—Between Mile Posts	All Trains M.P.H.	Between Mile Posts	All Trains M.P.H.
7.6 and 7.7	10	17.9 and 21.2	30
7.7 and 8.1	20	21.2 and 21.5	25
8.1 and 8.4	10	21.5 and 21.9	30
8.4 and 9.7	30	21.9 and 23.2	20
11.5 and 11.8	30		

CLEARANCE CARDS

1—Rule 83-A will not apply at South Collier.

Trains or engines en route to North End Subdivision at Weldon Yard will retain their identity, proceeding on signal indication and clearance card will not be required.

Rule 83-A will not apply at Rocky Mount except when train order signal at South Rocky Mount is displayed for northward train, clearance card will be delivered to such train and engineman will deliver clearance card and orders to relieving engineman who must compare with conductor before leaving Rocky Mount.

South Rocky Mount, before leaving, northward trains en route Collier Subdivision will secure clearance card endorsed "Collier Subdivision East Route."

WHERE TIME APPLIES

2—Time of trains at South Collier applies at Norlina Subdivision Junction switch.

REGISTER STATIONS

3—Rocky Mount and South Rocky Mount, for crews reporting at these points.

JUNCTION SWITCHES

4—Rocky Mount, M. P. 119.8, lined for movements on North End Subdivision.

South Rocky Mount, M. P. 120.4, lined for movements on North End Subdivision.

SPEED RESTRICTIONS

	MILES PER HOUR		
	Pasgr. Trains	Piggy-back Trains	Freight Trains
5—Between Mile Posts			
53.5 and 53.8	70	—	—
81.9 and 83.5	40	40	40
89.5 and 91.7	70	—	—

Maximum speed on the following non-signalized sidings is 20 M.P.H.:

Jarratt, northward and southward sidings;

Trego, southward siding;

Weldon Yard, center siding; and

Whitakers, southward siding.

M. P. 89.6, through turnout north end house track Halifax, 10 M.P.H.

City Ordinance Speed Restrictions:

Emporia, whistle must not be sounded except in cases of emergency and to observe rules other than Rule 14 (L).

Trego, 10 M. P. H. over Highway 301. Movements on both legs of wye over Highway 301 must be flagged.

Weldon, movements over First Street, Highways 301 and 301 By-pass, 6 M. P. H., and must be flagged.

Enfield, 65 M.P.H., between 7:30 A.M. and 7:30 P.M. and whistle must not be sounded except in cases of emergency and to observe rules other than Rule 14 (L).

Rocky Mount, 40 M.P.H. Whistle must not be used unnecessarily, Grand Avenue to Bassett Street.

RAILROAD CROSSINGS AT GRADE

6—Protected by attended interlocking:

Jarratt, M. P. 53.4, N&W.

7—Protected by electrically locked details:

Emporia, M. P. 62.7, NF&D. Normally clear S. C. L.

8—Protected by non-electrically locked gates:

South Rocky Mount (Richmond Lead), S.C.L., may be left set against either East End Subdivision or Richmond lead.

BLOCK SIGNAL SYSTEMS

9—Automatic Block Signal System is in service between South Collier, M. P. 29.0 and Garysburg, M. P. 80.0; between Weldon, M. P. 83.3 and Rocky Mount, M. P. 119.4 (on southward track) and between Weldon, M. P. 83.3 and Rocky Mount, M. P. 120.1 (on northward track).

Traffic Control System is in service between Garysburg, M. P. 80.0 and Weldon, M. P. 83.3, and between South Rocky Mount, M. P. 120.9 and "YD," M. P. 123.3.

TWO TRACKS

10—Two tracks extend between South Collier, M. P. 29.0 and Roanoke River (North Weldon), M. P. 81.9 and between Weldon Yard, M. P. 83.3 and "YD," M. P. 123.3.

OPERATION BY SIGNAL INDICATION

11—The operation on two tracks between South Collier, M. P. 29.0 and Garysburg, M. P. 80.0; between Weldon, M. P. 83.1 and Rocky Mount, M. P. 119.4 (Southward Track Only); between Weldon, M. P. 83.1 and Rocky Mount, M. P. 120.0 (Northward Track Only), will be by signal indication in accordance with Rule D-251, when moving with the current of traffic and will take the place of train orders.

SPRING SWITCHES

12—Following spring switches are 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:

Jarratt, north end northward siding.

Jarratt, south end southward siding.

Trego, south end siding.

Whitakers, south end siding.

Rocky Mount, yard freight lead northward track (Bassett St.), 20 M.P.H.

13—Following spring switches are identified by "SS" on target, trains and engines approaching these switches must know that points are set in proper position before passing over same:

Rocky Mount, yard freight lead northward track (Mari gold St.), 20 M. P. H.

South Rocky Mount, north leg of wye (Richmond Lead), 10 M. P. H.

DEFECT DETECTORS

14—Locations	Protection Provided	Locations of Indicators and Personnel reading charts
M. P. 31.4	Northward track, with current of traffic. Dragging equipment.	"D" light on northward home signal, South Collier, (Collier Subdivision), M. P. 29.0, West Route.
Emporia M. P. 60.5	Two tracks, with current of traffic. Hot box.	Indicators both sides, M. P. 60.5. Dispatcher, Rocky Mount.
M. P. 77.8	Southward track, with current of traffic. Dragging equipment.	"D" lights on mast M. P. 78.9 and southward home signal, Garysburg, M. P. 79.9.
Weldon M. P. 82.6	Single track, both directions. Hot box.	Indicators west side, M. P. 82.6. Dispatcher, Rocky Mount.
M. P. 86.1	Northward track, with current of traffic. Dragging equipment.	"D" light on northward home signal, Weldon Yard, M. P. 84.3.
Ruggles M. P. 99.0	East track, both directions. Hot box.	Indicators east side, M. P. 99.0. Dispatcher, Rocky Mount.
Rocky Mount M. P. 115.3	West track, with current of traffic. Hot box.	Indicators west side, M. P. 115.3. Operator "CO," South Rocky Mount.

SPECIAL RULES

15—Within Richmond Terminal, Richmond Terminal instructions will govern and in addition, all operating rules not inconsistent therewith.

16—Trains and engines may operate on either track in either direction between Goldleaf Street, Rocky Mount, M. P. 119.0, and north end Traffic Control, South Rocky Mount, M. P. 120.9, on instructions of the yardmaster or stationmaster, which supersedes time table superiority. Trains and engines must operate at yard speed not exceeding 20 M. P. H.

17—At Rocky Mount, trains and engines using yard freight lead will approach spring switch to northward main track at Bassett and/or Marigold Street prepared to stop. When northward main track is clear trains or engines will not exceed speed of 5 M. P. H. until gates are in stop position, then proceed not exceeding 20 M. P. H.

18—At Rocky Mount, Nash Street crossing, first street north of passenger station must be cleared by trains stopping at station.

19—At South Rocky Mount, M. P. 120.1 near Switch Tender's Shack switches for double crossovers between main tracks, switch from northward main track to No. 1 track and switch from southward main track to No. 49's track are air operated—dual control switches equipped with indicator lights which indicate position of switches. Speed through these turnouts and crossovers 15 M. P. H. When lunar white light on signal case is burning, switches may be operated by hand.

20—Switch equipped with electric lock without release mechanism located at the following point cannot be unlocked unless the main track is occupied: (Do not clear at this switch without authority of Control Station)

American Cyanamid Co., M. P. 102.2 (W).

South End Subdivision

CLEARANCE CARDS

1—Rule 83-A will not apply at Rocky Mount except when train order signal at South Rocky Mount is displayed for northward train, clearance card will be delivered to such train and engineer will deliver clearance card and orders to relieving engineer who must compare with conductor before leaving Rocky Mount.

Trains en route W & W Subdivision at Contentnea will get second clearance card, before leaving South Rocky Mount, endorsed "W & W Subdivision."

Rule 83-A will not apply at Contentnea, Elrod, Dillon and Pee Dee.

Fayetteville, northward trains originating at Milan Yard operating on South End Subdivision will display white classification signals, run extra and, unless otherwise provided, will leave Milan Yard on authority of dispatcher without clearance card.

Trains or engines en route to South End Subdivision at

Pembroke, will retain identity, proceeding on signal indication and clearance card will not be required.

Trains en route Andrews subdivision at Dillon will get second clearance card at Florence endorsed, "Andrews Subdivision."

