

## PORTSMOUTH SUBDIVISION

| Southward     |                 |                 |                                  | Northward  |                 |                            |              |  |
|---------------|-----------------|-----------------|----------------------------------|--|-----------------|----------------------------|--------------|--|
| SECOND CLASS  |                 | Station Numbers | Distance from Portsmouth (Shops) | TIME TABLE NO. 3<br>IN EFFECT<br>December 15, 1972 |                 | Scales, Wyes, Car Capacity | SECOND CLASS |  |
| 429           | 155             |                 |                                  | 428  | 156             |                            |              |  |
| Local Freight | Through Freight |                 |                                  | Local Freight                                      | Through Freight |                            |              |  |
| Ex. Sun.      | Daily           | STATIONS        |                                  | Ex. Sat.   | Daily           |                            |              |  |
| A. M.         | A. M.           |                 |                                  | P. M.  | P. M.           |                            |              |  |
|               | 200             | SA2             |                                  | PORTSMOUTH (SHOPS) A                               | YARD O Y        |                            | 430          |  |
|               | 215             | SA8             | 5.8                              | 5.8 X Belt Line<br>BOWERS                          | 57P 7           |                            | 355          |  |
|               | 230             | SA18            | 15.8                             | 10.0 X N&W<br>T SUFFOLK                            | 42P 15          |                            | 341          |  |
|               | 235             | SA21            | 19.1                             | 3.3<br>KILBY                                       | 100P 46         |                            | 337          |  |
|               | 250             | SA32            | 29.8                             | 10.7<br>CARRSVILLE                                 | 45P 9           |                            | 324          |  |
|               | 258             | SA37            | 35.4                             | 5.6<br>T FRANKLIN                                  | 38P YARD        |                            | 315          |  |
|               | 308             | SA44            | 42.0                             | 6.6<br>HAND  | 87P 10          |                            | 305          |  |
|               | 325             | SA54            | 52.4                             | 10.4<br>T BOYKINS ®                                | 31P 90 Y        |                            | 250          |  |
|               | 330             | SA57            | 55.5                             | 2<br>BRANCHVILLE                                   | 87P 19          |                            | 245          |  |
|               | 345             | SA69            | 67.5                             | 12.0<br>T SEABOARD                                 | 84P 43          |                            | 230          |  |
|               | 353             | SA76            | 74.5                             | 7.0<br>GARYSBURG                                   | 93P 10          |                            | 223          |  |
|               | A 430           | A83             | 77.1                             | 2.8<br>T WELDON                                    | YARD            |                            | L 215        |  |
| L 900         |                 | SA83            | 81.0                             | 3.9<br>T ROANOKE RAPIDS                            | YARD Y A        |                            | 130          |  |
| 905           |                 | SA85            | 83.0                             | 2.0<br>BOLLING                                     | 119P            |                            | 115          |  |
| 920           |                 | SA93            | 91.0                             | 8.0<br>SUMMIT                                      | 82P             |                            | 1259         |  |
| 935           |                 | SA98            | 96.6                             | 5.6<br>T LITTLETON                                 | 40P 19          |                            | 1250         |  |
| 950           |                 | SA109           | 107.3                            | 10.7<br>MACON                                      | 99P 20          |                            | 1230         |  |
| 1000          |                 | S98             | 113.6                            | 6.3<br>T NORLINA ® L                               | 168P 48 Y       |                            | 1215         |  |
| A. M.         | A. M.           |                 |                                  | P. M.  | P. M.           |                            |              |  |
| Ex. Sun.      | Daily           |                 |                                  | Ex. Sat.   | Daily           |                            |              |  |

## TERRELL SUBDIVISION

| SOUTHWARD       |                           | TIME TABLE NO. 3<br>IN EFFECT<br>December 15, 1972 |                    | Northward                  |      |
|-----------------|---------------------------|--|--------------------|----------------------------|------|
| Station Numbers | Distance from Mount Holly | STATIONS   |                    | Scales, Wyes, Car Capacity |      |
| SFE24           | 23.9                      | L  | TERRELL ®          | A                          | YARD |
| SFE14           | 13.8                      |  | 10.1<br>DENROCK    |                            | 68P  |
| SFE8            | 7.8                       |  | 0.0<br>COWANS FORD |                            | SPUR |
| SFE5            | 4.7                       |  | 3.1<br>RIVERBEND   |                            | SPUR |
| SF342           |                           | T<br>A   | 4.7<br>MOUNT HOLLY | XSCL L                     | YARD |

## DURHAM SUBDIVISION

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| Southward     |                 | TIME TABLE NO. 3<br>IN EFFECT<br>December 15, 1972 |          | Northward              |                            |
|---------------|-----------------|--|----------|------------------------|----------------------------|
| SECOND CLASS  | Station Numbers | Distance from Henderson                            | STATIONS |                        | Scales, Wyes, Car Capacity |
| 455           |                 |  | L<br>T   | HENDERSON A            | YARD Y                     |
| Local Freight |                 |  |          | 10.3<br>DICKERSON      | 11P 4 Y                    |
| Ex. Sun.      |                 |  | T        | 14.0<br>CREEDMOORE     | 20P 17                     |
| P. M.         |                 |  |          | 4.6<br>NORTH SIDE      | 16P                        |
|               | 1201            | SA114  |          | 12.7 X SOU<br>DURHAM L | YARD O Y                   |
|               | 100             | SB124  | 10.3     |                        | Y                          |
|               | 140             | SB138  | 24.3     |                        | 1100                       |
|               | 155             | SB143  | 28.9     |                        | 1005                       |
|               | 225             | SB155  | 41.6     |                        | 930                        |
|               |                 |  |          |                        | 910                        |
|               |                 |  |          |                        | 830                        |
| P. M.         |                 |  |          |                        | A. M.                      |
| Ex. Sun.      |                 |  |          |                        | Ex. Sun.                   |

