



**SEABOARD
COAST LINE
RAILROAD**

ROCKY MOUNT 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

M. S. JONES, JR., Superintendent

| SECOND CLASS | | | | | | | FIRST CLASS | | | | | | | Station Numbers | Distance from Richmond— East Route or West Route | 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 | Champion | 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 | | CENTRALIA |
| 215 | 1130 | 1125 | 905 | 810 | 215 | 118 | F 1110 | 1014 | 1000 | F 525 | 1011 | 941 | 144 | A22 | 27.0-W 28.2-E | T | PETERSBURG |
| 220 | 1140 | 1135 | 915 | 820 | 230 | 128 | 1115 | 1018 | 1005 | 532 | 1020 | 950 | 148 | A26 | 31.7-W 32.9-E | A | COLLIER ® |
| 224 | 1203 | 1158 | 1030 | 843 | 330 | 140 | 1117 | 1020 | 1007 | 535 | 1023 | 953 | 150 | A29 | 33.9-W 35.1 E | | SOUTH COLLIER |
| 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, Wyes, Car Capacity |
|--------------------|---------------------------|---------------------------|-------------------------------|
| A0 | | RICHMOND ® | YARD |
| | 1.6 | 1.8 A Y | |
| | 6.0 | 4.4 MEADOW | SPUR 21 |
| A6 | 10.6 | 4.6 F A | 58 |
| A8 | 13.7 | 3.1 BELL BLUFF | YARD |
| A11 | 15.7 | 2.0 CENTRALIA | 3 |

EAST ROUTE

| Station Numbers | Distance from Richmond | STATIONS ON EAST ROUTE | Scales, Wyes, Car Capacity |
|--------------------|---------------------------|---------------------------|-------------------------------|
| A0 | | RICHMOND ® | YARD |
| S4 | 2.5 | 2.5 HERMITAGE | YARD |
| S01 | 5.4 | 2.0 BROWN STREET | YARD O |
| S2 | 7.7 | 2.3 SOUTH YARD | 210P YARD |
| S9 | 14.6 | 6.9 BELLWOOD | YARD Y |
| A11 | 16.9 | 2.3 CENTRALIA | |

COLLIER SUBDIVISION
(Richmond Terminal)

NORTHWARD

3

| TIME TABLE NO. 3 IN EFFECT December 15, 1972 STATIONS | | Scales, 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 |
| | CENTRALIA | | 150 | 208 | 350 | 640 | 837 | 900 | 1215 | 345 | 301 | 648 | 718 | 1005 |
| | 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 |
| | SOUTH COLLIER | 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 | | Scales, Wyes, Car Capacity |
| S9 | | L BELLWOOD | A YARD Y |
| SAC17 | 8.3 | -8.8 THOMAS SIDING | 47 |
| SAC23 | 15.0 | -5.7 (3) XN&W (2) XANC HOPEWELL | L YARD Y |

SOUTHWARD

NORTH END SUBDIVISION

| SECOND CLASS | | | | | FIRST CLASS | | | | Station Numbers | Distance From South Collier | TIME TABLE NO. 3 | |
|-----------------|-----------------|-----------------|-----------------|-----------------|-------------|------------|--------|-------------------|-----------------|-----------------------------|-----------------------------|--|
| 109 | 107 | 105 | 111 | 155 | 85 | 1 | 83 | 175 | | | IN EFFECT | |
| Through Freight | Through Freight | Through Freight | Through Freight | Through Freight | Champion | Auto Train | Meteor | Piggyback Special | A29 | 14.4 | December 15, 1972 | |
| Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Ex. Mon. | | | STATIONS | |
| P. M. | A. M. | A. M. | A. M. | A. M. | P. M. | P. M. | P. M. | A. M. | A43 | 24.5 | L SOUTH COLLIER | |
| 224 | 1158 | 1030 | 330 | | 1117 | 1020 | 1007 | 1023 | A53 | 24.5 | -14.4 STONY CREEK | |
| | | | | | | | | | A63 | 33.9 | -10.1 JARRATT ® X-N&W | |
| 249 | 1229 | 1100 | 413 | | 1137 | 1043 | 1026 | 1045 | A68 | 39.1 | -9.4 T EMPORIA X-NF&D | |
| | | | | | | | | | A80 | 51.2 | -5.2 TREGO | |
| | | | | | | | | | A83 | 53.6 | -12.1 GARYSBURG | |
| | | | | | | | | | A84 | 54.4 | -2.4 WELDON | |
| 323 | 103 | 1135 | 501 | L 430 | 1203 | 1111 | 1049 | 1110 | A90 | 61.2 | 0.8 WELDON YARD ® | |
| | | | | | | | | | A101 | 72.1 | 6.8 HALIFAX | |
| | | | | | | | | | A107 | 78.1 | -10.9 T ENFIELD | |
| | | | | | | | | | A111 | 82.6 | 6.0 WHITAKERS | |
| 354 | 133 | 1205 | 535 | 505 | 1228 | 1136 | 1112 | 1135 | A120 | 90.7 | -4.5 BATTLEBORO | |
| 410 | 145 | 1218 | 550 | 520 | s1240 | 1144 | s1125 | 1145 | A121 | 92.3 | 8.1 ROCKY MOUNT | |
| 420 | 155 | 1225 | 600 | 530 | 1245 | 1150 | 1129 | 1150 | | | -1.6 T A SO. ROCKY MT. ® | |
| P. M. | P. M. | P. M. | A. M. | A. M. | A. M. | P. M. | P. M. | A. M. | | | | |
| Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Ex. Mon. | | | | |

RED SPRINGS SUBDIVISION

| Southward | Station Numbers | Distance From Parkton | TIME TABLE NO. 3 | | Northward | |
|---------------|-----------------|-----------------------|-------------------|-------------|---------------|-------------|
| Second Class | | | IN EFFECT | | | Third Class |
| 439 | | | December 15, 1972 | | 440 | |
| Local Freight | | | STATIONS | | Local Freight | |
| Ex. Sun. | | | | | Ex. Sun. | |
| A. M. | | | | | A. M. | |
| 400 | A223 | | L | PARKTON | A 18 | 625 |
| | | | | -12.3 | | |
| 450 | AG236 | 12.3 | A | RED SPRINGS | L 27 | 530 |
| A. M. | | | | | A. M. | |
| Ex. Sun. | | | | | Ex. Sun. | |

| TIME TABLE NO. 3 IN EFFECT December 15, 1972 STATIONS | | Scales, Wyes, Car Capacity | FIRST CLASS | | | | SECOND CLASS | | | |
|--|----------------------------|-------------------------------|-------------|----------|------------|-------------------|-----------------|-----------------|-----------------|-----------------|
| | | | 84 | 86 | 2 | 176 | 112 | 110 | 156 | 120 |
| | | | Meteor | Champion | Auto Train | Piggyback Special | Through Freight | Through Freight | Through Freight | Through Freight |
| | | | Daily | Daily | Daily | Ex. Tue. | Ex. Tue. | Daily | Daily | Daily |
| | | A. M. | | A. M. | | P. M. | | P. M. | | |
| 2 Tracks | SOUTH COLLIER A | YARD | 128 | 327 | 838 | 138 | 305 | 230 | 900 | |
| | 14.4 | | | | | | | | | |
| | STONY CREEK | 25 | | | | | | | | |
| | 10.1 | | | | | | | | | |
| | JARRATT @ X-N&W | 154PN 177PS 98 | 110 | 307 | 815 | 1251 | 230 | 201 | 820 | |
| | 9.4 | | | | | | | | | |
| T EMPORIA X-NF&D | 32 | | | | | | | | | |
| 5.2 | | | | | | | | | | |
| TREGO | 90PS O 62 Y | | | | | | | | | |
| 12.1 | | | | | | | | | | |
| GARYSBURG | 4 | | | | | | | | | |
| 2.4 | | | | | | | | | | |
| WELDON | | | | | | | | | | |
| 0.8 | | | | | | | | | | |
| 2 Tracks | WELDON YARD @ | 90CP YARD O | 1245 | 241 | 747 | 1215 | 140 | 110 | A 215 | 700 |
| | 6.8 | | | | | | | | | |
| | HALIFAX | 20 | | | | | | | | |
| | 10.9 | | | | | | | | | |
| | T ENFIELD | 99 | | | | | | | | |
| | 6.0 | | | | | | | | | |
| | WHITAKERS | 80PS 31 | | | | | | | | |
| | 4.5 | | | | | | | | | |
| BATTLEBORO | 44 | 1222 | 218 | 722 | 1139 | 1259 | 1235 | 130 | 630 | |
| 8.1 | | | | | | | | | | |
| ROCKY MOUNT | YARD | 1215 | 210 | 714 | 1130 | 1250 | 1225 | 120 | 620 | |
| 1.6 | | | | | | | | | | |
| T SO. ROCKY MT. L | YARD O Y | 1202 | 156 | 710 | 1125 | 1245 | 1215 | 115 | 600 | |
| | | | | | | | | | | |
| | | | A. M. | A. M. | A. M. | P. M. | A. M. | P. M. | P. M. | P. M. |
| | | | Daily | Daily | Daily | Ex. Mon. | Ex. Tue. | Daily | Daily | Daily |

FAIRMONT SUBDIVISION

| Southward | | TIME TABLE NO. 3 IN EFFECT December 15, 1972 STATIONS | | | | Northward | | |
|---------------|-----------------|--|----------------------------|------------------------|-------------|---------------|----------|-----|
| Second Class | Station Numbers | Distance From Elrod | Scales, Wyes, Car Capacity | | Third Class | Local Freight | Ex. Sun. | |
| 403 | | | | | | | | 404 |
| Local Freight | | | | | | | | |
| Ex. Sun. | | | | | | | | |
| A. M. | | | | | | | | |
| 530 | A247 | | L | ELROD | A | 86 80 | Y | 745 |
| 545 | AH251 | 4.0 | | 4.0 RAYNHAM | 1 | | | 730 |
| 615 | AH258 | 11.0 | A | 7.0 FAIRMONT | L | 38P 120 | | 700 |
| A. M. | | | | | | | | |
| Ex. Sun. | | | | | | | | |

