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## SEABOARD COAST LINE RAILROAD

## ROCKY MOUNT DIVISION AND RALEIGH DIVISION

# 2

## TIME TABLE No. 2

IN EFFECT

Friday, December 12, 1975

At 12:01 A.M.

SUPERSEDING TIME TABLES

DATED SEPTEMBER 15, 1974

OF

ROCKY MOUNT AND RALEIGH DIVISIONS

## EASTERN STANDARD TIME

## FOR THE GOVERNMENT OF EMPLOYEES ONLY

J. B. CLARK, Vice President-Operations

C. F. KELLY, General Manager-Transportation

H. N. STRANGE, JR., Superintendent

W. J. WINFREE, Superintendent

**PEE DEE SUBDIVISION  
ROCKY MOUNT DIVISION**

1

Southward	Station Numbers	Actual Field M. P. Locations	TIME TABLE NO. 2 IN EFFECT December 12, 1975		Scales, Wyes, Car Capacity	Northward	
Second Class			STATIONS	Second Class			
<b>137</b>				<b>136</b>			
Through Freight				Through Freight			
Ex. Sun.				Ex. Sun.			
A. M.	A. M.						
	SE359	249.3	L	DAVIS YARD	A	YARD O Y	
	AC253	253.3		SUNNY POINT JCT.		42	
	AC263	262.1		DELCO		116P 39	
	AC273	273.0		BOLTON		2	
	AC280	280.0		LAKE WACCAMAW		11	
	AC284	284.5		HALLSBORO		25	
	AC290	290.2		WHITEVILLE		69P 39	
L	1130	AC297	297.2	T	CHADBOURN	121P YARD Y	A 730
	1215	AC309	309.2		FAIR BLUFF	21	645
	1245	AC318	318.2		NICHOLS	27	615
	100	AC324	324.4	T	MULLINS	X-SCL 66P 40	600
	140	AC333	332.8		MARION	112P 19	540
	215	A280	341.2	A	PEE DEE	L 35	515
P. M.	91.9 Miles Davis Yard to Pee Dee						A. M.
Ex. Sun.							Ex. Sun.

**WASHINGTON SUBDIVISION  
ROCKY MOUNT DIVISION**

Westward	Station Numbers	Actual Field M. P. Locations	TIME TABLE NO. 2 IN EFFECT December 12, 1975		Scales, Wyes, Car Capacity	Eastward	
Third Class			STATIONS	Second Class			
<b>413</b>				<b>412</b>			
Local Freight				Local Freight			
Ex. Sun.				Ex. Sun.			
A. M.	A. M.						
	AAB160	159.3	L	WASHINGTON	A	YARD	925
	1100	AAB148	148.3		PACTOLUS	10	855
	1120	AAB143	143.1		WHICHARD	12	835
	1130	AAB141	141.5		STOKES	13	825
	1155	AA135	135.0	A	PARMELE	X-SCL L 79	Y 800
A. M.	24.3 Miles Washington to Parmele					A. M.	
Ex. Sun.						Ex. Sun.	

**NASHVILLE SUBDIVISION  
ROCKY MOUNT DIVISION**

Westward	Station Numbers	Actual Field M. P. Locations	TIME TABLE NO. 2 IN EFFECT December 12, 1975		Scales, Wyes, Car Capacity	Eastward		
Second Class			STATIONS	Third Class				
<b>401</b>				<b>402</b>				
Local Freight				Local Freight				
Ex. Sun.				Ex. Sun.				
A. M.	A. M.							
	630	A121	121.2	L T	SO. ROCKY MT. @	A	YARD O Y	1120
	640	A120	119.9		ROCKY MOUNT		YARD	1100
	710	ABA130	130.2		NASHVILLE		40	1025
	745	ABA139	138.6		SPRING HOPE		27 Y	925
	815	ABA148	147.6	A	BUNN	L	42	845
A. M.	30.2 Miles So. Rocky Mt. to Bunn					A. M.		
Ex. Sun.						Ex. Sun.		

COLLIER SUBDIVISION—ROCKY MOUNT DIVISION  
(Richmond Terminal)

SECOND CLASS							FIRST CLASS						Station Numbers	Actual Field M. P. Locations	TIME TABLE NO. 2 IN EFFECT December 12, 1975  STATIONS	
111	101	109	227	105	225	289	83	85	3	81	175	275				
Through Freight	Through Freight	Through Freight	Through Freight	Through Freight	Through Freight	Through Freight	Meteor	Champton	Auto Train	Silver Star	Piggyback Special	Piggyback Special				
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Ex. Mon.	Ex. Mon.				
P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.				
950	235	135	100	820	730	1201	1030	930	740	510	930	900	A0	RF & P 2.4	1 Truck	RICHMOND
							1034	934		514				RF & P JR-B.7		A Y
1055	300	200	123	845	753	101	1046	946	769	528	956	926	A11	A-10.7 S-10.9	2 Trucks	CENTRALIA
1115	315	215	140	905	810	118	1059	959	812	540	1011	941	A22	A-22.0		PETERSBURG
1130	320	220	150	915	820	128	1104	1004	815	547	1020	950	A26	A-27.1	2 Trucks	COLLIER
1230	324	224	213	1030	843	140	1106	1006	817	550	1023	953	A29	A-28.9 S-24.9		A SOUTH COLLIER
A. M.	P. M.	P. M.	P. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	29.2 Miles by West Route 30.4 Miles by East Route			
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Ex. Mon.	Ex. Mon.				

WEST ROUTE  
ROCKY MOUNT DIVISION

Station Numbers	Actual Field M. P. Locations	STATIONS ON WEST ROUTE	Scales, Wyes, Car Capacity
A0	RF & P 2.4	RICHMOND	YARD
	RF & P 1.7	A Y	
	1.0	MEADOW	SPUR 21
A6	5.6	F A	59
A8	8.7	BELL BLUFF	YARD
A11	10.7	CENTRALIA	5
15.2 Miles Richmond to Centralia			

EAST ROUTE  
ROCKY MOUNT DIVISION

Station Numbers	Actual Field M. P. Locations	STATIONS ON EAST ROUTE	Scales, Wyes, Car Capacity
A0	RF & P 2.4	RICHMOND	YARD
S4	3.8 N	HERMITAGE	YARD
S01	0.6 N	BROWN STREET	YARD O
S2	1.9	SOUTH YARD	21&P YARD
S9	8.5	BELLWOOD	YARD Y
A11	10.9	CENTRALIA	
16.2 Miles Richmond to Centralia			

**COLLIER SUBDIVISION—ROCKY MOUNT DIVISION**  
(Richmond Terminal)

**NORTHWARD**

**3**

TIME TABLE NO. 2 IN EFFECT December 12, 1975			Scales, Wyes, Car Capacity	FIRST CLASS						SECOND CLASS					
				176	86	84	4	276	82	112	214	110	290	120	
				Piggyback Special	Champion	Meteor	Auto Train	Piggyback Special	Silver Star	Through Freight	Through Freight	Through Freight	Through Freight	Through Freight	
				Daily	Daily	Daily	Daily	Ex. Mon.	Daily	Ex. Tue.	Daily	Daily	Daily	Daily	
STATIONS				A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.
2 Tracks T	RICHMOND	Ⓢ A	YARD	300	Ⓢ 305	Ⓢ 435	720	930	Ⓢ1110	445	100	355	800	1100	
	A Y				235	405			1039						
	CENTRALIA		3	208	221	351	645	817	1025	345	1030	301	718	1005	
	PETERSBURG		56	151	Ⓢ 209	339	631	800	Ⓢ1013	325	1015	248	650	945	
2 Tracks T	COLLIER	Ⓢ	YARD O	141	204	334	626	753	1006	310	1000	235	635	930	
	SOUTH COLLIER	L	YARD	138	202	332	623	750	1004	305	955	230	630	900	
	29.2 Miles by West Route 30.4 Miles by East Route				A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.
				Daily	Daily	Daily	Daily	Ex. Mon.	Daily	Ex. Tue.	Daily	Daily	Daily	Daily	

**HOPEWELL SUBDIVISION**  
ROCKY MOUNT DIVISION

SOUTHWARD		TIME TABLE NO. 2 IN EFFECT December 12, 1975		Northward
Station Numbers	Actual Field M. P. Locations		STATIONS	Scales, Wyes, Car Capacity
S9	8.2	L	BELLWOOD	A YARD Y
SAC17	16.9		THOMAS SIDING	47
SAC23	23.3	A	(3) X-N&W (2) X-ANC HOPEWELL	YARD Y
15.1 Miles Bellwood to Hopewell				

**WESTWARD PLYMOUTH SUBDIVISION EASTWARD**  
ROCKY MOUNT DIVISION

THIRD CLASS		Station Numbers	Actual Field M. P. Locations	TIME TABLE NO. 2 IN EFFECT December 12, 1975		Scales, Wyes, Car Capacity	THIRD CLASS	
417	419			418	416			
Local Freight	Local Freight			Local Freight	Local Freight			
Daily	Ex. Sun.			Ex. Sun.	Daily			
P. M.	A. M.			A. M.	P. M.			
330		ABC189	188.6	L T	PLYMOUTH	A YARD Y		245
345		ABC186	185.8		HALEY	YARD		230
405		ABC177	177.1		JAMESVILLE	16		210
430		ABC167	166.3		WILLIAMSTON	87		145
445		ABC160	160.5		EVERETTS	12		130
500		ABC156	155.8		ROBERSONVILLE	35		115
510	L1005	AA135	152.2		PARMELE X-SCL	38P Y	A 800	105
525	1015	ABC149	148.7		BETHEL	31	745	1255
540	1030	ABC144	143.7		CONETOE	13	730	1240
605	1050	AB136	135.3	A	TARBORO	L YARD O Y	700	1215
P. M.	A. M.	53.3 Miles Plymouth to Tarboro					A. M.	P. M.
Daily	Ex. Sun.						Ex. Sun.	Daily

## SOUTHWARD

## NORTH END SUBDIVISION—ROCKY MOUNT DIVISION

SECOND CLASS						FIRST CLASS				Station Numbers	Actual Field M. P. Locations	TIME TABLE NO. 2 IN EFFECT December 12, 1975	
101	109	443	105	155	111	83	85	3	175			STATIONS	
Through Freight	Through Freight	Local Freight	Through Freight	Through Freight	Through Freight	Meteor	Champion	Auto Train	Piggyback Special				
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Ex. Mon.				
P. M.	P. M.	P. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	A. M.				
324	224		1030		1230	1106	1006	817	1023	A29	28.9	2 Trunks T A	1. SOUTH COLLIER 14.3
										A43	43.2		STONY CREEK 10.0
349	249		1100		113	1125	1025	840	1045	A53	53.2		JARRATT © X-N&W 9.6
										A63	62.8		EMPORIA X-NP&D 5.3
										A68	68.1		TREGO 12.0
		L-1225		L 425						A80	80.1		GARYSBURG 1.8
										A82	81.9		NORTH WELDON 0.7
										A83	82.6		WELDON 0.8
423	323	1230	1135	430	201	1148	1048	906	1110	A84	83.8		WELDON YARD © 6.1
										A90	89.9		HALIFAX 11.0
										A101	100.9		ENFIELD 6.1
454	354	100	1205	505	235	1211	1111	930	1135	A107	107.0		WHITAKERS 4.3
510	410	112	1218	520	250	s1225	s1125	939	1145	A111	111.3	BATTLEBORO 8.3	
520	420	130	1225	530	300	1227	1127	945	1150	A120	119.6	ROCKY MOUNT 1.6	
P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	A. M.	P. M.	P. M.	A. M.	A121	121.2	T A	SO. ROCKY MT. ©
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Ex. Mon.	91.9 Miles South Collier to So. Rocky Mt.			

RED SPRINGS SUBDIVISION  
ROCKY MOUNT DIVISION

Southward			TIME TABLE NO. 2 IN EFFECT December 12, 1975		Northward
Second Class	Station Numbers	Actual Field M. P. Locations	STATIONS		Third Class
439					440
Local Freight					Local Freight
Ex. Sun. A. M.					Ex. Sun. A. M.
530	A223	223.0	L PARKTON	A 18	720
620	AG236	235.5	A RED SPRINGS	L 27	630
A. M.	12.5 Miles Parkton to Red Springs				A. M.
Ex. Sun.					Ex. Sun.

TIME TABLE NO. 2 IN EFFECT December 12, 1975		Scales, Wyes, Car Capacity	FIRST CLASS				SECOND CLASS					
			86	84	4	176	112	444	110	156	120	
			Champion	Meteor	Auto Train	Piggyback Special	Through Freight	Local Freight	Through Freight	Through Freight	Through Freight	
STATIONS			A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.
2 Tracks	SOUTH COLLIER A	YARD	202	332	623	138	305		230			900
	STONY CREEK	25										
	JARRATT @ X-N&W	154PN 177PS 99	144	314	600	1251	230		201			820
	T EMPORIA X-NF&D	62										
	TREGO	90PS 0 62 Y										
	GARYSBURG	4										
	NORTH WELDON							^1205			^ 215	
	WELDON											
	WELDON YARD @	90CP YARD 0	120	250	532	1215	140	1159	110	210		700
	HALIFAX	20										
2 Tracks	ENFIELD	99										
	WHITAKERS	90PS 31										
	BATTLEBORO	44	1257	227	507	1139	1259	1130	1235	130		630
	ROCKY MOUNT	YARD	1250	220	459	1130	1250	1120	1225	120		620
	T SO. ROCKY MT. @ L	YARD 0 Y	1231	200	455	1125	1245	1100	1215	115		600
	91.9 Miles South Collier to So. Rocky Mt.			A. M.	A. M.	A. M.	P. M.	A. M.	A. M.	P. M.	P. M.	P. M.
			Daily	Daily	Daily	Daily	Ex. Tue.	Daily	Daily	Daily	Daily	Daily

FAIRMONT SUBDIVISION  
ROCKY MOUNT DIVISION

Southward				TIME TABLE NO. 2 IN EFFECT December 12, 1975				Northward	
Second Class	Station Numbers	Actual Field M. P. Locations	L	STATIONS	A	Scales, Wyes, Car Capacity	Y	Third Class	
449								450	
Local Freight								Local Freight	
Ex. Sun.								Ex. Sun.	
A. M.								A. M.	
730	A247	247.0	L	ELROD	A	86 60	Y	945	
745	AH251	250.9		RAYNHAM		1		930	
815	AH258	258.0	A	FAIRMONT	L	38P 120		900	
A. M.	11.0 Miles Elrod to Fairmont								A. M.
Ex. Sun.									Ex. Sun.

## SOUTHWARD

SOUTH END SUBDIVISION  
ROCKY MOUNT DIVISION

FIRST CLASS				Station Numbers	Actual Field M. P. Locations	TIME TABLE NO. 2 IN EFFECT December 12, 1975	
85	3	175	83			STATIONS	
Champion	Auto Train	Piggyback Special	Meteor				
Daily	Daily	Ex. Mon.	Daily				
P. M.	P. M.	A. M.	A. M.				
1125	939	1145	1225	A120	119.6	L	ROCKY MOUNT 1.6
1127	945	1150	1227	A121	121.2	T	SO. ROCKY MOUNT ®
				A129	129.4	2 Tracks	8.2 ELM CITY
s1145	1001	1205	1241	A136	135.7		T
				A139	138.9		3.2 CONTENTNEA
				A141	141.0		2.1 SO. CONTENTNEA
				A144	144.2		3.2 LUCAMA
				A151	151.2		7.0 KENLY
1207	1022	1230	103	A161	161.2		10.0 SELMA X-SOU
				A165	164.8		3.6 SMITHFIELD ®
				A172	171.5		6.7 FOUR OAKS
				A180	180.0		8.5 BENSON
1227	1042	1255	123	A186	186.0		6.0 DUNN
				A193	194.6		8.6 SO. GODWIN
				A204	204.1	2 Tracks	9.5 SOUTH BEARD
s1250	1101	120	143	A210	209.7		
				A219	218.8		9.1 SO. HOPE MILLS
				A223	222.9		4.1 PARKTON
				A228	227.7		4.8 SO. REX
120	1131	155	213	A241	241.3		13.6 PEMBROKE ® X-SCL
				A247	246.3		5.0 ELROD
				A253	252.8		6.5 ROWLAND
				A257	257.2		4.4 HAMILL
138	1144	215	230	A262	262.2		5.0 DILLON ® X-SCL
				A268	269.1		6.9 LATTA
				A280	280.1		11.0 PEE DEE
				A283	282.8	2 Tracks	2.7 W N
s 235	1245	315	s 330	A293	292.7		T A
A. M.	A. M.	P. M.	A. M.	173.1 Miles Rocky Mount to Florence			
Daily	Daily	Ex. Mon.	Daily				



<b>TIME TABLE NO. 2</b> <b>IN EFFECT</b> <b>December 12, 1975</b>  <b>STATIONS</b>		<b>Scales, Wyes,            Car Capacity</b>	<b>SECOND CLASS</b>									
			<b>117</b>	<b>113</b>	<b>403</b>	<b>155</b>	<b>197</b>	<b>137</b>	<b>105</b>	<b>127</b>	<b>109</b>	<b>101</b>
			Through Freight	Through Freight	Local Freight	Through Freight	Through Freight	Through Freight	Through Freight	Through Freight	Through Freight	Through Freight
			Daily	Daily	Ex. Sun.	Daily	Daily	Ex. Sun.	Daily	Daily	Daily	Daily
			<b>A. M.</b>	<b>A. M.</b>	<b>A. M.</b>	<b>A. M.</b>	<b>A. M.</b>	<b>P. M.</b>	<b>P. M.</b>	<b>P. M.</b>	<b>P. M.</b>	<b>P. M.</b>
2 Tracks	<b>ROCKY MOUNT</b> L	YARD				520			1218		410	510
	<b>T SO. ROCKY MOUNT</b> ®	YARD O Y	L1201	L 230		530 615			1225 1230		420 425	520
2 Tracks	<b>ELM CITY</b>	45		255								
	<b>T WILSON</b> X-NS	YARD	1223			640			1250		447	547
2 Tracks	<b>CONTENTNEA</b>	103	A1230									
	<b>SO. CONTENTNEA</b>											
2 Tracks	<b>LUCAMA</b>	34										
	<b>KENLY</b>	Sig. S. 31		325								
2 Tracks	<b>SELMA</b> X-SOU	Sig. S. 103				710			115		515	615
	<b>SMITHFIELD</b> ®	94										
2 Tracks	<b>FOUR OAKS</b>	Sig. S. 48										
	<b>BENSON</b>	78										
2 Tracks	<b>DUNN</b>	Sig. S. 148		400		740			140		542	642
	<b>SO. GODWIN</b>	Sig. S.										
2 Tracks	<b>SOUTH BEARD</b>											
	<b>FAYETTEVILLE</b> X-SCL ® X-A&R	98P YARD O Y		450	L 500	845			207		610	710
2 Tracks	<b>SO. HOPE MILLS</b>											
	<b>PARKTON</b>	119			530							
2 Tracks	<b>SO. REX</b>	Sig. S.										
	<b>PEMBROKE</b> ® X-SCL	30		530	630	A1001			240		645	745
2 Tracks	<b>ELROD</b>	Sig. S. 86P 60 Y			700							
	<b>ROWLAND</b>	63										
2 Tracks	<b>HAMILL</b>	Sig. S. 15										
	<b>DILLON</b> ® X-SCL	131P 72		610	A 730		L1159		305	L 600	710	810
2 Tracks	<b>LATTA</b>	Sig. S. 93										
	<b>PEE DEE</b>							L 215				
2 Tracks	<b>W N</b>			645			1225	225	330	625	733	833
	<b>T FLORENCE</b> ® A	YARD O Y		800			115	255	400	715	815	915
<b>173.1 Miles</b> <b>Rocky Mount to Florence</b>			<b>A. M.</b>	<b>A. M.</b>	<b>A. M.</b>	<b>A. M.</b>	<b>P. M.</b>	<b>P. M.</b>	<b>P. M.</b>	<b>P. M.</b>	<b>P. M.</b>	<b>P. M.</b>
			Daily	Daily	Ex. Sun.	Daily	Daily	Ex. Sun.	Daily	Daily	Daily	Daily



