

Safety



First

**SEABOARD
COAST LINE
RAILROAD**

ROCKY MOUNT DIVISION

1

TIME TABLE No. 1

IN EFFECT

Monday, April 30, 1973

At 12:01 A.M.

SUPERSEDING TIME TABLE NO. 3

DATED DECEMBER 15, 1972

EASTERN STANDARD TIME

**FOR THE GOVERNMENT OF
EMPLOYEES ONLY**

D. C. HASTINGS, Vice President-Operations

C. F. KELLY, General Manager-Transportation

H. N. STRANGE, JR., Superintendent

WASHINGTON SUBDIVISION

Westward	Station Numbers	Distance From Washington	TIME TABLE NO. 1		Scales, Wyes, Car Capacity	Eastward
Second Class			IN EFFECT			Third Class
413			April 30, 1973			412
Local Freight			STATIONS			Local Freight
Ex. Sun.			Ex. Sun.	P. M.	Ex. Sun.	
800	AAB160		L T WASHINGTON	A YARD	130	
830	AAB148	11.2	11.2 PACTOLUS	10	1255	
845	AAB143	16.4	5.2 WHICHARD	12	1240	
851	AAB141	17.7	1.3 STOKES	13	1235	
915	AA135	25.4	7.7 PARMELE X-SCL L	78 y	1215	
A. M.					P. M.	
Ex. Sun.					Ex. Sun.	

SOUTHWARD

PEE DEE SUBDIVISION

NORTHWARD

SECOND CLASS			Station Numbers	Distance From Smith's Creek Yd.	TIME TABLE NO. 1		Scales, Wyes, Car Capacity	Second Class	THIRD CLASS	
563	555	137			IN EFFECT			136	556	564
Local Freight	Local Freight	Through Freight			April 30, 1973			Through Freight	Local Freight	Local Freight
Ex. Sun.	Ex. Sun.	Daily			STATIONS			Daily	Ex. Sun.	Ex. Sun.
A. M.	A. M.	A. M.			A. M.	A. M.	A. M.			
			AC243		L SMITH'S CREEK YD. A	YARD O Y				
			AC246	1.2	HILTON					
			AC247	2.1	YADKIN JCT.					
		L 425	SE360	3.9	NAVASSA	YARD 54	A 401			
		520	AC253	8.8	SUNNY POINT JCT.	42	340			
		540	AC263	18.2	DELCO	116P 30	320			
		605	AC273	28.5	BOLTON	2	259			
		625	AC280	35.4	LAKE WACCAMAW	11	245			
		635	AC284	39.9	HALLSBORO	25	235			
L1030		647	AC290	45.7	WHITEVILLE	88P 38	220	A 930		
A1100	L 800	730	AC297	52.7	T CHADBURN	121P YARD Y	205	A1115 L 900		
	830	805	AC309	64.8	FAIR BLUFF	21	125	1045		
	845	835	AC318	73.5	T NICHOLS	27	1255	1030		
	915	850	AC324	79.9	T MULLINS X-SCL	86P 40	1240	1015		
	A 945	910	AC333	88.3	T MARION	112P 19	1220	L1000		
		935	A280	96.7	A PEE DEE L	35	1155			
A. M.	A. M.	A. M.			P. M.	A. M.	A. M.			
Ex. Sun.	Ex. Sun.	Daily			Daily	Ex. Sun.	Ex. Sun.			

WESTWARD

PLYMOUTH SUBDIVISION

EASTWARD

NASHVILLE SUBDIVISION

THIRD CLASS			Station Numbers	Distance From Plymouth	TIME TABLE NO. 1		Scales, Wyes, Car Capacity	THIRD CLASS		
417	419	409			IN EFFECT			418	408	416
Local Freight	Local Freight	Local Freight			April 30, 1973			Local Freight	Local Freight	Local Freight
Daily	Ex. Sun.	Ex. Sun.			STATIONS			Ex. Sun.	Ex. Sun.	Daily
P. M.	P. M.	A. M.			A. M.	A. M.	P. M.			
410			ABC189		L T PLYMOUTH	A YARD Y		300		
415			ABC186	2.2	2.2 HALEY X-NS	YARD		245		
450			ABC177	11.3	9.1 JAMESVILLE	16		201		
515			ABC167	22.1	10.8 WILLIAMSTON	81		135		
530			ABC160	28.4	6.2 EVERETT	12		115		
545	L1030		ABC156	33.1	4.7 ROBERSONVILLE	35		100		
615	L 100	A1045	AA135	36.5	3.4 PARMELE X-SCL	38P Y	A 900 L1001	1245		
625	110		ABC149	39.9	3.4 BETHEL	31	845	1232		
636	125		ABC144	45.1	5.2 CONETOE	7	830	1220		
705	145		AB136	53.3	8.2 TARBORO	YARD O Y	810	1201		
P. M.	P. M.	A. M.			A. M.	A. M.	P. M.			
Daily	Ex. Sun.	Ex. Sun.			Ex. Sun.	Ex. Sun.	Daily			

Westward	Station Numbers	Distance From South Rocky Mount	TIME TABLE NO. 1		Scales, Wyes, Car Capacity	Eastward
Second Class			IN EFFECT			Third Class
401			April 30, 1973			402
Local Freight			STATIONS			Local Freight
Ex. Sun.			Ex. Sun.	A. M.		
630	A121		L T SO. ROCKY MT. ®	A YARD O Y	1120	
640	A120	1.0	1.0 ROCKY MOUNT	YARD	1100	
710	ABA130	11.2	10.2 NASHVILLE	40	1025	
745	ABA139	20.2	9.0 SPRING HOPE	27 y	925	
815	ABA148	29.2	9.0 A BUNN	L 42	845	
A. M.					A. M.	
Ex. Sun.					Ex. Sun.	

SECOND CLASS							FIRST CLASS								Station Numbers	Distance from Richmond— East Route or West Route	TIME TABLE NO. 1	
109	227	107	105	115	111	289	1	83	3	81	175	275	89	85			Distance from Richmond— East Route or West Route	IN EFFECT
Through Freight	Through Freight	Through Freight	Through Freight	Through Freight	Through Freight	Through Freight	Auto Train	Meteor	Auto Train	Silver Star	Piggyback Special	Piggyback Special	Carolina Special	Champion	Distance from Richmond— East Route or West Route	April 30, 1973		STATIONS
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Ex. Mon.	Ex. Mon.	Sat. Only	Daily		Distance from Richmond— East Route or West Route	STATIONS	
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.	A. M.	Distance from Richmond— East Route or West Route			STATIONS
135	1050	1020	820	730	1250	1201	940	930	540	455	930	900	215	1230		A0	L T	
200	1113	1108	845	753	155	101	1001	948	601	513	956	926	233	1248	A11	15.7-W 16.9-E		CENTRALIA
215	1130	1125	905	810	215	118	1014	1000	614	s 525	1011	941	F 244	F 100	A22	27.0-W 28.2-E	T PETERSBURG	
220	1140	1135	915	820	230	128	1018	1005	618	532	1020	950	248	105	A26	31.7-W 32.9-E	COLLIER ®	
224	1203	1158	1030	843	330	140	1020	1007	620	535	1023	953	250	107	A29	33.9-W 35.1-E		A 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.	A. M.				
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Ex. Mon.	Ex. Mon.	Sat. Only	Daily				

