Safety First

SEABOARD COAST LINE RAILROAD

ROCKY MOUNT DIVISION

1

TIME TABLE No. 1

IN EFFECT

Sunday, April 26, 1970

At 2:00 A.M.

SUPERSEDING TIME TABLE NO. 2
DATED DECEMBER 12, 1969

EASTERN STANDARD TIME

FOR THE GOVERNMENT OF EMPLOYEES ONLY

D. C. HASTINGS, Vice President-Operations
L. T. ANDREWS, General Manager-Transportation
M. S. JONES, JR., Superintendent

1970

JANUARY

SUN	MON	TUES	WED	THUR	FRI	SAT
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

FEBRUARY

SUN	MON	TUES	WED	THUR	FRI	SAT
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28

MARCH

SUN	MON	TUES	WED	THUR	FRI	SAT
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

APRIL

SUN	MON	TUES	WED	THUR	FRI	SAT
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30		

MAY

SUN	MON	TUES	WED	THUR	FRI	SAT
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24 31	25	26	27	28	29	30

JUNE

SUN	MON	TUES	WED	THUR	FRI	SAT
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30				

JULY

SUN	MON	TUES	WED	THUR	FRI	SAT
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

AUGUST

SUN	MON	TUES	WED	THUR	FRI	SAT
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23 30	24 31	25	26	27	28	29

SEPTEMBER

SUN	MON	TUES	WED	THUR	FRI	SAT
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30			

OCTOBER

SUN	MON	TUES	WED	THUR	FRI	SAT
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

NOVEMBER

SUN	MON	TUES	WED	THUR	FRI	SAT
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30					

DECEMBER

SUN	MON	TUES	WED	THUR	FRI	SAT
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

PLYMOUTH SUBDIVISION

Westward THIRD CLASS 417 Local Freight Daily P. M.	Westward THIRD CLASS 413 Local Freight Ex. Sun. P. M.	Westward THIRD CLASS 419 Local Freight Ex. Sun. P. M.	Station Numbers	Distance From Plymouth	TIME TABLE NO. 1 IN EFFECT April 26, 1970 — STATIONS	Scales, Wyes, Car Capacity	Eastward THIRD CLASS 418 Local Freight Ex. Sun. A. M.	Eastward THIRD CLASS 416 Local Freight Daily P. M.
410			ABC189		L T PLYMOUTH A	YARD Y		300
					2.2 X-NS			
415			ABC186	2.2	HALEY	YARD		245
					9.1			
450			ABC177	11.3	JAMESVILLE	16		201
					10.8			
515			ABC167	22.1	WILLIAMSTON	81		135
					6.3			
530			ABC160	28.4	EVERETT	12		115
					4.7			
545			ABC156	33.1	T ROBERSONVILLE	35		100
					3.4			
615	210	L 100	AA135	36.5	PARMELE X-SCL	38P Y	A 900	1245
					3.4			
625	225	110	ABC149	39.9	T BETHEL	25	845	1232
					5.2			
636	240	125	ABC144	45.1	CONETOE	7	830	1220
					8.2			
705	300	145	AB136	53.3	A TARBORO L	YARD O Y	810	1201
P. M. Daily	P. M. Ex. Sun.	P. M. Ex. Sun.					A. M. Ex. Sun.	P. M. Daily

WASHINGTON SUBDIVISION

Westward Third Class 413 Local Freight Ex. Sun. P. M.	Station Numbers	Distance From Washington	TIME TABLE NO. 1 IN EFFECT April 26, 1970 — STATIONS	Scales, Wyes, Car Capacity	Eastward Third Class 412 Local Freight Ex. Sun. A. M.
1245	AAB160		L T WASHINGTON A	YARD	1130
			11.2		
115	AAB148	11.2	PACTOLUS	10	1050
			5.2		
130	AAB143	16.4	WHICHARD	12	1035
			1.3		
136	AAB141	17.7	STOKES	13	1030
			7.7		
200	AA135	25.4	A PARMELE X-SCL L	79 Y	1010
P. M. Ex. Sun.					A. M. Ex. Sun.

NASHVILLE SUBDIVISION

Westward Second Class 401 Local Freight Ex. Sun. A. M.	Station Numbers	Distance From South Rocky Mount	TIME TABLE NO. 1 IN EFFECT April 26, 1970 — STATIONS	Scales, Wyes, Car Capacity	Eastward Third Class 402 Local Freight Ex. Sun. A. M.
630	A121		L T SO. ROCKY MT. ® A	YARD O	1120
			1.0		
640	A120	1.0	ROCKY MOUNT	YARD	1100
			10.2		
710	ABA130	11.2	T NASHVILLE	40	1025
			9.0		
745	ABA139	20.2	T SPRING HOPE	27 Y	925
			9.0		
815	ABA148	29.2	A BUNN L	42	845
A. M. Ex. Sun.					A. M. Ex. Sun.

COLLIER SUBDIVISION
(Richmond Terminal)

SECOND CLASS						FIRST CLASS							Station Numbers	Distance from Richmond—East Route or West Route	TIME TABLE NO. 1 IN EFFECT April 26, 1970 — STATIONS
289	109	227	105	115	111	91	57	21	85	175	75	9			
Through Freight Daily	Through Freight Daily	Through Freight Daily	Through Freight Daily	Through Freight Daily	Through Freight Daily	Champion Daily	Silver Meteor Daily	Silver Star Daily	Everglades Daily	Piggyback Special Ex. Mon.	Gulf Coast Special Daily	Palmland Daily			
P. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	A. M.			
535	1135	1050	1020	730	1250	1000	900	425	120	830	540	535	A0		L T RICHMOND ®
558	1201	1113	1108	753	155	1019	919	444	139	856	559	554	A11	15.7-W 16.9-E	CENTRALIA
611	1212	1126	1121	806	210	1028	928	453	148	908	608	603	A20	25.1-W 26.3-E	SOUTH DUNLOP
615	1215	1130	1125	810	215	F1030	F 930	F 455	S 158	911	S 620	S 605	A22	27.0-W	T PETERSBURG (WEST ROUTE)
625	1221	1140	1135	820	230	1037	937	502	205	920	628	612	A26	31.7-W	COLLIER (WEST ROUTE) ®
648	A1229	1203	A1158	843	A 330	A1039	939	504	A 207	923	A 631	615	A29	33.9-W	SOUTH COLLIER (WEST ROUTE)
656		1211		851			944	509		928		620	S30	36.4-E	A NORTH BURGESS (EAST ROUTE)
P. M.	P. M.	P. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	A. M.			
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Ex. Mon.	Daily	Daily			

WEST ROUTE

Station Numbers	Distance from Richmond	STATIONS ON WEST ROUTE	Scales, Wyes, Car Capacity
A0		RICHMOND ®	YARD O
		1.6	
	1.6	A Y	
		4.4	
	6.0	MEADOW	SPUR 21
		4.6	
A6	10.6	F A	58
		3.1	
A8	13.7	BELL BLUFF	YARD
		2.0	
A11	15.7	CENTRALIA	3
		2.4	
A13	18.1	CHESTER	11
		6.3	
	24.4	NORTH DUNLOP	LEAD Y
		0.7	
A20	25.1	SOUTH DUNLOP	
		1.9	
A22	27.0	PETERSBURG	56
		4.7	
A26	31.7	COLLIER ®	YARD O
		2.2	
A29	33.9	SOUTH COLLIER	YARD

EAST ROUTE

Station Numbers	Distance from Richmond	STATIONS ON EAST ROUTE	Scales, Wyes, Car Capacity
A0		RICHMOND ®	YARD O
		2.5	
S4	2.5	HERMITAGE	YARD
		2.9	
S01	5.4	BROWN STREET	YARD O
		2.3 X-SOU	
S2	7.7	SOUTH YARD	210P YARD
		6.9	
S9	14.6	BELLWOOD	YARD Y
		2.3	
A11	16.9	CENTRALIA	
		M. P. 10.7 TO M. P. 20.1 (WEST ROUTE ONLY)	
		9.4	
A20	26.3	SOUTH DUNLOP	
		3.2	
S23	29.5	PETERSBURG (COMMERCE STREET)	118P YARD
		3.8	
S27	33.3	RYAN ®	130P 83
		3.1	
S30	36.4	NORTH BURGESS	

COLLIER SUBDIVISION
(Richmond Terminal)

TIME TABLE NO. 1 IN EFFECT April 26, 1970 — STATIONS	Scales, Wyes, Car Capacity	FIRST CLASS								SECOND CLASS				
		176	58	92	22	276	86	10	76	112	114	110	188	190
		Piggyback Special Ex. Tue.	Silver Meteor Daily	Champion Daily	Silver Star Daily	Piggyback Special Ex. Mon.	Everglades Daily	Palmland Daily	Gulf Coast Special Daily	Through Freight Ex. Tue.	Through Freight Daily	Through Freight Daily	Through Freight Daily	Through Freight Daily
		A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	A. M.	A. M.	P. M.	P. M.	P. M.
T RICHMOND ® A	YARD O	300	S 320	S 415	S 830	930	S 345	S 930	S 935	445	1000	355	730	800
CENTRALIA	3	208	245	340	746	837	305	843	855	345	925	301	648	718
SOUTH DUNLOP		156	238	330	735	825	255	832	848	330	912	253	636	706
T PETERSBURG (WEST ROUTE)	56	151	233	S 328	F 730	820	S 253	S 827	S 845	325	908	248	630	650
COLLIER (WEST ROUTE) ®	YARD O	141	229	318	717	813	233	823	832	310	847	235	615	635
SOUTH COLLIER (WEST ROUTE)	YARD	L 138	227	L 316	715	810	L 230	820	L 829	L 305	L 810	L 230	610	630
NORTH BURGESS (EAST ROUTE) L			222		710	805		815					605	625
		A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	A. M.	A. M.	P. M.	P. M.	P. M.
		Ex. Tue.	Daily	Daily	Daily	Ex. Mon.	Daily	Daily	Daily	Ex. Tue.	Daily	Daily	Daily	Daily

HOPEWELL SUBDIVISION
(Richmond Terminal)

SOUTHWARD		TIME TABLE NO. 1 IN EFFECT April 26, 1970 — STATIONS	Northward
Station Numbers	Distance from Bellwood		Scales, Wyes, Car Capacity
SAC8		L BELLWOOD A	YARD Y
		8.3	
SAC17	8.3	THOMAS SIDING	47
		6.7	
SAC23	15.0	(3) XN&W (2) XANC A HOPEWELL L	YARD Y

SECOND CLASS				FIRST CLASS			Station Numbers	Distance From South Collier	TIME TABLE NO. 1 IN EFFECT April 26, 1970 — STATIONS
109	105	111	285	91	85	75			
Through Freight Daily	Through Freight Daily	Through Freight Daily	Through Freight Daily	Champion Daily	Everglades Daily	Gulf Coast Special Daily			
P. M.	A. M.	A. M.	A. M.	P. M.	P. M.	A. M.			
1229	1158	330		1039	207	631	A29		L SOUTH COLLIER
									14.4
							A43	14.4	T STONY CREEK
									10.1
1247	1229	413		1057	230	655	A53	24.5	T JARRATT ® X-N&W
									9.4
					239	S 707	A63	33.9	T EMPORIA X-NF&D
									5.2
							A68	39.1	TREGO
									12.1
							A80	51.2	GARYSBURG
									2.4
					F 300	S 727	A83	53.6	WELDON
									0.8
120	103	501	L 430	1122	302	730	A84	54.4	WELDON YARD ®
									6.8
							A90	61.2	HALIFAX
									10.9
							A101	72.1	T ENFIELD
									6.0
							A107	78.1	WHITAKERS
									4.5
151	133	535	505	1145	327	752	A111	82.6	BATTLEBORO
									8.1
210	145	550	520	S1155	S 345 350	S 805 825	A120	90.7	ROCKY MOUNT
									1.6 ®
220	155	600	530	1201	353	828	A121	92.3	T A SO. ROCKY MT.
P. M.	P. M.	A. M.	A. M.	A. M.	P. M.	A. M.			
Daily	Daily	Daily	Daily	Daily	Daily	Daily			

2 Tracks

TIME TABLE NO. 1 IN EFFECT April 26, 1970 — STATIONS	Scales, Wyes, Car Capacity	FIRST CLASS				SECOND CLASS			
		92	86	76	176	112	114	110	282
		Champion Daily	Everglades Daily	Gulf Coast Special Daily	Piggyback Special Ex. Tue.	Through Freight Ex. Tue.	Through Freight Daily	Through Freight Daily	Through Freight Daily
		A. M.	P. M.	P. M.	A. M.	A. M.	A. M.	P. M.	P. M.
SOUTH COLLIER A	YARD	316	230	829	138	305	810	230	
14.4									
T STONY CREEK	25		F 214						
10.1									
T JARRATT ® X-N&W	154PN 177PS 99	258	S 204	807	1251	230	740	201	
9.4									
T EMPORIA X-NF&D	62		S 152	S 755					
5.2									
TREGO	90PS O 62 Y								
12.1									
GARYSBURG	4								
2.4									
WELDON			S 127	S 735					
0.8									
WELDON YARD ®	90CP YARD O	230	122	730	1215	140	640	110	A 215
6.8									
HALIFAX	20		F 114						
10.9									
T ENFIELD	74		S 102						
6.0									
WHITAKERS	90PS 31		F1255						
4.5									
BATTLEBORO	44	205	F1250	704	1139	1259	540	1235	130
8.1									
ROCKY MOUNT	YARD	L 155	S1240 1220	S 655 645	1130	1250	520	1225	120
1.6 ®									
T SO. ROCKY MT. L	YARD O		1210	632	1125	1245	500	1215	115
		A. M.	P. M.	P. M.	P. M.	A. M.	A. M.	P. M.	P. M.
		Daily	Daily	Daily	Ex. Mon.	Ex. Tue.	Daily	Daily	Daily

2 Tracks

SECOND CLASS													FIRST CLASS			Station Numbers	Distance From South Rocky Mount	TIME TABLE NO. 1 IN EFFECT April 26, 1970 — STATIONS
117	127	595	105	109	453	285	137	113	197	147	403	91	85	75			
Through Freight	Through Freight	Local Freight	Through Freight	Through Freight	Sou. Rwy. Freight	Through Freight	Through Freight	Through Freight	Through Freight	Through Freight	Local Freight	Champion	Everglades	Gulf Coast Special			
Daily	Daily	Ex. Sun.	Daily	Daily	Ex. Sun.	Daily	Daily	Daily	Daily	Daily	Ex. Sun.	Daily	Daily	Daily			
P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	A. M.			
			145	210		520						1155	350	825	A120		L ROCKY MOUNT
																	1.6
L1001			155 300	220	L1100	530 615		L 230				1201	353	828	A121		T SO. ROCKY MOUNT ®
																	8.2
															A129	8.2	ELM CITY
																	6.3
1023			322	247	1122	640		255				1214	s 410	s 850	A136	14.5	T WILSON X-NS
																	3.2
A1030															A139	17.7	CONTENTNEA
																	2.1
															A141	19.8	SO. CONTENTNEA
																	3.0
															A144	22.8	LUCAMA
																	7.2
															A151	30.0	KENLY
																	10.0
			349	315	A1215	710		325				1235	s 436	s 920	A161	40.0	SELMA ® X-SOU
																	3.6
															A165	43.6	SMITHFIELD
																	6.9
															A172	50.5	FOUR OAKS
														F 936	A180	58.7	BENSON
																	6.1
			416	342		740		400				1255	502	s 948	A186	64.8	T DUNN
																	8.6
															A193	73.4	SO. GODWIN
																	9.5
															A204	82.9	SOUTH BEARD
																	5.6
			445	410		845		450			L1201	s 120	s 535	s1030	A210	88.5	FAYETTEVILLE ® X-SCL X-A&R
																	9.1
															A219	97.6	SO. HOPE MILLS
																	4.0
											1230			F1048	A223	101.6	T PARKTON
																	4.9
															A228	106.5	SO. REX
																	13.6
			520	445		A1001		530			1255	147	607	s1112	A241	120.1	PEMBROKE ® X-SCL
																	5.0
											A 105			F1118	A247	125.1	ELROD
																	6.5
														F1125	A253	131.6	ROWLAND
																	4.4
															A257	136.0	HAMILL
																	5.0
	L 750	L 600	545	510				610	L 120	L1220		205	s 634	s1140	A262	144.0	DILLON X-SCL
																	6.5
														F1147	A268	147.5	LATTA ®
																	11.4
							L 850								A280	158.9	PEE DEE
																	2.7
	816	635	610	533			900	645	146	1246				1205	A283	161.6	W N
																	9.9
	850	715	645	615			945	800	225	120		s 255	s 735	s1225	A293	171.5	T A FLORENCE ®
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.			
Daily	Daily	Ex. Sun.	Daily	Daily	Ex. Sun.	Daily	Daily	Daily	Daily	Daily	Ex. Sun.	Daily	Daily	Daily			