## NORTHWARD

SOUTH END SUBDIVISION  
ROCKY MOUNT DIVISION

FIRST CLASS				Station Numbers	Actual Field M. P. Locations	TIME TABLE NO. 2 IN EFFECT December 12, 1975	
84	86	176	4			STATIONS	
Meteor	Champion	Piggyback Special	Auto Train				
Daily	Daily	Daily	Daily				
A. M.	A. M.	P. M.	A. M.				
220	1250	1130	459	A120	119.6	A	ROCKY MOUNT 1.6
200	1231	1125	455	A121	121.2		T SO. ROCKY MOUNT ®
				A129	129.4	2 Trucks	ELM CITY 6.3
145	1216	1058	430	A136	135.7		T WILSON X-NS 3.2
				A139	138.9	CONTENTNEA 2.1	
				A141	141.0	SO. CONTENTNEA 8.2	
				A144	144.2	LUCAMA 7.0	
				A151	151.2	KENLY 10.0	
122	1149	1030	409	A161	161.2	SELMA X-SOU 3.6	
				A165	164.8	SMITHFIELD ®	
				A172	171.5	FOUR OAKS 6.7	
				A180	180.0	BENSON 8.5	
100	1127	1004	347	A186	186.0	DUNN 6.0	
				A193	194.6	SO. GODWIN 8.6	
				A204	204.1	SOUTH BEARD 9.5	
1238	1105	937	324	A210	209.7	3 Trucks	FAYETTEVILLE X-SCL ® X-A&R 9.1
				A219	218.8		SO. HOPE MILLS 4.1
				A223	222.9	PARKTON 4.8	
				A228	227.7	SO. REX 13.6	
1206	1026	905	252	A241	241.3	PEMBROKE ® X-SCL 5.0	
				A247	246.3	ELROD 6.5	
				A253	252.8	ROWLAND 4.4	
				A257	257.2	HAMILL 5.0	
1148	1008	844	234	A262	262.2	DILLON ® X-SCL 6.9	
				A268	269.1	LATTA 11.0	
				A280	280.1	PEE DEE 2.7	
1130	950	822	215	A283	282.8	W N 9.9	
1120	940	810	205	A293	292.7	2 Trucks	T FLORENCE ®
P. M.	P. M.	P. M.	A. M.				
Daily	Daily	Daily	Daily	173.1 Miles Rocky Mount to Florence			

**SOUTH END SUBDIVISION**  
**ROCKY MOUNT DIVISION**

**NORTHWARD**

<b>TIME TABLE NO. 2</b> <b>IN EFFECT</b> <b>December 12, 1975</b>  <b>STATIONS</b>		<b>Scales, Wyes,  Car Capacity</b>	SECOND CLASS							
			<b>136</b>	<b>116</b>	<b>110</b>	<b>404</b>	<b>156</b>	<b>120</b>	<b>112</b>	<b>148</b>
			Through Freight	Through Freight	Through Freight	Local Freight	Through Freight	Through Freight	Through Freight	Through Freight
			Ex. Sun.	Daily	Daily	Ex. Sun.	Daily	Daily	Ex. Tue.	Daily
			<b>A. M.</b>	<b>A. M.</b>	<b>A. M.</b>	<b>A. M.</b>	<b>P. M.</b>	<b>P. M.</b>	<b>A. M.</b>	<b>P. M.</b>
2 Tracks	<b>ROCKY MOUNT</b> A	YARD								
	<b>T SO. ROCKY MOUNT</b> Ⓞ	YARD O Y		A 730	A1130		A1250	A 400	A1245	
2 Tracks	<b>ELM CITY</b>	45								
	<b>T WILSON</b> X-NS	YARD		655	1046		1230	320	1228	
	<b>CONTENTNEA</b>	103		L 645						
	<b>SO. CONTENTNEA</b>									
	<b>LUCAMA</b>	34								
	<b>KENLY</b>	Sig. S. 31								
	<b>SELMA</b> X-SOU	Sig. S. 103			1015		1155	250	1201	
	<b>SMITHFIELD</b> Ⓞ	84								
	<b>FOUR OAKS</b>	Sig. S. 48								
	<b>BENSON</b>	78								
2 Tracks	<b>DUNN</b>	Sig. S. 148			945		1123	220	1134	
	<b>SO. GODWIN</b>	Sig. S.								
	<b>SOUTH BEARD</b>									
	<b>FAYETTEVILLE</b> X-SCL Ⓞ X-A&R	98P YARD O Y			915	A1005	1045	150	1107	
	<b>SO. HOPE MILLS</b>									
	<b>PARKTON</b>	119				940				
	<b>SO. REX</b>	Sig. S.								
	<b>PEMBROKE</b> Ⓞ X-SCL	30			838	915	L 930	110	1033	
	<b>ELROD</b>	Sig. S. 86P 60 Y				900				
	<b>ROWLAND</b>	63								
2 Tracks	<b>HAMILL</b>	Sig. S. 15								
	<b>DILLON</b> Ⓞ X-SCL	131P 72			812	L 830		1240	1008	A 140
	<b>LATTA</b>	Sig. S. 93								
	<b>PEE DEE</b>									
	<b>W N</b>									
	<b>T FLORENCE</b> Ⓞ L	YARD O Y		A 515						
				450		745		1201	945	1258
				430		730		1130	930	1240
	<b>173.1 Miles</b> <b>Rocky Mount to Florence</b>			<b>A. M.</b>	<b>A. M.</b>	<b>A. M.</b>	<b>A. M.</b>	<b>A. M.</b>	<b>A. M.</b>	<b>P. M.</b>
			Ex. Sun.	Daily	Daily	Ex. Sun.	Daily	Daily	Ex. Mon.	Daily

**EAST END SUBDIVISION**  
ROCKY MOUNT DIVISION

**SOUTHWARD** **NORTHWARD**

SECOND CLASS		Station Numbers	Actual Field M. P. Locations	TIME TABLE NO. 2 IN EFFECT December 12, 1975		Scales, Wyes, Car Capacity	SECOND CLASS	
417	419			STATIONS			418	416
Local Freight	Local Freight			Local Freight	Local Freight		Local Freight	Local Freight
Daily	Ex. Sun.			Ex. Sun.	Daily		Ex. Sun.	Daily
P. M.	A. M.			A. M.	P. M.			
		SA2	1.7	L T	PORTSMOUTH A (Shops)	YARD O Y		
					VIA NPBL 1.4			
		AB235	234.9		PORTSMOUTH X-NPBL (Pinner Point)	YARD		
		AB230	230.5		BRUCE 4.4	38P		
		AB228	228.3		BOONE X-NF&D 2.2			
		AB224	224.0		DRIVERS 4.3	31P 6		
		SA18	217.2		SUFFOLK X-NF&D X-N&W X-N&W 6.8	70P YARD O		
		AB205	205.6		WHALEY 11.6	69P 8		
		AB197	197.2		GATES 8.4	13		
		AB194	193.7		RODUCO 3.5	15		
		AB190	190.4		EURE 3.3	60P 5		
		AB184	184.4	T	COFIELD 6.0	12		
		AB178	177.9	T	AHOSKIE 6.5	79P 109 Y		
		AB169	169.1		AULANDER 8.8	67P 45		
		AB162	162.6		KELFORD X-SCL 6.5	7		
		AB152	152.2		PALMYRA 10.4	15		
		AB148	148.1		HOBGOOD X-SCL 4.1	84P 37 Y		
L 60E	L1050	AB136	135.6	T	TARBORO 12.5	59P YARD Y	A 700	A1215
620	1105	AB128	128.6		KINGSBORO 7.0	67P 2	640	1159
635	1120	AB123	122.7		J F 5.9		630	1145
645	1130	A121	120.6 <sup>f</sup>	A 2 Tracks T	SO. RKY. MT. ® 2.1	YARD O Y	600	1130
P. M.	A. M.	115.7 Miles Portsmouth (Shop) to So. Rocky Mt.					A. M.	A. M.
Daily	Ex. Sun.						Ex. Sun.	Daily

Third Class	Second Class	Station Numbers	Actual Field M. P. Locations	TIME TABLE NO. 2 IN EFFECT December 12, 1975		Scales, Wyes, Car Capacity	THIRD CLASS			
				Local Freight	Through Freight		116	422		
Ex. Sun.	Daily			STATIONS		Daily	Ex. Sun.			
P. M.	A. M.					A. M.	A. M.			
		1230	A139	139.0	L	CONTENTNEA	A	645		
		1240	AC142	141.9		<sup>2.9</sup> BLACK CREEK	2	638		
		1258	AC149	148.6		<sup>6.7</sup> FREMONT	28	622		
		108	AC152	152.1		<sup>3.5</sup> PIKEVILLE	112P 13	613		
		122	AC158	158.0		<sup>5.9</sup> NORTH JCT.	YARD	559		
		130	AC160	159.8		<sup>1.8</sup> GOLDSBORO X-SOU	YARD O Y	555		
		146	AC161	162.0		<sup>2.2</sup> ROYALL YARD	YARD	549		
		206	AC169	168.5		<sup>6.5</sup> DUDLEY	82	530		
		221	AC174	173.5		<sup>5.0</sup> MOUNT OLIVE	53P 76	515		
		231	AC177	177.2		<sup>3.7</sup> CALYPSO	36	505		
		241	AC181	180.4		<sup>3.2</sup> FAISON	39 14	455		
		259	AC189	188.8	T	<sup>8.4</sup> WARSAW	112PN 53PS 31 Y	430		
		315	AC197	196.5		<sup>7.7</sup> MAGNOLIA	14	410		
		327	AC202	201.7		<sup>5.2</sup> ROSE HILL	70P 66	355		
		341 <sup>116</sup>	AC208	208.1		<sup>6.4</sup> WALLACE	56P 45	341 <sup>117</sup>		
		348	AC211	211.5		<sup>3.4</sup> WILLARD	13	332		
		356	AC215	214.7		<sup>3.2</sup> WATHA	9	326		
		410	AC221	221.4		<sup>6.7</sup> BURGAW	94P 49	315		
		428	AC230	229.6		<sup>8.2</sup> ROCKY POINT	6	300		
		440	AC235	235.4		<sup>5.8</sup> CASTLE HAYNE	53	250		
		455	AC241	241.1		<sup>5.7</sup> GORDON	112P 23	240		
L 100		515	AC243	242.3		<sup>1.2</sup> SMITH'S CREEK YD.	YARD O Y	230	A 700	
		105	AC246	245.8		<sup>3.5</sup> HILTON		225	655	
		110	AC247	246.6		<sup>0.8</sup> YADKIN JCT.		220	650	
		115	SE359	249.3	T A	<sup>2.7</sup> DAVIS YARD	YARD O Y	215	645	
P. M.	A. M.	110.3 Miles Contentnea to Davis Yard					A. M.	A. M.		
Ex. Sun.	Daily						Daily	Ex. Sun.		

**NEW BERN SUBDIVISION**  
**ROCKY MOUNT DIVISION**

Southward	TIME TABLE NO. 2 IN EFFECT December 12, 1975				Northward
Third Class	Station Numbers	Actual Field M. P. Locations	Scales, Wyes, Car Capacity	Third Class	
<b>423</b>				<b>422</b>	
Local Freight				Local Freight	
Ex. Sun.				Ex. Sun.	
A. M.	STATIONS				A. M.
700	ACB330	330.2	L NEW BERN A	YARD	1050
715	ACB328	328.4	1.8 NEW BERN YARD	YARD Y	1035
745	ACB317	316.6	11.8 POLLOCKSVILLE	10	1010
805	ACB309	309.3	7.3 MAYSVILLE	0	955
815	ACB307	307.4	1.9 BELGRADE	YARD	945
915 <sup>422</sup>	ACB295	294.8	12.6 MARINE JCT.	YARD Y	915 <sup>423</sup>
1000	ACB293	293.2	1.6 T JACKSONVILLE	YARD	900
1100	ACB291	290.8	2.4 TENT CAMP	YARD	845
1115	ACB285	285.0	5.8 CALVIN	88	835
1123	ACB282	281.6	3.4 DIXON	5	830
1145	ACB274	273.3	8.3 HOLLYRIDGE	31	805
1215	ACB261	260.7	12.6 HAMPSTEAD	6	735
1245	ACB247	246.8	13.9 FERNSIDE	YARD Y	710
1255	AC243	244.1	2.7 NEW BERN JCT. X-SCL	YARD	705
100	AC243	243.8	0.3 A SMITH'S CREEK YD. L		700
P. M.	86.4 Miles New Bern to Smith's Creek Yd.				A. M.
Ex. Sun.					Ex. Sun.

**MYRTLE BEACH SUBDIVISION**  
**ROCKY MOUNT DIVISION**

Southward	TIME TABLE NO. 2 IN EFFECT December 12, 1975				Northward
Third Class	Station Numbers	Actual Field M. P. Locations	Scales, Wyes, Car Capacity	Third Class	
<b>541</b>				<b>542</b>	
Local Freight				Local Freight	
Ex. Sun.				Ex. Sun.	
A. M.	STATIONS				A. M.
830	AC297	297.2	L T CHADBOURN A	YARD Y	1130
945	ACH310	310.1	12.9 TABOR CITY	31 16	1035
1015 <sup>542</sup>	ACH317	316.8	6.7 LORIS	32P	1015 <sup>541</sup>
1045	ACH333	332.9	16.1 HOMEWOOD	18	940
1055	ACH336	336.1	3.2 T CONWAY	YARD	930
1120	ACH346	346.1	10.0 PINE ISLAND	12	900
1130	ACH350	350.1	4.0 A MYRTLE BEACH L	YARD Y	830
A. M.	52.9 Miles Chadbourne to Myrtle Beach				A. M.
Ex. Sun.					Ex. Sun.

**FAYETTEVILLE SUBDIVISION**  
**ROCKY MOUNT DIVISION**

Westward	TIME TABLE NO. 2 IN EFFECT December 12, 1975				Eastward		
Station Numbers	Actual Field M. P. Locations	Scales, Wyes, Car Capacity	STATIONS	Scales, Wyes, Car Capacity			
AF245					245.4	L GARLAND A	32
AF232					232.0	13.4 ROSEBORO	36
AF227					227.0	5.0 HAYNE	9
AF221	220.7	6.3 STEDMAN	48				
AF215	215.0	5.7 VANDER	54				
A210	209.2	5.8 FAYETTEVILLE ® X-SCL	YARD O Y				
AE209	209.1	0.1 N. S. JCT.					
AE204	204.3	4.8 SHAW	13				
AE201	201.5	2.8 FORT JCT.	YARD				
AE198	197.7	3.3 A MANCHESTER L	11				
47.7 Miles Garland to Manchester							

SOUTHWARD				KINSTON SUBDIVISION ROCKY MOUNT DIVISION		NORTHWARD			
Third Class	Second Class	Station Numbers	Actual Field M. P. Locations	TIME TABLE NO. 2 IN EFFECT December 12, 1975		Scales, Wyes, Car Capacity	Third Class	Fourth Class	
407	411			406	410				
Local Freight	Local Freight			Local Freight	Local Freight				
Ex. Sun.	Ex. Sun.			Ex. Sun.	Ex. Sun.				
A. M.	A. M.	STATIONS				A. M.	A. M.		
		A91	91.7	L	PENDER	A			
		AA99	99.5		7.8 TILLERY		14		
		AA110	109.9		10.4 SCOTLAND NECK		56		
		AB148	116.7		6.8 HOBGOOD		37	Y	
		AA124	123.7		7.0 OAK CITY	X-SCL	26		
		AA128	128.2		4.5 HASSELL		38		
	L 800	AA135	134.8		6.6 PARMELE	X-SCL	49P 79	Y	
		825	AA144	144.0	9.2 STATON		38P	^1005	
		835	AA146	146.3	2.3 HOUSE		60	940	
		900 <sup>410</sup>	AA150	149.7	3.4 GREENVILLE	X-NS	25 55P	900 <sup>411</sup>	
		915	AA155	155.2	5.5 WINTERVILLE		26	810	
		925	AA159	159.2	4.0 AYDEN		25	755	
L1235	942	AA166	166.3		7.1 GRIFTON		24	^1230	
1245	950	AA169	169.7		3.4 DUPONT		70	1220	
105	1010	AA178	177.6	T A	7.9 KINSTON	X-A&EC L	86	1201	
A. M.	A. M.	85.9 Miles Pender to Kinston				A. M.	A. M.		
Ex. Sun.	Ex. Sun.					Ex. Sun.	Ex. Sun.		

**CLINTON SUBDIVISION**  
ROCKY MOUNT DIVISION

Westward	TIME TABLE NO. 2 IN EFFECT December 12, 1975		Eastward				
Second Class	Station Numbers	Actual Field M. P. Locations	Third Class				
421			420				
Local Freight			Local Freight				
Ex. Sun.			Ex. Sun.				
A. M.	STATIONS		A. M.				
800	AC189	189.0	L T	WARSAW	A	Y	1150
815	ACA194	194.4		5.4 TURKEY		38	1115
845	ACA202	202.5		8.1 CLINTON		67	Y
A. M.	13.5 Miles Warsaw to Clinton				A. M.		
Ex. Sun.					Ex. Sun.		

**CAMP LeJEUNE SUBDIVISION**  
ROCKY MOUNT DIVISION

Southward	TIME TABLE NO. 2 IN EFFECT December 12, 1975		Northward				
Fourth Class	Station Numbers	Actual Field M. P. Locations	Fourth Class				
425			424				
Local Freight			Local Freight				
Ex. Sun.			Ex. Sun.				
A. M.	STATIONS		A. M.				
900	ACD303	303.0	L	CAMP LeJEUNE	A	YARD	850
910	ACD301	300.5		2.7 CAMP LeJEUNE JCT.		Y	840
930	ACB295	294.7		7.6 MARINE JCT.	L	YARD Y	820
A. M.	8.3 Miles Camp LeJeune to Marine Jct.				A. M.		
Ex. Sun.					Ex. Sun.		

## SOUTHWARD

## NORLINA SUBDIVISION—RALEIGH DIVISION

SECOND CLASS					FIRST CLASS		Station Numbers	Actual Field M. P. Locations	TIME TABLE NO. 2 IN EFFECT December 12, 1975			
227	127	225	429	289	81	275			STATIONS			
Through Freight	Through Freight	Through Freight	Local Freight	Through Freight	Silver Star	Piggyback Special						
Daily P. M.	Daily A. M.	Daily A. M.	Ex. Sun. A. M.	Daily A. M.	Daily P. M.	Ex. Mon. A. M.						
213	1000	843		140	550	953	A29	24.9	L	<b>SOUTH COLLIER</b> 0.7		
							S31	31.6		<b>BURGESS</b> 5.9		
							S38	37.5		<b>DINWIDDIE</b> 4.4		
							S42	41.9		<b>DE WITT</b> ® 5.3		
							S48	47.2		<b>McKENNEY</b> 5.5		
250	1037	921		230	615	1023	S52	52.7		<b>RAWLINGS</b> 3.0		
							S57	56.6		<b>WARFIELD</b> 4.5		
							S61	61.1		<b>ALBERTA</b> ® 6.6		
							S68	67.7		<b>GRANDY</b> 5.0		
							S74	73.6		<b>SKELTON</b> 5.3		
325	1112	955		305	640	1050	S79	78.9		<b>LA CROSSE</b> ® X-MF&D 4.0		
							S84	83.8		<b>HAGOOD</b> 7.5		
							S91	91.3		<b>PASCHALL</b> 4.0		
							S95	95.3		<b>WISE</b> 2.0		
400	1147	1030	L 815	325	700	1110	S98	98.2		<b>NORLINA</b> ® 8.5		
							S107	106.7	2 Tracks	<b>MIDDLEBURG</b> 3.2		
							S110	109.9		<b>GREYSTONE</b> 3.9		
			900	355	715		S114	113.8		<b>HENDERSON</b> 4.1		
							S118	117.9		<b>GILL</b> ® 4.7		
							S123	122.6		<b>KITTRELL</b> 7.1		
445	1232	1115	1130	415	730	1140	S130	129.7		<b>FRANKLINTON</b> 6.2		
							S137	135.9		<b>YOUNGVILLE</b> ® 4.3		
							S141	140.2		<b>WAKE FOREST</b> 16.0 X-NS		
520	105	1150	1230	500	805	1215	S156	156.2	2 Tracks A	<b>T RALEIGH</b>		
P. M.	P. M.	A. M.	P. M.	A. M.	P. M.	P. M.	131.3 Miles South Collier to Raleigh					
Daily	Daily	Daily	Ex. Sun.	Daily	Daily	Ex. Mon.						