| FIRST CLASS | | | | Station Numbers | Distance From South Rocky Mount | TIME TABLE NO. 3 IN EFFECT December 15, 1972 | | |
|---------------|--------------|----------------------|--------------|--------------------|------------------------------------|--|--------------------------------------|--|
| 1 | 83 | 175 | 85 | | | STATIONS | | |
| Auto Train | Meteor | Piggyback Special | Champion | | | | | |
| Daily | Daily | Ex. Mon. | Daily | | | | | |
| P. M. | P. M. | A. M. | A. M. | | | | | |
| 1144 | 1125 | 1145 | 1240 | A120 | | L | ROCKY MOUNT | |
| 1150 | 1129 | 1150 | 1245 | A121 | | | T SO. ROCKY MOUNT ® | |
| | | | | A129 | 8.2 | 2 Tracks | ELM CITY | |
| 1206 | 1143 | 1205 | s 103 | A136 | 14.5 | | T WILSON X-NS | |
| | | | | A139 | 17.7 | | CONTENTNEA | |
| | | | | A141 | 19.8 | | SO. CONTENTNEA | |
| | | | | A144 | 22.8 | | LUCAMA | |
| | | | | A151 | 30.0 | | KENLY | |
| 1227 | 1205 | 1230 | 125 | A161 | 40.0 | | SELMA ® X-SCL | |
| | | | | A165 | 43.6 | | SMITHFIELD | |
| | | | | A172 | 50.5 | | FOUR OAKS | |
| | | | | A180 | 58.7 | | BENSON | |
| 1247 | 1227 | 1255 | 145 | A186 | 64.8 | | DUNN | |
| | | | | A193 | 73.4 | | SO. GODWIN | |
| | | | | A204 | 82.9 | 2 Tracks | SOUTH BEARD | |
| 107 | 1248 | 120 | s 210 | A210 | 88.5 | | FAYETTEVILLE ® X-SCL X-A&R | |
| | | | | A219 | 97.6 | | SO. HOPE MILLS | |
| | | | | A223 | 101.6 | | PARKTON | |
| | | | | A228 | 106.5 | | SO. REX | |
| 137 | 119 | 155 | 242 | A241 | 120.1 | | PEMBROKE ® X-SCL | |
| | | | | A247 | 125.1 | | ELROD | |
| | | | | A253 | 131.6 | | ROWLAND | |
| | | | | A257 | 136.0 | | HAMILL | |
| 155 | 135 | 215 | 300 | A262 | 141.0 | | DILLON X-SCL | |
| | | | | A268 | 147.5 | | LATTA ® | |
| | | | | A280 | 158.9 | | PEE DEE | |
| | | | | A283 | 161.6 | 2 Tracks | W N | |
| 245 | s 225 | 315 | s 350 | A293 | 171.5 | | T A FLORENCE ® | |
| A. M. | A. M. | P. M. | A. M. | | | | | |
| Daily | Daily | Ex. Mon. | Daily | | | | | |

| TIME TABLE NO. 3 IN EFFECT December 15, 1972 STATIONS | | Scales, Wyes, Car Capacity | SECOND CLASS | | | | | | | | | |
|--|-------------------------------|-------------------------------|--------------------|------------------|--------------------|--------------------|--------------------|--------------------|----------------------|--------------------|--------------------|--------------------|
| | | | 117 | 403 | 113 | 137 | 155 | 105 | 453 | 109 | 147 | 197 |
| | | | Through Freight | Local Freight | Through Freight | Through Freight | Through Freight | Through Freight | Sou. Rwy. Freight | Through Freight | Through Freight | Through Freight |
| | | | Daily | Ex. Sun. | Daily | Daily | Daily | Daily | Ex. Sun. | Daily | Daily | Daily |
| | | | A. M. | A. M. | A. M. | A. M. | A. M. | P. M. | P. M. | P. M. | P. M. | P. M. |
| 2 Tracks | ROCKY MOUNT L | YARD | | | | | 520 | 1218 | | 410 | | |
| | T SO. ROCKY MOUNT ① | YARD O Y | L1201 | | L 230 | | 530 615 | 1225 1230 | L 100 | 420 425 | | |
| | ELM CITY | 45 | | | | | | | | | | |
| | T WILSON X-NS | YARD | 1223 | | 255 | | 640 | 1250 | 122 | 447 | | |
| | CONTENTNEA | 103 | A1230 | | | | | | | | | |
| | SO. CONTENTNEA | | | | | | | | | | | |
| | LUCAMA | 34 | | | | | | | | | | |
| | KENLY | Sig. S. 31 | | | | | | | | | | |
| | SELMA ② X-SOU | Sig. S. 103 | | | 325 | | 710 | 115 | A 215 | 515 | | |
| | SMITHFIELD | 84 | | | | | | | | | | |
| FOUR OAKS | Sig. S. 48 | | | | | | | | | | | |
| BENSON | 78 | | | | | | | | | | | |
| DUNN | Sig. S. 148 | | | 400 | | 740 | 140 | | 542 | | | |
| SO. GODWIN | Sig. S. | | | | | | | | | | | |
| 2 Tracks | SOUTH BEARD | | | | | | | | | | | |
| | FAYETTEVILLE ③ X-SCL X-A&R | 88P YARD O Y | | L 300 | 450 | | 845 | 207 | | 610 | | |
| | SO. HOPE MILLS | | | | | | | | | | | |
| | PARKTON | 119 | | 330 | | | | | | | | |
| | SO. REX | Sig. S. | | | | | | | | | | |
| | PEMBROKE ④ X-SCL | 30 | | 430 | 530 | | A1001 | 240 | | 645 | | |
| | ELROD | Sig. S. 86P 60 Y | | A 500 | | | | | | | | |
| | ROWLAND | 83 | | | | | | | | | | |
| | HAMILL | Sig. S. 15 | | | | | | | | | | |
| | DILLION X-SCL | 131P 72 | | | 610 | | | 305 | | 710 | 11010 | 11100 |
| LATTA ⑤ | Sig. S. 93 | | | | | | | | | | | |
| PEE DEE | | | | | L 850 | | | | | | | |
| 2 Tracks | W N | | | 645 | 900 | | 330 | | 733 | 1026 | 1126 | |
| | T FLORENCE ⑥ A | YARD O Y | | 800 | 945 | | 400 | | 815 | 1130 | 1215 | |
| | | | A. M. | A. M. | A. M. | A. M. | A. M. | P. M. | P. M. | P. M. | P. M. | A. M. |
| | | | Daily | Ex. Sun. | Daily | Daily | Daily | Daily | Ex. Sun. | Daily | Daily | Daily |

| FIRST CLASS | | | | Station Numbers | Distance From South Rocky Mount | TIME TABLE NO. 3 | |
|-------------|--------|----------------------|---------------|--------------------|------------------------------------|-------------------|--------------------------------------|
| 86 | 84 | 176 | 2 | | | IN EFFECT | |
| Champion | Meteor | Piggyback Special | Auto Train | | | December 15, 1972 | |
| Daily | Daily | Ex. Mon. | Daily | | | STATIONS | |
| A. M. | A. M. | P. M. | A. M. | | | | |
| s 210 | s1215 | 1130 | 714 | A120 | | A | ROCKY MOUNT |
| 156 | 1202 | 1125 | 710 | A121 | | | SO. ROCKY MOUNT ® |
| | | | | A129 | 8.2 | 2 Tracks | ELM CITY |
| s 140 | 1140 | 1058 | 645 | A136 | 14.5 | | WILSON X-NS |
| | | | | A139 | 17.7 | | CONTENTNEA |
| | | | | A141 | 19.8 | | SO. CONTENTNEA |
| | | | | A144 | 22.8 | | LUCAMA |
| | | | | A151 | 30.0 | | KENLY |
| 115 | 1118 | 1030 | 624 | A161 | 40.0 | | SELMA ® X-SOU |
| | | | | A165 | 43.6 | | SMITHFIELD |
| | | | | A172 | 50.5 | | FOUR OAKS |
| | | | | A180 | 58.7 | | BENSON |
| 1253 | 1057 | 1004 | 602 | A186 | 64.8 | | DUNN |
| | | | | A193 | 73.4 | | SO. GODWIN |
| | | | | A204 | 82.9 | 2 Tracks | SOUTH BEARD |
| s1230 | 1035 | 937 | 539 | A210 | 88.5 | | FAYETTEVILLE ® X-SCL X-A&R |
| | | | | A219 | 97.6 | | SO. HOPE MILLS |
| | | | | A223 | 101.6 | | PARKTON |
| | | | | A228 | 106.5 | | SO. REX |
| 1158 | 1005 | 905 | 507 | A241 | 120.1 | | PEMBROKE ® X-SCL |
| | | | | A247 | 125.1 | | ELROD |
| | | | | A253 | 131.6 | | ROWLAND |
| | | | | A257 | 136.0 | | HAMILL |
| 1141 | 949 | 844 | 449 | A262 | 141.0 | | DILLON X-SCL |
| | | | | A268 | 147.5 | | LATTA ® |
| | | | | A280 | 158.9 | | PEE DEE |
| 1121 | 930 | 822 | 430 | A283 | 161.6 | 2 Tracks | W N |
| 1110 | 920 | 810 | 420 | A293 | 171.5 | | FLORENCE ® |
| P. M. | P. M. | P. M. | A. M. | | | | |
| Daily | Daily | Ex. Mon. | Daily | | | | |

| TIME TABLE NO. 3 IN EFFECT December 15, 1972 STATIONS | | Scales, Wyes, Car Capacity | SECOND CLASS | | | | | | | | |
|--|----------------------------|-------------------------------|------------------|--------------------|--------------------|--------------------|--------------------|----------------------|--------------------|--------------------|--------------------|
| | | | 404 | 116 | 110 | 156 | 120 | 454 | 148 | 112 | 136 |
| | | | Local Freight | Through Freight | Through Freight | Through Freight | Through Freight | Sou. Rwy. Freight | Through Freight | Through Freight | Through Freight |
| | | | Ex. Sun. | Daily | Daily | Daily | Daily | Ex. Sun. | Daily | Ex. Tue. | Daily |
| | | | A. M. | A. M. | P. M. | P. M. | P. M. | P. M. | A. M. | P. M. | |
| 2 Tracks | ROCKY MOUNT A | YARD | | | | | | | | | |
| | T SO. ROCKY MOUNT ① | YARD O Y | | A 730 | A1130 | A1250 | A 400 | A 500 | | A1245 | |
| | ELM CITY | 45 | | | | | | | | | |
| | T WILSON X-NS | YARD | | 655 | 1046 | 1230 | 320 | 440 | | 1228 | |
| | CONTENTNEA | 103 | | L 645 | | | | | | | |
| | SO. CONTENTNEA | | | | | | | | | | |
| | LUCAMA | 34 | | | | | | | | | |
| | KENLY | Sig. S. 31 | | | | | | | | | |
| | SELMA ① X-SOU | Sig. S. 103 | | | 1015 | 1155 | 250 | L 400 | | 1201 | |
| | SMITHFIELD | 84 | | | | | | | | | |
| FOUR OAKS | Sig. S. 48 | | | | | | | | | | |
| BENSON | 78 | | | | | | | | | | |
| DUNN | Sig. S. 148 | | | 945 | 1123 | 220 | | | 1134 | | |
| SO. GODWIN | Sig. S. | | | | | | | | | | |
| 2 Tracks | SOUTH BEARD | | | | | | | | | | |
| | FAYETTEVILLE ① X-SCL X-A&R | 98P YARD O Y | A 905 | | 915 | 1045 | 150 | | | 1107 | |
| | SO. HOPE MILLS | | | | | | | | | | |
| | PARKTON | 119 | 840 | | | | | | | | |
| | SO. REX | Sig. S. | | | | | | | | | |
| | PEMBROKE ① X-SCL | 30 | 815 | | 838 | L 930 | 110 | | | 1033 | |
| | ELROD | Sig. S. 86P 80 Y | L 800 | | | | | | | | |
| | ROWLAND | 83 | | | | | | | | | |
| | HAMILL | Sig. S. 15 | | | | | | | | | |
| | DILLON X-SCL | 131P 72 | | | 812 | | 1240 | | A 140 | 1008 | |
| LATTA ① | Sig. S. 93 | | | | | | | | | | |
| PEE DEE | | | | | | | | | A1055 | | |
| 2 Tracks | WN | | | 745 | | 1201 | | 1258 | 945 | 1020 | |
| | T FLORENCE ① L | YARD O Y | | 730 | | 1130 | | 1240 | 930 | 1000 | |
| | | | A. M. | A. M. | A. M. | A. M. | P. M. | P. M. | P. M. | P. M. | |
| | | | Ex. Sun. | Daily | Daily | Daily | Daily | Ex. Sun. | Daily | Ex. Mon. | |

