



**SEABOARD
COAST LINE
RAILROAD**

RALEIGH DIVISION

3

TIME TABLE No. 3

IN EFFECT

Friday, December 15, 1972

At 12:01 A.M.

SUPERSEDING TIME TABLE NO. 2

DATED SEPTEMBER 10, 1972

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 SECOND CLASS		Station Numbers	Distance from Portsmouth (Shops)	TIME TABLE NO. 3 IN EFFECT December 15, 1972		Scales, Wyes, Car Capacity	Northward SECOND CLASS		
429	155			428	156				
Local Freight	Through Freight			Local Freight	Through Freight				
Ex. Sun.	Daily	STATIONS		Ex. Sat.	Daily				
A. M.	A. M.			P. M.	P. M.				
	200	SA2		L T	PORTSMOUTH (SHOPS) A	YARD O Y		430	
	215	SA8	5.8		5.8 X Belt Line BOWERS	57P 7		355	
	230	SA18	15.8	T	10.0 X N&W SUFFOLK	42P 15		341	
	235	SA21	19.1		3.3 KILBY	100P 46		337	
	250	SA32	29.8		10.7 CARRSVILLE	45P 9		324	
	258	SA37	35.4	T	5.6 FRANKLIN	38P YARD		315	
	308	SA44	42.0		6.6 HAND	87P 10		305	
	325	SA54	52.4	T	10.4 BOYKINS ®	31P 90 Y		250	
	330	SA57	55.5		2 BRANCHVILLE	87P 19		245	
	345	SA69	67.5	T	12.0 SEABOARD	84P 43		230	
	353	SA76	74.5		7.0 GARYSBURG	93P 10		223	
	A 430	A83	77.1	T	2.8 WELDON	YARD		L 215	
L 900		SA83	81.0	T	3.9 ROANOKE RAPIDS	YARD Y A		130	
905		SA85	83.0		2.0 BOLLING	119P		115	
920		SA93	91.0		8.0 SUMMIT	82P		1259	
935		SA98	96.6	T	5.6 LITTLETON	40P 19		1250	
950		SA109	107.3		10.7 MACON	99P 20		1230	
1000		S98	113.6	T A	6.3 NORLINA ®	168P 48 Y		1215	
A. M.	A. M.					P. M.	P. M.		
Ex. Sun.	Daily					Ex. Sat.	Daily		

TERRELL SUBDIVISION

SOUTHWARD		Station Numbers	Distance from Mount Holly	TIME TABLE NO. 3 IN EFFECT December 15, 1972		Scales, Wyes, Car Capacity	Northward	
				THIRD CLASS				
				Local Freight				
		Ex. Sun.	STATIONS		Ex. Sun.			
		A. M.			P. M.			
SFE24	23.9	L		L T	TERRELL A	YARD		300
SFE14	13.8		10.1		10.1 DENROCK ®	68P		215
SFE8	7.8		0.0		0.0 COWANS FORD	SPUR		155
SFE5	4.7		3.1		3.1 RIVERBEND	SPUR		115
SF342		T A	4.7		4.7 MOUNT HOLLY X SCL	YARD L		1255

DURHAM SUBDIVISION

1

Southward SECOND CLASS		Station Numbers	Distance from Henderson	TIME TABLE NO. 3 IN EFFECT December 15, 1972		Scales, Wyes, Car Capacity	Northward SECOND CLASS		
455	456								
Local Freight	Local Freight								
Ex. Sun.	Daily	STATIONS		Ex. Sat.	Daily				
P. M.	P. M.			P. M.	P. M.				
1201	S114			L T	HENDERSON A	YARD Y		1100	
100	SB124	10.3			10.3 DICKERSON	11P 4 Y		1005	
140	SB138	24.3		T	14.0 CREEDMOORE	20P 17		930	
155	SB143	28.9			4.6 NORTH SIDE	16P		910	
225	SB155	41.6		T A	12.7 DURHAM X SOU	YARD O Y		830	
P. M.							A. M.		
Ex. Sun.							Ex. Sun.		

LEWISTON SUBDIVISION

Southward SECOND CLASS		Station Numbers	Distance from Boykins	TIME TABLE NO. 3 IN EFFECT December 15, 1972		Scales, Wyes, Car Capacity	Northward THIRD CLASS		
493	494								
Local Freight	Local Freight								
Ex. Sun.	Daily	STATIONS		Ex. Sat.	Daily				
A. M.	A. M.			P. M.	P. M.				
900	SA54			L T	BOYKINS A	31P YARD Y		300	
925	SAB59	5.2		T	5.2 SEVERN	12		215	
945	SAB65	11.2		T	6.0 CONWAY	38		155	
1020	SAB73	18.9			7.7 WOODLAND	23		115	
1040	SAB77	23.2			4.3 RICH SQUARE	66		1255	
1145	SAB89	35.2		T A	12.0 LEWISTON X SCL	L 34		1201	
A. M.							P. M.		
Ex. Sun.							Ex. Sun.		