TIME TABLE NO. 2 IN EFFECT December 12, 1975		Scales, Wyes, Car Capacity	FIRST CLASS		SECOND CLASS			
			276	82	214	428	290	128
			Piggyback: Special	Silver Star	Through Freight	Local Freight	Through Freight	Through Freight
			Ex. Mon.	Daily	Daily	Ex. Sat.	Daily	Daily
STATIONS			A. M.	A. M.	A. M.	A. M.	P. M.	P. M.
SOUTH COLLIER A		YARD	750	1004	955		630	935
BURGESS		175P 5						
DINWIDDIE		60P 31						
DE WITT ®		141P 16						
McKENNEY		79P 40						
RAWLINGS		98P 7	720	937	800		555	900
WARFIELD		141P 20						
ALBERTA ®		82PN 142PS 88						
GRANDY		142P 19						
SKELTON		96P 14						
LA CROSSE ® XNF&D		84P 28	645	909	725		520	825
HAGOOD		141P 7						
PASCHALL		86P 20						
WISE		55P 7						
NORLINA ®		82P 48	620	850	700	A 1050	455	800
MIDDLEBURG		38P 10						
GREYSTONE		118P YARD O						
HENDERSON		145PN 38PS YARD Y		835	630	1030		
GILL ®		78P 5						
KITTRELL		141P 5						
FRANKLINTON		141PN 87PS YARD	535	819	545	950	405	710
YOUNGVILLE ®		97P 24						
WAKE FOREST		101PN 148PS 52						
T RALEIGH L		YARD O	505	750	500	800	325	630
			A. M.	A. M.	A. M.	A. M.	P. M.	P. M.
			Ex. Mon.	Daily	Daily	Ex. Sat.	Daily	Daily

131.3 Miles  
South Collier to Raleigh

DURHAM SUBDIVISION  
RALEIGH DIVISION

Southward	Actual Field M. P. Locations	TIME TABLE NO. 2 IN EFFECT December 12, 1975		Northward
Station Numbers		STATIONS		Scales, Wyes, Car Capacity
S114	114.4	L T	HENDERSON A	YARD Y
SB124	124.1		DICKERSON	11P 4 Y
SB138	138.2		CREEDMOOR	20P 17
SB143	142.8		NORTH SIDE	15P
SB155	155.0	T A	DURHAM L	YARD O Y
40.6 Miles Henderson to Durham				

LOUISBURG SUBDIVISION  
RALEIGH DIVISION

Southward	Station Numbers	Actual Field M. P. Locations	TIME TABLE NO. 2 IN EFFECT December 12, 1975		Northward
Second Class			STATIONS		Third Class
465					466
Local Freight					Local Freight
Daily					Daily
A. M.					A. M.
830	S130	130.2	L A	FRANKLINTON A	YARD 1105
905	SC140	139.8	A	LOUISBURG L	YARD 1030
A. M.	9.6 Miles Franklinton to Louisburg				A. M.
Daily					Daily

## SOUTHWARD ABERDEEN SUBDIVISION—RALEIGH DIVISION

SECOND CLASS								FIRST CLASS		Station Numbers	Actual Field M. P. Locations	TIME TABLE NO. 2 IN EFFECT December 12, 1975	STATIONS		
227	149	127	225	463	427	289	183	81	275					L Trucks	M Trucks
Through Freight	Sou. Rwy. Through Freight	Through Freight	Through Freight	Sou. Rwy. Local Freight	Local Freight	Through Freight	Sou. Rwy. Through Freight	Silver Star	Piggyback Special						
Daily	Daily	Daily	Daily	Ex. Sun.	Daily	Daily	Daily	Daily	Ex. Mon.	P. M.	P. M.				
P. M.	P. M.	P. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.						
525		110	1155		800	530		805	1230	\$156	156.2	<b>RALEIGH</b> -0.8- <b>SOU. JUNCTION</b> -0.3- <b>RALEIGH TOWER</b> X NS -3.2- <b>METHOD</b> ® -4.5- <b>FETNER</b> -6.1- <b>APEX</b> X D&S -6.2- <b>NEW HILL</b> -3.8- X NS <b>MERRY OAKS</b> -6.2- <b>MONCURE</b> ® -8.6- <b>COLON</b> -3.0- <b>SANFORD</b> X SOU -7.0- <b>LEMON SPRINGS</b> ® -5.5- <b>CAMERON</b> -5.0- <b>VASS</b> -8.2- <b>SOUTHERN PINES</b> ® -3.7- <b>ABERDEEN</b> -11.3- <b>HOFFMAN</b> -7.1- <b>NORTH HAMLET YARD</b> -3.1- <b>SOUTH HAMLET YARD</b> -2.4- <b>M-C JUNCTION</b> -0.8- <b>HAMLET</b> X SCL (Psg. Station) ®			
	L 448						L 418			\$157	157.0				
531	450	116	1201	L 818	806	536	420	803	1236	\$157	157.3				
										\$161	160.5				
545	A 510	130	1216	A 838	830	550	A 440	817	1250	\$165	165.0				
										\$171	171.1				
										\$177	177.3				
										\$181	181.1				
610		155	1241		1030	640		835	114	\$187	187.3				
										\$195	195.9				
625		210	1256		1205	655		846	125	\$199	198.9				
										\$206	205.9				
										\$211	211.4				
										\$217	216.4				
700		245	131		130			s 911	150	\$225	225.0				
						740				\$229	228.7				
										\$239	240.0				
A 800		A 345	A 215		A 400	A 900			A 300	\$249	247.1				
										\$249	250.2				
								935		\$249	252.6				
								s 1000		\$253	253.4				
P. M.	P. M.	P. M.	P. M.	A. M.	P. M.	A. M.	A. M.	P. M.	P. M.						
Daily	Daily	Daily	Daily	Ex. Sun.	Daily	Daily	Daily	Daily	Ex. Mon.						
97.2 Miles Raleigh to Hamlet															



SECOND CLASS							FIRST CLASS			Station Numbers	Actual Field M. T. Location	TIME TABLE NO. 2 IN EFFECT December 12, 1975	
227	495	289	471	285	297	245	275	217	215			STATIONS	
Through Freight	Through Freight	Through Freight	Through Freight	Through Freight	Through Freight	Through Freight	Piggyback Special	Through Freight	Through Freight				
Daily	Daily	Daily	Ex. Sun.	Daily	Daily	Daily	Daily	Daily	Daily				
P. M.	P. M.	A. M.	P. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.				
1030		1120		630	330	1201	600	515	450	S249	250.2	L T	HAMLET YARD ®
1037		1127		637	337	1208	607	522	457	S249	252.6		M-C JUNCTION 2.4 6.9
1055		1135		705	400	1230	622	540	515	SF260	259.5	T	ROCKINGHAM 6.8
1103		1145		713 <sup>232</sup>	408	1258 <sup>276</sup>	630	548	523	SF266	266.3		PEE DEE 5.1
										SF271	271.4		GRAVELTON 1.0
1113		1230		725	420	115	640	558	533	SF273	273.0	T	LILESVILLE ® 5.1
1119		1239		732	427	122	646	604	539	SF278	278.1	T	WADESBORO 8.1
1129		1252		742	437	132	655	614	549	SF286	286.2	T	POLKTON 0.6
1140		110		800	448	143	706 <sup>716</sup>	630	600	SF296	295.8	T	MARSHVILLE ® 4.0
1145		122		807	455	148	711 <sup>246</sup>	635 <sup>216</sup>	605	SF301	300.7		WINGATE 5.5
A 1215 <sup>276</sup>	L 1030	140	L 1201	A 815 <sup>214</sup>	A 510	156	A 745	A 650 <sup>246</sup>	A 620 <sup>216</sup>	SF306	306.2	T	MONROE 6.9
	1045	154	1215			212				SF313	313.1		STOUTS 6.4
	1100	204	1230			224				SF320	319.5		MATTHEWS 5.5
	1110	212	1242			232				SF325	325.0		RAMA 3.3
	1120	229	1252			242				SF328	328.3		EAST CHARLOTTE YARD 1.9
	A 1130	245	A 100			300				SF330	330.2	T	CHARLOTTE X NS (3) X SOU X SCL 4.2
		345				345				SF334	334.4		PINOCA YARD ® 2.9
		351				418 <sup>232</sup>				SF337	337.3		THRIFT 4.5
		401				428				SF342	341.8	T	MOUNT HOLLY X SCL 3.5
		432 <sup>246</sup>				435				SF346	345.3		DUKE 3.3
		446				442				SF349	348.6		STANLEY 13.7
		516				510				SF362	362.3		LINCOLNTON 10.1
		536				533				SF372	372.4		CHERYVILLE ® 11.3
		600				558				SF384	383.7	T	SHELBY X SOU 8.3
		617				615				SF392	392.0		LATIMORE X SOU 6.2
		630				628				SF398	398.2		ELLENBORO 5.6
		641				640				SF404	403.8		BOSTIC 1.7
		A 730				A 715				SF406	405.5	T	C. C. & O. YARD 7.1 X SOU
										SF411	410.9	A	RUTHERFORDTON
A. M.	P. M.	P. M.	P. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.				
Daily	Daily	Daily	Ex. Sun.	Daily	Daily	Daily	Daily	Daily	Daily				160.7 Miles Hamlet Yard to Rutherfordton



SECOND CLASS					Station Numbers	Actual Field M. P. Locations	TIME TABLE NO. 2 IN EFFECT December 12, 1975					Scales, Weigh, Car Capacity	SECOND CLASS					
570	148	550	155	477			551	156	197	571	478		127					
Through Freight	Through Freight	Local Freight	Through Freight	Through Freight			Local Freight	Through Freight	Through Freight	Through Freight	Through Freight		Through Freight					
Daily	Daily	Tue.-Thur. Sat.	Daily	Daily			Mon.-Wed. Fri.	Daily	Daily	Daily	Daily		Daily					
P. M.	P. M.	P. M.	A. M.	A. M.		A. M.	A. M.	A. M.	P. M.	P. M.	P. M.							
				1201	SE359	359.3	L T	DAVIS YARD	A	YARD	0					830		
				1236	SE347	346.3	T	ACME		YARD						800		
				1255	SE339	338.5		EAST ARCADIA	® X SCL	61P						740		
				130	SE327	326.9		ROSINDALE		19P 10						715		
				145	SE319	318.9		CLARKTON		42						655		
				205	SE311	311.2		BLADENBORO		17P 41						635		
				240	SE297	297.2	T	LUMBERTON	®	YARD	Y					610		
				250	SE291	291.6		LOWE		48P 10						550		
		L 1001		300	SE286	285.7	T	PEMBROKE	® X SCL	24		A 930				535		
				1025	SE276	276.0	T	MAXTON		YARD	0		915			515		
				1034	SE269	269.1		LAURINBURG	X L&S	YARD			852			455		
				1041	SE264	263.7		LAUREL HILL		34P 25			845			445		
L 1040	L 220	L 1215	1053	415	SE254	254.0		EAST JUNCTION				A 700	830	A 1110	A 330	425	A 510	
1041	221	1216	1054	416	S249	253.3		HAMLET AVE.		YARD		659	829	1109	329	424	509	
					S249	252.6		M-C JUNCTION		YARD								
1130	230	1225	1145	500	S249	250.2	T A	HAMLET YARD	® L	YARD	C	650	800	1100	320	415	500	
P. M.	P. M.	P. M.	A. M.	A. M.	109.1 Miles Davis Yard to Hamlet Yard							A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	
Daily	Daily	Tue.-Thur. Sat.	Daily	Daily								Mon.-Wed. Fri.	Daily	Daily	Daily	Daily	Daily	

### ST. PAUL SUBDIVISION RALEIGH DIVISION

Southward			Station Numbers	Actual Field M. P. Locations	TIME TABLE NO. 2 IN EFFECT December 12, 1975			Scales, Weigh, Car Capacity	Northward	
THIRD CLASS					SECOND CLASS					
435					436					
Local Freight					Local Freight					
Ex. Sun.			Ex. Sun.							
P. M.			P. M.							
500	SEA311	311.1	L	ST. PAUL	A	YARD	440			
510	SEA308	307.5		ROZIER		17	427			
522	SEA303	302.9		POWERS		17	415			
540	SE297	297.6	T A	LUMBERTON	®	YARD Y	400			
P. M.	13.5 Miles St. Paul to Lumberton							P. M.		
Ex. Sun.								Ex. Sun.		

**PORTSMOUTH SUBDIVISION**  
**RALEIGH DIVISION**

Southward		Station Numbers	Actual Field M. P. Locations	TIME TABLE NO. 2 IN EFFECT December 12, 1975		Scales, Wyes, Car Capacity	Northward		
SECOND CLASS				SECOND CLASS					
443	155			444	156				
Local Freight	Through Freight			Local Freight	Through Freight				
Daily	Daily			Daily	Daily				
<b>A. M.</b>	<b>A. M.</b>			<b>P. M.</b>	<b>P. M.</b>				
830	200	SA2	1.7	L T	PORTSMOUTH (SHOPS) <sup>5.9</sup> X Belt Line	YARD 0	350	430	
840	215	SA8	7.6		BOWERS <sup>9.9</sup> X N&W	57P 7	320	355	
915	230	SA18	17.5	T	SUFFOLK <sup>3.3</sup>	YARD	305	341	
920	235	SA21	20.8		KILBY <sup>10.7</sup>	100P 48	245	337	
935	250	SA32	31.5		CARRSVILLE <sup>5.8</sup>	45P 8	230	324	
1030	258	SA37	37.1	T	FRANKLIN <sup>6.4</sup>	38P YARD	220	315	
1040	308	SA44	43.5		HAND <sup>10.8</sup>	87P 10	135	305	
1120	325	SA54	54.1	T	BOYKINS <sup>3.1</sup> ®	YARD Y	120	250	
1125	330	SA57	57.2		BRANCHVILLE <sup>12.0</sup>	87P 27	1250	245	
1201	345	SA69	69.2		SEABOARD <sup>6.7</sup>	84P 43	1235	230	
1220 <sup>44</sup>	353	SA76	75.9		GARYSBURG <sup>2.3</sup>	93P 10	1220 <sup>44</sup>	223	
1225	425	A82	78.2	A	NORTH WELDON L		1205	215	
<b>P. M.</b>	<b>A. M.</b>	76.5 Miles Portsmouth to North Weldon				<b>P. M.</b>	<b>P. M.</b>		
Daily	Daily					Daily	Daily		

**LEWISTON SUBDIVISION**  
**RALEIGH DIVISION**

Southward	Station Numbers	Actual Field M. P. Locations	TIME TABLE NO. 2 IN EFFECT December 12, 1975		Scales, Wyes, Car Capacity	Northward
SECOND CLASS						THIRD CLASS
493						494
Local Freight				Local Freight		
Ex. Sun.				Ex. Sun.		
<b>A. M.</b>				<b>P. M.</b>		
900	SA54	54.3	L T	BOYKINS <sup>4.9</sup> A	31P YARD Y	300
925	SAB59	59.2	T	SEVERN <sup>7.8</sup>	12	215
945	SAB65	65.3	T	CONWAY <sup>4.2</sup>	44	155
1020	SAB73	73.1		WOODLAND <sup>12.0</sup> X SCL	28	115
1040	SAB77	77.3		RICH SQUARE	86	1255
1145	SAB89	89.3	A	LEWISTON L <sup>34</sup>		1201
<b>A. M.</b>	35.0 Miles Boykens to Lewiston					<b>P. M.</b>
Ex. Sun.						Ex. Sun.

**ROANOKE RAPIDS SUBDIVISION**  
**RALEIGH DIVISION**

Southward	Station Numbers	Actual Field M. P. Locations	TIME TABLE NO. 2 IN EFFECT December 12, 1975		Scales, Wyes, Car Capacity	Northward
SECOND CLASS						SECOND CLASS
429						428
Local Freight				Local Freight		
Ex. Sun.				Ex. Sat.		
<b>A. M.</b>				<b>P. M.</b>		
	A83	78.5	L	WELDON <sup>4.3</sup> ® A	YARD	
L 700	SA83	82.8	T	ROANOKE RAPIDS <sup>10.2</sup>	YARD Y A	130
720	SA93	93.0		SUMMIT <sup>5.2</sup>	82P	1259
735	SA98	98.2		LITTLETON <sup>10.5</sup>	40P 19	1250
750	SA109	108.7		MACON <sup>6.8</sup>	89P 20	1230
800	S98	115.5	A	NORLINA ® L	169P 48 Y	1215
<b>A. M.</b>	37.0 Miles Weldon to Norlina					<b>P. M.</b>
Ex. Sun.						Ex. Sat.



**PINOCA SUBDIVISION**  
RALEIGH DIVISION

Westward Second Class <b>469</b> Local Freight Ex. Sun. <b>A. M.</b>	Station Numbers	Actual Field M. P. Locations	TIME TABLE NO. 2 IN EFFECT December 12, 1975		Scales, Wyes, Car Capacity	Eastward Third Class <b>470</b> Local Freight Ex. Sun. <b>P. M.</b>
STATIONS						
	830	SF330	4.2	L	CHARLOTTE (Pinoca Yard) ® -2.8	A YARD O Y 115
	836	SFC7	7.0		THRIFT -3.4	35 100
	846	SFC11	10.4		SODYECO -0.8	39P 50 1250
	848	SF342	11.2	T	MOUNT HOLLY -2.1	YARD 1245
	1020	SFC14	13.3		NORTH BELMONT -3.4	35P 18 1235
	1030	SFC17	16.7		McADENVILLE -1.3	11 1225
	1035	SFC18	18.0		LOWELL -1.8	11 1220
	1040	SFC20	19.8		RANLO -3.3	20 1215
	1130	SFC23	23.1	T A	GASTONIA	YARD L 1201
<b>A. M.</b> Ex. Sun.	18.9 Miles Charlotte to Gastonia					<b>P. M.</b> Ex. Sun.

**TERRELL SUBDIVISION**  
RALEIGH DIVISION

SOUTHWARD		TIME TABLE NO. 2 IN EFFECT December 12, 1975		Northward	
Station Numbers	Actual Field M. P. Locations	STATIONS		Scales, Wyes, Car Capacity	
SFE24	24.0	L	TERRELL	A	YARD
SFE14	13.8		DENROCK ® -10.2		88P
SFE8	7.8		COWANS FORD -6.0		SFUR
SFE5	4.7		RIVERBEND -3.1		SPUR
SF342	0.0	T A	MOUNT HOLLY	X SCL L	YARD
24.0 Miles Terrell to Mount Holly					

**PITTSBORO SUBDIVISION**  
RALEIGH DIVISION

Southward SECOND CLASS <b>431</b> Local Freight Ex. Sun. <b>A. M.</b>	Station Numbers	Actual Field M. P. Locations	TIME TABLE NO. 2 IN EFFECT December 12, 1975		Scales, Wyes, Car Capacity	Northward THIRD CLASS <b>432</b> Local Freight Ex. Sun. <b>A. M.</b>
STATIONS						
	800	S187	137.1	L T	MONCURE -11.2	A 22 1010
	840	SD198	198.3	A	PITTSBORO	L 47 930
<b>A. M.</b> Ex. Sun.	11.2 Miles Moncure to Pittsboro					<b>A. M.</b> Ex. Sun.

**CAROLEEN SUBDIVISION**  
RALEIGH DIVISION

Westward SECOND CLASS <b>433</b> Local Freight Ex. Sun. <b>A. M.</b>	Station Numbers	Actual Field M. P. Locations	TIME TABLE NO. 2 IN EFFECT December 12, 1975		Scales, Wyes, Car Capacity	Eastward THIRD CLASS <b>434</b> Local Freight Ex. Sun. <b>A. M.</b>
STATIONS						
	945	SF398	398.1	L	ELLENBORO	A 1025
		SFB403	403.5		HENRIETTA -5.4	X CRR
	1001	SFA403	402.8	A	CAROLEEN -4.7	L 1010
<b>A. M.</b> Ex. Sun.	4.7 Miles Ellenboro to Caroleen					<b>A. M.</b> Ex. Sun.

## DIVISIONS

### 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
250-261, 300-392, 1212-1239, 1275-1277, 1309-1343, 1406-1415, 1515-1565, 1700-1799, 1800-1855, 3200-3224, 3400-3404	75	500-555, 1003-1050, 1053-1065, 1300-1308, 1400-1405, 1500-1514, 1566-1599, 1600-1656, 1900-1923, 1950-1970, 2000-2059, 2100-2124, 2200-2213	70
700-1002, 1051-1052, 1202-1211	65		

3—Switch engines in 10-230 and yard Mates in 3000-3010 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.

Road Mate units in series 3400-3404 when coupled with EMD GP-35 diesel units series 1400-1404 will be operated in freight service only under the following arrangement:

Units 1400-1404 equipped to operate with Mate Units will be capable of single unit (without a Mate) operation up to a speed of 40 M.P.H. These units may also be operated in multiple (without a Mate) with other units up to 70 M.P.H.; however, they will cease to produce tractive effort at speeds above 40 M.P.H. Likewise, a combination of a Mate (3400-3404) and a unit (1400-1404) may be operated in multiple with other units, but will cease to produce tractive effort above 35 M.P.H.

### 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.

Thirty (30) or more empty cars will be positioned on rear of trains immediately ahead of caboose whenever practicable to do so.

**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;

**TANK CARS**—Loaded with clay slurry or flammable compressed gas.

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 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, 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, 765452, 765458, 765459, 765460, 765463, 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.

**RUN-THROUGH SWITCHES**

9—Certain switches are designed so they may be trailed through when lined against the desired movement and are commonly known as run-through type switches. Switches which may be run-through in this manner are equipped with switch stands and operating levers that are painted bright yellow. When these switches are trailed through while lined against the movement, a reverse movement must not be made until at least one unit or car has passed beyond the switch points.

Where snow or sleet is between switch point and stock rail, these switches will not be run-through.

**TRAIN BULLETIN BOOKS**

10—Richmond Terminal: Amtrak Station, Acca (yard office and shop) and Collier; Rocky Mount, South Rocky Mount ("CO"), Engine House and "Ry", Florence (Crew Clerk's office, "FC", office and shop), Milan, Wilson, Portsmouth (yard office and diesel shop), Ahsokie, Greenville, Kinston, Plymouth, Warsaw, Davis Yard (yard office and shop), Chadbourn, Mullins, Suffolk, Franklin, Boykins, Roanoke Rapids, Henderson Yard, Durham, Raleigh (passenger station, yard and shop), Apex, Sanford, Hamlet (yard office "A" and diesel shop), Columbia, Rockingham, Lilesville, Monroe, Shelby, CC&O Yard, Maxton, Lumberton, Acme, Charlotte (Tryon Street) and Pinoca.

**STANDARD CLOCKS**

11—Richmond Terminal: Acca (yard office and shop), South Richmond, 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, Tarboro, Davis Yard (yard office and shop), Chadbourn, Franklin, Roanoke Rapids, Durham, Raleigh (passenger station,

yard and shop), Hamlet (yard office "A" and diesel shop), Monroe, Charlotte (Tryon Street) and Pinoca.

**SPECIAL RULES**

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

Rule 20 is revised as follows: All sections except the last will display two green lights in the places provided for that purpose on the front of the engine.