WHERE TIME APPLIES

2—Time of all trains applies at signaled sidings at passenger stations, where there are no stations, where traffic is received or discharged.

CONDITIONAL STOPS

3—No. 91 at Wilson to discharge revenue passengers from Richmond and beyond and receive revenue passengers for Charleston and beyond.

No. 92 at Wilson to discharge revenue passengers from Jacksonville and beyond and to receive revenue passengers for Richmond and beyond.

REGISTER STATIONS

4—Rocky Mount and South Rocky Mount for crews reporting at those points.

South Rocky Mount, Southern Railway trains will furnish register slip.

Milan, for trains originating and terminating.

Florence ("FC" office for passenger trains and Crew Clerk's office for freight trains).

JUNCTION SWITCHES

5—Rocky Mount, M. P. 119.8, lined for movements on North End Subdivision.

South Rocky Mount, M. P. 120.4, lined for movements on North End Subdivision.

SPEED RESTRICTIONS

6—Between Mile Posts	MILES PER HOUR		
	Passenger Trains	Piggy-back Trains	Freight Trains
139.0 and 139.5	60	60	—
152.7 and 153.0	70	—	—
164.5 and 164.9	60	60	—
166.5 and 166.7	70	—	—
167.4 and 167.6	70	—	—
169.0 and 169.3	70	—	—
207.6 and 207.7 (East Track)	25	25	25
207.6 and 207.7 (West Track)	25	25	25
210.7 and 210.8	40	40	40
211.9 and 212.0	70	—	—
212.9 and 213.2	70	—	—
216.1 and 219.1	60	60	—
279.0 and 280.0	60	60	—
280.3 and 282.8	40	40	40

Maximum speed on the following non-signalized sidings is 20 M.P.H.:
Fayetteville, siding; and
Elrod, siding.

City Ordinance Speed Restrictions:

Rocky Mount, 40 M. P. H. except when otherwise restricted. Whistle must not be used unnecessarily Grand Avenue to Bassett Street.

Wilson, 50 M. P. H. Yard engines will not move across Herring Avenue between hours of 12:01 P.M. and 1:00 P.M. Vance Street, second street north of passenger station, is fire truck lane and must not be blocked.

Selma, East Anderson and South Pollock Streets must not be blocked in excess of 5 minutes.

Benson, 65 M. P. H., 6:00 A.M. to 8:00 P.M.

Dunn, 45 M. P. H., 6:00 A.M. to 7:30 P.M., Edgerton, Broad and Cumberland Streets must not be blocked longer than 5 minutes, except Nos. 86 and 75 handling mail; other streets, no longer than 10 minutes.

Fayetteville, 35 M. P. H. across Cumberland Street and Blount Street, and between these crossings; except across Hay Street, 25 M. P. H. Movements over Blount Street must be flagged when such movements are in old Fayetteville freight yard. Movements over Gillespie Street on Fayetteville Sub-

division must be flagged. Movements over West Russell Street, including those on yard tracks and at Maxwell Street intersection, must be flagged.

RAILROAD CROSSINGS AT GRADE

7—Protected by remotely controlled interlockings:

Wilson, M. P. 136.5, NS.
Fayetteville, M. P. 210.7, A.&R.
Fayetteville, M. P. 209.5, S. C. L.
Pembroke, M. P. 241.3, S. C. L.
Dillon, M. P. 262.8, S. C. L.

8—Protected by automatic interlocking:

Selma, M. P. 161.2, Sou.

9—Protected by "Stop" boards:

Fayetteville, (Holts Mill Lead), A.&R.
Fayetteville, (south leg of wye Russell Street), NS.

BLOCK SIGNAL SYSTEMS

10—Traffic Control System is in service between South Rocky Mount, M. P. 120.9 and Florence, M. P. 292.2.

SPRING SWITCHES

11—Following spring switch is in signal territory:

Parkton, Red Springs Subdivision switch, 20 M. P. H.

12—Following spring switches are 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:

Rocky Mount, yard freight lead northward track (Bassett St.), 20 M.P.H.

Florence, north end passenger yard, 15 M.P.H.

13—Following spring switch is identified by "SS" on target, trains and engines approaching this switch must know that points are set in proper position before passing over same: Fayetteville, old freight lead Hay St., 15 M.P.H.

SIGNALLED SIDINGS

14—Maximum speed on these signaled sidings is 70 M. P. H. for passenger trains, 60 M. P. H. for piggyback and freight trains, except on the signaled sidings at Selma and Dunn the maximum speed for piggyback and freight trains is 45 M. P. H.

Kenly, between M. P. 146.8 and M. P. 151.0.
Selma, between M. P. 158.0 and M. P. 164.4
Four Oaks, between M. P. 172.0 and M. P. 176.3.
Dunn, between M. P. 185.2 and M. P. 190.4
South Godwin, between M. P. 194.6 and M. P. 197.1.
South Rex, between M. P. 227.7 and M. P. 233.8.
Elrod, between M. P. 243.2 and M. P. 248.9.
Hamill, between M. P. 257.2 and M. P. 260.5.
Latta, between M. P. 269.4 and M. P. 275.5.

TWO TRACKS

15—Two tracks extend between: Rocky Mount, M. P. 119.0 and South Contentnea, M. P. 141.0; between South Beard, M. P. 204.1 and South Hope Mills, M. P. 218.8; and between "WN", M. P. 282.8 and Florence, M. P. 292.3.

DEFECT DETECTORS

16—Locations	Protection Provided	Locations of Indicators and Personnel reading charts
Elm City M. P. 128.2	Two tracks, both directions. Hot box.	Indicators both sides, M. P. 128.2. Operator "CO," South Rocky Mount.
Micro M. P. 155.7	Single track, both directions. Hot box.	Indicators east side, M. P. 155.7. Dispatcher, Rocky Mount.
Wade M. P. 200.5	Single track, both directions. Hot box.	Indicators east side, M. P. 200.5. Dispatcher, Rocky Mount.
Parkton M. P. 221.2	Single track, both directions. Hot box.	Indicators east side, M. P. 221.2. Dispatcher, Rocky Mount.
Rowland M. P. 254.2	Single track, both directions. Hot box.	Indicators east side, M. P. 254.2. Dispatcher, Rocky Mount.
M. P. 275.5	Single track, both directions. Dragging equip- ment.	"D" lights on northward signals, 2734 and 2734W, southward signal 2775.
Pee Dee M. P. 281.8	Single track, both directions. Hot box.	Indicators east side, M. P. 281.8. Operator "FC," Florence.

SPECIAL RULES

17—Trains and engines may operate on either track in either direction between Goldleaf Street, Rocky Mount, M. P. 119.0, and north end Traffic Control, South Rocky Mount, M. P. 120.9, on instructions of the yardmaster or stationmaster, which supersedes time table superiority. Trains and engines must operate at yard speed not exceeding 20 M. P. H.

18—At Rocky Mount, trains and engines using yard freight lead will approach spring switch to northward main track at Bassett and/or Marigold Street prepared to stop. When northward main track is clear trains or engines will not exceed speed of 5 M. P. H. until gates are in stop position, then proceed not exceeding 20 M. P. H.

19—At Rocky Mount Nash Street crossing, first street north of passenger station must be cleared by trains stopping at station.

20—At South Rocky Mount, M. P. 120.1 near Switch Tender's Shack switches for double crossovers between main tracks, switch from northward main track to No. 1 track and switch from southward main track to No. 49's track are air operated-dual control switches equipped with indicator lights which indicate position of switches. Speed through these turn-outs and crossovers 15 M. P. H. When lunar white light on signal case is burning, switches may be operated by hand.

21—The maximum speed on connection track at Dillon between the South End Subdivision and the Andrews Subdivision is 45 M.P.H.

22—Trains and engines have equal authority and will operate at yard speed not to exceed 15 M.P.H. on Winona-Stone spur.

23—At Florence, trains and engines have equal authority and must operate at yard speed between end of Traffic Control M. P. 292.2 and "FC" interlocking. Trains and engines must not exceed speed of 15 M. P. H. through switches north end passenger station and must stop and adjust switches unless they are lined for movement and way is seen or known to be clear.

Main track crossover, M. P. 292.3 controlled by Operator "FC" equipped with indicator lights. When lunar white indicator light on nearby key box is burning, switches may be operated by use of switch key without contacting control station. If light is not burning, switches must not be operated without permission of control station.

