

Safety



First

**SEABOARD
COAST LINE
RAILROAD**

RALEIGH DIVISION

1

TIME TABLE No. 1

IN EFFECT

Sunday, April 30, 1972

At 2:00 A.M.

SUPERSEDING TIME TABLE NO. 3

DATED DECEMBER 17, 1971

EASTERN STANDARD TIME

**FOR THE GOVERNMENT OF
EMPLOYEES ONLY**

D. C. HASTINGS, Vice President-Operations

L. T. ANDREWS, General Manager-Transportation

W. J. WINFREE, Superintendent

PORTSMOUTH SUBDIVISION

| Southward | | Station Numbers | Distance from Portsmouth (Shops) | TIME TABLE NO. 1 IN EFFECT APRIL 30, 1972 | | Scales, Wyes, Car Capacity | Northward | |
|---------------|-----------------|-----------------|----------------------------------|---|--|----------------------------|--------------|--|
| SECOND CLASS | | | | SECOND CLASS | | | | |
| 429 | 155 | | | 428 | 156 | | | |
| Local Freight | Through Freight | | | Local Freight | Through Freight | | | |
| Ex. Sun. | Daily | | | Ex. Sat. | Daily | | | |
| A. M. | A. M. | | | P. M. | P. M. | | | |
| | 200 | SA2 | | L T | PORTSMOUTH (SHOPS) A 5.8 — X Belt Line 7 | YARD 0 Y | 430 | |
| | 215 | SA8 | 5.8 | | BOWERS 10.0 — X N&W 7 | | 355 | |
| | 230 | SA18 | 15.8 | T | SUFFOLK 3.3 16 | | 341 | |
| | 235 | SA21 | 19.1 | | KILBY 10.7 46 | | 337 | |
| | 250 | SA32 | 29.8 | | CARRSVILLE 5.6 8 | | 324 | |
| | 258 | SA37 | 35.4 | T | FRANKLIN 6.6 10 | 38P YARD | 315 | |
| | 308 | SA44 | 42.0 | | HAND 10.4 10 | 87P 10 | 305 | |
| | 325 | SA54 | 52.4 | T | BOYKINS ® 3.1 90 | 31P 90 y | 250 | |
| | 330 | SA57 | 55.5 | | BRANCHVILLE 13.0 19 | 97P 19 | 245 | |
| | 345 | SA69 | 67.5 | T | SEABOARD 7.0 43 | 84P 43 | 230 | |
| | 353 | SA76 | 74.5 | | GARYSBURG 2.8 10 | 83P 10 | 223 | |
| | A 430 | A83 | 77.1 | T | WELDON 8.9 YARD | YARD | L 215 | |
| L 900 | | SA83 | 81.0 | T | ROANOKE RAPIDS 2.0 YARD Y A | YARD Y A | 130 | |
| 905 | | SA85 | 83.0 | | BOLLING 8.0 119P | | 115 | |
| 920 | | SA93 | 91.0 | | SUMMIT 5.8 82P | | 1259 | |
| 935 | | SA98 | 96.6 | T | LITTLETON 10.7 18 | 40P 18 | 1250 | |
| 950 | | SA109 | 107.3 | | MACON 6.3 20 | 99P 20 | 1230 | |
| 1000 | | S98 | 113.6 | T A | NORLINA ® 169P 48 | 169P 48 | 1215 | |
| A. M. | A. M. | | | | | | P. M. | |
| Ex. Sun. | Daily | | | | | | Ex. Sat. | |
| | | | | | | | Daily | |

TERRELL SUBDIVISION

| SOUTHWARD | | Distance from Mount Holly | TIME TABLE NO. 1 IN EFFECT APRIL 30, 1972 | | Northward |
|-----------------|----------------------------|---------------------------|---|------|-----------|
| Station Numbers | Scales, Wyes, Car Capacity | | STATIONS | | |
| | | | SFE24 | 23.9 | |
| SFE14 | 13.8 | | DENROCK 6.0 68P | | |
| SFE8 | 7.8 | | COWANS FORD 3.1 SPUR | | |
| SFE5 | 4.7 | | RIVERBEND 4.7 SPUR | | |
| SF342 | | T A | MOUNT HOLLY X SCL L YARD | | |

DURHAM SUBDIVISION

1

| Southward | | Station Numbers | Distance from Henderson | TIME TABLE NO. 1 IN EFFECT APRIL 30, 1972 | | Scales, Wyes, Car Capacity | Northward | |
|--------------|--------------|-----------------|-------------------------|---|-----------------------------------|----------------------------|--------------|--|
| SECOND CLASS | | | | SECOND CLASS | | | | |
| 455 | 456 | | | Local Freight | Local Freight | | | |
| Ex. Sun. | Daily | | | Ex. Sun. | Daily | | | |
| P. M. | P. M. | | | P. M. | P. M. | | A. M. | |
| 1201 | S114 | | | L T | HENDERSON A 10.3 YARD Y | | 1100 | |
| 100 | SB124 | 10.3 | | | DICKERSON 14.0 11P 4 Y | | 1005 | |
| 140 | SB138 | 24.3 | T | | CREEDMOOR 4.6 20P 17 | | 930 | |
| 155 | SB143 | 28.9 | | | NORTH SIDE 12.7 — X SOU 15P | | 910 | |
| 225 | SB155 | 41.6 | T A | | DURHAM L YARD O Y | | 830 | |
| P. M. | | | | | | | A. M. | |
| Ex. Sun. | | | | | | | Ex. Sun. | |

LEWISTON SUBDIVISION

| Southward | | Station Numbers | Distance from Boykins | TIME TABLE NO. 1 IN EFFECT APRIL 30, 1972 | | Scales, Wyes, Car Capacity | Northward | |
|--------------|--------------|-----------------|-----------------------|---|-----------------------------------|----------------------------|--------------|--|
| SECOND CLASS | | | | THIRD CLASS | | | | |
| 493 | 494 | | | Local Freight | Local Freight | | | |
| Ex. Sun. | Daily | | | Ex. Sun. | Daily | | | |
| A. M. | A. M. | | | P. M. | P. M. | | A. M. | |
| 700 | SA54 | | | L T | BOYKINS A 5.2 31P YARD Y | | 130 | |
| 725 | SAB59 | 5.2 | | T | SEVERN 6.0 12 | | 1245 | |
| 745 | SAB65 | 11.2 | T | | CONWAY 7.7 38 | | 1225 | |
| 820 | SAB73 | 18.9 | | | WOODLAND 4.3 23 | | 1145 | |
| 840 | SAB77 | 23.2 | | | RICH SQUARE 12.0 — X SCL 88 | | 1125 | |
| 945 | SAB89 | 35.2 | T A | | LEWISTON L 34 | | 1030 | |
| 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 | |
|------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|---------------|---------------------|----------------|----------------------|-------------------|--------------------|---|------------------|--|
| 459 | 109 | 227 | 107 | 105 | 115 | 111 | 289 | 1 | 83 | 81 | 175 | 89 | | | IN EFFECT | |
| Local Freight | Through Freight | Through Freight | Through Freight | Through Freight | Through Freight | Through Freight | Through Freight | Auto Train | Meteor- Champion | Silver Star | Piggyback Special | Carolina Coast | | | June 12, 1972 | |
| Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Ex. Mon. | Daily | | | STATIONS | |
| P. M. | P. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | P. M. | P. M. | P. M. | A. M. | A. M. | A0 | L T | RICHMOND | |
| 600 | 135 | 1050 | 1020 | 820 | 730 | 1250 | 1201 | 955 | 935 | 400 | 830 | 215 | | | | |
| 815 | 200 | 1113 | 1108 | 845 | 753 | 155 | 101 | 1016 | 953 | 419 | 856 | 233 | A11 | 15.7-W 16.9-E | CENTRALIA | |
| 901 | 215 | 1130 | 1125 | 905 | 810 | 215 | 118 | 1029 | F1005 | F 430 | 911 | F 245 | A22 | 27.0-W 28.2-E | T PETERSBURG | |
| 920 | 220 | 1140 | 1135 | 915 | 820 | 230 | 128 | 1033 | 1012 | 437 | 920 | 252 | A26 | 31.7-W 32.9-E | COLLIER | |
| 930 | 224 | 1203 | 1158 | 1030 | 843 | 330 | 151 | 1035 | 1014 | 440 | 923 | 254 | A29 | 33.9-W 35.1-E | A SOUTH COLLIER | |
| P. M. | P. M. | P. M. | A. M. | A. M. | A. M. | A. M. | A. M. | P. M. | P. M. | P. M. | A. M. | A. M. | | | | |
| Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Ex. Mon. | Daily | | | | |

WEST ROUTE

| Station Numbers | Distance from Richmond | STATIONS ON WEST ROUTE | Scales, Wyes, Car Capacity |
|--------------------|---------------------------|---------------------------|-------------------------------|
| A0 | | RICHMOND ® | YARD 0 |
| | 1.6 | 1.6 A Y | |
| | 6.0 | 4.4 MEADOW | SPUR 21 |
| A6 | 10.6 | 4.6 F A | 58 |
| A8 | 13.7 | 3.1 BELL BLUFF | YARD |
| A11 | 15.7 | 2.0 CENTRALIA | 3 |

EAST ROUTE

| Station Numbers | Distance from Richmond | STATIONS ON EAST ROUTE | Scales, Wyes, Car Capacity |
|--------------------|---------------------------|---------------------------|-------------------------------|
| A0 | | RICHMOND ® | YARD 0 |
| S4 | 2.5 | 2.5 HERMITAGE | YARD |
| S01 | 5.4 | 2.9 BROWN STREET | YARD 0 |
| S2 | 7.7 | 2.3 SOUTH YARD | X SOU 210P YARD |
| S9 | 14.6 | 6.9 BELLWOOD | YARD Y |
| A11 | 16.9 | 2.3 CENTRALIA | |

COLLIER SUBDIVISION
(Richmond Terminal)

NORTHWARD

3

| SUPPLEMENT NO. 1 PAGES 2 AND 3 TO TIME TABLE NO. 1 RALEIGH DIVISION IN EFFECT 12:01 A.M. JUNE 12, 1972 STATIONS | | Scales, Wyes, Car Capacity | FIRST CLASS | | | | | | SECOND CLASS | | | | |
|--|---------------|-------------------------------|----------------|-------------------|-----------------|-------------------|------------|-------------|-----------------|-----------------|-----------------|-----------------|-----------------|
| | | | 90 | 176 | 84 | 276 | 2 | 82 | 112 | 110 | 188 | 190 | 120 |
| | | | Carolina Coast | Piggyback Special | Meteor-Champion | Piggyback Special | Auto Train | Silver Star | Through Freight | Through Freight | Through Freight | Through Freight | Through Freight |
| | | | Daily | Ex. Tue. | Daily | Ex. Mon. | Daily | Daily | Ex. Tue. | Daily | Daily | Daily | Daily |
| | | A. M. | | A. M. | | A. M. | | A. M. | | P. M. | | P. M. | |
| T | RICHMOND ® A | YARD O | s 130 | 300 | s 400 | 930 | 935 | s 955 | 445 | 355 | 730 | 800 | 1100 |
| | CENTRALIA | 3 | 1245 | 208 | 315 | 837 | 900 | 910 | 345 | 301 | 648 | 718 | 1005 |
| T | PETERSBURG | 56 | F 1227 | 151 | F 257 | 820 | 846 | F 855 | 325 | 248 | 630 | 650 | 945 |
| | COLLIER ® | YARD O | 1217 | 141 | 247 | 813 | 841 | 844 | 310 | 235 | 615 | 635 | 930 |
| | SOUTH COLLIER | L YARD | 1215 | 138 | 245 | 810 | 838 | 840 | 305 | 230 | 610 | 630 | 900 |
| | | | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | P. M. | P. M. | P. M. | P. M. |
| | | | Daily | Ex. Tue. | Daily | Ex. Mon. | Daily | Daily | Ex. Tue. | Daily | Daily | Daily | Daily |

HOPEWELL SUBDIVISION
(Richmond Terminal)

| SOUTHWARD | | SUPPLEMENT NO. 1 PAGES 2 AND 3 TO TIME TABLE NO. 1 RALEIGH DIVISION IN EFFECT 12:01 A.M. JUNE 12, 1972 STATIONS | Northward | |
|-----------------|------------------------|--|-------------------------------|----------|
| Station Numbers | Distance from Bellwood | | Scales, Wyes, Car Capacity | |
| S9 | | | L BELLWOOD | A YARD Y |
| SAC17 | 8.3 | | THOMAS SIDING | 47 |
| SAC23 | 15.0 A | (2) XN&W (2) XANC HOPEWELL | L YARD Y | |