TIME TABLE NO. 1 IN EFFECT April 26, 1970 — STATIONS	Scales, Wyes, Car Capacity	FIRST CLASS				SECOND CLASS									
		86	76	176	92	404	116	110	596	282	454	148	114	112	136
		Everglades	Gulf Coast Special	Piggyback Special	Champion	Local Freight	Through Freight	Through Freight	Local Freight	Through Freight	Sou. Rwy. Freight	Through Freight	Through Freight	Through Freight	Through Freight
		Daily	Daily	Ex. Mon.	Daily	Ex. Sun.	Daily	Daily	Ex. Sun.	Daily	Ex. Sun.	Daily	Daily	Ex. Tue.	Daily
		P. M.	P. M.	P. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	A. M.	P. M.
ROCKY MOUNT A	YARD	s1220	s 645	1130	s 155										
1.6															
T SO. ROCKY MOUNT ®	YARD O	1210	632	1125			A 730	A1130		A1250	A 130		A 645	A1245	
8.2															
ELM CITY	45	F1150													
6.3															
T WILSON X-NS	YARD	s1135	s 610	1058	130		655	1046		1230	110		601	1228	
3.2															
CONTENTNEA	103						L 645								
2.1															
SO. CONTENTNEA															
3.0															
LUCAMA	34	F1115													
7.2															
KENLY	Sig. S. 31	F1100													
10.0															
SELMA ® X-SOU	Sig. S. 103	s1045	s 540	1030	110			1015		1155	L1230		515	1201	
3.6															
SMITHFIELD	84	s1030													
6.9															
FOUR OAKS	Sig. S. 48	F1020													
8.2															
BENSON	78	s1005													
6.1															
T DUNN	Sig. S. 148	s 955	s 515	1004	1250			945		1123			435	1134	
8.6															
SO. GODWIN	Sig. S.	940													
9.5															
SOUTH BEARD															
5.6															
FAYETTEVILLE ® X-SCL X-A&R	98P YARD O Y	s 920	s 445	937	s1230	A 505		915		1045			350	1107	
9.1															
SO. HOPE MILLS	94	900													
4.0															
T PARKTON	119	s 856				440									
4.9															
SO. REX	Sig. S.														
13.6															
PEMBROKE ® X-SCL	30	s 838	408	903	1201	415		838		L 930			220	1033	
5.0															
ELROD	Sig. S. 86P 60 Y	F 831				L 400									
6.5															
ROWLAND	63	F 825													
4.4															
HAMILL	Sig. S. 15														
5.0															
DILLON X-SCL	131P 72	s 815	s 347	838	1145			812	A 930			A 140	150	1008	
6.5															
LATTA ®	Sig. S. 93	s 807													
11.4															
PEE DEE		F 753													A1055
2.7															
W N		749		816	1127			745	840			1258	108	945	1020
9.9															
T FLORENCE ® L	YARD O	735	315	800	1115			730	815			1240	1250	930	1000
		A. M.	P. M.	P. M.	P. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.
		Daily	Daily	Ex. Mon.	Daily	Ex. Sun.	Daily	Daily	Ex. Sun.	Daily	Ex. Sun.	Daily	Daily	Ex. Mon.	Daily

FOURTH CLASS			THIRD CLASS		Second Class	Station Numbers	Distance From Portsmouth (Shops)	TIME TABLE NO. 1 IN EFFECT April 26, 1970 — STATIONS	Scales, Wyes, Car Capacity	Third Class	FOURTH CLASS				
417	413	419	409	415	453					454	418	412	416	414	408
Local Freight	Local Freight	Local Freight	Local Freight	Local Freight	Sou. Rwy. Freight					Sou. Rwy. Freight	Local Freight	Local Freight	Local Freight	Local Freight	Local Freight
Daily	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.					Ex. Sun.	Ex. Sun.	Ex. Sun.	Daily	Ex. Sun.	Ex. Sun.
P. M.	P. M.	P. M.	A. M.	A. M.	A. M.					P. M.	A. M.	A. M.	P. M.	P. M.	A. M.
				400		SA2		L T PORTSMOUTH (Shops) A	YARD O Y					1215	
				VIA NPBL 1.3 Miles										VIA NPBL 1.3 Miles	
				430	L 700	AB235	1.3	PORTSMOUTH (Yard Tower) X-NPBL	YARD Y	A 535				1142	
				442	712	AB230	5.4	1.1 BRUCE 2.5	38P	520				1130	
				450	720	AB228	7.9	BOONE X-NF&D 4.1		512				1122	
				502	732	AB224	12.0	DRIVERS 8.0 X-NF&D	31P 6	500				1110	
				526	754	AB216	20.0	SUFFOLK X-N&W X-N&W	70P 134 O	439				1050	
				548	815	AB207	28.8	8.8 FRANKLIN JCT.	Y	418				1027	
				552	819	AB205	30.8	2.0 WHALEY 8.3	69P 8	414				1023	
				608	834	AB197	39.1	T GATES 3.2	13	359				1007	
				614	840	AB194	42.3	T RODUCO 3.6	15	353				1001	
				620	846	AB190	45.9	EURE 6.1	60P 5	347				955	
				632	857	AB184	52.0	T COFIELD 6.4	12	336				943	
			L 701	A 645	910	AB178	58.4	T AHOSKIE 8.3	79P 109 Y	323				L 930	A1155
			716		925	AB169	66.7	T AULANDER 7.1	67P 45	308					1139
			731		938	AB162	73.8	KELFORD X-SCL 10.0	7	255					1124
			751		955	AB152	83.8	PALMYRA 4.5	15	235					1104
			A 805		1003	AB148	88.3	HOBGOOD X-SCL 12.2	84P 37 Y	227		A 900			L1055
L 710	L 305	L 205454			1025	AB136	100.5	T TARBORO 7.1	67P O YARD Y	205419	A 800	830	A1159		
725	325	220			1038	AB128	107.6	KINGSBORO 5.8	67P 2	152	745	815	1145		
735	335	230			1048	AB123	113.4	J F 2.2		142	735	805	1135		
755	350	250			1100	A121	115.6	2 Tracks A T SO. RKY. MT. ® L	YARD O	130	700	730	1105		
P. M.	P. M.	P. M.	A. M.	A. M.	A. M.					P. M.	A. M.	A. M.	A. M.	A. M.	A. M.
Daily	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.					Ex. Sun.	Ex. Sun.	Ex. Sun.	Daily	Ex. Sun.	Ex. Sun.

THIRD CLASS		SECOND CLASS		Station Numbers	Distance From Pender	TIME TABLE NO. 1 IN EFFECT April 26, 1970 — STATIONS	Scales, Wyes, Car Capacity	THIRD CLASS			
407	443	445	411					410	444	446	406
Local Freight	Local Freight	Local Freight	Local Freight					Local Freight	Local Freight	Local Freight	Local Freight
Ex. Sat.	Ex. Sun.	Ex. Sun.	Ex. Sun.					Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sat.
P. M.	A. M.	A. M.	A. M.					P. M.	A. M.	A. M.	P. M.
				A91		L PENDER A					
						7.6					
	L 930			AA99	7.6	T TILLERY	14		A 920		
						10.3					
	1000			AA110	17.9	T SCOTLAND NECK	56		850		
						6.7					
	A1020	L 910		AB148	24.6	HOBGOOD	37 Y		L 830	A1115	
						6.9 X-SCL					
		935		AA124	31.5	T OAK CITY	26			1045	
						4.8					
		950		AA128	36.3	HASSELL	38			1030	
						6.5					
		A1005	L 945	AA135	42.8	PARMELE X-SCL	49P 79 Y	A1245		L1015	
						9.2					
			1030	AA144	52.0	STATON	38	1210			
						2.3					
			1040	AA146	54.3	HOUSE	58	1201			
						3.4					
			1130410	AA150	57.7	T GREENVILLE X-NS	25 55P	1130411			
						5.7					
			1155	AA155	63.4	WINTERVILLE	26	915			
						3.8					
			1210	AA159	67.2	T AYDEN	25	900			
						7.1					
L1030			1240	AA166	74.3	T GRIFTON	24	830			A 830
						11.5					
1100			110	AA178	85.8	T A KINSTON X-A&EC L	86 O	800			800
P. M.	A. M.	A. M.	P. M.					A. M.	A. M.	A. M.	P. M.
Ex. Sat.	Ex. Sun.	Ex. Sun.	Ex. Sun.					Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sat.

CLINTON SUBDIVISION

Westward			TIME TABLE NO. 1 IN EFFECT April 26, 1970		Eastward
Second Class	Station Numbers	Distance From Warsaw		Scales, Wyes, Car Capacity	Third Class
421					420
Local Freight					Local Freight
Ex. Sun.			STATIONS		Ex. Sun.
A. M.					A. M.
900	AC189		L T WARSAW A	Y	1045
915	ACA194	4.9	4.9 TURKEY	18	1030
945	ACA202	13.4	8.5 T A CLINTON L	52 Y	1000
A. M.					A. M.
Ex. Sun.					Ex. Sun.

SOUTHWARD — W & W SUBDIVISION — NORTHWARD

Third Class 447 Local Freight Ex. Sun. A. M.	Second Class 117 Through Freight Daily P. M.	Station Numbers	Distance From Contentnea	TIME TABLE NO. 1 IN EFFECT April 26, 1970 STATIONS	Scales, Wyes, Car Capacity	THIRD CLASS 116 Through Freight Daily A. M.	THIRD CLASS 448 Local Freight Ex. Sun. A. M.
	1040	A139		L CONTENTNEA A		645	
				3.0			
	1046	AC142	3.0	BLACK CREEK	2	635	
				6.7			
	1101	AC149	9.7	T FREMONT	28	620	
				3.2			
	1109	AC152	12.9	T PIKEVILLE	112P 13	611	
				5.7			
	1121	AC158	18.6	NORTH JCT.	YARD	605	
				2.0 X-SOU			
	1130	AC160	20.6	GOLDSBORO X-SOU	O Y	601	
				1.6			
	1201	AC161	22.2	T ROYALL YARD	YARD	549	
				7.4			
	1215	AC169	29.6	DUDLEY	2	534	
				5.4			
	1227	AC174	35.0	T MOUNT OLIVE	53P 76	522	
				3.7			
	1235	AC177	38.7	CALYPSO	36	514	
				2.9			
	1241	AC181	41.6	T FAISON	39 14	508	
				8.5			
	1259	AC189	50.1	T WARSAW	112PN 53PS 31 Y	450	
				7.4			
L1130	115	AC197	57.5	MAGNOLIA	14	434	A1120
				5.2			
1145	127	AC202	62.7	T ROSE HILL	70P 36	422	1055
				6.4			
1215	141	AC208	69.1	T WALLACE	56P 45	408	1000
				3.1			
1240	148	AC211	72.2	WILLARD	13	359	950
				3.3			
1255	156	AC215	75.5	WATHA	9	351	940
				7.0			
110	210	AC221	82.5	T BURGAW	94P 49	337	915
				8.2			
127	228	AC230	90.7	ROCKY POINT	6	317	845
				5.5			
140	240	AC235	96.2	CASTLE HAYNE	53	305	759
				5.9			
155	255[116]	AC241	102.1	GORDON	112P 23	255[117]	740
				1.4			
A 210	A 315	AC243	103.5	T SMITH'S CREEK YD.	YARD O	L 230	L 730
				0.6			
		AC243	104.1	NEW BERN JCT.			
				0.5			
		AC244	104.6	A WILMINGTON L	O		
P. M. Ex. Sun.	A. M. Daily					A. M. Daily	A. M. Ex. Sun.

FAYETTEVILLE SUBDIVISION

Westward Station Numbers	Distance From Yadkin Junction	TIME TABLE NO. 1 IN EFFECT April 26, 1970 STATIONS	Eastward Scales, Wyes, Car Capacity
AC247		L YADKIN JCT. A	
		16.6	
AF274	16.6	CURRIE	3
		6.3	
AF268	22.9	ATKINSON	18
		7.1	
AF261	30.0	IVANHOE	28
		9.0	
AF252	39.0	TOMAHAWK	5
		6.3	
AF245	45.3	T GARLAND	32
		13.5	
AF232	58.8	T ROSEBORO	36
		5.0	
AF227	63.8	HAYNE	9
		6.3	
AF221	70.1	T STEDMAN	31
		5.7	
AF215	75.8	VANDER	54
		5.5	
A210	81.3	T FAYETTEVILLE X-SCL	YARD O Y
		0.4	
AE211	81.7	N. S. JCT.	
		4.9	
AE216	86.6	SHAW	13
		3.1	
AE219	89.7	FORT JCT.	YARD
		3.4	
AE222	93.1	A MANCHESTER L	11

SOUTHWARD — PEE DEE SUBDIVISION — NORTHWARD

SECOND CLASS 561 Local Freight Ex. Sun. A. M.	SECOND CLASS 137 Through Freight Daily A. M.	Station Numbers	Distance From Smith's Creek Yd.	TIME TABLE NO. 1 IN EFFECT April 26, 1970 STATIONS	Scales, Wyes, Car Capacity	Second Class 136 Through Freight Daily A. M.	Third Class 562 Local Freight Ex. Sun. P. M.
		AC243		L SMITH'S CREEK YD. A	YARD O		
				1.2			
		AC246	1.2	HILTON			
				0.9			
		AC247	2.1	YADKIN JCT.			
				1.8			
	L 340	AC249	3.9	NAVASSA	YARD 54	A 301	
				4.9			
	435	AC253	8.8	SUNNY POINT JCT.	42	240	
				9.4			
	455	AC263	18.2	DELCO	116P 30	220	
				10.3			
	520	AC273	28.5	BOLTON	2	159	
				6.9			
	540	AC280	35.4	LAKE WACCAMAW	11	145	
				4.5			
	550	AC284	39.9	T HALLSBORO	48	135	
				5.8			
L 700	602	AC290	45.7	T WHITEVILLE	69P 32	120	A 220
				7.0			
A 720	645	AC297	52.7	T CHADBOURN	121P YARD Y	105	L 200
				12.1			
	720	AC309	64.8	T FAIR BLUFF	21	1225	
				8.7			
	750	AC318	73.5	T NICHOLS	27	1155	
				6.4			
	805	AC324	79.9	T MULLINS X-SCL	66P 40	1140	
				8.4			
	825	AC333	88.3	T MARION	112P 19	1120	
				8.4			
	850	A280	96.7	A PEE DEE L	35	1055	
A. M. Ex. Sun.	A. M. Daily					P. M. Daily	P. M. Ex. Sun.