Rule 21 is revised as follows: Extra trains will display two white lights in the places provided for that purpose on the front of engines.

Paragraph 5 of Rule 103-F is amended as follows: Train and engine service employees must not occupy the roof of a freight car or caboose under any circumstances. Other employees whose duties require them to occupy roof of a car or caboose may do so only when equipment is standing.

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.

13—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.

14—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.

15—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.

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

**DEFECT DETECTORS**

17—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 enginemen must acknowledge.

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

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

**AT ALL DEFECT DETECTORS:**

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

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

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

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

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

Road conductors and trainmen are required to have in their possession while on duty a temperature testing stick, which will melt at temperatures at 219°F and higher for testing roller bearing temperatures.

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

**MOTOR CARS**

18—Listed below is the maximum speed allowed for the operation of motor cars on straight track (see Current Operating Rules 755 and 756).

**ROCKY MOUNT DIVISION**

SUBDIVISION	MAXIMUM SPEED
Collier .....	30 M.P.H.
North End .....	30 M.P.H.
South End .....	30 M.P.H.
Winona-Stone (yard speed) .....	10 M.P.H.
East End .....	25 M.P.H.
Bruce-Marford (yard speed) .....	10 M.P.H.
Plymouth .....	25 M.P.H.
Washington .....	10 M.P.H.
Kinston .....	20 M.P.H.
W&W .....	25 M.P.H.
Pee Dee .....	25 M.P.H.
Myrtle Beach .....	20 M.P.H.
Clinton .....	20 M.P.H.
Fayetteville .....	20 M.P.H.
New Bern .....	25 M.P.H.
Camp LeJeune .....	20 M.P.H.
Nashville .....	20 M.P.H.
Red Springs .....	20 M.P.H.
Hopewell .....	20 M.P.H.

**RALEIGH DIVISION**

SUBDIVISION	MAXIMUM SPEED
Norlina .....	30 M.P.H.
Portsmouth .....	30 M.P.H.
Roanoke Rapids .....	30 M.P.H.
Aberdeen .....	30 M.P.H.
Monroe .....	30 M.P.H.
Wilmington .....	30 M.P.H.
Louisburg .....	25 M.P.H.
Durham .....	15 M.P.H.
Lewiston .....	20 M.P.H.
Pittsboro .....	20 M.P.H.
Pinoca .....	25 M.P.H.
Terrell .....	25 M.P.H.
Caroleen .....	20 M.P.H.
St. Paul .....	20 M.P.H.

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	
		Psgr. Trains	Piggy-back Trains	Unrestricted Freight Trains	Restricted Freight Trains	Cars weighing				Engines in series			Wrecker Nos.			
						220,001 to 240,000 Lbs.	240,001 to 251,000 Lbs.	251,001 to 263,000 Lbs.	263,001 to 270,000 Lbs.	250-261 300-392 700, 800 900, 1000, 1202-1259	500-555 1275-1277, 1300, 1400, 1500, 1600, 1700, 1800, 3200, 3400	1900, 2000, 2100, 2200	765250 765251 765252 771200 771201 771202 771203 771253 771254 771255 771256 771257	765157 765160 765161 771153 771154		765100 765151
<b>ROCKY MOUNT DIVISION</b>																
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 280.3 to 282.8		40	40	40	40											
Contentnea to MP 242.2	270,000			35	35								30	30		25
Bridge MP 234.6 to 234.8				20	20											
MP 242.2 to Davis Yard	270,000			20	20											
Bridge MP 242.3 to 242.4				20	20											
Bridge MP 245.8 to 245.9				20	20											
Bridge MP 248.2 to 248.3				20	20											
Davis Yard to MP 256.8	270,000			30	30								25	25		25
MP 256.8 to MP 289.0	270,000			10	10											
MP 289.0 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 Fairmont	270,000			20	20	15	10	7	7	15	BARRED	7	10	7	15	
Rocky Mount to MP 207.0	270,000			35	35								30	30		25
Bridge MP 138.2 to 138.3				10	10											
Bridge MP 158.8 to 159.7				30	30											
Bridge MP 186.6 to 186.9				10	10											
MP 207.0 to Portsmouth (Pinners Point)	270,000			25	25											
Bridge MP 231.00 to 231.1				20	20								10	10	15	
Bridge MP 232.5 to 232.6				25	25											
Bruce to Marford	270,000			15	15	10	7	7	7		BARRED	7	7	7	10	
Pender to MP 96.0	270,000			25	25										20	
MP 96.0 to MP 110.0	270,000			25	25										20	
MP 110.0 to MP 118.0	270,000			25	25										20	
MP 118.0 to MP 135.0	270,000			20	20	15	10	7	7	15	BARRED	7	10	7	15	
MP 135.0 to Kinston	270,000			25	25								20	15		
Tarboro to Parmele	270,000			25	25								20	15		
Parmele to MP 187.4	270,000			25	25									20		
Bridge MP 184.8 to 184.9				10	10				*				7			
MP 187.4 to 187.8	270,000			10	10				7			7		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 156.6 to 156.9				10	10				*				7			
Warsaw to Clinton	270,000			25	25								20	15		

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		
		Psgr. Trains	Piggy-back Trains	Unrestricted Freight Trains	Restricted Freight Trains	Cars weighing				Engines in series			Wrecker Nos.				
						220,001 to 240,000 Lbs.	240,001 to 251,000 Lbs.	251,001 to 263,000 Lbs.	263,001 to 270,000 Lbs.	250-261, 300-392, 700, 800, 900, 1000, 1202-1259	500-555, 1275-1300, 1400, 1500, 1600, 1700, 1800, 3200, 3400	1900, 2000, 2100, 2200	765250, 765251, 765252, 771200, 771201, 771202, 771203, 771253, 771254, 771255, 771256, 771257	765157, 765160, 771153, 771154		765100, 765151	
<b>ROCKY MOUNT DIVISION — Continued</b>																	
Smith's Creek Yard to New Bern Bridge MP 292.8 to 292.9	270,000			25	25									20			765445 765448 765449 765452 765458 765459 765460 765463 771929 771994 771995 771996 771997
Smith's Creek Yard to New Bern Bridge MP 316.6 to 316.7				10	10												
Smith's Creek Yard to New Bern Bridge MP 316.6 to 316.7				25	25												
Marine Junction to Camp LeJeune	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			10	10									10	10		
Fayetteville to Garland	251,000			20	20												
Bridge MP 211.0 to 211.2				10	10	*	*	BARRED	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		
<b>RALEIGH DIVISION</b>																	
South Collier to MP 156.2	270,000	79	70	60	50									40	40	40	25
MP 156.2 to Hamlet	270,000	79	70	60	50									40	40	40	25
Portsmouth to MP 24.0	270,000			35	35												25
MP 24.0 to MP 34.0	270,000			30	30									25	25	25	25
MP 34.0 to North Weldon	270,000			49	49									35	35	35	25
Weldon to MP 86.4	270,000			49	49									35	35	35	25
MP 86.4 to MP 92.0	270,000			45	45									35	35	35	25
MP 92.0 to Norlina	270,000			49	49									35	35	35	25
Boykins to Lewiston	270,000			30	30									15	15	15	15
Henderson to MP 151.0**	220,000			15	15	BARRED	BARRED	BARRED	BARRED	Note A	BARRED	BARRED	BARRED	BARRED	BARRED	BARRED	10
Bridge MP 144.9 to 145.3										Note A	BARRED	BARRED	BARRED	BARRED	BARRED	BARRED	10
MP 151.0 to Durham	220,000			25	25	BARRED	BARRED	BARRED	BARRED	Note A	BARRED	BARRED	BARRED	BARRED	BARRED	BARRED	15
Franklinton to Louisburg	270,000			25	25												15
Moncure to Pittsboro	270,000			20	20									15	15	15	15
Hamlet to MP 323.3	270,000			35	35									25	25	25	25
MP 323.3 to 356.7	270,000			25	25												
MP 356.7 to Davis Yard	270,000			15	15												
Lumberton to MP 298.0	270,000			10	10												
MP 298.0 to St. Paul	270,000			25	25									15	15	15	15
St. Paul to MP 313.2	270,000			20	20									15	15	15	15
Hamlet to Monroe	270,000		60	60	50									40	40	40	25
Rockingham Spur	210,000			10	10	BARRED	BARRED	BARRED	BARRED	Note A	BARRED	BARRED	BARRED	BARRED	BARRED	BARRED	BARRED
Monroe to MP 325.9	270,000			49	49									35	35	35	25
MP 325.9 to Bostic	270,000			30	30									25	25	25	25
Bostic to Rutherfordton	270,000			30	30									25	25	25	25
Charlotte to MP 6.0	270,000			20	20												
MP 6.0 to MP 19.0	270,000			25	25												
MP 19.0 to MP 22.0	270,000			20	20												
MP 22.0 to Gastonia	270,000			15	15												
North Belmont to MP 2.4	251,000			15	15			BARRED	BARRED					BARRED	BARRED	Note B	
Bridge MP 1.4 to 1.5				15	15			BARRED	BARRED					BARRED	BARRED	Note B	
MP 2.4 to MP 3.0	251,000			10	10			BARRED	BARRED					BARRED	BARRED	Note B	
MP 3.0 to Belmont	251,000			5	5			BARRED	BARRED					BARRED	BARRED	Note B	
Mount Holly to MP 5.5	270,000			20	20												
MP 5.5 to Terrell	270,000			25	25												
Bridge MP 7.3 to 7.4				20	20												
Ellenboro to Caroleen	270,000			20	20												

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

\*\* Trains will not exceed 10 MPH between Henderson and M.P. 151.0 and on Oxford Lead when handling loaded log racks and loaded chip hoppers

NOTE A - Restricted to engines in series 10—19 and 250—261.

NOTE B - Restricted to wreckers 765157, 771153 and 771154

## LIMITS

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

## METHOD OF OPERATION

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

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

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

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

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

Trains or engines will not enter either of these blocks without authority from the dispatcher, obtained by the conductor or engineman on authority of the conductor, over the radio or telephone.

In case of failure of all communications, train or engine may enter and move through the absolute block at restricted speed only when preceded by a flagman at full flagging distance and flag protection from the rear must be provided. Except when moving under flag protection as a 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 Centralia, M. P. 10.7, West Route.

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

Between Centralia, M. P. 10.7, and South Collier, M. P. 29.0.

## SIGNALLED SIDINGS

4—Siding Location	Maximum Speed M.P.H. All Trains
South Yard, East Route	30

## 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.

Collier, southward trains originating en route Norlina Subdivision must obtain Raleigh Division clearance card before leaving.

## WHERE TIME APPLIES

7—Richmond, time of passenger trains applies at Amtrak Station; time of Auto-Trains 3 and 4 applies at Acca Yard; time of freight trains applies at Acca Yard.

Time of trains at "AY" applies at connection switch north leg of wye with RF&P main track M. P. 1.7.

Time of trains at Centralia applies at East Route junction switch.

Time of trains at Collier applies at M. P. 27.1.

Time of trains at South Collier applies at Norlina Subdivision junction switch.

## SPEED RESTRICTIONS—WEST ROUTE

8—Between Mile Posts	MILES PER HOUR		
	Psg. Trains	Piggy- back Trains	Freight Trains
RF&P Trackage Between James River (Pier 5) and "AY"	65	60	50
First curve northside James River and M. P. 0.1	50	50	50
1.2 and 1.4	60	60	—
5.3 and 5.6	60	60	—

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

## SPEED RESTRICTIONS—EAST ROUTE

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

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



**SPEED RESTRICTIONS—HOPEWELL SUBDIVISION**

10—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 11.9	30		

**SPEED RESTRICTIONS—Centralia to South Collier**

11—Between Mile Posts	MILES PER HOUR		
	Psg. Trains	Piggy-back Trains	Freight Trains
<b>Both Tracks:</b>			
14.1 and 19.4	70	—	—
19.4 and 22.6	60	60	—
<b>East Track:</b>			
22.6 and 23.4	60	60	—
<b>West Track:</b>			
22.6 and 23.4	40	40	40
<b>Both Tracks:</b>			
23.4 and 25.4	60	60	—

**City Ordinance Speed Restrictions:**

Petersburg, all movements over East Bank, Bollingbrook, Market, Lawrence, Perry, Dunlop and West Street and Bat-tersea Lane must come to a complete stop before fouling street and must flag crossings.

**YARD LIMITS**

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

**RAILROAD CROSSINGS AT GRADE**

- 13—Protected by electrically locked derails. Rocketts, M. P. 0.7, East Route, SOU. Normally clear S.C.L.
- 14—Protected by "Stop" boards: Petersburg (Appomattox lead), M. P. 22.6, N. & W.
- 15—Protected by "Stop" boards on Hopewell Subdivision: M. P. 22.0, N. & W. M. P. 22.5, N. & W. M. P. 22.9, N. & W. M. P. 23.3, A. N. Co. Spur No. 1. M. P. 23.3, A. N. Co. Spur No. 2.

**DEFECT DETECTORS**

16—Location	Protection Provided	Locations of Indicators and Personnel Reading Charts
Petersburg M. P. 17.4	Two tracks, both directions. Hot box and dragging equipment.	Indicators, East Track, east side. Indicators, West Track, west side. M. P. 17.4. Voice Instructions.

**HIGH LOAD OR CAR DETECTORS**

17—An automatic voice high load and car detector is located near M. P. 0.4N-East Route for checking high loads or cars on southward trains only on either main track due to clearance limits of 17'0" at C&O overhead bridge.

Detector equipment house is located on east side of east main track at M. P. 0.4N-East Route with red and white indicator lights mounted on signal masts on the east and west side of both main tracks at this location.

Both white indicators will light as train approaches within 50 feet indicating that equipment is working and will remain on until after the passage of the last car in the train. A voice message via radio channel 2 will state, "Seaboard Coast Line Railroad, Brown Street Yard, Richmond, Va.". In the event a high load or car is detected, the white indicators will be extinguished and red indicators will be illuminated and will remain on until after the passage of the last car in the train. An alarm tone of 15 to 20 seconds duration will be broadcast followed by a voice message stating, "Seaboard Coast Line Railroad, Brown Street Yard, Richmond, Va. high load." When tone and/or red light is received, train or trains must be stopped at once, train must then be checked for high load or cars and if any are found, they must be set off.

At location three poles south of the Brown Street Yard Office on the east side of the tracks, there is a revolving red light 35 feet in the air on the west side of the pole so rear end crew can observe indication in advance.

If during simultaneous moves southward by the detector, an alarm is sounded and/or announced, both trains must be stopped at once; train must then be checked for high load or cars, and if any are found, they must be set off.

If white or red indicator is illuminated before train reaches a point 100 feet north of the detector while opposing main track is unoccupied, or white indicators fail to light when train reaches detector, conductor must arrange for inspection of entire train and set off any cars that appear to exceed 17'0".

18—An automatic voice high load and car detector is located near M. P. 4.0 East Route, for checking high loads or cars on northward trains only on either main track due to clearance limit of 17'0" at C&O overhead bridge.

Detector equipment house is located on east side of east main track at M. P. 4.0 East Route with red and white indicator lights mounted on signal masts on the east and west side of both main tracks at this location.

Both white indicators will light as train approaches within 50 feet indicating that equipment is working and will remain on until after the passage of the last car in the train. A voice message via radio channel No. 2 will state, "Seaboard Coast Line Railroad, Ruffin Road, Richmond, Va.". In the event a high load or car is detected, the white indicators will be extinguished and red indicators will be illuminated and will remain on until after the passage of the last car in the train. An alarm tone of 15 to 20 seconds duration will be broadcast followed by a voice message stating, "Seaboard Coast Line Railroad, Ruffin Road, Richmond, Va. high load." After complete train has passed the detector, train must be stopped and checked for high loads or cars, and if any are found, they must be set off.

If during simultaneous moves northward by the detector, an alarm is sounded and/or announced, both trains must clear detector and inspect for high loads or cars.

If white or red indicator is illuminated before train reaches a point 100 feet south of the detector while opposite main track is unoccupied or if white indicators fail to light when train reaches detector, conductor must arrange for inspection of entire train and set off any cars or loads that appear to exceed 17'0".

**SPECIAL RULES**

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

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

Engines or trains moving out of tracks must not foul

clearance point until switch is properly lined for their movements.

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

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

23—TRAILERS IN TOFC service, with combined height of FLAT CAR AND TRAILER, loaded bi-level auto racks, AT 100 and any other similar type equipment, 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 Route, except on special instructions.

24—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.

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

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

27—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.

28—Trains and engines will operate on Old Main Line (Apomattox 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.

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

30—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.

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

Ruben Burton, M. P. 3.2N, East Route (W).

F. H. Nott, Inc., M. P. 2.4N, East Route (W).

Bristol Steel Corp., M. P. 1.8, East Route (E).

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

Peck Iron & Metals, M. P. 4.4 East Route (E).

Parliament, M. P. 4.7, 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).

## North End Subdivision—Rocky Mount Division

### CLEARANCE CARDS

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

Trains or engines en route to North End Subdivision at North Weldon 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 North Weldon will secure second clearance card endorsed "Raleigh Division."

### WHERE TIME APPLIES

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

### JUNCTION SWITCHES

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

### SPEED RESTRICTIONS

	MILES PER HOUR		
	Psgt. Trains	Pigg-back Trains	Freight Trains
4—Between Mile Posts			
Both Tracks:			
53.5 and 53.8 .....	70	—	—
Single Track:			
81.9 and 83.3 .....	40	40	40
Both Tracks:			
83.3 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, M. P. 62.5 - 64.0, whistle must not be sounded except in cases of emergency and to observe rules other than 14 (1).

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

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

Enfield, 65 M.P.H., M. P. 100.4-101.7, between 7:30 A.M. and 7:30 P.M. and whistle must not be sounded except in case of emergency and to observe rules other than Rule 14 (1).

Rocky Mount, 40 M.P.H., M. P. 118.2-121.1, except when otherwise restricted. Whistle must not be used unnecessarily, Grand Avenue to Basset Street, M. P. 118.3-119.8.

### RAILROAD CROSSINGS AT GRADE

5—Protected by electrically locked derails:

Jarratt, M. P. 53.4, N&W. Normally clear S.C.L.  
Emporia, M. P. 62.7, NF&D. Normally clear S.C.L.

6—Protected by non-electrically locked gates:

South Rocky Mount (Richmond Lead), S.C.L. Normally clear Richmond lead.

### BLOCK SIGNAL SYSTEMS

7—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

8—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

9—The operation of 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

10—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 (Basset St.), 20 M.P.H.

11—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

12—Locations	Protection Provided	Locations of Indicators and Personnel reading charts
Carson M. P. 37.1	Two tracks, both directions. Hot box and dragging equipment.	Indicators, East Track, east side, Indicators, West Track, west side. M. P. 37.1. Voice Instructions.
Emporia M. P. 60.5	Two tracks, with current of traffic. Hot box.	Indicators both sides, M. P. 60.5. Dispatcher, Rocky Mount.
M. P. 77.8	Southward track, with current of traffic. Dragging equipment.	"D" lights on mast M. P. 78.9 and southward home signal, Garysburg, M. P. 79.9.
Weldon M. P. 82.6	Single track, both directions. Hot box.	Indicators west side, M. P. 82.6. Dispatcher, Rocky Mount.
M. P. 86.1	Northward track, with current of traffic. Dragging equipment.	"D" light on northward home signal, Weldon Yard, M. P. 84.3.
Ruggles M. P. 99.0	Northward track, both directions. Hot box.	Indicators east side, M. P. 99.0. Dispatcher, Rocky Mount.
Enfield M. P. 102.9	Southward track, both directions. Hot box and dragging equipment.	Indicators west side, M. P. 102.9. Voice Instructions.
Rocky Mount M. P. 115.3	Southward track, with current of traffic. Hot box.	Indicators west side, M. P. 115.3. Operator "CO," South Rocky Mount.

### SPECIAL RULES

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

14—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.

15—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.

16—At Rocky Mount, trains and engines using yard freight lead will approach spring switch to northward main track at Basset 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.

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

18—At South Rocky Mount, M. P. 120.1 near Switch Tenders' 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.

19—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—Rocky Mount Division

#### 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, Parkton, Elrod, Dillon and Pee Dee.

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

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

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

#### WHERE TIME APPLIES

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

#### JUNCTION SWITCHES

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

#### SPEED RESTRICTIONS

4—Between Mile Posts	MILES PER HOUR		
	Psgr. Trains	Piggymack Trains	Freight Trains
<b>Both Tracks:</b>			
139.0 and 139.5	60	60	—
<b>Single Track:</b>			
152.7 and 153.0	70	—	—
164.5 and 164.9	60	60	—
164.9 and 169.3	70	—	—
<b>East Track:</b>			
207.6 and 208.6	60	60	—
208.6 and 210.7	45	45	45
210.7 and 210.8	40	40	40
210.8 and 216.1	70	—	—
216.1 and 218.8	60	60	—
<b>West Track:</b>			
207.6 and 210.7	45	45	45
210.7 and 210.8	40	40	40
210.8 and 216.1	70	—	—
216.1 and 218.4	60	60	—
218.4 and 218.8	45	45	45
<b>Single Track:</b>			
218.8 and 219.1	60	60	—
279.0 and 280.3	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., M. P. 118.2 - 121.1, except when otherwise restricted. Whistle must not be used unnecessarily Grand Avenue to Bassett Street.