| FOURTH CLASS | | | | Second Class | Station Numbers | Distance From Portsmouth (Stops) | TIME TABLE NO. 3 IN EFFECT December 15, 1972 | | | | Scales, Wyes, Car Capacity | Third Class | FOURTH CLASS | | | | |
|---------------|---------------|---------------|----------|-------------------|-----------------|----------------------------------|--|---|------|---|----------------------------|-------------|-------------------|---------------|---------------|---------------|----------|
| 417 | 415 | 419 | 453 | Sou. Rwy. Freight | | | L | A | YARD | O | | Y | 454 | 418 | 416 | 414 | |
| Local Freight | Local Freight | Local Freight | Ex. Sun. | | | | | | | | | | Sou. Rwy. Freight | Local Freight | Local Freight | Local Freight | |
| Daily | Ex. Sun. | Ex. Sun. | Ex. Sun. | | | | | | | | | | Ex. Sun. | Ex. Sun. | Daily | Ex. Sun. | |
| P. M. | P. M. | P. M. | A. M. | P. M. | A. M. | A. M. | P. M. | | | | | | | | | | |
| | | | | | SA2 | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| | | | | | L 900 | AB235 | 1.3 | | | | YARD | A | 905 | | | | |
| | | | | | 912 | AB230 | 5.4 | | | | 38P | | 850 | | | | |
| | | | | | 920 | AB228 | 7.9 | | | | | | 842 | | | | |
| | | | | | 932 | AB224 | 12.0 | | | | 31P | | 830 | | | | |
| | L 300 | | | | 953 | SA18 | 20.0 | T | | | 70P | O | 809 | | | A | 230 |
| | 326 | | | | 1019 | AB205 | 30.8 | | | | 69P | | 744 | | | | 204 |
| | 341 | | | | 1034 | AB197 | 39.1 | | | | 13 | | 729 | | | | 149 |
| | 347 | | | | 1040 | AB194 | 42.3 | | | | 15 | | 723 | | | | 143 |
| | 353 | | | | 1046 | AB190 | 45.9 | | | | 80P | | 717 | | | | 137 |
| | 404 | | | | 1057 | AB184 | 52.0 | T | | | 12 | | 706 | | | | 125 |
| | A 415 | | | | 1110 | AB178 | 58.4 | T | | | 79P | 109 | Y | 653 | | | L 115 |
| | | | | | 1125 | AB169 | 66.7 | | | | 67P | | 45 | 638 | | | |
| | | | | | 1138 | AB162 | 73.8 | | | | 7 | | 625 | | | | |
| | | | | | 1155 | AB152 | 83.8 | | | | 15 | | 605 | | | | |
| | | | | | 1203 | AB148 | 88.3 | | | | 84P | | 37 | Y | 557 | | |
| L 710 | | L 205 | | | 1225 | AB136 | 100.5 | T | | | 67P | O | YARD | Y | 535 | A 800 | A1159 |
| 725 | | 220 | | | 1238 | AB128 | 107.6 | | | | 67P | | 2 | 522 | 745 | 1145 | |
| 735 | | 230 | | | 1248 | AB123 | 113.4 | | | | | | | 512 | 735 | 1135 | |
| 755 | | 250 | | | 100 | A121 | 115.6 | | | | | | | 500 | 700 | 1105 | |
| P. M. | P. M. | P. M. | P. M. | | | | | | | | | | | P. M. | A. M. | A. M. | P. M. |
| Daily | Ex. Sun. | Ex. Sun. | Ex. Sun. | | | | | | | | | | | Ex. Sun. | Ex. Sun. | Daily | Ex. Sun. |

DIVISION

PRECEDENCE BY DIRECTION

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

SPEED RESTRICTIONS

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

| Series | MPH | Series | MPH |
|---|-----|---|-----|
| 1309-1343, 1406-1415, 1515-1565 | 77 | 1275-1277, 1700-1799, 1800-1855, 3200-3224 | 75 |
| 1008-1050, 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, 765,161, 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—Richmond Terminal: Acca (yard office and shop), Broad Street station and Collier; Rocky Mount, South Rocky Mount ("CO," Engine House and "RY"), Florence (Crew Clerk's office, "FC" office and shop), Milan, Selma, Portsmouth (yard office, diesel shop and Southern Railway yard office), Ahoskie, Kinston, Washington, Warsaw, Clinton, Smith's Creek Yard (yard office and shop), New Bern, Whiteville, Chadbourn, Mullins and Myrtle Beach, also Franklin, Roanoke Rapids, Norlina, Raleigh (passenger station, yard and shops) and Hamlet (yard office "A" and diesel shop) on Raleigh Division.

STANDARD CLOCKS

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

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 subdivisions on which located and by special instructions.

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

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

When stop is made or there is evidence that a Defect Detector is not working properly, a prompt report must be made orally to the dispatcher or operator when communications are available and by wire at first open office using Form 11 giving complete applicable information called for on form.

AT ALL DEFECT DETECTORS:

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

If red, "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. | | | | |
| | | | | | | 220,000 to 240,000 Lbs. | 240,001 to 261,000 Lbs. | 261,001 to 263,000 Lbs. | 263,001 to 270,000 Lbs. | 700, 800, 900, 1000, 1119-1199, 1200 | 800 | 675-698, 1300, 1400, 1500, 1600, 1700, 1800, 3200 | 600-620, 1900, 2000, 2100, 2200 | 765250, 765251, 765252, 771200, 771201, 771202, 771203, 771263, 771254, 771255, 771256, 771257 | 765157, 765160, 765161, 771153, 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 | | | | | | | | | | | | | |
| 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 | | 15 | 15 | 15 | 15 | | | | | | | | | | | | | |
| Bellwood to Hopewell | 270,000 | | | 35 | 35 | | | | | | | | | | 25 | 25 | 25 | 25 |
| Richmond Terminal | | | | | | | | | | | | | | | | | | |
| Centralia to South Collier | 270,000 | 79 | 70 | 60 | 50 | | | | | | | | | | 40 | 40 | 40 | 25 |
| Dunlop to Appomattox Station | 270,000 | | | 30 | 30 | | | | | | | | | | 20 | 20 | 25 | 25 |
| Bridge MP 22.0 to 22.1 | | | | 20 | 20 | | | | | | | | | | | | | |
| Appomattox Station to Collier Via Washington Street | 270,000 | | | 20 | 20 | | | | | | | | | | | 10 | 10 | |
| South Collier to Florence | | | | | | | | | | | | | | | | | | |
| South Collier to Florence | 270,000 | 79 | 70 | 60 | 50 | | | | | | | | | | 40 | 40 | 40 | 25 |
| Bridge MP 81.9 to 83.6 | | 40 | 40 | 40 | 40 | | | | | | | | | | | | | |
| Bridge MP 207.6 to 207.6 (West Track) | | 25 | 25 | 25 | 25 | | | | | | | | 20 | 20 | | | | |
| Bridge MP 280.3 to 282.8 | | 40 | 40 | 40 | 40 | | | | | | | | | | | | | |
| Contentnea to MP 187.1 | | | | | | | | | | | | | | | | | | |
| Contentnea to MP 187.1 | 270,000 | | | 25 | 25 | | | | | | | | | | | | | |
| MP 187.1 to MP 242.3 | 270,000 | | | 35 | 35 | | | | | | | | | | 30 | 30 | | 26 |
| Bridge MP 234.6 to 234.8 | | | | 20 | 20 | | | | | | | | | | | | | |
| MP 242.3 to Wilmington | | | | | | | | | | | | | | | | | | |
| MP 242.3 to Wilmington | 270,000 | | | 25 | 25 | | | | | | | | | | | | | |
| Bridge MP 242.3 to 242.4 | | | | 25 | 25 | | | 20 | | | | | 20 | 20 | 20 | | | |
| Wilmington to MP 248.3 | | | | | | | | | | | | | | | | | | |
| Wilmington to MP 248.3 | 270,000 | | | 20 | 20 | | | | | | | | | | | | | |
| Bridge MP 245.8 to 245.9 | | | | 20 | 20 | | | | | | | | | | | | | |
| Bridge MP 248.2 to 248.3 | | | | 20 | 20 | | | | | | | | | | | | | |
| MP 248.3 to MP 297.5 | | | | | | | | | | | | | | | | | | |
| MP 248.3 to MP 297.5 | 270,000 | | | 30 | 30 | | | | | | | | | | 25 | 25 | | |
| MP 297.5 to MP 318.0 | | | | | | | | | | | | | | | | | | |
| MP 297.5 to MP 318.0 | 270,000 | | | 25 | 25 | | | | | | | | | | | | | |
| Bridge MP 316.9 to 317.0 | | | | 25 | 25 | | | | | | | | | | | | | |
| MP 318.0 to MP 330.0 | | | | | | | | | | | | | | | | | | |
| MP 318.0 to MP 330.0 | 270,000 | | | 30 | 30 | | | | | | | | | | 25 | 25 | | |
| MP 330.0 to Pee Dee | | | | | | | | | | | | | | | | | | |
| MP 330.0 to Pee Dee | 270,000 | | | 25 | 25 | | | | | | | | | | | | | |
| Rocky Mount to Spring Hope | | | | | | | | | | | | | | | | | | |
| Rocky Mount to Spring Hope | 270,000 | | | 25 | 25 | | | | 20 | | | 20 | 20 | 20 | 15 | | | |
| Bridge MP 121.9 to 122.0 | | | | 20 | 20 | | | | | | | | | | | | | |
| Spring Hope to Bunn | | | | | | | | | | | | | | | | | | |
| Spring Hope to Bunn | | | | 20 | 20 | | | | 15 | | | 15 | 15 | 10 | 10 | | | |
| Elrod to Fairmont | | | | | | | | | | | | | | | | | | |
| Elrod to Fairmont | 270,000 | | | 20 | 20 | 15 | 10 | 7 | 7 | 15 | | BARRED | 7 | 10 | 7 | 15 | | |