24—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 at these switches without authority of Control Station)

- Bagley, M. P. 154.3.
- Smith Lumber Company, M. P. 166.0.
- Barefoot, M. P. 179.4.
- Wellons, M. P. 184.6.
- Purdie, M. P. 187.1.
- Godwin, M. P. 193.6.
- Wade, M. P. 198.5.
- Warehouse Track, M. P. 222.7 (E).
- Gin Track, M. P. 222.9 (E).

25—Trains or engines must not clear at the following non-electrically locked hand-operated switch locations:

- Allied Mills, Inc., M. P. 159.8 (E).
- Dewbell, M. P. 162.1 (W).
- Griffin's Spur, M. P. 211.2 (E).
- Victory Siding, M. P. 211.8 (E).
- Urtie Siding, M. P. 212.5 (E).
- Carolina Model Homes, Inc., M. P. 214.5 (E).
- Parkton-Cates Spur, M. P. 223.8.

East End Subdivision

CLEARANCE CARDS

1—Rule 83-A will not apply at Portsmouth (Shops and Pinners Point), Cofield and Tarboro.

WHERE TIME APPLIES

2—Time of trains at Tarboro applies at Plymouth Subdivision junction switch, M. P. 135.4.

REGISTER STATIONS

3—Portsmouth (Shops)—(yard office and diesel shop), Portsmouth (Pinners Point).

Tunis, Nos. 453 and 454 will leave register slip in box located near switch to Farmers Chemical spur track, M. P. 185.1.

Tarboro, Nos. 416, 418 and 454 will leave register slip in box at junction switch, M. P. 135.4.

South Rocky Mount.

YARD LIMITS

4—Portsmouth (Shops), Portsmouth (Pinners Point), Suffolk, Cofield, Ahoskie, Hobgood, Tarboro and Rocky Mount.

JUNCTION SWITCHES

5—Hobgood, M. P. 147.8, lined for movements on East End Subdivision.

Tarboro, M. P. 135.4, lined for movements on Plymouth Subdivision.

SPEED RESTRICTIONS

6—Between Mile Posts	All Trains M.P.H.
138.2 and 138.3	30
158.8 and 159.7	30
186.6 and 186.9	10
231.0 and 231.1	20

City Ordinance Speed Restrictions:

Portsmouth, 45 M. P. H. between Bains Creek and Douglas Avenue, 20 M. P. H. between Douglas Avenue and Chautauqua Avenue, and 10 M. P. H. between Chautauqua Avenue and Pinners Point.

Churchland, movements over old U. S. Highway 17 must be flagged.

Suffolk, 25 M. P. H. 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.

Ahoskie, 15 M. P. H. between Church Street and Hayes Avenue.

Aulander, 25 M. P. H.

Kelford, 35 M. P. H.

Hobgood, 45 M. P. H. Movements over Commerce Street on back track must be flagged.

Tarboro, 20 M. P. H.

Rocky Mount, 10 M. P. H. over Branch Street and Washington Street and between these crossings, and switching movements over crossings within this territory must be flagged.

RAILROAD CROSSINGS AT GRADE

7—Protected by remotely controlled interlocking:

Suffolk, M. P. 216.5, N&W. Normally clear N&W. 10 M. P. H., for entire train between home signals.

8—Protected by standard Semaphore crossing signal:

Hobgood, M. P. 148.2, S. C. L. Normally clear East End Subdivision.

9—Protected by non-electrically locked gates:

Beamon, M. P. 222.4, NF&D. Normally clear S. C. L.

Boone, M. P. 228.3, NF&D. Normally clear S. C. L.

South Rocky Mount (Richmond Lead), S.C.L., may be left set against either East End Subdivision or Richmond lead.

10—Protected by non-electrically locked gates and derails.

Kelford, M. P. 162.6, S. C. L. Normally clear East End Subdivision.

11—Protected by "Stop" boards:

Portsmouth, M. P. 234.7, N&P Belt Line.

Suffolk, M. P. 216.0, N&W.

DRAWBRIDGES

12—Protected by interlockings:

Western Branch, M. P. 231.1. Attended 6:00 A.M. to 1:00 A.M., daily April 1st through October 31.

Chowan River, M. P. 186.7. Attended.

Trains and engines stopped by home signals will not proceed

until proceed signal is given by bridge tender or until member of crew ascertains that draw span is in proper position.

SPRING SWITCHES

13—Following 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:

Tarboro, junction switch M. P. 135.4, 15 M. P. H.

Rocky Mount, north end two tracks, M. P. 122.7, northward trains 20 M. P. H., southward trains 10 M. P. H.

14—Following spring switch is identified by "SS" on target, trains and engines approaching this switch must know that points are set in proper position before passing over same:

South Rocky Mount, Portsmouth freight lead. 10 M. P. H.

TWO TRACKS

15—Two tracks extend between South Rocky Mount, M. P. 120.6 and JF, M. P. 122.7.

JOINT TRACKS

16—S. C. L. crews at Portsmouth will be governed by instructions of NP&L yardmasters while on NP&L tracks and will operate between Portsmouth (Shops) and Portsmouth (Yard Tower), at yard speed not exceeding 25 M. P. H.; except between County Street and Deep Creek Boulevard between the hours of 7:30 A.M. and 9:00 A.M.; 3:00 P.M. and 4:00 P.M., will not exceed speed of 10 M. P. H. Authority must be obtained to enter these limits.

SPECIAL RULES

17—Trains and engines have equal authority and will operate at yard speed on Pig Point Spur and Farmers Chemical Spur at Tunis.

18—Trains and engines may operate on either track in either direction between JF, M. P. 122.7 and junction with South End Subdivision line, M. P. 120.4, on instructions of the yardmaster or stationmaster, which supersede time table superiority. Trains and engines will operate at yard speed, not exceeding 20 M. P. H.

Plymouth Subdivision

CLEARANCE CARDS

1—Rule 83-A will not apply at Tarboro and Parmele.

WHERE TIME APPLIES

2—Time of trains at Tarboro applies at Plymouth Subdivision junction switch, M.P. 135.4.

REGISTER STATIONS

3—Parmele and Haley Yard.

YARD LIMITS

4—Tarboro, Parmele, Williamston and Haley Yard-Plymouth.

JUNCTION SWITCHES

5—Tarboro, M. P. 135.4, lined for movements on Plymouth Subdivision.

Parmele, M.P. 152.2, lined for movements on Plymouth Subdivision.

SPEED RESTRICTIONS

6—Between Mile Posts	All Trains M.P.H.
184.8 and 184.9	10

City Ordinance Speed Restrictions:

Williamston, movement over Washington and Horton Streets

must be flagged.

Everett, 20 M. P. H.

Robersonville, 15 M. P. H.

Parmele, 35 M. P. H.

Bethel, 12 M. P. H.

Tarboro, 20 M. P. H. Movement over Howard Avenue between 7:00 A.M. and 7:00 P.M. must be flagged.

RAILROAD CROSSINGS AT GRADE

7—Protected by "Stop" boards:

Parmele, M.P. 152.2, S. C. L.

Plymouth, M.P. 187.1, NS.

SPRING SWITCHES

8—Following 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:

Tarboro, junction switch M. P. 135.4, 15 M. P. H.

SPECIAL RULES

9—Nos. 416 and 417 will not protect against following extra trains between Tarboro and Plymouth.

Nos. 418 and 419 will not protect against following extra trains between Tarboro and Parmele.

CLEARANCE CARDS

1—Rule 83-A will not apply at Parmele.
Rule 83-A will not apply at Washington for train 413 on Saturday.

REGISTER STATIONS

2—Parmele.

YARD LIMITS

3—Parmele and Washington.

JUNCTION SWITCHES

4—Parmele, M.P. 134.2, lined for movements on Kinston Subdivision.

SPEED RESTRICTIONS

5—Between Mile Posts	All Trains M.P.H.
152.7 and 152.8	10
156.8 and 156.9	10

City Ordinance Speed Restrictions:

Washington, 6 M. P. H. Movements over Main, Second, Bridge and Pierce Streets and Hackney Avenue, must be flagged.

SPECIAL RULES

6—Nos. 412 and 413 will not protect against following extra trains between Parmele and Washington.

Kinston Subdivision**CLEARANCE CARDS**

1—Rule 83-A will not apply at Parmele, Tillery, and DuPont.
Rule 83-A will not apply at Kinston for Train 406.

REGISTER STATIONS

2—Parmele and Kinston.