## LEWISTON SUBDIVISION

| Southward     |                 | TIME TABLE NO. 3<br>IN EFFECT<br>December 15, 1972 |          | Northward                |                            |
|---------------|-----------------|--|----------|--------------------------|----------------------------|
| SECOND CLASS  | Station Numbers | Distance from Boykins                              | STATIONS |                          | Scales, Wyes, Car Capacity |
| 493           |                 |  | L<br>T   | BOYKINS A                | 31P YARD Y                 |
| Local Freight |                 |  |          | 5.3<br>SEVERN            | 12                         |
| Ex. Sun.      |                 |  | T        | 6.0<br>CONWAY            | 38                         |
| A. M.         |                 |  |          | 7.7<br>WOODLAND          | 23                         |
|               | 900             | SA54   |          | 4.3<br>RICH SQUARE       | 66                         |
|               | 925             | SAB59  | 5.2      | 12.0 X SCL<br>LEWISTON L | 34                         |
|               | 945             | SAB65  | 11.2     |                          | 1201                       |
|               | 1020            | SAB73  | 18.9     |                          | 300                        |
|               | 1040            | SAB77  | 23.2     |                          | 215                        |
|               | 1145            | SAB89  | 35.2     |                          | 155                        |
|               |                 |  |          |                          | 115                        |
|               |                 |  |          |                          | 1255                       |
| A. M.         |                 |  |          |                          | P. M.                      |
| Ex. Sun.      |                 |  |          |                          | Ex. Sun.                   |

| SECOND CLASS    |                 |                 |                 |                 |                 |                 | FIRST CLASS |            |        |             |                   |                   |            | Station Numbers | Distance from Richmond—<br>East Pointe or<br>West Pointe | TIME TABLE NO. 3<br>IN EFFECT<br>December 15, 1972<br>STATIONS |            |
|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-------------|------------|--------|-------------|-------------------|-------------------|------------|-----------------|--|--|------------|
| 109             | 227             | 107             | 105             | 115             | 111             | 289             | 85          | 1          | 83     | 81          | 175               | 275               | 95         |                 |  |  |            |
| Through Freight | Through Freight | Through Freight | Through Freight | Through Freight | Through Freight | Through Freight | Champlon    | Auto Train | Meteor | Silver Star | Piggyback Special | Piggyback Special | Vacationer |                 |  |  |            |
| Daily           | Daily           | Daily           | Daily           | Daily           | Daily           | Daily           | Daily       | Daily      | Daily  | Daily       | Ex. Mon.          | Ex. Mon.          | Daily      |                 |  |  |            |
| P. M.           | A. M.           | A. M.           | A. M.           | A. M.           | A. M.           | A. M.           | P. M.       | P. M.      | P. M.  | P. M.       | A. M.             | A. M.             | A. M.      |                 |  |  |            |
| 135             | 1050            | 1020            | 820             | 730             | 1250            | 1201            | 1040        | 940        | 930    | 455         | 930               | 900               | 115        | A0              |  | L<br>T   | RICHMOND ® |
| 200             | 1113            | 1108            | 845             | 753             | 155             | 101             | 1058        | 1001       | 948    | 513         | 956               | 926               | 133        | A11             | 15.7-W<br>16.9-E   |  | 2 Tracks   |
| 215             | 1130            | 1125            | 905             | 810             | 215             | 118             | F 1110      | 1014       | 1000   | F 525       | 1011              | 941               | 144        | A22             | 27.0-W<br>28.2-E   | T  |            |
| 220             | 1140            | 1135            | 915             | 820             | 230             | 128             | 1115        | 1018       | 1005   | 532         | 1020              | 950               | 148        | A26             | 31.7-W<br>32.9-E   | 2 Tracks   | COLLIER ®  |
| 224             | 1203            | 1158            | 1030            | 843             | 330             | 140             | 1117        | 1020       | 1007   | 535         | 1023              | 953               | 150        | A29             | 33.9-W<br>35.1-E   |  | A          |
| P. M.           | P. M.           | A. M.           | A. M.           | A. M.           | A. M.           | A. M.           | P. M.       | P. M.      | P. M.  | P. M.       | A. M.             | A. M.             | A. M.      |                 |  |  |            |
| Daily           | Daily           | Daily           | Daily           | Daily           | Daily           | Daily           | Daily       | Daily      | Daily  | Daily       | Ex. Mon.          | Ex. Mon.          | Daily      |                 |  |  |            |

## WEST ROUTE

| Station Numbers | Distance from Richmond | STATIONS<br>ON WEST ROUTE | Scales, Wyee,<br>Car Capacity |
|-----------------|------------------------|---------------------------|-------------------------------|
| A0              |                        | RICHMOND ®                | YARD                          |
|                 | 1.6                    | A Y                       |                               |
|                 | 6.0                    | MEADOW                    | SPUR<br>21                    |
| A6              | 10.6                   | F A                       | 68                            |
| A8              | 13.7                   | BELL BLUFF                | YARD                          |
| A11             | 15.7                   | CENTRALIA                 | 3                             |

## EAST ROUTE

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

**COLLIER SUBDIVISION**  
(Richmond Terminal)

**NORTHWARD**

**3**

| TIME TABLE NO. 3<br>IN EFFECT<br>December 15, 1972<br><br>STATIONS |        | Seals, Wyes,<br>Car Capacity | FIRST CLASS |                      |          |            |                      | SECOND CLASS  |                |                    |                    |                    |                    |                    |
|--|--------|------------------------------|-------------|----------------------|----------|------------|----------------------|---------------|----------------|--------------------|--------------------|--------------------|--------------------|--------------------|
|  |        |                              | 84          | 176                  | 86       | 96         | 276                  | 2             | 82             | 112                | 110                | 188                | 190                | 120                |
|  |        |                              | Meteor      | Piggyback<br>Special | Champion | Vacationer | Piggyback<br>Special | Auto<br>Train | Silver<br>Star | Through<br>Freight | Through<br>Freight | Through<br>Freight | Through<br>Freight | Through<br>Freight |
|  |        |                              | Daily       | Ex. Tue.             | Daily    | Daily      | Ex. Mon.             | Daily         | Daily          | Ex. Tue.           | Daily              | Daily              | Daily              | Daily              |
|  |        | A. M.                        |             | A. M.                |          | A. M.      |                      | A. M.         |                | P. M.              |                    | P. M.              |                    |                    |
| 2 Tracks<br>T RICHMOND ® A   | YARD   | S 225                        | 300         | S 435                | S 735    | 930        | 935                  | S 105         | 445            | 355                | 730                | 800                | 1100               |                    |
|  |        |                              |             |                      |          |            |                      |               |                |                    |                    |                    |                    |                    |
|  |        | 150                          | 208         | 350                  | 640      | 837        | 900                  | 1215          | 345            | 301                | 648                | 718                | 1005               |                    |
| 2 Tracks<br>T PETERSBURG   | 56     | 135                          | 151         | F 335                | 628      | 820        | 846                  | F1159         | 325            | 248                | 630                | 650                | 945                |                    |
| 2 Tracks<br>COLLIER ®  | YARD O | 130                          | 141         | 329                  | 622      | 813        | 841                  | 1152          | 310            | 235                | 615                | 635                | 930                |                    |
|  |        |                              |             |                      |          |            |                      |               |                |                    |                    |                    |                    |                    |
|  | YARD   | 128                          | 138         | 327                  | 620      | 810        | 838                  | 1150          | 305            | 230                | 610                | 630                | 900                |                    |
|  | L      |                              |             |                      |          |            |                      |               |                |                    |                    |                    |                    |                    |
|  |        | A. M.                        | A. M.       | A. M.                | A. M.    | A. M.      | A. M.                | A. M.         | A. M.          | P. M.              | P. M.              | P. M.              | P. M.              |                    |
|  |        | Daily                        | Ex. Tue.    | Daily                | Daily    | Ex. Mon.   | Daily                | Daily         | Ex. Tue.       | Daily              | Daily              | Daily              | Daily              |                    |