SECOND CLASS							FIRST CLASS						Station Numbers	Distance from Richmond— East Pointe or West Pointe	TIME TABLE NO. 3 IN EFFECT December 15, 1972 STATIONS		
109	227	107	105	115	111	289	85	1	83	81	175	275					95
Through Freight	Through Freight	Through Freight	Through Freight	Through Freight	Through Freight	Through Freight	Champlon	Auto Train	Meteor	Silver Star	Piggyback Special	Piggyback Special					Vacationer
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Ex. Mon.	Ex. Mon.					Daily
P. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	A. M.				
135	1050	1020	820	730	1250	1201	1040	940	930	455	930	900	115	A0		L T	RICHMOND
200	1113	1108	845	753	155	101	1058	1001	948	513	956	926	133	A11	15.7-W 16.9-E		2 Tracks
215	1130	1125	905	810	215	118	F 1110	1014	1000	F 525	1011	941	144	A22	27.0-W 28.2-E	T	
220	1140	1135	915	820	230	128	1115	1018	1005	532	1020	950	148	A26	31.7-W 32.9-E	2 Tracks	COLLIER
224	1203	1158	1030	843	330	140	1117	1020	1007	535	1023	953	150	A29	33.9-W 35.1-E		A
P. M.	P. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	A. M.				
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Ex. Mon.	Ex. Mon.	Daily				

WEST ROUTE

Station Numbers	Distance from Richmond	STATIONS ON WEST ROUTE	Scales, Wyee, Car Capacity
A0		RICHMOND	YARD
	1.6	A Y	
	6.0	MEADOW	SPUR 21
A6	10.6	F A	68
A8	13.7	BELL BLUFF	YARD
A11	15.7	CENTRALIA	3

EAST ROUTE

Station Numbers	Distance from Richmond	STATIONS ON EAST ROUTE	Scales, Wyee, Car Capacity
A0		RICHMOND	YARD
S4	2.5	HERMITAGE	YARD
S01	5.4	BROWN STREET	YARD O
S2	7.7	SOUTH YARD	210P YARD
S9	14.6	BELLWOOD	YARD Y
A11	16.9	CENTRALIA	

COLLIER SUBDIVISION
(Richmond Terminal)

NORTHWARD

3

TIME TABLE NO. 3 IN EFFECT December 15, 1972 STATIONS			Seals, Wyes, Car Capacity	FIRST CLASS							SECOND CLASS				
				84	176	86	96	276	2	82	112	110	188	190	120
				Meteor	Piggyback Special	Champion	Vacationer	Piggyback Special	Auto Train	Silver Star	Through Freight	Through Freight	Through Freight	Through Freight	Through Freight
				Daily	Ex. Tue.	Daily	Daily	Ex. Mon.	Daily	Daily	Ex. Tue.	Daily	Daily	Daily	Daily
			A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	A. M.	P. M.	P. M.	P. M.	P. M.	
2 Tracks T RICHMOND ® A	YARD	S	225	300	S 435	S 735	930	935	S 105	445	355	730	800	1100	
			150	208	350	640	837	900	1215	345	301	648	718	1005	
2 Tracks T PETERSBURG	56		135	151	F 335	628	820	846	F1159	325	248	630	650	945	
2 Tracks COLLIER ®	YARD O		130	141	329	622	813	841	1152	310	235	615	635	930	
	YARD	L	128	138	327	620	810	838	1150	305	230	610	630	900	
			A. M.	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	Daily	Ex. Mon.	Daily	Daily	Ex. Tue.	Daily	Daily	Daily	Daily	

HOPEWELL SUBDIVISION
(Richmond Terminal)

SOUTHWARD		TIME TABLE NO. 3 IN EFFECT December 15, 1972 STATIONS	Northward		
Station Numbers	Distance from Bellwood		Seals, Wyes, Car Capacity		
S9			L	BELLWOOD	A YARD Y
SAC17	8.3			THOMAS SIDING	47
SAC23	15.0	A	(3) XN&W (2) XANG HOPEWELL	L YARD Y	

SOUTHWARD

NORLINA SUBDIVISION

SECOND CLASS				FIRST CLASS			Station Numbers	Distance from South Collier	TIME TABLE NO. 3	
227	429	115	289	81	275	95			IN EFFECT	
Through Freight	Local Freight	Through Freight	Through Freight	Silver Star	Playback Special	Vacationer			December 15, 1972	
Daily	Ex. Sun.	Daily	Daily	Daily	Ex. Mon.	Daily			STATIONS	
P. M.	A. M.	A. M.	A. M.	P. M.	A. M.	A. M.				
1203		843	140	535	953	150	A29		L SOUTH COLLIER	
							S31	6.6	BURGESS	
							S38	12.6	DINWIDDIE	
							S42	16.9	DE WITT ®	
							S48	22.7	McKENNEY	
1240		921	230	600	1023	215	S52	27.3	RAWLINGS	
							S57	31.7	WARFIELD	
							S61	36.2	ALBERTA ®	
							S68	42.7	GRANDY	
							S74	48.6	SKELTON	
115		955	305	625	1050	240	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	645	1110	258	S98	73.5	NORLINA ®	
							S107	81.8	MIDDLEBURG	
							S110	84.9	GREYSTONE	
	1105		355	700		313	S114	89.0	HENDERSON	
							S118	93.0	GILL ®	
							S123	97.7	KITTRELL	
235	130	1115	415	715	1140	327	S130	105.4	FRANKLINTON	
							S137	111.6	YOUNGVILLE ®	
							S141	115.6	WAKE FOREST	
310	230	1150	500	s 745	1215	s 400	S156	131.2	RALEIGH X NS	
P. M.	P. M.	A. M.	A. M.	P. M.	P. M.	A. M.				
Daily	Ex. Sun.	Daily	Daily	Daily	Ex. Mon.	Daily				