Wilson, 50 M.P.H., M. P. 134.4 - 136.9. 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 Street must not be blocked in excess of 5 minutes.

Benson, 65 M.P.H., M. P. 179.4 - 180.3, 6:00 A.M. to 8:00 P.M.

Dunn, 45 MPH, M. P. 185.2 - 187.3, 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., M. P. 209.0 - 210.1, except 25 M.P.H. over Hay Street, M. P. 209.7. Movements over Blount Street, M. P. 210.1, must be flagged when such movements are in old Fayetteville freight yard. Movements over Gillespie Street, M. P. 209.9, on Fayetteville Subdivision must be flagged. Movements over West Russell Street, M. P. 209.7, including those on yard tracks and at Maxwell Street intersection, M. P. 209.7, must be flagged.

Pembroke 45 M.P.H., over street crossings, M. P. 240.7 - 241.4, 7:00 A.M. to 10:00 P.M.

#### RAILROAD CROSSINGS AT GRADE

5—Protected by remotely controlled interlockings:

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

6—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 train or engine on conflicting route and signals on conflicting route indicate "Stop" before movement fouls railroad crossing.

7—Protected by automatic interlocking:

Selma, M. P. 161.2, Sou.

8—Protected by "Stop" boards:

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

#### BLOCK SIGNAL SYSTEMS

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

#### SPRING SWITCHES

10—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.

11—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**

12—Siding Location	MAXIMUM SPEED MILES PER HOUR	
	Pagr. Trains	Figgback & Freight Trains
Kenly, M. P. 146.8 and M. P. 151.0	70	60
Selma, M. P. 158.0 and M. P. 164.4	70	45
Four Oaks, M. P. 172.0 and M. P. 176.3	70	60
Dunn, M. P. 185.2 and M. P. 190.4	70	45
South Godwin, M. P. 194.6 and M. P. 197.1	70	60
South Rex, M. P. 227.7 and M. P. 233.8	70	60
Elrod, M. P. 243.2 and M. P. 248.9	70	60
Hamill, M. P. 256.5 and M. P. 259.2	45	45
Latta, M. P. 269.4 and M. P. 275.5	70	60

**TWO TRACKS**

13—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 Cape Fear River, M. P. 207.5; between North Milan, M. P. 207.6 and South Hope Mills, M. P. 218.8; and between "WN", M. P. 282.8 and Florence, M. P. 292.3.

**DEFECT DETECTORS**

14—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.
Benson M. P. 179.6	Single track, both directions. Hot box and drag- ging equipment.	Indicators east side, M. P. 179.6. Voice Instructions.
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, 2784 and 2784W, 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**

15—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.

16—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.

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

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

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

20—Trains and engines have equal authority and will operate at yard speed not to exceed 10 M.P.H. on Winona-Stone Spur.

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

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

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

- 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.
- Gin Track, M. P. 222.9 (E).

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

- FCX Inc., M. P. 122.1 (W).
- Team Track, M. P. 144.2.
- Simpson Gin, M. P. 144.3.
- Weyerhaeuser Co., M. P. 145.9.
- Allied Mills, Inc., M. P. 159.8.
- Dewbell, M. P. 162.1 (Sig. S.).
- Guy C. Lee Mfg. Co., M.P. 163.7.
- Wilkvard Co., M. P. 184.4.
- 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.
- Julius Singletary Feeds, Inc., M. P. 249.5.
- G. B. Kerr, Inc., M.P. 257.1.
- Packaging Corp., M. P. 269.3.

**CLEARANCE CARDS**

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

**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).  
Tarboro, Nos. 416 and 418 will leave register slip in box at junction switch, M. P. 135.4.  
South Rocky Mount.

**YARD LIMITS**

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

**JUNCTION SWITCHES**

5—Hobgood, M. P. 147.8, lined for movements on East End Subdivision.  
Tarboro, M. P. 135.4, lined for movements on Plymouth Subdivision.

**SPEED RESTRICTIONS**

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, M. P. 232.6, and Douglas Avenue, M. P. 234.3; 20 M.P.H. between Douglas Avenue, M. P. 234.3 and Chautauqua Avenue, M. P. 234.7 and 10 M.P.H. between Chautauqua Avenue, M. P. 234.7, and Pinners Point.

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

Suffolk, 25 M.P.H., M. P. 214.8 - 216.7. Movements over East Washington Street, M. P. 216.3 and Madison Avenue, M. P. 216.0, 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, M. P. 177.8 and Hayes Avenue, M. P. 178.0.

Aulander, 25 M.P.H., M. P. 168.2 - 170.4.

Kelford, 35 M.P.H., M. P. 162.2 - 162.9.

Hobgood, 45 M.P.H., M. P. 147.3 - 148.3. Movements over Commerce Street on back track must be flagged.

Tarboro 20 M.P.H., M. P. 134.5 - 136.1.

Rocky Mount 10 M.P.H. over Branch Street, M. P. 121.5, and Washington Street, M. P. 121.2, and between these crossings, and switching movements over crossings within this territory must be flagged.

**RAILROAD CROSSINGS AT GRADE**

7—Protected by remotely controlled interlocking:  
Suffolk, M. P. 216.5, N&W. Normally clear N&W. 10 M.P.H., for entire train between home signals.

8—Protected by standard Semaphore crossing signal:  
Hobgood, M. P. 148.2, S.C.L. Normally clear East End Subdivision.

9—Protected by non-electrically locked gates:  
Kelford, M. P. 162.6, S.C.L. Gate may be left set against either intersecting line.

Beamon, M. P. 222.4, NF&D. Normally clear NF&D.

Boone, M. P. 228.3, NF&D. Normally clear NF&D.

South Rocky Mount (Richmond Lead), S.C.L. Normally clear Richmond Lead.

10—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**

11—Protected by Interlocking:  
Western Branch, M. P. 231.1. Attended 6:00 A.M. to 1:00 A.M., daily April 1 through October 31.

Outside of assigned hours of bridge tender, bridge is lined for rail movement.

Trains or engines stopped by home signal will not proceed until proceed signal is received from bridge tender, given with green flag by day and green light by night.

When bridge tender is not on duty and bridge is lined for rail movement, member of crew must ascertain that drawspan and lift rails are in proper position before movement is allowed to proceed.

Chowan River, M. P. 186.7. Attended 8:00 A.M. to 4:00 P.M., Monday through Friday.

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

Trains or engines stopped by home signal will not proceed until proceed signal is received from bridge tender, given with green flag by day and green light by night.

**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:

Suffolk, connection track switch M. P. 217.2, 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**

13—Two tracks extend between South Rocky Mount, M. P. 121.3 and JF, M. P. 122.7.

**JOINT TRACKS**

14—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 Pinners Point 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**

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

16—"Stop" boards are located near M.P. 185.3 and M.P. 189.0, SCL trains will only pass these "Stop" boards on specific train order authority.

Hand-operated derrails have been installed on main track near M.P. 185.3 and M.P. 185.7 with wheel stops located approximately ten (10) feet north of derail at M.P. 185.7. SCL engines are authorized to place or remove cars on main track between these derrails as instructed.

Northward trains or engines will approach highway crossing at M.P. 185.8 at slow speed and know that crossing signals are operating before fouling crossing, your attention is directed to Operating Rule 102-B.

17—"Stop" boards are located near M.P. 138.2 and M.P. 138.3 on both sides of Tar River bridge. Trains and engines will only pass these "Stop" boards on specific train order authority.

18—Trains and engines may operate on either track in either direction between "JF", M. P. 122.7 and M. P. 121.3, near Washington Street, South Rocky Mount, on instructions of the yardmaster, which supersede time table superiority. Trains and engines will operate at yard speed, not exceeding 20 M.P.H.

**CLEARANCE CARDS**

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

**WHERE TIME APPLIES**

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

**REGISTER STATIONS**

3—Parmele and Haley Yard.

**YARD LIMITS**

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

**JUNCTION SWITCHES**

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

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

**SPEED RESTRICTIONS**

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

City Ordinance Speed Restrictions:

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

Everetts, 20 M.P.H., M. P. 159.6 - 160.7.  
 Robersonville, 15 M.P.H., M. P. 155.0 - 156.0.  
 Parmele, 35 M.P.H., M. P. 151.8 - 152.6.  
 Bethel, 12 M.P.H., M. P. 148.1 - 148.9.  
 Tarboro, 20 M.P.H., M. P. 135.3 - 136.8.

**RAILROAD CROSSINGS AT GRADE**

7—Protected by "Stop" boards:

Parmele, M. P. 152.2, S.C.L.  
 Plymouth, M. P. 187.1, NS.

**SPRING SWITCHES**

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

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

**SPECIAL RULES**

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

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

Washington Subdivision—Rocky Mount Division

**CLEARANCE CARDS**

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

**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., M. P. 157.9 - 159.4. Movements over Second, M. P. 159.3, Bridge, M. P. 159.0 and Pierce Street, M. P. 158.9, and Hackney Avenue, M. P. 158.7, must be flagged.

Kinston Subdivision—Rocky Mount Division

**CLEARANCE CARDS**

1—Rule 83-A will not apply at Parmele.  
 Rule 83-A will not apply at Kinston for Train 406. Rule 83-A will not apply at Grifton for Train 407.

**REGISTER STATIONS**

2—Parmele, Greenville 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, M. P. 148.0, on back track must be flagged.

Greenville, movements over 3rd, M. P. 149.1; 4th, M. P. 149.2; 12th, M. P. 149.9; 14th, M. P. 150.0; and Howell Street, M. P.

150.2 and Airport Road (Munford), M. P. 147.9, must be flagged.  
 Ayden, 25 M.P.H., M. P. 157.9 - 159.9.

Kinston, the unnecessary use of whistle is prohibited. All street crossings from Park Avenue, M. P. 177.0 to King Street, M. P. 177.8, inclusive, except Vernon Avenue, M. P. 177.1, 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—"Stop" boards are located near M. P. 94.0 and M. P. 99.4. Trains and engines will only pass these "Stop" boards on specific train order authority.

9—Trains and engines have equal authority and will operate at yard speed on Proctor and Gamble Lead, M. P. 146.8, not exceeding 15 M.P.H.

10—Dupont, movement over 24 degree curve track (Dupont Plant) can only be made by Dupont employees.

11—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 Grifton and Kinston.

**CLEARANCE CARDS**

1—Rule 83-A will not apply at Contentnea, Calypso and Warsaw.

**REGISTER STATIONS**

2—Davis Yard (yard office and shops) and Warsaw (for trains originating and terminating).

**YARD LIMITS**

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

**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.

Hilton, M. P. 245.8, lined for movements on W&W Subdivision.

Yadkin Junction, M. P. 246.6, lined for movements on W&W Subdivision.

**SPEED RESTRICTIONS**

5—Between Mile Posts	M.P.H. All Trains
143.4 and 143.7*	10
234.6 and 234.8	20

\*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., M. P. 141.7-142.3, 6:00 A.M. to 10:00 P.M.

Fremont, 35 M.P.H., M. P. 148.0-149.5.

Pikeville, 35 M.P.H., M. P. 151.7-152.4, 6:00 A.M. to 10:00 P.M.

Goldsboro, speed consistent with conditions, but not exceeding 40 M.P.H., M. P. 157.7-161.4. Holly, M. P. 159.6, Oak, M. P. 159.9, Ash, M. P. 160.0, Pine, M. P. 160.3, Elm, M. P. 160.6 and North George Street, M. P. 161.2, must not be blocked over five minutes by standing train or engine.

Mount Olive, 25 M.P.H., M. P. 173.2-174.7, 6:00 A.M. to 10:00 P.M.

Faison, 35 M.P.H., M. P. 180.1-181.1, 6:00 A.M. to 10:00 P.M.

Warsaw, 35 M.P.H., M. P. 188.5-189.5, 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., M. P. 196.0-197.0, 8:00 A.M. to 6:00 P.M.

Rose Hill, 35 M.P.H. between Ridge Street, M. P. 201.4 and South Street, M. P. 201.7, 6:00 A.M. to 10:00 P.M.

Wallace, 35 M.P.H., M. P. 207.6-208.6, 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, and Colonial Drive and 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.

**DRAWBRIDGES**

8—Protected by Interlocking: North East Cape Fear River, M. P. 234.6. Attended 7:30 A.M. to 4:30 P.M., Monday through Friday.

Outside of assigned hours of bridge tender, bridge is lined for rail movement.

Trains or engines stopped by home signal will not proceed until proceed signal is received from bridge tender, given with green flag by day and green light by night.

When bridge tender is not on duty and bridge is lined for rail movement, member of crew must ascertain that drawspan and lift rails are in proper position before movement is allowed to proceed.

9—Not protected by Interlocking:

North East Cape Fear River, M. P. 245.9.

Cape Fear River, M. P. 248.2.

Attended around the clock.

Trains and engines will approach stop boards, located approximately 100 feet from end of approach structures, at slow speed, prepared to stop, and will stop before reaching stop board, unless proceed signal is received from bridge tender, given with green flag by day and green light by night.

**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—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.

**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, M. P. 235.0 and Gordon, M. P. 240.7 north yard limit board location. This absolute block will be under control of operator located at Davis Yard, 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 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 inconsistent with the above remain in effect.

**OPERATION BETWEEN HILTON AND DAVIS YARD**

13—Between Hilton, M. P. 245.7 and Davis Yard, M. P. 249.3, 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 Davis Yard, except in cases of failure of communications (radio and telephone) they may proceed observing the above restrictions.



**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, Whiteville, and Mullins.

**REGISTER STATIONS**

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

**YARD LIMITS**

3—Davis Yard-Sunny Point Jct., Whiteville, Chadbourn, Mullins, Marion and Pee Dee.

**JUNCTION SWITCHES**

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

**SPEED RESTRICTIONS**

5—City Ordinance Speed Restrictions:  
Nichols, 25 M.P.H., M. P. 317.5 - 318.5.  
Mullins, 20 M.P.H., M. P. 323.8 - 325.1. 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. 20 M.P.H., until engine reaches crossing

**Myrtle Beach Subdivision—Rocky Mount Division**

**CLEARANCE CARDS**

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

**REGISTER STATIONS**

2—Chadbourn and Myrtle Beach.

**YARD LIMITS**

3—Chadbourn, 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., M. P. 334.3 - 335.9.

**DRAWBRIDGES**

6—Not protected by interlocking:  
Waccamaw River, M. P. 336.3. Attended 6:00 P.M. to 2:00 A.M., Monday through Friday.

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

Trains and engines will approach stop boards, located approximately 100 feet from end of approach structures, at slow speed, prepared to stop, and will stop before reaching stop board, unless proceed signal is received from bridge tender, given with green flag by day and green light by night.

7—Protected by interlocking:

Intercoastal Waterway, M. P. 347.6. Attended around the clock daily, except Sunday.

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

Trains or engines stopped by home signal will not proceed until proceed signal is received from bridge tender, given with green flag by day and green light by night.

**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. 541 and 542 will not protect against following extra trains between Chadbourn and Myrtle Beach.

**Clinton Subdivision—Rocky Mount Division**

**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.

5—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—Rocky Mount Division

## YARD LIMITS

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

## JUNCTION SWITCHES

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

## SPEED RESTRICTIONS

3—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., M. P. 209.0 - 210.1, except 25 M.P.H. over Hay Street, M. P. 209.7. Movements over Blount Street, M. P. 210.1, must be flagged when such movements are in old Fayetteville freight yard. Movements over Gillespie Street, M. P. 209.9, on Fayetteville Subdivision must be flagged. Movements over West Russell Street, M. P. 209.7, including those on

yard tracks and at Maxwell Street intersection, M. P. 209.7, must be flagged.

## RAILROAD CROSSINGS AT GRADE

- 4—Protected by remotely controlled interlocking: Fayetteville, M. P. 209.2, South End Subdivision.  
5—Protected by "Stop" boards: Fayetteville, (south leg of wye at Russell Street), NS.

## SPRING SWITCHES

6—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

7—NS Railway train 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—Rocky Mount Division

## CLEARANCE CARDS

1—Rule 83-A will not apply at New Bern.

## REGISTER STATIONS

2—New Bern and Marine Junction.

## YARD LIMITS

3—New Bern-New Bern Yard, Marine Junction-Jacksonville-Tent Camp, Smith's Creek Yard.

## JUNCTION SWITCHES

4—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

5—Between Mile Posts	M.P.H. All Trains
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.

Normal position of switch at Fernside is lined to the south leg of wye.

Trains and engines will operate at yard speed between Fernside and New Bern Junction.

Maximum authorized speed on north leg of wye at New Bern Junction is 10 M.P.H.

Trains and engines en route to Wilmington from south leg of wye switch at New Bern Junction will operate at yard speed not exceeding 15 M.P.H.

## City Ordinance Speed Restrictions:

New Bern, 5 M.P.H. over Queen Street, M. P. 329.1. Movements over Craven Street, M. P. 330.1, must be flagged. Jacksonville, 15 M.P.H., M. P. 292.9 - 295.1.

## RAILROAD CROSSINGS AT GRADE

6—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

7—Not protected by Interlocking:

New River, M. P. 292.8.

Unattended and NORMALLY lined for rail movement.

Trains and engines will approach stop boards, located approximately 100 feet from end of approach structures, at slow speed, prepared to stop, and will stop before reaching stop board, unless proceed signal is received from bridge tender, given with green flag by day and green light by night.

When bridge tender is not on duty and bridge is lined for rail movement, member of crew must ascertain that drawspan and lift rails are in proper position before movement is allowed to proceed.

## SPECIAL RULES

8—From 7:00 A.M. to 6:00 P.M. all movement 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.

9—Nos. 422 and 423 will not protect against following extra trains between New Bern and Smith's Creek Yard.

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

**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—Rocky Mount Division**

**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

City Ordinance Speed Restrictions:  
Rocky Mount, all movements over Grace Street, M.P. 120.3, must be flagged.

Spring Hope, all movements over S. R. 1306, serving Masonite Corp., M. P. 135.8, must be flagged.  
Bunn, 10 M.P.H., M. P. 147.1 - 148.0.

**RAILROAD CROSSINGS AT GRADE**

6—Protected by non-electrically locked gates:  
South Rocky Mount (Richmond Lead), S.C.L. Normally clear Richmond lead.

**SPRING SWITCHES**

7—Following spring switches are identified by "SS" on tar-

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

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

**Red Springs Subdivision—Rocky Mount Division**

**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—Rocky Mount Division**

**CLEARANCE CARDS**

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

**SPECIAL RULES**

2—Nos. 449 and 450 will not protect against following extra trains between Elrod and Fairmont.

## CLEARANCE CARDS

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

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

Collier, southward trains originating en route Norlina Subdivision must obtain Raleigh Division clearance card before leaving.

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

## WHERE TIME APPLIES

2—Time of trains at Norlina applies at Roanoke Rapids Subdivision junction switch.

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

## SPEED RESTRICTIONS

3—Between Mile Posts	MILES PER HOUR			Between Mile Posts	MILES PER HOUR		
	Pagr. Trains	Piggy-back Trains	Freight Trains		Pagr. Trains	Piggy-back Trains	Freight Trains
25.0 and 25.7	45	45	45	129.9 and 130.2	50	50	50
37.3 and 38.2	55	55	55	130.2 and 131.7	75	—	—
47.8 and 58.6	75	—	—	131.7 and 132.0	60	60	—
58.6 and 59.7	70	—	—	132.0 and 132.2	40	40	40
59.7 and 60.0	60	60	—	132.2 and 132.9	60	60	—
60.0 and 62.6	75	—	—	132.9 and 137.2	75	—	—
62.6 and 63.9	65	65	—	137.2 and 140.5	70	—	—
63.9 and 64.9	50	50	50	140.5 and 140.9	45	45	45
64.9 and 65.1	40	40	40	140.9 and 147.2	60	60	—
65.1 and 72.9	50	50	50	147.2 and 147.7	70	—	—
72.9 and 74.9	55	55	50	West Track:	—	—	—
74.9 and 75.0	40	40	40	147.7 and 149.1	70	—	—
75.0 and 78.9	60	60	—	149.1 and 154.0	75	—	—
78.9 and 79.1	40	40	40	East Track:	—	—	—
79.1 and 86.2	65	65	—	147.7 and 153.5	65	65	—
86.2 and 87.1	50	50	50	153.5 and 154.0	45	45	45
87.1 and 90.6	55	55	55	Single Track:	—	—	—
90.6 and 91.4	60	60	—	154.0 and 154.5	75	—	—
91.4 and 98.3	60	60	—	154.5 and 154.9	45	45	45
98.3 and 98.7	40	40	40	West Track:	—	—	—
West Track:	—	—	—	154.9 and 155.3	45	45	45
98.7 and 103.6	60	60	—	155.3 and 156.0	20	20	20
Single Track:	—	—	—	156.0 and 156.3	10	10	10
103.6 and 104.7	60	60	—	East Track:	—	—	—
109.0 and 112.0	65	65	—	154.9 and 155.8	45	45	45
112.0 and 113.3	60	60	—	155.8 and 156.0	20	20	20
113.3 and 114.8	45	45	45	156.0 and 156.3	10	10	10
125.0 and 129.9	75	—	—	156.3 and 157.0	20	20	20

Through turnouts as listed below:

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

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

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

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

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

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

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

City Ordinance Speed Restrictions:

LaCrosse, 20 M.P.H., M. P. 78.5 - 79.3.