**HOPEWELL SUBDIVISION**  
(Richmond Terminal)

| SOUTHWARD          |                           | TIME TABLE NO. 3<br>IN EFFECT<br>December 15, 1972<br><br>STATIONS | Northward                     |               |          |
|--------------------|---------------------------|--|-------------------------------|---------------|----------|
| Station<br>Numbers | Distance from<br>Bellwood |  | Seals, Wyes,<br>Car Capacity  |               |          |
| S9                 |                           |  | L                             | BELLWOOD      | A YARD Y |
| SAC17              | 8.3                       |  |                               | THOMAS SIDING | 47       |
| SAC23              | 15.0                      | A  | (3) XN&W (2) XANG<br>HOPEWELL | L YARD Y      |          |

## SOUTHWARD

## NORLINA SUBDIVISION

| SECOND CLASS       |                  |                    |                    | FIRST CLASS    |                     |            | Station<br>Numbers | Distance from<br>South Collier | TIME TABLE NO. 3  |  |
|--------------------|------------------|--------------------|--------------------|----------------|---------------------|------------|--------------------|--------------------------------|-------------------|--|
| 227                | 429              | 115                | 289                | 81             | 275                 | 95         |                    |                                | IN EFFECT         |  |
| Through<br>Freight | Local<br>Freight | Through<br>Freight | Through<br>Freight | Silver<br>Star | Playback<br>Special | Vacationer |                    |                                | December 15, 1972 |  |
| Daily              | Ex. Sun.         | Daily              | Daily              | Daily          | Ex. Mon.            | Daily      |                    |                                | STATIONS          |  |
| P. M.              | A. M.            | A. M.              | A. M.              | P. M.          | A. M.               | A. M.      |                    |                                |                   |  |
| 1203               |                  | 843                | 140                | 535            | 953                 | 150        | A29                |                                | L SOUTH COLLIER   |  |
|                    |                  |                    |                    |                |                     |            | S31                | 6.6                            | BURGESS           |  |
|                    |                  |                    |                    |                |                     |            | S38                | 12.6                           | DINWIDDIE         |  |
|                    |                  |                    |                    |                |                     |            | S42                | 16.9                           | DE WITT ®         |  |
|                    |                  |                    |                    |                |                     |            | S48                | 22.7                           | McKENNEY          |  |
| 1240               |                  | 921                | 230                | 600            | 1023                | 215        | S52                | 27.3                           | RAWLINGS          |  |
|                    |                  |                    |                    |                |                     |            | S57                | 31.7                           | WARFIELD          |  |
|                    |                  |                    |                    |                |                     |            | S61                | 36.2                           | ALBERTA ®         |  |
|                    |                  |                    |                    |                |                     |            | S68                | 42.7                           | GRANDY            |  |
|                    |                  |                    |                    |                |                     |            | S74                | 48.6                           | SKELTON           |  |
| 115                |                  | 955                | 305                | 625            | 1050                | 240        | S79                | 54.0                           | LA CROSSE® X NF&D |  |
|                    |                  |                    |                    |                |                     |            | S84                | 58.8                           | HAGOOD            |  |
|                    |                  |                    |                    |                |                     |            | S91                | 66.4                           | PASCHALL          |  |
|                    |                  |                    |                    |                |                     |            | S95                | 70.5                           | WISE              |  |
| 150                | L 1015           | 1030               | 325                | 645            | 1110                | 258        | S98                | 73.5                           | NORLINA ®         |  |
|                    |                  |                    |                    |                |                     |            | S107               | 81.8                           | MIDDLEBURG        |  |
|                    |                  |                    |                    |                |                     |            | S110               | 84.9                           | GREYSTONE         |  |
|                    | 1105             |                    | 355                | 700            |                     | 313        | S114               | 89.0                           | HENDERSON         |  |
|                    |                  |                    |                    |                |                     |            | S118               | 93.0                           | GILL ®            |  |
|                    |                  |                    |                    |                |                     |            | S123               | 97.7                           | KITTRELL          |  |
| 235                | 130              | 1115               | 415                | 715            | 1140                | 327        | S130               | 105.4                          | FRANKLINTON       |  |
|                    |                  |                    |                    |                |                     |            | S137               | 111.6                          | YOUNGVILLE ®      |  |
|                    |                  |                    |                    |                |                     |            | S141               | 115.6                          | WAKE FOREST       |  |
| 310                | 230              | 1150               | 500                | s 745          | 1215                | s 400      | S156               | 131.2                          | RALEIGH X NS      |  |
| P. M.              | P. M.            | A. M.              | A. M.              | P. M.          | P. M.               | A. M.      |                    |                                |                   |  |
| Daily              | Ex. Sun.         | Daily              | Daily              | Daily          | Ex. Mon.            | Daily      |                    |                                |                   |  |