YARD LIMITS

3—Hobgood, Pender, Parmele, Greenville, Ayden and Kinston.

JUNCTION SWITCHES

4—Hobgood, M.P. 116.8, lined for movements on Kinston Subdivision.

Parmele, M.P. 134.9, lined for movements on Kinston Subdivision.

SPEED RESTRICTIONS

5—City Ordinance Speed Restrictions:

Hobgood, movements over Commerce Street on back track must be flagged.

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

Ayden, 25 M. P. H.

Kinston, the unnecessary use of whistle is prohibited. All street crossings from Park Avenue to King Street, inclusive, except Vernon Avenue, must be flagged.

RAILROAD CROSSINGS AT GRADE

6—Protected by standard semaphore crossing signal:

Hobgood, M.P. 116.7, S. C. L. Normally clear East End Subdivision.

7—Protected by "Stop" boards:

Parmele, M.P. 134.8, S. C. L.

Greenville, M.P. 150.0, NS.

Kinston, M.P. 177.8, A&EC.

SPECIAL RULES

8—Graingers, use single engine only, when moving over 24 degree curve track (DuPont Plant), and hold to cars when possible keeping engine off curve.

9—Nos. 445 and 446 will not protect against following extra trains between Tillery and Parmele.

Nos. 410 and 411 will not protect against following extra trains between Parmele and Kinston.

Nos. 406 and 407 will not protect against following extra trains between DuPont and Kinston.

W & W Subdivision**CLEARANCE CARDS**

1—Rule 83-A will not apply at Contentnea and Magnolia.

WHERE TIME APPLIES

2—Time of Nos. 447 and 448 applies Smith's Spur track at Magnolia, M. P. 196.0.

REGISTER STATIONS

3—Smith's Creek Yard (yard office and shops), Warsaw (for trains originating and terminating).

YARD LIMITS

4—North Junction-Goldsboro-Royall Yard, Warsaw and Smith's Creek Yard-Fernside-Wilmington.

JUNCTION SWITCHES

5—Goldsboro, M. P. 160.0, lined for movements of W&W Subdivision.

Warsaw, M. P. 188.7, lined for movements on W&W Subdivision.

New Bern Junction, M. P. 243.0, lined for movements on New Bern Subdivision.

SPEED RESTRICTIONS

6—Between Mile Posts	All Trains M.P.H.
234.6 and 234.8	20
242.8 and 242.9 (N. leg wye)	10

City Ordinance Speed Restrictions:

Black Creek, 35 M. P. H., 6:00 A.M. to 10:00 P.M.
 Fremont, 35 M. P. H.
 Pikeville, 35 M. P. H., 6:00 A. M. to 10:00 P.M.
 Goldsboro, speed consistent with conditions, but not exceeding 40 M. P. H. North George, Holly, Vine, Oak, Ash, Pine and Elm Street crossings must not be blocked over five minutes by standing train or engine.
 Mount Olive, 25 M. P. H., 6:00 A.M. to 10:00 P.M.
 Faison, 35 M. P. H., 6:00 A.M. to 10:00 P.M.
 Warsaw, 35 M. P. H., 6:00 A.M. to 11:30 P.M. and 45 M. P. H., 11:30 P.M. to 6:00 A.M.
 Magnolia, 30 M. P. H., 8:00 A.M. to 6:00 P.M.
 Rose Hill, 35 M. P. H. between Ridge Street crossing and South Street crossing, 6:00 A.M. to 10:00 P.M.
 Wallace, 35 M. P. H., 6:00 A.M. to 11:30 P.M.
 Wilmington, trains and engines will not exceed 10 M. P. H. over Nutt, Water, Surry and Front Streets, between Cowan and Marstellar Streets, 15 M. P. H. over street crossings on Belt Line at South Front, South 5th, South 13th Streets and Colonial Drive; 25 M. P. H. over other street crossings. Movements over 9th Street crossing must be flagged.

RAILROAD CROSSINGS AT GRADE

- 7—Protected by standard semaphore crossing signal:
 Goldsboro, M. P. 160.9. Sou. Normally clear W&W Subdivision.
 8—Protected by "Stop" boards:
 Goldsboro, M. P. 159.8, Sou.
 9—Unprotected railroad crossing:
 Wilmington, M. P. 243.0, north leg of wye at New Bern Junction with industrial spur. Engines using spur must flag in both directions. Trains and engines on north leg of wye track must approach crossing prepared to stop.

DRAWBRIDGES

- 10—Protected by interlockings:

North East River, Castle Hayne, M. P. 234.6. Attended 7:30 A.M. to 4:30 P.M., Monday through Friday.
 Trains and engines stopped by home signals will not proceed until proceed signal is given by bridge tender or until member of crew ascertains that draw span is in proper position.

SPRING SWITCHES

11—Following 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:
 Gordon, M. P. 241.0, north end siding, 20 M.P.H.

SPECIAL RULES

12—Trains and engines have equal authority between Smith's Creek yard and Wilmington, and will operate at yard speed between these points, including on all wye tracks. Yard speed applies between New Bern Junction and Fernside. Normal position of switch to south leg of wye track, Fernside is lined to the wye. Trains and engines operating beyond this switch on New Bern Subdivision must line switch for their movement and return switch to normal position after use. 15 M. P. H. passenger station to switch south leg of New Bern line wye.
 6 M. P. H., 6th Street Bridge to butting block, passenger station Wilmington, expecting to find tracks blocked. Stop must be made one car length clear of butting block.

13—Castle Hayne, track leading to Ideal Cement Co., maximum speed 20 M. P. H. on straight track and 10 M. P. H. on curves. Movements of trains and engines must be made at yard speed.

14—Nos. 447 and 448 will not protect against following extra trains between Smith's Creek Yard and Magnolia.

Pee Dee Subdivision

CLEARANCE CARDS

1—Florence, trains en route to Pee Dee Subdivision will get second clearance card endorsed "Pee Dee Subdivision" and Rule 83-A will not apply at Pee Dee.

REGISTER STATIONS

2—Florence (crew clerk's office) and Smith's Creek Yard (yard office and shops).

YARD LIMITS

3—Smith's Creek Yard-Fernside-Wilmington-Navassa, Sunny Point Jct., Whiteville, Chadbourn, Mullins and Marion.

JUNCTION SWITCHES

4—Chadbourn, M. P. 297.5, lined for movements on Pee Dee Subdivision.
 Navassa, M. P. 248.3, lined for movements on Pee Dee Subdivision.
 Yadkin Junction, M. P. 246.6, lined for movements on Pee Dee Subdivision.
 Hilton, M. P. 245.8, lined for movements on Pee Dee Subdivision.

SPEED RESTRICTIONS

5—Between Mile Posts	All Trains M.P.H.
245.8 and 245.9	20
248.2 and 248.3	20

City Ordinance Speed Restrictions:
 Wilmington, movements over 9th Street crossing must be flagged. Trains and engines will not exceed speed of 15 M. P. H. between passenger station Wilmington and Hilton drawbridge.
 Nichols, 15 M. P. H.
 Mullins, 20 M. P. H. When switching, movements over Main, Park and Mullins Streets must be flagged.

RAILROAD CROSSINGS AT GRADE

6—Protected by automatic interlocking:
 Mullins, M. P. 324.8, S. C. L.

DRAWBRIDGES

7—Not protected by interlockings:
 North East River, Hilton, M. P. 245.9, attended.
 Cape Fear River, Navassa, M. P. 248.2, attended.
 Trains and engines must stop within 300 feet of drawspan. If the way is clear, they may then proceed upon receiving proceed signal from Bridge Tender.

SPECIAL RULES

- 8—Wilmington, 6 M.P.H., Sixth Street bridge to butting block, passenger station, expecting tracks to be blocked, and stop one car length clear of butting block.
- 9—Nos. 561 and 562 will not protect against following extra trains between Whiteville and Chadbourn.

OPERATION BETWEEN HILTON AND NAVASSA

- 10—Between Hilton M. P. 245.7 and Navassa M. P. 248.2 trains and engines will move prepared to stop within one-half the range of vision not exceeding 20 M.P.H. and must stop short of another train, obstruction or switch improperly lined.

Trains and engines will not enter these limits without authority from the yardmaster at Smith's Creek Yard, except in cases of failure of communications (radio and telephone) they may proceed observing the above restrictions.