MYRTLE BEACH SUBDIVISION

Southward Third Class 541 Local Freight Ex. Sun. P. M.	Southward Second Class 561 Local Freight Ex. Sun. A. M.	Station Numbers	Distance From Chadbourn	TIME TABLE NO. 1 IN EFFECT April 26, 1970 STATIONS	Scales, Wyes, Car Capacity	Northward THIRD CLASS 542 Local Freight Ex. Sun. A. M.	Northward THIRD CLASS 562 Local Freight Ex. Sun. P. M.
	800	AC297		L T CHADBOURN A	YARD Y		110
				13.0			
	855	ACH310	13.0	T TABOR CITY	31 16		1215
				6.7			
L1245	A 915	ACH317	19.7	T LORIS	32	A1140	L1140
				16.1			
130		ACH333	35.8	HOMEWOOD	18	1100	
				3.2			
145		ACH336	39.0	T CONWAY	YARD	1015	
				10.0			
210		ACH346	49.0	PINE ISLAND	12	945	
				4.2			
230		ACH350	53.2	T A MYRTLE BEACH L	YARD Y	930	
P. M. Ex. Sun.	A. M. Ex. Sun.					A. M. Ex. Sun.	A. M. Ex. Sun.

RED SPRINGS SUBDIVISION

Southward Second Class 439 Local Freight Ex. Sun. A. M.	Station Numbers	Distance From Parkton	TIME TABLE NO. 1 IN EFFECT April 26, 1970 STATIONS	Scales, Wyes, Car Capacity	Northward Third Class 440 Local Freight Ex. Sun. A. M.
100	A223		L T PARKTON A	18	320
			12.3		
150	AG236	12.3	T A RED SPRINGS L	27	230
A. M.					A. M.
Ex. Sun.					Ex. Sun.

FAIRMONT SUBDIVISION

Southward Second Class 403 Local Freight Ex. Sun. A. M.	Station Numbers	Distance From Elrod	TIME TABLE NO. 1 IN EFFECT April 26, 1970 STATIONS	Scales, Wyes, Car Capacity	Northward Third Class 404 Local Freight Ex. Sun. A. M.
130	A247		L ELROD A	86 60 Y	345
			4.0		
145	AH251	4.0	RAYNHAM	1	330
			7.0		
215	AH258	11.0	T A FAIRMONT L	38P 112	300
A. M.					A. M.
Ex. Sun.					Ex. Sun.

FRANKLIN SUBDIVISION

Southward Station Numbers	Distance From Franklin Jct.	TIME TABLE NO. 1 IN EFFECT April 26, 1970 STATIONS	Northward Scales, Wyes, Car Capacity
AB207		FRANKLIN JCT.	Y
		1.0	
ABD209	1.0	WHALEYVILLE	12
		18.7	
ABD227	19.7	FRANKLIN	YARD

NEW BERN SUBDIVISION

Southward Third Class 423 Local Freight Ex. Sun. A. M.	Station Numbers	Distance From New Bern	TIME TABLE NO. 1 IN EFFECT April 26, 1970 STATIONS	Scales, Wyes, Car Capacity	Northward Third Class 422 Local Freight Ex. Sun. A. M.
700	ACB330		L T NEW BERN A X-A&EC	YARD Y	1120
			1.2		
715	ACB328	1.2	NEW BERN YARD	19	1105
			12.3		
750	ACB317	13.5	T POLLOCKSVILLE	10	1010
			7.3		
820	ACB309	20.8	T MAYSVILLE	YARD O	945
			1.7		
840	ACB307	22.5	BELGRADE	YARD	930
			12.5		
906 422	ACB295	35.0	MARINE JCT.	YARD Y	906 423
			2.0		
915	ACB293	37.0	T JACKSONVILLE	YARD	900
			1.4		
1201	ACB291	38.4	TENT CAMP	YARD	831
			6.6		
1215	ACB285	45.0	CALVIN	38	820
			3.4		
1225	ACB282	48.4	DIXON	5	812
			8.2		
1245	ACB274	56.6	HOLLYRIDGE	31	756
			12.8		
110	ACB261	69.4	HAMPSTEAD	6	732
			13.8		
140	ACB247	83.2	FERNSIDE X-SCL	13 Y	705
			2.8		
201	AC243	86.0	A NEW BERN JCT. L		700
P. M.					A. M.
Ex. Sun.					Ex. Sun.

CAMP LeJEUNE SUBDIVISION

Southward Fourth Class 425 Local Freight Ex. Sun. A. M.	Station Numbers	Distance From Camp LeJeune	TIME TABLE NO. 1 IN EFFECT April 26, 1970 STATIONS	Scales, Wyes, Car Capacity	Northward Fourth Class 424 Local Freight Ex. Sun. A. M.
1030	ACD303		L CAMP LeJEUNE A	YARD	1020
			2.5		
1040	ACD301	2.5	CAMP LeJEUNE JCT.	Y	1010
			5.8		
1100	ACB295	8.3	A MARINE JCT. L	YARD Y	950
A. M.					A. M.
Ex. Sun.					Ex. Sun.

DIVISION

PRECEDENCE BY DIRECTION

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

SPEED RESTRICTIONS

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

Series	MPH	Series	MPH
601-620	89	1003-1050, 1053-1065, 1275-1277, 1300-1308, 1400-1405, 1500-1514, 1700-1703, 1719-1777, 1900, 2000, 2100, 2200	70
675-698	83		
1212-1239, 1704-1718	79		
1309-1343, 1406-1415, 1515-1595	75	300, 400, 700, 800, 900, 1000-1002, 1051-1052, 1100, 1200-1211, 1250-1259	65

3—Switch engines in 10-230 series must not be operated in excess of 60 M.P.H. when used in service or tow and must be handled near head end of train.

4—Trains Handling:

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. and pile drivers 20 M. P. H. must be handled near head of train.

Scale test cars 25 M. P. H. next ahead of caboose except car 771815 at maximum speed allowed freight trains and next behind locomotive. Scale test cars except 771815 must not be handled in yard or road movement when coupled to car exceeding 45 feet in length.

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 equipment.

Piggyback trains will observe freight train speed in non-signaled territory. In signaled territory, solid piggyback trains or passenger trains handling piggyback cars will observe passenger train speed not exceeding 70 M.P.H., but when handling other unrestricted freight equipment will not exceed 60 M.P.H.

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.

A restricted freight train is a train handling one or more restricted cars. Restricted cars include roadway equipment cars, flat cars or wood racks loaded with pulpwood, gondolas loaded with stump wood, or other cars which in the judgment of local forces or because of special instructions should not be operated at unrestricted freight train speed.

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: 765152, 765157, 765160, 765161, 765250, 765251, 765252, 771153, 771154, 771155, 771156, 771253, 771254, 771255, 771256 and 771257.

For line of road movement, the following locomotive cranes must be preceded and followed by at least one car not exceeding 100,000 pounds gross weight: 765414, 765445, 765448, 765449, 765458, 771927, 771929, 771994, 771995, 771996 and 771997.

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, plus four diesel units and caboose.

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.

BULLETIN BOOKS

9—Richmond Terminal: Acca (yard office and shop); Broad Street station, Hermitage, Brown Street, Petersburg (Pocahontas yard office); Collier and Hopewell, Rocky Mount, South Rocky Mount ("CO," Engine House and "RY"), Wilson, Selma, Milan, Florence (Crew Clerk's office, "FC" office and shop), Portsmouth (Shops)—(yard office and Diesel shop), Portsmouth (Southern Railway yard office), Ahoskie, Tarboro, Plymouth (Freight Station), Kinston, Washington, Royall Yard, Warsaw, Smith's Creek Yard (yard office and shop), Sunny Point, Marion, New Bern, Whiteville and Myrtle Beach, also Franklin, Va., and Hamlet Yard (yard office "A" and diesel shop), on Raleigh Division.

STANDARD CLOCKS

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

EMERGENCY WATER & FUEL STATIONS

11—Richmond Terminal: Hopewell and Petersburg (Pocahontas yard and Market Street lead) and Parmele, Chadbourn and Fayetteville.

Weldon, Tarboro, Plymouth, Ahoskie, Wilson and New Bern, (water only).

SPECIAL RULES

12—Trains and engines of foreign lines will be governed by S. C. L. time tables, rules and special instructions while on S. C. L. tracks at all points. S. C. L. trains and engines will be governed by time tables, rules and special instructions of foreign lines while on their tracks at all points.

13—Signal houses located at each end of sidings, etc., are equipped with outside white light which burns continuously. When this light is not burning, member of crew of train stopped on red or dark signal or train performing work over power switches in hand-throw position will contact dispatcher immediately.

14—Flag stops for passenger trains are for revenue passengers.

15—Road conductors and trainmen are required to have in their possession while on duty a temperature testing stick, which will melt at temperatures of 200° F and higher for testing roller bearing temperatures.

Temperature of suspected overheated journal will be tested by making a check mark two or three inches long on bearing housing proper (not on bearing end cap). If material forming check mark melts bearing is not in condition to run.

DEFECT DETECTORS

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

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

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

A prompt report must be made to dispatcher or other designated person when there is evidence that a defect detector is not working properly.

At voice type detectors, if red indicator light is illuminated or white light is not illuminated, or if defect is announced by radio, or at detectors not equipped with voice, if alarm light is illuminated or defect notice is received orally or "D" light is illuminated, trains must be stopped and an inspection made. Unless location of defect is received entire train must be inspected. If defect is not found at location indicated, three cars on each side of reported defect must be inspected.

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
							Cars weighing				Engines in series				Wrecker Nos.			
		21-22, 57-58, 91-92	Other Psgr. Trains	Piggy-back Trains	Unrestricted Freight Trains	Restricted Freight Trains	220,000 to 240,000 Lbs.	240,001 to 251,000 Lbs.	251,001 to 263,000 Lbs.	263,001 to 270,000 Lbs.	316, 318-335, 700,800, 900,1000, 1118-1199, 1200	500, 655-671	675-698, 1300, 1400, 1500, 1700	600-620, 1900, 2000, 2100, 2200	765250 765251 765252 771253 771254 771255 771256 771257	765152 765157 765160 765161 771153 771154 771155 771156	765100 765120 765150 765151 771104	765414 765445 765448 765449 765458 771927 771929 771994 771995 771996 771997
Richmond Terminal - West Route																		
Richmond to South Collier	270,000	90	80	70	60	50									40	40	40	25
Meadow to Clopton	270,000		10	10	10	10												
Clopton to South Richmond	270,000		15	15	15	15									10	10		
Clopton to FA	270,000		15	15	15	15									10	10		
Dunlop to Appomattox Station	270,000		35		30	30									20	20	25	25
Bridge MP 22.0 to 22.1			20		20	20												
Appomattox Station to BX	270,000		20		20	20										10	10	
Richmond Terminal - East Route																		
Richmond to Centralia	270,000	79	79	78	60	50									40	40	40	25
Bridge MP 0.4N to 0.6		15	15	15	15	15												
South Dunlop to North Burgess	270,000	79	79	70	60	50									40	40	40	25
Bellwood to Hopewell	270,000				35	35									25	25	25	25
South Collier to Florence	270,000	90	80	70	60	50									40	40	40	25
Bridge MP 81.9 to 83.5		40	40	40	40	40												
Bridge MP207.6 to 207.7 (East Track)		25	25	25	25	25								20	20			
Bridge MP207.6 to 207.7 (West Track)		25	25	25	25	25								20	20			
Bridge MP 280.3 to 282.8		40	40	40	40	40												
Contentnea to Wilmington	270,000		25		25	25												
Bridge MP C234.6 to C234.8			20		20	20												
Bridge MP C242.3 to C242.4			25		25	25				20				20	20	20		
Wilmington to MP C248.3	270,000		35		35	35									25	25	30	25
Bridge MP C245.8 to C245.9			20		20	20												
Bridge MP C248.2 to C248.3			20		20	20												
MP C248.3 to MP C297.5	270,000		30		30	30									25	25		
MP C297.5 to MP C318.0	270,000		25		25	25												
Bridge MP C316.9 to C317.0			25		25	25												
MP C318.0 to MP C330.0	270,000		30		30	30									25	25		
MP C330.0 to Pee Dee	270,000		25		25	25												
Rocky Mount to Spring Hope	270,000		25		25	25				20			20	20	20	15		
Bridge MP BA121.9 to BA122.0			20		20	20												
Spring Hope to Bunn			20		20	20				15			15	15	10	10		
Elrod to Fairmont	270,000		25		20	20	15	10	7	7	15		BARRED	7	10	7	15	
Rocky Mount to MP 207.0	270,000		35		35	35									30	30		25
Bridge MP 138.2 to 138.3			30		30	30												
Bridge MP 158.8 to 159.7			30		30	30												
Bridge MP 186.6 to 186.9			10		10	10												
MP 207.0 to Portsmouth (Yard Tower)	270,000		25		25	25												
Bridge MP 231.0 to 231.1			20		20	20									10	10	15	
Bridge MP 232.5 to 232.6			25		25	25												
Bruce to Marford	270,000		15		15	15	10	7	7	7			BARRED	7	7	BARRED	10	
Franklin Junction to Franklin	270,000				25	25									20	20		
Pender to MP 96.0	270,000		25		25	25										20		
MP 96.0 to MP 110.0	270,000		25		25	25										20		
MP 110.0 to Hobgood	270,000		25		25	25										20		
Hobgood to Greenville	270,000		20		20	20	15	10	7	7	15		BARRED	7	10	7	15	
Greenville to Kinston	270,000		25		25	25							BARRED		20	15		

(Continued Next Page)

Line	Line Capacity (Lbs.) 4-Axle Cars	Speed limit (M.P.H.) unless further restricted by engine, equipment in consist or special instructions.					Restricted speed (M.P.H.) as shown below for certain equipment											Locomotive Cranes
							Cars weighing				Engines in series				Wrecker Nos.			
		21-22, 57-58, 91-92	Other Psgr. Trains	Piggy-back Trains	Unrestricted Freight Trains	Restricted Freight Trains	220,000 to 240,000 Lbs.	240,001 to 251,000 Lbs.	251,001 to 263,000 Lbs.	263,001 to 270,000 Lbs.	316, 318-335, 700,800, 900,1000, 1118-1199, 1200	500, 655-671	675-698, 1300, 1400, 1500, 1700	600-620, 1900, 2000, 2100, 2200	765250 765251 765252 771253 771254 771255 771256 771257	765152 765157 765160 765161 771153 771154 771155 771156	765100 765120 765150 765151 771104	765414 765445 765448 765449 765458 771927 771929 771994 771995 771996 771997
Tarboro to Parmele	270,000		30		30	30				25			25	25	20	15	25	25
Parmele to Williamston	270,000		30		30	30									25	20		25
Williamston to MP 187.4	270,000		30		30	30									25	20		25
Bridge MP 184.8 to 184.9			10		10	10				*					7			
MP 187.4 to 187.8	270,000		10		10	10				7				7		7		
MP 187.8 to Plymouth	270,000		30		30	30									25	20		25
Parmele to Washington	270,000		25		25	25				20			20	20	20	15		
Bridge MP 152.7 to 152.8			10		10	10				*					7			
Bridge MP 156.8 to 156.9			10		10	10				*					7			
Warsaw to Clinton	270,000		30		30	30				25			25	25	20	15	25	25
New Bern Junction to New Bern	270,000		25		25	25										20		
Bridge MP CB292.8 to CB292.9			10		10	10												
Bridge MP CB316.6 to CB316.7			25		25	25												
Marine Junction to Camp LeJeune	270,000		20		20	20									15	15		
Chadbourn to MP CH305.5	270,000		15		15	15		10	7	7			BARRED	7	10	7		
MP CH305.5 to MP CH309.5	270,000		25		25	25							BARRED					
MP CH309.5 to MP CH310.4	270,000		15		15	15		10	7	7			BARRED	7	10	7		
MP CH310.4 to MP CH333.5	270,000		25		25	25							BARRED					
MP CH333.5 to Myrtle Beach	270,000		20		20	20							BARRED			15		
Bridge MP CH336.3 to CH336.4			10		10	10				*					7			
Bridge MP CH347.6 to CH347.7			20		20	20									10			
Winona to Stone	270,000				15	15									10	10		
Fayetteville to Brown's (F260.3)	251,000		25		25	25			BARRED	BARRED		BARRED	BARRED	BARRED	BARRED	BARRED		
Bridge MP F211.0 to F211.2			10		10	10	*	*	BARRED	BARRED		BARRED	BARRED	BARRED	BARRED	BARRED		
Bridge MP F259.4 to F259.6			10		10	10	*	*	BARRED	BARRED		BARRED	BARRED	BARRED	BARRED	BARRED		
Brown's (F260.3) to Yadkin Junction	270,000		25		25	25										20		
Fayetteville to Fort Junction	270,000		25		25	25												
Fort Junction to Manchester	270,000		20		20	20	15	10	7	7	15		BARRED	7	10	7	15	
Parkton to Red Springs	270,000		20		20	20	15	10	7	7	15		BARRED	7	10	7	15	

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

LIMITS

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

METHOD OF OPERATION

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

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

Between Richmond and South Collier or North Burgess 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 communication failure, movement will be made under flag protection.

