1109

SAFETY FIRST

SEABOARD AIR LINE RAILWAY

L. R. Powell Jr., and Henry W. Anderson
RECEIVERS

NORTHERN DISTRICT

Virginia Division

TIME TABLE No. 8

Taking Effect 12:01 A. M. Sunday, May 3, 1936

SUPERSEDING TIME TABLE No. 7 DATED DEC. 8, 1935

DESTROY TIME TABLES OF PREVIOUS DATES

FOR THE GOVERNMENT OF EMPLOYEES ONLY

Not intended for the information of the public, nor as an advertisement of the time of trains.

The Railroad reserves the right to vary therefrom as circumstances may require.

EASTERN STANDARD TIME

E. C. BAGWELL, *Chief Operating Officer.*
G. R. CARLTON, *Asst. General Manager.*
J. C. WROTON, *General Supt. Transportation.*
C. E. HIX, *Superintendent Transportation.*
H. M. TERRELL, *Superintendent.*

SOUTHWARD **VIRGINIA DIVISION--RICHMOND SUB-DIVISION--HERMITAGE TO NORLINA**

THIRD CLASS	SECOND CLASS			FIRST CLASS						TIME TABLE No. 8 May 3, 1936	Distance from Richmond	CAPACITY TRACKS	
	89	87	81	1	107	3	19	191	5			Siding	Other
	Red Ball Freight Daily P. M.	Red Ball Freight Daily A. M.	Through Freight Daily A. M.	Local Passenger Daily P. M.	Southern States Special Daily P. M.	Passenger Mail and Express Daily A. M.	Local Passenger Daily A. M.	New York Florida Limited Daily A. M.	The Robert E. Lee Daily A. M.	STATIONS			
										NORTH HERMITAGE LV	4.1		
										0.2			
		3.00		9.10	4.25	11.40		5.25	1.10	N HERMITAGE T North End Double Track	3.9		Yard
										3.3			
	6.15	3.20 88	12.01	9.17	4.32	11.47		5.32	1.17	N BROWN ST. O South End Double Track	0.6		Yard
										0.6			
	6.19	3.23	12.05	s 9.38 ✓	s 4.38 ✓	s12.01 ✓	8.05 ✓	s 5.38 ✓	s 1.25 ✓	N RICHMOND	0.0		
										0.6 X SOU			
	6.23	3.27	12.10	9.42	4.42	12.05	8.08	5.42	1.29	N ROCKETS JCT.	0.6		
										1.4			
	6.26	3.31	12.15	9.44	4.44 80	12.07 74	8.10	5.44	1.31	P SOUTH YARD	2.0	97	42
										3.6			
	6.35	3.39	12.23	9.49	4.49	12.12	8.15	5.49	1.36	P FANSHAW	5.6	78	
										2.6			
	6.41	3.50 6	12.43 192	9.53	4.53 4	12.16	f 8.19	5.53	1.40	NOP BELLWOOD Y	8.2	103	Yard
										4.8			
	6.51	4.05	12.54	9.59	4.59	12.22	f 8.25	5.59	1.46	P CHESTER	13.0	99	7
										5.7			
	7.03	4.17	1.03	10.06	5.06	12.29	f 8.33	6.06 2	1.53	P LYNCH	18.7	114 N 76 S	
										4.2			
	7.35 20	4.32	1.19	s10.19	s 5.14	s12.43	s 8.42	f 6.13	s 1.59 88	NP PETERSBURG	22.9	101	Yard
										4.6			
	7.48	4.45	1.28	10.26	5.20	12.50	8.56 108	6.19	2.05	P RYAN	27.5	115	
										3.6			
	7.54	4.53	1.35 88	10.31	5.25	12.55	f 9.03	6.24	2.10	P BURGESS	31.1	96	5
										6.4			
	8.05	5.06	1.45	10.40	5.33	1.05	f 9.12	6.32	2.18	DP DINWIDDIE	37.5	58	41
										4.3			
	8.13	5.23 2	1.53	10.47	5.39	1.13	f 9.19	6 38	2.24	P DE WITT SIDING	41.8	97	17
										5.8			
	8.27	5.32	2.02	f10.54	5.46	s 1.20	s 9.26	6.45	2.31	NP McKENNEY	47.6	98 N 74 S	20
										4.6			
	8.37	5.40	2.09	11.02	5.53	1.30	f 9.34	6.51	2.37	P RAWLINGS	52.2	89	16
										4.9			
	8.45	5.48	2.17	11.08	5.59	1.36	f 9.40 74	6.57	2.43 6	P WARFIELD	57.1	126	22
										4.0			
	8.55	5.54	2.32 6 2.50 5	f11.13	6.04	s 1.41	s 9.45	7.02	2.50 81	NP ALBERTA Y	61.1	79 N 108 S	90
										2.8			
	9.00	6.00	3.00	11.23 192	6.08	1.46	f 9.51	7.06	2.54	P COCHRAN	63.9	73	19
										3.9			
	9.07	6.06	3.08	11.30	6.13	1.53	f 9.57	7.11	2.59	P GRANDY	67.8	92	25
										6.2			
	9.18	6.16	3.23	11.39 88	6.22 20	2.02	f10.06	7.20	3.08	P SKELTON	74.0	94	16
										5.0			
	9.26	6.24	3.33	s11.51	6.30	s 2.12 80	s10.14	7.30	3.18	NP LA CROSSE X SOU	79.0	120	15
										4.3			
	9.32	6.31	3.42	11.58	6.36	2.18	f10.20	7.41 108	3.24	P HAGOOD	83.3	98	14
										3.1			
	9.38	6.37	3.48	12.04	6.40	2.22	f10.25	7.45	3.28	DP BRACEY	86.4	36	9
										4.6			
	9.46	6.45	4.09 2	12.11	6.46	2.28	f10.31	7.51	3 34	P PASCHALL	91.0	100 N 78 S	22
										3.9			
	9.52	6.51	4.20	12.16	6.50	2.33	f10.36	7.55	3 38	DP WISE	94.9	116	8
										3.5			
	10.00	7.22 108	4.30	s12.25 ✓	s 6.58 ✓	s 2.40 ✓	s10.42 ✓	8.00 78 ✓	f 3.45 ✓	NP NORLINA O Y AR	98.4		Yard
	P. M. Daily	A. M. Daily	A. M. Daily	A. M. Daily	P. M. Daily	P. M. Daily	A. M. Daily	A. M. Daily	A. M. Daily	EASTERN STANDARD TIME			
	89	87	81	1	107	3	19	191	5				

(Rule 72) All northward trains are superior to trains of the same class in opposite direction.

Special instructions page 7.

VIRGINIA DIVISION--RICHMOND SUB-DIVISION--NORLINA TO HERMITAGE

NORTHWARD

Station Numbers	Distance from Norfolk	TIME TABLE No. 8 May 3, 1936 STATIONS		FIRST CLASS 6 The Robert E. Lee Daily A. M.	2 Local Passenger Daily A. M.	108 Southern States Special Daily A. M.	4 Passenger Mail and Express Daily P. M.	20 Local Passenger Daily P. M.	192 New York Florida Limited Daily A. M.	SECOND CLASS 74 Through Freight Daily P. M.	80 Vegetable Express Daily P. M.	THIRD CLASS 88 Through Freight Daily A. M.
04	102.5	NORTH HERMITAGE AR		4.25	7.20	9.55	5.40		1.20			
		0.2										
03	102.3	N HERMITAGE T North End Double Track		4.20	7.15	9.50	5.35		1.15	12.40	5.15	3.40
		3.3										
01	99.0	N BROWN ST. O South End Double Track		4.13	7.08	9.43	5.28		1.08	12.30	5.05	**3.20**87
		0.6										
0	98.4	N RICHMOND		s 4.10 ✓	s 7.05 ✓	s 9.40 ✓	s 5.25 ✓	8.15 ✓	s 1.05 ✓	12.20 ✓	4.54 ✓	3.06 ✓
		0.6	X SOU									
1	97.8	N ROCKETS JCT.		4.02	6.37	9.33	5.07	8.07	12.55	12.13	4.50	2.59
		1.4										
2	96.4	P SOUTH YARD		4.00	6.34	9.31	5.05	8.05	12.52	**12.07**3	**4.44**107	2.50
		3.6										
5	92.8	P FANSHAW		3.55	6.29	9.26	5.00	8.00	12.47	11.29	4.24	2.43
		2.6										
8	90.2	NOP BELLWOOD	Y	**3.50**87	6.24	9.22	**4.53**107	7.56	**12.43**81	11.23	4.19	2.38
		4.8										
13	85.4	P CHESTER		3.43	6.17	9.16	4.44	f 7.51	12.37	11.13	4.11	2.30
		5.7										
19	79.7	P LYNCH		3.36	**6.06**191	9.09	4.37	7.44	12.30	11.01	4.02	2.20
		4.2										
23	75.5	NP PETERSBURG		s 3.28	s 5.48	s 9.02	s 4.26	s **7.35**89	f12.23	10.52	3.52	**1.59**5
		4.6										
28	70.9	P RYAN		3.22	5.42	**8.56**19	4.20	7.29	12.16	10.42	3.41	1.43
		3.6										
31	67.3	P BURGESS		3.16	5.37	8.51	4.15	f 7.25	12.11	10.34	3.35	**1.35**81
		6.4										
38	60.9	DP DINWIDDIE		3.08	5.29	8.43	4.07	f 7.17	12.02	10.21	3.25	1.18
		4.3										
42	56.6	P DE WITT SIDING		3.03	**5.23**87	8.36	4.01	f 7.11	11.55	10.12	3.18	1.09
		5.8										
48	50.8	NP McKENNEY		2.55	f 5.14	8.29	s 3.53	s 7.03	11.47	10.00	3.07	12.57
		4.6										
52	46.2	P RAWLINGS		2.49	5.05	8.22	3.44	f 6.55	11.39	9.50	2.57	12.43
		4.9										
57	41.3	P WARFIELD		**2.43**5	4.59	8.16	3.37	f 6.48	11.32	**9.40**19	2.49	12.33
		4.0										
61	37.3	NP ALBERTA	Y	**2.37**81	f 4.53	8.11	s 3.31	s 6.42	11.27	9.16	2.43	12.25
		2.8										
64	34.5	P COCHRAN		2.33	f 4.49	8.07	3.27	f 6.37	**11.23**1	9.10	2.38	12.03
		3.9										
68	30.6	P GRANDY		2.28	4.44	8.02	3.22	f 6.32	11.18	9.04	2.32	11.54
		6.2										
74	24.4	P SKELTON		2.20	4.35	7.53	3.13	f**6.22**107	11.10	8.51	2.22	**11.39**1
		5.0										
79	19.4	NP LA CROSSE	X SOU	2.14	s 4.25	7.47	s 3.05	s 6.11	11.04	8.41	**2.12**3	11.17
		4.3										
83	15.1	P HAGOOD		2.08	4.19	**7.41**191	2.59	f 6.05	10.58	8.32	1.52	11.08
		3.1										
86	12.0	DP BRACEY		2.04	4.15	7.37	2.55	f 6.01	10.54	8.25	1.46	11.02
		4.6										
91	7.4	P PASCHALL		1.58	**4.09**81	7.31	2.49	f 5.55	10.48	8.15	1.38	10.52
		3.9										
95	3.5	DP WISE		1.54	4.05	7.27	2.45	f 5.51	10.44	8.07	1.32	10.46
		3.5										
98	0.0	NP NORLINA	O Y LV	1.50	4.00	**7.22**87	**2.40**3	5.47	**10.40**88	**8.00**191	1.25	**10.40**192
		EASTERN STANDARD TIME		A. M. Daily 6	A. M. Daily 2	A. M. Daily 108	P. M. Daily 4	P. M. Daily 20	P. M. Daily 192	A. M. Daily 74	P. M. Daily 80	P. M. Daily 88