| TIME TABLE NO. 3<br>IN EFFECT<br>December 15, 1972 |   | Scales, Weigh,<br>Car Capacity | FIRST CLASS |                      |                | SECOND CLASS     |                    |                    |
|--|---|--------------------------------|-------------|----------------------|----------------|------------------|--------------------|--------------------|
|  |   |                                | 96          | 276                  | 82             | 428              | 188                | 190                |
|  |   |                                | Vacationer  | Piggyback<br>Special | Silver<br>Star | Local<br>Freight | Through<br>Freight | Through<br>Freight |
|  |   |                                | Daily       | Ex. Mon.             | Daily          | Ex. Sat.         | Daily              | Daily              |
| STATIONS   |   |                                | A. M.       | A. M.                | A. M.          | A. M.            | P. M.              | P. M.              |
|  | <b>SOUTH COLLIER</b> A                      | YARD                           | 620         | 810                  | 1150           |                  | 610                | 630                |
|  | <sup>6.6</sup><br><b>BURGESS</b>            | 176P                           |             |                      |                |                  |                    |                    |
|  | <sup>8.0</sup><br><b>DINWIDDIE</b>          | 80P                            |             |                      |                |                  |                    |                    |
|  | <sup>4.3</sup><br><b>DE WITT</b> ®          | 141P                           |             |                      |                |                  |                    |                    |
|  | <sup>5.8</sup><br><b>McKENNEY</b>           | 79P                            |             |                      |                |                  |                    |                    |
|  | <sup>4.6</sup><br><b>RAWLINGS</b>           | 98P                            | O 552       | 740                  | 1122           |                  | 515                | 555                |
|  | <sup>4.4</sup><br><b>WARFIELD</b>           | 141P                           |             |                      |                |                  |                    |                    |
|  | <sup>4.5</sup><br><b>ALBERTA</b> ®          | 82PN<br>142PS                  |             |                      |                |                  |                    |                    |
|  | <sup>6.5</sup><br><b>GRANDY</b>             | 142P                           |             |                      |                |                  |                    |                    |
|  | <sup>5.9</sup><br><b>SKELTON</b>            | 96P                            |             |                      |                |                  |                    |                    |
|  | <sup>5.4</sup><br><b>LA CROSSE</b> ® X NF&D | 84P                            | 524         | 705                  | 1054           |                  | 440                | 520                |
|  | <sup>4.8</sup><br><b>HAGOOD</b>             | 141P                           |             |                      |                |                  |                    |                    |
|  | <sup>7.6</sup><br><b>PASCHALL</b>           | 86P                            |             |                      |                |                  |                    |                    |
|  | <sup>4.1</sup><br><b>WISE</b>               | 95P                            |             |                      |                |                  |                    |                    |
| 2 Tracks   | <sup>3.0</sup><br><b>NORLINA</b> ®          | 82P                            | Y 505       | 640                  | 1035           | A 1050           | 415                | 455                |
|  | <sup>8.3</sup><br><b>MIDDLEBURG</b>         | 89P                            |             |                      |                |                  |                    |                    |
|  | <sup>3.1</sup><br><b>GREYSTONE</b>          | 116P                           |             |                      |                |                  |                    |                    |
|  | <sup>4.1</sup><br><b>HENDERSON</b>          | 145PN<br>88PS                  | Y 450       |                      | 1020           | 1030             | 345                |                    |
|  | <sup>4.0</sup><br><b>GILL</b> ®             | 78P                            |             |                      |                |                  |                    |                    |
|  | <sup>4.7</sup><br><b>KITRELL</b>            | 141P                           |             |                      |                |                  |                    |                    |
|  | <sup>7.7</sup><br><b>FRANKLINTON</b>        | 141PN<br>87PS                  | Y 434       | 555                  | 1004           | 950              | 315                | 405                |
|  | <sup>6.2</sup><br><b>YOUNGVILLE</b> ®       | 97P                            |             |                      |                |                  |                    |                    |
|  | <sup>4.0</sup><br><b>WAKE FOREST</b>        | 101PN<br>149PS                 |             |                      |                |                  |                    |                    |
| 2 Tracks   | <sup>15.6</sup><br><b>T RALEIGH</b> L       | YARD                           | O 405       | 525                  | 935            | 800              | 230                | 325                |
|  |   |                                | A. M.       | A. M.                | A. M.          | A. M.            | P. M.              | P. M.              |
|  |   |                                | Daily       | Ex. Mon.             | Daily          | Ex. Sat.         | Daily              | Daily              |

## SOUTHWARD

## ABERDEEN SUBDIVISION

| Third Class             | SECOND CLASS              |                 |                 |               |                           |                 | FIRST CLASS |                   |             | Station Numbers | Distance from Raleigh | TIME TABLE NO. 3<br>IN EFFECT<br>December 15, 1972<br>STATIONS |                                   |        |
|-------------------------|---------------------------|-----------------|-----------------|---------------|---------------------------|-----------------|-------------|-------------------|-------------|-----------------|-----------------------|--|-----------------------------------|--------|
|                         | 485                       | 149             | 227             | 115           | 427                       | 183             | 289         | 81                | 275         |                 |                       |  |                                   | 95     |
| Sou. Rwy. Local Freight | Sou. Rwy. Through Freight | Through Freight | Through Freight | Local Freight | Sou. Rwy. Through Freight | Through Freight | Silver Star | Piggyback Special | Vacationers |                 |                       |  |                                   | L<br>T |
| Ex. Sun.                | Daily                     | Daily           | Daily           | Daily         | Daily                     | Daily           | Daily       | Ex. Mon.          | Daily       |                 |                       |  |                                   |        |
| P. M.                   | P. M.                     | P. M.           | A. M.           | A. M.         | A. M.                     | A. M.           | P. M.       | P. M.             | A. M.       |                 |                       |  |                                   |        |
|                         |                           |                 | 315             | 1155          | 800                       |                 | 530         | 745               | 1230        | 400             | S156                  |  |                                   |        |
| L 542                   | L 617                     |                 | 321             | 1201          | 806                       | L 617           | 536         | 748               | 1236        | 403             | S157                  | 1.2  | RALEIGH TOWER X NS                |        |
|                         |                           |                 |                 |               |                           |                 |             |                   |             |                 | S161                  | 4.4  | METHOD ®                          |        |
| A 558                   | A 631                     |                 | 335             | 1216          | 830                       | A 631           | 550         | 757               | 1250        | 412             | S165                  | 8.9  | FETNER                            |        |
|                         |                           |                 |                 |               |                           |                 |             |                   |             |                 | S171                  | 15.0   | APEX X D&S                        |        |
|                         |                           |                 |                 |               |                           |                 |             |                   |             |                 | S177                  | 20.9   | NEW HILL                          |        |
|                         |                           |                 |                 |               |                           |                 |             |                   |             |                 | S181                  | 24.9   | MERRY OAKS                        |        |
|                         |                           |                 | 400             | 1241          | 1030                      |                 | 640         | 815               | 114         | 432             | S187                  | 31.2   | MONCURE ®                         |        |
|                         |                           |                 |                 |               |                           |                 |             |                   |             |                 | S195                  | 39.1   | COLON                             |        |
|                         |                           |                 | 415             | 1256          | 1205                      |                 | 655         | 826               | 125         | 443             | S199                  | 42.8   | SANFORD X SOU                     |        |
|                         |                           |                 |                 |               |                           |                 |             |                   |             |                 | S206                  | 49.9   | LEMON SPRINGS ®                   |        |
|                         |                           |                 |                 |               |                           |                 |             |                   |             |                 | S211                  | 55.1   | CAMERON                           |        |
|                         |                           |                 |                 |               |                           |                 |             |                   |             |                 | S217                  | 60.5   | VASS                              |        |
|                         |                           |                 | 450             | 131           | 130                       |                 |             | 851               | 150         | 510             | S225                  | 68.9   | SOUTHERN PINES ®                  |        |
|                         |                           |                 |                 |               |                           |                 | 740         |                   |             |                 | S229                  | 72.6   | ABERDEEN                          |        |
|                         |                           |                 |                 |               |                           |                 |             |                   |             |                 | S239                  | 83.3   | HOFFMAN                           |        |
|                         |                           |                 | A 530           | A 215         | A 400                     |                 | A 900       |                   | A 300       |                 | S249                  | 90.9   | NORTH HAMLET YARD                 |        |
|                         |                           |                 |                 |               |                           |                 |             |                   |             |                 | S249                  | 94.3   | SOUTH HAMLET YARD                 |        |
|                         |                           |                 |                 |               |                           |                 |             | s 945             |             | s 605           | S253                  | 97.3   | HAMLET X SCL<br>(Psgr. Station) ® |        |
| P. M.                   | P. M.                     | P. M.           | P. M.           | P. M.         | A. M.                     | A. M.           | P. M.       | P. M.             | A. M.       |                 |                       |  |                                   |        |
| Ex. Sun.                | Daily                     | Daily           | Daily           | Daily         | Daily                     | Daily           | Daily       | Ex. Mon.          | Daily       |                 |                       |  |                                   |        |