Switches at Hilton and Navassa will be kept set and locked for the main track of Pee Dee Subdivision. Bridge tenders at Navassa and Hilton will change the switches at these points for Wilmington Subdivision trains to pass and must immediately reset them to proper position after train has passed. Trains and engines en route to or from Wilmington Subdivision or Hilton Yard must sound four (4) long blasts of the whistle, to indicate the switch is to be lined for movement of a Wilmington Subdivision train.

Myrtle Beach Subdivision

CLEARANCE CARDS

- 1—Rule 83-A will not apply at Loris and Myrtle Beach.

REGISTER STATIONS

- 2—Chadbourn and Myrtle Beach.

YARD LIMITS

- 3—Chadbourn, Loris, Conway and Myrtle Beach.

JUNCTION SWITCHES

- 4—Chadbourn, M. P. 297.5, lined for movements on Pee Dee Subdivision.

SPEED RESTRICTIONS

5—Between Mile Posts	All Trains M.P.H.
336.3 and 336.4	10
347.6 and 347.7	20

- City Ordinance Speed Restrictions:
Conway, 25 M. P. H.

DRAWBRIDGES

- 6—Not protected by interlocking:
Waccamaw River, Conway, M. P. 336.3. Attended 12:00 noon to 10:00 P.M., Monday through Friday.
Trains and engines must stop within 300 feet of draw span

and must not proceed until proceed signal is received from bridge tender.

Outside of assigned hours of bridge tender, bridge will be left in open position.

7—Protected by interlocking:

Myrtle Beach, M. P. 347.6. Attended daily, except Sunday.

Trains and engines stopped by home signals will not proceed until proceed signal is given by bridge tender or until member of crew ascertains that draw span is in proper position.

Outside of assigned hours of bridge tender, bridge will be left in open position.

SPECIAL RULES

8—Trains and engines will operate at yard speed not exceeding 20 M. P. H. on Conway up town lead.

9—Myrtle Beach, M. P. 349.6, switch at north leg of wye is set normally for the wye.

10—Trains and engines will operate at yard speed not exceeding 10 M. P. H. on Myrtle Beach Farm Track, M. P. 350.0.

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

12—Nos. 561 and 562 will not protect against following extra trains between Chadbourn and Loris.

Nos. 541 and 542 will not protect against following extra trains between Loris and Myrtle Beach.

Clinton Subdivision

CLEARANCE CARDS

- 1—Rule 83-A will not apply at Clinton.

REGISTER STATIONS

- 2—Warsaw.

YARD LIMITS

- 3—Warsaw.

JUNCTION SWITCHES

- 4—Warsaw, M. P. 188.7, lined for movements on W&W Subdivision.

SPEED RESTRICTIONS

- 5—City Ordinance Speed Restrictions:
Clinton, M. P. 202.0, movements over Lisbon, Still and John Streets must be flagged.

SPECIAL RULES

- 6—Nos. 420 and 421 will not protect against following extra trains between Warsaw and Clinton.

Fayetteville Subdivision

REGISTER STATIONS

- 1—Smith's Creek Yard (yard office and shops) and Milan (trains originating and terminating).

YARD LIMITS

- 2—Smith's Creek Yard-Fernside-Wilmington-Navassa, Fayetteville-Milan-NS Junction and Fort Junction.

JUNCTION SWITCHES

3—Yadkin Junction, M. P. 290.5, lined for movements on Pee Dee Subdivision.

NS Junction, M. P. 209.1, lined for movements on Fayetteville Subdivision.

SPEED RESTRICTIONS

4—Between Mile Posts	All Trains M.P.H.
211.0 and 211.2	10
259.4 and 259.6	10
M. P. 209.7, turnouts Milan Yard and conn., 20 M.P.H.	

City Ordinance Speed Restrictions:

Wilmington, movements over 9th Street crossings must be flagged. Trains and engines will not exceed speed of 15 M. P. H. between passenger station Wilmington and Hilton drawbridge.

Atkinson, 25 M. P. H. 6:00 A.M. to 11:00 P.M. and 35 M. P. H. 11:00 P.M. to 6:00 A.M.

Fayetteville, 35 M. P. H. across Cumberland Street and Blount Street, and between these crossings; except across Hay Street, 25 M. P. H. Movements over Blount Street must be flagged when such movements are in old Fayetteville freight yard. Movements over Gillespie and Broad Streets on Fayetteville Subdivision must be flagged. Movements over West Russell Street, including those on yard tracks and at Maxwell Street intersection, must be flagged.

RAILROAD CROSSINGS AT GRADE

5—Protected by remotely controlled interlocking: Fayetteville, M. P. 209.2, South End Subdivision.

6—Protected by "Stop" boards: Fayetteville, (south leg of wye at Russell Street), NS.

DRAWBRIDGES

7—Not protected by interlocking: North East River, Hilton, M. P. 245.9, attended.

Trains and engines must stop within 300 feet of drawspan. If the way is clear, they then may proceed upon receiving proceed signal from Bridge Tender.

SPRING SWITCHES

8—Following spring switch is identified by "SS" on target, trains and engines approaching this switch must know that points are set in proper position before passing over same:

Fayetteville, old freight lead, Hay Street, 15 M.P.H.

JOINT TRACKS

9—N.S. Railway trains and engines must protect against eastward S. C. L. movements before fouling S. C. L. main track at NS Junction. This will not relieve eastward S. C. L. trains and engines from approaching NS Junction at slow speed. All trains and engines will run between NS Junction and Franklin Street at yard speed.

SPECIAL RULES

10—Trains and engines will stop clear access road Fayetteville Subdivision, M. P. 289.2 serving Power Company.

OPERATION BETWEEN HILTON AND NAVASSA

11—Between Hilton, M. P. 245.7 (Pee Dee Subd.), and Navassa, M. P. 248.2 (Pee Dee Subd.), trains and engines will move prepared to stop within one-half the range of vision not exceeding 20 M.P.H. and must stop short of another train, obstruction or switch improperly lined. Trains and engines will not enter these limits without authority from the yardmaster at Smith's Creek Yard, except in cases of failure of communications (radio and telephone) they may proceed observing the above restrictions.

Switches at Hilton and Navassa will be kept set and locked for the main track of Pee Dee Subdivision. Bridge tenders at Navassa and Hilton will change the switches at these points for Wilmington Subdivision trains to pass and must immediately reset them to proper position after train has passed. Trains and engines en route to or from Wilmington Subdivision or Hilton Yard must sound four (4) long blasts of the whistle, to indicate that the switch is to be lined for movement of a Wilmington Subdivision train.

New Bern Subdivision**REGISTER STATIONS**

1—New Bern, Marine Junction, Smith's Creek Yard (yard office and shops).

YARD LIMITS

2—New Bern-New Bern Yard, Belgrade-Maysville, Marine Junction-Jacksonville-Tent Camp and Smith's Creek Yard-Fernside-Wilmington.

JUNCTION SWITCHES

3—New Bern Junction, M. P. 244.1, lined for movements on New Bern Subdivision.

Marine Junction, M. P. 295.0, lined for movements on New Bern Subdivision.

SPEED RESTRICTIONS

4—Between Mile Posts	All Trains M.P.H.
292.8 and 292.9	10
Trains and engines will not exceed speed of 15 M.P.H. between M. P. 246.8 and M. P. 246.9 on north leg of wye Fernside.	

City Ordinance Speed Restrictions:

New Bern, 5 M. P. H. over Queen Street. Movements over Crown Street must be flagged.

Wilmington, trains and engines will not exceed 10 M. P. H.

over Nutt, Water, Surry and Front Streets, between Cowan and Marsteller Streets; 15 M. P. H. over Street crossings on Belt Line at South Front, South Fifth, South 13th Streets and Colonial Drive; 25 M. P. H. over other street crossings. Movement over 9th Street crossings must be flagged. 15 M. P. H. between passenger station, Wilmington and switch to south leg of New Bern wye.

RAILROAD CROSSINGS AT GRADE

5—Unprotected railroad crossings: Movements over A&EC crossing, New Bern, must be protected by flag.

Crossing on north leg of wye at New Bern Junction with industrial spur; engines using spur must flag in both directions.

Trains and engines on north leg of wye must approach crossing prepared to stop.

DRAWBRIDGES

6—Not protected with interlocking: New River, Jacksonville, M. P. 292.8. Trains and engines must stop within 300 feet of drawspan. If the way is clear, then they may proceed.

SPECIAL RULES

7—Nos. 422 and 423 will not protect against following extra trains between New Bern and New Bern Jct.