BURROUGHS SUBDIVISION
 (Savannah Terminal)

| Through Freight | Local Freight | Through Freight | Through Freight | Through Freight | Star | Piggyback Special | Station Number | Distance from South Col. | STATIONS |
|-----------------|---------------|-----------------|-----------------|-----------------|-------|-------------------|----------------|--------------------------|-------------------|
| Daily | Ex. Sun. | Daily | Daily | Daily | Daily | Ex. Mon. | | | |
| P. M. | A. M. | A. M. | A. M. | P. M. | P. M. | A. M. | | | |
| 1203 | | 843 | 151 | 930 | 440 | 923 | A29 | | L SOUTH COLLIER |
| | | | | | | | S31 | 6.6 | BURGESS |
| | | | | | | | S38 | 12.6 | DINWIDDIE |
| | | | | | | | S42 | 16.9 | DE WITT ® |
| | | | | | | | S48 | 22.7 | McKENNEY |
| 1240 | | 921 | 230 | 1110 | 506 | 1000 | S52 | 27.3 | RAWLINGS |
| | | | | | | | S57 | 31.7 | WARFIELD |
| | | | | | | | S61 | 36.2 | ALBERTA ® |
| | | | | | | | S68 | 42.7 | GRANDY |
| | | | | | | | S74 | 48.6 | SKELTON |
| 115 | | 955 | 305 | 1230 | 531 | 1030 | S79 | 54.0 | LA CROSSE® X NF&D |
| | | | | | | | S84 | 58.8 | HAGOOD |
| | | | | | | | S91 | 66.4 | PASCHALL |
| | | | | | | | S95 | 70.5 | WISE |
| 150 | L 1015 | 1030 | 325 | 110 | 550 | 1050 | S98 | 73.5 | NORLINA ® |
| | | | | | | | S107 | 81.8 | MIDDLEBURG |
| | | | | | | | S110 | 84.9 | GREYSTONE |
| | 1105 | | 355 | 205 | 605 | | S114 | 89.0 | HENDERSON |
| | | | | | | | S118 | 93.0 | GILL ® |
| | | | | | | | S123 | 97.7 | KITTRELL |
| 235 | 130 | 1115 | 415 | 230 | 620 | 1125 | S130 | 105.4 | FRANKLINTON |
| | | | | | | | S137 | 111.6 | YOUNGVILLE ® |
| | | | | | | | S141 | 115.6 | WAKE FOREST |
| 310 | 230 | 1150 | 500 | 330 | s 650 | 1155 | S156 | 131.2 | RALEIGH |
| P. M. | P. M. | A. M. | A. M. | A. M. | P. M. | A. M. | | | |
| Daily | Ex. Sun. | Daily | Daily | Daily | Daily | Ex. Mon. | | | |

APRIL 30, 1900

STATIONS

| |
|-------------------|
| L SOUTH COLLIER |
| BURGESS |
| DINWIDDIE |
| DE WITT ® |
| McKENNEY |
| RAWLINGS |
| WARFIELD |
| ALBERTA ® |
| GRANDY |
| SKELTON |
| LA CROSSE® X NF&D |
| HAGOOD |
| PASCHALL |
| WISE |
| NORLINA ® |
| MIDDLEBURG |
| GREYSTONE |
| HENDERSON |
| GILL ® |
| KITTRELL |
| FRANKLINTON |
| YOUNGVILLE ® |
| WAKE FOREST |
| RALEIGH |

| TIME TABLE NO. 1 IN EFFECT APRIL 30, 1972 | | Scales, Weas, Car Capacity | FIRST CLASS | | SECOND CLASS | | |
|---|--|-------------------------------|----------------------|----------------|------------------|--------------------|--------------------|
| | | | 276 | 82 | 428 | 188 | 190 |
| | | | Piggyback Special | Silver Star | Local Freight | Through Freight | Through Freight |
| | | | Ex. Mon. | Daily | Ex. Sat. | Daily | Daily |
| STATIONS | | | A. M. | A. M. | A. M. | P. M. | P. M. |
| | SOUTH COLLIER | A YARD | 810 | 840 | | 610 | 630 |
| | ^{6.6} BURGESS | 175P | | | | | |
| | ^{5.0} DINWIDDIE | 50P | | | | | |
| | ^{4.3} DE WITT ® | 141P | | | | | |
| | ^{5.8} McKENNEY | 78P | | | | | |
| | ^{4.6} RAWLINGS | 40 | | | | | |
| | ^{4.4} WARFIELD | 98P | 740 | 812 | | 515 | 555 |
| | ^{4.5} ALBERTA ® | 7 | | | | | |
| | ^{6.5} GRANDY | 141P | | | | | |
| | ^{5.9} SKELTON | 18 | | | | | |
| | ^{5.4} LA CROSSE ® X NF&D | 96P | | | | | |
| | ^{4.8} HAGOOD | 14 | 705 | 744 | | 440 | 520 |
| | ^{7.8} PASCHALL | 84P | | | | | |
| | ^{4.1} WISE | 18 | | | | | |
| | ^{3.0} NORLINA ® | 141P | 640 | 725 | A 1050 | 415 | 455 |
| | ^{8.3} MIDDLEBURG | 7 | | | | | |
| | ^{3.1} GREYSTONE | 85P | | | | | |
| | ^{4.1} HENDERSON | 10 | | | | | |
| | ^{4.0} GILL ® | 116P | | | | | |
| | ^{4.7} KITTRELL | YARD O | | | | | |
| | ^{7.7} FRANKLINTON | 145PN | 555 | 654 | 950 | 315 | 405 |
| | ^{8.2} YOUNGVILLE ® | 88PS | | | | | |
| | ^{4.0} WAKE FOREST | YARD Y | | | | | |
| | ^{15.6} RALEIGH | 78P | 525 | 625 | 800 | 230 | 325 |
| | | 5 | | | | | |
| | | 141P | | | | | |
| | | 141PN | | | | | |
| | | 87PS | | | | | |
| | | YARD | | | | | |
| | | 97P | | | | | |
| | | 14 | | | | | |
| | | 101PN | | | | | |
| | | 149PS | | | | | |
| | | 40 | | | | | |
| | | YARD O | | | | | |
| | | | A. M. | A. M. | A. M. | P. M. | P. M. |
| | | | Ex. Mon. | Daily | Ex. Sat. | Daily | Daily |

2 Tracks

2 Tracks

SOUTHWARD

ABERDEEN SUBDIVISION

| Third Class | SECOND CLASS | | | | | | FIRST CLASS | | | Station Numbers | Distance from Raleigh | TIME TABLE NO. 1 IN EFFECT APRIL 30, 1972 STATIONS | |
|-------------------------|---------------------------|-----------------|-----------------|---------------|-------------------------|-----------------|-------------|-------------------|------|-----------------|-----------------------|---|--|
| | 485 | 149 | 227 | 115 | 427 | 183 | 289 | 81 | 175 | | | | |
| Sou. Rwy. Local Freight | Sou. Rwy. Through Freight | Through Freight | Through Freight | Local Freight | Sou. Rwy. Local Freight | Through Freight | Silver Star | Piggyback Special | | | | | |
| Ex. Sun. | Daily | Daily | Daily | Daily | Ex. Mon. | Daily | Daily | Ex. Mon. | | | | | |
| P. M. | P. M. | P. M. | A. M. | A. M. | A. M. | A. M. | P. M. | P. M. | | | | | |
| | | 315 | 1155 | 800 | | 530 | 650 | 1201 | S156 | | 2 Tracks T L | RALEIGH | |
| L 542 | L 817 | 321 | 1201 | 806 | L 617 | 536 | 653 | 1207 | S157 | 1.2 | | RALEIGH TOWER X NS | |
| | | | | | | | | | S161 | 4.4 | | METHOD ® | |
| A 558 | A 831 | 335 | 1216 | 830 | A 631 | 550 | 703 | 1227 | S165 | 8.9 | | FETNER | |
| | | | | | | | | | S171 | 15.0 | | APEX X D&S | |
| | | | | | | | | | S177 | 20.9 | | NEW HILL | |
| | | | | | | | | | S181 | 24.9 | | MERRY OAKS | |
| | | 400 | 1241 | 1030 | | 640 | 722 | 1252 | S187 | 31.2 | | MONCURE ® | |
| | | | | | | | | | S195 | 39.1 | | COLON | |
| | | 415 | 1256 | 1205 | | 655 | 734 | 107 | S199 | 42.8 | | SANFORD X SOU | |
| | | | | | | | | | S206 | 49.9 | | LEMON SPRINGS ® | |
| | | | | | | | | | S211 | 55.1 | | CAMERON | |
| | | | | | | | | | S217 | 60.5 | | VASS | |
| | | 450 | 131 | 130 | | | 759 | 137 | S225 | 68.9 | 2 Tracks | SOUTHERN PINES ® | |
| | | | | | | | 740 | | S229 | 72.6 | | ABERDEEN | |
| | | | | | | | | | S239 | 83.3 | | HOFFMAN | |
| | | A 530 | A 215 | A 400 | | A 900 | | A 245 | S249 | 90.9 | | NORTH HAMLET YARD | |
| | | | | | | | | | S249 | 94.3 | | SOUTH HAMLET YARD | |
| | | | | | | | S 850 | | S253 | 97.3 | 2 Tracks A T | HAMLET X SCL (Pass. Station) ® | |
| P. M. | P. M. | P. M. | P. M. | P. M. | A. M. | A. M. | P. M. | P. M. | | | | | |
| Ex. Sun. | Daily | Daily | Daily | Daily | Ex. Mon. | Daily | Daily | Ex. Mon. | | | | | |

LOUISBURG SUBDIVISION

| Southward Second Class | Station Numbers | Distance from Franklinton | TIME TABLE NO. 1 IN EFFECT APRIL 30, 1972 STATIONS | | Scales, Wyes, Car Capacity | Northward Third Class |
|---------------------------|-----------------|---------------------------|---|------|-------------------------------|--------------------------|
| 465 | | | | | | 466 |
| Local Freight | | | | | | Local Freight |
| Ex. Sun. | | | | | | Ex. Sun. |
| A. M. | | | | | | A. M. |
| 830 | S130 | | L T FRANKLINTON A | YARD | | 1005 |
| 905 | SC140 | 9.5 | T A LOUISBURG L | YARD | | 930 |
| A. M. | | | | | | A. M. |
| Ex. Sun. | | | | | | Ex. Sun. |

ABERDEEN SUBDIVISION

NORTHWARD

| TIME TABLE NO. 1 IN EFFECT APRIL 30, 1972 STATIONS | | Scales, Wyes, Car Capacity | FIRST CLASS | | SECOND CLASS | | | | Third Class | | |
|---|-------------------------------------|-------------------------------|-------------------|-------------|---------------------------|---------------|-----------------|---------------------------|-----------------|---------------|-------------------------|
| | | | 276 | 82 | 152 | 460 | 188 | 184 | 190 | 426 | 486 |
| | | | Piggyback Special | Silver Star | Sou. Rwy. Through Freight | Local Freight | Through Freight | Sou. Rwy. Through Freight | Through Freight | Local Freight | Sou. Rwy. Local Freight |
| | | | Ex. Mon. | Daily | Daily | Daily | Daily | Ex. Sun. | Daily | Daily | Ex. Sun. |
| | | | A. M. | A. M. | A. M. | A. M. | P. M. | P. M. | P. M. | P. M. | |
| 2 Tracks | T RALEIGH A | YARD O | 520 | 5 625 | | 1000 | 200 | | 320 | 400 | |
| | 1.2 RALEIGH TOWER X NS | | 505 | 608 | A 215 | 945 | 150 | A 215 | 310 | 350 | A 536 |
| | 3.2 METHOD ® | 66P | | | | | | | | | |
| | 4.5 FETNER | | 455 | 600 | L 200 | 930 | 135 | L 200 | 300 | 330 | L 521 |
| | 6.1 APEX X D&S | 110PN 93PS 72 | | | | | | | | | |
| | 5.9 NEW HILL X NS | 741PN 141PS 23 | | | | | | | | | |
| | 4.0 MERRY OAKS | 83PN 93PS 22 | | | | | | | | | |
| | 6.3 MONCURE ® | 98P 62 | | 537 | | | | | | | |
| | 7.9 COLON | 142P 85 | 412 | | | 830 | 1240 | | 221 | 215 | |
| | 3.7 SANFORD X SOU | 80PN 48CP 91PS 128 | | 525 | | 800 | | | | | |
| | 7.1 LEMON SPRINGS ® | 95P 7 | | | | | | | | | |
| | 5.2 CAMERON | 82PN 142PS 36 | | | | | | | | | |
| | 5.4 VASS | 111P 60 | | | | | | | | | |
| 2 Tracks | 5.4 SOUTHERN PINES ® | 74 | 343 | 500 | | 620 | 1146 | | 146 | 1145 | |
| | 3.7 ABERDEEN | YARD Y | | | | 600 | | | | | |
| | 10.7 HOFFMAN | SIG. S. 20 | | | | | | | | | |
| | 7.6 NORTH HAMLET YARD | YARD L | L 315 | | | L 500 | L 1100 | | L 100 | L 1000 | |
| 2 Tracks | 3.4 SOUTH HAMLET YARD | YARD O | | | | | | | | | |
| | 3.0 T HAMLET ® X SCL (Psg. Station) | YARD Y | | 430 | | | | | | | |
| | | | A. M. | A. M. | A. M. | A. M. | A. M. | P. M. | P. M. | A. M. | P. M. |
| | | | Ex. Mon. | Daily | Daily | Daily | Daily | Ex. Sun. | Daily | Daily | Ex. Sun. |

PITTSBORO SUBDIVISION

| Southward SECOND CLASS | Station Numbers | Distances from Moncure | TIME TABLE NO. 1 IN EFFECT APRIL 30, 1972 STATIONS | | Scales, Wyes, Car Capacity | Northward THIRD CLASS |
|---------------------------|-----------------|------------------------|---|---------------------|-------------------------------|--------------------------|
| 431 | | | | | | 432 |
| Local Freight | | | | | | Local Freight |
| Ex. Sun. | | | | | | Ex. Sun. |
| A. M. | | | | | | A. M. |
| 800 | S187 | | L T | MONCURE A — 11.0 | 22 | 1010 |
| 840 | SD198 | 11.0 | T A | PITTSBORO L | 47 | 930 |
| A. M. | | | | | | A. M. |
| Ex. Sun. | | | | | | Ex. Sun. |