## LOUISBURG SUBDIVISION

| Southward Second Class |                 |                           | TIME TABLE NO. 3<br>IN EFFECT<br>December 15, 1972<br>STATIONS |      | Northward Third Class |
|------------------------|-----------------|---------------------------|--|------|-----------------------|
| 465                    | Station Numbers | Distance from Franklinton |  |      | 466                   |
| Local Freight          |                 |                           |  |      | Local Freight         |
| Daily                  |                 |                           |  |      | Daily                 |
| A. M.                  |                 |                           |  |      | A. M.                 |
| 830                    | S130            |                           | L T FRANKLINTON A YARD   | 1105 |                       |
| 905                    | SC140           | 9.5                       | T A LOUISBURG L YARD   | 1030 |                       |
| A. M.                  |                 |                           |  |      | A. M.                 |
| Daily                  |                 |                           |  |      | Daily                 |

| TIME TABLE NO. 3<br>IN EFFECT<br>December 15, 1972<br><br>STATIONS |                                    | Scales, Wyes,<br>Car Capacity | FIRST CLASS |                   |             | SECOND CLASS  |                           |                 |                 | Third Class               |                         |
|--|------------------------------------|-------------------------------|-------------|-------------------|-------------|---------------|---------------------------|-----------------|-----------------|---------------------------|-------------------------|
|  |                                    |                               | 96          | 276               | 82          | 460           | 184                       | 188             | 190             | 152                       | 486                     |
|  |                                    |                               | Vacationer  | Piggyback Special | Silver Star | Local Freight | Sou. Rwy. Through Freight | Through Freight | Through Freight | Sou. Rwy. Through Freight | Sou. Rwy. Local Freight |
|  |                                    |                               | Daily       | Ex. Mon.          | Daily       | Daily         | Daily                     | Daily           | Daily           | Daily                     | Ex. Sun.                |
|  |                                    |                               | A. M.       | A. M.             | A. M.       | A. M.         | P. M.                     | P. M.           | A. M.           | P. M.                     |                         |
| 2 Tracks   | T RALEIGH A                        | YARD O                        | s 405       | 520               | s 935       | 1000          |                           | 200             | 320             |                           |                         |
|  | 1-2 RALEIGH TOWER X NS             |                               | 345         | 505               | 918         | 945           | A 1030                    | 150             | 310             | A 1215                    |                         |
|  | 3-2 METHOD ®                       | 66P                           |             |                   |             |               |                           |                 |                 |                           |                         |
|  | 4-5 FETNER                         |                               | 337         | 455               | 910         | 930           | L 1015                    | 135             | 300             | L 1159                    |                         |
|  | 6-1 APEX X D&S                     | 110PN<br>93PS<br>72 Y         |             |                   |             |               |                           |                 |                 |                           |                         |
|  | 5-9 NEW HILL                       | 141PN<br>141PS<br>23          |             |                   |             |               |                           |                 |                 |                           |                         |
|  | 4-0 MERRY OAKS X NS                | 93PN<br>93PS<br>22            |             |                   |             |               |                           |                 |                 |                           |                         |
|  | 6-3 MONCURE ®                      | 108P<br>82                    | 315         |                   | 847         |               |                           |                 |                 |                           |                         |
|  | 7-9 COLON                          | 142P<br>85                    |             | 412               |             | 830           |                           | 1240            | 221             |                           |                         |
|  | 80PN<br>48CP<br>91PS<br>126        |                               | 305         |                   | 835         | 800           |                           |                 |                 |                           |                         |
|  | 7-1 LEMON SPRINGS ®                | 95P<br>7                      |             |                   |             |               |                           |                 |                 |                           |                         |
|  | 5-2 CAMERON                        | 92PN<br>142PS<br>36           |             |                   |             |               |                           |                 |                 |                           |                         |
|  | 5-4 VASS                           | 111P<br>60                    |             |                   |             |               |                           |                 |                 |                           |                         |
| 2 Tracks   | 8-4 SOUTHERN PINES ®               | 74                            | 240         | 343               | 810         | 620           |                           | 1146            | 146             |                           |                         |
|  | 3-7 ABERDEEN                       | YARD Y                        |             |                   |             | 600           |                           |                 |                 |                           |                         |
|  | 10-7 HOFFMAN                       | SIG. S.<br>20                 |             |                   |             |               |                           |                 |                 |                           |                         |
|  | 7-6 NORTH HAMLET YARD              | YARD                          | L 315       |                   |             | L 500         |                           | L 1100          | L 100           |                           |                         |
| 2 Tracks   | 3-4 SOUTH HAMLET YARD              | YARD O                        |             |                   |             |               |                           |                 |                 |                           |                         |
|  | T HAMLET ® (Pegr. Station) X SCL L | YARD Y                        | 210         |                   | 740         |               |                           |                 |                 |                           |                         |
|  |                                    |                               | A. M.       | A. M.             | A. M.       | A. M.         | A. M.                     | P. M.           | P. M.           | P. M.                     |                         |
|  |                                    |                               | Daily       | Ex. Mon.          | Daily       | Daily         | Daily                     | Daily           | Daily           | Ex. Sun.                  |                         |