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 Meadow, M. P. 1.0 and "FA," M. P. 5.7, West Route on east track;

Between Centralia, M. P. 10.6 and M. P. 21.9, West Route on Appomattox Station lead;

Between Centralia, M. P. 10.6 and Collier, M. P. 28.3, West Route;

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

and between South Dunlop, M. P. 20.1 and North Burgess, M. P. 30.0 East Route.

4—Automatic Block Signal System is in service between "AY" and Centralia, M. P. 10.6, West Route (on southward track); between "AY" and Meadow, M. P. 1.0, West Route and between "FA," M. P. 5.7 to Centralia, M. P. 10.6, West Route (on northward track); and between Collier, M. P. 28.3 and South Collier, M. P. 28.9, West Route.

SIGNALED SIDINGS

5—South yard, East Route.

OPERATION BY SIGNAL INDICATION

6—The operation on two tracks:

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

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

Between "FA," M.P. 5.7 and Centralia, M.P. 10.6, West Route;

Between Collier, M. P. 28.3 and South Collier, M. P. 28.9, West Route; will be by signal indication in accordance with Rule D-251 when moving with the current of traffic and will take the place of train orders.

AUTOMATIC TRAIN STOP

7—Automatic Train Stop System is in service between "AY" and South Collier, M. P. 28.9, West Route (on southward track); and between "AY" and South Collier, M. P. 28.9, West Route (on northward track).

TWO TRACKS

8—Two tracks extend:

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

Between south side Appomattox River, M. P. 23.3, and South Collier, M. P. 28.9, West Route;

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

9—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, North Burgess, Bellwood and Hopewell.

WHERE TIME APPLIES

10—Richmond, time of passenger trains applies at Broad Street Station, freight trains at Acca Yard. Time of trains at Centralia and South Dunlop applies at East Route junction switches; at Collier, M. P. 27.0, West Route; and at South Collier and North Burgess at Norlina Subdivision junction switches.

Petersburg, time applies at passenger station located on route over which train is operated.

CONDITIONAL STOPS

11—Nos. 21 and 22 at Petersburg daily for U. S. Mail.

No. 58 at Petersburg to discharge revenue passengers from Columbia and beyond.

REGISTER STATIONS

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

YARD LIMITS

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

RAILROAD CROSSINGS AT GRADE

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

SPRING SWITCHES

17—Following spring switch is in signaled territory:
Dunlop, Wye switch, Appomattox lead, 20 M.P.H.

DEFECT DETECTORS

18—Location	Protection Provided	Locations of Indicators and Personnel Reading Charts
M. P. 17.2, West Route	Two tracks, both directions, dragging equipment.	"D" lights on northward home signals, Walthall, M. P. 15.1 and on southward home signals, Dunlop, M. P. 19.3, West Route.
Petersburg M. P. 23.3, West Route	Single Track, both directions, Hot box.	Indicators west side, M. P. 23.3, West Route. Dispatcher, Rocky Mount
North Burgess M. P. 29.3, East Route	Single Track, both directions, Hot box and dragging equipment.	Indicators east side, M. P. 29.3, East Route. Voice instructions.

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, No. 1 Hermitage Yard Track, or Acca Lead. Trains and engines using No. 1 Hermitage yard track and Acca Lead 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 of freight cars or any other switching movements will move at yard speed.

Engines or trains moving out of tracks must not foul clearance point until switch is properly lined for their movements.

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 exceeding 16 ft. 9 in. ABOVE TOP OF RAIL, loaded bi-level auto racks, 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—Within city limits of Richmond (north of James River), engine whistle must not be sounded except in case of emergency, but necessary warning signals must be given by the use of the engine bell.

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—TRAILERS in TOFC service, with combined height of FLAT CAR and TRAILER exceeding 18 ft. 0 in. ABOVE TOP OF RAIL, loaded bi-level auto racks, and loaded or empty tri-level auto racks must not be moved under S.C.L. overpass, M. P. 23.7, Petersburg, East Route, except on special instructions.

28—Trains and engines have equal authority between south end Traffic Control System and Appomattox Station on Appomattox Station lead, operating at yard speed.

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:

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

Nat'l. Cylinder Gas Co., M. P. 6.5, East Route (W).

Roslyn Farm (Appomattox Sta. Lead), M. P. 21.2, West Route.

Nolde Bakery, M. P. 23.6, West Route (W).

Collier Coal Chute Track, M. P. 26.6, West Route (E).

SPEED RESTRICTIONS—WEST ROUTE

32—Between Mile Posts	MILES PER HOUR: 21-22, 57-58, 91-92	Other Psgr. Trains	Piggy-back Trains	Freight Trains
R.F.&P. Trackage				
Between James River (Pier 5) and "AY"	65	65	65	50
First curve northside James River	50	50	50	50
0.2N and 0.1	50	50	50	50
1.2 and 1.4	60	60	60	—
5.3 and 5.6	60	60	60	—
14.1 and 14.5	70	70	—	—
16.5 and 17.0	70	70	—	—
19.4 and 20.4	60	60	60	—
22.6 and 23.4 (East Track)	60	60	60	—
22.6 and 23.4 (West Track)	40	40	40	40
24.9 and 25.4	60	60	60	—

City Ordinance Speed Restrictions:

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

Petersburg, West Route, all movements over East Bank, Bollingbrook, Franklin, Sycamore, Union, Market, Lawrence and Perry Streets, must come to a complete stop before fouling and must flag crossings. Movements on Washington Street must not exceed speed of 6 M.P.H.

SPEED RESTRICTIONS—EAST ROUTE

33—Between Mile Posts	MILES PER HOUR: Psgr. Trains	Piggy-back Trains	Freight Trains	Between Mile Posts	MILES PER HOUR: Psgr. Trains	Piggy-back Trains	Freight Trains
Both Tracks:				Single Track:			
3.5N and 0.5N	20	20	20	8.9 and 9.9	75	70	—
0.5N and 0.2	15	15	15	9.9 and 10.6	55	55	55
Single Track:				10.6 and 10.9	45	45	45
0.2 and 1.0	15	15	15	20.1 and 20.7	30	30	30
1.0 and 2.7	75	70	—	20.7 and 21.7	65	65	—
West Track:				21.7 and 22.3	40	40	40
2.7 and 8.9	75	70	—	22.3 and 23.1	25	25	25
East Track:				23.1 and 25.0	40	40	40
2.7 and 8.9	45	45	45	25.0 and 26.3	60	60	—

M. P. 22.9, East Route, through turnout Market St. lead, 10 M.P.H.

City Ordinance Speed Restrictions:

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

Petersburg, East Route, 6 M.P.H.

SPEED RESTRICTIONS—HOPEWELL SUBDIVISION

34—Between Mile Posts	All Trains M.P.H.	Between Mile Posts	All Trains M.P.H.
7.6 and 7.7	10	17.9 and 21.2	30
7.7 and 8.1	20	21.2 and 21.5	25
8.1 and 8.4	10	21.5 and 21.9	30
8.4 and 9.7	30	21.9 and 23.2	20
11.5 and 11.8	30		

CLEARANCE CARDS

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

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

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

WHERE TIME APPLIES

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

CONDITIONAL STOPS

3—No. 75 at Jarratt to discharge revenue passengers from Richmond and beyond.

REGISTER STATIONS

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

JUNCTION SWITCHES

5—Rocky Mount, M. P. 119.8, lined for movements on North End Subdivision.

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

SPEED RESTRICTIONS

6—Between Mile Posts	MILES PER HOUR			
	91-92	Other Psgr. Trains	Piggy-back Trains	Freight Trains
53.5 and 53.8	70	70	—	—
62.0 and 65.0	80	—	—	—
79.2 and 79.7	80	—	—	—
81.9 and 83.5	40	40	40	40
89.5 and 91.7	70	70	—	—

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

Jarratt, northward and southward sidings;
Trego, southward siding;
Weldon Yard, center siding; and
Whitakers, southward siding.

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

City Ordinance Speed Restrictions:

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

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

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

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

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

RAILROAD CROSSINGS AT GRADE

7—Protected by attended interlocking:
Jarratt, M. P. 53.4, N&W.

8—Protected by electrically locked derails:
Emporia, M. P. 62.7, NF&D. Normally clear S. C. L.

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

BLOCK SIGNAL SYSTEMS

10—Automatic Block Signal System is in service between South Collier, M. P. 28.9 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.

AUTOMATIC TRAIN STOP

11—Automatic Train Stop System is in service between South Collier, M. P. 28.9 and Rocky Mount, M. P. 119.4 (on southward track); between South Collier, M. P. 28.9 and Rocky Mount, M. P. 120.1 (on northward track), and between South Rocky Mount, M. P. 120.9 and "YD," M. P. 123.3.

TWO TRACKS

12—Two tracks extend between South Collier, M. P. 28.9 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

13—The operation on two tracks between South Collier, M. P. 28.9 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

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:

Jarratt, north end northward siding.
Jarratt, south end southward siding.
Trego, south end siding.
Whitakers, south end siding.
Rocky Mount, yard freight lead northward track (Bassett St.), 20 M.P.H.

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

Rocky Mount, yard freight lead northward track (Marigold St.), 20 M. P. H.
South Rocky Mount, north leg of wye (Richmond Lead), 10 M. P. H.

DEFECT DETECTORS

16—Locations	Protection Provided	Locations of Indicators and Personnel reading charts
M. P. 30.2	Northward track, with current of traffic. Dragging equipment.	"D" light on northward home signal, Collier, (Collier Subdivision), M. P. 28.4, West Route.
Emporia M. P. 60.5	Two tracks, with current of traffic. Hot box.	Indicators both sides, M. P. 60.5. Dispatcher, Rocky Mount.
M. P. 77.8	Southward track, with current of traffic. Dragging equipment.	"D" lights on mast M. P. 78.9 and southward home signal, Garysburg, M. P. 79.9.
Weldon M. P. 82.6	Single track, both directions. Hot box.	Indicators west side, M. P. 82.6. Dispatcher, Rocky Mount.
M. P. 86.1	Northward track, with current of traffic. Dragging equipment.	"D" light on northward home signal, Weldon Yard, M. P. 84.3.
Ruggles M. P. 99.0	East track, both directions. Hot box.	Indicators east side, M. P. 99.0. Dispatcher, Rocky Mount.
Rocky Mount M. P. 115.3	West track, with current of traffic. Hot box.	Indicators west side, M. P. 115.3. Operator "CO," South Rocky Mount.

SPECIAL RULES

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

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

19—At Rocky Mount, trains and engines using yard freight lead will approach spring switch to northward main track at Bassett and/or Marigold 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.

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

21—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.

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

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

South End Subdivision

CLEARANCE CARDS

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

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

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

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

Trains or engines 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.

CONDITIONAL STOPS

3—No. 75 at Benson for revenue passengers.

No. 76 at Pembroke to discharge revenue passengers from Florence and beyond, and to receive revenue passengers for Richmond and beyond; also to discharge U.S. mail upon request of RPO clerk.

No. 91 at Wilson to discharge revenue passengers from Richmond and beyond and receive revenue passengers for Charleston and beyond.

No. 92 at Wilson to discharge revenue passengers from Jacksonville and beyond and to receive revenue passengers for Richmond and beyond.

No. 76, 60 M. P. H. at Rowland daily except Sunday, pick up mail from crane.

REGISTER STATIONS

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

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

Milan, for trains originating and terminating.

Florence ("FC" office for passenger trains and Crew Clerk's office for freight trains).

YARD LIMITS

5—Rocky Mount-South Rocky Mount.

JUNCTION SWITCHES

6—Rocky Mount, M. P. 119.8, lined for movements on North End Subdivision.

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

SPEED RESTRICTIONS

7—Between Mile Posts	MILES PER HOUR 91-92	Other Pagr. Trains	Piggy-back Trains	Freight Trains
139.0 and 139.5	60	60	60	—
152.7 and 153.0	70	70	—	—
164.5 and 164.9	60	60	60	—
166.5 and 166.7	70	70	—	—
167.4 and 167.6	70	70	—	—
169.0 and 169.3	70	70	—	—
207.6 and 207.7 (East Track)	25	25	25	25
207.6 and 207.7 (West Track)	25	25	25	25
210.7 and 210.8	40	40	40	40
211.9 and 212.0	70	70	—	—
212.9 and 213.2	70	70	—	—
216.1 and 219.1	60	60	60	—
220.2 and 220.4	80	—	—	—
241.8 and 242.1	80	—	—	—
261.0 and 263.0 (Southward only)	80	—	—	—
279.0 and 280.0	60	60	60	—
280.3 and 282.8	40	40	40	40

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

Fayetteville, siding; and
Elrod, siding.

City Ordinance Speed Restrictions:

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

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

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

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

Dunn, 45 M. P. H., 6:00 A.M. to 7:30 P.M., Edgerton, Broad and Cumberland Streets must not be blocked longer than 5 minutes, except Nos. 86 and 75 handling mail; other streets, no longer than 10 minutes.

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

RAILROAD CROSSINGS AT GRADE

8—Protected by remotely controlled interlockings:

Wilson, M. P. 136.5, NS.
Fayetteville, M. P. 210.7, A.&R.
Fayetteville, M. P. 209.5, S. C. L.
Pembroke, M. P. 241.3, S. C. L.
Dillon, M. P. 262.8, S. C. L.

9—Protected by automatic interlocking:

Selma, M. P. 161.2, Sou.

10—Protected by "Stop" boards:

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

BLOCK SIGNAL SYSTEMS

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

AUTOMATIC TRAIN STOP

12—Automatic Train Stop System in service between South Rocky Mount, M. P. 120.9 and Florence, M. P. 292.2.

SPRING SWITCHES

13—Following spring switch is in signal territory:

Parkton, Red Springs Subdivision switch, 20 M. P. H.

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:

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

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

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

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

SIGNALED SIDINGS

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

Kenly, between M. P. 146.8 and M. P. 151.0.
Selma, between M. P. 158.0 and M. P. 164.4
Four Oaks, between M. P. 172.0 and M. P. 176.3.
Dunn, between M. P. 185.2 and M. P. 190.4
South Godwin, between M. P. 194.6 and M. P. 197.1.
South Rex, between M. P. 227.7 and M. P. 233.8.
Elrod, between M. P. 243.2 and M. P. 248.9.
Hamill, between M. P. 257.2 and M. P. 260.5.
Latta, between M. P. 269.4 and M. P. 275.5.