TIME TABLE NO. 3 IN EFFECT December 15, 1972		Scales, Weigh, Car Capacity	FIRST CLASS			SECOND CLASS		
			96	276	82	428	188	190
			Vacationer	Piggyback Special	Silver Star	Local Freight	Through Freight	Through Freight
			Daily	Ex. Mon.	Daily	Ex. Sat.	Daily	Daily
STATIONS			A. M.	A. M.	A. M.	A. M.	P. M.	P. M.
	SOUTH COLLIER A	YARD	620	810	1150		610	630
	^{6.6} BURGESS	176P						
	^{5.0} DINWIDDIE	80P						
	^{4.3} DE WITT ®	141P						
	^{5.8} McKENNEY	79P						
	^{4.6} RAWLINGS	98P	O 552	740	1122		515	555
	^{4.4} WARFIELD	141P						
	^{4.5} ALBERTA ®	82PN 142PS						
	^{6.5} GRANDY	142P						
	^{5.9} SKELTON	96P						
	^{5.4} LA CROSSE ® X NF&D	84P	524	705	1054		440	520
	^{4.8} HAGOOD	141P						
	^{7.6} PASCHALL	86P						
	^{4.1} WISE	95P						
2 Tracks	^{3.0} NORLINA ®	82P	Y 505	640	1035	A 1050	415	455
	^{8.3} MIDDLEBURG	89P						
	^{3.1} GREYSTONE	116P						
	^{4.1} HENDERSON	145PN 88PS	Y 450		1020	1030	345	
	^{4.0} GILL ®	78P						
	^{4.7} KITRELL	141P						
	^{7.7} FRANKLINTON	141PN 87PS	Y 434	555	1004	950	315	405
	^{6.2} YOUNGVILLE ®	97P						
	^{4.0} WAKE FOREST	101PN 149PS						
2 Tracks	^{15.6} T RALEIGH X NS	YARD	O 405	525	935	800	230	325
			A. M.	A. M.	A. M.	A. M.	P. M.	P. M.
			Daily	Ex. Mon.	Daily	Ex. Sat.	Daily	Daily

SOUTHWARD

ABERDEEN SUBDIVISION

Third Class	SECOND CLASS						FIRST CLASS			Station Numbers	Distance from Raleigh	TIME TABLE NO. 3 IN EFFECT December 15, 1972 STATIONS	
	485	149	227	115	427	183	289	81	275				
Sou. Rwy. Local Freight	Sou. Rwy. Through Freight	Through Freight	Through Freight	Local Freight	Sou. Rwy. Through Freight	Through Freight	Silver Star	Piggyback Special	Vacationers				
Ex. Sun.	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Ex. Mon.	Daily				
P. M.	P. M.	P. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	A. M.				
		315	1155	800		530	745	1230	400	S156		L T 2 Tracks RALEIGH 1.3 RALEIGH TOWER X NS 3.2 METHOD ® 4.5 FETNER 6.1 APEX X D&S 5.9 NEW HILL 4.0 X NS MERRY OAKS 6.3 MONCURE ® 7.9 COLON 3.7 SANFORD X SOU 7.1 LEMON SPRINGS ® 5.2 CAMERON 5.4 VASS 8.4 SOUTHERN PINES ® 3.7 ABERDEEN 10.7 HOFFMAN 7.6 NORTH HAMLET YARD 3.4 SOUTH HAMLET YARD 3.0 HAMLET X SCL (Psgr. Station) ®	
L 542	L 617	321	1201	806	L 617	536	748	1236	403	S157	1.2		
										S161	4.4		
A 558	A 631	335	1216	830	A 631	550	757	1250	412	S165	8.9		
										S171	15.0		
										S177	20.9		
										S181	24.9		
		400	1241	1030		640	815	114	432	S187	31.2		
										S195	39.1		
		415	1256	1205		655	826	125	443	S199	42.8		
										S206	49.9		
										S211	55.1		
										S217	60.5		
		450	131	130			851	150	510	S225	68.9		
						740				S229	72.6		
										S239	83.3		
		A 530	A 215	A 400		A 900		A 300		S249	90.9		
										S249	94.3		
							s 945		s 605	S253	97.3		
P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	P. M.	P. M.	A. M.				
Ex. Sun.	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Ex. Mon.	Daily				

LOUISBURG SUBDIVISION

Southward Second Class			TIME TABLE NO. 3 IN EFFECT December 15, 1972 STATIONS		Northward Third Class
465	Station Numbers	Distance from Franklinton			466
Local Freight			Local Freight		
Daily					Daily
A. M.					A. M.
830	S130		L T	FRANKLINTON 9.5	A YARD 1105
905	SC140	9.5	T A	LOUISBURG	L YARD 1030
A. M.					A. M.
Daily					Daily