PITTSBORO SUBDIVISION

| Southward<br>SECOND CLASS | Station Numbers | Distance from Moncure | TIME TABLE NO. 3<br>IN EFFECT<br>December 15, 1972<br><br>STATIONS |                   | Scales, Wyes,<br>Car Capacity | Northward<br>THIRD CLASS |
|---------------------------|-----------------|-----------------------|--|-------------------|-------------------------------|--------------------------|
| 431                       |                 |                       |  |                   |                               | 432                      |
| Local Freight             |                 |                       |  |                   |                               | Local Freight            |
| Ex. Sun.                  |                 |                       |  |                   |                               | Ex. Sun.                 |
| A. M.                     |                 |                       |  |                   |                               | A. M.                    |
| 800                       | S187            |                       | L<br>T   | MONCURE A<br>11.0 | 22                            | 1010                     |
| 840                       | SD198           | 11.0                  | T<br>A   | PITTSBORO L       | 47                            | 930                      |
| A. M.                     |                 |                       |  |                   |                               | A. M.                    |
| Ex. Sun.                  |                 |                       |  |                   |                               | Ex. Sun.                 |

## WESTWARD

## MONROE SUBDIVISION

| THIRD CLASS     | SECOND CLASS    |                 |                            |                 |                    |                    |                     | FIRST CLASS       |                    | Station Numbers | Distance from Hamlet Yard | TIME TABLE NO. 3  |   |
|-----------------|-----------------|-----------------|----------------------------|-----------------|--------------------|--------------------|---------------------|-------------------|--------------------|-----------------|---------------------------|-------------------|---|
| 269             | 495             | 227             | 289                        | 471             | 285                | 297                | 245                 | 275               | 215                |                 |                           | IN EFFECT         |   |
| Through Freight | Through Freight | Through Freight | Through Freight            | Through Freight | Through Freight    | Through Freight    | Through Freight     | Piggyback Special | Through Freight    |                 |                           | December 15, 1972 |   |
| Daily           | Daily           | Daily           | Daily                      | Ex. Sun.        | Daily              | Daily              | Daily               | Daily             | Daily              |                 |                           | STATIONS          |   |
| P. M.           | P. M.           | P. M.           | A. M.                      | P. M.           | A. M.              | A. M.              | P. M.               | P. M.             | P. M.              | L               | HAMLET YARD ®             |                   |   |
|                 |                 | 845             | 1125                       |                 | 600                | 330                | 1145                | 600               | 500                | S249            |                           | T                 | HAMLET<br>4.7<br>(Pgr. Station) X SCL     |
|                 |                 |                 |                            |                 |                    |                    |                     |                   |                    | S253            | 4.7                       | T                 | WEST HAMLET<br>-0.4<br>-5.7               |
|                 |                 | 900             | 1140                       |                 | 620                | 350                | 1201                | 615               | 515 <sup>286</sup> | SF254           | 5.1                       | T                 | ROCKINGHAM<br>-6.8                        |
|                 |                 | 910             | 1150                       |                 | 630                | 400                | 1208                | 622               | 522 <sup>246</sup> | SF260           | 10.8                      | T                 | PEE DEE<br>-4.7                           |
|                 |                 | 918             | 1203                       |                 | 638                | 408                | 1217                | 630               |                    | SF266           | 17.6                      | T                 | GRAVELTON<br>-2.0                         |
|                 |                 |                 |                            |                 | 648 <sup>292</sup> | 420                | 1225                | 640               | 540                | SF271           | 22.3                      | T                 | LILESVILLE ®<br>-5.1                      |
|                 |                 |                 |                            |                 |                    |                    |                     |                   |                    | SF273           | 24.3                      | T                 | WADESBORO<br>-8.1                         |
|                 |                 | 930             | 1230                       |                 | 655                | 427                | 1231                | 646               | 546                | SF278           | 29.4                      | T                 | POLKTON<br>-4.0                           |
|                 |                 | 937             | 1239                       |                 | 705                | 437 <sup>228</sup> | 1240                | 655               | 555                | SF286           | 37.5                      | T                 | PEACHLAND<br>-5.6                         |
|                 |                 | 947             | 1252                       |                 | 710                | 442                | 1245                | 700               | 600                | SF290           | 41.5                      | T                 | MARSHVILLE ®<br>-4.9                      |
|                 |                 | 952             | 1259                       |                 | 718                | 448                | 1257 <sup>276</sup> | 706               | 606                | SF296           | 47.1                      | T                 | WINGATE<br>-5.5                           |
|                 |                 | 958             | 110                        |                 | 725                | 455                | 107                 | 711               | 611                | SF301           | 52.0                      | T                 | MONROE<br>-6.9                            |
|                 | L 1030          | A 1015          | 140                        | L 1201          | A 735              | A 510              | 115                 | A 745             | A 630              | SF306           | 57.5                      | T                 | STOUTS<br>-6.4                            |
|                 | 1045            |                 | 154                        | 1215            |                    |                    | 123                 |                   |                    | SF313           | 64.4                      | T                 | MATTHEWS<br>-5.5                          |
|                 | 1100            |                 | 204                        | 1230            |                    |                    | 131                 |                   |                    | SF320           | 70.8                      | T                 | RAMA<br>-3.3                              |
|                 | 1110            |                 | 212                        | 1242            |                    |                    | 138                 |                   |                    | SF325           | 76.3                      | T                 | EAST CHARLOTTE YARD<br>-1.9               |
|                 | 1120            |                 | 229                        | 1252            |                    |                    | 143                 |                   |                    | SF328           | 79.6                      | T                 | CHARLOTTE X NS<br>(3) X SOU X SCL<br>-4.0 |
|                 | A 1130          |                 | 245                        | A 100           |                    |                    | 200                 |                   |                    | SF330           | 81.5                      | T                 | PINOCA YARD<br>-3.1                       |
|                 |                 |                 | 310,<br>410 <sup>246</sup> |                 |                    |                    | 230                 |                   |                    | SF334           | 85.5                      | T                 | THRIFT<br>-4.5                            |
|                 |                 |                 | 420                        |                 |                    |                    | 240 <sup>292</sup>  |                   |                    | SF337           | 88.6                      | T                 | MOUNT HOLLY X SCL<br>-3.7                 |
| L 500           |                 |                 | 430                        |                 |                    |                    | 249                 |                   |                    | SF342           | 93.1                      | T                 | DUKE<br>-3.1                              |
| 507             |                 |                 | 440                        |                 |                    |                    | 256                 |                   |                    | SF346           | 96.8                      | T                 | STANLEY<br>-13.7                          |
| 513             |                 |                 | 446                        |                 |                    |                    | 302                 |                   |                    | SF349           | 99.9                      | T                 | LINCOLNTON<br>-10.1                       |
| 541             |                 |                 | 516                        |                 |                    |                    | 330                 |                   |                    | SF362           | 113.6                     | T                 | CHERRYVILLE<br>-11.3                      |
| 601             |                 |                 | 536                        |                 |                    |                    | 350                 |                   |                    | SF372           | 123.7                     | T                 | SHELBY X SOU<br>-8.3                      |
| 625             |                 |                 | 600                        |                 |                    |                    | 414                 |                   |                    | SF384           | 135.0                     | T                 | LATTIMORE X SOU<br>-8.2                   |
| 646             |                 |                 | 617                        |                 |                    |                    | 435                 |                   |                    | SF392           | 143.3                     | T                 | ELLENBORO<br>-5.6                         |
| 659             |                 |                 | 630                        |                 |                    |                    | 448                 |                   |                    | SF398           | 149.5                     | T                 | BOSTIC<br>-1.7                            |
| 711             |                 |                 | 641                        |                 |                    |                    | 500                 |                   |                    | SF404           | 155.1                     | T                 | C. C. & O. YARD<br>-7.1 X SOU             |
| A 730           |                 | A 730           |                            |                 |                    |                    | A 530               |                   |                    | SF406           | 156.8                     | T                 | RUTHERFORDTON                             |
|                 |                 |                 |                            |                 |                    |                    |                     |                   |                    | SF411           | 162.2                     | T                 |   |
| P. M.           | P. M.           | P. M.           | P. M.                      | P. M.           | A. M.              | A. M.              | A. M.               | P. M.             | P. M.              |                 |                           |                   |   |
| Daily           | Daily           | Daily           | Daily                      | Ex. Sun.        | Daily              | Daily              | Daily               | Daily             | Daily              |                 |                           |                   |   |