(Continued Next Page)

| 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'r. Trains | Piggy-back Trains | Unre-stricted Freight Trains | Re-stricted Freight Trains | Cars weighing | | | | Engines in series | | | | Wrecker Nos. | | | | | |
| | | | | | | 220,000 to 240,000 Lbs. | 240,001 to 251,000 Lbs. | 251,001 to 263,000 Lbs. | 263,001 to 270,000 Lbs. | 700, 800, 900, 1000, 1119-1200 | 500 | 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 | 765152 765157 765160 765161 771153 771154 771155 | | 785100 785151 | | |
| Rocky Mount to MP 207.0 | 270,000 | | | 35 | 35 | | | | | | | | | | | 30 | 30 | | 25 |
| Bridge MP 138.2 to 138.3 | | | | 10 | 10 | | | | | | | | | | | | | | |
| Bridge MP 158.8 to 189.7 | | | | 30 | 30 | | | | | | | | | | | | | | |
| Bridge MP 186.6 to 186.9 | | | | 10 | 10 | | | | | | | | | | | | | | |
| MP 207.0 to Portsmouth (Yard Tower) | 270,000 | | | 25 | 25 | | | | | | | | | | | | | | |
| Bridge MP 231.0 to 231.1 | | | | 20 | 20 | | | | | | | | | | | 10 | 10 | 15 | |
| Bridge MP 232.5 to 232.6 | | | | 25 | 25 | | | | | | | | | | | | | | |
| Bruce to Marford | 270,000 | | | 15 | 15 | 10 | 7 | 7 | 7 | | | BARRED | 7 | | | 7 | 7 | 10 | |
| Pender to MP 98.0 | 270,000 | | | 25 | 25 | | | | | | | | | | | | | | 20 |
| MP 98.0 to MP 110.0 | 270,000 | | | 25 | 25 | | | | | | | | | | | | | | 20 |
| MP 110.0 to MP 118.0 | 270,000 | | | 25 | 25 | | | | | | | | | | | | | | 20 |
| MP 118.0 to MP 146.0 | 270,000 | | | 20 | 20 | 15 | 10 | 7 | 7 | 15 | | BARRED | 7 | | | 10 | 7 | 16 | |
| MP 146.0 to Kinston | 270,000 | | | 25 | 25 | | | | | | | BARRED | | | | 20 | 15 | | |
| Tarboro to Parmele | 270,000 | | | 25 | 25 | | | | | | | | | | | 20 | 15 | | |
| Parmele to MP 187.4 | 270,000 | | | 25 | 25 | | | | | | | | | | | | | | 20 |
| Bridge MP 184.8 to 184.9 | | | | 10 | 10 | | | | * | | | | | | | 7 | | | |
| MP 187.4 to 187.8 | 270,000 | | | 10 | 10 | | | | 7 | | | | | | | | | | 7 |
| MP 187.8 to Plymouth | 270,000 | | | 25 | 25 | | | | | | | | 7 | | | | | | 20 |
| Parmele to Washington | 270,000 | | | 25 | 25 | | | | 20 | | | 20 | 20 | | | 20 | 15 | | |
| Bridge MP 152.7 to 152.8 | | | | 10 | 10 | | | | * | | | | | | | 7 | | | |
| Bridge MP 156.8 to 156.9 | | | | 10 | 10 | | | | * | | | | | | | 7 | | | |
| Warsaw to Clinton | 270,000 | | | 30 | 30 | | | | 25 | | | 25 | 25 | | | 20 | 15 | 25 | 25 |
| New Bern Junction to New Bern | 270,000 | | | 25 | 25 | | | | | | | | | | | | | | 20 |
| Bridge MP 292.8 to 292.9 | | | | 10 | 10 | | | | | | | | | | | | | | |
| Bridge MP 316.6 to 316.7 | | | | 25 | 25 | | | | | | | | | | | | | | |
| Marline Junction to Camp LeJeune | 270,000 | | | 20 | 20 | | | | | | | | | | | 15 | 15 | | |
| Chadbourn to MP 298.7 | 270,000 | | | 25 | 25 | | | | | | | | | | | | | | |
| MP 298.7 to MP 333.5 | 270,000 | | | 35 | 35 | | | | | | | | | | | | | | |
| MP 333.5 to Myrtle Beach | 270,000 | | | 20 | 20 | | | | | | | | | | | 25 | 25 | 30 | 25 |
| Bridge MP 336.3 to 336.4 | | | | 10 | 10 | | | | * | | | | | | | 7 | | | |
| Bridge MP 347.6 to 347.7 | | | | 20 | 20 | | | | | | | | | | | 10 | | | |
| Winona to Stone | 270,000 | | | 15 | 15 | | | | | | | | | | | 10 | 10 | | |
| Fayetteville to Brown's (260.3) | 251,000 | | | 25 | 25 | | | | | | | | | | | | | | |
| Bridge MP 211.0 to 211.2 | | | | 10 | 10 | * | * | BARRED | BARRED | | BARRED | BARRED | BARRED | BARRED | BARRED | BARRED | BARRED | | |
| Bridge MP 259.4 to 259.6 | | | | 10 | 10 | * | * | BARRED | BARRED | | BARRED | BARRED | BARRED | BARRED | BARRED | BARRED | BARRED | | |
| Brown's (260.3) to Yadkin Junction | 270,000 | | | 25 | 25 | | | | | | | | | | | | | | 20 |
| Fayetteville to Fort Junction | 270,000 | | | 25 | 25 | | | | | | | | | | | | | | |
| Fort Junction to Manchester | 270,000 | | | 20 | 20 | 15 | 10 | 7 | 7 | 15 | | BARRED | 7 | | | 10 | 7 | 16 | |
| Parkton to Red Springs | 270,000 | | | 20 | 20 | 15 | 10 | 7 | 7 | 15 | | BARRED | 7 | | | 10 | 7 | 15 | |

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

LIMITS

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

METHOD OF OPERATION

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

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

Between Richmond and Centralia trains or engines may be routed via West or East Route and will retain their identity.

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

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

Trains or engines will not enter either of these blocks without authority from the dispatcher, obtained by the conductor or engineman on authority of the conductor, over the radio or telephone. In case of failure of all communications, train or engine may enter and move through the absolute block at restricted speed only when preceded by a flagman at full flagging distance and flag protection from the rear must be provided. Except when moving under flag protection as result of failure of all communications, protection will not be required within the absolute block.

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

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

BLOCK SIGNAL SYSTEMS

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

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

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

Between Centralia, M. P. 10.6 and M. P. 21.9, on Appomattox Lead;

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

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

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

SIGNALLED SIDINGS

5—South yard, East Route.

OPERATION BY SIGNAL INDICATION

6—The operation on two tracks:

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

Between "FA," M. P. 5.7 and Centralia, M. P. 10.6, West Route; will be by signal indication in accordance with Rule D-251 when moving with the current of traffic and will take the place of train orders.

TWO TRACKS

7—Two tracks extend:

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

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

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

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

CLEARANCE CARDS

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

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

WHERE TIME APPLIES

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

REGISTER STATIONS

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

YARD LIMITS

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

RAILROAD CROSSINGS AT GRADE

12—Protected by electrically locked derails:

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

13—Protected by remotely controlled interlocking:

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

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

M. P. 22.0, N. & W.

M. P. 22.5, N. & W.

M. P. 22.9, N. & W.

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

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

SPRING SWITCHES

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

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

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

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

25—Kingsland Road, M. P. 9.1, 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 a 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 Speed, not exceeding 20 M.P.H., on Bermuda Hundred Spur.

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

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

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

- Alleghany Warehouse Co., M. P. 3.2, East Route (E).
- Nat'l. Cylinder Gas Co., M. P. 6.5, East Route (W).
- Realty Properties, Inc., M. P. 6.8, East Route (W).
- Rosalyn 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 | | |
|--|----------------|-------------------|----------------|
| | Pagr. Trains | Piggy-back Trains | Freight Trains |
| R.F.&P. Trackage Between James River (Pier 5) and "AY" | 65 | 65 | 50 |
| First curve northside James River | 50 | 50 | 50 |
| 0.2N and 0.1 | 50 | 50 | 50 |
| 1.2 and 1.4 | 60 | 60 | — |
| 5.3 and 5.6 | 60 | 60 | — |

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 | | |
|----------------------------------|----------------|-------------------|----------------|----------------------------------|----------------|-------------------|----------------|
| | Pagr. Trains | Piggy-back Trains | Freight Trains | | Pagr. 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 | MILES PER HOUR | | |
|----------------------------------|----------------|-------------------|----------------|
| | Pagr. 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, Perry and Dunlop Streets, West Avenue and Battersea Lane, 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—Rule 83-A will not apply at South Collier.

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

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

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

South Rocky Mount, before leaving, northward trains en route Portsmouth Subdivision at Weldon Yard will secure second clearance card endorsed "Raleigh Division."

WHERE TIME APPLIES

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

REGISTER STATIONS

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

JUNCTION SWITCHES

4—Rocky Mount, M. P. 119.9, lined for movements on North End Subdivision.

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

SPEED RESTRICTIONS

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

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

Jarratt, northward and southward sidings;

Trego, southward siding;

Weldon Yard, center siding; and

Whitakers, southward siding.

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

City Ordinance Speed Restrictions:

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

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

Weldon, movements over First Street. Highways 301 and 301 By-pass, 6 M. P. H., and must be flagged. Within city limits, whistle must not be sounded, except in case of emergency, but necessary warning signals must be given by use of engine bell.

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

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

RAILROAD CROSSINGS AT GRADE

6—Protected by attended interlocking:

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

7—Protected by electrically locked derails:

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

8—Protected by non-electrically locked gates:

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

BLOCK SIGNAL SYSTEMS

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

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

TWO TRACKS

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

OPERATION BY SIGNAL INDICATION

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

SPRING SWITCHES

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

Jarratt, north end northward siding.

Jarratt, south end southward siding.

Trego, south end siding.

Whitakers, south end siding.

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

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

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

DEFECT DETECTORS

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

SPECIAL RULES

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

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

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

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

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

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

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

South End Subdivision

CLEARANCE CARDS

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

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

Trains en route Wilmington Subdivision at Pembroke will get second clearance card, before leaving South Rocky Mount endorsed "Raleigh Division".

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

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

Trains or engines enroute to South End Subdivision at Pembroke, will retain identity, proceeding on signal indication and clearance card will not be required.

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

WHERE TIME APPLIES

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

REGISTER STATIONS

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

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

Milan, for trains originating and terminating.

Florence ("FC" office for all passenger trains and crew clerk's office for freight trains originating).

JUNCTION SWITCHES

4—Rocky Mount, M. P. 119.9, lined for movements on North End Subdivision.