TIME TABLE NO. 3 IN EFFECT December 15, 1972 STATIONS		Scales, Wyes, Car Capacity	FIRST CLASS			SECOND CLASS				Third Class	
			96	276	82	460	184	188	190	152	486
			Vacationer	Piggyback Special	Silver Star	Local Freight	Sou. Rwy. Through Freight	Through Freight	Through Freight	Sou. Rwy. Through Freight	Sou. Rwy. Local Freight
			Daily	Ex. Mon.	Daily	Daily	Daily	Daily	Daily	Daily	Ex. Sun.
			A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	A. M.	P. M.	
2 Tracks	T RALEIGH A	YARD O	s 405	520	s 935	1000		200	320		
	1-2 RALEIGH TOWER X NS		345	505	918	945	A 1030	150	310	A 1215	
	3-2 METHOD ®	66P									
	4-5 FETNER		337	455	910	930	L 1015	135	300	L 1159	
	6-1 APEX X D&S	110PN 93PS 72 Y									
	5-9 NEW HILL	141PN 141PS 23									
	4-0 MERRY OAKS X NS	93PN 93PS 22									
	6-3 MONCURE ®	108P 82	315		847						
	7-9 COLON	142P 85		412		830		1240	221		
	80PN 49CP 91PS 126		305		835	800					
	7-1 LEMON SPRINGS ®	95P 7									
	5-2 CAMERON	92PN 142PS 36									
	5-4 VASS	111P 60									
2 Tracks	8-4 SOUTHERN PINES ®	74	240	343	810	620		1146	146		
	3-7 ABERDEEN	YARD Y				600					
	10-7 HOFFMAN	SIG. S. 20									
	7-6 NORTH HAMLET YARD	YARD			L 315		L 500		L 1100	L 100	
2 Tracks	3-4 SOUTH HAMLET YARD	YARD O									
	T HAMLET ® (Pegr. Station) X SCL L	YARD Y	210		740						
			A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	
			Daily	Ex. Mon.	Daily	Daily	Daily	Daily	Daily	Ex. Sun.	

PITTSBORO SUBDIVISION

Southward SECOND CLASS	Station Numbers	Distance from Moncure	TIME TABLE NO. 3 IN EFFECT December 15, 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	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. 3	
269	495	227	289	471	285	297	245	275	215			IN EFFECT	
Through Freight	Through Freight	Through Freight	Through Freight	Through Freight	Through Freight	Through Freight	Through Freight	Piggyback Special	Through Freight			December 15, 1972	
Daily	Daily	Daily	Daily	Ex. Sun.	Daily	Daily	Daily	Daily	Daily			STATIONS	
P. M.	P. M.	P. M.	A. M.	P. M.	A. M.	A. M.	P. M.	P. M.	P. M.			L	
		845	1125		600	330	1145	600	500	S249		T	HAMLET YARD ®
										S253	4.7	T	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	T	ROCKINGHAM
		918	1203		638	408	1217	630	530	SF266	17.6	T	PEE DEE
										SF271	22.3	T	GRAVELTON
		930	1230		648 ²⁹²	420	1225	640	540	SF273	24.3	T	LILESVILLE ®
		937	1239		655	427	1231	646	546	SF278	29.4	T	WADESBORO
		947	1252		705	437 ²²⁸	1240	655	555	SF286	37.5	T	POLKTON
		952	1259		710	442	1245	700	600	SF290	41.5		PEACHLAND
		958	110		718	448	1257 ²⁷⁶	706	606	SF296	47.1	T	MARSHVILLE ®
		1003	122		725	455	107	711	611	SF301	52.0		WINGATE
	L 1030	A 1015	140	L 1201	A 735	A 510	115	A 745	A 630	SF306	57.5	T	MONROE
	1045		154	1215			123			SF313	64.4		STOUTS
	1100		204	1230			131			SF320	70.8		MATTHEWS
	1110		212	1242			138			SF325	76.3		RAMA
	1120		229	1252			143			SF328	79.6		EAST CHARLOTTE YARD
	A 1130		245	A 100			200			SF330	81.5	T	CHARLOTTE X NS (3) X SOU X SCL
			310, 410 ²⁴⁶				230			SF334	85.5		PINOCA YARD
			420				240 ²⁹²			SF337	88.6	T	THRIFT
L 500			430				249			SF342	93.1	T	MOUNT HOLLY X SCL
507			440				256			SF346	96.8		DUKE
513			446				302			SF349	99.9	T	STANLEY
541			516				330			SF362	113.6	T	LINCOLNTON
601			536				350			SF372	123.7	T	CHERRYVILLE
625			600				414			SF384	135.0	T	SHELBY X SOU
646			617				435			SF392	143.3		LATTIMORE X SOU
659			630				448			SF398	149.5	T	ELLENBORO
711			641				500			SF404	155.1		BOSTIC
A 730			A 730				A 530			SF406	156.8	T	C. C. & O. YARD
										SF411	162.2	T A	RUTHERFORDTON
P. M.	P. M.	P. M.	P. M.	P. 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	1275-1277, 1700-1799, 1800-1855, 3200-3224	75
1003-1050, 1053-1065, 1300-1308, 1400-1405, 1500-1514, 1566-1599, 1600-1656, 1900-1923, 2000-2044	71	2100-2124, 2200-2213	70
		309, 317, 700-1002, 1051-1052, 1100-1199, 1200-1211, 1250-1259	65

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.