(Rule 72) All northward trains are superior to trains of the same class in opposite direction.

Special instructions page 7.

SOUTHWARD — VIRGINIA DIVISION--NORLINA SUB-DIVISION--NORLINA TO JOHNSON STREET

THIRD CLASS	SECOND CLASS				FIRST CLASS						TIME TABLE No. 8 May 3, 1936	Distance from Norlina	CAPACITY TRACKS	
65	89	87	81	85	107	3	19	191	5	1				
Local Freight	Red Ball Freight	Red Ball Freight	Through Freight	Red Ball Freight	Southern States Special	Passenger Mail and Express	Local Passenger	New York Florida Limited	The Robert E. Lee	Local Passenger			Siding	Other
Mon. Wed. Fri.	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily				
A. M.	P. M.	A. M.	A. M.	A. M.	P. M.	P. M.	A. M.	A. M.	A. M.	A. M.	STATIONS			
	10.40 192	8.00 191	5.10	2.10	6.58	2.50	10.45	8.00 87	3.45 2	12.45	LV NP NORLINA O Y	0.0		Yard
	10.45	8.07	5.16	2.15	7.02	2.55	f10.49	8.03	3.51	12.50	2.5 P RIDGEWAY	2.5	49	12
	10.50	8.13	5.23	2.20	7.05	2.59	f10.53	8.06	3.54	12.54	2.8 DP MANSON	5.3	108	18
	10.55	8.20	5.29	2.27	7.09	3.03	f10.57	8.09	3.58	12.58	2.8 P MIDDLEBURG	8.1	58N 98S	11
	11.01	8.28	5.35	2.33	7.13	3.07	f11.02	8.13	4.02	1.02	3.3 DP GREYSTONE	11.4	102	19
9.15	11.20	9.00	5.45	2.53	s 7.18	s 3.19	s11.09	f 8.19	s 4.10	s 1.24 6	4.0 NP HENDERSON O Y	15.4	98N 110S	Yard
9.25	11.30	9.11	6.00	3.07 2	7.25	3.25	11.15	8.25	4.17	1.32	4.5 P GILL	19.9	100	8
9.35	11.38	9.20	6.09	3.18	7.29	3.30	f11.20	8.29	4.21	1.38	3.5 P KITTRELL	23.4	98N 116S	9
9.50	11.49	9.31	6.20	3.30	7.36	3.37	11.27	8.36	4.27	1.45	5.4 WILDER	28.8		
10.10 19 1.10 80	11.57	9.50 66	6.35 74 108	3.42	7.41 82	s 3.41	s11.33 65 66	8.40	4.32	1.51	3.1 NP FRANKLINTON	31.9	100N 59S	Yard
1.31 4	12.10	10.15	6.45	3.53	7.49	3.52	f11.41	8.47	4.39	1.58	6.2 DP YOUNGVILLE	38.1	118N 108S	17
2.05	12.16	10.30	6.52	4.00	7.54 88	s 3.57	s11.47	8.51 66	4.44	2.03	4.0 NP WAKE FOREST	42.1	37N 102S	30
2.15	12.22	10.45	6.59	4.08	7.58	4.03	11.52	8.55	4.48	2.07	3.8 WYATT	45.9		
2.23	12.27	11.00	7.05	4.13	8.02	4.07	f11.57 80	8.59	4.52	2.10	3.0 DP NEUSE	48.9	96N 108S	24
2.35	12.40 6	11.35 80	7.12	4.19	8.06	4.12	12.02	9.03	4.57	2.18 2	4.0 P MILLBROOK	52.9	58N 96S	3
2.42	12.50	11.50	7.18	4.25	8.11	4.17	12.07	9.08	5.02	2.23	3.5 N EDGETON	56.4	41	
2.50	1.00	12.01	7.30 66	4.30	8.14	4.20 20	12.10	9.11	5.07	2.26	1.3 X NS AR NP JOHNSON ST. O T	57.7		Yard
P. M.	A. M.	P. M.	A. M.	A. M.	P. M.	P. M.	P. M.	A. M.	A. M.	A. M.				
Mon. Wed. Fri.	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	EASTERN STANDARD TIME			
65	89	87	81	85	107	3	19	191	5	1				

(Rule 72) All northward trains are superior to trains of the same class in opposite direction. Special instructions page 8.
The time of first class trains at Johnson St., applies at yard office.

VIRGINIA DIVISION--DURHAM SUB-DIVISION--DURHAM AND HENDERSON

SOUTHWARD										NORTHWARD					
THIRD CLASS	SECOND CLASS			Distance from Richmond	Station Numbers	Distance from Henderson	TIME TABLE No. 8 May 3, 1936	Distance from Durham	CAPACITY TRACKS		SECOND CLASS			THIRD CLASS	
261	287	285	291						Siding	Other	284	212	288	260	
N. S. Freight	D. & S. Mixed	Mixed	D. & S. Mixed								D. & S. Mixed	Mixed	D. & S. Mixed	N. S. Freight	
Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.								Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	
P. M.	P. M.	A. M.	A. M.				STATIONS				A. M.	P. M.	P. M.	P. M.	
		6.00		113.8	B 114	0.0	LV NP HENDERSON O Y AR	41.6		Yard		1.45			
		f 6.23		121.0	B 121	7.2	7.2 WATKINS	34.4	20			f 1.00			
		s 6.34		124.1	B 124	10.3	3.1 P DICKERSON	31.3	13	4		s12.45			
		s 7.00		128.5	BA128	14.7	4.4 DP OXFORD	35.7		Yard		s12.25			
		s 7.30		124.1	B 124	10.3	4.4 DICKERSON Y	31.3	13	4		s11.55			
		f 7.40		126.9	B 127	13.1	2.8 CLAY	28.5	22			f11.40			
		f 7.50		130.8	B 131	17.0	3.9 TAR RIVER	24.6	23			f11.30			
		f 8.00		134.3	B 134	20.5	3.5 HESTER	21.1	22			s11.20			
		s 8.20		138.1	B 138	24.3	3.8 D CREEDMOOR	17.3	29	25		s11.10			
		s 8.35		142.6	B 143	28.8	4.5 NORTH SIDE	12.8	21			s10.58			
		f 8.50		148.4	B 149	34.6	5.8 BURTON	7.0	21			f10.43			
6.20	3.05	9.05	8.05	153.9	B 154	40.1	5.5 X SOU EAST DURHAM	1.5		Yard	9.50	10.30	5.35	7.10	
6.30	3.15	9.30	8.15	155.4	B 156	41.6	1.5 X SOU AR D DURHAM O T Y LV	0.0		Yard	9.45	10.20	5.30	7.00	
P. M.	P. M.	A. M.	A. M.								A. M.	A. M.	P. M.	P. M.	
Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.				EASTERN STANDARD TIME				Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	
261	287	285	291								284	212	288	260	

(Rule 72) All northward trains are superior to trains of the same class in opposite direction. Special instructions page 9.
NO. 212 WILL WAIT AT DURHAM INDEFINITELY FOR NO. 285.