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

SPEED RESTRICTIONS

| 5—Between Mile Posts | MILES PER HOUR | | |
|-----------------------------------|------------------|-------------------|----------------|
| | Passenger Trains | Piggy-back Trains | Freight Trains |
| 139.0 and 139.5 | 60 | 60 | — |
| 152.7 and 153.0 | 70 | — | — |
| 164.5 and 164.9 | 60 | 60 | — |
| 166.5 and 166.7 | 70 | — | — |
| 167.4 and 167.6 | 70 | — | — |
| 169.0 and 169.3 | 70 | — | — |
| 207.5 and 207.6 (West Track Only) | 25 | 25 | 25 |
| 207.6 and 207.8 (East Track Only) | 60 | 60 | 60 |
| 208.6 and 209.0 | 45 | 45 | 45 |
| 210.7 and 210.8 | 40 | 40 | 40 |
| 211.9 and 212.0 | 70 | — | — |
| 212.9 and 213.2 | 70 | — | — |
| 216.1 and 219.1 | 60 | 60 | — |
| 279.0 and 280.0 | 60 | 60 | — |
| 280.3 and 282.8 | 40 | 40 | 40 |

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

Fayetteville, siding; and

Elrod, siding.

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

45 M.P.H. on connection track between Andrews Subdivision and South End Subdivision at Dillon.

City Ordinance Speed Restrictions:

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

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

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

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

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

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

RAILROAD CROSSINGS AT GRADE

6—Protected by remotely controlled interlockings:

Wilson, M. P. 136.5, NS.

Fayetteville, M. P. 209.5, S. C. L.

Fayetteville, M. P. 210.7, A.&R.

Dillon, M. P. 262.8, S. C. L.

7—Protected by Special Interlocking:

Pembroke, M. P. 241.3, S. C. L.

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

8—Protected by automatic interlocking:

Selma, M. P. 161.2, Sou.

9—Protected by "Stop" boards:

Fayetteville, (Holts Mill Lead), A.&R.

Fayetteville, (south leg of wye Russell Street), NS.

BLOCK SIGNAL SYSTEMS

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

SPRING SWITCHES

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

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

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

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

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

SIGNALLED SIDINGS

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

Kenly, between M. P. 146.8 and M. P. 151.0.

Selma, between M. P. 158.0 and M. P. 164.4

Four Oaks, between M. P. 172.0 and M. P. 176.3.

Dunn, between M. P. 185.2 and M. P. 190.4

South Godwin, between M. P. 194.6 and M. P. 197.1.

South Rex, between M. P. 227.7 and M. P. 233.8.

Elrod, between M. P. 243.2 and M. P. 248.9.

Hamill, between M. P. 257.2 and M. P. 260.5.

Latta, between M. P. 269.4 and M. P. 275.5.

TWO TRACKS

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

DEFECT DETECTORS

| 15—Locations | Protection Provided | Locations of Indicators and Personnel reading charts |
|-------------------------|---|--|
| Elm City M. P. 128.2 | Two tracks, both directions. Hot box. | Indicators both sides, M. P. 128.2. Operator "CO," South Rocky Mount. |
| Micro M. P. 155.7 | Single track, both directions. Hot box. | Indicators east side, M. P. 155.7. Dispatcher, Rocky Mount. |
| Wade M. P. 200.5 | Single track, both directions. Hot box. | Indicators east side, M. P. 200.5. Dispatcher, Rocky Mount. |
| Parkton M. P. 221.2 | Single track, both directions. Hot box. | Indicators east side, M. P. 221.2. Dispatcher, Rocky Mount. |
| Rowland M. P. 254.2 | Single track, both directions. Hot box. | Indicators east side, M. P. 254.2. Dispatcher, Rocky Mount. |
| M. P. 275.5 | Single track, both directions. Dragging equip- ment. | "D" lights on northward signals, 2734 and 2734W, southward signal 2775. |
| Pee Dee M. P. 281.8 | Single track, both directions. Hot box. | Indicators east side, M. P. 281.8. Operator "FC," Florence. |

SPECIAL RULES

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

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

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

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

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

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

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

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

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

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

- FCX Inc., M. P. 122.1 (W).
- Allied Mills, Inc., M. P. 159.8 (E).
- Dewbell, M. P. 162.1 (W).
- Griffin's Spur, M. P. 211.2 (E).
- Victory Siding, M. P. 211.8 (E).
- Urtie Siding, M. P. 212.5 (E).
- Carolina Model Homes, Inc., M. P. 214.5 (E).
- Federal Paper Board, M. P. 223.9.

East End Subdivision

CLEARANCE CARDS

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

WHERE TIME APPLIES

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

REGISTER STATIONS

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

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

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

South Rocky Mount.

YARD LIMITS

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

JUNCTION SWITCHES

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

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

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

OPERATION BETWEEN PORTSMOUTH (PINNERS POINT) AND SUFFOLK

6—An Absolute Block System is in effect on main track of East End Subdivision between Portsmouth, Va. (Pinners Point) M. P. 233.1, south yard limit board location and Suffolk, Va., 218.0, north yard limit board location. The limits of this block will be designated by roadway signs indicating the beginning and end of block.

Trains or engines will not enter the limits of this absolute block without authority from the dispatcher at Rocky Mount obtained by the conductor or engineman orally. Authority received must be repeated and clear understanding reached with each party giving his name to the other before proceeding. Conductor and engineman are both responsible for knowing authority is obtained before entering the block.

Authority of dispatcher to occupy this absolute block will supersede superiority of trains and will take the place of train

orders except Form "Y", slow, and bulletin orders. Clearance card, except when required with Form "Y", slow, and bulletin orders, will not be required to use the absolute block.

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

Train or engine enroute Pig Point Spur will report "Clear" to dispatcher after train is clear of main track and switch restored to normal position at Bruce, and must not again foul main track before securing permission to enter block from dispatcher.

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.

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

SPEED RESTRICTIONS

| 7—Between Mile Posts | All Trains M.P.H. |
|-----------------------|----------------------|
| 138.2 and 138.3 | 10 |
| 155.6 and 155.7 | 10 |
| 158.8 and 159.7 | 30 |
| 186.6 and 186.9 | 10 |
| 231.0 and 231.1 | 20 |

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

City Ordinance Speed Restrictions:

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

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

Suffolk, 25 M.P.H. movements over East Washington Street and Madison Avenue must be flagged at least 50 feet ahead of engine or cars and flagman remain on crossing until train or engine reaches same.

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

Aulander, 25 M.P.H.

Kelford, 35 M.P.H.

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

Tarboro, 20 M.P.H.

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

RAILROAD CROSSINGS AT GRADE

8—Protected by remotely controlled interlocking:

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

9—Protected by standard Semaphore crossing signal:

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

10—Protected by non-electrically locked gates:

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

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

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

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

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

12—Protected by "Stop" boards:

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

Churchland (on Pig Point Spur) M. P. 230.9, NF&D.

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

DRAWBRIDGES

13—Protected by interlockings:

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

Chowan River, M. P. 186.7. Attended.

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

SPRING SWITCHES

14—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:

Suffolk, connection track switch M. P. 216.8, 15 M.P.H.

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

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

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

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

TWO TRACKS

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

JOINT TRACKS

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

SPECIAL RULES

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

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

20—Nos. 414 and 415 will not protect against following extra trains between Ahoskie and Suffolk.

Plymouth Subdivision

CLEARANCE CARDS

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

WHERE TIME APPLIES

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

REGISTER STATIONS

3—Parmele and Haley Yard.

YARD LIMITS

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

JUNCTION SWITCHES

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

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

SPEED RESTRICTIONS

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

City Ordinance Speed Restrictions:

Williamston, movement over Washington and Horton Streets must be flagged.

Everett, 20 M. P. H.

Robersonville, 15 M. P. H.

Parmele, 35 M. P. H.

Bethel, 12 M. P. H.

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

RAILROAD CROSSINGS AT GRADE

7—Protected by "Stop" boards:

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

Plymouth, M. P. 187.1, NS.

SPRING SWITCHES

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

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

SPECIAL RULES

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

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

Washington Subdivision

CLEARANCE CARDS

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

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

REGISTER STATIONS

2—Parmele.

YARD LIMITS

3—Parmele and Washington.

JUNCTION SWITCHES

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

SPEED RESTRICTIONS

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

City Ordinance Speed Restrictions:

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

SPECIAL RULES

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

Kinston Subdivision

CLEARANCE CARDS

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

REGISTER STATIONS

2—Parmele and Kinston.

YARD LIMITS

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

JUNCTION SWITCHES

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

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

SPEED RESTRICTIONS

5—Five (5) M.P.H. on siding at Staton. Siding equipped with hand-operated derrails at clearance point.

City Ordinance Speed Restrictions:

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

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

Ayden, 25 M. P. H.

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

RAILROAD CROSSINGS AT GRADE

6—Protected by standard semaphore crossing signal:

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

7—Protected by "Stop" boards:

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

Greenville, M. P. 150.0, NS.

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

SPECIAL RULES

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

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

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

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

CLEARANCE CARDS

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

REGISTER STATIONS

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

YARD LIMITS

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

JUNCTION SWITCHES

4—Goldsboro, M. P. 160.0, lined for movements on W&W Subdivision.

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

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

SPEED RESTRICTIONS

| 5—Between Mile Posts | All Trains M.P.H. |
|------------------------------|----------------------|
| 143.4 and 143.7* | 10 |
| 234.6 and 234.8 | 20 |
| 242.8 and 242.9 (N. leg wye) | 10 |

*No braking on entire length of bridges except in emergency, if necessary to brake on bridges, dispatcher must be advised from first point of communication to allow for bridge inspection.

City Ordinance Speed Restrictions:

Black Creek, 35 M. P. H., 6:00 A.M. to 10:00 P.M.

Fremont, 35 M. P. H.

Pikeville, 35 M. P. H., 6:00 A. M. to 10:00 P.M.

Goldsboro, speed consistent with conditions, but not exceeding 40 M. P. H. North George, Holly, Vine, Oak, Ash, Pine and Elm Street crossings must not be blocked over five minutes by standing train or engine.

Mount Olive, 25 M. P. H., 6:00 A.M. to 10:00 P.M.

Faison, 35 M. P. H., 6:00 A.M. to 10:00 P.M.

Warsaw, 35 M. P. H., 6:00 A.M. to 11:30 P.M. and 45

M. P. H., 11:30 P.M. to 6:00 A.M.

Magnolia, 30 M. P. H., 8:00 A.M. to 6:00 P.M.

Rose Hill, 35 M. P. H. between Ridge Street crossing and South Street crossing, 6:00 A.M. to 10:00 P.M.

Wallace, 35 M. P. H., 6:00 A.M. to 11:30 P.M.

Wilmington, trains and engines will not exceed 10 M. P. H. over Nutt, Water, Surry and Front Streets, between Cowan and Marstellar Streets, 15 M. P. H. over street crossings on Belt Line at South Front, South 5th, South 13th Streets and Colonial Drive; 25 M. P. H. over other street crossings. Movements over 9th Street crossing must be flagged.

RAILROAD CROSSINGS AT GRADE

6—Protected by standard semaphore crossing signal: Goldsboro, M. P. 160.9. Sou. Normally clear W&W Subdivision.