WEST ROUTE

Station Numbers	Distance from Richmond	STATIONS ON WEST ROUTE	Scales, Wyes, Car Capacity
A0		RICHMOND ®	YARD
	1.6	1.6 A Y	
	6.0	4.4 MEADOW	SPUR 21
A6	10.6	4.8 F A	58
A8	13.7	3.1 BELL BLUFF	YARD
A11	15.7	2.6 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	2.9 BROWN STREET	YARD O
S2	7.7	2.3 SOUTH YARD	210P YARD
S9	14.6	8.9 BELLWOOD	YARD Y
A11	16.9	2.3 CENTRALIA	

COLLIER SUBDIVISION
(Richmond Terminal)

NORTHWARD

3

TIME TABLE NO. 1 IN EFFECT April 30, 1973 STATIONS			Scales, Wyes, Car Capacity	FIRST CLASS					SECOND CLASS							
				90	176	84	4	86	276	2	82	112	110	188	190	120
				Carolina Special	Piggyback Special	Meteor	Auto Train	Champion	Piggyback Special	Auto Train	Silver Star	Through Freight	Through Freight	Through Freight	Through Freight	Through Freight
				Mon. Only	Daily	Daily	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 130	300	s 325	535	s 750	930	935	s 145	445	355	730	800	1100	
	CENTRALIA	3	1245	208	250	500	705	837	900	1250	345	301	648	718	1005	
	T PETERSBURG	66	F 1228	151	235	446	F 650	820	846	s1234	325	248	630	650	945	
2 Tracks	COLLIER ®	YARD 0	1222	141	230	441	644	813	841	1227	310	235	615	635	930	
	SOUTH COLLIER	YARD L	1220	138	228	438	642	810	838	1225	305	230	610	630	900	
			A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	A. M.	P. M.	P. M.	P. M.	P. M.	
			Mon. Only	Daily	Daily	Daily	Daily	Ex. Mon.	Daily	Daily	Ex. Tue.	Daily	Daily	Daily	Daily	

HOPEWELL SUBDIVISION
(Richmond Terminal)

SOUTHWARD		TIME TABLE NO. 1 IN EFFECT April 30, 1973 STATIONS	Northward	
Station Numbers	Distance from Bellwood		Scales, Wyes, Car Capacity	
S9			L BELLWOOD A	YARD Y
SAC17	8.3		8.3 THOMAS SIDING	47
SAC23	15.0	8.7 (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. 1 IN EFFECT April 30, 1973	
109	107	105	111	155	1	83	3	175	85				
Through Freight	Through Freight	Through Freight	Through Freight	Through Freight	Auto Train	Meteor	Auto Train	Piggyback Special	Champion	2 Tracks	2 Tracks	L SOUTH COLLIER 14.4 STONY CREEK 10.1 JARRATT @ X-N&W 9.4 T EMPORIA X-NF&D 5.2 TREGO 12.1 GARYSBURG 2.4 WELDON 0.8 WELDON YARD @ 6.8 HALIFAX 10.9 T ENFIELD 6.0 WHITAKERS 4.5 BATTLEBORO 8.1 ROCKY MOUNT 1.8 T A SO. ROCKY MT. @	
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Ex. Mon.	Daily				
P. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	A. M.	A. M.				
224	1158	1030	330		1020	1007	620	1023	107	A29			
										A43	14.4		
249	1229	1100	413		1043	1026	643	1045	126	A53	24.5		
										A63	33.9		
										A68	39.1		
										A80	51.2		
										A83	53.6		
323	103	1135	501	L 430	1111	1049	711	1110	149	A84	54.4		
										A90	61.2		
										A101	72.1		
										A107	78.1		
354	133	1205	535	505	1136	1112	736	1135	212	A111	82.6		
410	145	1218	550	520	1144	s1125	744	1145	s 225	A120	90.7		
420	155	1225	600	530	1150	1129	750	1150	230	A121	92.3		
P. M.	P. M.	P. M.	A. M.	A. M.	P. M.	P. M.	P. M.	A. M.	A. M.				
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Ex. Mon.	Daily				

RED SPRINGS SUBDIVISION

Southward			TIME TABLE NO. 1 IN EFFECT April 30, 1973		Northward	
Second Class	Station Numbers	Distance From Parkton			Third Class	
439					440	
Local Freight					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.	

NORTH END SUBDIVISION

NORTHWARD

TIME TABLE NO. 1 IN EFFECT April 30, 1973 STATIONS		Scales, Weigh, Car Capacity	FIRST CLASS					SECOND CLASS			
			84	4	86	2	176	112	110	156	120
			Meteor	Auto Train	Champion	Auto Train	Piggyback Special	Through Freight	Through Freight	Through Freight	Through Freight
			Daily	Daily	Daily	Daily	Daily	Ex. Tue.	Daily	Daily	Daily
			A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.
2 Tracks	SOUTH COLLIER A	YARD	228	438	642	838	138	305	230		900
	14.4										
	STONY CREEK	25									
	10.1										
	JARRATT X-N&W	154PN 177PS 99	210	415	624	815	1251	230	201		820
	9.4										
T EMPORIA X-NF&D	32										
5.2											
TREGO	90PS 62 Y										
12.1											
GARYSBURG	4										
2.4											
WELDON											
0.8											
WELDON YARD ®	90CP YARD O	145	347	556	747	1215	140	110	A 215	700	
0.8											
HALIFAX	20										
10.9											
T ENFIELD	99										
8.0											
WHITAKERS	90PS 31										
4.5											
BATTLEBORO	44	122	322	533	722	1139	1259	1235	130	630	
8.1											
ROCKY MOUNT	YARD	115	314	525	714	1130	1250	1225	120	620	
1.6											
T SO. ROCKY MT. L	YARD O Y	102	310	511	710	1125	1245	1215	115	600	
			A. M.	A. M.	A. M.	A. M.	P. M.	A. M.	P. M.	P. M.	P. M.
			Daily	Daily	Daily	Daily	Daily	Ex. Tue.	Daily	Daily	Daily

FAIRMONT SUBDIVISION

Southward		TIME TABLE NO. 1 IN EFFECT April 30, 1973 STATIONS			Northward	
Second Class	Station Numbers	Distance From Elrod	Scales, Weigh, Car Capacity	Third Class	Local Freight	
403				404	Ex. Sun.	A. M.
Local Freight						
Ex. Sun.						
A. M.						
530	A247	L	A 86 60 Y	745		
		4.0				
545	AH251	4.0	1	730		
		7.0				
615	AH258	11.0	A 28P 120 L	700		
A. M.				A. M.		
Ex. Sun.				Ex. Sun.		