WESTWARD

MONROE SUBDIVISION

| THIRD CLASS | | SECOND CLASS | | | | | | FIRST CLASS | | Station Numbers | Distance from Hamlet Yard | TIME TABLE NO. 1 IN EFFECT APRIL 30, 1972 STATIONS | | |
|-----------------|-----------------|-----------------|---------------------------|-----------------|--------------------|-----------------|---------------------|-------------------|--------------------|-----------------|---------------------------|---|--------|-------|
| 269 | 495 | 227 | 289 | 471 | 285 | 297 | 245 | 275 | 215 | | | L T | H T | |
| Through Freight | Through Freight | Through Freight | Through Freight | Through Freight | Through Freight | Through Freight | Through Freight | Piggyback Special | Through Freight | | | | | X SCL |
| Daily | Daily | Daily | Daily | Ex. Sun. | Daily | Daily | Daily | Daily | Daily | | | | | |
| P. M. | P. M. | P. M. | A. M. | A. M. | A. M. | A. M. | P. M. | P. M. | P. M. | | | | | |
| | | 845 | 1125 | | 600 | 330 | 1145 | 600 | 500 | S249 | | HAMLET YARD ® | | |
| | | | | | | | | | | S253 | 4.7 | HAMLET (Pgr. Station) X SCL | | |
| | | 900 | 1140 | | 620 | 350 | 1201 | 615 | 515 ²⁸⁶ | SF254 | 5.1 | WEST HAMLET | | |
| | | 910 | 1150 | | 630 | 400 | 1208 | 622 | 522 ²⁴⁶ | SF260 | 10.8 | ROCKINGHAM | | |
| | | 918 | 1203 | | 638 | 408 | 1217 | 630 | | SF266 | 17.6 | PEE DEE | | |
| | | | | | | | | | | SF271 | 22.3 | GRAVELTON | | |
| | | 930 | 1230 | | 648 ²⁹² | 420 | 1225 | 640 | 540 | SF273 | 24.3 | LILESVILLE ® | | |
| | | 937 | 1239 | | 655 | 427 | 1231 | 646 | 546 | SF278 | 29.4 | WADESBORO | | |
| | | 947 | 1252 | | 705 | 437 | 1240 | 655 | 555 | SF286 | 37.5 | POLKTON | | |
| | | 952 | 1259 | | 710 | 442 | 1245 | 700 | 600 | SF290 | 41.5 | PEACHLAND | | |
| | | 958 | 110 | | 718 | 448 | 1257 ²⁷⁶ | 706 | 606 | SF296 | 47.1 | MARSHVILLE ® | | |
| | | 1003 | 122 | | 725 | 455 | 107 | 711 | 611 | SF301 | 52.0 | WINGATE | | |
| | L 1030 | A 1015 | 140 | L 800 | A 735 | A 510 | 115 | A 745 | A 630 | SF306 | 57.5 | MONROE | | |
| | 1045 | | 154 | 815 | | | 123 | | | SF313 | 64.4 | STOUTS | | |
| | 1100 | | 204 | 830 | | | 131 | | | SF320 | 70.8 | MATTHEWS | | |
| | 1110 | | 212 | 842 | | | 138 | | | SF325 | 76.3 | RAMA | | |
| | 1120 | | 229 | 852 | | | 143 | | | SF328 | 79.6 | EAST CHARLOTTE YARD | | |
| | A 1130 | | 245 | A 900 | | | 200 | | | SF330 | 81.5 | CHARLOTTE X NS (3) X SOU X SCL | | |
| | | | 310 410 ²⁴⁶ | | | | 230 | | | SF334 | 85.5 | PINOCA YARD | | |
| | | | 420 | | | | 240 ²⁹² | | | SF337 | 88.6 | THRIFT | | |
| L 500 | | | 430 | | | | 249 | | | SF342 | 93.1 | MOUNT HOLLY X SCL | | |
| 507 | | | 440 | | | | 256 | | | SF346 | 96.8 | DUKE | | |
| 513 | | | 446 | | | | 302 | | | SF349 | 99.9 | STANLEY | | |
| 541 | | | 516 | | | | 330 | | | SF362 | 113.6 | LINCOLNTON | | |
| 601 | | | 536 | | | | 350 | | | SF372 | 123.7 | CHERRYVILLE | | |
| 625 | | | 600 | | | | 414 | | | SF384 | 135.0 | SHELBY X SOU | | |
| 646 | | | 617 | | | | 435 | | | SF392 | 143.3 | LATTIMORE X SOU | | |
| 659 | | | 630 | | | | 448 | | | SF398 | 149.5 | ELLENBORO | | |
| 711 | | | 641 | | | | 500 | | | SF404 | 155.1 | BOSTIC | | |
| A 730 | | | A 730 | | | | A 530 | | | SF406 | 156.8 | C. C. & O. YARD X SOU | | |
| | | | | | | | | | | SF411 | 162.2 | RUTHERFORDTON | | |
| P. M. | P. M. | P. M. | P. M. | A. M. | A. M. | A. M. | A. M. | P. M. | P. M. | | | | | |
| Daily | Daily | Daily | Daily | Ex. Sun. | Daily | Daily | Daily | Daily | Daily | | | | | |

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 |
|---|-----|---|-----|
| 1309-1343, 1406-1415, 1515-1565 | 77 | 2100-2124, 2200-2213 | 70 |
| 1275-1277, 1700-1799, 1800-1855, 3200-3209 | 75 | 309, 317, 700-1002, 1051-1052, 1100-1199, 1200-1211, 1250-1259 | 65 |
| 1003-1050, 1053-1065, 1300-1308, 1400-1405, 1500-1514, 1566-1599, 1600-1656, 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, 771816, 771817 and 771818 at maximum speed allowed freight trains and next behind locomotive. Scale test cars except 771815, 771816, 771817 and 771818 must not be handled in yard or road movement when coupled to car exceeding 45 feet in length.

Any equipment (loads or empties) which requires a speed restriction below authorized time table speeds as set forth herein must be handled on train order authority at such speeds as may be approved by proper authority.

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-signaled territory. In signaled 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 swing 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;

Covered hopper, "Tank Type" cars, in series:

SAL FORMER NUMBERS **SCL NUMBERS**

7050 - 7099 747050 - 747099

7145 - 7179 747145 - 747179

When handled in LOADED movement.

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, 771200, 771201, 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, 765460, 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.

TRAIN BULLETIN BOOKS

9—Portsmouth (yard office, diesel shop and Southern Railway Yard Office) Franklin, Roanoke Rapids, Richmond Terminal: Acca (yard office and shop) Broad Street station, and Collier; Norlina, Henderson Yard, Durham, Raleigh (passenger station, yard and shops) Sanford, Hamlet (passenger station, yard office "A" and diesel shop) Rockingham, Lilesville, Monroe, Shelby, CC&O Yard, Maxton, Lumberton, Acme, Smith's Creek Yard, (yard office and shops) South Rocky Mount (Rocky Mount Div., CO.) Engine House and "RY" Charlotte (passenger station) Pinoca (yard office) and Gastonia.

STANDARD CLOCKS

10—Portsmouth (Shops)-(yard office), Franklin, Roanoke Rapids, Richmond Terminal: Acca (yard office and shop), Broad Street Station, South Richmond (yard office), Hermitage, Brown Street and Collier; Durham, Raleigh (passenger station, yard and shops), Hamlet (passenger station, yard office "A" and diesel shop), Monroe, Charlotte (passenger station), Pinoca (dispatcher's office) and Smith Creek Yard (yard office and shops).

SPECIAL RULES

11—Rules of The Operating Department are amended or revised as follows:

Paragraph 4 of Rules 1108 and 1119 is amended as follows: When necessary to make emergency repairs to tracks, bridges or other structures which create an obstruction to the passage of trains, roadway forces are permitted to make such repairs without flag protection provided the foreman communicates with the dispatcher and obtains permission for the use of the track to make the repairs. It must be understood that when repairs are not completed within 15 minutes of the time the dispatcher has given for the repairs to be complete full flag protection against the train or trains approaching the point of work must be afforded until repairs are completed or until the dispatcher has given more time for accomplishing the work.

Paragraph 3 of Rule 1220 is amended as follows: On a freight train, when locomotive is to be detached to set off or pick up cars, engineman will reduce brake pipe pressure to 20 lbs. above zero pressure with the automatic brake valve. When this reduction has been completed and the exhaust of the brake valve stops blowing, engineman will indicate to trainman that reduction has been completed by one short blast of the engine horn. Trainman will then observe that the air brake is applied on the first car of the train section to be left standing, slowly close angle cock on the rear of train section to be moved with the locomotive, and leave angle cock open on train section to be detached and left standing. After recoupling and opening angle cock and before proceeding, it must be known that the brake pipe pressure is being restored as indicated by the caboose gauge and that the rear brakes are released.

Rule 1224 is revised as follows: On freight trains, upon arrival in the yard at terminal, and yard movements being handled with air brakes operating, engineman will reduce brake pipe pressure to 20 lbs. above zero pressure with the automatic brake valve. When this reduction has been completed and the exhaust of the brake valve stops blowing, engineman will indicate to trainman that reduction has been completed by one short blast of the engine horn. Trainman will then observe that the air brake is applied on the first car of the train section to be left standing, slowly close angle cock on the rear of train section to be moved with the locomotive, and leave angle cock open on train section to be detached and left standing.

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 siding, 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 engineman 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 Form 11 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 | | | |
|--|----------------------------------|---|-------------------|------------------------------|----------------------------|--|-------------------------|-------------------------|-------------------------|--------------------------------|--------|---|---------------------------------|---|-------------------|--|------------------|--------|
| | | Pagr. Trains | Plggy-back Trains | Unre-stricted Freight Trains | Re-stricted Freight Trains | Cars weighing | | | | Engines In series | | | | Wrecker Nos. | | | | |
| | | | | | | 220,001 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 | 675-698, 1300, 1400, 1500, 1600, 1700, 1800, 3200 | 600-620, 1900, 2000, 2100, 2200 | 765250 765251 765252 771200 771201 77123 771254 771255 771256 771257 | | 765152 765157 765160 765161 771153 771154 771155 | 765100 765151 | |
| Richmond Terminal—West Route | | | | | | | | | | | | | | | | | | |
| Richmond to Centralia | 270,000 | 79 | 70 | 60 | 50 | | | | | | | | | 40 | 40 | 40 | 25 | 765445 |
| Meadow to Clopton | 270,000 | | 10 | 10 | 10 | | | | | | | | | | | | | 765448 |
| Clopton to South Richmond | 270,000 | | 15 | 15 | 15 | | | | | | | | | 10 | 10 | | | 765449 |
| Clopton to FA | 270,000 | | 15 | 15 | 15 | | | | | | | | | 10 | 10 | | | 765458 |
| Richmond Terminal—East Route | | | | | | | | | | | | | | | | | | 765459 |
| Richmond to Centralia | 270,000 | 60 | 60 | 60 | 50 | | | | | | | | | 40 | 40 | 40 | 25 | 765460 |
| Bridge MP 0.4N to 0.5 | 270,000 | 15 | 15 | 15 | 15 | | | | | | | | | 25 | 25 | 25 | 25 | 771927 |
| Bellwood to Hopewell | 270,000 | | | 35 | 35 | | | | | | | | | | | | | 771929 |
| Richmond Terminal | | | | | | | | | | | | | | | | | | 771994 |
| Centralia to South Collier | 270,000 | 79 | 70 | 60 | 50 | | | | | | | | | 40 | 40 | 40 | 25 | 771995 |
| Dunlop to Appomattox Station | 270,000 | | | 30 | 30 | | | | | | | | | 20 | 20 | 25 | 25 | 771996 |
| Bridge MP 22.0 to 22.1 | | | | 20 | 20 | | | | | | | | | | | | | 771997 |
| Appomattox Station to Collier Via Washington Street | 270,000 | | | 20 | 20 | | | | | | | | | | 10 | 10 | | |
| South Collier to Hamlet | 270,000 | 79 | 70 | 60 | 50 | | | | | | | | | 40 | 40 | 40 | 25 | |
| Portsmouth to MP 24.0 | 270,000 | | | 49 | 49 | | | | | | | | | 35 | 35 | 35 | 25 | |
| MP 24.0 to MP 34.0 | 270,000 | | | 40 | 40 | | | | | | | | | 25 | 25 | 25 | 25 | |
| MP 34.0 to MP 66.4 | 270,000 | | | 49 | 49 | | | | | | | | | 35 | 35 | 35 | 25 | |
| Bridge MP 79.3 to 78.6 | | | | 10 | 10 | | | | | | | | | | | | | |
| MP 66.4 to MP 92.0 | 270,000 | | | 45 | 45 | | | | | | | | | 35 | 35 | 36 | 25 | |
| MP 92.0 to Norfolk | 270,000 | | | 49 | 49 | | | | | | | | | 35 | 35 | 35 | 25 | |
| Boykins to Lewiston | 270,000 | | | 30 | 30 | | | | | | | | | 15 | 15 | 15 | 15 | |
| Henderson to MP 124.2 | 220,000 | | | 25 | 25 | BARRED | BARRED | BARRED | BARRED | Note A | | | | BARRED | BARRED | BARRED | BARRED | 15 |
| MP 124.2 to MP 150.8 | 220,000 | | | 20 | 20 | BARRED | BARRED | BARRED | BARRED | Note A | 15 | | | BARRED | BARRED | BARRED | BARRED | 15 |
| Bridge MP 144.9 to 145.3 | | | | 20 | 20 | BARRED | BARRED | BARRED | BARRED | Note A | 15 | | | BARRED | BARRED | BARRED | BARRED | 15 |
| MP 150.8 to Durham | 220,000 | | | 25 | 25 | BARRED | BARRED | BARRED | BARRED | Note A | 15 | | | BARRED | BARRED | BARRED | BARRED | 15 |
| Franklinton to Loulburg | 270,000 | | | 35 | 35 | | | | | | | | | 25 | 25 | 25 | 25 | |
| Moncure to Pittsboro | 270,000 | | | 20 | 20 | | | | | | | | | 15 | 15 | 16 | 15 | |
| Hamlet to MP 286.0 | 270,000 | | | 35 | 35 | | | | | | | | | 25 | 25 | 25 | 25 | |
| MP 286.0 to MP 323.3 | 270,000 | | | 45 | 45 | | | | | | | | | 25 | 25 | 25 | 25 | |
| MP 323.3 to Navassa | 270,000 | | | 35 | 35 | | | | | | | | | 25 | 25 | 25 | 25 | |
| Pea Dee Subdivision | | | | | | | | | | | | | | | | | | |
| Navassa to Smith's Creek Yard | 270,000 | | | 35 | 35 | | | | | | | | | 25 | 25 | 25 | 25 | |
| Bridge MP 248.2 to 248.3 | | | | 20 | 20 | | | | | | | | | | | | | |
| Bridge MP 245.8 to 245.9 | | | | 20 | 20 | | | | | | | | | | | | | |
| Lumberton to MP 288.0 | 270,000 | | | 10 | 10 | | | | | | | | | 15 | 15 | 15 | 15 | |
| MP 288.0 to St. Paul | 270,000 | | | 25 | 25 | | | | | | | | | 15 | 15 | 15 | 15 | |
| St. Paul to MP 313.2 | 270,000 | | | 20 | 20 | | | | | | | | | | | | | |
| Hamlet to Monroe | 270,000 | | 70 | 60 | 50 | BARRED | BARRED | BARRED | BARRED | Note A | BARRED | BARRED | BARRED | 40 | 40 | 40 | 25 | BARRED |
| Rockingham Spur | 210,000 | | | 10 | 10 | | | | | | | | | 35 | 35 | 35 | 25 | |
| Monroe to Charlotte | 270,000 | | | 49 | 49 | | | | | | | | | 25 | 25 | 25 | 25 | |
| Charlotte to Bostic | 270,000 | | | 30 | 30 | | | | | | | | | 25 | 25 | 25 | 25 | |
| Bostic to Rutherfordton | 270,000 | | | 30 | 30 | | | | | | | | | 25 | 25 | 25 | 25 | |
| Charlotte to MP 6.0 | 270,000 | | | 20 | 20 | | | | | | | | | 30 | 30 | 30 | 25 | |
| MP 6.0 to MP 13.7 | 270,000 | | | 40 | 40 | | | | | | | | | | | | 25 | |
| MP 13.7 to MP 19.0 | 270,000 | | | 30 | 30 | | | | | | | | | | | | | |
| MP 19.0 to MP 22.0 | 270,000 | | | 20 | 20 | | | | | | | | | | | | | |
| MP 22.0 to Gastonia | 270,000 | | | 15 | 15 | | | | | | | | | | | | | |
| North Belmont to MP 2.4 | 251,000 | | | 15 | 15 | | | BARRED | BARRED | | | | BARRED | BARRED | BARRED | Note B | | |
| Bridge MP 1.4 to 1.5 | | | | 15 | 15 | | | BARRED | BARRED | | | | BARRED | BARRED | BARRED | Note B | | |
| MP 2.4 to MP 3.0 | 251,000 | | | 10 | 10 | | | BARRED | BARRED | | | | BARRED | BARRED | BARRED | Note B | | |
| MP 3.0 to Belmont | 251,000 | | | 5 | 5 | | | BARRED | BARRED | | | | BARRED | BARRED | BARRED | Note B | | |
| Mount Holly to MP 6.5 | 270,000 | | | 20 | 20 | | | | | | | | | | | | | |
| to Terrell | 270,000 | | | 25 | 25 | | | | | | | | | | | | | |
| Bridge MP 7.3 to 7.4 | | | | 20 | 20 | | | | | | | | | | | | | |
| Ellenboro to Caroleen | 270,000 | | | 20 | 20 | | | | | | | | | | | | | |