VIRGINIA DIVISION--NORLINA SUB-DIVISION--JOHNSON STREET TO NORLINA — NORTHWARD

Distance from Richmond	Station Numbers	Distance from Johnson Street	TIME TABLE No. 8 May 3, 1936 STATIONS		FIRST CLASS 6 The Robert E. Lee Daily A. M.	2 Local Passenger Daily A. M.	108 Southern States Special Daily A. M.	4 Passenger Mail and Express Daily P. M.	20 Local Passenger Daily P. M.	192 New York Florida Limited Daily P. M.	SECOND CLASS 74 Through Freight Daily A. M.	80 Vegetable Express Daily P. M.	82 Red Ball Freight Daily P. M.	THIRD CLASS 66 Local Freight Tue.Thur.Sat. P. M.	88 Through Freight Daily P. M.
98.4	98	57.7	NP	NORLINA OY AR	f 1.50	s **3.45** 5	s 7.22	s 2.35	s 5.45	**10.40** 89	7.40	1.20	9.00		9.40
				2.5											
100.9	101	55.2	P	RIDGEWAY	1.44	3.34	7.13	2.23	f 5.41	10.35	7.32	1.15	8.52		9.30
				2.8											
103.7	104	52.4	DP	MANSON	1.40	3.30	7.10	2.19	f 5.37	10.32	7.27	1.11	8.46		9.24
				2.8											
106.5	107	49.6	P	MIDDLEBURG	1.36	3.26	7.07	2.16	f 5.33	10.29	7.22	1.06	8.40		9.18
				3.3											
109.8	110	46.3	DP	GREYSTONE	1.32	3.22	7.03	2.12	f 5.29	10.25	7.16	1.01	8.33		9.10
				4.0											
113.8	114	42.3	NP	HENDERSON OY	s **1.24** 1	s 3.17	s 6.57	s 2.06	s 5.23	f10.16	7.10	12.55	8.25	1.50	9.00
				4.5											
118.3	118	37.8	P	GILL	1.17	**3.07** 85	6.49	1.57	5.15	10.08	7.00	12.45	8.09	1.38	8.42
				3.5											
121.8	122	34.3	P	KITTRELL	1.13	3.02	6.45	1.52	f 5.11	10.04	6.54	12.39	8.02	1.31	8.34
				5.4											
127.2	127	28.9		WILDER	1.07	2.55	6.39	1.45	5.04	9.57	6.45	12.30	7.50	1.20	8.23
				3.1											
130.3	130	25.8	NP	FRANKLINTON	1.03	2.50	**6.35** $^{74}_{81}$	s 1.41	s 5.00	9.53	**6.35** $^{108}_{81}$	**12.25** $^{66}_{65}$	**7.41** 107	**1.10** $^{19}_{80}$ **9.50** $^{}_{87}$	8.15
				6.2											
136.5	137	19.6	DP	YOUNGVILLE	12.56	2.40	6.28	f **1.31** 65	f 4.50	9.45	6.13	12.15	7.13	9.10	8.02
				4.0											
140.5	141	15.6	NP	WAKE FOREST	12.52	2.35	6.24	s 1.25	s 4.44	9.40	6.06	12.09	7.05	**8.51** 191	**7.54** 107
				3.8											
144.3	144	11.8		WYATT	12.47	2.29	6.19	1.17	4.37	9.34	5.58	12.03	6.56	8.16	7.39
				3.0											
147.3	147	8.8	DP	NEUSE	12.44	2.25	6.16	1.14	f 4.33	9.31	5.52	**11.57** 19	6.50	8.10	7.33
				4.0											
151.3	151	4.8	P	MILLBROOK	**12.40** 89	**2.18** 1	6.12	1.10	4.28	9.27	5.45	**11.35** 87	6.42	7.55	7.25
				3.5											
154.8	155	1.3	N	EDGETON	12.36	2.08	6.08	1.05	4.23	9.23	5.35	11.25	6.35	7.33	7.18
				1.3 XNS											
156.1	156	0.0	NP	JOHNSON ST. OT LV	12.33	2.05	6.05	1.02	**4.20** 3	9.20	5.30	11.20	6.30	**7.30** 81	7.15
					A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	A. M.	A. M.	P. M.	A. M.	P. M.
EASTERN STANDARD TIME					Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Tue. Thur. Sat.	Daily
					6	2	108	4	20	192	74	80	82	66	88

Rule 72) All northward trains are superior to trains of the same class in opposite direction.
The time of first class trains at Johnson St., applies at yard office.
Special instructions page 8.

VIRGINIA DIVISION--LEWISTON SUB-DIVISION--BOYKINS AND LEWISTON

SOUTHWARD THIRD CLASS	SOUTHWARD SECOND CLASS	SOUTHWARD FIRST CLASS	Distance from Portsmouth	Station Numbers	Distance from Boykins	TIME TABLE No. 8 May 3, 1936 STATIONS		Distance from Lewiston	CAPACITY TRACKS Siding	CAPACITY TRACKS Other	NORTHWARD FIRST CLASS	NORTHWARD SECOND CLASS	NORTHWARD THIRD CLASS
	23											24	
	Mixed Ex. Sun.											Mixed Ex. Sun.	
	A. M.											P. M.	
	7.00		54.1	AB 54	0.0	LV D	BOYKINS Y AR	35.2	50	Yard		1.30	
							5.2						
	f 7.20		59.3	AB 59	5.2		SEVERN	30.0	18			f12.50	
							2.9						
	f 7.30		62.2	AB 62	8.1		PENDLETON	27.1	21			f12.35	
							3.1						
	s 7.45		65.3	AB 65	11.2	D	CONWAY	24.0	29			s12.25	
							5.6						
	s 8.10		70.9	AB 71	16.8		POTECASI	18.4	17			s11.55	
							2.1						
	s 8.20		73.0	AB 73	18.9		WOODLAND	16.3	25			s11.45	
							4.3						
	s 8.40		77.3	AB 77	23.2	D	RICH SQUARE	12.0	30			s11.25	
							5.2						
	s 9.05		82.5	AB 83	28.4	D	ROXOBEL	6.8	19			s10.55	
							1.8						
	s 9.15		84.3	AB 84	30.2		KELFORD X ACL	5.0				s10.45	
							5.0						
	9.45		89.3	AB 89	35.2	AR D	LEWISTON Y LV	0.0	11	Yard		10.30	
	A. M.											A. M.	
	Ex. Sun.					EASTERN STANDARD TIME						Ex. Sun.	
	23											24	

(Rule 72) All northward trains are superior to trains of the same class in opposite direction.
NO. 24 WILL WAIT AT LEWISTON INDEFINITELY FOR NO. 23.
Special instructions page 9.

VIRGINIA DIVISION--PORTSMOUTH SUB-DIVISION--PORTSMOUTH AND NORLINA

TIME TABLE No. 8 — May 3, 1936

SOUTHWARD

THIRD CLASS	SECOND CLASS	FIRST CLASS			Station Numbers	Distance from Portsmouth	STATIONS	Distance from Norlina	CAPACITY TRACKS		NORTHWARD FIRST CLASS			SECOND CLASS	THIRD CLASS
61	85	15	17	13					Siding	Other	16	18	14	82	60
Local Freight	Red Ball Freight	Atlanta Birmingham Special	Southern States Special	Passenger Mail and Express							Atlanta Birmingham Special	Southern States Special	Passenger Mail and Express	Red Ball Freight	Local Freight
Mon. Wed. Fri.	Daily	Daily	Daily	Daily							Daily	Daily	Daily	Daily	Tue. Thur. Sat.
A. M.	P. M.	P. M.	P. M.	A. M.							A. M.	A. M.	P. M.	A. M.	P. M.
		9.05	4.00	9.30	A 0	0.0	LV PORTSMOUTH AR	115.3			7.45	10.25	6.30		
							1.7								
6.20	9.25	9.13	4.08	9.38	A 2	1.7	N SHOPS O T	113.6		Yard	7.35	10.15	6.20	3.00	2.45
							5.8 — X Belt Line								
6.34	9.37	f 9.22	4.14	f 9.47	A 8	7.5	P BOWERS	107.8	59	15	7.26	10.07	[illegible]	2.35	2.30
							7.6 — X VGN								
6.53	9.53	9.32	4.22	**9.57**18	A 15	15.1	P MAGNOLIA	100.2	65	4	7.16	**9.57**13	6.0[illegible]	2.15	2.00
							2.4								
7.1016	9.58	s 9.37	f 4.26	s10.05	A 18	17.5	D SUFFOLK	97.8	55	16	s **7.10**61	f 9.51	s 5.58	2.02	1.50
							2.7								
7.35	10.04	f 9.42	4.29	f10.11	A 20	20.2	P KILBY O	95.1	120	61	7.03	9.47	f 5.[illegible]	1.55	1.40
							6.0								
7.50	10.16	f 9.51	4.36	f10.20	A 26	26.2	P PURVIS	89.1	75	11	f 6.53	9.39	f 5.4[illegible]	1.42	1.25
							5.2								
8.02	10.27	f 9.58	4.42	f10.29	A 31	31.4	CARRSVILLE	83.9	63	16	f 6.44	9.32	f 5.3[illegible]	1.30	1.10
							5.7								
8.15	10.51	s10.07	f 4.49	s10.40	A 37	37.1	DP FRANKLIN	78.2	50	Yard	s 6.35	f 9.25	s 5.2[illegible]	1.15	12.55
							6.8								
8.30	11.05	f10.17	4.57	f10.52	A 44	43.7	P HAND	71.6	106	12	f 6.25	9.14	f 5.1[illegible]	12.58	12.40
							5.4								
8.42	11.16	f10.25	f **5.04**14	s11.03	A 49	49.1	D NEWSOMS	66.2	52	20	f 6.17	f 9.07	f **5.04**17	12.46	12.10
							5.0								
9.0018	11.30	s10.34	f 5.11	s11.14	A 54	54.1	DP BOYKINS Y	61.2	50	100	s 6.09	f **9.00**61	s 4.49	12.36	11.55
							2.9								
9.25	11.36	f10.38	5.16	s11.20	A 57	57.0	P BRANCHVILLE	58.3	119	15	f 5.59	8.55	f 4.39	12.03	11.45
							4.8								
9.35	11.46	10.44	5.22	11.27	A 62	61.8	P ROGERS	53.5		59	5.52	8.49	4.31	11.53	11.35
							1.4								
9.45	**11.49**82	f10.46	5.24	f**11.30**60	A 63	63.2	DP MARGARET	52.1	60	10	f 5.50	8.46	f 4.28	**11.49**85	**11.30**13
							6.8								
10.00	12.01	f10.55	f 5.32	s11.42	A 69	69.2	D SEABOARD	46.1	93	38	f 5.39	f 8.38	s 4.19	11.25	10.55
							3.4								
10.08	12.08	f11.00	5.37	s11.49	A 73	72.6	D GUMBERRY	42.7	47	15	f 5.33	8.32	f 4.12	11.15	10.45
							3.6								
10.18	12.16	f**11.05**82	5.42	s11.56	A 76	76.2	P GARYSBURG	39.1	115	10	f 5.26	8.27	f 4.05	**11.05**15	10.30
							2.6								
10.45	12.35	s11.15	s 5.50	s12.04	A 79	78.8	D WELDON T	36.5		Yard	s 5.12	s 8.19	s 3.55	10.37	10.00
							3.9								
10.55	12.43	f11.22	f 5.56	s12.17	A 83	82.7	D ROANOKE RAPIDS	32.6		Yard	s 5.06	f 8.14	s 3.50	10.28	9.40
							2.2								
11.00	12.48	11.25	5.59	12.20	A 85	84.9	P BOLLING	30.4	127	5	4.59	8.10	3.43	10.22	9.30
							6.1								
11.15	1.03	f11.34	6.09	f12.30	A 91	91.0	P THELMA	24.3	29	14	f 4.50	8.01	f 3.34	10.07	9.15
							1.7								
11.20	1.08	f11.37	6.12	f12.34	A 93	92.7	P SUMMIT	22.6	101		f 4.46	7.58	f 3.31	10.02	9.10
							5.6								
11.50	1.20	s11.46	f 6.19	s12.46	A 98	98.3	D LITTLETON	17.0	52	40	s 4.37	f 7.51	s 3.23	9.50	8.55
							5.7								
12.05	1.32	f11.55	6.27	f12.56	A 104	104.0	P VAUGHAN	11.3	50	12	f 4.27	7.43	f 3.12	9.38	8.20
							5.0								
12.20	1.42	f12.03	f 6.34	s 1.06	A 109	109.0	P MACON	6.3	120	14	f 4.19	f 7.37	s 3.04	9.28	8.05
							4.3								
12.35	1.51	f12.10	6.40	s 1.16	A 113	113.3	D WARREN PLAINS	2.0	52		f 4.11	7.30	s 2.55	9.18	7.50
							2.0								
12.45	1.55	12.20	6.50	1.25	A 115	115.3	AR N NORLINA O T Y LV	0.0		Yard	4.05	7.25	2.50	9.10	7.35
P. M.	A. M.	A. M.	P. M.	P. M.			EASTERN STANDARD TIME				A. M.	A. M.	P. M.	P. M.	A. M.
Mon. Wed. Fri.	Daily	Daily	Daily	Daily							Daily	Daily	Daily	Daily	Tue. Thur. Sat.
61	85	15	17	13							16	18	14	82	60