Norlina, 25 M.P.H., between street north of station, M. P. 98.2 - 98.7.

Henderson, 35 M.P.H., M. P. 112.9 - 114.6.

Franklinton, 35 M.P.H., M. P. 128.9 - 130.6.

Wake Forest, 35 M.P.H., M. P. 139.6 - 141.0.

Raleigh, 15 M.P.H., M. P. 152.3 - 156.2 on both east and west main tracks and on single track.

## RAILROAD CROSSINGS AT GRADE

4—Protected by electrically locked derails:

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

5—Protected by Special Interlocking:

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

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

## BLOCK SIGNAL SYSTEMS

6—Traffic Control System is in service between M. P. 24.9 South Collier and Sou. Junction, M. P. 157.2.

## SIGNALLED SIDINGS

7—Siding Location	Maximum Speed M.P.H. All Trains
Burgess	30
Dinwiddie	30
DeWitt	30
Warfield	30
Grandy	30
Hagood	30
Henderson (Northward Siding)	30
Kittrell	30
Franklinton (Northward Siding)	30

## SPRING SWITCHES

8—Following spring switch is in signal territory:  
Norlina, south end Portsmouth siding.

## TWO TRACKS

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

## DEFECT DETECTORS

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

**SPECIAL RULES**

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

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

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

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

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

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

- Burgess Team Track, M. P. 31.1 (Burgess Siding).
- Continental Can Co., M. P. 45.3.
- Cochran, M. P. 63.9.
- Team Track, M. P. 113.8.
- P. H. Rose Spur, M. P. 116.5.
- Cotton Mill Spur, M. P. 130.7.
- S. E. House Track, M. P. 136.6.
- Federal Paper Board, M. P. 138.9.
- N. E. House Track, M. P. 140.5.
- S. E. House Track, M. P. 140.9.
- N. E. House Track, M. P. 147.2.
- S. E. House Track, M. P. 147.7.
- Singleton Ind. Park, M. P. 147.9 (W).
- Rea Construction Co., M. P. 148.6 (W).
- 34 Lumber Co., M. P. 150.0 (E).
- Super Dollar Stores, M. P. 151.8 (E).
- State "ABC" Central Warehouse, M. P. 154.1.

**Aberdeen Subdivision—Raleigh Division**

**CLEARANCE CARDS**

1—Clearance cards with required train orders for all passenger trains departing Hamlet Passenger Station will be issued at Hamlet Yard Office "A" and delivered to Hamlet Passenger Station. Clearance cards and train orders must be compared by the conductor and engineman before proceeding.

The time passenger train arrives and departs Hamlet Passenger Station will be reported to operator at Hamlet Yard Office "A" via radio by enginemen and/or conductors.

**WHERE TIME APPLIES**

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

**SPEED RESTRICTIONS**

Between 3—Mile Posts	MILES PER HOUR			Between Mile Posts	MILES PER HOUR		
	Psgr. Trains	Piggy- back Trains	Freight Trains		Psgr. Trains	Piggy- back Trains	Freight Trains
<b>West Track:</b>				208.4 and 210.5	60	60	—
155.3 and 156.0	20	20	20	210.5 and 211.1	50	50	50
156.0 and 156.3	10	10	10	211.1 and 212.5	70	—	—
156.3 and 157.0	30	30	30	219.4 and 219.9	60	60	—
<b>Southward Tr.:</b>				<b>West Track:</b>			
157.0 and 157.4	20	20	20	219.9 and 223.9	60	60	—
157.4 and 164.8	70	—	—	223.9 and 224.6	50	50	50
<b>East Track:</b>				224.6 and 228.2	60	60	—
155.8 and 156.0	20	20	20	228.2 and 229.1	45	45	45
156.0 and 156.3	10	10	10	229.1 and 232.8	75	—	—
156.3 and 157.0	20	20	20	<b>East Track:</b>			
<b>Northward Tr.:</b>				219.9 and 223.9	60	60	—
157.0 and 157.4	10	10	10	223.9 and 224.6	50	50	50
157.4 and 165.0	65	65	—	224.6 and 228.7	45	45	45
<b>Single Track:</b>				228.7 and 232.8	75	—	—
165.0 and 165.2	45	45	45	<b>Single Track:</b>			
171.4 and 173.5	70	—	—	232.8 and 238.9	75	—	—
185.0 and 186.9	60	60	—	251.3 and 253.0	40	40	40
198.7 and 199.1	35	35	35	253.0 and 253.4	20	20	20
200.7 and 201.0	60	60	—	<b>West Arrival:</b>			
201.0 and 203.9	70	—	—	250.4 and 252.8	35	35	35
203.9 and 205.9	60	60	—	<b>East Arrival:</b>			
205.9 and 208.4	70	—	—	252.4 and 253.3	20	20	20

Through turnouts and crossovers as listed below:  
 M. P. 156.5, turnout Raleigh Yard, 10 M.P.H. (W).  
 M. P. 156.5, main track crossover, 10 M.P.H.  
 M. P. 156.9, SCL-SOU, Crossover, 10 M.P.H.  
 M. P. 171.0, turnout to storage tracks, 10 M.P.H.  
 M. P. 171.5, turnout to storage tracks, 10 M.P.H.

M. P. 228.6, turnout A&R conn. track, 10 M.P.H. (E).

City Ordinance Speed Restrictions:  
 Raleigh, 15 M.P.H., M. P. 156.2 - 159.9 on southward track  
 and M. P. 156.2 - 161.9 on northward track  
 Cary, 25 M.P.H., M. P. 164.7 - 165.7.  
 Apex, 35 M.P.H., M. P. 170.6 - 171.7.  
 Sanford, 35 M.P.H., M. P. 198.2 - 199.7.  
 Southern Pines, 35 M.P.H., M. P. 224.4 - 225.8.  
 Aberdeen, 35 M.P.H., M. P. 228.3 - 228.8.

**RAILROAD CROSSINGS AT GRADE**

4—Protected by electrically locked derrils:  
 Bonsal, M. P. 180.1, N.S. Normally clear S.C.L.  
 Sanford, M. P. 198.9, S. C. L-Sou. Normally clear Aberdeen Subdivision.

Hamlet, M. P. 253.4 (East and West Conn.). Normally clear Aberdeen and Hamlet Subdivisions.

5—Protected by attended interlocking:

Raleigh Tower, M. P. 157.3, N. S.

6—Protected by Special Interlocking:

Apex, M. P. 171.0, D. & S.

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

**INTERLOCKINGS**

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

**BLOCK SIGNAL SYSTEMS**

8—Two Track Automatic Block System is in service between Sou. Junction, M. P. 157.2 and Fetner, M. P. 164.8.

9—Traffic Control System is in service between Fetner, M. P. 164.8, and Hamlet, M. P. 253.4; on West Arrival Track between South Hamlet Yard, M. P. 250.4, and Monroe-Columbia Junction, M. P. 252.8, and on East Arrival Track between M. P. 252.4 and M. P. 253.3.

**SIGNALED SIDINGS**

10—Siding Location	Maximum Speed M.P.H. All Trains
Apex	30
New Hill (Both Sidings)	30
Colon	30
Cameron (Southward Siding)	30
Hoffman	45

## TWO TRACKS

11—Two tracks extend between Edgeton, M. P. 154.9 and Fetner, M. P. 164.9; between Fleet, M. P. 219.9 and Addor, M. P. 232.8.

## OPERATION BY SIGNAL INDICATION

12—The operation on two tracks between Sou. Junction, M. P. 157.2, and Fetner, M. P. 164.9, will be by signal indication in accordance with Rule D-251, when moving with the current of traffic and will take the place of train orders.

## DEFECT DETECTORS

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

## SPECIAL RULES

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

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

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

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

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

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

Cary, M. P. 165.3.  
Federal Paper Board Co., Inc., M. P. 188.4.  
Riegel Paper Co., M. P. 199.6.  
Cape Fear Wood Co., M. P. 209.2.  
Harristown, M. P. 215.2.  
McDonald Brothers, Inc., M. P. 222.4 (W).  
Catawba Timber Co., M. P. 229.1 (E).  
Southern Products and Silica Co., M. P. 237.8.  
Hoffman, M. P. 239.1.  
West End Table Co., M. P. 241.4 (Hoffman Siding).  
Marston, M. P. 243.0.  
Sullivan Wholesale Inc., M. P. 251.1 (West Arrival).

## Monroe Subdivision—Raleigh Division

## CLEARANCE CARDS

1—Rule 83-A will not apply at M-C Junction.

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

## WHERE TIME APPLIES

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

Time of trains at Charlotte applies at telegraph office.

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

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

## REGISTER STATIONS

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

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

## YARD LIMITS

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

## JUNCTION SWITCHES

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

## SPEED RESTRICTIONS

Between —Mile Posts	All Trains M.P.H.	Between Mile Posts	All Trains M.P.H.
252.8 and 253.5	25	273.4 and 274.3	45
253.5 and 257.4	50	277.5 and 279.7	40
257.4 and 260.0	40	279.7 and 280.8	50
260.0 and 263.5	50	288.8 and 289.4	50
263.5 and 264.3	40	303.1 and 306.0	55
264.3 and 265.2	45	306.0 and 306.2	30
265.2 and 269.8	55	321.1 and 323.1	45
269.8 and 270.4	40	325.9 and 330.0	25
270.4 and 273.4	55	383.8 and 384.0	20

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

City ordinance speed restrictions:

Marshville, 35 M.P.H., M. P. 295.2 - 296.6.

Monroe, 25 M.P.H., M. P. 302.0 - 307.1.

Matthews, 30 M.P.H., M. P. 319.1 - 320.2.

Charlotte, 25 M.P.H., M. P. 322.2 - 335.0, except 15 M.P.H. over street crossings.

Mount Holly, 30 M.P.H., M. P. 341.6 - 344.0, except 20 M.P.H. over street crossings, M. P. 341.8 - 342.3.

Stanley, 25 M.P.H., M. P. 347.9 - 349.4.

Lincolnton, 15 M.P.H. over street crossings, M. P. 361.6 - 363.6.

Cherryville, 20 M.P.H. over street crossings, M. P. 371.2 - 374.3.

**RAILROAD CROSSINGS AT GRADE**

- 7—Protected by "Stop" boards:  
 Charlotte, M. P. 330.0, N.S., Sou. and S. C. L.  
 Rutherfordton, M. P. 410.1, Sou.  
 8—Protected by non-electrically locked gates:  
 Charlotte, M. P. 330.7, Sou. Normally clear S. C. L.  
 Mount Holly, M. P. 341.6, S.C.L. Normally clear Monroe Sub-  
 division.  
 9—Protected by automatic interlockings:  
 Shelby, M. P. 384.6, Sou.  
 Lattimore, M. P. 391.7, Sou.  
 10—Protected by special interlocking:  
 Charlotte, M. P. 330.6, Sou.  
 When stopped by "Stop" signal, member of crew will con-  
 tact Control Station (Sou. Dispatcher) and be governed by  
 instructions.  
 If communications with Control Station cannot be established  
 and no conflicting movement is evident, train or engine will be  
 governed by instructions posted on signal house at crossing.

**BLOCK SIGNAL SYSTEMS**

- 11—Traffic Control System is in service between M-C Junc-  
 tion, M. P. 252.4, and Controlled Signals, M. P. 255.6.  
 12—Single Track Automatic Block System is in service be-  
 tween Controlled Signals, M. P. 255.6 and Monroe, M. P. 306.2.

**SPRING SWITCHES**

- 13—Following spring switches are in signal territory:  
 Pee Dee, east end siding.  
 Lilesville, east end siding.  
 Wadesboro, east end eastward siding.  
 Polkton, east end siding.  
 Monroe, east end long yard lead.  
 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:  
 Duke, east and west end siding.  
 Cherryville, west end siding.

**DEFECT DETECTORS**

15—Locations	Protection Provided	Locations of Indicators and Personnel reading charts
Pee Dee M. P. 268.2	Single track, both directions. Hot box and drag- ging equipment.	Indicators south side, M. P. 268.2. Voice instructions.
Marshville M. P. 292.9	Single track, both directions. Hot box and drag- ging equipment.	Indicators north side, M. P. 292.9. Voice instructions.

Stanley M. P. 353.1	Single track, both directions. Hot box and drag- ging equipment.	Indicators north side, M. P. 353.1. Voice instructions.
Cherryville M. P. 373.8	Single track, both directions. Hot box and drag- ging equipment.	Indicators north side, M. P. 373.8. Voice instructions.
Lattimore M. P. 391.5	Single track, both directions. Hot box and drag- ging equipment.	Indicators north side, M. P. 391.5. Voice instructions.

**SPECIAL RULES**

- 16—The time of trains shown at Hamlet Yard is for infor-  
 mation only, trains and engines moving north of M-C Junction  
 will be governed by Aberdeen Subdivision special instructions.  
 17—Trains and engines will be operated at yard speed,  
 not exceeding 10 M.P.H., on Rockingham Spur, M. P. 260.4.

Cars of plastic pellets, not exceeding 255,000 lbs., when con-  
 signed to Hudson Pulp and Paper Corporation and/or Alpha  
 Plastics Corporation, will be handled individually, by themselves,  
 without any other cars being involved, from Rockingham to the  
 industry track, M. P. 6.0, not exceeding 5 M.P.H.

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

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

19—Trains and engines will approach and move at yard  
 speed between M. P. 305.7 at Monroe and underpass, M. P. 306.8  
 (Abbeville Subdivision). Second and inferior class trains, extra  
 trains and engines may work upon the time of first class trains  
 within these limits, but they must give way as promptly as  
 practicable.

20—Charlotte, movement must be preceded by flagman be-  
 fore fouling North Brevard Street.

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

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

Mangum Coal Co., M. P. 253.5.

**Pinoca Subdivision—Raleigh Division**

**CLEARANCE CARDS**

- 1—Rule 83-A will not apply at Charlotte (Pinoca Yard) and  
 Gastonia.  
 Westward trains will obtain Clearance Card before leaving  
 Mount Holly.

**REGISTER STATIONS**

- 2—Charlotte (Pinoca Yard).

**YARD LIMITS**

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

**SPEED RESTRICTIONS**

Between 4—Mile Posts	All Trains M.P.H.
0.1 and 0.2	10
11.2 and 11.7	25
22.9 and 23.0	5

City Ordinance Speed Restrictieions:  
 Charlotte, movement must be stopped or protected by flag-  
 man before crossing West Third Street, M. P. 0.1, West Second  
 Street, M. P. 0.2 and Mint Street, M. P. 0.2. When movement  
 is operated in switching movements on side tracks flagman must  
 protect all crossings between M. P. 0.0 - 4.7.

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

### RAILROAD CROSSINGS AT GRADE

5—Protected by electrically locked derails:  
Gastonia, M. P. 23.4 N.S. Normally clear S.C.L. (S.C.L.-SOU. connection track).

### SPECIAL RULES

- 6—Time of trains shown at Charlotte (Pinoca Yard) is for information only.  
7—Trains and engines will operate at yard speed not exceeding line speed on Belmont Spur, M. P. 13.6.  
8—Trains and engines will operate at yard speed not exceeding 15 M. P. H. on Spencer Mountain Lead, M. P. 19.8.  
9—Nos. 469 and 470 will not protect against following extra trains between Mount Holly and Gastonia.

## Terrell Subdivision—Raleigh Division

### OPERATIONS ON TERRELL SUBDIVISION

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

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

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

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

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

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

In case of failure of communications, trains and engines may enter and move through a block at restricted speed only when preceded by a flagman at full flagging distance and flag protection from the rear must be provided. Except when moving under flag protection as result of failure of communications, protection will not be required within the absolute blocks.

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

### YARD LIMITS

2—Mount Holly-Riverbend, Denrock and Terrell.

### JUNCTION SWITCHES

3—Mount Holly, M. P. 0.1, lined for movements on connection track.

### SPEED RESTRICTIONS

Between ← Mile Posts	All Trains M.P.H.
0.0 and 0.8	10
7.2 and 8.1	20

### RAILROAD CROSSINGS AT GRADE

5—Protected by non-electrically locked gates:  
Mount Holly, M. P. 0.2, S.C.L. Normally clear Monroe Subdivision.

### SPECIAL RULES

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

Trains and engines will approach "Stop" board located at entrance to Plant Marshall, M. P. 23.8, at restricted speed prepared to stop and will stop before passing "Stop" board. Further movement will not be made until it is known there is no conflicting movement on diverging route.

Train and engine movements on storage tracks north of the dumper at Plant Marshall will not exceed speed of 5 M.P.H.

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

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

8—Trains and engines will operate at Yard Speed, not exceeding 10 M.P.H. on Cowans Ford Spur, M. P. 7.8.

## Wilmington Subdivision—Raleigh Division

### CLEARANCE CARDS

1—Trains will obtain clearance card before leaving Hamlet Yard and Davis Yard.

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

Rule 83-A will not apply at East Junction.

Westward trains en route from South End Subdivision, which

obtained clearance card endorsed "Raleigh Division" before leaving South Rocky Mount will leave Pembroke without clearance card.

### WHERE TIME APPLIES

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

### REGISTER STATIONS

3—Hamlet Yard Office "A" and Davis Yard.



**YARD LIMITS**

4—Hamlet, Laurinburg, Maxton, Pembroke, Lumberton, Acme and Davis Yard.

**JUNCTION SWITCHES**

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

**SPEED RESTRICTIONS**

Between 5—Mile Posts	All Trains M.P.H.
253.3 and 254.0	30
269.0 and 269.2	20
285.3 and 286.1	30

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

All movements on Cape Fear Spur:

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

City Ordinance Speed Restrictions:  
Maxton, 25 M.P.H., M. P. 275.2 - 276.5.

**RAILROAD CROSSINGS AT GRADE**

7—Protected by non-electrically locked gates:

Acme, M. P. 346.3, S.C.L. Normally clear Wilmington Subdivision.

Laurinburg, M. P. 269.2, L & S. Normally clear S. C. L.

8—Protected by Special Interlocking:  
Pembroke, M. P. 285.7, S. C. L.

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

**BLOCK SIGNAL SYSTEMS**

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

**DEFECT DETECTORS**

10—Locations	Protection Provided	Locations of Indicators and Personnel reading charts
Laurinburg M. P. 266.0	Single track, both directions. Hot box and drag- ging equipment.	Indicators south side, M. P. 266.0. Voice instructions.
Pembroke M. P. 283.4	Single track, both directions. Hot box and drag- ging equipment.	Indicators north side, M. P. 283.4. Voice instructions.
Bladenboro M. P. 304.4	Single track, both directions. Hot box and drag- ging equipment.	Indicators north side, M. P. 304.4. Voice instructions.
Rosindale M. P. 324.6	Single track, both directions. Hot box and drag- ging equipment.	Indicators south side, M. P. 324.6. Voice instructions.
Acme M. P. 343.9	Single track, both directions. Hot box and drag- ging equipment.	Indicators south side, M. P. 343.9. Voice instructions.

**SPECIAL RULES**

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

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

13—Westward trains and engines en route from any track west end Davis Yard will approach grade crossing State Road 1426, M. P. 356.8, at restricted speed until it has been determined the crossing signals are operating.

**St. Paul Subdivision—Raleigh Division**

**CLEARANCE CARDS**

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

**YARD LIMITS**

2—Lumberton.

**JUNCTION SWITCHES**

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

**SPEED RESTRICTIONS**

4—City Ordinance Speed Restrictions:  
Lumberton, 10 M.P.H., over street crossings, M. P. 297.6 - 299.3.

**SPECIAL RULES**

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

- Lumberton, N.C.:
- Second Street (Highway 74).
- Elizabethtown Road (Highway 41).
- Highway 211, By-Pass.

Fayetteville Road (Highway 301-A).  
Highway 74 (C.P.&L. Lead).  
St. Paul, N.C.:

Broad Street.

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

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

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

- Broad Street, Highway 20 (St. Paul, N.C.), M. P. 311.1.
- Louisadell Street, S.R. 1911 (St. Paul, N.C.), M. P. 311.6.
- Shaw's Mill Road, S.R. 1907, M. P. 312.5.
- Judd Dean Road, S. R. 1919, M. P. 313.1
- Britt Road, S.E. 1920, M. P. 314.7.
- Chicken Foot Road, S. R. 1300, M. P. 316.7.
- Bladen Union Church Road, S. R. 1302, M. P. 318.1.

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

**CLEARANCE CARDS**

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

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

**REGISTER STATIONS**

2—Portsmouth (Shops).

**YARD LIMITS**

3—Portsmouth (Shops), Suffolk, Franklin, Boykins and Garysburg-North Weldon.

**SPEED RESTRICTIONS**

4—Between Mile Posts	All Trains M.P.H.
16.2 and 16.7	25
77.5 and 78.2	45

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

**City Ordinance Speed Restrictions:**

Portsmouth, 12 M.P.H., M. P. 0.0 - 1.2; 20 M.P.H., M. P. 1.2 - 2.7 and 45 M.P.H., M. P. 2.7 - 5.8.

Suffolk, 25 M.P.H., M. P. 10.8 - 29.2.

Franklin, 20 M.P.H., M. P. 36.8 - 38.4.

Boykins, 25 M.P.H., M. P. 53.9 - 54.4.

Seaboard, 40 M.P.H., M. P. 68.6 - 69.8.