7—Protected by "Stop" boards: Goldsboro, M. P. 159.8, Sou.

8—Unprotected railroad crossing:

Wilmington, M. P. 243.0, north leg of wye at New Bern Junction with industrial spur. Engines using spur must flag in both directions. Trains and engines on north leg of wye track must approach crossing prepared to stop.

DRAWBRIDGES

9—Protected by interlockings:

North East River, Castle Hayne, M. P. 234.6. Attended 7:30 A.M. to 4:30 P.M., Monday through Friday.

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

SPRING SWITCHES

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

Gordon, M. P. 241.0, north end siding, 20 M.P.H.

SPECIAL RULES

11—Trains and engines have equal authority between Smith's Creek yard and Wilmington, and will operate at yard speed between these points, including on all wye tracks. Yard speed applies between New Bern Junction and Fernside. Normal position of switch to south leg of wye track, Fernside is lined to the wye. Trains and engines operating beyond this switch on New Bern Subdivision must line switch for their movement and return switch to normal position after use. 15 M. P. H. passenger station to switch south leg of New Bern line wye.

6 M. P. H., 6th Street Bridge to butting block, passenger station Wilmington, expecting to find tracks blocked. Stop must be made one car length clear of butting block.

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

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

Pee Dee Subdivision**CLEARANCE CARDS**

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

REGISTER STATIONS

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

YARD LIMITS

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

JUNCTION SWITCHES

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

Navassa, M. P. 248.3, lined for movements on Pee Dee Subdivision.

Yadkin Junction, M. P. 246.6, lined for movements on Pee Dee Subdivision.

Hilton, M. P. 245.8, lined for movements on Pee Dee Subdivision.

SPEED RESTRICTIONS

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

RAILROAD CROSSINGS AT GRADE

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

DRAWBRIDGES

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

SPECIAL RULES

8—Wilmington, 6 M.P.H., Sixth Street bridge to butting

block, passenger station, expecting tracks to be blocked, and stop one car length clear of butting block.

9—Nos. 563 and 564 will not protect against following extra trains between Whiteville and Chadbourn.

OPERATION BETWEEN HILTON AND NAVASSA

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

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

Myrtle Beach Subdivision

CLEARANCE CARDS

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

REGISTER STATIONS

2—Chadbourn and Myrtle Beach.

YARD LIMITS

3—Chadbourn, Loris, Conway and Myrtle Beach.

JUNCTION SWITCHES

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

SPEED RESTRICTIONS

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

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

DRAWBRIDGES

6—Not protected by interlocking:
Waccamaw River, Conway, M. P. 336.3. Attended 12:00 noon to 10:00 P.M., Monday through Friday.

Trains and engines must stop within 300 feet of draw span

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

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

7—Protected by interlocking:

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

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

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

SPECIAL RULES

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

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

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

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

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

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

Clinton Subdivision

CLEARANCE CARDS

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

REGISTER STATIONS

2—Warsaw.

YARD LIMITS

3—Warsaw.

JUNCTION SWITCHES

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

SPEED RESTRICTIONS

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

SPECIAL RULES

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

REGISTER STATIONS

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

YARD LIMITS

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

JUNCTION SWITCHES

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

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

SPEED RESTRICTIONS

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

City ordinance Speed Restrictions:

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

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

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

RAILROAD CROSSINGS AT GRADE

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

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

DRAWBRIDGES

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

SPRING SWITCHES

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

JOINT TRACKS

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

SPECIAL RULES

10—Trains and engines will stop clear access road Fayetteville Subdivision, M. P. 289.2 serving CP&L Co.

OPERATION BETWEEN HILTON AND NAVASSA

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

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

New Bern Subdivision**REGISTER STATIONS**

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

YARD LIMITS

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

JUNCTION SWITCHES

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

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

SPEED RESTRICTIONS

| 4—Between Mile Posts | All Trains M.P.H. |
|----------------------|----------------------|
| 292.8 and 292.9 | 10 |

Trains and engines will not exceed speed of 15 M.P.H. between M. P. 246.8 and M. P. 246.9 on north leg of wye Fernside.

City Ordinance Speed Restrictions:

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

Wilmington, trains and engines will not exceed 10 M.P.H. over Nutt, Water, Surry and Front Streets, between Cowan and Marsteller Streets; 15 M.P.H. over Street crossings on Belt Line at South Front, South Fifth, South 13th Streets and Colonial Drive; 25 M.P.H. over other street crossings. Movement over 9th Street crossing must be flagged. 15 M.P.H. between passenger station, Wilmington and switch to south leg of New Bern wye.

RAILROAD CROSSINGS AT GRADE

5—Unprotected railroad crossings:
 Movements over A&EC crossing, New Bern, must be protected by flag.
 Crossing on north leg of wye at New Bern Junction with industrial spur; engines using spur must flag in both directions.
 Trains and engines on north leg of wye must approach crossing prepared to stop.

DRAWBRIDGES

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

SPECIAL RULES

7—From 7:00 A.M. to 6:00 P.M. all movements using A&EC trackage at New Bern will operate at restricted speed under yard rules and will not exceed speed of 10 M.P.H. through turnouts. Switches must be restored to normal position immediately after use. Between 6:00 P.M. and 7:00 A.M. the A&EC trackage must not be used without authority from yardmaster on duty.

All movements over "B" street in A&EC yard must be preceded by flagman.

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

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

Camp LeJeune Subdivision

CLEARANCE CARDS

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

REGISTER STATIONS

2—Marine Junction.

YARD LIMITS

3—Marine Junction.

JUNCTION SWITCHES

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

JOINT TRACKS

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

SPECIAL RULES

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

Nashville Subdivision

CLEARANCE CARDS

1—Rule 83-A will not apply at Bunn.

REGISTER STATIONS

2—South Rocky Mount.

YARD LIMITS

3—Rocky Mount.

JUNCTION SWITCHES

4—Rocky Mount, M. P. 119.9, lined for movements on North End Subdivision.

SPEED RESTRICTIONS

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

RAILROAD CROSSINGS AT GRADE

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

SPRING SWITCHES

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

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

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

TWO TRACKS

8—Two tracks extend between Rocky Mount, M. P. 119.9 and South Rocky Mount, M. P. 120.9.

SPECIAL RULES

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

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

11—Rocky Mount, all movements over Grace Street must be flagged.

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

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

Red Springs Subdivision

CLEARANCE CARDS

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

SPECIAL RULES

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

Fairmont Subdivision

CLEARANCE CARDS

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

SPECIAL RULES

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

RULES RICHMOND TERMINAL COMPANY

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

2—Conductors, trainmen, 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 within the limits of the interlocking or a forward movement after making a reverse movement, must not be made without the proper interlocking signal indication or permission from the control center.

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

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

11—Trains must not depart until the Conductor and 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.

TONNAGE RATING

| Engine Numbers Tonnage Shown Per Unit | 700- 1002, 1119- 1201, 1250- 1259 | 675- 698 | 309, 317, 1003- 1065, 1202- 1239 | 600- 620, 1275- 1277, 1300- 1343, 1400- 1415, 1500- 1599, 1600- 1656, 1700- 1799, 1800- 1855, 3200- 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 | 4350 | 4750 |
| Richmond Terminal - East Route Richmond to Centralia..... | 1500 | 1200 | 1650 | 1800 | 1000 | 2300 | 2700 | 2600 | 2850 |
| Centralia to Brown St..... | 2300 | 1850 | 2500 | 2750 | 1500 | 3550 | 4200 | 4000 | 4350 |
| Brown St. to Richmond..... | 1300 | 1050 | 1450 | 1550 | 850 | 2000 | 2350 | 2300 | 2450 |
| Hopewell and Bellwood..... | 1700 | 1350 | 1850 | 2050 | 1100 | 2650 | 3100 | 3000 | 3200 |
| Richmond Terminal Centralia and South Collier..... | 2500 | 2000 | 2750 | 3000 | 1650 | 3850 | 4550 | 4350 | 4750 |
| South Collier and S. Ry. Mt..... | 2600 | 2050 | 2850 | 3100 | 1700 | 4000 | 4750 | 4550 | 4950 |
| S. Ry. Mt. to Florence..... | 2400 | 1900 | 2650 | 2800 | 1550 | 3700 | 4350 | 4200 | 4550 |
| Florence to S. Ry. Mt..... | 2600 | 2050 | 2850 | 3100 | 1700 | 4000 | 4750 | 4550 | 4950 |
| Elrod to Fairmont..... | 3500 | 2800 | 3850 | 4200 | 2300 | 5400 | 6350 | 6100 | 6650 |
| Fairmont to Elrod..... | 3100 | 2450 | 3400 | 3700 | 2000 | 4800 | 5650 | 5400 | 5900 |
| S. Ry. Mt. to Yard Tower..... | 3000 | 2400 | 3300 | 3600 | 1950 | 4650 | 5450 | 5250 | 5700 |
| Yard Tower to Tarboro..... | 2400 | 1900 | 2650 | 2850 | 1550 | 3700 | 4300 | 4200 | 4550 |
| Tarboro to S. Ry. Mt..... | 2700 | 2150 | 2950 | 3250 | 1750 | 4150 | 4900 | 4700 | 5100 |
| S. Ry. Mt. to Plymouth..... | 4200 | 3350 | 4600 | 5050 | 2750 | 6500 | 7650 | 7350 | 7950 |
| Plymouth to S. Ry. Mt..... | 2500 | 2000 | 2750 | 3000 | 1650 | 3850 | 4500 | 4350 | 4750 |
| Pender to Parmele..... | 2400 | 1900 | 2650 | 2850 | 1550 | 3700 | 4350 | 4200 | 4550 |
| Parmele to Greenville..... | 1800 | 1450 | 1950 | 2150 | 1200 | 2800 | 3300 | 3150 | 3400 |
| Greenville and Kinston..... | 2500 | 2000 | 2750 | 3000 | 1650 | 3800 | 4500 | 4350 | 4750 |
| Greenville to Parmele..... | 3400 | 2700 | 3750 | 4050 | 2200 | 5250 | 6200 | 5950 | 6450 |
| Parmele to Pender..... | 2300 | 1850 | 2500 | 2750 | 1500 | 3550 | 4200 | 4000 | 4350 |
| Parmele to Washington..... | 3800 | 3050 | 4150 | 4550 | 2500 | 5900 | 6900 | 6650 | 7200 |
| Washington to Parmele..... | 3500 | 2800 | 3850 | 4200 | 2300 | 5400 | 6350 | 6100 | 6650 |
| Parkton and Red Springs..... | 3000 | 2400 | 3300 | 3600 | 1950 | 4650 | 5450 | 5250 | 5700 |
| Contentnea and Smith Creek's Yd.... | 2600 | 2050 | 2850 | 3100 | 1700 | 4000 | 4750 | 4550 | 4950 |
| Clinton and Warsaw..... | 1600 | 1250 | 1750 | 1900 | 1050 | 2450 | 2900 | 2800 | 3050 |
| Smith Creek's Yd. to Pee Dee..... | 2800 | 2250 | 3050 | 3350 | 1850 | 4350 | 5100 | 4900 | 5300 |
| Pee Dee to Smith Creek's Yd..... | 3000 | 2400 | 3300 | 3600 | 1950 | 4650 | 5450 | 5250 | 5700 |
| Chadbourn and Myrtle Beach..... | 3000 | 2400 | 3300 | 3600 | 1950 | 4650 | 5450 | 5250 | 5700 |
| Yadkin Jct. to Fayetteville..... | 2650 | 2100 | 2900 | 3150 | 1750 | 4100 | 4850 | 4650 | 5000 |
| Fayetteville to Manchester..... | 1550 | 1250 | 1700 | 1850 | 1000 | 2400 | 2800 | 2700 | 2950 |
| Manchester to Ft. Bragg..... | 2000 | 1600 | 2200 | 2400 | 1300 | 3100 | 3650 | 3500 | 3800 |
| Ft. Bragg to Fayetteville..... | 3000 | 2400 | 3300 | 3600 | 1950 | 4650 | 5450 | 5250 | 5700 |
| Fayetteville to Yadkin Jct..... | 3100 | 2480 | 3400 | 3700 | 2000 | 4800 | 5650 | 5400 | 5900 |
| Smith Creek's Yd. to Jacksonville... Jacksonville and New Bern..... | 4000 | 3200 | 4400 | 4800 | 2600 | 6200 | 7300 | 7000 | 7600 |
| Jacksonville to Smith Creek's Yd.... | 3000 | 2400 | 3300 | 3600 | 1950 | 4650 | 5450 | 5250 | 5700 |
| | 2800 | 2250 | 3000 | 3350 | 1850 | 4350 | 5100 | 4900 | 5300 |