OPERATION ROAD MATE UNITS

4—Road MATE units in series 3200-3224 when coupled with G. E. U-36-B diesel units series 1803-1812 and 1835-1855 will be operated in freight service only under the following arrangements:

Units 3200-3209 will only operate single ended. They will accept power from only one U-36-B unit, but one U-36-B unit and its MATE will operate in multiple with other units. The combination of one MATE and one U-36-B unit produces high tractive effort for starting but the tractive effort developed by the MATE decreases as speed increases until it ceases to produce tractive effort at speed of 30 MPH.

MATE units 3210-3224 will operate double or single ended. One MATE can be coupled between two U-36-B units and will accept power from both units. This combination of units produces tractive effort up to maximum authorized speeds. Two U-36-B units with a MATE between them will operate in multiple with other units. This series of MATES can also be operated single ended with one U-36-B unit, but when so operated the tractive effort developed by the MATE will decrease as speed increases until it ceases to produce tractive effort at 30 MPH.

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 other equipment.

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 blocks of thirty (30) or more cars of COAL, PHOSPHATE, AGGREGATES (including LIMEROCK) which must be handled next behind the engines, whenever practicable; or 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.

FLAT CARS—Loaded with machines of pivot or swinging type such as cranes, etc., where practicable, when boom is attached, must be handled near head of train with boom trailing.

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.

In addition trains handling any of the following equipment or cars will be further restricted as follows:

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. Must be Handled Near Head of Train.

PILE DRIVER—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.

LOADED COVERED HOPPER, "TANK TYPE" CARS, in series:

SAL FORMER NUMBERS	SCL NUMBERS
7050-7099	747050-747099
7145-7179	747145-747179

must not exceed 45 M.P.H.

LOADED AND EMPTY AADX HOPPER CARS, in series:

AADX 22008-22123, 23001-23125 and 24180-24962, must be handled in local freight train service or equivalent and must not exceed 35 M.P.H.

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.

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: 765157, 765160, 765161, 765250, 765251, 765252, 771153, 771154, 771200, 771201, 771202, 771203, 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), Apex, Sanford, Hamlet (passenger station, yard office "A" and diesel shop), Columbia, 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 (Tryon Street) 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), Brown Street and Collier; Durham, Raleigh (passenger station, yard and shops), Hamlet (passenger station, yard office "A" and diesel shop), Monroe, Charlotte (Tryon Street), 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—Unless otherwise provided, train, engine and yard movements approaching leads in yards must stop before fouling lead, unless a member of crew is in position to see that switches are properly lined and way is clear.

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 derrails protecting such crossings.

DEFECT DETECTORS

16—Defect detectors are located as listed by subdivision 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 219°F and higher for testing roller bearing temperatures.