**RAILROAD CROSSINGS AT GRADE**

5—Protected by automatic interlockings:

Portsmouth (Shops), M. P. 2.1, N. & P. Belt Line, 20 M.P.H., until engine reaches crossing.

Algren, M. P. 9.4, N. & W.

**SPRING SWITCHES**

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

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

**DEFECT DETECTORS**

7—Location	Protection Provided	Locations of Indicators and Personnel reading charts
Kilby M. P. 21.8	Single track, both directions. Hot box and drag- ging equipment.	Indicators east side, M. P. 21.8. Voice instructions.
Franklin M. P. 41.2	Single track, both directions. Hot box and drag- ging equipment.	Indicators east side, M. P. 41.2. Voice instructions.
Margaret M. P. 61.3	Single track, both directions. Hot box and drag- ging equipment.	Indicators west side, M. P. 61.3. Voice instructions.

**SPECIAL RULES**

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

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

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

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

12—Franklin, northward trains and engines must not exceed 20 M.P.H. between M. P. 36.2 and M. P. 35.9, due to limited highway signal approaches.

**Roanoke Rapids Subdivision—Raleigh Division****CLEARANCE CARDS**

1—Rule 83-A will not apply at Weldon or Norlina.

**YARD LIMITS**

2—Weldon-Roanoke Rapids and Norlina.

**JUNCTION SWITCHES**

3—Weldon, M. P. 78.5, lined for movements on connection track to North End Subdivision.

**SPEED RESTRICTIONS**

4—Between Mile Posts	All Trains M.P.H.
78.5 and 79.0	10
82.7 and 82.9 (northward only)	10

**City Ordinance Speed Restrictions:**

Weldon, 15 M.P.H., over street crossings M. P. 79.1 - 79.2. Movements will not exceed 6 M.P.H. over First Street, Highways 301 and 301 By-Pass and must be flagged.

Littleton, 35 M.P.H., M. P. 97.6 - 99.1.

**SPECIAL RULES**

5—Cars must not be left standing within 75 feet of Walnut Street, Weldon. Cars on storage track must not be placed nearer than 240 feet of Poplar Street Crossing.

**CLEARANCE CARDS**

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

**YARD LIMITS**

2—Boykins, Kelford and Lewiston.

**SPEED RESTRICTIONS**

3—City Ordinance Speed Restrictions:  
Rich Square, 15 M.P.H., M. P. 76.6 - 78.0.

**RAILROAD CROSSINGS AT GRADE**

4—Protected by non-electrically locked gates:

Kelford, M. P. 84.3, S.C.L. Gate may be left set against either intersecting line.

**SPECIAL RULES**

5—All movements over Highway U. S. 168, between M. P. 65.0 and 65.4 will not exceed 15 M.P.H. Cars must not be left within 100 feet of this crossing on any track.

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

## Pittsboro Subdivision—Raleigh Division

**CLEARANCE CARDS**

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

**YARD LIMITS**

2—Moncure and Pittsboro.

**SPECIAL RULES**

3—Nos. 481 and 482 will not protect against following extra trains between Moncure and Pittsboro.

## Caroleen Subdivision—Raleigh Division

**CLEARANCE CARDS**

1—Rule 83-A will not apply at Ellenboro and Caroleen.

**YARD LIMITS**

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

**JUNCTION SWITCHES**

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

**RAILROAD CROSSINGS AT GRADE**

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

**SPECIAL RULES**

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

6—Nos. 483 and 484 will not protect against following extra trains between Ellenboro and Caroleen.

## Durham Subdivision—Raleigh Division

**YARD LIMITS**

1—Durham-East Durham, Dickerson and Henderson.

**SPEED RESTRICTIONS**

2—City Ordinance Speed Restrictions:  
Durham, 20 M.P.H., M. P. 152.0 to end of line.

**RAILROAD CROSSINGS AT GRADE**

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

**INTERLOCKINGS**

4—Protected by automatic interlocking:  
East Durham, M. P. 153.9 Sou.

**SPRING SWITCHES**

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

**JOINT TRACKS**

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

**SPECIAL RULES**

7—Barricades have been placed at M. P. 144.0 and M. P. 150.4, all train and engine movements will operate between these points on specific train order authority ONLY.

8—Trains and engines will operate at yard speed not exceeding 15 M.P.H. on Oxford Lead, M. P. 124.1.

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

## Louisburg Subdivision—Raleigh Division

**CLEARANCE CARDS**

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

**YARD LIMITS**

2—Louisburg and Franklinton.

**SPECIAL RULES**

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

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

## TONNAGE RATING

Engine Numbers Tonnage Shown Per Unit	700- 1002, 1250- 1259	250- 261, 300- 392, 1003- 1065, 1202- 1239	500 - 555, 1275 - 1277, 1300 - 1343, 1400 - 1415, 1500 - 1599, 1600 - 1656, 1700 - 1799, 1800 - 1855, 1950 - 1970, 3200 - 3224, 3400 - 3404	203- 222	1900- 1923, 2100- 2110, 2114- 2120	2000- 2059	2111- 2113, 2200- 2210	2121- 2124, 2211- 2213
<b>ROCKY MOUNT DIVISION</b>								
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 So. Ry. Mt.....	2600	2850	3100	1700	4000	4750	4550	4950
So. Ry. Mt. to Dillon.....	2400	2650	2800	1550	3700	4350	4200	4550
Dillon to Florence.....	3150	3450	3650	2050	4800	5650	5450	5900
Florence to Dillon.....	3400	3700	4050	2200	5200	6200	5950	6450
Dillon to So. Ry. Mt.....	2600	2850	3100	1700	4000	4750	4550	4950
Hamlet to Dillon-Florence.....	3150	3450	3650	2050	4800	5650	5450	5900
Florence-Dillon to Hamlet.....	3200	3500	3850	2100	4950	5800	5600	6050
Elrod to Fairmont.....	3500	3850	4200	2300	5400	6350	6100	6650
Fairmont to Elrod.....	3100	3400	3700	2000	4800	5650	5400	5900
So. 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 So. Ry. Mt.....	2700	2950	3250	1750	4150	4900	4700	5100
So. Ry. Mt. to Plymouth.....	4200	4600	5050	2750	6500	7650	7350	7950
Plymouth to So. 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 Davis Yard.....	2600	2850	3100	1700	4000	4750	4550	4950
Clinton and Warsaw.....	1600	1750	1900	1050	2450	2900	2800	3050
Davis Yard to Pee Dee.....	2800	3050	3350	1850	4350	5100	4900	5300
Pee Dee to Davis 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	3100	3350	1850	4350	5100	4900	5300

TONNAGE RATING—Continued

Engine Numbers Tonnage Shown Per Unit	700- 1002, 1250- 1259	250- 261, 300- 392, 1003- 1065, 1202- 1239	500 - 555, 1275 - 1277, 1300 - 1343, 1400 - 1415, 1500 - 1599, 1600 - 1656, 1700 - 1799, 1800 - 1855, 1950 - 1970, 3200 - 3224, 3400 - 3404	203- 222	1900- 1923, 2100- 2110, 2111- 2120	2000- 2059	2111- 2113, 2200- 2210	2121- 2124, 2211- 2213
<b>RALEIGH DIVISION</b>								
South Collier and Raleigh.....	1500	1650	2300	1000	2700	3000	2900	3100
Raleigh and Hamlet*.....	1500	1650	2300	1000	2700	3000	2900	3100
Portsmouth and North Weldon.....	2600	2850	3100	1700	4050	4750	4550	4950
Norlina to Weldon.....	2600	2850	3100	1700	4050	4750	4550	4950
Weldon to Norlina.....	1700	1850	2050	1100	2650	3100	3000	3200
Boykins and Lewiston.....	2600	2850	3100	1700	4050	4750	4550	4950
Durham and Henderson.....	----	900	----	----	----	----	----	----
Hamlet and Laurel Hill.....	2100	2300	2500	1350	3250	3800	3700	4000
Laurel Hill and Smith Creek's Yard.....	3200	3500	3850	2100	4950	5800	5600	6100
Hamlet and Charlotte.....	1800	2000	2150	1200	2800	3300	3150	3400
Charlotte to Bostic Yard.....	1400	1550	1700	900	2200	2550	2450	2650
Bostic Yard to Charlotte.....	1300	1450	1550	850	2000	2350	2300	2450
Pinoca to Mount Holly.....	5000	5150	6000	3250	7700	9100	8750	9500
Mount Holly to Gastonia.....	1800	1950	2150	1150	2800	3300	3150	3400
Gastonia to Mount Holly.....	2400	2550	2900	1550	3700	4400	4200	4500
Mount Holly to Pinoca.....	1800	1950	2150	1150	2800	3300	3150	3400
Mount Holly to Terrell.....	2150	2350	2600	1400	3300	3900	3750	4100
Terrell to Mount Holly.....	1450	1600	1750	950	2200	2600	2550	2750

\*On west track, from Aberdeen to Southern Pines Ratings are 100 tons less than those shown, Raleigh and Hamlet\*.

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 to or from the Amtrak Station.

3—Maximum authorized speed on RF&P main tracks between "AY" and "GN" interlocking is not exceeding 25 M.P.H. The maximum authorized speed through crossings and turnouts is not to exceed 15 M.P.H.

4—All movements will be governed by Signal Indications and signals of color light type displaying the following aspects:

(a) Green/Red/Red, Green/Red or Green (High Signal) — Proceed. Name of signal "Clear".

(b) Yellow/Green/Red, Yellow/Green — Proceed approaching next signal not exceeding 25 M.P.H. Name of signal "Approach Medium".

(c) Yellow/Red/Red, Yellow/Red or Yellow (High Signal) — Proceed prepared to stop at next signal. Name of signal "Approach".

(d) Red/Red/Yellow, Red/Yellow, Red (equipped with number) or Yellow (Dwarf Signal) — Proceed, not exceeding 15 M.P.H. prepared to stop short of train, obstruction or switch not properly lined and look out for broken rail. Name of signal "Restricting".

(e) Red/Red/Red, Red/Red or Red — Stop. Name of signal "Stop - Signal".

(f) Red/Red/Green or Green (Dwarf Signal) — Proceed 15 M.P.H. through crossovers and turnouts and then proceed at authorized speed. Name of signal "Slow Clear".

5—When interlocking signals indicate stop or are dark and conflicting movement is not observed, member of crew will contact the Control Center.

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 15 M.P.H. to next signal prepared to stop short of train, obstruction or switch not properly lined and to look out for broken rail.

6—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 interlocking and tracks are known to be in a safe condition. Trains stopped within an interlocking due to causes not covered in these rules must contact the Control Center before resuming movement. A reverse movement within the limits of an 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.

7—Members of train crews are required to be on hand thirty (30) minutes prior to departure time of their trains and protect the loading of passengers.

8—The conductor will be governed in starting his train by the loading of his passengers, baggage and train brake test.

Any unusual circumstances or problem that might prevent train from leaving on scheduled time or within station time must be reported promptly to Control Center.

9—Locomotive headlight must be dimmed while standing at station.

10—Crews arriving at Amtrak Station (Greendale) will leave all necessary reports at station for transmittal to operator at Acca Yard.

11—Amtrak passenger trains are designated as "Run-Through" trains under the Power Brake Law. Crew members will participate in the brake inspection test required on such trains.

12—All other SCL Rules and Special Instructions not inconsistent with the above will govern.

### LOCATION OF PUBLIC AND PRIVATE TRACKS NOT SHOWN IN SCHEDULE PAGES

#### COLLER SUBDIVISION - EAST ROUTE - ROCKY MOUNT DIVISION

NAME	Mile Post	Station Nos.	Car Capacity	Opening
General Shale No. 17 (E)	3.1	5 3	13	North
Allegheny Lead (E)	3.2		60	North
Allegheny Warehouse Co.	3.2	5 3	25	North
General Shale No. 16 (E)	3.4	5 3	8	North
Mariboro (E)	4.3	5 4	55	North
Peck Siding (E)	4.4	5 4	11	North
Parliament	4.7	5 5	10	North
Amphill (E)	5.1	5 5	Yard	North
Texas Oil Company (W)	6.4	5 6	11	South
National Cylinder Gas Company (W)	6.5	5 7	12	South
Realty Properties, Inc.	6.8	5 7	13	South
Bell Bluff (W)	8.9	5 9	Yard	North

#### COLLER SUBDIVISION - ROCKY MOUNT DIVISION

Chester Coal Co.	13.1	A 13	4	South
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#### HOPEWELL SUBDIVISION - ROCKY MOUNT DIVISION

Reynolds Metal Company	10.5	SAC 10	Yard	North
Wheelwright	12.0	SAC 12	Yard	Both
**Development Co. America	12.0	SAC 12	14	South
Sonoco Paper Products, Inc.	13.6	SAC 14	10	North
Curtis Siding	14.0	SAC 14	10	North
American Alchemy	14.8	SAC 15	14	South
*BERMUDA HUNDRED SPUR (3.8 miles)	17.1	SAD 17	Spur	North
Bermuda Hundred				
American Tobacco Company	20.0	SAD 20	Spur	North
Narox Corp.	20.0	SAD 20	6	North
Allied Chemical Corp.	20.9	SAD 21	14	North

\*Breaks from Thomas Siding

\*\*Breaks from Wheelwright (W-1)

#### NORTH END SUBDIVISION - ROCKY MOUNT DIVISION

NAME	Mile Post	Station Nos.	Car Capacity	Opening
Virginia Electric & Power Co. (W)	33.6	A 34	21	South
Carson (E)	36.8	A 37	7	North
Capico (W)	65.8	A 65	8	South
Skippers (W)	68.7	A 69	4	North
Hunter (W)	103.0	A 103	9	South
Georgia Pacific Corporation (E)	103.2	A 103	10	North
Abbot Laboratory	112.4	A 112	43	North
Run-around Track (W)	113.0	A 113	48	Both
Mitchell Engineering Co.		A 113	12	North
Schlage Lock Corp.		A 113	30	South
Huffig Sash & Door Co.	114.0	A 114	21	North
Armstrong (E)	115.4	A 115	1	North
Ricks (W)	116.2	A 116	5	South
Rea Construction Co. (E)	116.4	A.117	13	South

#### SOUTH END SUBDIVISION - ROCKY MOUNT DIVISION

Sharpsburg (W)	125.0	A 125	10	South
Frestone (E)	132.8	A 133	Spur	South
Kaiser Agricultural Chemicals (E)	138.1	A 138	Spur	South
Weyerhaeuser	145.9	A 146	15	South
Overton Container Corp.	153.2	A 153	Spur	South
Micro	156.3	A 156	8	North
Folck (E)	159.8	A 160	20	South
Dewbell (W)	162.1	A 162	6	North
Sylvania (E)	163.2	A 163	Yard	South
Bright Leaf & Burley Tobacco Company	166.4	A 166	Yard	South
Fieldcrest	167.0	A 167	14	South
Chicopee	181.2	A 181	7	South
Wilkevard	184.4	A 184	16	South
Mingo	184.6	A 185	6	North
Purdie (E)	187.1	A 187	14	North
Godwin	193.6	A 193	14	South
Tort and Tort Lumber Co.	198.3	A 198	4	South

## SOUTH END SUBDIVISION - Continued - ROCKY MOUNT DIVISION

NAME	Mile Post	Station Nos.	Car Capacity	Opening
Wade	198.5	A 198	17	South
Victory (E)	211.8	A 212	23	North
Uria (E)	212.5	A 213	12	North
Purelator, Inc. (E)	213.4	A 213	Spur	South
Carolina Model Homes	214.5	A 215	15	South
Hope Mills (E)	216.1	A 217	42	Both
Buis	236.5	A 237	8	North
Julia Singletary Feeds, Inc.	249.5	A 250	15	South
G. B. Kerr, Inc.	257.1	A 257	19	North
Dixon (W)	258.4	A 258	20	South
Fairry	266.5	A 267	7	North
Packaging Company of America	269.3	A 269	17	North
Sellers (W)	273.4	A 273	31	South
Cordell	273.1	A 276	91	Both
Calotex	277.0	A 277	Spur	South
Blue Brick	277.9	A 278	6	North
Stone-DuPont (E)	282.9	AHH 286	Yard	South
Winona (E)	283.8	A 284	10	North
Mars Bluff (W)	286.6	A 287	15	North

## EAST END SUBDIVISION - ROCKY MOUNT DIVISION

NAME	Mile Post	Station Nos.	Car Capacity	Opening
Speed	143.0	AB 143	6	South
Earley	174.6	AB 174	5	South
Tunis	185.0	AB 185	15	Both
Farmers Chemical Spur	185.1	AB 185	Spur	South
Purdue		AB 185	30	South
Drum Hill	200.7	AB 201	3	South
Nurney	210.2	AB 210	8	South

## PLYMOUTH SUBDIVISION - ROCKY MOUNT DIVISION

NAME	Mile Post	Station Nos.	Car Capacity	Opening
Robersonville Product Company	157.5	ABC 158	13	East
Poe Sliding	164.7	ABC 165	65	Both
Butane	174.7	ABC 175	2	East

## WASHINGTON SUBDIVISION - ROCKY MOUNT DIVISION

NAME	Mile Post	Station Nos.	Car Capacity	Opening
Flanders Filters Inc.	153.8	AAB 154	15	East
Pamico Distributing Company	155.9	AAB 156	3	East
Saestret Marine Corporation	157.0	AAB 157	51	West
Grimes	157.6	AAB 158	6	West

## KINSTON SUBDIVISION - ROCKY MOUNT DIVISION

NAME	Mile Post	Station Nos.	Car Capacity	Opening
Spring Hill	103.6	AA 104	12	Both
FCX	107.8	AA 108	2	South
Basley Lumber Company	108.3	AA 108	13	South
Henderson Grain Company	111.3	AA 111	3	North
Eastern Farm Products, Inc.	124.7	AA 125	8	North
Cargill, Inc.	144.9	AA 145	26	North
Proctor & Gamble	146.8	AA 147	Spur	North
Singleton Associates, Inc.		AA 147	13	East
J. H. Hudson-Container Corp.		AA 147	14	East
Randolph	147.3	AA 147	2	North
Maxhem	151.8	AA 152	2	North
Wickes Corporation	152.1	AA 152	10	South
Union Carbide	151.9	AA 152	14	South
Coastal Chemical Co.	152.9	AA 153	16	South
Sunnyside Eggs, Inc.	153.7	AA 154	6	North
King Bros. Grain Elevator	160.4	AA 160	16	South
American Cyanamid Company	160.5	AA 161	7	South
Grifon Gas Company	164.1	AA 164	7	South
E. I. du Pont Warehouse	167.1	AA 167	27	South
Ward Lumber Company	167.6	AA 168	5	North
Darg	167.8	AA 168	6	North
Dupont No. 2	170.4	AA 170	28	North
Graingers	171.9	AA 172	9	Both
Elmer	173.3	AA 173	34	North
Hergas	173.8	AA 174	3	South
Hopco	175.1	AA 175	16	South

## W &amp; W SUBDIVISION - ROCKY MOUNT DIVISION

NAME	Mile Post	Station Nos.	Car Capacity	Opening
Smith Douglas	150.3	AC 150	7	South
Columbian Seed Co.	152.5	AC 152	5	South
Columbian Seed Co.	152.8	AC 153	5	North
Laxco	154.0	AC 154	6	North
Balfin Chair Co.	171.9	AC 172	26	North
Sonoco	172.6	AC 172	18	South
Nufarms	175.0	AC 175	4	North
Nocar	182.0	AC 182	14	South
Farmex	182.4	AC 182	3	North
Ripace	182.7	AC 183	17	South
Southeastern Grain Company	190.9	AC 191	24	North
Nash Johnson Company	199.4	AC 199	60	North
Eastern By-Products	201.3	AC 201	30	South
APCO Paper Company	202.9	AC 203	5	South
Aycock Milling Co. Inc.	204.9	AC 205	13	South
Chemical Service Company	205.1	AC 205	9	South
Godwin Lumber Company	206.4	AC 206	11	North
Oluco Spur	206.5	AC 207	11	North
Numill Spur	240.1	AC 240	22	North

## PEE DEE SUBDIVISION - ROCKY MOUNT DIVISION

NAME	Mile Post	Station Nos.	Car Capacity	Opening
Maco	257.3	AC 258	15	South
Wanamish	278.8	AC 279	3	North
FCX	291.2	AC 291	17	South
Whiteville Builders	291.5	AC 292	8	North
Collier Gas	291.8	AC 292	6	South
Pargas Inc.	292.6	AC 293	6	South
Jones	294.9	AC 295	26	Both
Weyerhaeuser Co. Pulpwood Yard	299.1	AC 299	17	North
Cerro Gordo	303.2	AC 303	10	South
Farmers Oil Company	303.7	AC 304	3	South
Kerr McGee	307.3	AC 307	10	North
Pitt	316.3	AC 316	19	Both
Harco	328.6	AC 329	3	North
Marion Lumber Co.	334.2	AC 334	20	South
IMC	334.3	AC 334	8	South
Rainbow Farms	334.6	AC 335	20	South
Vance Williams	334.7	AC 335	15	South

## MYRTLE BEACH SUBDIVISION - ROCKY MOUNT DIVISION

NAME	Mile Post	Station Nos.	Car Capacity	Opening
Clarendon	305.4	ACH 305	2	North
Cleekley	322.1	ACH 322	16	Both
Gurley	323.7	ACH 324	3	North
Philo	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
Grove Manufacturing Co.	340.3	ACH 341	10	South
Waccamow Clay Products Company	347.3	ACH 347	10	North
Resort Lumber Company	348.1	ACH 348	3	South
Ocean Drive Gas Company	349.0	ACH 349	2	North