(Rule 72) All northward trains are superior to trains of the same class in opposite direction. Special instructions page 8.

SOUTHWARD HOPEWELL SUB-DIVISION--BELLWOOD AND HOPEWELL NORTHWARD

TIME TABLE No. 8 — May 3, 1936

THIRD CLASS	Distance from Richmond	Station Numbers	Distance from Bellwood	STATIONS	Distance from Hopewell	CAPACITY TRACKS		THIRD CLASS
151						Siding	Other	152
Local Freight								Local Freight
Daily								Daily
A. M.								P. M.
1.00	8.2	AC 8	0.0	LV NOP BELLWOOD Y AR	15.7		Yard	7.00
				8.3				
1.30	16.5	AC 16	8.3	P THOMAS SIDING	7.4	50		6.30
				7.4				
2.00	23.9	AC 23	15.7	X PR&CP N&W HCmC PSH TSC HCaC WPC NCC ANC AR DP HOPEWELL O Y LV	0.0		Yard	6.00
A. M.				EASTERN STANDARD TIME				P. M.
Daily								Daily
151								152

All northward trains are superior to trains of the same class in opposite direction. Special instructions page 9.

SOUTHWARD LOUISBURG SUB-DIVISION--FRANKLINTON & LOUISBURG NORTHWARD

TIME TABLE No. 8 — May 3, 1936

SECOND CLASS	Distance from Richmond	Station Numbers	Distance from Franklinton	STATIONS	Distance from Louisburg	CAPACITY TRACKS		SECOND CLASS
365						Siding	Other	366
Mixed								Mixed
Ex. Sun.								Ex. Sun.
A. M.								P. M.
11.00	130.3	C 130	0.0	LV NP FRANKLINTON AR	9.5		Yard	1.05
				5.6				
f11.20	135.9	C 136	5.6	KATESVILLE	3.9		5	f12.45
				3.9				
11.40	139.8	C 140	9.5	AR D LOUISBURG LV	0.0		Yard	12.30
A. M.				EASTERN STANDARD TIME				P. M.
Ex. Sun.								Ex. Sun.
365								366

All northward trains are superior to trains of the same class in opposite direction. No. 366 WILL WAIT AT LOUISBURG INDEFINITELY FOR No. 365. Special instructions page 9.

SPECIAL INSTRUCTIONS

Virginia Division

Richmond Sub-Division (Page 2-3).

A 1—First-class trains obtain clearance card before leaving Richmond. Southward second class and inferior trains obtain clearance card before leaving Brown Street. (Rules 83-A and 83-B).

A 2—Passenger trains will stop as follows:

No. 3 at all stations to discharge passengers originating north of Richmond.

No. 5 at Norlina to discharge parcel post mail.

Nos. 19 and 20 at Butterworth to receive or discharge passengers.

REGISTERING STATIONS.

A 3—All trains will register at Hermitage, Brown Street and Norlina. First-class trains will register at Richmond. First-class trains may register by ticket—Form 405—at Hermitage and Brown Street. Northward second class and inferior trains may register by ticket Form 405 at Brown Street. (Rules 83-B, 83-D.)

BULLETIN BOOKS.

A 4—Hermitage, Brown Street, Richmond and Norlina. (Rule 83-C.)

STANDARD CLOCKS.

A 5—Hermitage, Richmond and Norlina. (Rule 3.)

WATER STATIONS.

A 6—Hermitage, Brown Street, Petersburg, McKenney, Skelton and Norlina.

COALING STATIONS

A 7—Hermitage and Norlina.

LOCATION OF TELEPHONES.

A 8—Outside telephones on Dispatcher's circuit are located at Brook Road Crossing (between Hermitage and Brown Street) and on telephone pole at 22.3 mile post, 24.8 mile post, 26.8 mile post, 50.2 mile post, north end Meherrin River bridge, 70.1 mile post, 88.6 mile post, in tool house, 9 mile post and in watchman's shanty, 19.1 mile post.

RAILROAD CROSSINGS.

A 9—Railroad crossing at grade not protected by interlocking device Rocket's Junction (0.6 Mile Post) Southern Railway.
LaCrosse (78.9 Mile Post) Southern Railway. (Rule 98.)
Railroad crossing gate signals located at the crossing of Southern Railway and Seaboard Air Line Railway Company tracks at Rockets Junction and LaCrosse, will govern the use of these crossings as follows: When gate is across the track and red light at night displayed it indicates the crossing is being used. When gate is not across the track and green light displayed indicates the crossing is clear. Normal position of this gate is clear to the Seaboard Air Line Railway Company and STOP to the Southern Railway. Before using the crossing Southern Railway trains will, provided there is no Seaboard Air Line Railway Company trains or engines approaching change, the gate to clear position for Southern Railway trains and to STOP position against Seaboard Air Line Railway Company trains and after using same, return the gate to normal position. Seaboard Air Line Railway Company trains will approach the crossing at restricted speed and know the crossing is not being used and the gate is in clear position before using the crossing. When the gate stands in clear position as above indicated trains may proceed over the crossing at a speed not exceeding 10 miles per hour.

LOCATION OF REMOTE CONTROL SWITCHES.

A 10—McKenney North and South ends Northward Siding.
When operating under manual block, trains must stop at remote controlled switches and place switch lever in hand operated position, unless previously notified by train order that this has been done.
When trains are operating under signal indication and signals governing remote control switches are found dark, trains must stop and call operator for instructions, and before proceeding will place switch lever in hand operated position.
Switches changed to hand throw position under above instructions will be left in this position and operator notified.
Special bulletin instructions cover.

SPEED RESTRICTIONS.

A 11—Maximum speed of passenger and express trains on straight track is 60 miles per hour and on curves is 50 miles per hour, except as shown below. Maximum speed for freight and mixed trains is 40 miles per hour, except as shown below.

Passenger trains will not exceed a speed of 35 miles per hour and freight trains 20 miles per hour between Hermitage and Richmond.

Speed of 10 miles per hour will not be exceeded between South Switch Brown St. Yard and North Bank of James River.

Speed of 30 miles per hour will not be exceeded over Appomattox River Bridge.

Passenger and express trains handled by Santa Fe type engines and Mikado type engines 490 to 499, inclusive, will not exceed speed of 30 miles per hour; Mikado type engines (except 490 to 499, inclusive), and R-I engines 40 miles per hour.

Express trains handling box express cars will not exceed 40 miles per hour.

All trains will not exceed a speed of 35 miles per hour over railroad crossings.

Freight and mixed trains handled by engines 2400 to 2499, inclusive, will not exceed a speed of 25 miles per hour.

Trains handling steam derrick will not exceed 25 miles per hour, except when handling 150 ton derrick will not exceed 20 miles per hour.

Engines moving backward will not exceed 20 miles per hour.

Trains handling scale test cars will not exceed 25 miles per hour.

Trains, engines and yard engines must approach and pass over street crossings within city limits of Richmond and Petersburg under control, or with the ability to stop before striking any person or vehicle upon street crossings. Under city ordinances, fines may be imposed upon engineman for violation of this rule.

Speed of 25 miles per hour will not be exceeded between street north of station and coal chute at Norlina.

No. 1 will not exceed 4 miles per hour through Alberta so U. S. Mail can be discharged.

Speed restrictions will be observed through the following stations:

Richmond, 6 miles.

Petersburg, 6 miles.

Conductors and enginemen will be held responsible for violation of Speed Ordinance at Stations where Speed Limit is shown.

Where schedule time of trains between stations indicates a speed in excess of the designated maximum, it conveys no authority for exceeding the authorized maximum speed.

BLOCK RULES.

A 12—Automatic Block Signal System will be operated between Rockets Junction and Norlina in accordance with rules and regulations governing the operating department revised October 1st, 1926.

When manual block operation is authorized in automatic block territory, trains will not be governed by automatic signal indications.

YARD LIMITS.

A 13—Richmond, Petersburg, Alberta and Norlina. (Rule 93 and note.)

SPECIAL RULES.

A 14—Yard engines operating on Valentine Meat Juice Company's siding must come to a full stop before fouling the grade crossing with the Richmond Ashland Rwy. Co. and not proceed until signal is given by member of the crew, stationed at the crossing, who will ascertain before giving "proceed" signal, that there are no trains approaching upon the Richmond Ashland Rwy. and will protect the movement over the crossing by flag.

A 15—A member of the crew must precede all movements of yard engines over street crossings in South Richmond for the purpose of warning all persons or drivers of the approach of engines or cars.

A 16—Within city limits of Richmond and Petersburg, engine whistle must not be sounded, but necessary warning signals must be given by the use of engine bell.

DOUBLE TRACK RULES.