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

Line	Line Capacity (Lbs.) 4-Axle Cars	Speed Limit (M.P.H.) Unless Further Restricted By Engine, Equipment In Consist Or Special Instructions.				Restricted speed (M.P.H.) as shown below for certain equipment										Locomotive Cranes	
		Psg. Trains	Piggy-back Trains	Unrestricted Freight Trains	Restricted Freight Trains	Cars weighing				Engines in series				Wrecker Nos.			
						220,001 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, 1119-1199, 1200	500	675-698, 1300, 1400, 1500, 1600, 1700, 1800, 3200	600-620, 1900, 2000, 2100, 2200	765250, 765251, 765252, 771200, 771201, 771202, 771203, 771253, 771254, 771255, 771256, 771257	765157, 765160, 765181, 771163, 771154		765100, 765151
Richmond Terminal—West Route																	
Richmond to Centralia	270,000	79	70	60	50									40	40	40	25
Meadow to Clopton	270,000		10	10	10									10	10		
Clopton to South Richmond	270,000		15	15	15									10	10		
Clopton to FA	270,000		15	15	15									10	10		
Richmond Terminal—East Route																	
Richmond to Centralia	270,000	60	60	60	50									40	40	40	25
Bridge MP 0.4N to 0.6	270,000	15	15	15	15									25	25	25	25
Bellwood to Hopewell	270,000			35	35												
Richmond Terminal																	
Centralia to South Collier	270,000	79	70	60	60									40	40	40	25
Dunlop to Appomattox Station	270,000			30	30									20	20	25	25
Bridge MP 22.0 to 22.1	270,000			20	20												
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																	
MP 24.0 to MP 34.0	270,000			49	49									35	35	35	25
MP 34.0 to MP 86.4	270,000			40	40									25	25	26	25
Bridge MP 78.3 to 78.6	270,000			49	49									35	35	35	25
MP 86.4 to MP 92.0	270,000			10	10									10	10		
MP 92.0 to Norlina	270,000			45	45									35	35	35	25
	270,000			49	49									35	35	35	25
Boykins to Lewiston	270,000			30	30									15	15	15	15
Henderson to MP 124.2																	
MP 124.2 to MP 150.6	220,000			25	25	BARRED	BARRED	BARRED	BARRED	Note A		BARRED	BARRED	BARRED	15	15	15
Bridge MP 144.9 to 145.3	220,000			20	20	BARRED	BARRED	BARRED	BARRED	Note A	15	BARRED	BARRED	BARRED	15	10	10
MP 150.6 to Durham	220,000			20	20	BARRED	BARRED	BARRED	BARRED	Note A	15	BARRED	BARRED	BARRED	15	15	15
Franklinton to Louisburg	270,000			35	35									25	25	25	25
Moncure to Pittsboro	270,000			20	20									15	15	15	15
Hamlet to MP 286.0																	
MP 286.0 to MP 323.3	270,000			35	35									25	25	25	25
MP 323.3 to Neverssa	270,000			45	45									25	25	25	25
Pee Dee Subdivision	270,000			35	35									25	25	26	25
Navassa to Smith's Creek Yard																	
Bridge MP 248.2 to 248.3	270,000			20	20												
Bridge MP 245.6 to 245.9	270,000			20	20												
Lumberton to MP 298.0																	
MP 298.0 to St. Paul	270,000			10	10									15	15	15	15
St. Paul to MP 313.2	270,000			25	25									15	15	15	15
	270,000			20	20									15	15	15	15
Hamlet to Monroe																	
Rockingham Spur	270,000		70	60	50									40	40	40	25
Monroe to Charlotte	210,000			10	10	BARRED	BARRED	BARRED	BARRED	Note A	BARRED	BARRED	BARRED	BARRED	35	35	35
Charlotte to Bostic	270,000			49	49									25	25	25	25
Bostic to Rutherfordton	270,000			30	30									25	25	25	25
	270,000			30	30									25	25	25	25
Charlotte to MP 6.0																	
MP 6.0 to MP 13.7	270,000			20	20									30	30	30	25
MP 13.7 to MP 19.0	270,000			40	40												
MP 19.0 to MP 22.0	270,000			30	30												
MP 22.0 to Gastonia	270,000			20	20												
	270,000			15	15												
North Belmont to MP 2.4																	
Bridge MP 1.4 to 1.5	251,000			15	15			BARRED	BARRED			BARRED	BARRED	BARRED	BARRED	Note B	
MP 2.4 to MP 3.0	251,000			15	15			BARRED	BARRED			BARRED	BARRED	BARRED	BARRED	Note B	
MP 3.0 to Belmont	251,000			10	10			BARRED	BARRED			BARRED	BARRED	BARRED	BARRED	Note B	
	251,000			5	5			BARRED	BARRED			BARRED	BARRED	BARRED	BARRED	Note B	
Mount Holly to MP 5.5																	
MP 5.5 to Terrell	270,000			20	20												
Bridge MP 7.3 to 7.4	270,000			25	25												
	270,000			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 771153 and 771154.

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 Nerlina 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 derrails:

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:

- M. P. 0.2 north, east track on both sides of Broad Street viaduct.
- M. P. 0.2 north, west track on both sides of Broad Street viaduct.
- 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 Franklin Street and from Collier to Market 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:

- 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:

Allegheny 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		
	Pgr. Trains	Piggy-back Trains	Freight Trains
R.F.&P. Trackage Between James River (Pier 5) and "AY"	65	65	50
First curve northside James River	50	50	50
0.2N and 0.1	50	50	50
1.2 and 1.4	60	60	—
5.3 and 5.6	60	60	—

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			Between Mile Posts	MILES PER HOUR		
	Pgr. Trains	Piggy-back Trains	Freight Trains		Pgr. Trains	Piggy-back Trains	Freight Trains
Both Tracks: 3.5N and 0.5N	20	20	20	East Track: 2.7 and 8.9	45	45	45
0.5N and 0.2	15	15	15	Single Track: 9.9 and 10.6	55	55	55
Single Track: 0.2 and 1.0	15	15	15	10.6 and 10.9	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	Pgr. 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	65	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 153.5	65	65	—
78.9 and 79.1	40	40	40	153.5 and 154.0	45	45	45
79.1 and 83.0	65	65	—	Single Track:	—	—	—
86.2 and 87.1	50	50	50	154.0 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:	—	—	—
96.4 and 96.8	60	60	—	154.9 and 155.3	45	45	45
98.3 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				
125.0 and 125.6	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 details:

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		
	Psg. Trains	Piggy- back Trains	Freight Trains		Psg. 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	West 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 186.9	60	60	—	251.3 and 252.0	70	—	—
198.7 and 199.1	35	35	35	252.0 and 252.8	50	50	50
200.7 and 201.0	60	60	—	252.8 and 253.0	25	25	25
201.0 and 203.9	70	—	—	253.0 and 253.4	10	10	10
203.9 and 205.9	60	60	—	East Track:			
205.9 and 208.4	70	—	—	251.3 and 252.8	40	40	40
208.4 and 210.5	60	60	—	252.8 and 253.0	25	25	25
210.5 and 211.1	50	50	50	253.0 and 253.4	10	10	10
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, 35 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.

SIGNALLED 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 limit 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, furnish 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.