NOTE A - Restricted to engines in series 10-19 and 1100-1117.

NOTE B - Restricted to wreckers in series 771153-771155.

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 Centralia via "AY" will be identified as West Route; when for movement between Richmond and Centralia via Brown Street will be identified as East Route.

Between Richmond and Centralia 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 failure of all communications, train or engine may enter and move through the absolute block at restricted speed only when preceded by a flagman at full flagging distance and flag protection from the rear must be provided. Except when moving under flag protection as result of failure of all communications, protection will not be required within the absolute block.

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 "AY" and Meadow, M.P. 1.0, West Route on west track;

Between "AY" and "FA," M.P. 5.7, West Route on east track;
Between Centralia, M.P. 10.6 and M.P. 21.9, on Appomattox Lead;

Between Centralia, M.P. 10.6 and South Collier, M.P. 29.0;
Between Hermitage, M.P. 3.7N, and Centralia, M.P. 10.9, East Route.

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

SIGNALLED SIDINGS

5—South yard, East Route.

OPERATION BY SIGNAL INDICATION

6—The operation on two tracks:

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

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

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, Bellwood and Hopewell.

WHERE TIME APPLIES

9—Richmond, time of passenger trains applies at Broad Street Station except Auto Train, Nos. 1 and 2, which applies at Acca Yard, time of freight trains applies at Acca Yard; time of trains at Centralia applies at East Route junction switch; time of trains at Collier applies at M. P. 27.0 and time of trains at South Collier applies at Norlina Subdivision junction switch.

REGISTER STATIONS

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

YARD LIMITS

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

RAILROAD CROSSINGS AT GRADE

12—Protected by electrically locked derails:
Rocketts, M. P. 0.7, East Route, SOU. Normally clear S.C.L.

13—Protected by remotely controlled interlocking:
Petersburg (Appomattox lead), M. P. 22.6, N. & W.

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

M. P. 22.0, 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

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

DEFECT DETECTORS

| 16—Location | Protection Provided | Locations of Indicators and Personnel Reading Charts |
|-----------------------|--|---|
| M. P. 17.2 | 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. |
| Petersburg M. P. 23.3 | Single Track, both directions, Hot box. | Indicators west side, M. P. 23.3. Operator, Petersburg. |

SPECIAL RULES

17—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.

18—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.

19—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.

20—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.

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

22—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.

23—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.

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

25—Kingsland Road, M. P. 91, Bellwood, East Route must not be blocked by trains setting off or picking up.

26—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.

27—Trains and engines have equal authority on Appomattox Lead, south of Traffic Control System to Collier via Washington Street operating at yard speed.

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

29—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.

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

- Alleghany Warehouse Co., M. P. 3.2, East Route (E).
- Nat'l. Cylinder Gas Co., M. P. 6.5, East Route (W).
- Realty Properties, Inc., M. P. 6.8, East Route (W).
- Roslyn Farm (Appomattox Lead), M. P. 21.2.
- Nolde Bakery, M. P. 23.6 (W).

SPEED RESTRICTIONS—WEST ROUTE

| 31—Between Mile Posts | MILES PER HOUR | | |
|--|----------------|-------------------|----------------|
| | Psg. Trains | Piggy-back Trains | Freight Trains |
| RF&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 | — |

City Ordinance Speed Restrictions:

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

SPEED RESTRICTIONS—EAST ROUTE

| 32—Between Mile Posts | MILES PER HOUR | | | MILES PER HOUR | | |
|----------------------------------|----------------|-------------------|----------------|----------------|-------------------|----------------|
| | Psg. Trains | Piggy-back Trains | Freight Trains | Psg. Trains | Piggy-back Trains | Freight Trains |
| Both Tracks: 3.5N and 0.5N | 20 | 20 | 20 | 45 | 45 | 45 |
| 0.5N and 0.2 | 15 | 15 | 15 | 45 | 45 | 45 |
| Single Track: 2.0 and 1.0 | 15 | 15 | 15 | 55 | 55 | 55 |
| | | | | 45 | 45 | 45 |
| | | | | 55 | 55 | 55 |
| | | | | 45 | 45 | 45 |

City Ordinance Speed Restrictions:

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

SPEED RESTRICTIONS—HOPEWELL SUBDIVISION

| 33—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 | | |

SPEED RESTRICTIONS—Centralia to South Collier

| Between Mile Posts | Psg. Trains | Piggy-back Trains | Freight Trains |
|----------------------------------|-------------|-------------------|----------------|
| 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:

Petersburg, 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.

CLEARANCE CARDS

1—Raleigh, before leaving, northward trains en route to Collier Subdivision will secure second clearance card endorsed "Collier Subdivision West Route."

Rule 83-A will not apply at South Collier and Norlina.

Northward trains en route Portsmouth Subdivision will obtain clearance card at Henderson.

WHERE TIME APPLIES

2—Time of trains at Norlina applies at station.

Time of first class trains at Raleigh applies at passenger station.

REGISTER STATIONS

3—Raleigh (first class trains will furnish register slip).

SPEED RESTRICTIONS

| 4—Between Mile Posts | MILES PER HOUR | | | Between Mile Posts | MILES PER HOUR | | |
|-------------------------|----------------|--------------------------|-------------------|-----------------------|----------------|--------------------------|-------------------|
| | Psg. Trains | Piggy- back Trains | Freight Trains | | Psg. Trains | Piggy- back Trains | Freight Trains |
| 25.0 and 25.7 | 45 | 45 | 45 | 125.6 and 125.9 | 40 | 40 | 40 |
| 37.3 and 39.2 | 55 | 55 | 55 | 125.9 and 129.9 | 75 | — | — |
| 47.8 and 58.6 | 75 | — | — | 129.9 and 130.2 | 50 | 50 | 50 |
| 58.6 and 59.7 | 70 | — | — | 130.2 and 131.7 | 75 | — | — |
| 59.7 and 60.0 | 60 | 60 | — | 131.7 and 132.0 | 60 | 60 | — |
| 60.0 and 62.6 | 75 | — | — | 132.0 and 132.2 | 40 | 40 | 40 |
| 62.6 and 63.9 | 85 | 65 | — | 132.2 and 132.9 | 60 | 60 | — |
| 63.9 and 64.9 | 50 | 50 | 50 | 132.9 and 137.2 | 75 | — | — |
| 64.9 and 65.1 | 40 | 40 | 40 | 137.2 and 137.8 | 70 | — | — |
| 65.1 and 66.0 | 50 | 50 | 50 | 140.5 and 140.9 | 45 | 45 | 45 |
| 66.0 and 67.1 | 65 | 65 | — | 140.9 and 146.1 | 60 | 60 | — |
| 67.1 and 70.1 | 50 | 50 | 50 | 146.1 and 146.3 | 40 | 40 | 40 |
| 70.1 and 70.3 | 40 | 40 | 40 | 146.3 and 147.2 | 60 | 60 | — |
| 70.3 and 72.9 | 50 | 50 | 50 | 147.2 and 147.7 | 70 | — | — |
| 72.9 and 74.3 | 75 | — | — | West Track: | — | — | — |
| 74.3 and 74.9 | 55 | 55 | 50 | 147.7 and 149.1 | 70 | — | — |
| 74.9 and 75.0 | 40 | 40 | 40 | 149.1 and 154.0 | 75 | — | — |
| 75.0 and 77.0 | 75 | — | — | East Track: | — | — | — |
| 77.0 and 78.9 | 60 | 60 | — | 147.7 and 154.0 | 65 | 65 | — |
| 78.9 and 79.1 | 40 | 40 | 40 | Single Track: | — | — | — |
| 79.1 and 83.0 | 65 | 65 | — | 154.0 and 154.1 | 35 | 35 | 35 |
| 86.2 and 87.1 | 50 | 50 | 50 | 154.1 and 154.5 | 75 | — | — |
| 87.1 and 90.6 | 55 | 55 | 55 | 154.5 and 154.9 | 45 | 45 | 45 |
| 90.6 and 91.4 | 60 | 60 | — | West Track: | — | — | — |
| 95.4 and 96.8 | 60 | 60 | — | 154.9 and 155.3 | 45 | 45 | 45 |
| 96.8 and 98.7 | 40 | 40 | 40 | 155.3 and 156.0 | 20 | 20 | 20 |
| West Track: | — | — | — | 156.0 and 156.3 | 10 | 10 | 10 |
| 98.7 and 103.6 | 60 | 60 | — | East Track: | — | — | — |
| Single Track: | — | — | — | 154.9 and 155.8 | 45 | 45 | 45 |
| 103.6 and 104.7 | 60 | 60 | — | 155.8 and 156.0 | 20 | 20 | 20 |
| 109.0 and 109.4 | 65 | 65 | — | 156.0 and 156.3 | 10 | 10 | 10 |
| 112.0 and 113.3 | 60 | 60 | — | 156.3 and 157.0 | 20 | 20 | 20 |
| 113.3 and 114.8 | 45 | 45 | 45 | | | | |
| 114.8 and 115.6 | 75 | — | — | | | | |

Through turnouts as listed below:

M. P. 37.5, north end house track, 10 M.P.H.

M. P. 103.6, south end two tracks, 45 M.P.H.

M. P. 147.7, north end two tracks, 45 M.P.H.

M. P. 154.8, turnout N.S. conn., 10 M.P.H.

M. P. 154.9, north end two tracks, 20 M.P.H.

M. P. 154.9, turnout north end Raleigh Yard, 15 M.P.M. (W).

M. P. 154.9, all power switches Raleigh Yard tracks, 15 M.P.H.

City Ordinance Speed Restrictions:

La Crosse, 20 M.P.H.

Norlina, 25 M.P.H. between street north of station and M. P. 98.7.

Henderson, 35 M.P.H.

Franklinton, 35 M.P.H.

Wake Forest, 35 M.P.H. between M. P. 139.6 and M. P. 141.0.

Raleigh, 15 M.P.H.

RAILROAD CROSSINGS AT GRADE

5—Protected by electrically locked derails:

La Crosse, M. P. 78.9, N. F. & D. Normally clear S. C. L.

6—Protected by Special Interlocking:

Edgeton, M. P. 154.8, N.S.

When authorized by Control Station to proceed by "Stop" indication, a member of crew will determine that there is no train or engine on conflicting route and signals on conflicting route indicate "Stop" before movement fouls railroad crossing.