A 17—Double track extending between Hermitage (3.8 North M. P.) and South End of Brown Street (0.6 North M. P.) will be operated in accordance with Rules D-151 and D-152.

All trains will approach end of double track under absolute control and will not foul opposite track, or cross-over, until switches are known to be properly set for proceed movement and tracks known to be clear. (See Rule 98.)

Switch at South end of double track, Brown Street (0.6 North Mile Post) is of hydraulic spring type and normal position is from single track to Northward main track. Trains will not exceed a speed of twenty-five (25) miles per hour when moving over this switch in either direction.

Main track switch at south end Brown St. Yard is of hydraulic spring type. Trains will not exceed a speed of twenty-five (25) miles per hour when moving over this switch in either direction and will observe Rule 105-B in using same.

Normal position of switch at North end double track, Hermitage (3.8 North Mile Post), is through cross-over to single track.

A two-unit, two position signal numbered A-06, located opposite signal A-05 at 0.5 M. P. North, indicates position of switches and route between this signal and South end double track. Be governed by the following signal indications:

YELLOW over RED, route is clear for main track Northward movement. (Rule 601-B).

RED over YELLOW, switch is set for diverging route; crews must know that switch is set for proper route. (Rule 601-D).

RED over RED, switch cocked, broken rail or track is occupied; stop and immediately investigate cause. (Rule 601-A).

Absolute manual block will be operated between block limit board, located 1150 ft. north of Seventh Street, and block limit board located 1900 ft. south of telegraph office, Hermitage. Not more than one train will be permitted to occupy block at the same time. Operators at Brown Street and Hermitage will authorize movements in block limits in accord with rules governing absolute block.

All northward trains and engines will obtain block card, form 255, from Operator at Brown Street.

All southward trains and engines will obtain block card, form 255, from Operator at Hermitage.

Yard and other engines may use track within designated block limits on authority block clearance cards, form 255.

Trains and engines in possession of block card, form 255, will have right over all trains within absolute block limits.

Second and inferior class trains and yard engines must promptly report to operator when they have cleared block limits. Telephones, communicating with operators at Brown Street and Hermitage will be located at Seventh Street and Lombardy Street. Directions for their use are posted in telephone booths.

RULES GOVERNING JOINT USE OF AUTOMATIC BLOCK AND TRACKS BETWEEN ROCKETS JCT., AND RICHMOND.

A 18—Trains will be operated by signal indications between Signal 08 for Seaboard trains and 06 for Southern Railway trains located at Rockets junction and signal 01-A located at south end of train shed, Main Street Station. (Richmond.)

All northward trains, yard and other engines must obtain YELLOW indication before entering block at Rockets Junction. All southward trains, yard and other engines must obtain YELLOW indication before entering block at south end of train shed, Main Street Station. (Richmond.)

Any train or engine authorized to enter the block limits by YELLOW indication at Main Street Station (Richmond), or by YELLOW indication at Rockets Junction will have right over all trains within these limits.

All trains, yard and other engines must move within these limits under control, or with the ability to stop within one-half the range of vision.

Operators will report to each other the time each train or engine enters the block.

Operators at Rockets Junction and JN tower will keep block register sheet on form provided showing train number, engine number, time train enters and clears the block.

Southern Railway trains, yard and other engines will be operated between Rockets Junction and Main Street Station (Richmond), and will be governed by the General Rules and Special Instructions of the Seaboard Air Line Railway.

All trains and engines must approach junction switch at Rockets Junction under absolute control.

Southward Southern Railway trains and engines will get RED indication over YELLOW at signal 07 when switch is set for Southern Railway route. Southward Seaboard Air Line Railway trains and engines will get YELLOW indication over RED when switch is set for Seaboard route.

SPECIAL INSTRUCTIONS—(Continued).

Norlina Sub-Division (Page 4-5).

B 1—Passenger trains will stop as follows:

No. 1 at Franklinton and Wake Forest to discharge passengers from Petersburg, Richmond and points north and stations on Portsmouth Sub-Division and to receive passengers for Raleigh and beyond.

No. 2 on signal at Wake Forest and Franklinton to discharge passengers from Raleigh and south and receive passengers for Norlina and beyond in both directions north and east.

No. 3 at all stations to discharge passengers originating north of Richmond and from points between Portsmouth and Norlina and at Youngville to receive passengers for Raleigh and beyond.

No. 4 at all stations between Raleigh and Norlina to receive passengers for points between Norlina and Portsmouth.

Nos. 19 and 20 at Milbrook to exchange parcel post mail.

REGISTERING STATIONS.

B 2—Norlina and Johnson Street.

First class trains may register by ticket form 405 at Johnson St. (Rules 83-A, 83-B, 83-D).

BULLETIN BOOKS.

B 3—Norlina and Johnson Street. (Rule 83-C.)

STANDARD CLOCKS.

B 4—Norlina and Johnson Street. (Rule 3.)

WATER STATIONS.

B 5—Norlina, Henderson, Youngville and Johnson Street.

COALING STATIONS.

B 6—Norlina and Johnson Street.

LOCATION OF TELEPHONES.

B 7—Outside Telephones on Dispatcher's Circuit are located at 143.5 M. P. (On Telegraph Pole), 126.0 M. P. (On Telegraph Pole), Henderson (A. A. C. Company Siding), 108.8 M. P. (Outside Section Tool House).

RAILROAD CROSSING.

B 8—Railroad crossings at grade protected by interlocking device. Edgeton (154.7 M. P.), Norfolk Southern Railroad derailing switches in main line and Northward home signal and derail are located 1,000 feet south of crossing. Southward home signal and derail are located 400 feet north of crossing. (Rules 98 and 601.)

LOCATION OF REMOTE CONTROL SWITCHES.

B 9—Wake Forest North and South ends Southward Siding.

When operating under manual block, trains must stop at remote controlled switches and place switch lever in hand operated position, unless previously notified by train order that this has been done.

When trains are operating under signal indication and signals governing remote control switches are found dark, trains must stop and call operator for instructions, and before proceeding will place switch lever in hand operated position.

Switches changed to hand throw position under above instructions will be left in this position and operator notified.

Special bulletin instructions cover.

SPEED RESTRICTIONS.

B 10—The maximum speed of passenger and express trains is 60 miles per hour, freight and mixed 40 miles per hour, except as shown below:

Southward freight and mixed 25 miles per hour, Wake Forest to Neuse River.

Passenger and express trains handled by Santa Fe type engines and Mikado type engines 490 to 499, inclusive, will not exceed speed of 30 miles per hour; Mikado type engines (except 490 to 499, inclusive), and R-I engines 40 miles per hour.

Express trains handling box express cars will not exceed 40 miles per hour

Southward trains will not exceed a speed of 20 miles per hour over North Switch to double track Johnson St.

All trains will not exceed a speed of 35 miles per hour over railroad crossings.

Freight and mixed trains handled by engines, 2400 to 2499, inclusive, will not exceed a speed of 25 miles per hour except when handling perishables a speed of 30 miles per hour will be permitted.

Trains handling steam derrick will not exceed 25 miles per hour, except when handling 150-ton derrick will not exceed 20 miles per hour.

Engines moving backward will not exceed 20 miles per hour.

Nos. 1 and 2 reduce speed to 10 miles per hour through Franklinton and Wake Forest so U. S. Mail can be exchanged.

Trains handling scale test cars will not exceed 25 miles per hour.

Speed of 25 miles per hour will not be exceeded between street north of station and Coal Chute at Norlina.

Speed restrictions will be observed through following stations:

Henderson, 15 miles.

Franklinton, 10 miles.

Wake Forest, 10 miles.

Conductors and enginemen will be held responsible for violation of Speed Ordinance at stations where Speed Limit is shown.

Where schedule time of trains between stations indicates a speed in excess of the designated maximum, it conveys no authority for exceeding the authorized maximum speed.

YARD LIMITS.

B 11—Norlina, Henderson, Franklinton and Johnson Street. (Rule 93 and note.)

SPECIAL RULES.

B 12—All trains and engines will flag across road crossing east of Vanco Mills and across Spring St. when using Sou. Ry. connection at Henderson.

B 13—Within city limits of Henderson, Franklinton, Youngville and Wake Forest, engine whistle must not be sounded, except in case of emergency, but necessary warning signals must be given by the use of engine bell.

B 14—North lead switch—Johnson Street Yard is connected with Interlocking Plant, Edgeton, and is handled by Towerman. All trains in both directions will approach this switch under control, and know that it is in proper position before passing over same.

B 15—The city ordinance, Henderson, provides that after passing over street crossings with one train that another train or car shall not occupy the crossing within three minutes after passing of first train.

BLOCK RULES.

B 16—Automatic Block Signal System will be operated between Norlina and Johnson St. in accordance with Rules and Regulations governing the Operating Department, revised October 1st, 1926.

When manual block operation is authorized in automatic block territory, trains will not be governed by automatic signal indications.

Portsmouth Sub-Division (Page 6).

C 1—Passenger trains will stop as follows:

Nos. 17 and 18 at Bowers, Magnolia, Purvis, Carrsville, Hand, Branchville, Margaret, Gumberry, Garysburg, Thelma, Vaughan and Warren Plains to receive and discharge passengers to and from points South and West of Hamlet.

No. 18 at Vaughan to receive passengers for Portsmouth and beyond.

REGISTERING STATIONS.

C 2—Shops and Norlina. Portsmouth passenger station for first class trains. First class trains may register by ticket—Form 405—at Shops. (Rules 83-B, 83-D.)

BULLETIN BOOKS.

C 3—Portsmouth, Shops, Franklin, Boykins, Weldon and Norlina. (Rule83-C.)

STANDARD CLOCKS.

C 4—Portsmouth, Shops, Weldon and Norlina. (Rule 3.)

WATER STATIONS.

C 5—Shops, Suffolk, Franklin, Boykins, Weldon, Summit and Norlina.

COALING STATIONS.

C 6—Shops and Norlina.

LOCATION OF TELEPHONES.

C 7—Outside Telephone on Dispatcher's Circuit is located at Garysburg (Ballast Pit).

RAILROAD CROSSINGS.

C 8—Railroad crossings at grade protected by interlocking device:

Shops (2.1 M. P.) Norfolk & Portsmouth Belt Line Railway. Derailing witches in main track and home signals 350 feet north and south of the crossing.