Polkton, 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 Provided	Locations of Indicators and Personnel reading charts
Pee Dee M. P. 268.2	Single track, both directions. Hot box and dragging equipment.	Indicators south side, M. P. 268.2. Voice instructions.
Marshville M. P. 292.9	Single track, both directions. Hot box and dragging equipment.	Indicators north side, M. P. 292.9. Voice instructions.
Stanley M. P. 353.1	Single track, both directions. Hot box and dragging equipment.	Indicators north side, M. P. 353.1. Voice instructions.
Cherryville M. P. 373.8	Single track, both directions. Hot box and dragging equipment.	Indicators north side, M. P. 373.8. Voice instructions.
Lattimore M. P. 391.5	Single track, both directions. Hot box and dragging equipment.	Indicators north side, M. P. 391.5. 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 derrails:

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

OPERATIONS ON TERRELL SUBDIVISION

1—**ABSOLUTE BLOCK SYSTEM** consisting of two separate blocks identified by names indicated below and separated by a segment of yard limits is in effect on main track of the Terrell Subdivision. The limits of each absolute block are designated by wayside signboards indicating where the block begins and ends. Yard limits are also designated by wayside signs.

COWANS FORD BLOCK extends between Mt. Holly, M. P. 5.5 (North Yard Limit Board) and **DENROCK**, M. P. 12.0 (South Yard Limit Board).

MARSHALL BLOCK extends between Denrock, M. P. 15.0 (North Yard Limit Board) and Terrell, M. P. 23.2 (South Yard Limit Board).

Trains or engines must not enter an absolute block without authority of dispatcher obtained by conductor or engineman orally (if by radio, Channel 2 will be used) or by message. Conductor or engineman must repeat authority received orally, and identify himself to dispatcher, before proceeding into block. It will not be necessary for train or engine to be stopped to receive these instructions. Conductor and engineman are both responsible for knowing authority is obtained before entering a block.

Authority of dispatcher to occupy these absolute blocks will supersede superiority of trains and will take the place of train orders except Form "Y", slow and bulletin orders.

After train or engine clears a block, conductor or engineman will report "Clear" to dispatcher. If main track is cleared at an intermediate point within a block, "Clear" must not be reported until switch has been secured in normal position. Trains or engines must not re-enter a block after reporting "Clear" until authority is again secured from dispatcher.

In case of failure of communications, trains and engines may enter and move through a 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 communications, protection will not be required within the absolute blocks.

All other operating rules and/or special instructions not inconsistent with the above remain in effect.

YARD LIMITS

2—Mount Holly-Riverbend, Denrock and Terrell.

JUNCTION SWITCHES

3—Mount Holly, M. P. 0.1, 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.

Derrails 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.

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 Jct.-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 movement 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

Between 6—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

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.

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. 360.2, 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 drag- ging 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.

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 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.

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

5—Between Mile Posts	All Trains M.P.H.
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, Dinwiddle, 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 Hender-
son.

SPEED RESTRICTIONS

3—Between Mile Posts	All Trains M.P.H.
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 exceed-
ing 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

CLEARANCE CARDS

1—Rule 83-A will not apply at Franklinton and Louisburg.

REGISTER STATIONS

2—Franklinton.

YARD LIMITS

3—Louisburg and Franklinton.

SPECIAL RULES

4—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.

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

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.

LOCATION OF PUBLIC AND PRIVATE TRACKS NOT SHOWN IN SCHEDULE PAGES

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 Woodward	300.4	SE 300	14	East
Osterneck Co.	299.1	SE 299	2	East
Lumberon Metals Company	295.0	SE 295	4	East
Converse Rubber Company	290.4	SE 290	50	West
Fates	284.3	SE 284	13	West
Daysstrom	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
TERRELL SUBDIVISION				
Mountain Island	2.8	SFE 3	15	North
Denver	18.9	SFE 19	3	North
ST. PAUL SUBDIVISION				
Duart 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
Joyland	132.0	SB 132	11	Both
Public Service Company	132.4	SB 132	6	North
Smoake Lumber Company	132.8	SB 133	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
Vircor 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
Potecasi	70.9	SAB 71	13	Both
Roxobel	82.5	SAB 83	22	Both
Kelford Connection	84.1	SAB 84	14	North

COLLIER SUBDIVISION — EAST ROUTE

NAME	Mile Post	Station Nos.	Car Capacity	Opening
General Shale No. 17 (E)	3.1	S 3	13	North
Allegheny Lead (E)	3.2	—	21	North
Allegheny 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
Amphill (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	SAC Nos.	Car Capacity	Opening
Reynolds Metal Company	10.5	SAC 10	Yard	North
Wheewright	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	SA Nos.	Car Capacity	Opening
Alexander Park	4.1	SA 4	17	North
D. H. Overmyer Co.	4.9	SA 5	21	South
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
Heatflame	20.1	SA 20	10	South
Fisher Peanut Co.	20.1	SA 20	5	South
Albermarle Paper Company	22.2	SA 22	11	South
Purvis	26.2	SA 26	1	South
Franklin P. F. Chemical Co.	35.6	SA 36	5	South
Willford 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	20	Both
Margaret	63.2	SA 63	18	Both
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
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	SC Nos.	Car Capacity	Opening
Eckel Container, Inc.	135.1	SC 135	3	South
Katesville	135.8	SC 136	13	North
Confidential 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	S 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	43	Both
Mollinckrodt Chemical Works	146.4	S 146	70	North
Neuse	147.3	S 147	15	Both
Ree Construction Company (W)	148.6	S 149	9	North
Hillbrook (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
Crobbree Ind. Park (W)	153.4	S 153	Yard	North