8—No. 423 is superior to No. 422 New Bern to Marine Junction.

Camp LeJeune Subdivision

CLEARANCE CARDS

1—Rule 83-A will not apply at Marine Junction and Camp LeJeune for Trains 424 and 425.

REGISTER STATIONS

2—Marine Junction.

JUNCTION SWITCHES

3—Marine Junction, M. P. 295.0, lined for movements on New Bern Subdivision.

JOINT TRACKS

4—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 S. C. L. movements.

SPECIAL RULES

5—Trains and engines will operate at yard speed on Camp LeJeune Subdivision not exceeding 20 M. P. H.

Nashville Subdivision

CLEARANCE CARDS

1—Rule 83-A will not apply at Bunn.

REGISTER STATIONS

2—South Rocky Mount.

YARD LIMITS

3—Rocky Mount.

JUNCTION SWITCHES

4—Rocky Mount, M. P. 119.8, lined for movements on North End Subdivision.

SPEED RESTRICTIONS

5—Between Mile Posts	All Trains M.P.H.
121.9 and 122.0	20

RAILROAD CROSSINGS AT GRADE

6—Protected by non-electrically locked gates: South Rocky Mount (Richmond Lead), S.C.L., may be left set against either East End Subdivision or Richmond lead.

SPRING SWITCHES

7—Following spring switches are identified by "SS" on target, trains and engines approaching these switches must know that points are set in proper position before passing over same:

South Rocky Mount, north leg of wye (Richmond lead) 10 M. P. H.

Rocky Mount, yard freight lead northward track (Bassett Street), 20 M. P. H.

TWO TRACKS

8—Two tracks extend between Rocky Mount, M. P. 119.8 and South Rocky Mount, M. P. 120.9.

SPECIAL RULES

9—Trains and engines may operate on either track in either direction between Goldeaf Street, Rocky Mount, M. P. 119.0, and north end Traffic Control, South Rocky Mount, M. P. 120.9, on instructions of the yardmaster or stationmaster, which supersedes time table superiority. Trains and engines must operate at yard speed not exceeding 20 M. P. H.

10—At Rocky Mount, trains and engines using yard freight lead will approach spring switch to northward main track at Bassett and/or Marigold Street prepared to stop. When northward main track is clear trains or engines will not exceed speed of 5 M. P. H. until gates are in stop position, then proceed not exceeding 20 M. P. H.

11—At South Rocky Mount M. P. 120.1 near Switch Tender's Shack switches for double crossovers between main tracks, switch from northward main track to No. 1 track and switch from southward main track to No. 49's track are air operated-dual control switches equipped with indicator lights which indicate position of switches. Speed through these turn-outs and crossovers 15 M. P. H. When lunar white light on signal case is burning, switches may be operated by hand.

12—Nos. 401 and 402 will not protect against following extra trains between Rocky Mount and Bunn.

Red Springs Subdivision

CLEARANCE CARDS

1—Rule 83-A will not apply at Parkton and Red Springs.

SPRING SWITCHES

2—Following spring switch is in signal territory:
Parkton, South End Subdivision switch, 20 M. P. H.

SPECIAL RULES

3—After movement from Red Springs Subdivision has cleared switch M. P. 222.9, member of crew will observe lunar white light mounted on signal case, if burning it indicates switch points are not fitting properly. Train will be stopped and a member of crew will close switch by hand.

4—Nos. 439 and 440 will not protect against following extra trains between Parkton and Red Springs.

Fairmont Subdivision

CLEARANCE CARDS

1—Rule 83-A will not apply at Fairmont and Elrod.

SPECIAL RULES

2—Nos. 403 and 404 will not protect against following extra trains between Elrod and Fairmont.

RULES RICHMOND TERMINAL COMPANY

1—Employees will comply with special rules or instructions when issued by proper officers.

2—Conductors, trainmen, engineers and firemen must be qualified by a designated officer before being permitted to operate into and out of the Terminal Station.

3—All train movements will be governed by signal indications within interlocking limits.

4—(a) Trains and engines entering Broad Street Station, 20 M.P.H., South "Y" Junction to inbound home signal. (b) Between inbound home signal and outbound home signal, Broad Street Station 15 M.P.H.; 20 M.P.H. on No. 2 track, between outbound home signal and South "Y" Junction; (c) Passenger trains, 20 M.P.H. 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 M.P.H. when making turnout or crossover movement at AY Tower, South "Y" Junction on James River Branch.

Trains, engines and switch movements must not exceed a speed of twenty (20) M.P.H. between Seaboard Junction and Terminal Junction and must not exceed a speed of fifteen (15) M.P.H. between Terminal Junction and Broad Street Station.

5—Interlocking signals of color light type display the following indications:

Red—Stop

Yellow—Restricting (not exceeding fifteen (15) miles per hour prepared to stop short of train, obstruction or switch not properly lined and look out for broken rail)

Yellow over red—Approach (Proceed prepared to stop at next signal)

Green—Not exceeding fifteen (15) miles per hour through crossovers and turnouts; then proceed at authorized speed.

6—Interlocking signals are located to the right of the tracks they govern. Hand signals must not be recognized over interlocking signals. When interlocking signals indicate stop or are dark and conflicting movement is not observed, member of crew will contact the control center at Acca Yard by telephone.

If signal cannot be cleared, a thorough understanding must be had that proper route is lined for the movement; that there are no conflicting movements and that the route will not be changed until movement has been completed, after which control center may authorize movement to proceed at restricted speed to next signal.

7—All trains making back-up movements must be equipped

with a back-up air hose or its equivalent. Conductor must know the appliance is in working order and will personally handle all back-up movements. Air whistle on back-up air hose will be sounded at frequent intervals on all trains backing into station.

Conductors in charge of inbound back-up movements will stop train clear of the signal at north end of station except, if that signal displays a proceed indication, train will proceed to portable reflectorized stop sign on right side of track.

8—In case of derailment, or if damage to track or interlocking occurs, creating an unsafe condition, such action as necessary must be taken to protect other movements, and no movement will be permitted until all parts of the interlocking and tracks are known to be in a safe condition. Trains stopped within the interlocking due to causes not covered in these rules must contact the control center before resuming movement. A reverse movement within the limits of the interlocking or a forward movement after making a reverse movement, must not be made without the proper interlocking signal indication or permission from the control center.

9—Proper members of passenger train crews, uniformed, are required to be on hand thirty (30) minutes prior to departure time of their trains and protect the loading of passengers. Crews of inbound passenger trains will remain with train until they have assisted in the discharging of passengers.

10—All trains will be started by communicating signal or radio.

11—Trains must not depart until the Conductor and Engineer have received an O.K. from the car inspector that train is ready as far as the Mechanical Department is concerned and permission to leave has been received from the Stationmaster when on duty.

12—All members of trains crews must register in book provided for that purpose in the Stationmaster's office.

13—Doors of toilets on all passenger trains must be kept locked while cars are located on station tracks; private or chartered cars must be kept locked until soil cans are supplied.

14—Trash and debris, or refuse of any nature, must not be dumped or thrown off within the terminal limits.

15—Headlights on all engines will be dimmed while on tracks of the Richmond Terminal Company.

16—The use of sand within interlocking limits must be avoided as far as possible and is prohibited through switches and crossovers except in emergency.