Algren (9.4 M. P.), Virginian Railway. The interlocking plant at Algren (9.4 M. P.) is of the automatic type. Bulletin governs. (Rules 98 and 601.)

SPEED RESTRICTIONS.

C 9—The maximum speed of passenger and express trains is 60 miles per hour between Portsmouth and Bolling and 50 miles per hour between Bolling and Norlina; freight and mixed, 30 miles per hour, except as shown below:

Passenger and express trains handled by Santa Fe type engines and Mikado type engines 490 to 499, inclusive, will not exceed speed of 30 miles per hour Mikado type engines (except 490 to 499, inclusive), and R-I engines 40 miles per hour.

Freight and mixed trains handled by engines 2400 to 2499, inclusive, will not exceed a speed of 25 miles per hour, except when handling perishables a speed of 30 miles per hour will be permitted.

Trains handling steam derrick will not exceed 25 miles per hour. Except when handling 150 ton derrick will not exceed twenty miles an hour.

Engines moving backward will not exceed 20 miles per hour.

Trains handling scale test cars will not exceed 25 miles per hour.

All trains must approach and pass through the city limits of Suffolk, Franklin, Garysburg, Weldon and Littleton under control, to comply with city ordinances.

Passenger and express trains will not exceed a speed of 35 miles per hour over railroad crossings. Freight and mixed trains will not exceed the maximum speed stipulated on the respective Sub-Divisions.

All trains, engines and yard engines must approach and pass over street crossings within city limits of Portsmouth under control, or with the ability to stop before striking any person or vehicle upon street crossings. Under city ordinances, fine may be imposed for violation of this rule.

Speed restrictions will be observed through following stations:

Portsmouth, 12 miles.

Suffolk, 10 miles.

Franklin, 8 miles.

Garysburg, 10 miles.

Weldon, 4 miles.

Littleton, 10 miles.

Conductors and enginemen will be held responsible for violation of Speed Ordinance at stations where Speed Limit is shown.

Where schedule time of trains between stations indicates a speed in excess of the designated maximum, it conveys no authority for exceeding the authorized maximum speed.

YARD LIMITS.

C 10—Portsmouth, Suffolk, Boykins, Franklin, Weldon, Roanoke Rapids, Littleton and Norlina. (Rule 93 and note.)

SPECIAL RULES.

C 11—Within city limits of Portsmouth, Suffolk, Franklin, Weldon, and Littleton, engine whistle must not be sounded, except in case of emergency but necessary warning signals must be given by the use of engine bell. The engine bell must be kept constantly ringing while passing through or across streets in the cities of Suffolk and Portsmouth. Trains using southern connection track at Franklin must flag across second avenue. Trains and yard engines switching Camp's Mill will flag across highway at both crossings. Crews on trains and engines crossing Court, Washington, Green, Effingham, Crawford, Dinwiddie, South, Godwin and Chestnut Streets, Portsmouth, will flag these crossings between the hours of 11:00 p. m. and 7:00 a. m. red flag by day and red lantern by night.

C 12—Switch at South end of No. 1 track Portsmouth passenger station (0.2 Mile Post) is of hydraulic spring type and normal position is to main line

BLOCK RULES.

C 13—All first class trains, and all trains carrying passengers moving in the same direction will be blocked one telegraph station apart. In case of emergency such trains may be permitted to enter a block occupied by another first-class train, or a train carrying passengers, on authority of a "31" train order. In case of wire trouble operators may issue permissive Block Card, Form 256, and trains will be governed accordingly. This rule in no way relieves trainmen and enginemen of all trains and Operators from strict observance of Rule 91, and Rule 99, or special instructions relating thereto.

SPECIAL INSTRUCTIONS—Continued.

Durham Sub-Division (Page 4).

D 1—Trains stop on signal as follows: No. 212 at Southern Railway Crossing and Redwood, No. 285 at Redwood. Nos. 212 and 285 at Antioch.

REGISTER STATIONS.

D 2—Trains will register at Durham, Dickerson and Henderson. (Rule 83-B, 83-D.)

BULLETIN BOOKS.

D 3—Henderson and Durham (Rule 83-C.)

WATER STATIONS.

D 4—Durham, Tar River and Henderson.

COALING STATIONS.

D 5—Henderson and Durham

RAILROAD CROSSINGS.

D 6—Railroad crossings at grade not protected by interlocking device. Between Burton and East Durham (150.8 M. P.) Southern Railway, Durham (154.6 M. P.) Southern Railway, Durham (155.7 M. P.) N. & W. Ry. (Rule 98.)

INTERLOCKING PLANT.

D 7—East Durham (153.9 M. P.) Southern Railway interlocking plant. Derail in main track and home signal 500 feet north of East Durham Tower for the protection of movements to and from S. A. L. Rwy. main track through D. & S. Rwy. Junction. Home signal 50 feet south of East Durham Tower governing movements northward over S. A. L. Rwy. and through D. & S. Rwy. Junction

All trains, yard and other engines must approach these signals under control and if signals indicate "Stop" come to a full stop before reaching home signals; if "Clear" proceed at restricted speed. (Rule 98.)

SPEED RESTRICTIONS.

Between Henderson and Durham.

D 8—The maximum speed of all trains is 25 miles per hour, except as shown below; 20 miles per hour between Henderson and Oxford

Trains handling high-side loaded coal cars of any capacity will not exceed 15 miles per hour.

Engines moving backward, and trains handling steam derrick will not exceed 15 miles per hour

All trains and engines will reduce speed to 4 miles per hour passing Union Station, Durham, and will not pass the shed while trains are receiving or discharging passengers.

Trains and engines will approach and pass through city limits of Henderson and Durham under control

Speed restrictions will be observed through the following stations:

Henderson, 15 miles.

Durham, 18 miles.

Conductors and enginmen will be held responsible for violation of speed ordinance at stations where speed limit is shown.

Where schedule time of trains between stations indicates a speed in excess of the designated maximum, it conveys no authority for exceeding the authorized maximum speed.

YARD LIMITS.

D 9—Durham, Dickerson, Oxford and Henderson. (Rule 93 and note.)

SPECIAL RULES.

D 10—All trains and engines will flag across Road Crossing East of Vanco Mill and across Spring St. when using Sou. Ry. connection at Henderson.

D 11—Within city limits of Durham and Henderson, engine whistle must not be sounded, but necessary warning signals must be given by the use of the engine bell.

D 12—Single cars must not exceed 180,000 pounds gross weight.

DURHAM & SOUTHERN AND NORFOLK SOUTHERN TRAINS.

D 13—Durham & Southern and Norfolk Southern trains will be operated between East Durham Tower and Durham, and will be governed by the General Rules and Special Instructions of Seaboard Air Line Railway.

All trains, yard and other engines must move under control, or with the ability to stop within one-half range of vision, between Durham and East Durham.

Lewiston Sub-Division (Page 5).

F 1—Trains stop on signal as follows:

Nos. 23 and 24 on signal at Milwaukee to receive or discharge passengers.

REGISTERING STATIONS.

F 2—Boykins and Lewiston. (Rule 83-B, 83-D.)

BULLETIN BOOKS.

F 3—Boykins. (Rule 83-C.)

WATER STATIONS.

F 4—Lewiston, Potecasi and Boykins.

COALING STATIONS.

F 5—Boykins.

RAILROAD CROSSINGS.

F 6—Kelford (84.3 M. P.), A. C. L. Ry. Railroad crossing at grade not protected by interlocking device (Rule 98.)

Seaboard Air Line trains will stop before using Atlantic Coast Line crossing at Kelford (84.3 M. P.), ascertain whether a train of the Atlantic Coast Line is near or about to use the crossing, and, if not, will then set signal against trains of the Atlantic Coast Line and clear for trains of the Seaboard Air Line. After Seaboard Air Line trains use crossing, signal will be immediately reset clear for trains of the Atlantic Coast Line.

SPEED RESTRICTIONS.

F 7—The maximum speed of all trains is 20 miles per hour.

Engines moving backward will not exceed 15 miles per hour.

Speed restrictions will be observed through following Station:

Rich Square, 15 miles.

Conductors and enginemen will be held responsible for violation of Speed Ordinances at Station where Speed Limit is shown.

Where schedule time of trains between stations indicates a speed in excess of the designated maximum, it conveys no authority for exceeding the authorized maximum speed.

YARD LIMITS.

F 8—Boykins and Lewiston. (Rule 93 and note.)

SPECIAL RULES.

F 9—Trains will not obstruct street more than 10 minutes at Rich Square

F 10—Single cars must not exceed 180,000 pounds gross weight, and must be spaced by single cars not exceeding 100,000 pounds gross weight, cars not so spaced must not exceed 130,000 pounds gross weight.

Louisburg Sub-Division (Page 6).

G 1—All trains will stop on signal at Mitchners Siding.

REGISTERING STATIONS.

G 2—Franklinton and Louisburg. (Rule 83-B, 83-D.)

WATER STATION.

G 3—Louisburg.

SPEED RESTRICTIONS.

G 4—The maximum speed of all trains is 20 miles per hour.

Trains handling high-side loaded coal cars of any capacity will not exceed 15 miles per hour.

Engines moving backward will not exceed 15 miles per hour.

Where schedule time of trains between stations indicates a speed in excess of the designated maximum, it conveys no authority for exceeding the authorized maximum speed.

YARD LIMITS.

G 5—Louisburg and Franklinton. (Rule 93 and note.)

SPECIAL RULES.

G 6—All trains going into Louisburg will flag Tarboro Road crossing by walking a man ahead of the train with red flag by day and red light by night.

G 7—Single cars must not exceed 140,000 pounds gross weight, and must be spaced by two cars each of not more than 90,000 pounds gross weight, car not so spaced must not exceed 115,000 pounds gross weight.

Hopewell Sub-Division (Page 6).

REGISTER STATIONS.

H 1—Trains will register at Bellwood and Hopewell. (Rules 83-B, 83-D.)

BULLETIN BOOKS.

H 2—Hopewell. (Rule 83-C.)

WATER STATIONS.

H 3—Hopewell and Bellwood (9.4 M. P.).

COALING STATIONS.

H 4—Hopewell.

RAILROAD CROSSINGS.

H 5—Railroad crossings at grade not protected by interlocking device.