ABERDEEN SUBDIVISION

NAME	Mile Post	S 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
Wilson Ports Company (W)	161.5	S 162	7	South
Arco (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
Public Service Company (W)	164.0	S 164	17	South

ABERDEEN SUBDIVISION (Continued)

NAME	Mile Post	Station Nos.	Car Capacity	Opening
Cary	165.3	S 165	22	South
Bonsal	180.1	S 180	24	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
Troy Lumber Company (W)	223.2	S 223	5	North
Taylor Mobile Homes (W)	223.3	S 223	34	North
Manley (E)	223.8	S 224	20	North
Pine Bluff (W)	231.6	S 232	3	South
Pleasant 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	SF Nos.	Car Capacity	Opening
Riegel Paper Company	257.2	SF 256	10	West
Hannah Picket	258.0	SF 258	32	West
Enlwisite 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	1.2	SF 1	5	East
Rowan Distributing Co.	1.3	SF 1	3	West
Seago Beverages	1.5	SF 2	4	West
J.P. Stevens	1.6	SF 2	20	West
Aleo Mill	2.1	SF 2	4	East
Beavuit	2.7	SF 3	57	West
Par Gas Co.	4.6	SF 5	1	West
National Packaging Co.	5.0	SF 5	4	East
Morrison	5.1	SF 5	10	Both
Alpha Plastics Corporation	5.9	SF 5	6	East
Hudson Pulp & Paper Corp.	6.0	SF 6	10	East
Catawba Timber Co.	274.8	SF 275	19	West
Schut Mobile Homes	285.3	SF 285	9	East
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	296.0	SF 297	9	East
Runaround Track	302.5		39	Both
Golden Grains Inc.	302.2	SF 302	16	West
Barth Dreyfuss	302.4	SF 302	12	East
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	71	Both
Charlotte Pipe & Foundry	311.2	SF 311	23	East
Kendricks	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
Roger City Lumber Company	360.5	SF 361	4	East
Carolina Mills	364.0	SF 364	14	West
Burr's Manufacturing Company	364.3	SF 364	16	West
Bowler Wood Company	364.5	SF 364	12	West
Rhodes-Rhyme Manufacturing 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
Lawndale 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	SFC 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
Duke Power Co. Warehouse	6.0	SFC 6	19	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

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- 3224	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	4850	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.....					900				
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.

DIVISION OFFICERS

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F. M. SELLERS, Assistant Superintendent.....	Charlotte, N.C.	J. R. ALCORN, Division Engineer.....	Raleigh, N.C.
D. W. MEACHAM, Trainmaster.....	Raleigh, N.C.	W. C. WRIGHT, Master Mechanic.....	Hamlet, N.C.
J. K. SAMMONS, Trainmaster.....	Roanoke Rapids, N.C.	P. F. HOLDEN, Supv. Comm. and Signals.....	Raleigh, N.C.
Z. G. WINTERS, Trainmaster.....	Raleigh, N.C.	L. W. JONES, Captain of Police.....	Raleigh, N.C.
W. J. COOKE, Trainmaster.....	Hamlet, N.C.	H. H. ATKINSON, Roadmaster.....	Henderson, N.C.
H. M. McMANUS, Trainmaster.....	Monroe, N.C.	R. D. BLACK, Roadmaster.....	Raleigh, N.C.
S. S. HARRELSON, Trainmaster.....	Charlotte, N.C.	J. F. WATSON, Roadmaster.....	Roanoke Rapids, N.C.
L. L. MONTGOMERY, Terminal Trainmaster.....	Charlotte, N.C.	H. P. HARRIS, Roadmaster.....	Hamlet, N.C.
C. E. WICKER, Road Foreman of Engs.....	Raleigh, N.C.	G. L. WYNNE, Roadmaster.....	Lumberton, N.C.
J. J. W. LOONEY, JR., Road Foreman of Engs.....	Hamlet, N.C.	J. M. RAINS, Roadmaster.....	Monroe, N.C.
J. T. GILLIS, JR., Rd. Foreman of Engs.....	Monroe, N.C.		

E. L. COOK, Terminal Superintendent.....	Hamlet, N.C.	J. W. JERNIGAN, Asst., Terminal Supt.....	Hamlet, N.C.
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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O. P. DOWLING, Gen. Supt.-Safety.....	Jacksonville, Fla.	J. H. INGOLDSBY, Supt. Station Operations.....	Jacksonville, Fla.
T. A. BROWN, Gen. Supv. Yds. & Terminals.....	Jacksonville, Fla.		
C. F. BELL, Dir. Freight Claims & Prevention.....	Richmond, Va.		

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C. R. MONROE, M.D.....	Pinehurst, N.C.		

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VIRGINIA

NORTH CAROLINA

SOUTH CAROLINA

ATLANTIC OCEAN

RALEIGH
DIVISION