BLOCK SIGNAL SYSTEMS

7—Traffic Control System is in service between M. P. 24.9 South Collier and Morgan Street, Raleigh, M. P. 157.0.

SIGNALLED SIDINGS

8—Burgess, Dinwiddie, DeWitt, Warfield, Grandy, Hagood, Henderson (northward siding), Kittrell and Franklinton (northward siding).

SPRING SWITCHES

9—Following spring switch is in signal territory:

Norlina, south end Portsmouth Subdivision siding.

TWO TRACKS

10—Two tracks extend between Norlina, M. P. 98.7 and Manson, M. P. 103.6; between Neuse, M. P. 147.7 and Crabtree, M. P. 154.0; between Edgeton, M. P. 154.9 and Fetner, M. P. 165.0.

DEFECT DETECTORS

| 11—Location | Protection Provided | Locations of Indicators and Personnel reading charts |
|----------------------------|--|--|
| Burgess M. P. 32.6 | Single track, both directions. Hot box and dragging equipment. | Indicators east side, M. P. 32.6. Voice instructions. |
| McKenny M. P. 45.7 | Single track, both directions. Hot box and dragging equipment. | Indicators east side, M. P. 45.7. Voice instructions. |
| Cochran M. P. 62.3 | Single track, both directions. Hot box and dragging equipment. | Indicators east side, M. P. 62.3. Voice instructions. |
| Hagood M. P. 82.5 | Single track, both directions. Hot box and dragging equipment. | Indicators east side, M. P. 82.5. Voice instructions. |
| Middleburg M. P. 106.1 | Single track, both directions. Hot box and dragging equipment. | Indicators east side, M. P. 106.1. Voice instructions. |
| Franklinton M. P. 131.2 | Single track, both directions. Hot box and dragging equipment. | Indicators east side, M. P. 131.2. Voice instructions. |
| Neuse M. P. 147.4 | Single track, both directions. Hot box and dragging equipment. | Indicators east side, M. P. 147.4. Dispatcher, Raleigh |

SPECIAL RULES

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

13—City ordinance of Henderson provides that, after passing over street crossings with one train, another train, engine or car shall not occupy the crossing within 3 minutes after passage of the first train.

14—Trains and engines will flag across road crossings east of Sanford Mills and across Spring Street when using Sou. Ry. Connection at Henderson.

15—Trains working Royal Cotton Mill at Wake Forest, and handling one or more cars, must do so with air coupled, brakes tested and know that brakes are operative.

16—Unless otherwise instructed by yardmaster, sufficient hand brakes must be applied on north end of trains and cuts of cars being yarded at Raleigh.

Upon completing switching operation at north end of Raleigh Yard cars in tracks will be coupled solid and sufficient hand brakes applied on north cars.

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

- Burgess Team Track, M. P. 31.1 (Burgess Siding).
- Continental Can Co., M. P. 45.3.
- Cochran, M. P. 63.9.
- P. H. Rose Spur, M. P. 116.5.
- Rea Construction Co., M.P. 148.6 (W).
- Super Dollar Stores, M. P. 151.8 (E).

Aberdeen Subdivision

WHERE TIME APPLIES

1—Time of first class trains at Raleigh applies at Passenger Station.

REGISTER STATIONS

2—Raleigh Yard Office, Hamlet (Passenger Station and Yard Office "A").

Operators at Hamlet Yard Office "A" will register all first class trains on authority of dispatcher.

SPEED RESTRICTIONS

| Between 3—Mile Posts | MILES PER HOUR | | | Between Mile Posts | MILES PER HOUR | | |
|-------------------------|-----------------|--------------------------|-------------------|-----------------------|-----------------|--------------------------|-------------------|
| | Psgr. Trains | Piggy- back Trains | Freight Trains | | Psgr. Trains | Piggy- back Trains | Freight Trains |
| West Track: | | | | West Track: | | | |
| 155.3 and 156.0 | 20 | 20 | 20 | 219.9 and 222.0 | 60 | 60 | — |
| 156.0 and 156.3 | 10 | 10 | 10 | 222.0 and 223.9 | 70 | — | — |
| 156.3 and 157.0 | 30 | 30 | 30 | 223.9 and 224.6 | 50 | 50 | 50 |
| Southward Tr.: | | | | 224.6 and 226.9 | 60 | 60 | — |
| 157.0 and 157.4 | 20 | 20 | 20 | 226.9 and 228.2 | 65 | 65 | — |
| 157.4 and 164.8 | 70 | — | — | 228.2 and 229.1 | 45 | 45 | 45 |
| East Track: | | | | 229.1 and 232.8 | 75 | — | — |
| 155.8 and 156.0 | 20 | 20 | 20 | East Track: | | | |
| 156.0 and 156.3 | 10 | 10 | 10 | 219.9 and 222.0 | 60 | 60 | — |
| 156.3 and 157.0 | 20 | 20 | 20 | 222.0 and 223.9 | 70 | — | — |
| Northward Tr.: | | | | 223.9 and 224.6 | 50 | 50 | 50 |
| 157.0 and 157.4 | 10 | 10 | 10 | 224.6 and 228.7 | 45 | 45 | 45 |
| 157.4 and 165.0 | 65 | 65 | — | 228.7 and 232.8 | 75 | — | — |
| Single Track: | | | | Single Track: | | | |
| 165.0 and 165.2 | 45 | 45 | 45 | 232.8 and 238.9 | 75 | — | — |
| 171.4 and 173.5 | 70 | — | — | West Track: | | | |
| 185.0 and 187.4 | 60 | 60 | — | 251.3 and 252.0 | 70 | — | — |
| 187.4 and 187.8 | 20 | 20 | 20 | 252.0 and 252.8 | 50 | 50 | 50 |
| 198.7 and 199.1 | 35 | 35 | 35 | 252.8 and 253.0 | 25 | 25 | 25 |
| 200.7 and 201.0 | 60 | 60 | — | 253.0 and 253.4 | 10 | 10 | 10 |
| 201.0 and 203.9 | 70 | — | — | East Track: | | | |
| 203.9 and 205.9 | 60 | 60 | — | 251.3 and 252.8 | 40 | 40 | 40 |
| 205.9 and 208.4 | 70 | — | — | 252.8 and 253.0 | 25 | 25 | 25 |
| 208.4 and 210.5 | 60 | 60 | — | 253.0 and 253.4 | 10 | 10 | 10 |
| 210.5 and 211.1 | 50 | 50 | 50 | | | | |
| 211.1 and 212.5 | 70 | — | — | | | | |
| 219.4 and 219.9 | 60 | 60 | — | | | | |

Through turnouts and crossovers as listed below:

- M. P. 156.5, turnout Raleigh Yard, 10 M.P.H. (W).
- M. P. 156.5, main track crossover, 10 M.P.H.
- M. P. 171.0, turnout to storage tracks, 10 M.P.H.
- M. P. 171.5, turnout to storage tracks, 10 M.P.H.
- M. P. 228.6, turnout A&R conn. track, 10 M.P.H. (E).

City Ordinance Speed Restrictions:

- Raleigh, 15 M.P.H.
- Cary, 25 M.P.H.

- Apex, 35 M.P.H.
- Sanford, 35 M.P.H. between Chisolm St. (Cotton Mill crossing) and Wood Yard.
- Southern Pines, 15 M.P.H.
- Aberdeen, 35 M.P.H. over street crossings between M. P. 228.3 and crossing south of station.

RAILROAD CROSSINGS AT GRADE

- 4—Protected by standard semaphore crossing signal: Hamlet, M. P. 253.4. Normally clear Aberdeen Subdivision.
- 5—Protected by electrically locked derrails: Bonsal, M. P. 180.1, N.S. Normally clear S. C. L. Sanford, M. P. 199.0, S. C. L.—Sou. Normally clear Aberdeen Subdivision.

6—Protected by attended interlocking: Raleigh Tower, M. P. 157.2, N. S.

7—Protected by Special Interlocking: Apex, M. P. 171.0, D. & S.

When authorized by Control Station to proceed by "Stop" indication, a member of crew will determine that there is no train or engine on conflicting route and signals on conflicting route indicate "Stop" before movement fouls railroad crossing.

INTERLOCKINGS

8—Protected by remotely controlled interlocking: Fetner, M. P. 165.1.

BLOCK SIGNAL SYSTEMS

9—Single Track Automatic Block System is in service on 80's track No. 1, 80's track No. 2 and on arrival track between M. P. 252.4 and 253.3, Hamlet Yard.

10—Two Track Automatic Block System is in service between Morgan Street, Raleigh, M. P. 157.0 and Fetner, M. P. 164.8.

11—Traffic Control System is in service between Fetner, M. P. 164.8 and M. P. 253.0, Hamlet.

SIGNALED SIDINGS

- 12—Apex, northward siding.
- New Hill, northward and southward sidings.
- Colon.
- Cameron, southward siding.
- Hoffman, between M. P. 238.4 and M. P. 241.7. (Maximum speed on Hoffman signaled siding 45 M.P.H.).

SPRING SWITCHES

- 13—Following spring switch is in signal territory: South end southward departure track, M. P. 253.4.
- 14—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: Hamlet Yard, north end No. 2 track, new yard, M. P. 250.5, 15 M.P.H.

TWO TRACKS

15—Two tracks extend between Edgeton, M. P. 154.9 and Fetner, M. P. 164.9; between Fleet, M. P. 219.9 and Addor, M. P. 232.8 and between South Hamlet Yard, M. P. 250.3 and Hamlet, M. P. 253.4.

OPERATION BY SIGNAL INDICATION

16—The operation on two tracks between Morgan Street, Raleigh, M. P. 157.0, and Fetner, M. P. 164.9, 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.

DEFECT DETECTORS

| 17—Location | Protection Provided | Locations of Indicators and Personnel reading charts |
|------------------------|--|---|
| Cary M. P. 165.5 | Single track, both directions. Hot box and dragging equipment. | Indicators west side, M. P. 165.5. Dispatcher, Raleigh. |
| Moncure M. P. 190.9 | Single track, both directions. Hot box and dragging equipment. | Indicators east side, M. P. 190.9. Voice instructions. |
| Cameron M. P. 213.8 | Single track, both directions. Hot box and dragging equipment. | Indicators west side, M. P. 213.8. Voice instructions. |
| Addor M. P. 232.9 | Single track, both directions. Hot box and dragging equipment. | Indicators east side, M. P. 232.9. Voice instructions. |

SPECIAL RULES

18—Unless otherwise instructed by yardmaster, sufficient hand brakes must be applied on north end of trains and cuts of cars being yarded at Raleigh.

Upon completion of switching operations at north end of Raleigh Yard cars in tracks will be coupled solid and sufficient hand brakes applied on north cars.

19—Trains and engines must not exceed 10 M.P.H., until engine or car covers Old U.S. 1, crossing on Allied Chemical lead track, M. P. 184.9.

20—Sanford, hand throw derail on Southern Railway main track 150 feet east of S. C. L. Railroad crossing; also between west end of west crossover and A&W connection track switch.

21—Unless otherwise instructed by yardmaster, crews in yarding trains in receiving yard at Hamlet must apply hand brakes on first 3 cars behind engine and on head 3 cars left in track after doubling and notify yardmaster if additional brakes are applied.

22—Switch tenders are located north of Hamlet Avenue, Hamlet, for the purpose of handling and/or directing the handling of switches and directing the movement of all trains and engines between Hamlet Avenue crossing and M. P. 253.0. All train and engine movements must approach at restricted speed and will stop before entering these limits unless authorized to proceed by hand signals given by switch tender (green flag by day or green light by night). Trains and engines receiving and acknowledging switch tender's proceed signal by giving Signal 14 (g) may proceed at restricted speed within the switch tender's limits on the time of superior trains.

When a "STOP" indication is displayed by southward high signal, M. P. 252.9, northward high signal, M. P. 253.2, and northward dwarf signal, M. P. 253.2 movements may proceed at restricted speed without stopping or securing permission from the dispatcher when authorized to proceed by the switch tender.

Southward passenger trains, after passing through the switch tender's limits, will continue at restricted speed to station on track for which switches are lined, unless otherwise directed.

Switch tender on duty will handle switches to crossover leading from Departure Track to 80's Track No. 1, and from 80's Track No. 2, near Mile Post 252.9. Trains and engines using these switches will, if switches are properly lined, proceed to Mile Post 253.0 before being required to get hand signal from switch tender.

These instructions do not relieve crews from observing the rules and other special instructions pertaining to their movements.

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

Cary, M. P. 165.3.
Riegel Paper Co., M. P. 199.6.
Harristown, M. P. 215.2.
McDonald Brothers, Inc., M. P. 222.4 (W).
Catawba Timber Co., M. P. 229.1 (E).
Pine Bluff, M. P. 231.6 (W).
Pleasants Sand and Supply Co., M. P. 237.6.
Hoffman, M. P. 239.1.
West End Table Co., M. P. 241.4 (Hoffman Siding).
Marston, M. P. 243.0.
Richmond Distributing Co., M. P. 251.1 (W).

Monroe Subdivision**CLEARANCE CARDS**

1—Rule 83-A will not apply at West Hamlet.

Trains will obtain clearance card before leaving Hamlet Yard, Monroe and Charlotte.

WHERE TIME APPLIES

2—Time of trains at Monroe applies at telegraph office.

Time of trains at Charlotte applies at telegraph office.

Time of trains at Mount Holly applies at switch to connection track, M. P. 341.8.

Time of trains at Bostic applies at C.C.&O. yard lead.

REGISTER STATIONS

3—Hamlet, Yard Office "A", Monroe, Charlotte and C.C.&O. Yard.

Train Nos. 245, 246, 289 and 292 will furnish register slip at Monroe and Charlotte.

Train Nos. 269 and 270 will register at Mount Holly, furnishing operator register slip when on duty.