TWO TRACKS

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

DEFECT DETECTORS

18—Locations	Protection Provided	Locations of Indicators and Personnel reading charts
Elm City M. P. 128.8	Two tracks, both directions. Hot box.	Indicators both sides, M. P. 128.8. Operator "CO," South Rocky Mount.
Micro M. P. 155.7	Single track, both directions. Hot box.	Indicators east side, M. P. 155.7. Dispatcher, Rocky Mount.
Wade M. P. 200.5	Single track, both directions. Hot box.	Indicators east side, M. P. 200.5. Dispatcher, Rocky Mount.
Parkton M. P. 221.2	Single track, both directions. Hot box.	Indicators east side, M. P. 221.2. Dispatcher, Rocky Mount.
Rowland M. P. 254.2	Single track, both directions. Hot box.	Indicators east side, M. P. 254.2. Dispatcher, Rocky Mount.
M. P. 275.5	Single track, both directions. Dragging equipment.	"D" lights on northward signals, 2734 and 2734W, southward signal 2775.
Pee Dee M. P. 281.8	Single track, both directions. Hot box.	Indicators east side, M. P. 281.8. Operator "FC," Florence.

SPECIAL RULES

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

20—At Rocky Mount, trains and engines using yard freight lead will approach spring switch to northward main track at Bassett and/or Marigold 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.

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

22—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.

23—The maximum speed on connection track at Dillon between the South End Subdivision and the Andrews Subdivision is 45 M.P.H.

24—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.

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

Bagley, M. P. 154.6.
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. 193.8.
Wade, M. P. 198.7.
Warehouse Track, M. P. 222.7 (E).
Gin Track, M. P. 222.9 (E).

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

Allied Mills, Inc., M. P. 159.8 (E).
Dewbell, M. P. 162.1 (W).
Griffin's Spur, M. P. 211.2 (E).
Victory Siding, M. P. 211.8 (E).
Urtie Siding, M. P. 212.6 (E).
Carolina Model Homes, Inc., M. P. 214.5 (E).
Parkton-Cates Spur, M. P. 223.8.

East End Subdivision

CLEARANCE CARDS

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

WHERE TIME APPLIES

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

REGISTER STATIONS

3—Portsmouth (Shops) — (yard office and diesel shop), Portsmouth (Yard Tower).

Ahoskie (for trains originating and terminating).

Hobgood (for trains originating and terminating) and No. 453.

Tarboro, Nos. 412, 416, 418 and 454 will leave register slip in box at junction switch, M.P. 135.4.

South Rocky Mount.

YARD LIMITS

4—Portsmouth (Shops), Portsmouth (Yard Tower), Suffolk, Franklin Junction, Ahoskie, Hobgood, Tarboro and Rocky Mount-South Rocky Mount.

JUNCTION SWITCHES

5—Franklin Junction, M. P. 207.6, lined for movements on East End Subdivision.

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

6—Between Mile Posts	All Trains M.P.H.
138.2 and 138.3	30
158.8 and 159.7	30
186.6 and 186.9	10
231.0 and 231.1	20

City Ordinance Speed Restrictions:

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

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

Suffolk, 25 M. P. H. movements over East Washington

Street and Madison Avenue must be flagged at least 50 feet ahead of engine or cars and flagman remain on crossing until train or engine reaches same.

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

Aulander, 25 M. P. H.

Kelford, 35 M. P. H.

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

Tarboro, 20 M. P. H.

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

RAILROAD CROSSINGS AT GRADE

7—Protected by remotely controlled interlocking:
Suffolk, M. P. 216.5, N&W. Normally clear N&W. 10 M. P. H.*

8—Protected by attended interlocking:
Portsmouth, M. P. 234.7, N&P Belt Line. 10 M. P. H.*

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

10—Protected by non-electrically locked gates:
Beamon, M. P. 222.4, NF&D. Normally clear S. C. L.
Boone, M. P. 228.3, NF&D. Normally clear S. C. L.
South Rocky Mount (Richmond Lead), S.C.L., may be left set against either East End Subdivision or Richmond lead.

11—Protected by non-electrically locked gates and derails.
Kelford, M. P. 162.6, S. C. L. Normally clear East End Subdivision.

12—Protected by "Stop" boards:
Suffolk, M. P. 216.0, N&W.
*For entire train between home signals.

DRAWBRIDGES

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

Chowan River, M. P. 186.7. Attended.

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

SPRING SWITCHES

14—Following spring 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.
Rocky Mount, north end two tracks, M. P. 122.7, northward trains 20 M. P. H., southward trains 10 M. P. H.

15—Following spring switches are identified by "SS" on target, trains and engines aproaching these switches must know that points are set in proper position before passing over same:
South Rocky Mount, Portsmouth freight lead. 10 M. P. H.
Portsmouth, Pinners Point freight lead. 10 M. P. H.

TWO TRACKS

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

JOINT TRACKS

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

SPECIAL RULES

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

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

Plymouth Subdivision

CLEARANCE CARDS

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

WHERE TIME APPLIES

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

REGISTER STATIONS

3—Parmele and Haley Yard.

YARD LIMITS

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

JUNCTION SWITCHES

5—Tarboro, M. P. 135.4, lined for movements on Plymouth Subdivision.
Parmele, M.P. 152.2, lined for movements on Plymouth Subdivision.

SPEED RESTRICTIONS

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

City Ordinance Speed Restrictions:
Williamston, movement over Washington and Horton Streets must be flagged.
Everett, 20 M. P. H.
Robersonville, 15 M. P. H.
Parmele, 35 M. P. H.
Bethel, 12 M. P. H.
Tarboro, 20 M. P. H. Movement over Howard Avenue between 7:00 A.M. and 7:00 P.M. must be flagged.

RAILROAD CROSSINGS AT GRADE

7—Protected by "Stop" boards:
Parmele, M.P. 152.2, S. C. L.
Plymouth, M.P. 187.1, NS.

SPRING SWITCHES

8—Following spring switch is protected for facing-point movements by indicator signal, trains and engines will approach such signal prepared to be governed by its indication. Where such signal displays "Stop," or, in the absence of light where there is no day indication, the switch must be examined and points must fit properly before movement is made:
Tarboro, junction switch M. P. 135.4, 15 M. P. H.

SPECIAL RULES

9—Nos. 416 and 417 will not protect against following extra trains between Tarboro and Plymouth.
No. 413 will not protect against following extra trains between Parmele and Tarboro.
Nos. 418 and 419 will not protect against following extra trains between Tarboro and Parmele.

CLEARANCE CARDS

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

REGISTER STATIONS

2—Parmele.

YARD LIMITS

3—Parmele and Washington.

JUNCTION SWITCHES

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

SPEED RESTRICTIONS

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

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

SPECIAL RULES

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

Franklin Subdivision

YARD LIMITS

1—Franklin Junction and Franklin.

JUNCTION SWITCHES

2—Franklin Junction, M. P. BD207.6, lined for movements on East End Subdivision.

SPEED RESTRICTIONS

3—Between Mile Posts	All Trains M.P.H.
BD207.2 and BD207.3 (S. leg wye)	15
BD207.2 and BD207.4 (N. leg wye)	15
BD217.2 and BD217.3	20
BD220.5 and 220.9	20

SPECIAL RULES

4—Trains and engines will operate at yard speed not exceeding 25 M. P. H. between junction switch M. P. BD207.6 and end of line, Franklin.

5—Trains and engines of S. C. L. and NF&D operate jointly over tracks of Union-Camp Corp., at yard speed, Franklin, Va.

6—Movements over Va. State Highway 189 and U.S. 13 must be flagged.

Kinston Subdivision

CLEARANCE CARDS

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

REGISTER STATIONS

2—Parmele and Kinston.

YARD LIMITS

3—Hobgood, Pender, 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—City Ordinance Speed Restrictions:
Hobgood, movements over Commerce Street on back track must be flagged.
Greenville, movements over Dickerson Avenue, 3rd, 4th, 10th, 12th and 14th Streets and Airport Road (Munford), must be flagged.
Ayden, 25 M. P. H.
Kinston, the unnecessary use of whistle is prohibited. All street crossings from Park Avenue to King Street, inclusive, except Vernon Avenue, must be flagged.

RAILROAD CROSSINGS AT GRADE

6—Protected by standard semaphore crossing signal:

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

7—Protected by "Stop" boards:
Parmele, M.P. 134.8, S. C. L.
Greenville, M.P. 150.0, NS.
Kinston, M.P. 177.8, A&EC.

SPECIAL RULES

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

9—Nos. 443 and 444 will not protect against following extra trains between Tillery and Hobgood.

Nos. 445 and 446 will not protect against following extra trains between Hobgood and Parmele.

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

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

CLEARANCE CARDS

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

WHERE TIME APPLIES

2—Time of Nos. 447 and 448 applies Smith's Spur track at Magnolia, M. P. 196.0.

REGISTER STATIONS

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

YARD LIMITS

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

JUNCTION SWITCHES

5—Goldsboro, M. P. C160.0, lined for movements of W&W Subdivision.

Warsaw, M. P. C188.7, lined for movements on W&W Subdivision.

New Bern Junction, M. P. C243.0, lined for movements on New Bern Subdivision.

SPEED RESTRICTIONS

6—Between Mile Posts	All Trains M.P.H.
C234.6 and C234.8	20
C242.8 and C242.9 (N. leg wye)	10

City Ordinance Speed Restrictions:

Black Creek, 35 M. P. H., 6:00 A.M. to 10:00 P.M.
Fremont, 35 M. P. H.
Pikeville, 35 M. P. H., 6:00 A. M. to 10:00 P.M.
Goldsboro, speed consistent with conditions, but not exceeding 40 M. P. H. North George, Holly, Vine, Oak, Ash, Pine and Elm Street crossings must not be blocked over five minutes by standing train or engine.
Mount Olive, 25 M. P. H., 6:00 A.M. to 10:00 P.M.
Faison, 35 M. P. H., 6:00 A.M. to 10:00 P.M.
Warsaw, 35 M. P. H., 6:00 A.M. to 11:30 P.M. and 45 M. P. H., 11:30 P.M. to 6:00 A.M.
Magnolia, 30 M. P. H., 8:00 A.M. to 6:00 P.M.
Rose Hill, 35 M. P. H. between Ridge Street crossing and South Street crossing, 6:00 A.M. to 10:00 P.M.
Wallace, 35 M. P. H., 6:00 A.M. to 11:30 P.M.
Wilmington, trains and engines will not exceed 10 M. P. H. over Nutt, Water, Surry and Front Streets, between Cowan and Marstellar Streets, 15 M. P. H. over street crossings on Belt Line at South Front, South 5th, South 13th Streets and Colonial Drive; 25 M. P. H. over other street crossings. Movements over 9th Street crossing must be flagged.

RAILROAD CROSSINGS AT GRADE

7—Protected by standard semaphore crossing signal:
Goldsboro, M. P. C160.9. Sou. Normally clear W&W Subdivision.

8—Protected by "Stop" boards:
Goldsboro, M. P. C159.8, Sou.

9—Unprotected railroad crossing:
Wilmington, M. P. C243.0, north leg of wye at New Bern Junction with industrial spur. Engines using spur must flag in both directions. Trains and engines on north leg of wye track must approach crossing prepared to stop.

DRAWBRIDGES

10—Protected by interlockings:
North East River, Castle Hayne, M. P. C234.6. Attended 7:30 A.M. to 4:30 P.M., Monday through Friday.
Trains and engines stopped by home signals will not proceed until proceed signal is given by bridge tender or until member of crew ascertains that draw span is in proper position.

SPRING SWITCHES

11—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. C241.0, north end siding, 20 M.P.H.

JOINT TRACKS

12—Trains and engines will operate on Goldsboro Union Station tracks at yard speed.

SPECIAL RULES

13—Trains and engines have equal authority between Smith's Creek yard and Wilmington, and will operate at yard speed between these points, including on all wye tracks. Yard speed applies between New Bern Junction and Fernside. Normal position of switch to south leg of wye track, Fernside is lined to the wye. Trains and engines operating beyond this switch on New Bern Subdivision must line switch for their movement and return switch to normal position after use. 15 M. P. H. passenger station to switch south leg of New Bern line wye.
6 M. P. H., 6th Street Bridge to butting block, passenger station Wilmington, expecting to find tracks blocked. Stop must be made one car length clear of butting block.

14—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.

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

Pee Dee Subdivision

CLEARANCE CARDS

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

REGISTER STATIONS

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

YARD LIMITS

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

JUNCTION SWITCHES

4—Chadbourn, M. P. C297.5, lined for movements on Pee Dee Subdivision.

Navassa, M. P. C248.3, lined for movements on Pee Dee Subdivision.

Yadkin Junction, M. P. C246.6, lined for movements on Pee Dee Subdivision.

Hilton, M. P. C245.8, lined for movements on Pee Dee Subdivision.

SPEED RESTRICTIONS

5—Between Mile Posts	All Trains M.P.H.
C245.8 and C245.9	20
C248.2 and C248.3	20

City Ordinance Speed Restrictions:

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

Nichols, 15 M. P. H.

Mullins, 20 M. P. H. When switching, movements over Main, Park and Mullins Streets must be flagged.

RAILROAD CROSSINGS AT GRADE

6—Protected by automatic interlocking:
Mullins, M. P. C324.8, S. C. L.

DRAWBRIDGES

7—Not protected by interlockings:
North East River, Hilton, M. P. C245.9, attended.
Cape Fear River, Navassa, M. P. C248.2, attended.

Trains and engines must stop within 300 feet of drawspan. If the way is clear, they may then proceed upon receiving proceed signal from Bridge Tender.

SPECIAL RULES

8—Wilmington, 6 M.P.H., Sixth Street bridge to butting block, passenger station, expecting tracks to be blocked, and stop one car length clear of butting block.

9—Nos. 561 and 562 will not protect against following extra trains between Whiteville and Chadbourn.

OPERATION BETWEEN HILTON AND NAVASSA

10—Between Hilton M. P. C245.7 and Navassa M. P. C248.2 trains and engines will move prepared to stop within one-half the range of vision not exceeding 20 M.P.H. and must stop short of another train, obstruction or switch improperly lined. Trains and engines will not enter these limits without authority from the yardmaster at Smith's Creek Yard, except in cases of failure of communications (radio and telephone) they may proceed observing the above restrictions.

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

Myrtle Beach Subdivision

CLEARANCE CARDS

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

REGISTER STATIONS

2—Chadbourn and Myrtle Beach.

YARD LIMITS

3—Chadbourn, Loris, Conway and Myrtle Beach.

JUNCTION SWITCHES

4—Chadbourn, M. P. CH297.5, lined for movements on Pee Dee Subdivision.

SPEED RESTRICTIONS

5—Between Mile Posts	All Trains M.P.H.
CH336.3 and CH336.4	10
CH347.6 and CH347.7	20

City Ordinance Speed Restrictions:

Conway: 25 M. P. H.

DRAWBRIDGES

6—Not protected by interlocking:
Waccamaw River, Conway, M. P. CH336.3. Attended 12:00 noon to 10:00 P.M., Monday through Friday.

Trains and engines must stop within 300 feet of draw span and must not proceed until proceed signal is received from bridge tender.

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

7—Protected by interlocking:

Myrtle Beach, M. P. CH347.6. Attended daily, except Sunday.

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

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

SPECIAL RULES

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

9—Myrtle Beach, M. P. CH349.6, 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. CH350.0.

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

12—Nos. 561 and 562 will not protect against following extra trains between Chadbourn and Loris.
Nos. 541 and 542 will not protect against following extra trains between Loris and Myrtle Beach.

CLEARANCE CARDS

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

REGISTER STATIONS

2—Warsaw.

YARD LIMITS

3—Warsaw.

JUNCTION SWITCHES

4—Warsaw, M. P. C188.7, lined for movements on W&W Subdivision.