Engine Numbers Tonnage Shown Per Unit	389- 413 (A or B), 700- 1002, 1119- 1201, 1250- 1259	675- 698	309, 317, 1003- 1065, 1202- 1239	600- 620, 1275- 1277, 1300- 1343, 1400- 1415, 1500- 1599, 1600- 1632, 1700- 1799, 1800- 1834	203- 222, 1100- 1117	1900- 1923, 2100- 2110, 2114- 2120	2000- 2044	2111- 2113, 2200- 2210	2121- 2124, 2211- 2213
Richmond Terminal - West Route Richmond and South Collier.....	2500	2000	2750	3000	1650	3850	4550	4350	4750
Richmond Terminal - East Route Richmond to North Burgess.....	1500	1200	1650	1800	1000	2300	2700	2600	2850
North Burgess to Petersburg.....	1500	1200	1650	1800*	1000	2300	2700	2600	2850
Petersburg to Wheelwright- Brown St.....	2300	1850	2500	2750	1500	3550	4200	4000	4350
Brown St. to Richmond.....	1300	1050	1450	1550	850	2000	2350	2300	2450
Hopewell and Bellwood.....	1700	1350	1850	2050	1100	2650	3100	3000	3200
South Collier and S. Ry. Mt.....	2600	2050	2850	3100	1700	4000	4750	4550	4950
S. Ry. Mt. to Florence.....	2400	1900	2650	2800	1550	3700	4350	4200	4550
Florence to S. Ry. Mt.....	2600	2050	2850	3100	1700	4000	4750	4550	4950
Elrod to Fairmont.....	3500	2800	3850	4200	2300	5400	6350	6100	6650
Fairmont to Elrod.....	3100	2450	3400	3700	2000	4800	5650	5400	5900
S. Ry. Mt. to Yard Tower.....	3000	2400	3300	3600	1950	4650	5450	5250	5700
Yard Tower to Tarboro.....	2400	1900	2650	2850	1550	3700	4300	4200	4550
Tarboro to S. Ry. Mt.....	2700	2150	2950	3250	1750	4150	4900	4700	5100
S. Ry. Mt. to Plymouth.....	4200	3350	4600	5050	2750	6500	7650	7350	7950
Plymouth to S. Ry. Mt.....	2500	2000	2750	3000	1650	3850	4500	4350	4750
Pender to Parmele.....	2400	1900	2650	2850	1550	3700	4350	4200	4550
Parmele to Greenville.....	1800	1450	1950	2150	1200	2800	3300	3150	3400
Greenville and Kinston.....	2500	2000	2750	3000	1650	3800	4500	4350	4750
Greenville to Parmele.....	3400	2700	3750	4050	2200	5250	6200	5950	6450
Parmele to Pender.....	2300	1850	2500	2750	1500	3550	4200	4000	4350
Parmele to Washington.....	3800	3050	4150	4550	2500	5900	6900	6650	7200
Washington to Parmele.....	3500	2800	3850	4200	2300	5400	6350	6100	6650
Parkton and Red Springs.....	3000	2400	3300	3600	1950	4650	5450	5250	5700
Contentnea and Smith Creek.....	2600	2050	2850	3100	1700	4000	4750	4550	4950
Clinton and Warsaw.....	1600	1250	1750	1900	1050	2450	2900	2800	3050
Smith Creek to Pee Dee.....	2800	2250	3050	3350	1850	4350	5100	4900	5300
Pee Dee to Smith Creek.....	3000	2400	3300	3600	1950	4650	5450	5250	5700
Chadbourn and Myrtle Beach.....	3000	2400	3300	3600	1950	4650	5450	5250	5700
Yadkin Jct. to Fayetteville.....	2650	2100	2900	3150	1750	4100	4850	4650	5000
Fayetteville to Manchester.....	1550	1250	1700	1850	1000	2400	2800	2700	2950
Manchester to Ft. Bragg.....	2000	1600	2200	2400	1300	3100	3650	3500	3800
Ft. Bragg to Fayetteville.....	3000	2400	3300	3600	1950	4650	5450	5250	5700
Fayetteville to Yadkin Jct.....	3100	2480	3400	3700	2000	4800	5650	5400	5900
Smith Creek to Jacksonville.....	4000	3200	4400	4800	2600	6200	7300	7000	7600
Jacksonville and New Bern.....	3000	2400	3300	3600	1950	4650	5450	5250	5700
Jacksonville to Smith Creek.....	2800	2250	3000	3350	1850	4350	5100	4900	5300

*Engines in series 1500-1599, 1600-1632, 1700-1799 and 1800-1834 will handle 2500 tons per unit, North Burgess to Petersburg.

LOCATION OF PUBLIC AND PRIVATE TRACKS NOT SHOWN IN SCHEDULE PAGES

COLLIER SUBDIVISION - EAST ROUTE

NAME	Mile Post	Station Nos.	Car Capacity	Opening
General Shale No. 17 (E)	3.1	S 3	13	North
Alleghany Lead (E)	3.2		21	North
Alleghany Warehouse Co.	3.2	S 3	17	North
General Shale No. 16 (E)	3.4	S 3	8	North
Marlboro (E)	4.3	S 4	55	North
Peck Siding (E)	4.4	S 4	11	North
Ampthill (E)	5.1	S 5	Yard	North
Texas Oil Company (W)	6.4	S 6	11	South
North Cylinder Gas Company (W)	6.5	S 7	12	South
Bell Bluff (W)	8.9	S 9	Yard	North
Seacoast	27.0	S 27	Conn.	South

HOPEWELL SUBDIVISION - RICHMOND TERMINAL

NAME	Mile Post	SAC	Yard	North
Reynolds Metal Company	10.5	SAC 10	Yard	North
Wheelwright	12.0	SAC 12	Yard	Both
Curtis Siding	14.0	SAC 14	10	North
*BERMUDA HUNDRED SPUR (3.8 miles)				
Bermuda Hundred	17.1	SAD 17	Spur	North
American Tobacco Company	20.0	SAD 20	Spur	North
Narox Corp.	20.0	SAD 20	6	North
Allied Chemical Corp.	20.9	SAD 21	14	North

*Breaks from Thomas Siding

NORTH END SUBDIVISION

NAME	Mile Post	A	Yard	North
Carson (E)	36.8	A 37	7	North
Capico (W)	45.8	A 66	8	South
Skippers (W)	68.7	A 69	4	North
Hunter (W)	103.0	A 103	9	South
Georgia Pacific Corporation (E)	103.2	A 103	10	North
Mitchell Engineering Company (W)	113.0	A 113	24	Both
Armstrong (E)	115.4	A 115	1	North
Ricks (W)	116.2	A 116	5	South

SOUTH END SUBDIVISION

NAME	Mile Post	A	Yard	South
Sharpsburg (W)	125.0	A 125	10	South
Vick (E)	127.2	A 127	113	South
Kaiser Agricultural Chemicals (E)	138.1	A 138	Spur	South
Qvarton Container Corp.	153.2	A 153	Spur	South
Bagley	154.3	A 154	9	South
Micro	156.3	A 156	8	North
Folck (E)	159.8	A 160	20	South
Dewbell (W)	162.1	A 162	6	North
Sylvania (E)	163.2	A 163	Yard	South
Bright Leaf & Burley Tobacco Company	166.4	A 166	Yard	South
Fieldcrest	167.0	A 167	14	South
Chicopee	181.2	A 181	7	South
Mingo	184.6	A 185	6	North
Purdie (E)	187.1	A 187	14	North
Godwin	193.6	A 193	14	South
Wade	198.5	A 198	17	South
Victory (E)	211.8	A 212	23	North
Urtie (E)	212.5	A 213	12	North
Purolator, Inc. (E)	213.4	A 213	Spur	South
Carolina Model Homes	214.5	A 215	15	South
Hops Mills (E)	216.1	A 217	42	Both
Cates Pickle Company	223.8	A 224	8	South
Bute	236.5	A 237	8	North
Dixon (W)	258.4	A 258	20	South
Fairey	266.5	A 267	7	North
Sellers (W)	273.4	A 273	31	South
Blue Brick	277.9	A 278	Yard	North
Stone-DuPont (E)	282.9	AHH 286	Yard	South
Winona (E)	283.8	A 284	10	North
Mars Bluff (W)	286.6	A 287	15	North

EAST END SUBDIVISION

NAME	Mile Post	AB	Yard	South
Speed	143.0	AB 143	6	South
Earley	174.6	AB 174	5	South
Tunis	185.0	AB 185	15	Both
Farmers Chemical Spur	185.1	AB 185	Spur	South
Drum Hill	200.7	AB 201	3	South
Nurney	210.2	AB 210	8	South

PLYMOUTH SUBDIVISION

NAME	Mile Post	ABC	Yard	East
Mildred	140.7	ABC 141	5	East
Robersonville Product Company	157.5	ABC 158	13	East
Poe Siding	164.7	ABC 165	65	Both
Butane	174.7	ABC 175	2	East

WASHINGTON SUBDIVISION

NAME	Mile Post	Station Nos.	Car Capacity	Opening
Waccamaw Siding	151.6	AAB 152	7	East
Flanders Filters Inc.	153.8	AAB 154	15	East
Seacoast Marine Corporation	157.0	AAB 157	51	West
Grimes	157.6	AAB 158	6	West