YARD LIMITS

4—Hamlet, Rockingham, Gravelton, Wadesboro, Monroe, East Charlotte, Charlotte, Pinoca Yard, Mount Holly, Shelby, Bostic-C.C.&O. Yard and Rutherfordton.

JUNCTION SWITCHES

5—Bostic, M. P. 403.9, lined for movements on C.C.&O. Yard lead.

SPEED RESTRICTIONS

| Between 6—Mile Posts | All Trains M.P.H. | Between Mile Posts | All Trains M.P.H. |
|-------------------------|----------------------|-----------------------|----------------------|
| 253.4 and 255.0 | 50 | 277.5 and 279.7 | 40 |
| 255.0 and 257.4 | 55 | 279.7 and 280.8 | 50 |
| 257.4 and 260.0 | 40 | 283.9 and 284.2 | 60 |
| 260.0 and 263.5 | 50 | 288.8 and 289.4 | 50 |
| 263.5 and 264.3 | 40 | 303.1 and 306.0 | 55 |
| 264.3 and 265.2 | 45 | 306.0 and 306.2 | 30 |
| 265.2 and 267.7 | 65 | 321.1 and 321.4 | 45 |
| 267.7 and 269.8 | 55 | 322.8 and 323.1 | 45 |
| 269.8 and 270.4 | 40 | 327.1 and 327.9 | 45 |
| 270.4 and 272.4 | 60 | 327.9 and 328.4 | 40 |
| 272.4 and 273.4 | 55 | 328.4 and 329.9 | 35 |
| 273.4 and 274.3 | 45 | 383.8 and 384.0 | 20 |

Through turnout M. P. 372.7, 10 M. P. H.

City ordinance speed restrictions:

Marshville, 35 M. P. H.

Monroe, 25 M. P. H.

Matthews, 30 M. P. H.

Charlotte, 25 M. P. H., except 15 M. P. H. over street crossings.

Mt. Holly, 30 M. P. H., except 20 M. P. H. over crossings between South Lee Street at Depot and Main Street.

Stanley, 25 M. P. H.

Lincolnton, 15 M. P. H. over all street crossings.

Cherryville, 20 M. P. H. over all street crossings.

RAILROAD CROSSINGS AT GRADE

7—Protected by standard semaphore crossing signal: Hamlet, M. P. 253.4. Normally clear Aberdeen Subdivision.

8—Protected by "Stop" boards:

Charlotte, M. P. 330.0, N.S., Sou. and S. C. L.

Rutherfordton, M. P. 410.1, Sou.

9—Protected by non-electrically locked gates:

Charlotte, M. P. 330.7, Sou. Normally clear S. C. L.

Mt. Holly, M. P. 341.6, S.C.L. Normally clear Monroe Subdivision.

Shelby, M. P. 384.6, Sou. Normally clear S. C. L.

Lattimore, M. P. 391.7, Sou. Normally clear Sou., 8:00 A.M. to 5:00 P.M., Monday through Saturday, normally clear S. C. L. 5:00 P.M. to 8:00 A.M., daily and from 8:00 A.M. to 5:00 P.M. Sunday.

10—Protected by remotely controlled interlocking:

Charlotte, M. P. 330.6, Sou.

BLOCK SIGNAL SYSTEMS

11—Single Track Automatic Block System is in service between Signal F-2537, West Hamlet, M. P. 253.7 and Monroe, M. P. 306.2.

SPRING SWITCHES

12—Following spring switches are in signal territory:

Pee Dee, east end siding.

Lilesville, east end siding.

Wadesboro, east end eastward siding.

Folkton, east end siding.

Monroe, east end long yard lead.

13—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:

West Hamlet, east end siding 15 M. P. H.

Duke, east and west end siding.

Cherryville, west end siding.

DEFECT DETECTORS

14—Locations Protection Locations of Indicators and Personnel reading charts Provided

Pee Dee Single track, Indicators south side, M. P. 268.2 both directions. M. P. 268.2. Hot box and dragging equipment. Voice instructions.

Marshville Single track, Indicators north side, M. P. 292.9 both directions. M. P. 292.9. Hot box and dragging equipment. Voice instructions.

Stanley Single track, Indicators north side, M. P. 353.1 both directions. M. P. 353.1. Hot box and dragging equipment. Voice instructions.

Cherryville Single track, Indicators north side, M. P. 373.8 both directions. M. P. 373.8. Hot box and dragging equipment. Voice instructions.

Lattimore Single track, Indicators north side, M. P. 391.5 both directions. M. P. 391.5. Hot box and dragging equipment. Voice instructions.

SPECIAL RULES

15—The time of trains shown at Hamlet Yard is for information only, trains and engines moving north of Hamlet (Passenger station), will be governed by Aberdeen Subdivision special instructions.

16—Trains and engines including first class trains will have equal authority and move on either main track or siding in either direction between west end siding West Hamlet and Switch Tenders Limits Hamlet Avenue Crossing at yard speed as authorized by either Operator Hamlet Passenger Station, Switch Tender or indication of eastward control signal west end siding West Hamlet.

17—An indicator (dwarf), indicating "lunar white" only, under control of the operator, is located 50 feet west of Raleigh Street between main track and West Hamlet siding.

When indicating "lunar white", eastward freight trains are authorized to proceed to switch tender's limits, M. P. 253.2, and be governed by signal from switch tender.

When indicator is not "lighted," freight trains will stop clear of indicator and member of crew will call operator for instructions.

18—Trains and engines will be operated at yard speed, not exceeding 10 M.P.H., on Rockingham Spur, M. P. 260.4.

19—A secondary track is located on south side of main track at Gravelton extending from M. P. 268.5 to east end siding, Lilesville, M. P. 272.0. East Crossover located Mile Post 270.7 with main line switch opening east may be used by eastward trains picking up and setting off. West Crossover located M. P. 271.5 with main line switch opening west may be used by westward trains in picking up and setting off.

Trains and engines using secondary track will operate at yard speed not exceeding 15 M. P. H. Unless otherwise provided, secondary track must be left clear. Except for picking up and setting off through east or west crossovers, trains must not use secondary track unless authorized by dispatcher.

20—Trains and engines will approach and move at yard speed between M. P. 305.7 at Monroe and underpass, M. P. 306.3 (Abbeville Subdivision). Second and inferior class trains, extra trains and engines may work upon the time of eastward Monroe Subdivision first class trains within these limits, but they must give way as promptly as practicable.

21—Charlotte, movement must be preceded by flagman before fouling North Brevard Street.

When a train or engine is operated in switching movements on side tracks, flagman must protect all crossings.

REGISTER STATIONS

1—Charlotte (Pinoca Yard) and Gastonia (shop).

YARD LIMITS

2—Charlotte (Pinoca Yard), Sodyeco-Mount Holly, North Belmont and Ranlo-Gastonia.

SPEED RESTRICTIONS

| Between 3—Mile Posts | All Trains M.P.H. |
|-------------------------|----------------------|
| 0.1 and 0.2 | 10 |
| 11.2 and 11.7 | 25 |
| 22.9 and 23.0 | 5 |

City Ordinance Speed Restrictions:

Charlotte, movement must be stopped or protected by flagman before crossing West Third, West Second and Mint Streets. When a train or engine is operated in switching movements on side tracks, flagman must protect all crossings.

Gastonia, all movements will not exceed 5 M.P.H. over Modena Street, M.P. 21.8.

RAILROAD CROSSINGS AT GRADE

4—Protected by electrically locked derails:

Gastonia, M. P. 23.4 C&NW. Normally clear S.C.L. (S.C.L.-SOU. connection track).

SPECIAL RULES

5—Trains and engines will operate at yard speed not exceeding line speed on Belmont Spur, M.P. 13.6.

6—Trains and engines will operate at yard speed not exceeding 15 M.P.H. on Spencer Mountain Lead, M.P. 19.8.

Terrell Subdivision

CLEARANCE CARDS

1—Authority to enter, move or leave the yard limits at Mount Holly-Riverbend will not be required except trains or engines en route northward beyond yard limit board M. P. 5.5, will obtain oral authority from dispatcher before leaving Mount Holly. Clearance card will not be required.

YARD LIMITS

2—Mount Holly-Riverbend and Terrell.

JUNCTION SWITCHES

3—Mount Holly, M.P.O.1, lined for movements on connection track.

SPEED RESTRICTIONS

| Between 4—Mile Posts | All Trains M.P.H. |
|-------------------------|----------------------|
| 0.0 and 0.8 | 10 |
| 7.2 and 8.1 | 20 |

RAILROAD CROSSINGS AT GRADE

5—Protected by non-electrically locked gates:

Mount Holly, M.P. 0.2, S.C.L. Normally clear Monroe Subdivision.

SPECIAL RULES

6—Duke Power Co., Southern Railway and S.C.L. trains and engines will jointly use Plant Marshall yard tracks at Terrell and have equal rights and authority.

7—Main track switches Mount Holly (Dutchman's Yard) may be left in reverse position and trains and engines must approach them prepared to stop and must know that they are properly set for movement to be made before passing over them.

Derails on yard tracks Mount Holly (Dutchman's Yard) will be lined and locked in off position when the tracks are not occupied and trains and engines must approach them prepared to stop and must know that they are properly set for movement to be made before passing over them.

Wilmington Subdivision

CLEARANCE CARDS

1—Trains will obtain clearance card before leaving Hamlet Yard and Smith's Creek Yard.

Hamlet Yard, trains en route South End Subdivision, will get second clearance card endorsed "South End Subdivision" and at Pembroke will retain identity, proceeding on signal indication and clearance card will not be required.

Rule 83-A will not apply at East Junction and Navassa.

WHERE TIME APPLIES

2—Time of trains at Navassa applies at Junction switch. Time of trains at Laurinburg applies at Old House Track. Time of trains at East Junction applies at Junction switch.

REGISTER STATIONS

3—Hamlet Yard Office "A," Acme and Smith's Creek Yard. Trains will furnish register slip at Acme, while operator is on duty.

YARD LIMITS

4—Hamlet, Laurinburg, Maxton, Pembroke, Lumberton, Acme, Navassa Yard-Navassa Jet-Hilton-Smith's Creek Yard.

JUNCTION SWITCHES

5—Lumberton, M.P. 297.6, lined for movements on Wilmington Subdivision.

Navassa, M. P. 360.4, lined for movements on Pee Dee Subdivision.

Yadkin Junction, M. P. C246.6, lined for movements on Pee Dee Subdivision.

Hilton, M. P. C245.8, lined for movements on Pee Dee Subdivision.

SPEED RESTRICTIONS

| 6—Between Mile Posts | All Trains M.P.H. |
|---------------------------------|----------------------|
| 253.3 and 254.0 | 30 |
| 269.0 and 269.2 | 20 |
| 285.3 and 286.1 | 30 |
| 248.2 and 248.3 (Pee Dee Subd.) | 20 |
| 245.8 and 245.9 (Pee Dee Subd.) | 20 |

15 M.P.H. through turnouts and on connection track between Wilmington Subdivision and South End Subdivision at Pembroke.

All movements on Cape Fear Spur:

East and West legs of Wye 10 M. P. H.
From stem of Wye to derail switch 20 M. P. H.
From derail switch to end 10 M. P. H.

City Ordinance Speed Restrictions:

Maxton, 25 M.P.H. over all street crossings.

RAILROAD CROSSINGS AT GRADE

7—Protected by standard semaphore crossing signal:

Hamlet, M. P. 253.4. Normally clear Aberdeen Subdivision.

8—Protected by non-electrically locked gates:
 Acme, M. P. 346.3, S. C. L. Normally clear Wilmington Subdivision.
 Maxton, M. P. 275.6, S. C. L. Normally clear Wilmington Subdivision.
 Laurinburg, M. P. 269.2, L. & S. Normally clear S. C. L.

9—Protected by Special Interlocking:

Pembroke, M. P. 285.7, S. C. L.

When authorized by Control Station to proceed by "Stop" indication, a member of crew will determine that there is no train or engine on conflicting route and signals on conflicting route indicate "Stop" before movement fouls railroad crossing.

10—Protected by "Stop" boards:

Navassa, M. P. 860.2, S. C. L.

DRAWBRIDGES

11—Not protected by interlockings:

Cape Fear River, Navassa, M. P. 248.2, (Pee Dee Subd.), attended.

North East River, Hilton, M. P. 245.9, (Pee Dee Subd.), 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.

BLOCK SIGNAL SYSTEMS

12—Traffic Control System is in service between M. P. 254.1 at East Junction and M. P. 253.3, Hamlet Avenue, Hamlet.

DEFECT DETECTORS

| 13—Locations | Protection Provided | Locations of Indicators and Personnel reading charts |
|---------------------------|---|---|
| Laurinburg M. P. 266.0 | Single track, both directions. Hot box and dragging equipment | Indicators south side, M. P. 266.0. Voice instructions. |

SPECIAL RULES

14—The time of trains shown at Hamlet Yard is for information only, trains and engines moving north of Hamlet Ave., will be governed by Aberdeen Subdivision special instructions.

15—Engines must not be operated on tracks on dock trestles at Wilmington.

16—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.

17—Trains and engines will operate at yard speed not exceeding 20 M.P.H. on Cape Fear Spur, M. P. 354.6.

18—Pembroke town ordinance prohibits crossings being blocked for longer than 10 minutes.

OPERATION BETWEEN HILTON AND NAVASSA

19—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.

St. Paul Subdivision

CLEARANCE CARDS

1—Clearance card will not be required at St. Paul.

REGISTER STATION

2—Lumberton.

YARD LIMITS

3—Lumberton.

JUNCTION SWITCHES

4—Lumberton, M. P. 297.6, lined for movements on Wilmington Subdivision.