## WILMINGTON SUBDIVISION

| WESTWARD                       |                                |                 | EASTWARD                        |  |                                |                            |
|--------------------------------|--------------------------------|-----------------|---------------------------------|--|--------------------------------|----------------------------|
| SECOND CLASS                   |                                | Station Numbers | Distance from Smith's Creek Yd. | TIME TABLE NO. 3<br>IN EFFECT<br>December 15, 1972 |                                | Scales, Wyes, Car Capacity |
| 155                            | 477                            |                 |                                 | 156  | 478                            |                            |
| Through Freight Daily<br>A. M. | Through Freight Daily<br>A. M. |                 |                                 | Through Freight Daily<br>A. M.                     | Through Freight Daily<br>P. M. |                            |
|                                |                                | AC243           |                                 | L<br>T   | SMITH'S CREEK YD. A            | YARD O                     |
|                                |                                | AC246           | 1.2                             |  | HILTON<br>1.2                  |                            |
|                                |                                | AC247           | 2.1                             |  | YADKIN JCT.<br>0.0             |                            |
| L 100                          |                                | SE360           | 3.9                             |  | NAVASSA X SCL<br>1.8           | YARD A 850                 |
|                                | 105                            | SE360           | 4.5                             |  | NAVASSA YARD<br>0.6            | 845                        |
|                                | 135                            | SE347           | 17.2                            | T  | ACME<br>12.7                   | YARD 820                   |
|                                | 155                            | SE339           | 25.7                            |  | EAST ARCADIA X SCL<br>8.5      | 800                        |
|                                | 220                            | SE327           | 37.3                            |  | ROSINDALE<br>11.0              | 735                        |
|                                | 235                            | SE319           | 45.3                            | T  | CLARKTON<br>8.2                | 715                        |
|                                | 255                            | SE311           | 53.5                            | T  | BLADENBORO<br>13.5             | 655                        |
|                                | 330                            | SE297           | 67.0                            | T  | LUMBERTON<br>5.9               | 630                        |
|                                | 340                            | SE291           | 72.9                            |  | LOWE<br>5.6                    | 550                        |
| L 1001                         | 350                            | SE286           | 78.5                            | T  | PEMBROKE X SCL<br>9.8          | A 930 535                  |
| 1025                           | 415                            | SE276           | 88.3                            | T  | MAXTON<br>6.8                  | 915 515                    |
| 1034                           | 435                            | SE269           | 95.1                            |  | LAURINBURG X L&S<br>5.5        | 852 455                    |
| 1041                           | 455                            | SE264           | 100.6                           | T  | LAUREL HILL<br>9.3             | 845 445                    |
| 1053                           | 520                            | SE254           | 109.9                           |  | EAST JUNCTION<br>0.9           | 830 425                    |
|                                |                                | S253            | 110.8                           | T  | HAMLET (Psg. Station)<br>4.7   | YARD Y                     |
| 1145                           | 600                            | S249            | 115.5                           | T<br>A   | HAMLET YARD<br>L               | YARD O 800 400             |
| A. M.                          | A. M.                          |                 |                                 |  |                                | A. M. P. M.                |
| Daily                          | Daily                          |                 |                                 |  |                                | Daily Daily                |