LOCATION OF PUBLIC AND PRIVATE TRACKS NOT SHOWN IN SCHEDULE PAGES

COLLIER SUBDIVISION - EAST ROUTE

| NAME | Mile Post | Station Nos. | Car Capacity | Opening |
|-----------------------------------|-----------|--------------|--------------|---------|
| General Shale No. 17 (E) | 3.1 | S 3 | 13 | North |
| Allegheny Lead (E) | 3.2 | S 3 | 60 | North |
| Allegheny Warehouse Co. | 3.2 | S 3 | 25 | North |
| General Shale No. 16 (E) | 3.4 | S 3 | 8 | North |
| Marlboro (E) | 4.3 | S 4 | 55 | North |
| Pack 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 |
| Realty Properties, Inc. | 6.8 | S 7 | 13 | South |
| Bell Bluff (W) | 8.9 | S 9 | Yard | North |

HOPEWELL SUBDIVISION - RICHMOND TERMINAL

| NAME | Mile Post | Station Nos. | Car Capacity | Opening |
|-----------------------------------|-----------|--------------|--------------|---------|
| Reynolds Metal Company | 10.5 | SAC 10 | Yard | North |
| Wheelwright | 12.0 | SAC 12 | Yard | Both |
| **Development Co. America | 12.0 | SAC 12 | 14 | South |
| 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 **Breaks from Wheelwright (W-1)

NORTH END SUBDIVISION

| NAME | Mile Post | Station Nos. | Car Capacity | Opening |
|-----------------------------------|-----------|--------------|--------------|---------|
| Virginia Electric & Power Co. (W) | 33.6 | A 34 | 21 | South |
| Carson (E) | 36.8 | A 37 | 7 | North |
| Capico (W) | 45.8 | A 66 | 8 | South |
| Shippers (W) | 68.7 | A 69 | 4 | North |
| Hunter (W) | 103.0 | A 103 | 9 | South |
| Georgia Pacific Corporation (E) | 103.2 | A 103 | 10 | North |
| Mitchell Engineering Company (W) | 113.0 | A 113 | 24 | Both |
| Run-around track (W) | 113.2 | A 113 | 48 | Both |
| Schlage Lock Corp. | | A 113 | 30 | South |
| Armstrong (E) | 115.4 | A 115 | 7 | North |
| Ricks (W) | 116.2 | A 116 | 5 | South |
| Rea Construction Co. (E) | 116.4 | A 117 | 13 | South |

SOUTH END SUBDIVISION

| NAME | Mile Post | Station Nos. | Car Capacity | Opening |
|--------------------------------------|-----------|--------------|--------------|---------|
| Sharpsburg (W) | 125.0 | A 125 | 10 | South |
| Vick (E) | 127.2 | A 127 | 113 | South |
| Kaiser Agricultural Chemicals (E) | 138.1 | A 138 | Spur | South |
| Overton Container Corp. | 153.2 | A 153 | Spur | South |
| Bagley | 154.3 | A 154 | 9 | South |
| Micro | 156.3 | A 156 | 8 | North |
| Folk (E) | 159.8 | A 160 | 20 | South |
| Dewbell (W) | 162.1 | A 162 | 6 | North |
| Sylvania (E) | 163.2 | A 163 | Yard | South |
| Bright Leaf & Burley Tobacco Company | 166.4 | A 166 | Yard | South |
| Fieldcrest | 167.0 | A 167 | 14 | South |
| Chicopee | 181.2 | A 181 | 7 | South |
| Mingo | 184.6 | A 185 | 6 | North |
| Purdie (E) | 187.1 | A 187 | 14 | North |
| Godwin | 193.6 | A 193 | 14 | South |
| Tort and Tort Lumber Co. | 198.3 | A 198 | 4 | South |
| Wade | 198.5 | A 198 | 17 | South |
| Victory (E) | 211.8 | A 212 | 23 | North |
| Urtle (E) | 212.5 | A 213 | 12 | North |
| Purulator, Inc. (E) | 213.4 | A 213 | Spur | South |
| Carolina Model Homes | 214.5 | A 215 | 5 | South |
| Hope Mills (E) | 216.1 | A 217 | 42 | Both |
| Buie | 236.5 | A 237 | 8 | North |
| Dixon (W) | 238.4 | A 258 | 20 | South |
| Fairry | 266.5 | A 267 | 7 | North |
| Sellers (W) | 273.4 | A 273 | 31 | South |
| Blue Brick | 277.9 | A 278 | Yard | North |
| Stone-DuPont (E) | 282.9 | AHM 286 | Yard | South |
| Winona (E) | 283.8 | A 284 | 10 | North |
| Mars Bluff (W) | 286.6 | A 287 | 15 | North |

EAST END SUBDIVISION

| NAME | Mile Post | Station Nos. | Car Capacity | Opening |
|-----------------------|-----------|--------------|--------------|---------|
| Speed | 143.0 | AB 143 | 6 | South |
| Earley | 174.6 | AB 174 | 5 | South |
| Tunis | 185.0 | AB 185 | 15 | Both |
| Farmers Chemical Spur | 185.1 | AB 185 | Spur | South |
| Drum Hill | 200.7 | AB 201 | 3 | South |
| Nuney | 210.2 | AB 210 | 8 | South |

PLYMOUTH SUBDIVISION

| NAME | Mile Post | Station Nos. | Car Capacity | Opening |
|-------------------------------|-----------|--------------|--------------|---------|
| Mildred | 140.7 | ABC 141 | 5 | East |
| Robersonville Product Company | 157.5 | ABC 158 | 13 | East |
| Poe Siding | 164.7 | ABC 165 | 65 | Both |
| Butane | 174.7 | ABC 175 | 2 | East |

WASHINGTON SUBDIVISION

| NAME | Mile Post | Station Nos. | Car Capacity | Opening |
|------------------------------|-----------|--------------|--------------|---------|
| Waccamaw Siding | 151.6 | AAB 152 | 7 | East |
| Wanders Filters Inc. | 183.8 | AAB 154 | 15 | East |
| Pamlico Distributing Company | 155.9 | AAB 156 | 3 | East |
| Seacrest Marine Corporation | 157.0 | AAB 157 | 51 | West |
| Grimes | 157.6 | AAB 158 | 6 | West |

KINSTON SUBDIVISION

| NAME | Mile Post | Station Nos. | Car Capacity | Opening |
|---------------------------|-----------|--------------|--------------|---------|
| Spring Hill | 103.6 | AA 104 | 12 | Both |
| FCX | 107.8 | AA 108 | 2 | South |
| Beasley Lumber Company | 108.3 | AA 108 | 13 | South |
| Henderson Grain Company | 111.3 | AA 111 | 3 | North |
| American Cyanamid Company | 124.7 | AA 125 | 8 | North |
| Whitehurst | 138.4 | AA 138 | 2 | North |
| Randolph | 147.3 | AA 147 | 2 | North |
| Machem | 151.8 | AA 152 | 2 | North |
| Wickes Corporation | 152.1 | AA 152 | 10 | South |
| Union Carbide | 151.9 | AA 152 | 14 | South |
| Coastal Chemical Co. | 152.9 | AA 153 | 14 | South |
| Sunnyside Eggs, Inc. | 153.7 | AA 154 | 6 | North |
| King Bros. Grain Elevator | 160.4 | AA 161 | 16 | South |
| American Cyanamid Company | 160.5 | AA 161 | 7 | South |
| Grifton Gas Company | 164.1 | AA 164 | 7 | South |
| Ward Lumber Company | 167.6 | AA 168 | 5 | North |
| Darg | 167.8 | AA 168 | 6 | North |
| Dupont No. 2 | 170.4 | AA 170 | 28 | North |
| Grangers | 171.9 | AA 172 | 9 | Both |
| Elmer | 173.3 | AA 173 | 34 | North |
| Hergas | 173.8 | AA 174 | 3 | South |
| Hapco | 175.1 | AA 175 | 16 | South |

W & W SUBDIVISION

| NAME | Mile Post | Station Nos. | Car Capacity | Opening |
|-------------------------------|-----------|--------------|--------------|---------|
| Laxco | 154.0 | AC 154 | 6 | North |
| NuFarms | 173.0 | AC 175 | 4 | North |
| Necor | 182.0 | AC 182 | 14 | South |
| Farmex | 182.4 | AC 182 | 3 | North |
| Ripaco | 182.7 | AC 183 | 17 | South |
| Southeastern Grain Company | 190.9 | AC 191 | 24 | North |
| Coastal Plain Milling Company | 199.3 | AC 199 | 6 | North |
| Nash Johnson Company | 199.4 | AC 199 | 60 | North |
| APCO Paper Company | 202.9 | AC 203 | 5 | South |
| Aycack Milling Co., Inc. | 204.9 | AC 205 | 13 | South |
| Chemical Service Company | 205.1 | AC 205 | 9 | South |
| Godwin Lumber Company | 206.4 | AC 206 | 11 | North |
| Oltco Spur | 206.5 | AC 207 | 11 | North |
| Wrightsboro | 239.8 | AC 240 | 3 | North |
| Numill Spur | 240.1 | AC 240 | 22 | North |