SPEED RESTRICTIONS

5—City Ordinance Speed Restrictions:

Lumberton, 10 M.P.H. over all street crossings and Highway 211 by-pass.

SPECIAL RULES

6—Movements over following street crossings must be preceded by member of crew:

Lumberton, N.C.:

Second Street (Highway 74).

Elizabethtown Road (Highway 41).

Highway 211, By-Pass.

Fayetteville Road (Highway 301-A).

Highway 74 (C.P.&L. Lead).

St. Paul, N.C.:

Broad Street.

7—Trains and engines will not exceed speed of 5 M.P.H. on Jennings Spur and movements over Walnut Street and Floyd Avenue must be preceded by member of crew.

8—Trains and engines will operate at yard speed, not exceeding 25 M.P.H., except 15 M.P.H. between M. P. 311.1 and M. P. 311.3 on Duart Spur, M. P. 311.1.

Movements must be preceded by flagman before fouling following road crossings:

Broad Street, Highway 20 (St. Paul, N.C.), M. P. 311.1.

Louisadell Street, S.R. 1911 (St. Paul, N.C.), M. P. 311.6.

Shaw's Mill Road, S.R. 1907, M. P. 312.5.

Judd Dean Road, S.R. 1919, M. P. 313.1.

Britt Road, S.R. 1920, M. P. 314.7.

Chicken Foot Road, S.R. 1300, M. P. 316.7.

Bladen Union Church Road, S.R. 1302, M. P. 318.1.

S. R. 1303, M. P. 319.6 (Inside Dupont Plant Limits).

9—Nos. 435 and 436 will not protect against following extra trains between Lumberton and St. Paul.

Portsmouth Subdivision

CLEARANCE CARDS

1—Portsmouth (Shops), trains en route North End Subdivision, will get second clearance card endorsed "North End Subdivision" and at Weldon Yard will retain identity, proceeding on signal indication and clearance card will not be required.

Northward trains enroute from "North End Subdivision", which obtained clearance card endorsed "Raleigh Division" before leaving South Rocky Mount will leave Weldon without clearance card.

Rule 83-A will not apply at Norlina.

REGISTER STATIONS

2—Portsmouth (Shops) and Roanoke Rapids.

YARD LIMITS

3—Portsmouth (Shops), Suffolk, Franklin, Boykins, Weldon-Roanoke Rapids and Norlina.

JUNCTION SWITCHES

4—Weldon, M.P. 78.8, lined for movements on connection track to North End Subdivision.

SPEED RESTRICTIONS

| | All Trains M.P.H. |
|--------------------------------|----------------------|
| 5--Between Mile Posts | |
| 16.2 and 16.7 | 25 |
| 78.3 and 78.6 | 10 |
| 82.7 and 82.9 (Northward only) | 10 |

15 M.P.H. through turnouts and on connection track between Portsmouth Subdivision and East End Subdivision at Suffolk.

City Ordinance Speed Restrictions:

Portsmouth, 12 M.P.H. between M. P. 0.0 and M. P. 1.2.
 20 M. P. H. between M. P. 1.2 and M. P. 2.7.
 45 M. P. H. between M. P. 2.7 and M. P. 5.8.
 Suffolk, 25 M. P. H.
 Franklin, 20 M. P. H.
 Boykins, 25 M. P. H.
 Seaboard, 40 M. P. H.
 Weldon, 15 M. P. H. over Poplar and Hotel Street crossings.
 Littleton, 35 M. P. H.

RAILROAD CROSSINGS AT GRADE

6—Protected by automatic interlockings:
 Portsmouth (Shops), M. P. 2.1, N. & P. Belt Line, 20 M. P. H.
 Until engine reaches crossing.
 Algren, M. P. 9.4, N. & W.

SPRING SWITCHES

7—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:

Suffolk, M. P. 16.4, 15 M.P.H.

Weldon, M. P. 78.8, 15 M.P.H.

SPECIAL RULES

8—Portsmouth, movements must approach Godwin, South Elm, Effingham, Washington, Dinwiddie, Court and Crawford Streets looking out for vehicular traffic.

9—Trains using N. F. & D. connection track at Franklin must flag across Second Avenue.

10—All engines using joint S. C. L.-N. F. & D.-Union-Camp tracks at Franklin will move at yard speed.

11—Cars must not be left standing within 60 feet of sidewalks of High Street, Franklin.

12—Cars must not be left standing within 75 feet of Hotel Street, Weldon. Cars on storage track must not be placed nearer than 240 feet of Poplar Street crossing.

Lewiston Subdivision**CLEARANCE CARDS**

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

REGISTER STATIONS

2—Boykins.

YARD LIMITS

3—Boykins and Lewiston.

SPEED RESTRICTIONS

4—City Ordinance Speed Restrictions:
 Rich Square, 15 M. P. H.

RAILROAD CROSSINGS AT GRADE

5—Protected by non-electrically locked gates:
 Kelford, M. P. 84.3, S. C. L. Normally clear East End Subdivision.

SPECIAL RULES

6—Trains will not obstruct street more than 10 minutes at Rich Square.

7—Nos. 493 and 494 will not protect against following extra trains between Boykins and Lewiston.

Pittsboro Subdivision**CLEARANCE CARDS**

1—Rule 83-A will not apply at Moncure and Pittsboro.

REGISTER STATIONS

2—Moncure.

YARD LIMITS

3—Moncure and Pittsboro.

SPECIAL RULES

4—Nos. 431 and 432 will not protect against following extra trains between Moncure and Pittsboro.

Caroleen Subdivision**REGISTER STATIONS**

1—Ellenboro.

YARD LIMITS

2—Ellenboro, and Caroleen (inc. Caroleen Jct., Cliffside and Henrietta).

JUNCTION SWITCHES

3—Ellenboro, M. P. 398.2, lined for movements on Monroe Subdivision.

RAILROAD CROSSINGS AT GRADE

4—Protected by "Stop" boards:
 Cliffside Jct., M. P. 402.3, Cliffside Railroad.

SPECIAL RULES

5—Engines are prohibited on coal trestles, Henrietta and Caroleen and on curve approaching coal trestle, Henrietta.

6—Nos. 433 and 434 will not protect against following extra trains between Ellenboro and Caroleen.

Durham Subdivision**REGISTER STATIONS**

1—Durham and Henderson.

YARD LIMITS

2—Durham-East Durham, Dickerson, Oxford and Henderson.

SPEED RESTRICTIONS

| | All Trains M.P.H. |
|-----------------------|----------------------|
| 3--Between Mile Posts | |
| 117.2 and 117.4 | 20 |
| 140.1 and 140.3 | 15 |
| 148.8 and 149.0 | 15 |

City Ordinance Speed Restrictions:

Durham, 20 M. P. H.

RAILROAD CROSSINGS AT GRADE

4—Protected by "Stop" boards:
 M. P. 150.8, Sou.
 Durham, M. P. 155.7, N&W.

INTERLOCKINGS

5—Protected by automatic interlocking:
 East Durham, M. P. 153.9 Sou. and N.S.

SPRING SWITCHES

6—Following spring switch is protected by interlocking signals:
East Durham, M. P. 153.9.

JOINT TRACKS

7—Durham & Southern, Norfolk Southern and Norfolk and Western trains and engines will be operated between East Durham Tower and Durham.

SPECIAL RULES

8—Trains and engines will operate at yard speed not exceeding 20 M.P.H. on Oxford Lead, M. P. 124.1.

9—Trains and engines will flag across road crossing east of Sanford Mill and across Spring Street when using Sou. Ry. connection at Henderson.

10—Nos. 455 and 456 will not protect against following extra trains between Henderson and Durham.

Louisburg Subdivision**REGISTER STATIONS**

1—Franklinton.

YARD LIMITS

2—Louisburg and Franklinton.

SPECIAL RULES

3—Trains will flag Tarboro road crossing, Louisburg, by walking a man ahead of the train with red flag by day and red light by night.

4—Nos. 465 and 466 will not protect against following extra trains between Franklinton and Louisburg.

RULES RICHMOND TERMINAL COMPANY

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

2—Conductors, trainmen, enginemen 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 with 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 Engineman 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 train 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.

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 |
| Ampihill (E) | 5.1 | S 5 | Yard | North |
| Texas Oil Company (W) | 6.4 | S 6 | 11 | South |
| National Cylinder Gas Company (W) | 6.5 | S 7 | 12 | South |
| Bellbluff (W) | 8.9 | S 9 | Yard | North |

HOPEWELL SUBDIVISION — RICHMOND TERMINAL

| NAME | Mile Post | Station Nos. | Car Capacity | Opening |
|-----------------------------------|-----------|--------------|--------------|---------|
| 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.

PORTSMOUTH SUBDIVISION

| NAME | Mile Post | Station Nos. | Car Capacity | Opening |
|-----------------------------------|-----------|--------------|--------------|---------|
| Alexander Park | 4.1 | SA 4 | 17 | North |
| Seaguard | 5.6 | SA 6 | 5 | North |
| Suffolk Concrete Products Company | 15.3 | SA 15 | 18 | Both |
| Lipton Tea Company | 18.9 | SA 19 | 18 | South |
| Headframe | 20.1 | SA 20 | 10 | South |
| Fisher Peanut Co. | 20.1 | SA 20 | 5 | South |
| Albermarle Paper Company | 22.2 | SA 22 | 13 | South |
| Purvis | 26.2 | SA 26 | 1 | South |
| Wilford Siding | 40.1 | SA 40 | 16 | North |
| Hercules Powder Company | 41.5 | SA 42 | 26 | Both |
| Hercules Powder Company | 41.6 | SA 42 | 46 | North |
| Hercules Powder Company | 41.7 | SA 42 | 30 | North |
| Newsoms | 49.1 | SA 49 | 18 | Both |
| Margaret | 63.2 | SA 63 | 32 | South |
| Union-Camp | 67.9 | SA 68 | 32 | South |
| Gumberry | 72.6 | SA 73 | 19 | Both |
| Mitchell | 81.3 | SA 81 | 5 | North |
| Joyner Wholesale | 81.7 | SA 82 | Yard | South |
| Stone and Webster | 85.0 | SA 85 | Yard | South |
| Thelma | 91.0 | SA 91 | 7 | North |
| Vaughan | 104.0 | SA 104 | 13 | Both |
| Warren Plains | 113.3 | SA 113 | 38 | Both |

LOUISBURG SUBDIVISION

| NAME | Mile Post | Station Nos. | Car Capacity | Opening |
|-------------------------|-----------|--------------|--------------|---------|
| Estel Container, Inc. | 135.1 | SC 135 | 3 | South |
| Katesville | 135.8 | SC 136 | 13 | North |
| Continental Can Company | 136.0 | SC 136 | 15 | North |
| Rishel Furniture Co. | 137.4 | SC 137 | 13 | South |
| Gay Product Company | 138.4 | SC 138 | 9 | South |
| Summit Lumber Company | 138.4 | SC 138 | 7 | South |

NORLINA SUBDIVISION

| NAME | Mile Post | Station Nos. | Car Capacity | Opening |
|------------------------------|-----------|--------------|--------------|---------|
| Continental Can Company | 45.3 | S 45 | 45 | South |
| Southern Materials Company | 51.8 | S 52 | 45 | Both |
| Cochran | 63.9 | S 64 | 9 | North |
| Bracey | 86.4 | S 86 | 31 | Both |
| Ridgeway (W) | 100.9 | S 101 | 11 | Both |
| Manson (W) | 103.7 | S 104 | 16 | North |
| Athey Products Company | 142.8 | S 143 | 17 | South |
| Burlington Mills | 145.7 | S 146 | 21 | Both |
| Mallinckrodt Chemical Works | 146.4 | S 146 | 70 | North |
| Neuse | 147.3 | S 147 | 15 | Both |
| Rea Construction Company (W) | 148.6 | S 149 | 9 | North |
| Millbrook (W) | 151.3 | S 151 | 31 | North |
| Super Dollar Stores (E) | 151.8 | S 152 | 14 | North |
| Raleigh Industrial Park (W) | 152.3 | S 152 | Yard | North |
| Crabtree Ind. Park (W) | 153.4 | S 153 | Yard | North |

ABERDEEN SUBDIVISION

| NAME | Mile Post | Station Nos. | Car Capacity | Opening |
|------------------------------------|-----------|--------------|--------------|---------|
| Camp Polk No. 1 (W) | 161.0 | S 161 | 30 | Both |
| Camp Polk No. 2 (W) | 161.4 | S 161 | 13 | South |
| Mitchell Distributing Company (W) | 161.5 | S 162 | 7 | South |
| Armo (W) | 162.3 | S 162 | 13 | South |
| Universal Distributing Company (W) | 162.7 | S 163 | 11 | South |
| N.C. Butane Gas Company (W) | 163.1 | S 163 | 5 | South |
| Aeroglide Corporation (W) | 163.4 | S 163 | 12 | South |

ABERDEEN SUBDIVISION (Continued)

| NAME | Mile Post | Station Nos. | Car Capacity | Opening |
|-----------------------------------|-----------|--------------|--------------|---------|
| Public Service Company (W) | 164.0 | S 164 | 17 | South |
| Cary | 165.3 | S 165 | 22 | South |
| Bonsal | 180.1 | S 180 | 34 | Both |
| Allied Chemical Co. | 184.9 | S 185 | 116 | North |
| Phoenix Utility Company | 185.8 | S 186 | Conn. | South |
| Harristown | 215.2 | S 215 | 14 | North |
| McDonald Brothers, Inc. (W) | 222.4 | S 222 | 6 | North |
| Pine Bluff (W) | 231.6 | S 232 | 3 | South |
| Pleasants Sand and Supply Company | 237.6 | S 238 | 30 | North |
| *West End Table Company | 241.4 | S 241 | 7 | North |
| Marston | 243.0 | S 243 | 29 | North |

*Breaks from Hoffman siding.