SPEED RESTRICTIONS

5—City Ordinance Speed Restrictions:
Clinton, M. P. CA202.0, movements over Lisbon, Still and John Streets must be flagged.

SPECIAL RULES

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

Fayetteville Subdivision

REGISTER STATIONS

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

YARD LIMITS

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

JUNCTION SWITCHES

3—Yadkin Junction, M. P. F290.5, lined for movements on Pee Dee Subdivision.

NS Junction, M. P. F210.9, lined for movements on Fayetteville Subdivision.

SPEED RESTRICTIONS

4—Between Mile Posts	All Trains M.P.H.
F211.0 and F211.2	10
F259.4 and F259.6	10

M. P. F209.7, turnouts Milan Yard and conn., 20 M.P.H.

City Ordinance Speed Restrictions:

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

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

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

RAILROAD CROSSINGS AT GRADE

5—Protected by remotely controlled interlocking:
Fayetteville, M. P. F209.5, South End Subdivision.

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

DRAWBRIDGES

7—Not protected by interlocking:
North East River, Hilton, M. P. C245.9, attended.
Trains and engines must stop within 300 feet of drawspan If the way is clear, they then may proceed upon receiving proceed signal from Bridge Tender.

SPRING SWITCHES

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

JOINT TRACKS

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

SPECIAL RULES

10—Trains and engines will stop clear access road Fayetteville Subdivision, M. P. F289.2 serving Power Company.

OPERATION BETWEEN HILTON AND NAVASSA

11—Between Hilton M. P. C245.7 and Navassa M. P. C248.2 trains and engines will move prepared to stop within one-half the range of vision not exceeding 20 M.P.H. and must stop short of another train, obstruction or switch improperly lined. Trains and engines will not enter these limits without authority from the yardmaster at Smith's Creek Yard, except in cases of failure of communications (radio and telephone) they may proceed observing the above restrictions.
Switches at Hilton and Navassa will be kept set and locked for the main track of Pee Dee Subdivision. Bridge tenders at Navassa and Hilton will change the switches at these points for Wilmington Subdivision trains to pass and must immediately reset them to proper position after train has passed. Trains and engines en route to or from Wilmington Subdivision or Hilton Yard must sound four (4) long blasts of the whistle, to indicate that the switch is to be lined for movement of a Wilmington Subdivision train.

REGISTER STATIONS

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

YARD LIMITS

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

JUNCTION SWITCHES

3—New Bern Junction, M. P. CB244.1, lined for movements on New Bern Subdivision.

Marine Junction, M. P. CB295.0, lined for movements on New Bern Subdivision.

SPEED RESTRICTIONS

4—Between Mile Posts	All Trains M.P.H.
CB292.8 and CB292.9	10

Trains and engines will not exceed speed of 15 M.P.H. between M. P. CB246.8 and M. P. CB246.9 on north leg of wye Fernside.

City Ordinance Speed Restrictions:

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

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 Fifth, South 13th Streets and Colonial Drive; 25 M. P. H. over other street crossings. Movement over 9th Street crossings must be flagged. 15 M. P. H. between passenger station, Wilmington and switch to south leg of New Bern wye.

RAILROAD CROSSINGS AT GRADE

5—Unprotected railroad crossings:
Movements over A&EC crossing, New Bern, must be protected by flag.

Crossing on north leg of wye at New Bern Junction with industrial spur; engines using spur must flag in both directions. Trains and engines on north leg of wye must approach crossing prepared to stop.

DRAWBRIDGES

6—Not protected with interlocking:
New River, Jacksonville, M. P. CB292.8.
Trains and engines must stop within 300 feet of drawspan. If the way is clear, then they may proceed.

SPECIAL RULES

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

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

Camp LeJeune Subdivision

CLEARANCE CARDS

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

REGISTER STATIONS

2—Marine Junction.

JUNCTION SWITCHES

3—Marine Junction, M. P. CB295.0, lined for movements on New Bern Subdivision.

JOINT TRACKS

4—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

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

Nashville Subdivision

CLEARANCE CARDS

1—Rule 83-A will not apply at Bunn.

REGISTER STATIONS

2—South Rocky Mount.

YARD LIMITS

3—South Rocky Mount—Rocky Mount.

JUNCTION SWITCHES

4—Rocky Mount, M. P. 119.8, lined for movements on North End Subdivision.

SPEED RESTRICTIONS

5—Between Mile Posts	All Trains M.P.H.
BA121.9 and BA122.0	20

RAILROAD CROSSINGS AT GRADE

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

SPRING SWITCHES

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

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

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

TWO TRACKS

8—Two tracks extend between Rocky Mount, M. P. 119.8 and South Rocky Mount, M. P. 120.9.

SPECIAL RULES

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

10—At Rocky Mount, trains and engines using yard freight lead will approach spring switch to northward main track at Bassett and/or Marigold Street prepared to stop. When northward main track is clear trains or engines will not exceed speed

of 5 M. P. H. until gates are in stop position, then proceed not exceeding 20 M. P. H.

11—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.

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

Red Springs Subdivision

CLEARANCE CARDS

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

SPRING SWITCHES

2—Following spring switch is in signal territory: Parkton, South End Subdivision switch, 20 M. P. H.

SPECIAL RULES

3—After movement from Red Springs Subdivision has cleared switch M. P. 222.9, member of crew will observe lunar white light mounted on signal case, if burning it indicates switch points are not fitting properly. Train will be stopped and a member of crew will close switch by hand.

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

Fairmont Subdivision

CLEARANCE CARDS

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

SPECIAL RULES

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

RULES RICHMOND TERMINAL COMPANY

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

2—Conductors, trainmen, enginemen and firemen must be qualified by a designated officer before being permitted to operate into and out of the Terminal Station.

3—All train movements will be governed by signal indications within interlocking limits.

4—(a) Trains and engines entering Broad Street Station, 20 M.P.H., South "Y" Junction to inbound home signal. (b) Between inbound home signal and outbound home signal, Broad Street Station 15 M.P.H.; 20 M.P.H. on No. 2 track, between outbound home signal and South "Y" Junction; (c) Passenger trains, 30 M.P.H. through turnouts and crossings at South "Y" Junction and "Y" Junction on James River Branch when operating via their regular route; if diverted, be governed by item "d"; (d) Trains and engines (except as provided in item "c" above) 15 M.P.H. when making turnout or crossover movement at AY Tower, South "Y" Junction on James River Branch.

Trains, engines and switch movements must not exceed a speed of twenty (20) M.P.H. between Seaboard Junction and Terminal Junction and must not exceed a speed of fifteen (15) M.P.H. between Terminal Junction and Broad Street Station.

5—Interlocking signals of color light type display the following indications:

Red—Stop

Yellow—Restricting (not exceeding fifteen (15) miles per hour prepared to stop short of train, obstruction or switch not properly lined and look out for broken rail)

Yellow over red—Approach (Proceed prepared to stop at next signal)

Green—Not exceeding fifteen (15) miles per hour through crossovers and turnouts; then proceed at authorized speed.

6—Interlocking signals are located to the right of the tracks they govern. Hand signals must not be recognized over interlocking signals. When interlocking signals indicate stop or are dark and conflicting movement is not observed, member of crew will contact operator at "AY" by telephone.

If signal cannot be cleared, a thorough understanding must be had that proper route is lined for the movement; that there are no conflicting movements and that the route will not be changed until movement has been completed, after which operator may authorize movement to proceed at restricted speed to next signal.

7—All trains making back-up movements must be equipped with a back-up air hose or its equivalent. Conductor must know the appliance is in working order and will personally handle all back-up movements. Air whistle on back-up air hose will be sounded at frequent intervals on all trains backing into station.

Conductors in charge of inbound back-up movements will stop train clear of the signal at north end of station except, if that signal displays a proceed indication, train will proceed to portable reflectorized stop sign on right side of track.

8—In case of derailment, or if damage to track or interlocking occurs, creating an unsafe condition, such action as necessary must be taken to protect other movements, and no movement will be permitted until all parts of the interlocking and tracks are known to be in a safe condition. Trains stopped within the interlocking due to causes not covered in these rules must contact the operator before resuming movement. A reverse movement within the limits of the interlocking or a forward movement after making a reverse movement, must not be made without the proper interlocking signal indication or permission from the operator.

9—Switch leading to interchange track located approximately four hundred and fifty (450) feet south of Seaboard Junction is electrically locked and controlled by the operator at "AY". Crews desiring to use that switch will get permission from the operator at "AY".

Normal position of the switch is lined for the running track.

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

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

12—Trains must not depart until the Conductor and Engineman have received an O.K. from the car inspector that train is ready as far as the Mechanical Department is concerned and permission to leave has been received from the Stationmaster when on duty.

13—All members of train crews must register in book provided for that purpose in the Stationmaster's office.

14—Doors of toilets on all passenger trains must be kept locked while cars are located on station tracks; private or chartered cars must be kept locked until soil cans are supplied.

15—Trash and debris, or refuse of any nature, must not be dumped or thrown off within the terminal limits.

16—Headlights on all engines will be dimmed while on tracks of the Richmond Terminal Company.

17—The use of sand within interlocking limits must be avoided as far as possible and is prohibited through switches and crossovers except in emergency.

TONNAGE RATING

Engine Numbers / Tonnage Shown Per Unit	300-308, 310-316, 318-413 (A or B), 700-1002, 1118-1201, 1250-1259	675-698	309, 317, 1003-1065, 1202-1239	600-620, 1275-1277, 1300-1343, 1400-1415, 1500-1595, 1700-1777	203-222, 1100-1117	1900-1923, 2100-2110, 2114-2120	2000-2023	2111-2113, 2200-2210	2121-2124, 2211-2213
Richmond Terminal - West Route									
Richmond and South Collier	2500	2000	2750	3000	1650	3850	4550	4350	4750
Richmond Terminal - East Route									
Richmond to North Burgess	1500	1200	1650	1800	1000	2300	2700	2600	2850
North Burgess to Petersburg	1500	1200	1650	1800*	1000	2300	2700	2600	2850
Petersburg to Wheelwright-Brown St.	2300	1850	2500	2750	1500	3550	4200	4000	4350
Brown St. to Richmond	1300	1050	1450	1550	850	2000	2350	2300	2450
Hopewell and Bellwood	1700	1350	1850	2050	1100	2650	3100	3000	3200
South Collier and S. Ry. Mt.	2600	2050	2850	3100	1700	4000	4750	4550	4950
S. Ry. Mt. to Florence	2400	1900	2650	2800	1550	3700	4350	4200	4550
Florence to S. Ry. Mt.	2600	2050	2850	3100	1700	4000	4750	4550	4950
Elrod to Fairmont	3500	2800	3850	4200	2300	5400	6350	6100	6650
Fairmont to Elrod	3100	2450	3400	3700	2000	4800	5650	5400	5900
S. Ry. Mt. to Yard Tower	3000	2400	3300	3600	1950	4650	5450	5250	5700
Yard Tower to Tarboro	2400	1900	2650	2850	1550	3700	4300	4200	4550
Tarboro to S. Ry. Mt.	2700	2150	2950	3250	1750	4150	4900	4700	5100
S. Ry. Mt. to Plymouth	4200	3350	4600	5050	2750	6500	7650	7350	7950
Plymouth to S. Ry. Mt.	2500	2000	2750	3000	1650	3850	4500	4350	4750
Pender to Parmele	2400	1900	2650	2850	1550	3700	4350	4200	4550
Parmele to Greenville	1800	1450	1950	2150	1200	2800	3300	3150	3400
Greenville and Kinston	2500	2000	2750	3000	1650	3800	4500	4350	4750
Greenville to Parmele	3400	2700	3750	4050	2200	5250	6200	5950	6450
Parmele to Pender	2300	1850	2500	2750	1500	3550	4200	4000	4350
Parmele to Washington	3800	3050	4150	4550	2500	5900	6900	6650	7200
Washington to Parmele	3500	2800	3850	4200	2300	5400	6350	6100	6650
Parkton and Red Springs	3000	2400	3300	3600	1950	4650	5450	5250	5700
Contentnea and Smith Creek	2600	2050	2850	3100	1700	4000	4750	4550	4950
Clinton and Warsaw	1600	1250	1750	1900	1050	2450	2900	2800	3050
Smith Creek to Pee Dee	2800	2250	3050	3350	1850	4350	5100	4900	5300
Pee Dee to Smith Creek	3000	2400	3300	3600	1950	4650	5450	5250	5700
Chadbourn and Myrtle Beach	3000	2400	3300	3600	1950	4650	5450	5250	5700
Yadkin Jct. to Fayetteville	2650	2100	2900	3150	1750	4100	4850	4650	5000
Fayetteville to Manchester	1550	1250	1700	1850	1000	2400	2800	2700	2950
Manchester to Ft. Bragg	2000	1600	2200	2400	1300	3100	3650	3500	2800
Ft. Bragg to Fayetteville	3000	2400	3300	3600	1950	4650	5450	5250	5700
Fayetteville to Yadkin Jct.	3100	2480	3400	3700	2000	4800	5650	5400	5900
Smith Creek to Jacksonville	4000	3200	4400	4800	2600	6200	7300	7000	7600
Jacksonville and New Bern	3000	2400	3300	3600	1950	4650	5450	5250	5700
Jacksonville to Smith Creek	2800	2250	3000	3350	1850	4350	5100	4900	5300

*Engines in series 1500-1595 and 1700-1777 will handle 2500 tons per unit, North Burgess to Petersburg.

COLLIER SUBDIVISION - EAST ROUTE

NAME	Mile Post	Station Nos.	Car Capacity	Opening
General Shale No. 17 (E)	3.1	S 3	13	North
Alleghany Lead (E)	3.2		21	North
Alleghany Warehouse Co.	3.2	S 3	17	North
General Shale No. 16 (E)	3.4	S 3	8	North
Marlboro (E)	4.3	S 4	55	North
Peck Siding (E)	4.4	S 4	11	North
Ampthill (E)	5.1	S 5	Yard	North
Texas Oil Company (W)	6.4	S 6	11	South
National Cylinder Gas Company (W)	6.5	S 7	12	South
Bellbluff (W)	8.9	S 9	Yard	North
Seacoast	27.0	S 27	Conn.	South

HOPEWELL SUBDIVISION - RICHMOND TERMINAL

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

*Breaks from Thomas Siding.