FIRST CLASS					Station Numbers	Distance From South Rocky Mount	TIME TABLE NO. 1	
1	83	3	175	85			IN EFFECT	
Auto Train	Meteor	Auto Train	Piggyback Special	Champlon			April 30, 1973	
Daily	Daily	Daily	Ex. Mon.	Daily			STATIONS	
P. M.	P. M.	P. M.	A. M.	A. M.				
1144	1125	744	1145	225	A120		L	ROCKY MOUNT 1.6
1150	1129	750	1150	230	A121		T	SO. ROCKY MOUNT ® 8.2
					A129	8.2		ELM CITY 6.3
1206	1143	806	1205	s 248	A136	14.5	T	WILSON X-NS 3.2
					A139	17.7		CONTENTNEA 2.1
					A141	19.8		SO. CONTENTNEA 3.0
					A144	22.8		LUCAMA 7.2
					A151	30.0		KENLY 10.0
1227	1205	827	1230	310	A161	40.0		SELMA ® X-SOU 3.6
					A165	43.6		SMITHFIELD 6.0
					A172	50.5		FOUR OAKS 8.2
					A180	58.7		BENSON 6.1
1247	1227	847	1255	330	A186	64.8		DUNN 3.6
					A193	73.4		SO. GODWIN 2.5
					A204	82.9		SOUTH BEARD 5.0
107	1248	907	120	s 355	A210	88.5	T	FAYETTEVILLE ® X-SCL 9.1 X-A&R
					A219	97.6		SO. HOPE MILLS 4.0
					A223	101.6		PARKTON 4.9
					A228	106.5		SO. REX 13.6
137	119	937	155	427	A241	120.1		PEMBROKE ® X-SCL 5.0
					A247	125.1		ELROD 6.5
					A253	131.6		ROWLAND 4.4
					A257	136.0		HAMILL 5.0
155	135	955	215	445	A262	141.0		DILLON X-SCL 6.5
					A268	147.5		LATTA ® 11.4
					A280	158.9		PEE DEE 2.7
					A283	161.6		W N 9.9
245	s 225	1045	315	s 535	A293	171.5	T A	FLORENCE ®
A. M.	A. M.	P. M.	P. M.	A. M.				
Daily	Daily	Daily	Ex. Mon.	Daily				

FIRST CLASS					Station Numbers	Distance From South Rocky Mount	TIME TABLE NO. 1	
84	176	2	86	4			IN EFFECT	
Meteor	Piggyback Special	Auto Train	Champion	Auto Train			April 30, 1973	
Daily	Daily	Daily	Daily	Daily			STATIONS	
A. M.	P. M.	A. M.	A. M.	A. M.				
s 115	1130	714	s 525	314	A120		ROCKY MOUNT	
102	1125	710	511	310	A121		1.6 T SO. ROCKY MOUNT ®	
					A129	8.2	8.2 ELM CITY	
1240	1058	645	s 455	245	A136	14.5	6.3 T WILSON X-NS	
					A139	17.7	3.2 CONTENTNEA	
					A141	19.8	2.1 SO. CONTENTNEA	
					A144	22.8	3.0 LUCAMA	
					A151	30.0	7.2 KENLY	
1218	1030	624	433	224	A161	40.0	10.0 SELMA ® X-SOU	
					A165	43.6	3.6 SMITHFIELD	
					A172	50.5	6.9 FOUR OAKS	
					A180	58.7	8.2 BENSON	
1157	1004	602	413	202	A186	64.8	6.1 DUNN	
					A193	73.4	8.6 SO. GODWIN	
					A204	82.9	9.5 SOUTH BEARD	
1135	937	539	s 350	139	A210	88.5	5.0 FAYETTEVILLE ® X-SCL X-A&R	
					A219	97.6	9.1 SO. HOPE MILLS	
					A223	101.6	4.0 PARKTON	
					A228	106.5	4.0 SO. REX	
1105	905	507	319	107	A241	120.1	13.6 PEMBROKE ® X-SCL	
					A247	125.1	5.0 ELROD	
					A253	131.6	6.5 ROWLAND	
					A257	136.0	4.4 HAMILL	
1049	844	449	303	1249	A262	141.0	5.0 DILLON X-SCL	
					A268	147.5	6.5 LATTA ®	
					A280	158.9	11.4 PEE DEE	
1030	822	430	245	1230	A283	161.6	2.7 W N	
1020	810	420	235	1220	A293	171.5	9.9 T L FLORENCE ®	
P. M.	P. M.	A. M.	A. M.	A. M.				
Daily	Daily	Daily	Daily	Daily				

FOURTH CLASS			Second Class	Station Numbers	Distance From Portsmouth (Stops)	TIME TABLE NO. 1		Scales, Weighs, Car Capacity	Third Class	FOURTH CLASS		
415	417	419	453			IN EFFECT			454	418	416	414
Local Freight	Local Freight	Local Freight	Sou. Rwy. Freight			April 30, 1973			Sou. Rwy. Freight	Local Freight	Local Freight	Local Freight
Daily	Daily	Ex. Sun.	Daily			STATIONS			Daily	Ex. Sun.	Daily	Daily
P. M.	P. M.	P. M.	A. M.							A. M.	A. M.	P. M.
				SA2		L T	PORTSMOUTH (Shops)	A	YARD O Y			
							VIA NPBL					
							1.3 PORTSMOUTH X-NPBL (Pinners Point)	YARD Y	A 350			
				1000	AB235	1.3	4.1 BRUCE	38P	334			
				1012	AB230	5.4	2.5 BOONE X-NF&D		326			
				1020	AB228	7.9	4.1 DRIVERS	31P 8	314			
				1032	AB224	12.0	8.0 SUFFOLK X-NF&D X-N&W X-N&W	70P 134	O 253			
				1053	SA18	20.0	10.8 WHALEY	69P 8	228			
				1119	AB205	30.8	8.3 GATES	13	213			
				1134	AB197	39.1	8.2 RODUCO	15	207			
				1140	AB194	42.3	8.6 EURE	60P 6	201			
				1146	AB190	45.9	6.1 COFIELD	12	150			A 535
L 830				1157	AB184	52.0	6.4 AHOSKIE	79P 109	Y 137			520
845				1210	AB178	58.4	8.3 AULANDER	67P 45	122			505
900				1225	AB169	66.7	7.1 KELFORD X-SCL	7	109			450
915				1238	AB162	73.8	10.0 PALMYRA	15	1249			431
935				1255	AB152	83.8	4.5 HOBGOOD X-SCL	84P 37	Y 1241			422
944				103	AB148	88.3	12.2 TARBORO	67P YARD Y	O 1219	A 800	A1159	400
1008	L 710	L 205	125	AB136	100.5	T	7.1 KINGSBORO	67P 2	1207	745	1145	345
1023	725	220	138	AB128	107.6		5.8 J F		1157	735	1135	330
1035	735	230	148	AB123	113.4		2.2 T SO. RKY. MT. ® L	YARD O Y	1145	700	1105	300
1055	755	250	200	A121	115.6	A						
P. M.	P. M.	P. M.	P. M.						P. M.	A. M.	A. M.	P. M.
Daily	Daily	Ex. Sun.	Daily						Daily	Ex. Sun.	Daily	Daily