Between Thomas Siding and Hopewell:
(21.44 M. P.) P. H. & C. P. Ry.
(22.046 M. P.) Hopewell Chem. Co.
(22.098 M. P.) N. & W. Ry.
(22.338 M. P.) N. & W. Ry.
(22.460 M. P.) P. S. Hercules Branch.
(22.485 M. P.) N. & W. Ry.
(22.486 M. P.) Hopewell China Co.
(22.527 M. P.) Tubize Silk Co. (Coal Track).
(22.804 M. P.) Wood Products Co.
(22.920 M. P.) Nickell Coal Co.
(23.298 M. P.) N. & W. Ry.
(23.346 M. P.) A. N. Co. Spur No. 1.
(23.347 M. P.) N. & W. Ry. (A. N. Co. Spur No. 2)

SPEED RESTRICTIONS.

H 6—The maximum speed of freight and mixed trains 25 miles per hour except as shown below:

Freight and mixed trains handled by Q and Q-3 class engines will not exceed speed of 20 miles per hour between Bellwood and 18 M. P. and 15 miles per hour between 18 M. P. and Hopewell. Freight and mixed trains handled by H class engines will not exceed a speed of 20 miles per hour between 18 M. P. and Hopewell.

Engines moving backwards and trains handling steam derrick will not exceed 15 miles per hour.

Where schedule time of trains between stations indicates a speed in excess of the designated maximum, it conveys no authority for exceeding the authorized maximum speed.

YARD LIMITS.

H 7—Bellwood and Hopewell. (Rule 93 and note).

DRAWBRIDGES.

H 8—Appomattox River, between Thomas Siding and Hopewell (19.1 M. P.). All trains will stop and receive hand signal from bridge tender before proceeding.

LOCATION OF TRACKS AND PRIVATE SIDINGS NOT SHOWN IN TIME TABLE

RICHMOND SUB-DIVISION.

Name	Mile Post	Station Nos.	Car Cap'y	Opening
Richmond Clay Products Corp....	3.1	3	4	North
Barnes.....	3.4	4	8	North
Ampt Hill.....	5.1	5	236	North
Dixdistil.....	6.8	7	12	South
Creamery Siding.....	9.2	9	36	Double
Chester Lumber Company.....	13.2	13	4	North
Seacoast.....	27.0	26	50	South
LaCrosse Mfg. Co.....	78.6	78	5	South
Meredith.....	80.0	80	4	South

DURHAM SUB-DIVISION.

Carolina Power and Light Co.....	115.8	B 116	20	South
Dryden & Ball.....	115.1	B 115	3	South
Standard Oil Company.....	137.7	B 138	1	South
Redwood.....	145.3	B 145	8	South
Joyland Spur.....	152.0	B 152	3	North

PORTSMOUTH SUB-DIVISION.

Name	Mile Post	Station Nos.	Car Cap'y	Opening
Delaware.....	41.1	A 42	6	North
Newsom Lumber Co.....	46.6	A 47	4	North
Taylor Bros.....	66.1	A 66	2	North
Garysburg Ballast Pit.....	75.0	A 75	20	Double
A. C. House.....	81.3	A 81	9	North
Myrick.....	95.0	A 95	6	North
Lambden.....	108.1	A 108	2	North

NORLINA SUB-DIVISION.

Whitley Barrow Lumber Co.....	136.9	137	10	South

LEWISTON SUB-DIVISION.

Name	Mile Post	Station Nos.	Car Cap'y	Opening
Millwaukee.....	67.4	AB 67	8	North
Lassiter.....	70.3	AB 70	4	North

LOUISBURG SUB-DIVISION.

Mitchener.....	135.0	C 135	4	North
Franklin Veneer Co.....	132.8	C 133	2	North
J. T. Pruitt Lumber Co.....	137.7	C 138	5	North

HOPEWELL SUB-DIVISION.

Federal Reformatory Siding.....	20.2	AC 20	4	South

LOCATION AND CLEARANCE OF OVERHEAD BRIDGES

RICHMOND SUB-DIVISION.

Kind of Bridge	Mile Post	Height	Width
North Boulevard.....	3.9N	17 ft. 2 in.	Standard
Railroad (R. F. & P.) St.'k Yd....	3.3N	18 ft. 5 in.	Standard
Lombardy St. Bridge.....	2.8N	19 ft.	Standard
Richmond and Ches. Bay Viaduct.	2.4N	Standard	Standard
Chamberlayne Ave. Bridge.....	2.3	Standard	Standard
First Street Bridge.....	1.8	Standard	Standard
Fifth Street Bridge.....	1.5	Standard	Standard
C. & O. Viaduct.....	.2	17 ft. 2 in.	Standard
Public.....	6.0	Standard	Standard
Public.....	8.8	Standard	Standard
Public.....	13.3	Standard	Standard
Railroad (A. C. L. Belt).....	20.3	16 ft. 10 in.	Standard
Railroad (A. C. L. Belt).....	23.6	20 ft. 4 in.	Standard
Public.....	24.4	Standard	Standard
Railroad (N. & W. Belt).....	26.5	Standard	Standard
Public.....	37.0	19 ft. 2 in.	Standard
Public.....	37.6	Standard	Standard
Public.....	40.3	Standard	Standard
Nottoway River.....	50.3	Standard	Standard
Public.....	57.3	Standard	Standard
Railroad (Virginian Ry.).....	61.1	19 ft. 11 in.	Standard
Public.....	64.1	Standard	Standard
Public.....	65.8	20 ft.	Standard
Public.....	67.4	Standard	Standard
Public.....	68.8	19 ft. 4 in.	Standard
Public.....	74.1	Standard	Standard
Public.....	76.3	Standard	Standard
Public.....	84.7	Standard	Standard
Public.....	86.7	Standard	Standard

PORTSMOUTH SUB-DIVISION.

Kind of Bridge	Mile Post	Height	Width
Railroad (A. C. L.).....	16.3	16 ft. 1 in.	Standard
Railroad (So. Ry.).....	16.5	16 ft. 3½ in.	Standard
Public.....	17.3	20 ft. 9 in.	Standard
Public.....	18.3	Standard	Standard
Public.....	19.9	Standard	Standard
Railroad (N. & W.).....	20.1	15 ft. 11 in.	Standard
Railroad (So. Ry.).....	36.3	19 ft. 6 in.	Standard
Blackwater River.....	36.8	21 ft. 8 in.	Standard
Meherrin River.....	60.2	21 ft. 11 in.	Standard
Public (Jordan's cut).....	65.8	19 ft. 8 in.	Standard
Roanoke River.....	78.4	21 ft. 11 in.	Standard
Viaduct (A. C. L.).....	78.8	21 ft. 10 in.	Standard

LEWISTON SUB-DIVISION.

Public.....	58.6	16 ft. 3 in.	Standard

DURHAM SUB-DIVISION.

Foot Bridge Henderson.....	113.9	20 ft. 4 in.	Standard
Tar River.....	130.4	21 ft. 11 in.	6 ft. 10 in.
Neuse River.....	144.9	21 ft. 11 in.	6 ft. 10 in.
Durham Station Walkway Roof...	Durham	20 ft.	Standard

NORLINA SUB-DIVISION.

Foot Bridge.....	113.9	20 ft. 4 in.	Standard
Public.....	144.7	Standard	Standard
Public.....	150.2	Standard	Standard

HOPEWELL SUB-DIVISION.

Railroad (N. & W.).....	21.0	Standard	Standard
Railroad (N. & W.).....	22.2	17 ft.	Standard

NOTE: "Standard" as shown in column "Height" means the distance is 22 feet or more; as shown in column "Width," means the distance is 7 feet or more from center of track.

DIVISION OFFICERS.

H. M. TERRELL, Superintendent.....Raleigh, N. C.
R. L. TATUM, Division Engineer.....Raleigh, N. C.
J. H. WARD, Asst. Division Engineer.....Raleigh, N. C.
FRANKLIN WAY, Asst. to Division Engineer.....Raleigh, N. C.
H. BALLENBERGER, Master Mechanic.....Hamlet, N. C.
T. A. NORRIS, Trainmaster.....Raleigh, N. C.
J. L. QUERY, Trainmaster.....Portsmouth, Va.
J. C. HYMAN, Trainmaster.....Richmond, Va.
L. M. PARMLEY, Terminal Trainmaster.....Richmond, Va.
J. N. McNEILL, Division Auditor.....Raleigh, N. C.
J. S. RIGGAN, Chief Dispatcher.....Raleigh, N. C.
R. H. EASTMAN, Asst. Chief Dispatcher.....Raleigh, N. C.
R. C. WATKINS, Dispatcher.....Raleigh, N. C.
D. S. SHEPHERD, Dispatcher.....Raleigh, N. C.
J. D. LANIER, Dispatcher.....Raleigh, N. C.
E. B. McALLISTER, Dispatcher.....Raleigh, N. C.
J. A. De CORR, Dispatcher.....Raleigh, N. C.
P. G. BODWELL, Signal Supervisor.....Raleigh, N. C.
P. S. SARGEANT, Road Foreman Engines.....Raleigh, N. C.
J. L. DeBERRY, Master Carpenter.....Raleigh, N. C.
R. L. GRIFFIN, Roadmaster.....Richmond, Va.
J. H. GILL, Asst. Roadmaster.....Richmond, Va.
M. D. CLARK, Roadmaster.....Raleigh, N. C.
S. M. HEAFNER, Roadmaster.....Portsmouth, Va.
J. H. BOATWRIGHT, Paymaster.....Portsmouth, Va.
E. Y. GRAVES, Supt. of Stations and Transfers.....Norfolk, Va.
SMITH R. BRITTINGHAM, Asst. General Solicitor.....Norfolk, Va.
W. R. POPE, Supervising Claim Agent.....Jacksonville, Fla.
W. A. BRAMBERRY, Claim Agent.....Norfolk, Va.
Territory: Entire Division except Shops and Yards at Portsmouth).
T. A. BAIN, Jr., Fire and Stock Claims and Suits.....Norfolk, Va.
W. W. LANIER, Freight Claim Agent.....Hamlet, N. C.
W. A. POWELL, Supervising Claim Agent.....Norfolk, Va.
(Territory: System.)
H. F. HOGEBOOM, Special Agent.....Richmond, Va.