## FAYETTEVILLE SUBDIVISION - ROCKY MOUNT DIVISION

NAME	Mile Post	Station Nos.	Car Capacity	Opening
Southern Distributing Company	214.3	AE 214	6	East
Becker County Sand & Gravel Company	216.6	AF 217	56	Both
Boron Clay Company	228.7	AF 229	14	West
Chaparral Brick Company	230.0	AF 230	4	East

## CLINTON SUBDIVISION - ROCKY MOUNT DIVISION

NAME	Mile Post	Station Nos.	Car Capacity	Opening
Carrolls of Warsaw, Inc.	192.4	ACA 192	17	West

## NASHVILLE SUBDIVISION - ROCKY MOUNT DIVISION

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

## RED SPRINGS SUBDIVISION - ROCKY MOUNT DIVISION

NAME	Mile Post	Station Nos.	Car Capacity	Opening
Lumber Bridge	227.4	AG 227	10	Both
Croft Metals, Inc.	228.6	AG 229	6	South
Taylor Spur	233.7	AG 234	5	South

## NEW BERN SUBDIVISION - ROCKY MOUNT DIVISION

NAME	Mile Post	Station Nos.	Car Capacity	Opening
Winasto	248.1	ACB 248	13	North
Wicks Lumber Co.	248.2	ACB 248	3	South
Coastal	249.3	ACB 249	5	North
Coastal Beverage Company	249.5	ACB 250	5	North
Hawkside	295.7	ACB 296	9	North
Cowell Wholesale Company	296.6	ACB 297	6	North
Stamats Distributing Co.	296.7	ACB 297	7	North
Gentry Wholesale Proc. Co.	297.7	ACB 298	6	North
Kellum	298.8	ACB 299	4	North
New Kellum	299.3	ACB 299	10	North
Weyerhaeuser	299.4	ACB 299	17	North
Weyerhaeuser	299.5	ACB 300	15	Both
Abattoir	325.9	ACB 326	10	North

## PORTSMOUTH SUBDIVISION—RALEIGH DIVISION

NAME	Mill Post	Station Nos.	Car Capacity	Opening
Alexander Park	4.1	SA 4	15	North
D. H. Overmeyer Co.	4.9	SA 5	41	South
Seaguard	5.6	SA 6	5	North
Suffolk Concrete Products Company	15.3	SA 15	18	Both
Commonwealth Storage Co.	16.7	SA 17	12	North
Lipton Tea Company	18.9	SA 19	18	South
Heatfame	20.1	SA 20	10	South
Fisher Peanut Co.	20.1	SA 20	5	South
Purvis	26.2	SA 26	1	South
Franklin P. F. Chemical Co.	35.6	SA 36	9	South
Wilford Siding	40.1	SA 40	16	North
Hercules Powder Company	41.5	SA 42	26	Both
Hercules Powder Company	41.6	SA 42	46	North
Hercules Powder Company	41.7	SA 42	30	North
Newsoms	49.1	SA 49	20	Both
Baptist Lumber Co.	52.5	SA 53	8	North
Margaret	63.2	SA 63	18	Both
Union-Lamp	67.9	SA 68	32	South

## ROANOKE RAPIDS SUBDIVISION—RALEIGH DIVISION

NAME	Mill Post	Station Nos.	Car Capacity	Opening
W.R. Grace Company	80.4	SA 80	27	North
Mitchell	81.3	SA 81	5	North
Joyner Wholesale	91.7	SA 82	Yard	South
Thelma	91.0	SA 91	7	North
Vaughan	104.0	SA 104	13	Both
Warren Plains	113.3	SA 113	38	Both

## LOUISBURG SUBDIVISION—RALEIGH DIVISION

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

## NORLINA SUBDIVISION—RALEIGH DIVISION

NAME	Mill Post	Station Nos.	Car Capacity	Opening
Continental Can Company	45.3	S 45	45	South
Lone Star Industries	51.8	S 52	31	Both
Cachron	63.9	S 64	9	North
Bracey	86.4	S 86	31	Both
Ridgeway (W)	100.9	S 101	11	Both
Manson (W)	103.7	S 104	16	North
Athey Products Company	142.8	S 143	17	South
Burlington Mills	145.7	S 146	43	Both
Mal-Incraedt Chemical Works	146.4	S 146	70	North
Neuse	147.3	S 147	15	Both
Singleton Industrial Park (W)	147.9	S 148	Yard	North
Rea Construction Company (W)	148.6	S 149	9	North
84 Lumber Co. (E)	150.0	S 150	11	North
Millbrook (W)	151.3	S 151	31	North
Super Dollar Stores (E)	151.8	S 152	14	North
Raleigh Industrial Park (W)	152.3	S 152	Yard	North
Crabtree Ind. Park (W)	153.4	S 153	Yard	North

## ABERDEEN SUBDIVISION—RALEIGH DIVISION

NAME	Mill Post	Station Nos.	Car Capacity	Opening
Camp Polk No. 1 (W)	161.0	S 161	30	Both
Camp Polk No. 2 (W)	161.4	S 161	13	South
Wilson Parks Company (W)	161.5	S 162	7	South
Arco (W)	162.3	S 162	13	South
Universal Distributing Company (W)	162.7	S 163	11	South
N.C. Butane Gas Company (W)	163.1	S 163	5	South
Aeroglide Corporation (W)	163.4	S 163	12	South
Public Service Company (W)	164.0	S 164	17	South
Cary	165.3	S 165	22	South
Bonsal	180.1	S 180	Conn.	North
Allied Chemical Co.	184.9	S 185	116	North
Phoenix Utility Company	185.8	S 186	Conn.	South
Federal Paper Board Co.	188.4	S 188	20	North
Cape Fear Wood Company	209.2	S 209	13	North
Harristown	215.2	S 215	14	North
McDonald Brothers, Inc. (W)	222.4	S 222	6	North
Troy Lumber Company (W)	223.2	S 223	5	North
Taylor Mobile Homes (W)	223.3	S 223	34	North
Manley (E)	223.8	S 224	20	North
Southern Products & Silica Co.	237.8	S 238	9	North
*West End Table Company	241.4	S 241	7	North
Marston	243.0	S 243	14	North
Carolina Silica, Inc.	246.0	S 246	50	South

\*Breaks from Hoffman siding.

## MONROE SUBDIVISION—RALEIGH DIVISION

NAME	Mill Post	Station Nos.	Car Capacity	Opening
Federal Paper Company	257.2	SF 256	10	West
Hannah Pickett	258.0	SF 258	32	West
Entwistle Manufacturing Company	259.0	SF 258	30	West
ROCKINGHAM SPUR (5.7 miles)	260.0			
Carolina Paper Co. No. 2	0.1	SF 1	19	West
Carolina Paper Co. No. 1	0.1	SF 1	7	West
Midway Team Track	0.3	SF 1	1	East

## MONROE SUBDIVISION - Continued - RALEIGH DIVISION

NAME	Mill Post	Station Nos.	Car Capacity	Opening
Rowan Distributing Co.	1.2	SF 1	5	East
Carolina Standard	1.3	SF 1	4	West
Seaga Beverages	1.5	SF 2	4	West
J.P. Stevens	1.6	SF 2	20	East
Alco Mill	2.1	SF 2	4	East
Becumit	2.7	SF 3	57	West
Par Gas Co.	4.6	SF 5	1	West
National Packaging Co.	5.0	SF 5	4	East
Morrison	5.1	SF 5	10	Both
Catawba Timber Company	5.1	SF 5	10	East
Alpha Plastics Corporation	5.9	SF 6	10	East
Hudson Pulp & Paper Corp.	6.0	SF 6	8	West
Catawba Timber Co.	274.8	SF 275	18	West
South Carolina Industries	279.8	SF 280	13	East
Schull Mobile Homes	283.3	SF 285	9	East
Carolina Timber Co.	291.9	SF 292	4	East
Catawba Timber Company	291.9	SF 292	16	West
Fleewood Enterprises	294.5	SF 295	13	East
Raybestos Manthatten, Inc.	295.0	SF 295	8	West
Roundabout Track	302.5		39	Both
Golden Grains Inc.	302.2	SF 302	16	West
Borth Dryflux	302.4	SF 302	12	East
Camp Sutton No. 1	302.5	SF 303	40	Both
Camp Sutton No. 2	303.0	SF 303	16	East
Helms Wood Shop	307.8	SF 308	2	West
Martin Marietta	310.8	SF 311	71	Both
Charlotte Pipe & Foundry	311.2	SF 311	42	East
Kendricks	312.0	SF 312	28	West
Radiator Specialty Co.	314.1	SF 314	18	West
Genweve	315.1	SF 315	17	West
Concrete Supply Co.	317.3	SF 317	8	West
Edwards Lumber Co.	322.7	SF 323	30	West
Charlotte School Track	325.7	SF 326	17	East
Dalhurst	325.9	SF 326	7	West
Concrete Supply Co. (East Plant)	326.5	SF 327	16	Both
McClure Lumber Company	340.1	SF 340	8	West
Burlington Industries	343.4	SF 343	16	East
Iron	355.8	SF 356	16	Both
Seger City Lumber Company	360.4	SF 361	4	East
Williams Energy Co.	364.0	SF 364	3	West
Burns Manufacturing Company	364.3	SF 364	16	West
South Mountain Pulwood Co.	367.6	SF 368	10	West
Tri-County Farm Supply	369.0	SF 369	6	East
Cherryville Concrete Block Company	369.1	SF 369	3	East
Waco	373.9	SF 376	20	Both
Waco Saw Mill Inc.	376.8	SF 377	13	West
IM&C Corporation	381.7	SF 382	9	East
Lawnside Junction	385.8	SF 386	2	West
Pittsburgh Plate Glass Company	389.9	SF 390	30	West
Federal Paper Co.	404.1	SF 404	14	East
Decorative Component Co.	405.9	SF 406	5	West
Foothills Mfg. Co.	406.1	SF 406	4	West
Forest City Oil Mill	406.8	SF 407	7	West
Forest City	407.3	SF 407	17	Both

## PINOCA SUBDIVISION—RALEIGH DIVISION

NAME	Mill Post	Station Nos.	Car Capacity	Opening
Charlotte (Proper)	0.0	SFC 0	Yard	Both
Cedar (Industrial Park)	0.8	SFC 1	Yard	Both
Park (Industrial Park)	1.8	SFC 2	Yard	West
Lakewood (Industrial Park)	2.8	SFC 3	Yard	West
Greenway (Industrial Park)	2.9	SFC 3	Yard	West
Chemway (Industrial Park)	5.0	SFC 1	Yard	West
Duke Power Co. Warehouse No. 1	6.0	SFC 6	19	West
Duke Power Co. Warehouse No. 2	6.0	SFC 6	37	West
BELMONT SPUR (3.2 miles)	13.6		Spur	East
Belmont	3.2	SFF 3	Yard	East
Pharr Yarns, Inc.	17.0	SFC 17	18	East
SPENCER MOUNTAIN LEAD (1.4 miles)	19.9		Spur	West
Rex No. 1	0.9	SFG 1	7	West
Gaston Terminal Whse.	1.0	SFG 1	2	East
Rex No. 2	1.2	SFG 1	5	East
A.M. Smyre Mfg. Co.	19.3	SFC 19	7	East
Groves	20.9	SFC 21	16	East

## WILMINGTON SUBDIVISION—RALEIGH DIVISION

NAME	Mill Post	Station Nos.	Car Capacity	Opening
Cape Fear Spur (4.1 miles)	354.6		Spur	Both (Y)
Lackey Industries, Inc.	354.7	SE 355	24	West
E.I. Dupont & Co.	358.7	SE 359	Yard	East
Columbus Forest Industries	344.8	SE 345	81	Both
Armour	343.4	SE 343	8	West
Abbottsburg	314.6	SE 315	18	Both
Butters	307.1	SE 307	18	Both
Riegel Woodyard	300.4	SE 300	14	East
Osterneck Co.	299.1	SE 299	2	East
Lumberton Metals Company	295.0	SE 295	4	East
Boise Cascade Corp.	293.2	SE 293	22	East
Converse Rubber Company	290.4	SE 290	50	West
Fates	284.3	SE 284	16	West
Daystrom	278.0	SE 278	18	West
McNairs	274.6	SE 275	Yard	Both (Y)
Landmark	273.4	SE 273	Yard	Both



WILMINGTON SUBDIVISION - Continued - RALEIGH DIVISION

NAME	Mile Post	Station Nos.	Car Capacity	Opening
Dixie .....	270.6	SE 271	70	Both
Elmore .....	266.0	SE 266	16	Both
Armstrong Rubber Co. ....	264.9	SE 265	7	East
Farmers Glinery .....	264.4	SE 264	7	West

TERRELL SUBDIVISION—RALEIGH DIVISION

NAME	Mile Post	SFE No.	Car Capacity	Opening
Mountain Island .....	2.8	SFE 3	15	North
Denver .....	18.9	SFE 19	3	North
Continental Con Co. ....	19.1	SFE 19	12	North

ST. PAUL SUBDIVISION—RALEIGH DIVISION

NAME	Mile Post	SEA No.	Car Capacity	Opening
Covington Supply Co. ....	299.2	SEA 299	7	South
Duart Spur (8.1 miles) .....	311.1		Spur	South
E. I. Dupont & Co. ....	319.0	SEB 319	Yard	South

DURHAM SUBDIVISION—RALEIGH DIVISION

NAME	Mile Post	SB No.	Car Capacity	Opening
Carolina Power & Light Company .....	115.8	SB 116	16	South
Oxford Lead (2.8 Miles) .....	124.1		Spur	Both
Oxford .....	126.9	SBA 126	Yard	Both
Clay .....	126.9	SB 127	4	South
Tar River .....	130.8	SB 131	5	South
Weyerhaeuser, Inc. ....	134.1	SB 134	15	North

DURHAM SUBDIVISION - Continued - RALEIGH DIVISION

NAME	Mile Post	Station Nos.	Car Capacity	Opening
Hester .....	134.3	SB 134	8	South
Butler Land and Timber Co. ....	135.7	SB 136	28	South
Central Caro., Exchange Inc. ....	136.8	SB 137	9	North
D & S Distributing Co. ....	150.6	SB 151	6	North
Albermarle Paper Company .....	151.6	SB 152	15	North
Sears Roebuck and Co. ....	151.9	SB 152	23	North
Joyland .....	152.0	SB 152	11	Both
Public Service Company .....	152.4	SB 152	6	North
Sears Bro's. Lumber Co. ....	152.8	SB 153	5	North

PITTSBORO SUBDIVISION—RALEIGH DIVISION

NAME	Mile Post	SD No.	Car Capacity	Opening
International Paper Company .....	194.4	SD 196	35	Both
Goldsten Wood Products .....	196.5	SD 197	18	North

LEWISTON SUBDIVISION—RALEIGH DIVISION

NAME	Mile Post	SAB No.	Car Capacity	Opening
Carolina Oil Products .....	59.0	SAB 59	6	Both
Virca Plant Foods .....	59.1	SAB 59	10	North
Standard Spray .....	59.9	SAB 60	10	South
Pendleton .....	62.2	SAB 62	11	Both
American Cyanamid .....	65.6	SAB 66	8	North
Milwaukee .....	67.4	SAB 67	7	North
Potecal .....	70.9	SAB 71	13	Both
Roxobel .....	82.5	SAB 83	22	Both
Kelford Connection .....	84.1	SAB 84	14	North

DIVISION OFFICERS

ROCKY MOUNT DIVISION

K. K. KITTS, Asst. Superintendent.....	Rocky Mount, N.C.
J. U. ROOKER, Asst. Superintendent.....	Wilmington, N.C.
W. S. HOBBS, Superintendent Terminals.....	Richmond, Va.
T. C. WHEELER, Trainmaster.....	Rocky Mount, N.C.
J. S. WILKES, Trainmaster.....	Rocky Mount, N.C.
B. D. JACKSON, Trainmaster.....	Rocky Mount, N.C.
C. H. BLANTON, JR., Trainmaster.....	Wilmington, N.C.
E. H. FENTRESS, Terminal Trainmaster.....	Richmond, Va.
C. G. SNEAD, Terminal Trainmaster.....	Petersburg, Va.
M. T. ROBBINS, Terminal Trainmaster.....	Rocky Mount, N.C.
B. F. SNUGGS, Terminal Trainmaster.....	Wilmington, N.C.
R. E. SCOTT, Road Foreman of Eng's.....	Richmond, Va.
J. W. FOWLER, Road Foreman of Eng's.....	Rocky Mount, N.C.
J. W. SMITH, JR., Road Foreman of Eng's.....	Rocky Mount, N.C.
J. H. BARNES, Chief Dispatcher.....	Rocky Mount, N.C.
J. L. McBRIDE, Division Engineer.....	Rocky Mount, N.C.
W. L. WINSTEAD, Master Mechanic.....	Rocky Mount, N.C.
L. M. SMITH, Supv. Comm. and Signals.....	Rocky Mount, N.C.
F. W. PLATT, Captain of Police.....	Rocky Mount, N.C.
M. R. SMITH, Master Carpenter.....	Rocky Mount, N.C.
M. L. DOBBS, Roadmaster.....	Richmond, Va.
C. G. EDWARDS, Roadmaster.....	Petersburg, Va.
J. P. EPTING, Roadmaster.....	Rocky Mount, N.C.
EARL EDGE, Roadmaster.....	Rocky Mount, N.C.
F. RICHARDS, JR., Roadmaster.....	Fayetteville, N.C.
D. R. BURR, Roadmaster.....	Dillon, S.C.
J. CALLOWAY, Roadmaster.....	Tarboro, N.C.
D. B. DAVIS, Roadmaster.....	Chadburn, N.C.
J. E. LEWIS, Roadmaster.....	Wilmington, N.C.
D. E. WALKER, Safety Supervisor.....	Rocky Mount, N.C.

RALEIGH DIVISION

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F. M. SELLERS, Assistant Superintendent.....	Charlotte, N.C.
D. W. MEACHAM, Trainmaster.....	Raleigh, N.C.
W. G. KNOTTS, Trainmaster.....	Roanoke Rapids, N.C.
Z. G. WINTERS, Trainmaster.....	Raleigh, N.C.
W. J. COOKE, Trainmaster.....	Hamlet, N.C.
H. M. McMANUS, Trainmaster.....	Monroe, N.C.
S. S. HARRELSON, Trainmaster.....	Charlotte, N.C.
J. K. SAMMONS, Trainmaster.....	Charlotte, N.C.
W. W. JOHNSON, JR., Terminal Trainmaster.....	Charlotte, N.C.
C. E. WICKER, Road Foreman of Eng's.....	Raleigh, N.C.
W. L. OWENS, JR., Road Foreman of Eng's.....	Hamlet, N.C.
J. T. GILLIS, JR., Rd. Foreman of Eng's.....	Monroe, N.C.
C. M. GILLISPIE, Chief Dispatcher.....	Raleigh, N.C.
J. K. BAILEY, Division Engineer.....	Raleigh, N.C.
W. C. WRIGHT, Master Mechanic.....	Hamlet, N.C.
P. F. HOLDEN, Supv. Comm. and Signals.....	Raleigh, N.C.
L. W. JONES, Captain of Police.....	Raleigh, N.C.
I. A. BISHOP, Master Carpenter.....	Raleigh, N.C.
J. B. DIXON, Roadmaster.....	Henderson, N.C.
R. D. BLACK, Roadmaster.....	Raleigh, N.C.
J. F. WATSON, Roadmaster.....	Roanoke Rapids, N.C.
H. P. HARRIS, Roadmaster.....	Hamlet, N.C.
G. L. WYNNE, Roadmaster.....	Lumberton, N.C.
J. M. RAINS, Roadmaster.....	Monroe, N.C.
R. L. LECKIE, Safety Supervisor.....	Raleigh, N.C.

HAMLET TERMINAL OFFICERS

E. L. COOK, Terminal Superintendent.....	Hamlet, N.C.
H. F. COOPER, Asst., Terminal Superintendent.....	Hamlet, N.C.
G. H. COCKMAN, Asst., Terminal Supt.....	Hamlet, N.C.

J. T. TERRY, Asst., Terminal Supt.....	Hamlet, N.C.
W. A. EYLER, III, Asst., Terminal Supt.....	Hamlet, N.C.

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 S. E. DAVIS, Gen. Supv.—Rules..... Waycross, Ga.  
 W. F. WINGATE, Gen. Supt.—Safety..... Jacksonville, Fla.  
 H. D. BARNES, Gen. Supv.—Safety..... Jacksonville, Fla.

J. H. INGOLDSBY, Supt. Sta. Oprns. & FCP..... Jacksonville, Fla.  
 C. F. BELL, Dir. Freight Claims & Prevention..... Richmond, Va.  
 T. H. KING, Aud. Car Service Acct's..... Richmond Va.

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 MURRAY CARROLL, M.D..... Chadborun, N.C.  
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 MARVIN N. LYMBERIS, M.D., Ophth..... Charlotte, N.C.  
 R. DOUGLAS NEAL, M.D..... Charlotte, N.C.  
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 J. A. FLEETWOOD, M.D..... Conway, N.C.  
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