Fourth Class	Third Class	Second Class	Station Numbers	Distance From Pender	TIME TABLE NO. 1 IN EFFECT April 30, 1973			Scales, Wyes, Car Capacity	Third Class	FOURTH CLASS	
445	407	411			406	446	410				
Local Freight	Local Freight	Local Freight			Local Freight	Local Freight	Local Freight				
Ex. Sun.	Ex. Sat.	Ex. Sun.			Ex. Sat.	Ex. Sun.	Ex. Sun.				
P. M.	P. M.	A. M.	STATIONS			P. M.	P. M.	P. M.			
			A91	L	PENDER	A					
					7.6						
L 115			AA99		TILLERY		14	A 101			
					10.3						
140			AA110		T SCOTLAND NECK		58	1235			
					6.7						
200			AB148		HOBGOOD		37 Y	1215			
					6.9	X-SCL					
225			AA124		OAK CITY		26	1145			
					4.8						
240			AA128		HASSELL		38	1130			
					6.5						
A 301		L 945	AA135		PARMELE	X-SCL	49P 79 Y	L1101	A1245		
					9.2						
			1030		STATON		38P		1210		
					2.3						
			1040		HOUSE		60		1201		
					3.4						
			1130 ⁴¹⁰		T GREENVILLE	X-NS	25 55P		1130 ⁴¹¹		
					5.7						
			1155		WINTERVILLE		26		915		
					3.8						
			1210		AYDEN		25		900		
					7.1						
			1240		GRIFTON		24		830		
					3.0						
	L1030	1250	AA169		DUPONT		70	A 830	820		
					8.5						
			1100	110	T A KINSTON	X-A&EG L	86	O 800	800		
P. M.	P. M.	P. M.							P. M.	A. M.	A. M.
Ex. Sun.	Ex. Sat.	Ex. Sun.							Ex. Sat.	Ex. Sun.	Ex. Sun.

Westward	Station Numbers	Distance From Garland	TIME TABLE NO. 1 IN EFFECT April 30, 1973		Scales, Wyes, Car Capacity	Eastward
STATIONS						
			L	GARLAND	A	32
				13.5		
AF245				ROSEBORO		36
				5.0		
AF232	13.5			HAYNE		9
				6.3		
AF227	18.5			STEDMAN		43
				5.7		
AF221	24.8			VANDER		54
				5.5		
AF215	30.3		T	FAYETTEVILLE	X-SCL	YARD O Y
				0.4		
A210	35.5			N. S. JCT.		
				4.9		
AE209	35.9			SHAW		13
				3.1		
AE204	40.8			FORT JCT.		YARD
				3.4		
AE201	43.9		A	MANCHESTER	L	11
AE198	47.3					

CLINTON SUBDIVISION

Westward	Station Numbers	Distance From Warsaw	TIME TABLE NO. 1 IN EFFECT April 30, 1973		Scales, Wyes, Car Capacity	Eastward
Third Class			Third Class			
421			420			
Local Freight			Local Freight			
Ex. Sat.	Ex. Sat.					
P. M.	STATIONS			P. M.		
1000	AC189		L T	WARSAW	A	Y 1145
				4.9		
1015	ACA194	4.9		TURKEY		38 1130
				8.5		
1045	ACA202	13.4	T A	CLINTON	L	67 Y 1100
P. M.				P. M.		
Ex. Sat.				Ex. Sat.		

MYRTLE BEACH SUBDIVISION

Southward		Station Numbers	Distance From Chadbourne	TIME TABLE NO. 1 IN EFFECT April 30, 1973		Scales, Wyes, Car Capacity	Northward	
Third Class	Second Class			THIRD CLASS				
541	561			542	562			
Local Freight	Local Freight			Local Freight	Local Freight			
Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Mon.					
P. M.	P. M.	STATIONS			P. M.	A. M.		
				L T	CHADBOURN	A	YARD Y	1210
					13.0			
		700	AC297		TABOR CITY			1115
					6.7			
		755	ACH310	13.0	LORIS			1045
					16.1			
		815	ACH317	19.7	HOMWOOD			945
					3.2			
		850	ACH333	35.8	CONWAY			
					10.0			
L1045	A 900	ACH336	39.0	T	PINE ISLAND			
					4.2			
1120		ACH346	49.0		MYRTLE BEACH	L	YARD Y	730
1140		ACH350	53.2	A				
P. M.	P. M.				P. M.	P. M.		
Ex. Sun.	Ex. Sun.				Ex. Sun.	Ex. Sun.		

DIVISION

PRECEDENCE BY DIRECTION

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

SPEED RESTRICTIONS

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

Series	MPH	Series	MPH
300-324, 1275-1277, 1309-1343, 1406-1415, 1515-1565, 1700-1799, 1800-1855, 3200-3224	75	500-524, 1003-1050, 1053-1065, 1300-1308, 1400-1405, 1500-1514, 1566-1599, 1600-1656, 1900-1923, 1950-1970, 2000-2044, 2100-2124, 2200-2213	70
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.

LOADED AND EMPTY SCL CENTER BEAM BULKHEAD FLAT CAR, in series SCL 109000-109029, must not be moved except under authority of written special instructions and ONLY by ROUTE AUTHORIZED.

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

SPACING WRECKERS AND LOCOMOTIVE CRANES

6—For line of road movement, the following wreckers must be preceded and followed by at least one car not exceeding 100,000 pounds gross weight and must be separated from any other wrecker or locomotive crane by at least two cars not exceeding 100,000 pounds gross weight: 765157, 765160, 765161, 765250, 765251, 765252, 771153, 771154, 771200, 771201, 771202, 771203, 771253, 771254, 771255, 771256, and 771257.

Where practicable, cranes on their own wheels, whether boom is detached or not (Both commercial shipments and SCL owned cranes) should be handled in line-of-road movement in trains with counterbalance end forward. SCL locomotive cranes: 765445, 765448, 765449, 765458, 765459, 765460, 765463, 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), Ahsoskie, Kinston, Washington, Warsaw, Clinton, Smith's Creek Yard (yard office and shop), Chadbourn and Mullins, 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 derails protecting such crossings.