NORTH END SUBDIVISION

Carson (E)	36.8	A 37	7	North
Capico (W)	65.8	A 66	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
Mitchell Engineering Company (W)	113.0	A 113	24	Both
Armstrong (E)	115.4	A 115	1	North
Ricks (W)	116.2	A 116	5	South

SOUTH END SUBDIVISION

Sharpsburg(W)	125.0	A 125	10	South
Vick (E)	127.2	A 127	113	South
Kaiser Agricultural Chemicals (E)	138.1	A 138	Spur	South
Overton Container Corp.	153.2	A 153	Spur	South
Bagley	154.3	A 154	9	South
Micro	156.3	A 156	8	North
Folck	159.9	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
Carolina Packers	167.8	A 168	3	South
Mingo	184.6	A 185	6	North
Purdie (E)	187.1	A 187	14	North
Godwin	193.6	A 193	14	South
Wade	198.5	A 198	17	South
Victory (E)	211.8	A 212	23	North
Urtie (E)	212.5	A 213	12	North
Purolator, Inc. (E)	213.4	A 213	Spur	South
Hope Mills (E)	216.1	A 217	42	Both
Cates Pickle Company	223.7	A 224	8	South
Buie	236.5	A 237	8	North
Dixon (W)	258.4	A 258	20	South
Fairey	266.5	A 267	7	North
Sellers (W)	273.4	A 273	31	South
Blue Brick	277.9	A 278	Yard	North
Stone-DuPont (E)	282.9	AHH 286	Yard	South
Winona (E)	283.8	A 284	10	North
Mars Bluff (W)	286.6	A 287	15	North

EAST END SUBDIVISION

Speed	143.0	AB 143	6	South
Earley	174.6	AB 174	5	South
Tunis	185.0	AB 185	15	Both
Farmers Chemical Spur	185.1	AB 185	Spur	South
Drum Hill	200.7	AB 201	3	South
Nurney	210.2	AB 210	8	South

PLYMOUTH SUBDIVISION

Mildred	140.7	ABC 141	5	East
Poe Siding	164.7	ABC 165	65	Both
Butane	174.7	ABC 175	2	East

WASHINGTON SUBDIVISION

NAME	Mile Post	Station Nos.	Car Capacity	Opening
Waccamaw Siding	151.6	AAB 152	7	East
Flanders Filters Inc.	153.8	AAB 154	15	East
Grimes	157.6	AAB 158	6	West

KINSTON SUBDIVISION

Spring Hill	103.6	AA 104	12	Both
FCX	107.8	AA 108	2	South
Beasley Lumber Company	108.3	AA 108	13	South
Henderson Grain Company	111.3	AA 111	3	North
American Cyanamid Company	124.7	AA 125	8	North
Whitehurst	138.4	AA 138	2	North
Randolph	147.3	AA 147	2	North
Machem	151.8	AA 152	2	North
Union Carbide	151.9	AA 152	14	South
King Bros. Grain Elevator	160.4	AA 160	16	South
American Cyanamid Company	160.5	AA 161	7	South
Grifton Gas Company	164.1	AA 164	7	South
Ward Lumber Company	167.6	AA 168	5	North
Darg	167.8	AA 168	6	North
Dupont No. 1	169.4	AA 169	70	Both
Dupont No. 2	170.4	AA 170	28	North
Graingers	171.9	AA 172	9	Both
Elmer	173.3	AA 173	34	North
Hegas	173.8	AA 174	3	South
Hapco	175.1	AA 175	16	South

W & W SUBDIVISION

Loxco	C 154.0	AC 154	6	North
NuFarms	C 175.0	AC 175	4	North
Nocar	C 182.0	AC 182	14	South
Farmax	C 182.4	AC 182	3	North
Ripaco	C 182.7	AC 183	17	South
Southeastern Grain Company	C 190.9	AC 191	24	North
Coastal Plain Milling Company	C 199.3	AC 199	6	North
Nash Johnson Company	C 199.4	AC 199	60	North
ABCO Paper Company	C 202.9	AC 203	5	South
Chemical Service Company	C 205.1	AC 205	9	South
Godwin Lumber Company	C 206.4	AC 206	11	North
Oluco Spur	C 206.5	AC 207	11	North
Campmill	C 208.8	AC 209	17	South
Wrightsboro	C 239.8	AC 240	3	North
Numill Spur	C 240.1	AC 240	22	North

PEE DEE SUBDIVISION

Leland	C 251.6	AC 252	1	North
Malmo	C 255.1	AC 255	9	South
Maco	C 257.3	AC 258	15	South
Wananish	C 278.8	AC 279	3	North
FCX	C 291.2	AC 291	17	South
Whiteville Builders	C 291.5	AC 292	8	North
Collier Gas	C 291.8	AC 292	6	South
Weyerhaeuser Co. Pulpwood Yard	C 299.1	AC 299	17	North
Cerro Gordo	C 303.2	AC 303	10	South
Farmers Oil Company	C 303.7	AC 304	3	South
Kerr McGee	C 307.3	AC 307	10	North
Pitt	C 316.3	AC 316	19	Both
Harco	C 328.6	AC 329	3	North
Marion Lumber Co.	C 334.2	AC 334	20	South
Flowers Lumber Co.	C 334.2	AC 334	10	South
IMC	C 334.3	AC 334	8	South

MYRTLE BEACH SUBDIVISION

Clarendon	CH 305.4	ACH 305	2	North
Plott	CH 314.8	ACH 315	7	South
Allsbrook	CH 320.9	ACH 321	4	North
Cleckley	CH 322.1	ACH 322	16	Both
Gurley	CH 323.7	ACH 324	3	North
Philco	CH 333.6	ACH 334	20	Both
Carolina Butane	CH 338.5	ACH 339	3	South
Company Spur	CH 338.5	ACH 339	4	South
Pyrofax Gas	CH 338.7	ACH 339	3	South
Waccamaw Lumber & Supply Company	CH 338.7	ACH 339	8	South
Carolina Strand	CH 338.9	ACH 339	17	South
Furniture Veneer	CH 339.4	ACH 339	1	South
Massey Heights	CH 339.5	ACH 340	2	South
Waccamaw Clay Products Company	CH 347.3	ACH 347	4	North
Stilley Plywood	CH 347.9	ACH 348	3	North
Air Base Connection	CH 348.1	ACH 348	Yard	South
Resort Lumber Company	CH 348.1	ACH 348	3	South
McLean Concrete	CH 348.9	ACH 349	7	North
Ocean Drive Gas Company	CH 349.0	ACH 349	2	North

FAYETTEVILLE SUBDIVISION

NAME	Mile Post	Station Nos.	Car Capacity	Opening
Southern Distributing Company	E 214.3	AE 214	6	East
Becker County Sand & Gravel Company	F 216.6	AF 217	56	Both
Boren Clay Company	F 228.7	AF 229	14	West
Chaparral Brick Company	F 230.0	AF 230	4	East
Kerr	F 256.4	AF 256	1	East

NEW BERN SUBDIVISION

Winasto	CB 248.1	ACB 248	3	North
Coastal	CB 249.3	ACB 249	5	North
Hawkside	CB 295.7	ACB 296	9	North
Cowell Wholesale Company	CB 296.6	ACB 297	6	North
Gentry Wholesale Proc. Co.	CB 297.7	ACB 298	6	North
Kellum	CB 298.8	ACB 299	4	South
New Kellum	CB 299.3	ACB 299	10	North
Weyerhaeuser	CB 299.4	ACB 299	17	North
Weyerhaeuser	CB 299.5	ACB 300	15	Both
Deppe	CB 304.1	ACB 304	3	North
Woody's Hardwood Dimensions	CB 318.8	ACB 319	3	South
Abattoir	CB 325.9	ACB 326	10	North

NASHVILLE SUBDIVISION

NAME	Mile Post	Station Nos.	Car Capacity	Opening
Hutton & Bourbonnais	BA 125.0	ABA 125	2	East
Nashville Furn. Spur	BA 128.6	ABA 129	2	West
Evans Lumber Company	BA 128.7	ABA 129	17	West
Coburn Industries	BA 128.9	ABA 129	8	West
Momeyer	BA 135.0	ABA 135	10	East
Tar Heel Engr. & Mfg. Company	BA 137.4	ABA 137	6	East

RED SPRINGS SUBDIVISION

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

DIVISION OFFICERS

J. H. ARNOLD, Asst. Superintendent	Rocky Mount, N.C.
J. L. McBRIDE, Asst. Superintendent	Rocky Mount, N.C.
J. U. ROOKER, Asst. Superintendent	Wilmington, N.C.
S. M. DUFFER, Superintendent Terminals	Richmond, Va.
C. H. BLANTON, JR., Trainmaster	Wilmington, N.C.
J. H. CAPPS, Trainmaster	Rocky Mount, N.C.
E. S. WILKES, Trainmaster	Wilmington, N.C.
J. H. INGOLDSBY, Trainmaster	Rocky Mount, N.C.
E. H. CROOM, Trainmaster	Richmond, Va.
K. K. KITTS, Trainmaster	Richmond, Va.
T. P. MOODY, Terminal Trainmaster	Richmond, Va.
J. W. FOWLER, Road Foreman of Engs.	Rocky Mount, N.C.
R. L. HERRING, Road Foreman of Engs.	Rocky Mount, N.C.
J. P. WHITE, JR., Road Foreman of Engs.	Richmond, Va.
J. H. BARNES, Chief Dispatcher	Rocky Mount, N.C.
W. G. MERRITT, Division Engineer	Rocky Mount, N.C.
F. A. GRAY, Master Mechanic	Rocky Mount, N.C.
L. M. SMITH, Supv. Comm. and Signals	Rocky Mount, N.C.
F. W. PLATT, Supv. Property Protection	Rocky Mount, N.C.
E. E. BENNETT, Roadmaster	Petersburg, Va.
C. S. DUNNING, JR., Roadmaster	Rocky Mount, N.C.
T. BOYD, Roadmaster	Richmond, Va.
H. C. WADE, Roadmaster	Fayetteville, N.C.
E. A. McCRAY, Roadmaster	Dillon, S.C.
J. CALLOWAY, Roadmaster	Tarboro, N.C.
H. C. JONES, Roadmaster	Wilmington, N.C.
EARL EDGE, Roadmaster	Rocky Mount, N.C.
F. A. OSTEEN, Roadmaster	Chadbourn, N.C.

SYSTEM OFFICERS

J. W. THOMPSON, Gen. Supt.-Rules	Jacksonville, Fla.
O. P. DOWLING, Gen. Supt.-Safety	Jacksonville, Fla.
M. C. JENNETTE, Gen. Supt.-Terminals	Jacksonville, Fla.
F. W. WHITAKER, JR., Supt.-Sta. Oprs.	Jacksonville, Fla.

COMPANY PHYSICIANS

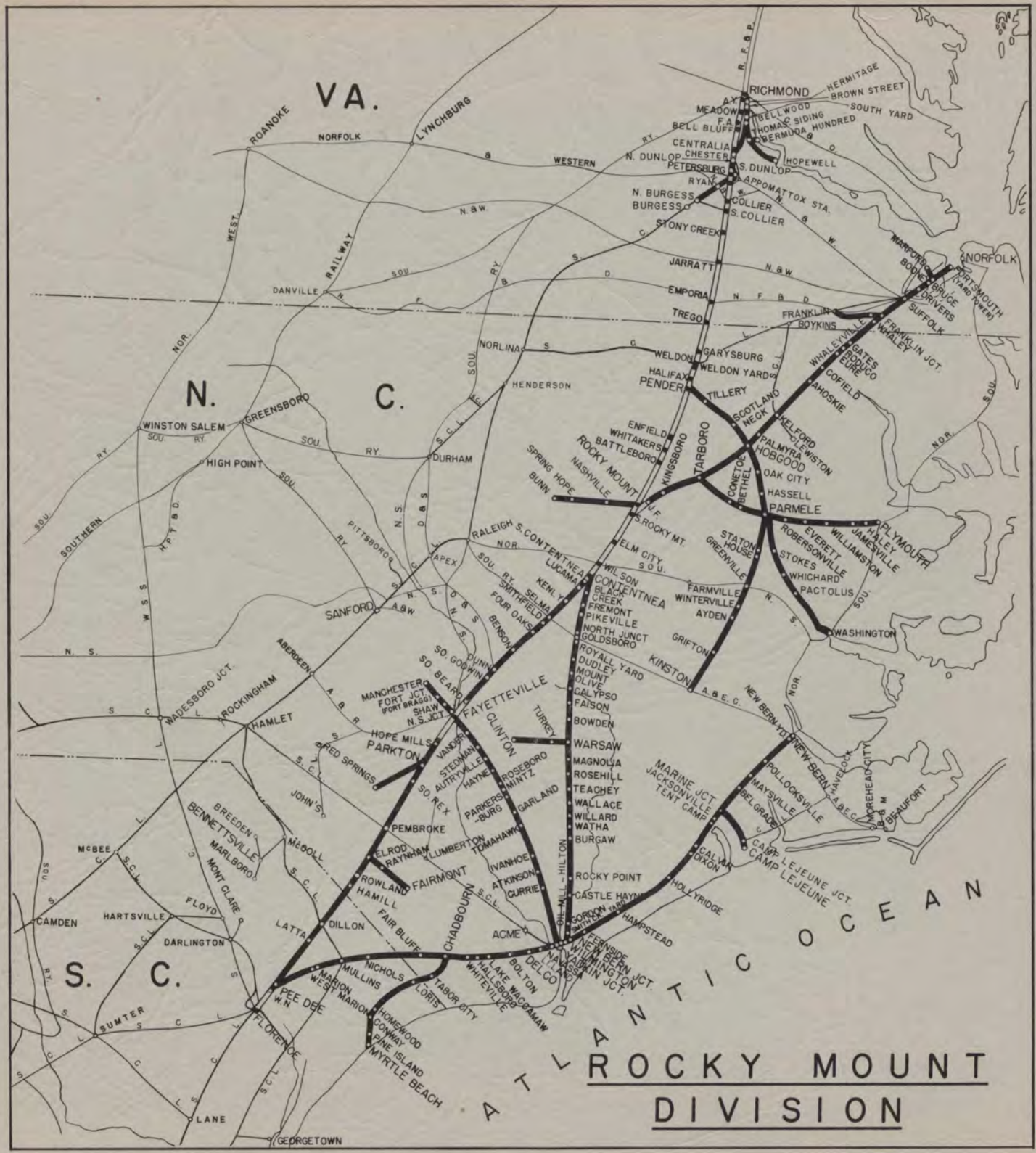
S. A. SAUNDERS, M.D.	Aulander, N.C.
J. DAN ROYSTER, M.D.	Benson, N.C.
C. G. GARRENTON, M.D.	Bethel, N.C.
W. I. TAYLOR, M.D.	Burgaw, N.C.
MURRAY CARROLL, M.D.	Chadbourn, N.C.
GLENN C. NEWMAN, M.D.	Clinton, N.C.
J. P. WHITTLE, M.D.	Colonial Heights, Va.
JOHN deS. GILLAND, JR., M.D.	Conway, S.C.
L. M. MEDLIN, M.D.	Conway, S.C.
RUFUS H. CAIN, M.D.	Dillon, S.C.
C. L. CORBETT, M.D.	Dunn, N.C.
R. H. PUTNEY, JR., M.D.	Elm City, N.C.
G. M. NAFF, M.D.	Emporia, Va.
JOHN S. PRINCE, M.D.	Emporia, Va.
PETER W. SQUIRE, M.D.	Emporia, Va.
WILLIAM K. CRAIG, M.D.	Enfield, N.C.
R. L. WEINSTEIN, M.D.	Fairmont, N.C.
DAVID E. DRAKE, M.D.	Fayetteville, N.C.
JOHN M. HARRY, M.D.	Fayetteville, N.C.
JAMES ALLEN, M.D.	Florence, S.C.
E. M. ALLEN, JR., M.D.	Florence, S.C.
T. H. HOUCK, M.D.	Florence, S.C.
W. S. HOUCK, M.D.	Florence, S.C.
C. H. KINGSBURY, M.D.	Florence, S.C.
L. D. LIDE, M.D., Ophthalmologist	Florence, S.C.
M. R. MOBLEY, M.D.	Florence, S.C.
J. H. STOKES, M.D.	Florence, S.C.
HENRY J. GARDNER, M.D.	Franklin, Va.
C. H. RAND, M.D.	Fremont, S.C.
WINFIELD L. THOMPSON, M.D.	Goldsboro, N.C.
H. D. TYNDALL, M.D.	Goldsboro, N.C.
C. T. PACE, M.D.	Greenville, N.C.
JACK O. CARSON, M.D.	Grifton, N.C.
W. T. TURLINGTON, JR., M.D.	Jacksonville, N.C.
JAMES A. KIRKLAND, M.D.	Jarratt, Va.
S. B. HUNTER, JR., M.D.	Kenly, N.C.
CLIFTON F. WEST, M.D.	Kinston, N.C.
JAMES B. BERRY, M.D.	Marion, S.C.
WM. L. CHEEZEM, M.D.	Marion, S.C.
JOSEPH P. CAIN, JR., M.D.	Mullins, S.C.
G. P. JOSEPH, M.D.	Myrtle Beach, S.C.
A. G. CERCHIONE, M.D.	New York, N.Y.
T. B. POPE, M.D.	Petersburg, Va.
FRANCIS N. TAYLOR, M.D.	Petersburg, Va.
STANLEY J. CRYAN, M.D.	Philadelphia, Pa.
A. M. STANTON, M.D.	Plymouth, N.C.
ROBERT J. BUCHANAN, M.D.	Portsmouth, Va.
G. L. MOORE, M.D.	Portsmouth, Va.
WILLIAM B. POPE, JR., M.D.	Portsmouth, Va.
W. C. ROBERTSON, M.D., Ophthal.	Portsmouth, Va.
R. D. McMILLAN, M.D.	Red Springs, N.C.
L. H. APPERSON, M.D.	Richmond, Va.
W. L. BALL, M.D.	Richmond, Va.
W. F. BRYCE, M.D., Ophthalmologist	Richmond, Va.
CHARLES W. BYRD, M.D.	Richmond, Va.
DuPONT GUERRY, III, M.D., Ophthalmologist	Richmond, Va.
O. T. GRAHAM, JR., M.D.	Richmond, Va.
EDWARD E. HADDOCK, M.D.	Richmond, Va.
EMMETT C. MATHEWS, M.D.	Richmond, Va.
JOHN A. RAWLES, M.D.	Richmond, Va.
IRWIN RIFKIN, M.D.	Richmond, Va.
RUDOLPH C. THOMASON, M.D., Ophthal.	Richmond, Va.
DAVID D. VAUGHAN, M.D.	Richmond, Va.
ORVILLE E. BELL, M.D.	Rocky Mount, N.C.
LEON W. ROBERTSON, M.D.	Rocky Mount, N.C.
L. O. STONE, M.D., Ophthalmologist	Rocky Mount, N.C.
J. STREET BREWER, M.D.	Roseboro, N.C.
C. H. NEVILLE, M.D.	Scotland Neck, N.C.
ALLEN H. LEE, M.D.	Selma, N.C.
WILL H. LASSITER, M.D.	Smithfield, N.C.
WATSON WHARTON, M.D.	Smithfield, N.C.
O. M. LOWRY, M.D.	Spring Hope, N.C.
W. HOLMES CHAPMAN, JR., M.D.	Suffolk, Va.
DAVID B. CORCORAN, M.D.	Suffolk, Va.
J. E. RAWLS, JR., M.D.	Suffolk, Va.
EDWIN P. EWERS, M.D.	Warsaw, N.C.
L. L. RAYFORD, JR., M.D.	Washington, D.C.
MERVINE H. ZIMMERMAN, M.D., Ophthal.	Washington, D.C.
R. B. BLOWE, M.D.	Weldon, N.C.
J. H. CUTCHIN, M.D.	Whitakers, N.C.
W. H. HOSKINS, M.D.	Whiteville, N.C.
J. S. RHODES, M.D.	Williamston, N.C.
E. C. ANDERSON, M.D., Ophthalmologist	Wilmington, N.C.
ROBERT M. FALES, M.D.	Wilmington, N.C.
C. P. GRAHAM, M.D.	Wilmington, N.C.
R. F. GROVE, M.D., Ophthalmologist	Wilmington, N.C.
W. C. MEBANE, M.D.	Wilmington, N.C.
R. T. SINCLAIR, JR., M.D.	Wilmington, N.C.
M. A. PITTMAN, M.D.	Wilson, N.C.