COMPANY SURGEONS.

J. D. COLLINS, Chief Surgeon.....Norfolk, Va.
J. W. PALMER, Asst. to the Chief Surgeon.....Ailey, Ga.
W. T. GRAHAM, Orthopedic Surgeon.....Richmond, Va.
B. R. TUCKER, Neurologist.....Richmond, Va.
R. FINLEY GAYLE, Asst. Neurologist.....Richmond, Va.
L. T. STONEBURNER, Local Surgeon.....Richmond, Va.
J. FRAISIA JONES, Asst. Local Surgeon.....Richmond, Va.
C. M. MILLER, Surgeon Oculist.....Richmond, Va.
W. R. BRACEY, Consulting Surgeon.....Richmond, Va.
A. J. HURT, Local Surgeon.....Chester, Va.
D. L. ELDER, Local Surgeon.....Hopewell, Va.
L. S. EARLY, Local Surgeon.....Petersburg, Va.
Wm. A. REESE, Asst. Local Surgeon.....Petersburg, Va.
WRIGHT CLARKSON, Radiologist.....Petersburg, Va.
G. S. FULTZ, Local Surgeon.....Butterworth, Va.
R. H. MANSON, Local Surgeon.....McKenny, Va.
L. A. LAW, Local Surgeon.....Alberts, Va.
W. W. WILKINSON, Local Surgeon.....Lacrosse, Va.
T. J. HOLT, Local Surgeon.....Wise, N. C.
JULIAN L. RAWLS, Local Surgeon.....Norfolk, Va.
B. R. KENNON, Surgeon Oculist.....Norfolk, Va.
H. L. MYERS, Surgeon Oculist.....Norfolk, Va.
VERNON A. BROOKS, Local Surgeon.....Portsmouth, Va.
V. J. MEADE, Asst. Local Surgeon.....Portsmouth, Va.
S. B. MOORE, Surgeon Oculist.....Portsmouth, Va.
M. H. HOOD, Surgeon Oculist.....Portsmouth, Va.
E. T. GLOVER, Asst. Surgeon.....Portsmouth, Va.
F. P. BARROW, II., Radiologist.....Portsmouth, Va.
J. E. RAWLS, Local Surgeon.....Suffolk, Va.
F. J. MORRISON, Asst. Surgeon.....Suffolk, Va.
R. H. COBB, Local Surgeon.....Franklin, Va.
J. M. BLAND, Local Surgeon.....Boykins, Va.
J. A. FLEETWOOD.....Conway, N. C.
J. R. SAUNDERS, Local Surgeon.....Lewiston, N. C.
J. W. SMITH, Local Surgeon.....Branchville, Va.
JOHN W. PARKER, Local Surgeon.....Seaboard, N. C.
S. B. PIERCE, Local Surgeon.....Weldon, N. C.
T. W. M. LONG, Local Surgeon.....Roanoke Rapids, N. C.
B. R. BROWNING, Local Surgeon.....Littleton, N. C.
W. D. ROGERS, Local Surgeon.....Macon, N. C.
E. F. FENNER, Local Surgeon.....Henderson, N. C.
THOS. A. ROYSTER, Asst. Local Surgeon.....Henderson, N. C.
A. R. WINSTON, Asst. Local Surgeon.....Franklinton, N. C.
R. W. & C. T. WILKINSON, Local Surgeons.....Wake Forest, N. C.
JOS. THOMPSON, Local Surgeon.....Creedmoor, N. C.
HUNTER SWEANEY, Local Surgeon.....Durham, N. C.
W. B. McCUTCHEON, Asst. Local Surgeon.....Durham, N. C.
W. N. THOMAS, Local Surgeon.....Oxford, N. C.
V. M. HICKS, Surgeon Oculist.....Raleigh, N. C.
J. B. WRIGHT, Surgeon Oculist.....Raleigh, N. C.
H. A. ROYSTER, Consulting Surgeon.....Raleigh, N. C.
J. R. ROGERS, Local Surgeon.....Raleigh, N. C.
K. P. NEAL, Asst. Local Surgeon.....Raleigh, N. C.
H. A. THOMPSON, Asst. Local Surgeon.....Raleigh, N. C.
H. H. FOSTER, Local Surgeon.....Norlina, N. C.
G. H. MACON, Local Surgeon.....Norlina & Warrenton, N. C.

WATCH INSPECTIONS.

J. T. ALLEN & CO.....Richmond, Va.
A. W. GHOLSON.....Henderson, N. C.
C. F. LAUTERBACHS SONS.....Petersburg, Va.
A. W. GHOLSON, 129 South Salisbury St.....Raleigh, N. C.
W. M. CHAPMAN & BRO.....Portsmouth, Va.
ALBERT WADE.....Franklin, Va.
SNYDER FLETCHER CO.....Durham, N. C.

TONNAGE RATING

ENGINES	600 to 649 704 to 795	800 to 849	990 to 999	851 to 870	900 to 919	200 to 224 235 to 270	300 to 333 490 to 499	334 to 450	2400 to 2409 2485 to 2499	500 to 546	2500 to 2504
CLASS	L-2 K L-4	P-1	H	P	H-1	M M-1 M-2	Q Q-1 Q-2	Q-3	B B-1	Decapod	R-1
Richmond and Norlina	800	1000	900	850	1200	1330	1500	1700	1800	1400	2700
Norlina and Raleigh	950	1200	1100	1000	1350	1500	1700	1900	2100	1600	2700
Norlina to Portsmouth	1750	2200	1900	1800	2400	2600	3200	3350	3500	2100	
Portsmouth to Norlina	1050	1250	1250	1145	1400	1625	1825	1950	2100	1700	
Durham and Henderson	600		750		850					1100	
Hopewell to Bellwood	650		850		1000		1450	1600		1300	
Bellwood to Hopewell	950		1100		1250		1750	2000		1600	
Boykins and Lewiston	1000		1150							1600	
Franklinton and Louisburg	950		1100		1350					1600	

SPEED TABLE

NOTE—This table is for information only and does not authorize exceeding speed limitations.

Time per Mile.	Miles per Hour.	Time per Mile.	Miles per Hour.	Time per Mile.	Miles per Hour.	Time per Mile.	Miles per Hour.	Time per Mile.	Miles per Hour.
0 min. 36 sec.	100.00	1 min. 19 sec.	45.57	2 min. 2 sec.	29.51	2 min. 45 sec.	21.82	3 min. 28 sec.	17.31
0 " 37 "	97.30	1 " 20 "	45.00	2 " 3 "	29.27	2 " 46 "	21.69	3 " 29 "	17.22
0 " 38 "	94.74	1 " 21 "	44.44	2 " 4 "	29.03	2 " 47 "	21.56	3 " 30 "	17.14
0 " 39 "	92.31	1 " 22 "	43.90	2 " 5 "	28.80	2 " 48 "	21.43	3 " 31 "	17.06
0 " 40 "	90.00	1 " 23 "	43.37	2 " 6 "	28.57	2 " 49 "	21.30	3 " 32 "	16.98
0 " 41 "	87.80	1 " 24 "	42.86	2 " 7 "	28.35	2 " 50 "	21.18	3 " 33 "	16.90
0 " 42 "	85.71	1 " 25 "	42.35	2 " 8 "	28.12	2 " 51 "	21.05	3 " 34 "	16.82
0 " 43 "	83.72	1 " 26 "	41.86	2 " 9 "	27.91	2 " 52 "	20.93	3 " 35 "	16.74
0 " 44 "	81.82	1 " 27 "	41.38	2 " 10 "	27.69	2 " 53 "	20.81	3 " 36 "	16.67
0 " 45 "	80.00	1 " 28 "	40.91	2 " 11 "	27.48	2 " 54 "	20.69	3 " 37 "	16.59
0 " 46 "	78.26	1 " 29 "	40.45	2 " 12 "	27.27	2 " 55 "	20.57	3 " 38 "	16.51
0 " 47 "	76.60	1 " 30 "	40.00	2 " 13 "	27.07	2 " 56 "	20.45	3 " 39 "	16.44
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0 " 51 "	70.59	1 " 34 "	38.30	2 " 17 "	26.28	3 " 0 "	20.00	3 " 43 "	16.14
0 " 52 "	69.23	1 " 35 "	37.89	2 " 18 "	26.09	3 " 1 "	19.89	3 " 44 "	16.07
0 " 53 "	67.92	1 " 36 "	37.50	2 " 19 "	25.90	3 " 2 "	19.78	3 " 45 "	16.00
0 " 54 "	66.67	1 " 37 "	37.11	2 " 20 "	25.71	3 " 3 "	19.67	3 " 46 "	15.93
0 " 55 "	65.45	1 " 38 "	36.73	2 " 21 "	25.53	3 " 4 "	19.57	3 " 47 "	15.86
0 " 56 "	64.29	1 " 39 "	36.36	2 " 22 "	25.35	3 " 5 "	19.46	3 " 48 "	15.79
0 " 57 "	63.16	1 " 40 "	36.00	2 " 23 "	25.17	3 " 6 "	19.35	3 " 49 "	15.72
0 " 58 "	62.07	1 " 41 "	35.64	2 " 24 "	25.00	3 " 7 "	19.25	3 " 50 "	15.65
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1 " 8 "	52.94	1 " 51 "	32.43	2 " 34 "	23.38	3 " 17 "	18.27	4 " 0 "	15.00
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1 " 10 "	51.43	1 " 53 "	31.86	2 " 36 "	23.08	3 " 19 "	18.09	4 " 36 "	13.00
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1 " 13 "	49.31	1 " 56 "	31.03	2 " 39 "	22.64	3 " 22 "	17.82	6 " 0 "	10.00
1 " 14 "	48.65	1 " 57 "	30.77	2 " 40 "	22.50	3 " 23 "	17.73	6 " 40 "	9.00
1 " 15 "	48.00	1 " 58 "	30.51	2 " 41 "	22.36	3 " 24 "	17.65	" 30 "	8.00
1 " 16 "	47.37	1 " 59 "	30.25	2 " 42 "	22.22	3 " 25 "	17.56	8 " 34 "	7.00
1 " 17 "	46.75	2 " 0 "	30.00	2 " 43 "	22.08	3 " 26 "	17.48	10 " 0 "	6.00
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