DEFECT DETECTORS

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

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

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

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

AT ALL DEFECT DETECTORS:

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

If red, "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			
		Pegr. Trains	Piggy-back Trains	Unrestricted Freight Trains	Restricted Freight Trains	Cars weighing				Engines in series			Wrecker Nos.						
						220,000 to 240,000 Lbs.	240,001 to 251,000 Lbs.	251,001 to 263,000 Lbs.	263,001 to 270,000 Lbs.	700, 800, 900, 1000.	300-324, 500-524.	1900, 2000, 2100, 2200	765250 765251 765282 771200 771201 771202 771203 771263 771264 771265 771266 771257	765157 765160 765161 771153 771154	765100 765161		765445 765448 765449 765458 765459 765460 765463 771927 771929 771994 771996 771997		
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
Old Main Line (Appomattox Lead)																			
To End of Line	270,000			20	20														
South Collier to Florence	270,000	79	70	60	50								40	40	40				25
Bridge MP 81.9 to 83.5		40	40	40	40														
Bridge MP 207.5 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	270,000			25	25														
MP 187.1 to MP 242.3	270,000			35	35								30	30					25
Bridge MP 234.6 to 234.8				20	20														
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	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	270,000			30	30								25	25					25
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	270,000			30	30								25	25					25
MP 330.0 to Pee Dee	270,000			25	25														
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				20	20			15			15	15	10	10					
Elrod to Falmont	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. Trains	Figgly-back Trains	Unrestricted Freight Trains	Restricted Freight Trains	Cars weighing				Engines In series			Wrecker Nos.					
						220,000 to 240,000 Lbs.	240,001 to 251,000 Lbs.	251,001 to 263,000 Lbs.	263,001 to 270,000 Lbs.	700, 800, 900, 1000, 1119-1200-1259	300-324, 500-524, 1275-1277, 1300, 1400, 1500, 1600, 1700, 1800, 3200	1900, 2000, 2100, 2200	765260, 765251, 765252, 771200, 771201, 771202, 771203, 771253, 771254, 771255, 771256, 771257	765157, 765160, 765161, 771153, 771154	765100, 765151			
Rocky Mount to MP 207.0	270,000			35	35													25
Bridge MP 138.2 to 138.3				10	10													
Bridge MP 159.8 to 159.7				30	30													
Bridge MP 186.8 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													
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 96.0	270,000			25	25													
MP 96.0 to MP 110.0	270,000			25	25													
MP 110.0 to MP 118.0	270,000			25	25													
MP 118.0 to MP 148.0	270,000			20	20	15	10	7	7	15	BARRED	7	10	7	15			
MP 148.0 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	7				
MP 187.4 to 187.8	270,000			10	10				7			7	7	7				
MP 187.8 to Plymouth	270,000			25	25									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 Barn Junction to New Barn	270,000			25	25									20				
Bridge MP 292.8 to 292.9				10	10													
Bridge MP 316.6 to 316.7				25	25													
Marine Junction to Camp LaJeune	270,000			20	20								15	15				
Chadbourne to MP 298.7	270,000			25	25													
MP 298.7 to MP 333.5	270,000			35	35								25	25	30	25		
MP 333.5 to Myrtle Beach	270,000			20	20									15				
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 Garland	251,000			25	25			BARRED	BARRED		BARRED	BARRED	BARRED	BARRED				
Bridge MP 211.0 to 211.2				10	10	*	*	BARRED	BARRED		BARRED	BARRED	BARRED	BARRED				
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	15			
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 South Collier, M. P. 29.0, West Route.

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

SIGNALED SIDINGS

4—South yard, East Route.

TWO TRACKS

5—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

6—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

7—Richmond, time of passenger trains applies at Broad Street Station except Auto Train, Nos. 1, 2, 3 and 4, 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

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

YARD LIMITS

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

RAILROAD CROSSINGS AT GRADE

10—Protected by electrically locked derrails:

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

11—Protected by remotely controlled interlocking:

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

12—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

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

Dunlop, Wye switch, Appomattox lead, 20 M.P.H.

DEFECT DETECTORS

14—Location	Protection Provided	Locations of Indicators and Personnel Reading Charts
M. P. 17.2	Two tracks, both directions, dragging equipment.	Indicators BOTH sides. M. P. 17.2.
Petersburg M. P. 23.3	Single Track, both directions, Hot box.	Indicators west side, M. P. 23.3. Operator, Petersburg.

SPECIAL RULES

15—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.

16—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.

17—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.

18—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.

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

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

21—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.

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

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

24—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.

25—Trains and engines will operate on Old Main Line (Appomattox Lead) from M. P. 19.5 East track, West Route and on south wye track from M. P. 20.0 East track, West Route, to Old Main Line via Pocahontas Yard to end of line at yard speed not exceeding 20 M.P.H., after obtaining permission from yardmaster at Collier.

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

27—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.

28—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).
- M. W. Cosby, M. P. 1.6, West Route (E).
- Capital Iron & Metal Co., M. P. 5.8, West Route (E).
- Nolde Bakery, M. P. 23.6 (W).

SPEED RESTRICTIONS—WEST ROUTE

	MILES PER HOUR		
	Pagr. Trains	Piggy-back Trains	Freight Trains
29—Between Mile Posts			
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

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

City Ordinance Speed Restrictions:

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

SPEED RESTRICTIONS—HOPEWELL SUBDIVISION

31—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

32—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, Market, Lawrence, Perry, Dunlop and West Streets and Bat-tersea Lane must come to a complete stop before fouling street and must flag crossings.

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 Norlina Subdivision Junction switch.

REGISTER STATIONS

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

JUNCTION SWITCHES

4—Rocky Mount, M. P. 119.9, 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		
	Pagr. 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			SPECIAL RULES
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.	15—Within Richmond Terminal, Richmond Terminal instructions will govern and in addition, all operating rules not inconsistent therewith.
Emporia M. P. 60.5	Two tracks, with current of traffic. Hot box.	Indicators both sides, M. P. 60.5. Dispatcher, Rocky Mount.	16—Trains and engines will operate on northward or east main track in either direction between northward automatic signal, M. P. 120.1 and north end of Traffic Control M. P. 120.9 at yard speed not exceeding 20 M.P.H. on authority of the yardmaster which supersedes time table superiority.
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.	17—Trains and engines will operate on southward or west main track in either direction between Goldleaf Street M. P. 119.0 and north end Traffic Control M. P. 120.9 at yard speed not exceeding 20 M.P.H. on authority of the yardmaster, which supersedes time table superiority.
Weldon M. P. 82.6	Single track, both directions. Hot box.	Indicators west side, M. P. 82.6. Dispatcher, Rocky Mount.	18—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.
M. P. 86.1	Northward track, with current of traffic. Dragging equipment.	"D" light on northward home signal, Weldon Yard, M. P. 84.3.	19—At Rocky Mount, Nash Street crossing, first street north of passenger station must be cleared by trains stopping at station.
Ruggles M. P. 99.0	Northward track, both directions. Hot box.	Indicators east side, M. P. 99.0. Dispatcher, Rocky Mount.	20—At South Rocky Mount, M. P. 120.1 near Switch Tender's Shack switches for double crossovers between main tracks, switch from northward main track to No. 1 track and switch from southward main track to No. 49's track are air operated—dual control switches equipped with indicator lights which indicate position of switches. Speed through these turnouts and crossovers 15 M.P.H. When lunar white light on signal case is burning, switches may be operated by hand.
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.	21—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 will operate on northward or east main track in either direction between northward automatic signal, M. P. 120.1 and north end of Traffic Control M. P. 120.9 at yard speed not exceeding 20 M.P.H. on authority of the yardmaster which supersedes time table superiority.

17—Trains and engines will operate on southward or west main track in either direction between Goldleaf Street M. P. 119.0 and north end Traffic Control M. P. 120.9 at yard speed not exceeding 20 M.P.H. on authority of the yardmaster, which supersedes time table superiority.

18—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.

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

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

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

22—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.

23—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).

24—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. 414, 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.