KINSTON SUBDIVISION

NAME	Mile Post	AA	Yard	Both
Spring Hill	103.6	AA 104	12	Both
FCX	107.8	AA 108	2	South
Beasley Lumber Company	108.3	AA 108	13	South
Henderson Grain Company	111.3	AA 111	3	North
American Cyanamid Company	124.7	AA 125	8	North
Whitehurst	136.4	AA 138	2	North
Randolph	147.3	AA 147	2	North
Machem	151.8	AA 152	2	North
Union Carbide	151.9	AA 152	14	South
Coastal Chemical Co.	152.9	AA 153	14	South
Sunnyside Eggs, Inc.	153.7	AA 154	6	North
King Bros. Grain Elevator	160.4	AA 160	16	South
American Cyanamid Company	160.5	AA 161	7	South
Griffon Gas Company	164.1	AA 164	7	South
Ward Lumber Company	167.6	AA 168	5	North
Darg	167.8	AA 168	6	North
Dupont No. 2	170.4	AA 170	28	North
Grangers	171.9	AA 172	9	Both
Elmer	173.3	AA 173	34	North
Hergas	173.8	AA 174	3	North
Hapco	175.1	AA 175	16	South

W & W SUBDIVISION

NAME	Mile Post	AC	Yard	North
Lexco	154.0	AC 154	6	North
NuFarms	175.0	AC 175	4	North
Nocar	182.0	AC 182	14	South
Farmex	182.4	AC 182	3	North
Ripaco	182.7	AC 183	17	South
Southeastern Grain Company	190.9	AC 191	24	North
Coastal Plain Milling Company	199.3	AC 199	6	North
Nash Johnson Company	199.4	AC 199	60	North
APCO Paper Company	202.9	AC 203	5	South
Aycock Milling Co. Inc.	204.9	AC 205	13	South
Chemical Service Company	205.1	AC 205	9	South
Godwin Lumber Company	206.4	AC 206	11	North
Oluco Spur	206.5	AC 207	11	North
Wrightsboro	239.8	AC 240	3	North
Nunmill Spur	240.1	AC 240	22	North

PEE DEE SUBDIVISION

NAME	Mile Post	AC	Yard	North
Leland	251.6	AC 252	1	North
Malmo	255.1	AC 255	9	South
Maco	257.3	AC 258	15	South
Wananish	278.8	AC 279	3	North
FCX	291.2	AC 291	17	South
Holiday House, Inc.	291.4	AC 291	2	South
Whiteville Builders	291.5	AC 292	8	North
Collier Gas	291.8	AC 292	6	South
Jones	294.9	AC 295	6	South
Weyerhaeuser Co. Pulpwood Yard	299.1	AC 299	17	North
Cerro Gordo	303.2	AC 303	10	South
Farmers Oil Company	303.7	AC 304	3	South
Kerr McGee	307.3	AC 307	10	North
Pitt	316.3	AC 316	19	Both
Harco	328.6	AC 329	3	North
Marion Lumber Co.	334.2	AC 334	20	South
Flowers Lumber Co.	334.2	AC 334	10	South
IMC	334.3	AC 334	8	South

MYRTLE BEACH SUBDIVISION

NAME	Mile Post	ACH	Yard	North
Clarendon	305.4	ACH 305	2	North
Fleet	314.8	ACH 315	7	South
Allsbrook	320.9	ACH 321	4	North
Cleckley	322.1	ACH 322	16	Both
Gurley	323.7	ACH 324	3	North
Philco	333.6	ACH 334	20	Both
Carolina Butane	338.5	ACH 339	3	South
Company Spur	338.5	ACH 339	4	South
Pyrofax Gas	338.7	ACH 339	3	South
Waccamaw Lumber & Supply Company	338.7	ACH 339	8	South
Carolina Strand	338.9	ACH 339	17	South
Furniture Veneer	339.4	ACH 339	1	South
Massey Heights	339.5	ACH 340	2	South

MYRTLE BEACH SUBDIVISION (Continued)

NAME	Mile Post	Station Nos.	Car Capacity	Opening
Waccamaw Clay Products Company	347.3	ACH 347	4	North
Stillel Plywood	347.9	ACH 348	3	North
Air Base Connection	348.1	ACH 348	Yard	South
Resort Lumber Company	348.1	ACH 348	3	South
McLean Concrete	348.9	ACH 349	7	North
Ocean Drive Gas Company	349.0	ACH 349	2	North

FAYETTEVILLE SUBDIVISION

Southern Distributing Company	214.3	AE 214	6	East
Becker County Sand & Gravel Company	216.6	AF 217	56	Both
Boren Clay Company	228.7	AF 229	14	West
Chaparral Brick Company	230.0	AF 230	4	East
Kerr	256.4	AF 256	1	East
Highway Equipment Co.	288.1	AF 288	9	West

NEW BERN SUBDIVISION

Winasto	248.1	ACB 248	3	North
Coastal	249.3	ACB 249	5	North
Hawkside	295.7	ACB 296	9	North
Cowell Wholesale Company	296.6	ACB 297	6	North
Stomats Distributing Co.	296.7	ACB 297	7	North
Gentry Wholesale Proc. Co.	297.7	ACB 298	6	North
Kellum	298.8	ACB 299	4	North
New Kellum	299.3	ACB 299	10	North
Weverhaeuser	299.4	ACB 299	17	North
Weverhaeuser	299.5	ACB 300	15	Both
Deppe	304.1	ACB 304	3	North
Woody's Hardwood Dimensions	318.8	ACB 319	3	South
Abattoir	325.9	ACB 326	10	North

NASHVILLE SUBDIVISION

NAME	Mile Post	Station Nos.	Car Capacity	Opening
Hulton & Bourbonnais	125.0	ABA 125	2	East
Nashville Furn. Spur	128.6	ABA 129	2	West
Evans Lumber Company	128.7	ABA 129	17	West
Coburn Industries	128.9	ABA 129	8	West
Peden Steel Company	132.2	ABA 132	18	West
Momeyer	135.0	ABA 135	10	East
Tar Heat Engr. & Mfg. Company	137.4	ABA 137	6	East

RED SPRINGS SUBDIVISION

Lumber Bridge	227.4	AG 227	10	Both
Taylor Spur	233.7	AG 234	5	South

DIVISION OFFICERS

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J. U. ROOKER, Asst. Superintendent	Wilmington, N.C.	M. C. COLEY, Master Mechanic	Rocky Mount, N.C.
S. M. DUFFER, Superintendent Terminals	Richmond, Va.	L. M. SMITH, Supv. Comm. and Signals	Rocky Mount, N.C.
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J. H. CAPPS, Trainmaster	Rocky Mount, N.C.	E. E. BENNETT, Roadmaster	Petersburg, Va.
E. S. WILKES, Trainmaster	Wilmington, N.C.	C. S. DUNNING, JR., Roadmaster	Rocky Mount, N.C.
J. H. INGOLDSBY, Trainmaster	Rocky Mount, N.C.	T. BOYD, Roadmaster	Richmond, Va.
E. H. CROOM, Trainmaster	Richmond, Va.	H. C. WADE, Roadmaster	Fayetteville, N.C.
K. K. KITTS, Trainmaster	Richmond, Va.	E. A. McCRAY, Roadmaster	Dillon, S.C.
T. P. MOODY, Terminal Trainmaster	Richmond, Va.	J. CALLOWAY, Roadmaster	Tarboro, N.C.
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R. L. HERRING, Road Foreman of Engrs.	Rocky Mount, N.C.	EARL EDGE, Roadmaster	Rocky Mount, N.C.
J. P. WHITE, JR., Road Foreman of Engrs.	Richmond, Va.	F. A. OSTEEN, Roadmaster	Chadbourn, N.C.

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O. P. DOWLING, Gen. Supt.-Safety	Jacksonville, Fla.	F. W. WHITAKER, JR., Supt.-Sta. and FCP	Jacksonville, Fla.

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JAMES B. PIVER, M.D.	Jacksonville, N.C.	J. H. CUTCHIN, M.D.	Whitakers, N.C.
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JAMES B. BERRY, M.D.	Marion, S.C.	ROBERT M. FALES, M.D.	Wilmington, N.C.
WM. L. CHEEZEM, M.D.	Marion, S.C.	C. P. GRAHAM, M.D.	Wilmington, N.C.
JOSEPH P. CAIN, JR., M.D.	Mullins, S.C.	R. F. GROVE, M.D., Ophthalmologist	Wilmington, N.C.
G. P. JOSEPH, M.D.	Myrtle Beach, S.C.	W. C. MEBANE, M.D.	Wilmington, N.C.
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