TABLE OF SPEEDS
(Minutes and seconds per mile, in terms of miles per hour.)

Time Per Mile Min.	Time Per Mile Sec.	Miles Per Hour	Time Per Mile Min.	Time Per Mile Sec.	Miles Per Hour
..	40	90.0	1	36	37.5
..	41	87.8	1	37	37.1
..	42	85.7	1	38	36.7
..	43	83.7	1	39	36.4
..	44	81.8	1	40	36.0
..	45	80.0	1	41	35.6
..	46	78.3	1	42	35.3
..	47	76.6	1	43	35.0
..	48	75.0	1	44	34.6
..	49	73.5	1	45	34.3
..	50	72.0	1	46	34.0
..	51	70.6	1	47	33.6
..	52	69.2	1	48	33.3
..	53	67.9	1	49	33.0
..	54	66.7	1	50	32.7
..	55	65.5	1	51	32.4
..	56	64.3	1	52	32.1
..	57	63.2	1	53	31.9
..	58	62.1	1	54	31.6
..	59	61.0	1	55	31.3
1	00	60.0	1	56	31.0
1	01	59.0	1	57	30.8
1	02	58.1	1	58	30.5
1	03	57.1	1	59	30.3
1	04	56.3	2	00	30.0
1	05	55.4	2	05	28.8
1	06	54.5	2	10	27.7
1	07	53.7	2	15	26.7
1	08	52.9	2	20	25.7
1	09	52.2	2	25	24.8
1	10	51.4	2	30	24.0
1	11	50.7	2	35	23.2
1	12	50.0	2	40	22.5
1	13	49.3	2	45	21.8
1	14	48.6	2	50	21.2
1	15	48.0	2	55	20.6
1	16	47.4	3	00	20.0
1	17	46.8	3	15	18.5
1	18	46.2	3	30	17.1
1	19	45.6	3	45	16.0
1	20	45.0	4	00	15.0
1	21	44.4	4	15	14.1
1	22	43.9	4	30	13.3
1	23	43.4	4	45	12.6
1	24	42.9	5	00	12.0
1	25	42.4	5	15	11.4
1	26	41.9	5	30	10.9
1	27	41.4	5	45	10.4
1	28	40.9	6	00	10.0
1	29	40.4	6	15	9.6
1	30	40.0	6	30	9.2
1	31	39.6	7	00	8.6
1	32	39.1	7	30	8.0
1	33	38.7	8	34	7.0
1	34	38.3	10	00	6.0
1	35	37.9	12	00	5.0

TABLE OF RUNNING TIME OF TRAINS FOR USE OF MOTOR CAR OPERATORS ONLY
TIME IN MINUTES FOR VARIOUS AUTHORIZED SPEEDS

DISTANCE MILES	90 MPH	85 MPH	80 MPH	75 MPH	70 MPH	65 MPH	60 MPH	55 MPH	50 MPH	45 MPH	40 MPH	35 MPH	30 MPH	25 MPH	20 MPH	15 MPH
1	1	1	1	1	1	1	1	1	1	1	1	1	2	2	3	4
2	2	2	2	2	2	2	2	2	2	2	3	3	4	4	6	8
3	2	3	3	3	3	3	3	3	3	3	4	4	6	6	9	12
4	3	4	4	4	4	4	4	4	4	4	6	5	8	7	12	16
5	4	4	4	4	4	4	5	5	5	5	7	6	10	9	15	20
6	4	5	5	5	5	5	6	6	6	6	7	7	10	9	15	20
7	5	5	6	6	6	6	7	7	7	7	8	8	11	10	17	23
8	6	6	6	6	6	7	8	8	8	8	9	9	12	11	18	24
9	6	6	7	7	7	7	8	8	9	9	10	10	13	12	20	27
10	7	7	8	8	8	8	9	9	10	10	11	11	14	13	21	28
11	7	8	8	8	8	9	10	10	11	11	12	12	16	14	23	31
12	8	8	9	9	9	9	10	11	12	12	13	13	17	15	24	32
13	8	9	9	9	10	10	11	12	13	13	14	14	18	16	26	35
14	9	9	10	10	10	11	12	13	14	14	15	15	19	17	27	36
15	9	10	10	11	11	11	12	13	14	15	16	16	20	18	29	39
16	10	10	11	11	12	12	13	14	15	16	17	17	21	19	30	40
17	10	11	11	12	12	13	14	15	16	17	18	18	23	20	32	43
18	11	11	12	12	13	13	14	15	16	17	18	19	24	21	33	44
19	11	12	12	13	13	14	15	16	17	18	19	20	25	22	35	47
20	12	12	13	13	14	14	15	16	17	18	20	21	26	23	36	48
21	12	13	13	14	14	15	16	17	18	19	21	22	27	24	38	51
22	13	13	14	14	15	15	16	17	18	19	21	22	28	24	39	52
23	13	14	14	15	15	16	17	18	19	20	22	23	29	25	41	55
24	14	14	15	15	16	16	17	18	19	20	22	24	30	26	42	56
25	14	15	15	16	16	17	18	19	20	21	23	24	31	27	44	59
26	15	15	16	16	17	17	18	19	20	21	24	25	32	28	45	60
27	15	16	16	17	17	18	19	20	21	22	24	25	33	28	47	63
28	16	16	17	17	18	18	19	20	21	22	25	26	34	29	48	64
29	16	17	17	18	18	19	20	21	22	23	25	26	35	29	49	65
30	17	17	18	18	19	19	20	21	22	23	26	27	36	30	50	67
31	17	18	18	19	19	20	21	22	23	24	26	27	37	31	51	68
32	18	18	19	19	20	20	21	22	23	24	27	28	38	32	53	71
33	18	19	19	20	20	21	22	23	24	25	27	28	39	33	54	72
34	19	19	20	20	21	21	22	23	24	25	28	29	40	34	56	75
35	19	20	20	21	21	22	23	24	25	26	28	29	41	35	57	76
36	20	20	21	21	22	22	23	24	25	26	29	30	42	36	59	79
37	20	21	21	22	22	23	24	25	26	27	29	30	43	37	60	80
38	21	21	22	22	23	23	24	25	26	27	30	31	44	38	62	83
39	21	22	22	23	23	24	25	26	27	28	30	31	45	39	63	84
40	22	22	23	23	24	24	25	26	27	28	31	32	46	40	65	87
41	22	23	23	24	24	25	26	27	28	29	31	32	47	41	66	88
42	23	23	24	24	25	25	26	27	28	29	32	33	48	42	68	91
43	23	24	24	25	25	26	27	28	29	30	32	33	49	43	69	92
44	24	24	25	25	26	26	27	28	29	30	33	34	50	44	71	95
45	24	25	25	26	26	27	28	29	30	31	33	34	51	45	72	96
46	25	25	26	26	27	27	28	29	30	31	34	35	52	46	74	99
47	25	26	26	27	27	28	29	30	31	32	34	35	53	47	75	100
48	26	26	27	27	28	28	29	30	31	32	35	36	54	48	77	103
49	26	27	27	28	28	29	30	31	32	33	35	36	55	49	78	104
50	27	27	28	28	29	29	30	31	32	33	36	37	56	50	80	107
51	27	28	28	29	29	30	31	32	33	34	36	37	57	51	81	108
52	28	28	29	29	30	30	31	32	33	34	37	38	58	52	83	111
53	28	29	29	30	30	31	32	33	34	35	37	38	59	53	84	112
54	29	29	30	30	31	31	32	33	34	35	38	39	60	54	86	115
55	29	30	30	31	31	32	33	34	35	36	38	39	61	55	87	116
56	30	30	31	31	32	32	33	34	35	36	39	40	62	56	89	119
57	30	31	31	32	32	33	34	35	36	37	39	40	63	57	90	120
58	31	31	32	32	33	33	34	35	36	37	40	41	64	58	92	123
59	31	32	32	33	33	34	35	36	37	38	40	41	65	59	93	124
60	32	32	33	33	34	34	35	36	37	38	41	42	66	60	95	127


VA.
N. C.
S. C.
ATLANTIC OCEAN
RICHMOND
HERMITAGE
BROWN STREET
SOUTH YARD
BELLWOOD
THOMAS SIDING
BERMUDA HUNDRED
HOPEWELL
A.Y.
MEADOW
F.A.
BELL BLUFF
CENTRALIA
CHESTER
N. DUNLOP
PETERSBURG
S. DUNLOP
RYAN
APPOMATTOX STA.
N. BURGESS
BURGESS
COLLIER
S. COLLIER
STONY CREEK
JARRATT
EMPORIA
TREGO
FRANKLIN
BOYKINS
NORLINA
WELDON
GARYSBURG
WELDON YARD
HALIFAX
PENDER
TILLERY
SCOTLAND NECK
KELFORD
LEWISTON
PALMYRA
HOBGOOD
OAK CITY
HASSELL
PARMELE
PLYMOUTH
HALEY
JAMESVILLE
WILLIAMSTON
EVERETT
ROBERSONVILLE
STOKES
WHICHARD
PACTOLUS
WASHINGTON
NORFOLK
MARFORD
BODNE
BRUCE
DRIVERS
SUFFOLK
FORTSMOUTH
(YARD TOWER)
FRANKLIN JCT.
WHALEYVILLE
WHALEY
GATES
RODUCO
EURE
COFIELD
AHOSKIE
TARBORO
CONETOE
BETHEL
ENFIELD
WHITAKERS
BATTLEBORO
KINGSBORO
ROCKY MOUNT
NASHVILLE
SPRING HOPE
BUNN
S. ROCKY MT.
ELM CITY
STATON HOUSE
GREENVILLE
FARMVILLE
WINTERVILLE
AYDEN
GRIFTON
KINSTON
WILSON
CONTENTNEA
BLACK CREEK
FREMONT
PIKEVILLE
NORTH JUNCT
GOLDSBORO
ROYALL YARD
DUDLEY
MOUNT OLIVE
CALYPSO
FAISON
BOWDEN
WARSAW
MAGNOLIA
ROSEHILL
TEACHEY
WALLACE
WILLARD
WATHA
BURGAW
ROCKY POINT
CASTLE HAYNE
GORDON
HAMPSTEAD
HOLLYRIDGE
CALVIN DIXON
CAMP LEJEUNE
CAMP LEJEUNE JCT.
MARINE JCT.
JACKSONVILLE
TENT CAMP
POLLOCKSVILLE
MAYSVILLE
BELGRADE
NEW BERN
HAVELOCK
MOREHEAD CITY
BEAUFORT
NEW BERN YD.
NEW BERN JCT.
WILMINGTON
JACKIN JCT.
FENNSIDE
NAVASSA
LEVAIN
DELCO
BOLTON
LAKE WACCAMAW
WHITEVILLE
HALLSBORO
TABOR CITY
LORIS
NICHOLS
MULLINS
MARION
WEST MARION
PEE DEE
W.N.
FLORENCE
HOMEWOOD
CONWAY
PINE ISLAND
MYRTLE BEACH
ACME
CHADBOURN
FAIRMONT
ROWLAND
HAMILL
FAIR BLUFF
DILLON
LATTA
ELROD
RAYNHAM
LUMBERTON
TOMAHAWK
IVANHOE
ATKINSON
CURRIE
OIL MILL-HILTON
PEMBROKE
FAYETTEVILLE
MANCHESTER
FORT JCT.
(FORT BRAGG)
SHAW
N.S. JCT.
HOPE MILLS
PARKTON
RED SPRINGS
VANDER
STEDMAN
AUTRYVILLE
HAYNE
ROSEBORO
MINTZ
PARKERS-BURG
GARLAND
CLINTON
TURKEY
SO. GODWIN
SO. BEARD
DUNN
SO. REX
JOHN'S
SANFORD
BENSON
FOUR OAKS
SMITHFIELD
SELMA
KENLY
LUCAMA
S. CONTENTNEA
APEX
RALEIGH
PITTSBORO
DURHAM
HIGH POINT
GREENSBORO
WINSTON SALEM
ROANOKE
LYNCHBURG
DANVILLE
NORFOLK
WESTERN
RAILWAY
WEST
SOUTHERN
ABERDEEN
WADESBORO JCT.
ROCKINGHAM
HAMLET
BREEDEN
BENNETTSVILLE
MARLBORO
MONT CLARE
McBEE
McCOLL
FLOYD
HARTSVILLE
DARLINGTON
CAMDEN
SUMTER
LANE
GEORGETOWN
ROCKY MOUNT
DIVISION