TWO TRACKS

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

JOINT TRACKS

16—S. C. L. crews at Portsmouth will be governed by instructions of 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

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

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

19—Nos. 414 and 415 will not protect against following extra trains between Tarboro and Cofield.

Plymouth Subdivision

CLEARANCE CARDS

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

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. 408 and 409 will not protect against following extra trains between Parmele and Robersonville.

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 derails 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 Howell 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, Calypso and Warsaw.

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 Warsaw and Calypso.

OPERATION BETWEEN CASTLE HAYNE AND GORDON

12—An Absolute Block System designated Castle Hayne Block is in effect on main track of W&W Subdivision between Castle Hayne, N. C., M. P. 235.0 and Gordon, N. C., M. P. 240.7 north yard limit board location. This absolute block will be under control of operator located at Smith's Creek Yard, Wilmington, under direction of the dispatcher. The limits of this block will be designated by roadway signs indicating the beginning and end of block.

Train or engines will not enter the limits of this absolute block without authority from the operator obtained by the engineman or conductor and/or yard foreman orally. Authority received must be repeated and clear understanding reached with each party giving his name to the other before proceeding. It will not be necessary for train or engine to be stopped to receive these instructions. Engineman and conductor and/or yard foreman are both responsible for knowing authority is obtained before entering the block.

Authority of operator 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 engineman or conductor and/or yard foreman will immediately report "Clear" to operator. 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 operator.

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 in consistent with the above remain in effect.

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, Marion and Whiteville.

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 MALNO AND NAVASSA

10—An Absolute Block System designated Malno Block is in effect on main track of Pee Dee Subdivision between Malno, N. C., M. P. 256.0 and Navassa, M. P. 249.9 north yard limit board location. This Absolute Block will be under control of the operator located at Smith's Creek Yard, Wilmington, under direction of the dispatcher. The limits of this block will be designated by roadway signs indicating the beginning and end of the block.

Trains or engines will not enter the limits of this absolute block without authority from the operator obtained by the engineman or conductor and/or yard foreman orally. Authority received must be repeated and clear understanding reached with each party giving his name to the other before proceeding. It will not be necessary for train or engine to be stopped to receive these instructions. Engineman and conductor and/or yard foreman are both responsible for knowing authority is obtained before entering the block.

Authority of operator 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 engineman or conductor and/or yard foreman will immediately report "Clear" to operator. 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 operator.

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 in consistent with the above remain in effect.

OPERATION BETWEEN HILTON AND NAVASSA

11—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.

Myrtle Beach Subdivision—Continued

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 Chadbourne 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—Between Mile Posts	All Trains M.P.H.
197.2 and 197.3	15

City Ordinance Speed Restrictions:
Clinton, movements over Lisbon, Still and John Streets must be flagged.

SPECIAL RULES

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

Fayetteville Subdivision

REGISTER STATIONS

1—Milan (trains originating and terminating).

YARD LIMITS

2—Fayetteville-Milan-NS Junction and Fort Junction.

JUNCTION SWITCHES

3—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
M. P. 209.7, turnouts Milan Yard and conn., 20 M.P.H.	

City ordinance Speed Restrictions:

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.

SPRING SWITCHES

7—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

8—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.

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.

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.

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.

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 will operate on northward or east main track in either direction between northward automatic signal, M. P. 120.1 and north end of Traffic Control M. P. 120.9 at yard speed not exceeding 20 M.P.H. on authority of the yardmaster which supersedes time table superiority.

10—Trains and engines will operate on southward or west main track in either direction between Goldleaf Street M. P. 119.0 and north end Traffic Control M. P. 120.9 at yard speed not exceeding 20 M.P.H. on authority of the yardmaster, which supersedes time table superiority.

11—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.

12—Rocky Mount, all movements over Grace Street will be flagged.

13—At South Rocky Mount, M. P. 120.1, near Switch Ten-

der'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.

14—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	700- 1002, 1119- 1201, 1250- 1259	300- 324, 1003- 1065, 1202- 1239	500- 524, 1275- 1277, 1300- 1343, 1400- 1415, 1500- 1599, 1600- 1656, 1700- 1799, 1800- 1855, 1950- 1970, 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	2750	3000	1650	3850	4550	4350	4750
Richmond Terminal - East Route								
Richmond to Centralia.....	1500	1650	1800	1000	2300	2700	2600	2850
Centralia to Brown Street.....	2300	2500	2750	1500	3550	4200	4000	4350
Brown Street to Richmond.....	1300	1450	1550	850	2000	2350	2300	2450
Hopewell and Bellwood.....	1700	1850	2050	1100	2650	3100	3000	3200
Richmond Terminal								
Centralia and South Collier.....	2500	2750	3000	1650	3850	4550	4350	4750
South Collier and S. Ry. Mt.....	2600	2850	3100	1700	4000	4750	4550	4950
S. Ry. Mt. to Florence.....	2400	2650	2800	1550	3700	4350	4200	4550
Florence to S. Ry. Mt.....	2600	2850	3100	1700	4000	4750	4550	4950
Elrod to Fairmont.....	3500	3850	4200	2300	5400	6350	6100	6650
Fairmont to Elrod.....	3100	3400	3700	2000	4800	5650	5400	5900
S. Ry. Mt. to Yard Tower.....	3000	3300	3600	1950	4650	5450	5250	5700
Yard Tower to Tarboro.....	2400	2650	2850	1550	3700	4300	4200	4550
Tarboro to S. Ry. Mt.....	2700	2950	3250	1750	4150	4900	4700	5100
S. Ry. Mt. to Plymouth.....	4200	4600	5050	2750	6500	7650	7350	7950
Plymouth to S. Ry. Mt.....	2500	2750	3000	1650	3850	4500	4350	4750
Pender to Parmele.....	2400	2650	2850	1550	3700	4350	4200	4550
Parmele to Greenville.....	1800	1950	2150	1200	2800	3300	3150	3400
Greenville and Kinston.....	2500	2750	3000	1650	3800	4500	4350	4750
Greenville to Parmele.....	3400	3750	4050	2200	5250	6200	5950	6450
Parmele to Pender.....	2300	2500	2750	1500	3550	4200	4000	4350
Parmele to Washington.....	3800	4150	4550	2500	5900	6900	6650	7200
Washington to Parmele.....	3500	3850	4200	2300	5400	6350	6100	6650
Parkton and Red Springs.....	3000	3300	3600	1950	4650	5450	5250	5700
Contentnea and Smith's Creek's Yard.....	2600	2850	3100	1700	4000	4750	4550	4950
Clinton and Warsaw.....	1600	1750	1900	1050	2450	2900	2800	3050
Smith Creek's Yard to Pee Dee.....	2800	3050	3350	1850	4350	5100	4900	5300
Pee Dee to Smith Creek's Yard.....	3000	3300	3600	1950	4650	5450	5250	5700
Chadbourn and Myrtle Beach.....	3000	3300	3600	1950	4650	5450	5250	5700
Garland to Fayetteville.....	2650	2900	3150	1750	4100	4850	4650	5000
Fayetteville to Manchester.....	1550	1700	1850	1000	2400	2800	2700	2950
Manchester to Ft. Bragg.....	2000	2200	2400	1300	3100	3650	3500	3800
Ft. Bragg to Fayetteville.....	3000	3300	3600	1950	4650	5450	5250	5700
Fayetteville to Garland.....	3100	3400	3700	2000	4800	5650	5400	5900
Smith Creek's Yard to Jacksonville.....	4000	4400	4800	2600	6200	7300	7000	7600
Jacksonville and New Bern.....	3000	3300	3600	1950	4650	5450	5250	5700
Jacksonville to Smith Creek's Yard.....	2800	3000	3350	1850	4350	5100	4900	5300