MONROE SUBDIVISION

| NAME | Mile Post | Station Nos. | Car Capacity | Opening |
|------------------------------------|-----------|--------------|--------------|---------|
| Riegel Paper Company | 257.2 | SF 256 | 10 | West |
| Hannah Picket | 258.0 | SF 258 | 32 | West |
| Entwistle Manufacturing Company | 258.0 | SF 258 | 30 | West |
| ROCKINGHAM SPUR (5.7 miles) | 260.0 | | | East |
| Carolina Paper Co. No. 2 | 0.1 | SF 1 | 19 | West |
| Carolina Paper Co. No. 1 | 0.1 | SF 1 | 7 | West |
| Midway Team Track | 0.3 | SF 1 | 1 | East |
| Carolina Standard | 0.2 | SF 1 | 5 | East |
| Sengo Beverages | 1.3 | SF 1 | 3 | West |
| Rowan Distributing Co. | 1.5 | SF 2 | 4 | West |
| J.P. Stevens | 1.6 | SF 2 | 20 | West |
| Aleo Mill | 2.1 | SF 2 | 4 | East |
| Beaufit | 2.7 | SF 3 | 57 | West |
| Par Gas Co. | 4.6 | SF 5 | 1 | West |
| National Packaging Co. | 5.0 | SF 5 | 4 | East |
| Marrison | 6.1 | SF 5 | 10 | Both |
| Hudson Pulp & Paper Corp. | 6.0 | SF 6 | 8 | East |
| Catawba Timber Co. | 274.8 | SF 275 | 18 | West |
| Carolina Timber Company | 291.9 | SF 292 | 4 | East |
| Catawba Timber Company | 291.9 | SF 292 | 16 | West |
| Festival Homes, Inc. | 294.5 | SF 295 | 13 | East |
| Raybestos Manhattan, Inc. | 295.0 | SF 295 | 8 | West |
| Thomas Gas Company | 296.8 | SF 297 | 9 | East |
| Golden Grains, Inc. | 302.2 | SF 302 | 55 | Both |
| Camp Sutton No. 1 | 302.5 | SF 303 | 40 | Both |
| Camp Sutton No. 2 | 303.0 | SF 303 | 16 | East |
| Helms Wood Shop | 307.8 | SF 308 | 2 | West |
| Superior Stone Company | 310.8 | SF 311 | 7 | Both |
| Charlotte Pipe & Foundry | 311.2 | SF 311 | 34 | East |
| Kendris | 312.0 | SF 312 | 28 | West |
| Atlantic Lumber Company | 315.1 | SF 315 | 17 | West |
| Providence Equipment Company | 326.5 | SF 327 | 16 | Both |
| McClure Lumber Company | 340.1 | SF 340 | 8 | West |
| Globe Mills Company No. 1 | 343.4 | SF 343 | 16 | East |
| Iron | 355.8 | SF 356 | 17 | Both |
| Boger City Lumber Company | 360.5 | SF 361 | 4 | East |
| Carolina Mills | 364.0 | SF 364 | 4 | West |
| Burris Manufacturing Company | 364.3 | SF 364 | 16 | West |
| Rhodes-Rhyme Manufacturing Company | 364.5 | SF 364 | 12 | West |
| Bowster Wood Company | 367.5 | SF 368 | 12 | West |
| American Cyanamid Company | 369.0 | SF 369 | 6 | East |
| Cherryville Concrete Block Company | 369.1 | SF 369 | 3 | East |
| Waco | 375.9 | SF 376 | 21 | Both |
| IM&C Corporation | 381.7 | SF 382 | 9 | East |
| Lowndale Junction | 385.8 | SF 386 | 2 | West |
| Ora Cotton Mills | 387.0 | SF 387 | 20 | West |
| Pittsburgh Plate Glass Company | 389.9 | SF 390 | 30 | West |
| Decorative Component Co. | 405.9 | SF 406 | 2 | West |
| Forest City Oil Mill | 406.8 | SF 407 | 8 | West |
| Forest City | 407.3 | SF 407 | 17 | Both |
| Eaves | 409.5 | SF 410 | 11 | West |

PINOCA SUBDIVISION

| NAME | Mile Post | Station Nos. | Car Capacity | Opening |
|-----------------------------------|-----------|--------------|--------------|---------|
| Charlotte (Proper) | 0.0 | SFC 0 | Yard | Both |
| Cedar (Industrial Park) | 0.8 | SFC 1 | Yard | Both |
| Park (Industrial Park) | 1.8 | SFC 2 | Yard | West |
| Glenwood (Industrial Park) | 2.9 | SFC 3 | Yard | West |
| Chemway (Industrial Park) | 5.0 | SFD 1 | Yard | West |
| BELMONT SPUR (3.2 miles) | 13.6 | | Spur | East |
| Belmont | 3.2 | SFF 3 | Yard | Both |
| SPENCER MOUNTAIN LEAD (1.4 miles) | 19.9 | | Spur | West |
| Rex No. 1 | 0.9 | SFG 1 | 7 | West |
| Gaston Terminal Whse. | 1.0 | SFG 1 | 2 | East |
| Rex No. 2 | 1.2 | SFG 1 | 5 | East |
| Groves | 20.9 | SFC 21 | 16 | East |

TERRELL SUBDIVISION

| NAME | Mile Post | Station Nos. | Car Capacity | Opening |
|-----------------|-----------|--------------|--------------|---------|
| Mountain Island | 2.8 | SFE 3 | 15 | North |
| Denver | 18.9 | SFE 19 | 3 | North |

WILMINGTON SUBDIVISION

| NAME | Mile Post | Station Nos. | Car Capacity | Opening |
|----------------------------|-----------|--------------|--------------|----------|
| Cape Fear Spur (4.1 miles) | 354.6 | — | Spur | Both (Y) |
| Lackey Industries, Inc. | 354.7 | SE 355 | 24 | West |
| E.I. Dupont & Co. | 358.7 | SE 359 | Yard | East |
| Armour | 343.4 | SE 343 | 8 | West |
| Abbottsburg | 314.6 | SE 315 | 18 | Both |
| Butters | 307.1 | SE 307 | 18 | Both |
| Riegel Woodyard | 300.4 | SE 300 | 14 | East |
| Lumberton Metals Company | 295.0 | SE 295 | 4 | East |
| B.F. Goodrich Company | 290.4 | SE 290 | 50 | West |
| Pates | 284.3 | SE 284 | 13 | West |
| Daysfrom | 278.0 | SE 278 | 18 | West |
| McNairs | 274.6 | SE 275 | Yard | Both (Y) |
| Landmark | 273.4 | SE 273 | Yard | East |
| Dixie | 270.6 | SE 271 | 70 | Both |
| Elmore | 266.0 | SE 266 | 16 | Both |
| Farmers Ginnery | 264.4 | SE 264 | 7 | West |

ST. PAUL SUBDIVISION

| | | | | |
|------------------------|-------|---------|------|-------|
| Duort Spur (8.1 miles) | 311.1 | — | Spur | South |
| E.I. Dupont & Co. | 319.0 | SEB 319 | Yard | South |

DURHAM SUBDIVISION

| NAME | Mile Post | Station Nos. | Car Capacity | Opening |
|--------------------------------|-----------|--------------|--------------|---------|
| Carolina Power & Light Company | 115.3 | SB 116 | 16 | South |
| Oxford Lead (2.8 Miles) | 124.1 | — | Spur | Both |
| Oxford | 126.9 | SBA 126 | Yard | Both |
| Clay | 126.9 | SB 127 | 4 | South |
| Tar River | 130.8 | SB 131 | 5 | South |
| Hester | 134.3 | SB 134 | 8 | South |
| Albermarle Paper Company | 131.6 | SB 132 | 15 | North |
| Jayland | 132.0 | SB 132 | 11 | Both |
| Public Service Company | 152.4 | SB 152 | 6 | North |
| Smooke Lumber Company | 152.8 | SB 153 | 5 | North |

PITTSBORO SUBDIVISION

| | | | | |
|-----------------------------|-------|--------|----|-------|
| International Paper Company | 196.4 | SD 196 | 35 | Both |
| Goldston Wood Products | 196.5 | SD 197 | 18 | North |

LEWISTON SUBDIVISION

| | | | | |
|-----------------------|------|--------|----|-------|
| Carolina Oil Products | 59.0 | SAB 59 | 6 | Both |
| Vircar Plant Foods | 59.1 | SAB 59 | 10 | North |
| Standard Spray | 59.9 | SAB 60 | 10 | South |
| Pendleton | 62.2 | SAB 62 | 11 | Both |
| American Cyanamid | 65.6 | SAB 66 | 8 | North |
| Milwaukee | 67.4 | SAB 67 | 7 | North |
| Potocasi | 70.9 | SAB 71 | 13 | Both |
| Roxobel | 82.5 | SAB 83 | 22 | Both |
| Kelford Connection | 84.1 | SAB 84 | 14 | North |

TONNAGE RATING

| Engine Numbers Tonnage Shown Per Unit | 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- 1656, 1700- 1799, 1800- 1855, 3200- 3209** | 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 Centralia..... | 2500 | 2000 | 2750 | 3000 | 1650 | 3850 | 4550 | 4350 | 4750 |
| Richmond Terminal - East Route Richmond to Centralia..... | 1500 | 1200 | 1650 | 1800 | 1000 | 2300 | 2700 | 2600 | 2850 |
| Centralia to Brown Street..... | 2300 | 1850 | 2500 | 2750 | 1500 | 3550 | 4200 | 4000 | 4350 |
| Brown Street to Richmond..... | 1300 | 1050 | 1450 | 1550 | 850 | 2000 | 2350 | 2300 | 2450 |
| Hopewell and Bellwood..... | 1700 | 1350 | 1850 | 2050 | 1100 | 2650 | 3100 | 3000 | 3200 |
| Richmond Terminal Centralia and South Collier..... | 2500 | 2000 | 2750 | 3000 | 1650 | 3850 | 4550 | 4350 | 4750 |
| South Collier and Hamlet..... | 1500 | 1200 | 1650 | 1800* | 1000 | 2300 | 2700 | 2600 | 2850 |
| Norlina to Portsmouth..... | 2600 | 2100 | 2850 | 3100 | 1700 | 4050 | 4750 | 4550 | 4950 |
| Portsmouth to Roanoke Rapids.... | 2600 | 2100 | 2850 | 3100 | 1700 | 4050 | 4750 | 4550 | 4950 |
| Roanoke Rapids to Norlina..... | 1700 | 1350 | 1850 | 2050 | 1100 | 2650 | 3100 | 3000 | 3200 |
| Boykins and Lewiston..... | 2600 | 2100 | 2850 | 3100 | 1700 | 4050 | 4750 | 4550 | 4950 |
| Durham and Henderson..... | | | | | 1000 | | | | |
| Hamlet and Laurel Hill..... | 2100 | 1700 | 2300 | 2500 | 1350 | 3250 | 3800 | 3700 | 4000 |
| Laurel Hill and Smith's Creek Yd. | 3200 | 2550 | 3500 | 3850 | 2100 | 4950 | 5800 | 5600 | 6100 |
| Hamlet and Charlotte..... | 1800 | 1450 | 2000 | 2150 | 1200 | 2800 | 3300 | 3150 | 3400 |
| Charlotte to Bostic Yard..... | 1400 | 1100 | 1550 | 1700 | 900 | 2200 | 2550 | 2450 | 2650 |
| Bostic Yard to Charlotte..... | 1300 | 1050 | 1450 | 1550 | 850 | 2000 | 2350 | 2300 | 2450 |
| Pinoca to Mt. Holly..... | 5000 | 4000 | 5150 | 6000 | 3250 | 7700 | 9100 | 8750 | 9500 |
| Mt. Holly to Gastonia..... | 1800 | 1450 | 1950 | 2150 | 1150 | 2800 | 3300 | 3150 | 3400 |
| Gastonia to Mt. Holly..... | 2400 | 1900 | 2550 | 2900 | 1550 | 3700 | 4400 | 4200 | 4500 |
| Mt. Holly to Pinoca..... | 1800 | 1450 | 1950 | 2150 | 1150 | 2800 | 3300 | 3150 | 3400 |
| Mt. Holly to Terrell..... | 2150 | 1700 | 2350 | 2600 | 1400 | 3300 | 3900 | 3750 | 4100 |
| Terrell to Mt. Holly..... | 1450 | 1150 | 1600 | 1750 | 950 | 2200 | 2600 | 2550 | 2750 |

*Engines in series 1500-1599, 1600-1656, 1700-1799 and 1800-1855 will handle 2500 tons per unit, Hamlet to South Collier.

**MATE Units Nos. 3200-3209 are without diesel engines and operate only coupled with engines Nos. 1803-1812 and 1835-1855. MATE units cut out and do not supply tractive effort for train movement at speed in excess of 29.2 M.P.H.

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 J. K. SAMMONS, Trainmaster.....Roanoke Rapids, N.C.
 Z. G. WINTERS, Trainmaster.....Raleigh, N.C.
 W. J. COOKE, Trainmaster.....Hamlet, N.C.
 H. M. McMANUS, Trainmaster.....Monroe, N.C.
 S. S. HARRELSON, Trainmaster.....Charlotte, N.C.
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 G. L. WYNNE, Roadmaster.....Lumberton, N.C.
 J. M. RAINS, Roadmaster.....Monroe, N.C.

| | | | |
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| H. F. COOPER, Asst., Terminal Superintendent..... | Hamlet, N.C. | L. WOMBLE, Asst., Terminal Supt..... | Hamlet, N.C. |
| G. H. COCKMAN, Asst., Terminal Supt..... | Hamlet, N.C. | | |

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WEST VIRGINIA

VIRGINIA

NORTH CAROLINA

SOUTH CAROLINA

ATLANTIC OCEAN

RALEIGH
DIVISION