PEE DEE SUBDIVISION

| NAME | Mile Post | Station Nos. | Car Capacity | Opening |
|--------------------------------|-----------|--------------|--------------|---------|
| Leland | 251.6 | AC 252 | 1 | North |
| Malmo | 255.1 | AC 255 | 9 | South |
| Maco | 257.3 | AC 258 | 15 | South |
| Wanontah | 279.8 | AC 279 | 3 | North |
| FCX | 291.2 | AC 291 | 17 | South |
| Holiday House, Inc. | 291.4 | AC 291 | 2 | South |
| Whiteville Builders | 291.5 | AC 292 | 8 | North |
| Collier Gas | 291.8 | AC 292 | 6 | South |
| Pargas Inc. | 292.6 | AC 293 | 6 | South |
| Jones | 294.9 | AC 295 | 26 | Both |
| Weyerhaeuser Co. Pulpwood Yard | 299.1 | AC 299 | 17 | North |
| Cerro Gordo | 303.2 | AC 303 | 10 | South |
| Farmers Oil Company | 303.7 | AC 304 | 3 | South |
| Kerr McGee | 307.3 | AC 307 | 10 | North |
| Pitt | 316.3 | AC 316 | 19 | Both |
| Harco | 328.6 | AC 329 | 3 | North |
| Marion Lumber Co. | 334.2 | AC 334 | 20 | South |
| IMC | 334.3 | AC 334 | 8 | South |

MYRTLE BEACH SUBDIVISION

| NAME | Mile Post | Station Nos. | Car Capacity | Opening |
|-----------|-----------|--------------|--------------|---------|
| Clarendon | 305.4 | ACH 305 | 2 | North |
| Plot | 314.8 | ACH 315 | 7 | South |
| Allsbrook | 320.9 | ACH 321 | 4 | North |
| Cleckley | 323.1 | ACH 322 | 16 | Both |
| Gurley | 323.7 | ACH 324 | 3 | North |

MYRTLE BEACH SUBDIVISION (Continued)

| NAME | Mile Post | Station Nos. | Car Capacity | Opening |
|----------------------------------|-----------|--------------|--------------|---------|
| Philco | 333.6 | ACH 334 | 20 | Both |
| Carolina Butane | 338.5 | ACH 339 | 3 | South |
| Company Spur | 338.5 | ACH 339 | 4 | South |
| Pyrefax Gas | 338.7 | ACH 339 | 3 | South |
| Waccamaw Lumber & Supply Company | 338.7 | ACH 339 | 8 | South |
| Carolina Strand | 338.9 | ACH 339 | 17 | South |
| Furniture Veneer | 339.4 | ACH 339 | 1 | South |
| Massey Heights | 339.5 | ACH 340 | 2 | South |
| Waccamaw Clay Products Company | 347.3 | ACH 347 | 10 | North |
| Air Base Connection | 348.1 | ACH 348 | 3 | South |
| Resort Lumber Company | 348.1 | ACH 348 | 3 | South |
| McLeon Concrete | 348.9 | ACH 349 | 7 | North |
| Ocean Drive Gas Company | 349.0 | ACH 349 | 2 | North |

FAYETTEVILLE SUBDIVISION

| NAME | Mile Post | Station Nos. | Car Capacity | Opening |
|-------------------------------------|-----------|--------------|--------------|---------|
| Southern Distributing Company | 214.3 | AF 214 | 6 | East |
| Becker County Sand & Gravel Company | 216.6 | AF 217 | 56 | Both |
| Boren Clay Company | 228.7 | AF 229 | 14 | West |
| Chaparral Brick Company | 230.0 | AF 230 | 4 | East |
| Kerr | 256.4 | AF 256 | 1 | East |
| Highway Equipment Co. | 288.1 | AF 288 | 9 | West |

NASHVILLE SUBDIVISION

| NAME | Mile Post | Station Nos. | Car Capacity | Opening |
|-------------------------------|-----------|--------------|--------------|---------|
| Hutton & Bourbonnais | 125.0 | ABA 125 | 2 | East |
| Nashville Furn. Spur | 128.6 | ABA 129 | 2 | West |
| Evans Lumber Company | 128.7 | ABA 129 | 17 | West |
| Coburn Industries | 128.9 | ABA 129 | 8 | West |
| Peden Steel Company | 132.2 | ABA 132 | 18 | West |
| Momeyer | 135.0 | ABA 135 | 10 | East |
| Masonite Corp. | 136.2 | ABA 136 | 17 | West |
| Tar Heel Engr. & Mfg. Company | 137.4 | ABA 137 | 6 | East |

RED SPRINGS SUBDIVISION

| NAME | Mile Post | Station Nos. | Car Capacity | Opening |
|---------------|-----------|--------------|--------------|---------|
| Lumber Bridge | 227.4 | AG 227 | 10 | Both |
| Taylor Spur | 233.7 | AG 234 | 5 | South |

NEW BERN SUBDIVISION

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

DIVISION OFFICERS

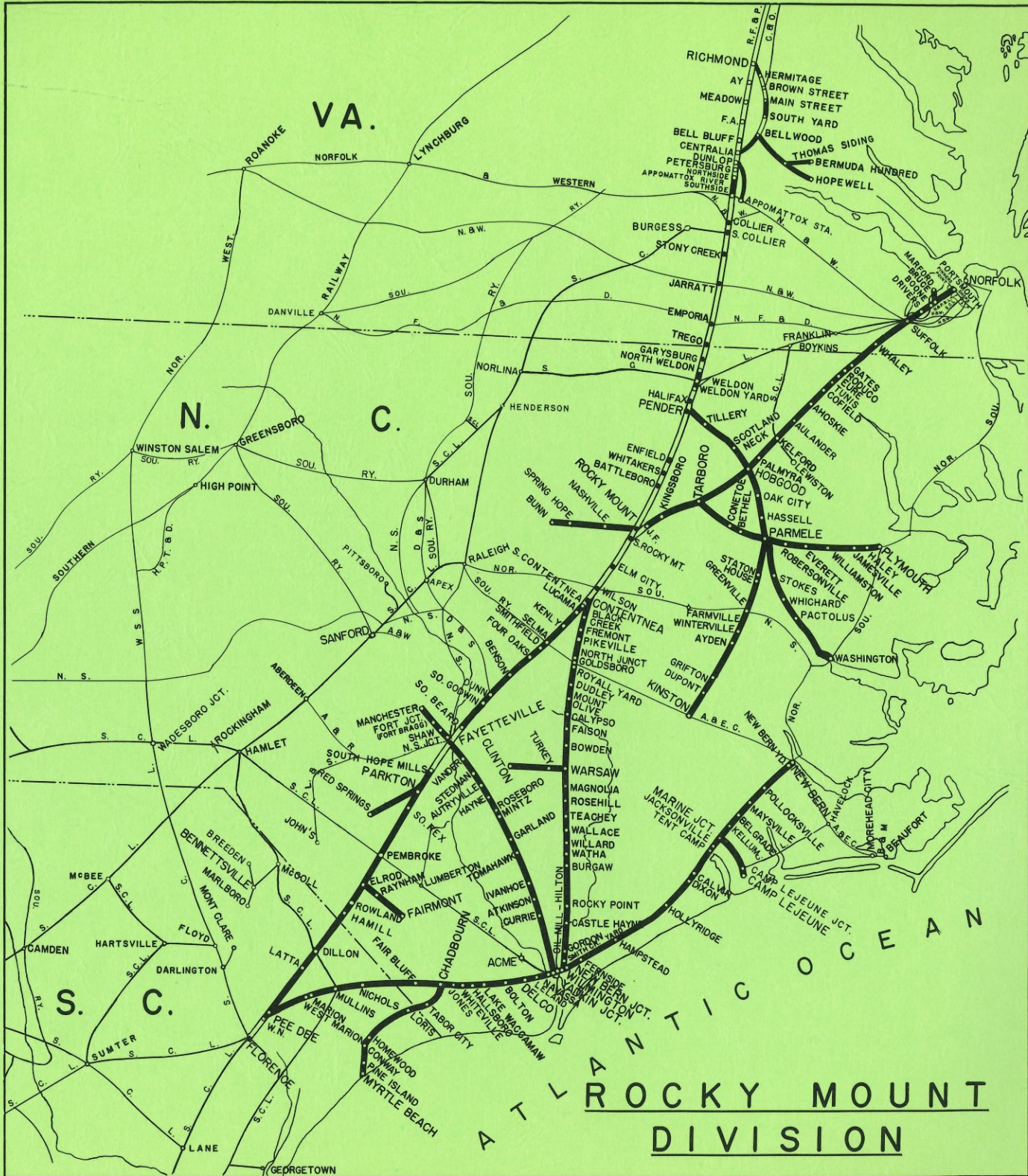
| | | | |
|---|-------------------|---|--------------------|
| K. K. KITTS, Asst. Superintendent..... | Rocky Mount, N.C. | W. G. MERRITT, Division Engineer..... | Rocky Mount, N.C. |
| J. U. ROOKER, Asst. Superintendent..... | Wilmington, N.C. | W. L. WINSTEAD, Master Mechanic..... | Rocky Mount, N.C. |
| J. CHERRY, JR., Superintendent Terminals..... | Richmond, Va. | L. M. SMITH, Supv. Comm. and Signals..... | Rocky Mount, N.C. |
| T. C. WHEELER, Trainmaster..... | Richmond, Va. | F. W. PLATT, Captain of Police..... | Rocky Mount, N.C. |
| W. S. HOBBS, Trainmaster..... | Richmond, Va. | M. L. DOBBS, Roadmaster..... | Richmond, Va. |
| E. S. WILKES, Trainmaster..... | Rocky Mount, N.C. | E. E. BENNETT, Roadmaster..... | Petersburg, Va. |
| J. S. WILKES, Trainmaster..... | Rocky Mount, N.C. | J. P. EPTING, Roadmaster..... | Rocky Mount, N.C. |
| C. H. BLANTON, JR., Trainmaster..... | Wilmington, N.C. | EARL EDGE, Roadmaster..... | Rocky Mount, N.C. |
| D. B. DIXON, Terminal Trainmaster..... | Richmond, Va. | H. C. WADE, Roadmaster..... | Fayetteville, N.C. |
| M. T. ROBBINS, Terminal Trainmaster..... | Rocky Mount, N.C. | E. A. McCRAY, Roadmaster..... | Dillon, S.C. |
| R. E. SCOTT, Road Foreman of Eng's..... | Richmond, Va. | J. CALLOWAY, Roadmaster..... | Tarboro, N.C. |
| J. H. GARDNER, Road Foreman of Eng's..... | Rocky Mount, N.C. | H. J. WARD, Roadmaster..... | Chadbourn, N.C. |
| R. L. HERRING, Road Foreman of Eng's..... | Rocky Mount, N.C. | H. C. JONES, Roadmaster..... | Wilmington, N.C. |
| J. H. BARNES, Chief Dispatcher..... | Rocky Mount, N.C. | | |

SYSTEM OFFICERS

| | | | |
|---|--------------------|--|--------------------|
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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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| | | | |
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**ROCKY MOUNT
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