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	—	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
Ball Bluff (W)	8.9	S 9	Yard	North

HOPEWELL SUBDIVISION - RICHMOND TERMINAL

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

*Breaks from Thomas Siding **Breaks from Wheelwright (W-1)

NORTH END SUBDIVISION

NAME	Mile Post	A	Yard	North	South
Virginia Electric & Power Co. (W)	33.6	A 34	21	South	South
Corson (E)	36.8	A 37	7	North	South
Capico (W)	65.8	A 66	8	South	South
Skippers (W)	68.7	A 69	4	North	South
Hunter (W)	103.0	A 103	9	South	South
Georgia Pacific Corporation (E)	103.2	A 103	10	North	North
Mitchell Engineering Company (W)	113.0	A 113	24	Both	Both
Run-around track (W)	113.2	A 113	48	Both	Both
Schlage Lock Corp.	—	A 113	30	South	South
Armstrong (E)	115.4	A 115	1	North	South
Ricks (W)	116.2	A 116	5	South	South
Rea Construction Co. (E)	116.4	A 117	13	South	South

SOUTH END SUBDIVISION

NAME	Mile Post	A	Yard	North	South
Sharpsburg (W)	125.0	A 125	10	South	South
Kaiser Agricultural Chemicals (E)	138.1	A 138	Spur	South	South
Overton Container Corp.	153.2	A 153	Spur	South	South
Bagley	154.3	A 154	9	South	South
Micro	156.3	A 156	8	North	South
Folk (E)	159.8	A 160	20	South	South
Dewbell (W)	162.1	A 162	6	North	South
Sylvania (E)	163.2	A 163	Yard	South	South
Bright Leaf & Burley Tobacco Company	166.4	A 166	Yard	South	South
Fieldcrest	167.0	A 167	14	South	South
Chicopee	181.2	A 181	7	South	South
Mingo	184.6	A 185	6	North	South
Purdie (E)	187.1	A 187	14	North	South
Godwin	193.6	A 193	14	South	South
Tart and Tart Lumber Co.	198.3	A 198	4	South	South
Wade	198.5	A 198	17	South	South
Victory (E)	211.8	A 212	23	North	South
Urie (E)	212.5	A 213	12	North	South
Puroator Inc. (E)	213.4	A 213	Spur	South	South
Carolina Modal Homes	214.5	A 215	15	South	South
Hope Mills (E)	216.1	A 217	42	Both	Both
Bule	236.5	A 237	8	North	South
Dixon (W)	238.4	A 238	20	South	South
Fairey	266.5	A 267	7	North	South
Sellers (W)	273.4	A 273	31	South	South
Blue Brick	277.9	A 278	Yard	North	South
Stone-DuPont (E)	282.9	AHH 286	Yard	South	South
Winona (E)	283.8	A 284	10	North	South
Mars Bluff (W)	286.6	A 287	15	North	South

EAST END SUBDIVISION

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

PLYMOUTH SUBDIVISION

NAME	Mile Post	Station Nos.	Car Capacity	Opening
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	AAB	Yard	North	South
Waccamaw Siding	151.6	AAB 152	7	East	East
Flanders Filters Inc.	153.8	AAB 154	15	East	East
Pamlico Distributing Company	155.9	AAB 156	3	East	East
Seacoast Marine Corporation	157.0	AAB 157	51	West	West
Grimes	157.6	AAB 158	6	West	West

KINSTON SUBDIVISION

NAME	Mile Post	AA	Yard	North	South
Spring Hill	103.6	AA 104	12	Both	Both
FCX	107.8	AA 108	2	South	South
Beasley Lumber Company	108.3	AA 108	13	South	South
Henderson Grain Company	111.3	AA 111	3	North	North
Eastern Farm Products, Inc.	124.7	AA 125	8	North	North
Whitehurst	136.4	AA 136	2	North	North
Randolph	147.3	AA 147	2	North	North
Machem	151.8	AA 152	2	North	North
Wicks Corporation	152.1	AA 152	10	South	South
Union Carbide	151.9	AA 152	14	South	South
Coastal Chemical Co.	152.9	AA 153	14	South	South
Sunnyside Eggs, Inc.	153.7	AA 154	6	North	North
King Bros. Grain Elevator	160.4	AA 160	16	South	South
American Cyanamid Company	160.5	AA 161	7	South	South
Griffon Gas Company	164.1	AA 164	7	South	South
Ward Lumber Company	167.6	AA 168	5	North	North
Darg	167.8	AA 168	6	North	North
Dupont No. 2	170.4	AA 170	28	North	North
Grangers	171.9	AA 172	9	North	North
Elmer	173.3	AA 173	34	North	North
Hergas	173.8	AA 174	3	South	South
Hopco	175.1	AA 175	16	South	South

W & W SUBDIVISION

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

PEE DEE SUBDIVISION

NAME	Mile Post	AC	Yard	North	South
Leland	251.6	AC 252	1	North	North
Malmo	255.1	AC 255	9	South	South
Maco	257.3	AC 258	15	South	South
Wenanish	278.8	AC 279	3	South	South
FCX	291.2	AC 291	17	South	South
Holiday House, Inc.	291.4	AC 291	2	South	South
Whiteville Builders	291.5	AC 292	8	North	North
Collier Gas	291.8	AC 292	6	South	South
Pargas Inc.	292.6	AC 293	6	South	South
Jones	294.9	AC 295	26	Both	Both
Weyerhaeuser Co. Pulpwood Yard	299.1	AC 299	17	North	North
Cerro Gordo	303.2	AC 303	10	South	South
Farmers Oil Company	303.7	AC 304	3	South	South
Kerr McGee	307.3	AC 307	10	North	North
Pitt	316.3	AC 316	19	Both	Both
Harco	328.6	AC 329	3	North	North
Marion Lumber Co.	334.2	AC 334	20	South	South
IMC	334.3	AC 334	8	South	South

MYRTLE BEACH SUBDIVISION

NAME	Mile Post	ACH	Yard	North	South
Clarendon	305.4	ACH 305	7	North	North
Plett	314.8	ACH 315	2	South	South
Allsbrook	320.9	ACH 321	4	North	North
Cleckley	322.1	ACH 322	16	Both	Both
Gurley	323.7	ACH 324	3	North	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
Pyrofax Gas	338.7	ACH 339	3	South
Waccamow 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
Waccamow 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
McLean Concrete	348.9	ACH 349	7	North
Ocean Drive Gas Company	349.0	ACH 349	2	North

FAYETTEVILLE SUBDIVISION

Southern Distributing Company	214.3	AE 214	6	East
Becker County Sand & Gravel Company	216.6	AF 217	56	Both
Boren Clay Company	228.7	AF 229	14	West
Chaparral Brick Company	230.0	AF 230	4	East

NASHVILLE SUBDIVISION

NAME	Mile Post	Station Nos.	Car Capacity	Opening
Hutton & Bourbonnais	125.0	ABA 125	2	East
Tropigas of Nashville	128.6	ABA 129	2	West
Evans Lumber Company	128.7	ABA 129	17	West
Caburn 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

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

NEW BERN SUBDIVISION

Winsto	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
Stamatis 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
Deppa	304.1	ACB 304	3	North
Woody's Hardwood Dimensions	318.8	ACB 319	3	South
Abatair	325.9	ACB 326	10	North

DIVISION OFFICERS

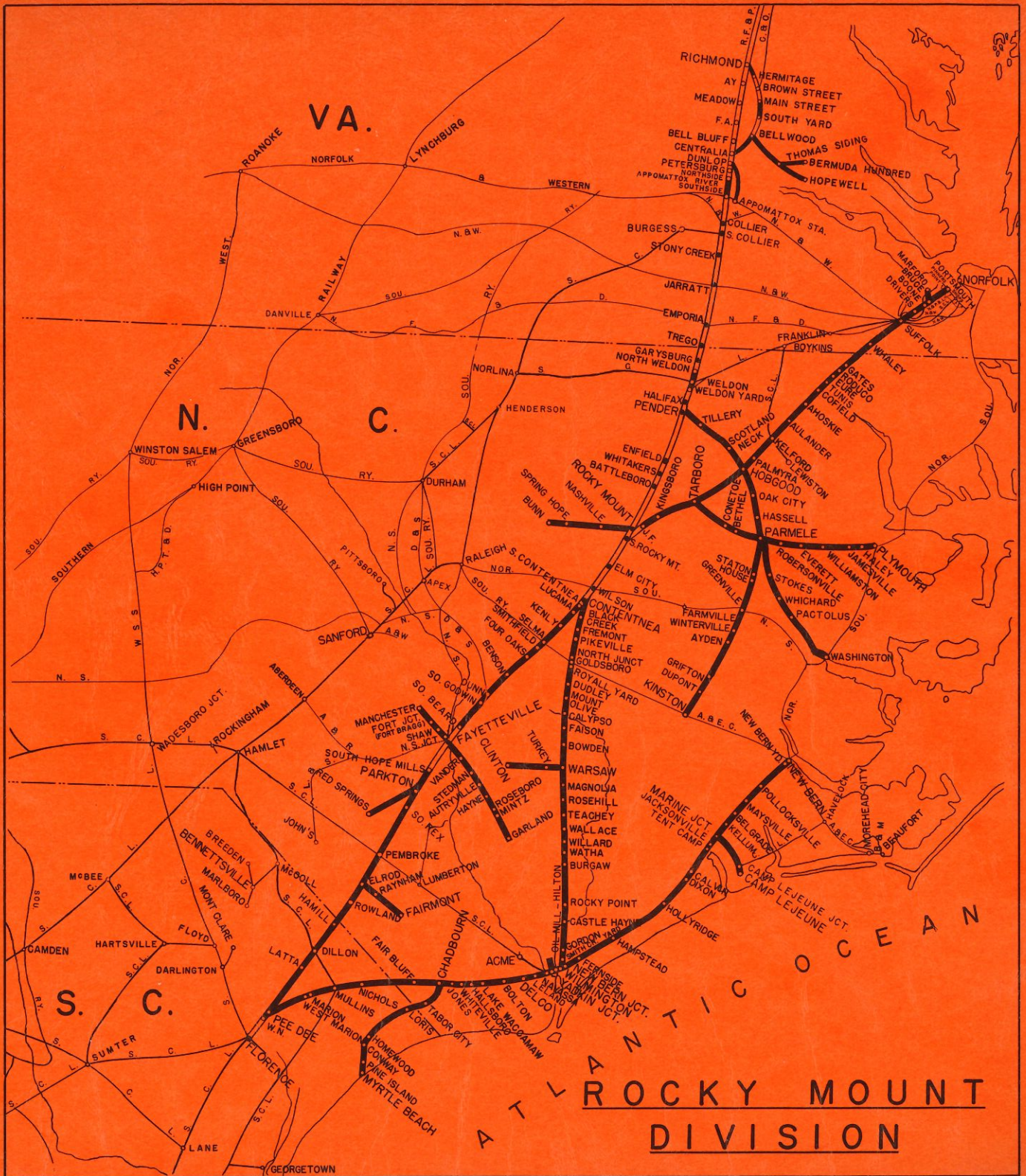
K. K. KITTS, Asst. Superintendent.....	Rocky Mount, N.C.	W. G. MERRITT, Division Engineer.....	Rocky Mount, N.C.
J. U. ROOKER, Asst. Superintendent.....	Wilmington, N.C.	W. L. WINSTEAD, Master Mechanic.....	Rocky Mount, N.C.
J. CHERRY, JR., Superintendent Terminals.....	Richmond, Va.	L. M. SMITH, Supv.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

SYSTEM OFFICERS

J. W. THOMPSON, Gen. Supt.-Rules.....	Jacksonville, Fla.	C. F. BELL, Dir. Freight Claims & Prevention.....	Richmond, Va.
W. F. WINGATE, Gen. Supt.-Safety.....	Jacksonville, Fla.	T. H. KING, Aud. Car Service Acct's.....	Richmond, Va.
J. H. INGOLDSBY, Supt. Station Operations.....	Jacksonville, Fla.		

COMPANY PHYSICIANS

J. DAN ROYSTER, M.D.....	Benson, N.C.	G. L. MOORE, M.D.....	Portsmouth, Va.
C. G. GARRENTON, M.D.....	Bethel, N.C.	WILLIAM B. POPE, JR., M.D.....	Portsmouth, Va.
W. I. TAYLOR, M.D.....	Burgaw, N.C.	W. C. ROBERTSON, M.D., Ophthal.....	Portsmouth, Va.
MURRAY CARROLL, M.D.....	Chadbourn, N.C.	R. D. McMILLAN, M.D.....	Red Springs, N.C.
ROBERT J. BUCHANAN, M.D.....	Chesapeake, Va.	L. H. APPERSON, M.D.....	Richmond, Va.
GLENN C. NEWMAN, M.D.....	Clinton, N.C.	W. F. BRYCE, M.D., Ophthalmologist.....	Richmond, Va.
JOHN deS. GILLAND, JR., M.D.....	Conway, S.C.	CHARLES W. BYRD, M.D.....	Richmond, Va.
L. M. MEDLIN, M.D.....	Conway, S.C.	JOHN R. FREEMAN, M.D.....	Richmond, Va.
RUFUS H. CAIN, M.D.....	Dillon, S.C.	DuPONT GUERRY, III, M.D., Ophthalmologist.....	Richmond, Va.
C. L. CORBETT, M.D.....	Dunn, N.C.	O. T. GRAHAM, JR., M.D.....	Richmond, Va.
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