## ST. PAUL SUBDIVISION

| Southward                          |                 | Northward              |                                    |                |            |
|------------------------------------|-----------------|------------------------|------------------------------------|----------------|------------|
| THIRD CLASS                        | Station Numbers | Distance From St. Paul | SECOND CLASS                       |                |            |
| 435                                |                 |                        | 436                                |                |            |
| Local Freight<br>Ex. Sun.<br>A. M. |                 |                        | Local Freight<br>Ex. Sun.<br>A. M. |                |            |
|                                    |                 |                        | L<br>T                             | ST. PAUL A     | YARD 840   |
|                                    | 910             | 3.6                    |                                    | ROZIER<br>4.6  | 17 827     |
|                                    | 922             | 8.2                    |                                    | POWERS<br>5.3  | 11 815     |
|                                    | 940             | 13.5                   | T<br>A                             | LUMBERTON<br>L | YARD Y 800 |
| A. M.                              |                 |                        |                                    |                | A. M.      |
| Ex. Sun.                           |                 |                        |                                    |                | Ex. Sun.   |

## WESTWARD

## PINOCA SUBDIVISION

## EASTWARD

| SECOND CLASS                 |  | Station Numbers | Distance from O. Mt. P. Charlotte | TIME TABLE NO. 3<br>IN EFFECT<br>December 15, 1972 |                                 | Scales, Wyes, Car Capacity | SECOND CLASS |  |
|------------------------------|--|-----------------|-----------------------------------|--|---------------------------------|----------------------------|--------------|--|
| 467                          | 469                                    |                 |                                   | 470  | 468                             |                            |              |  |
| Local Freight Daily<br>P. M. | Local Freight Ex. Sat. & Sun.<br>A. M. |                 |                                   | Local Freight Ex. Sun.<br>A. M.                    | Local Freight Ex. Sat.<br>P. M. |                            |              |  |
| 730                          | 830                                    | SF330           | 4.2                               | L<br>T   | CHARLOTTE (Pinoca Yard)<br>2.8  | YARD O 745 500             |              |  |
| 735                          | 836                                    | SFC7            | 7.0                               |  | THRIFT<br>3.7                   | 50 735 435                 |              |  |
| 745                          | 846                                    | SFC11           | 10.7                              |  | SODYECO<br>0.5                  | 39P 40 723 425             |              |  |
| 750                          | 848                                    | SF342           | 11.2                              | T  | MOUNT HOLLY<br>2.4              | YARD 721 420               |              |  |
| 800                          | 1020                                   | SFC14           | 13.6                              |  | NORTH BELMONT<br>3.0            | 25P 18 715 408             |              |  |
| 810                          | 1030                                   | SFC17           | 16.6                              |  | MCADENVILLE<br>1.4              | 11 706 355                 |              |  |
| 815                          | 1035                                   | SFC18           | 18.0                              |  | LOWELL<br>1.8                   | 34P 11 701 350             |              |  |
| 820                          | 1040                                   | SFC20           | 19.8                              |  | RANLO<br>3.6                    | 20 657 345                 |              |  |
| 900                          | 1130                                   | SFC23           | 23.4                              | T<br>A   | GASTONIA<br>L                   | YARD 645 330               |              |  |
| P. M.                        | A. M.                                  |                 |                                   |  |                                 | A. M. P. M.                |              |  |
| Daily                        | Ex. Sat. & Sun.                        |                 |                                   |  |                                 | Ex. Sun. Ex. Sat.          |              |  |

## CAROLEEN SUBDIVISION

| Westward                           |                 | Eastward                |                                    |                        |          |
|------------------------------------|-----------------|-------------------------|------------------------------------|------------------------|----------|
| SECOND CLASS                       | Station Numbers | Distance from Ellenboro | THIRD CLASS                        |                        |          |
| 433                                |                 |                         | 434                                |                        |          |
| Local Freight<br>Ex. Sun.<br>A. M. |                 |                         | Local Freight<br>Ex. Sun.<br>A. M. |                        |          |
| 945                                | SF398           |                         | L<br>T                             | ELLENBORO A            | 1025     |
|                                    | SFB403          | 5.2                     |                                    | HENRIETTA X CRR<br>2.7 |          |
| 1001                               | SFA403          | 4.5                     | T<br>A                             | CAROLEEN L             | 1010     |
| 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 |
|---|-----|---|-----|
| 1309-1343,<br>1406-1415,<br>1515-1565   | 77  | 1275-1277,<br>1700-1799,<br>1800-1855,<br>3200-3224                           | 75  |
| 1003-1050,<br>1053-1065,<br>1300-1308,<br>1400-1405,<br>1500-1514,<br>1566-1599,<br>1600-1656,<br>1900-1923,<br>2000-2044 | 71  | 2100-2124,<br>2200-2213   | 70  |
|   |     | 309, 317,<br>700-1002,<br>1051-1052,<br>1100-1199,<br>1200-1211,<br>1250-1259 | 65  |

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

### OPERATION ROAD MATE UNITS

4—Road MATE units in series 3200-3224 when coupled with G. E. U-36-B diesel units series 1803-1812 and 1835-1855 will be operated in freight service only under the following arrangements:

Units 3200-3209 will only operate single ended. They will accept power from only one U-36-B unit, but one U-36-B unit and its MATE will operate in multiple with other units. The combination of one MATE and one U-36-B unit produces high tractive effort for starting but the tractive effort developed by the MATE decreases as speed increases until it ceases to produce tractive effort at speed of 30 MPH.

MATE units 3210-3224 will operate double or single ended. One MATE can be coupled between two U-36-B units and will accept power from both units. This combination of units produces tractive effort up to maximum authorized speeds. Two U-36-B units with a MATE between them will operate in multiple with other units. This series of MATES can also be operated single ended with one U-36-B unit, but when so operated the tractive effort developed by the MATE will decrease as speed increases until it ceases to produce tractive effort at 30 MPH.

### PIGGYBACK, UNRESTRICTED AND RESTRICTED TRAINS

5—**PIGGYBACK TRAIN** is a train handling only piggyback cars (empty piggyback flat cars, trailers or containers on proper designed piggyback flat cars, or multi-level automobile rack cars). Should any other type of freight car be included in the train, it would then become a regular freight train, either unrestricted or restricted type, depending upon the other equipment.

**UNRESTRICTED FREIGHT TRAIN** is a train handling regular unrestricted freight cars, both piggyback and box car type equipment or other type freight cars which are permitted to be operated without restrictions.

**RESTRICTED FREIGHT TRAIN** is a train handling blocks of thirty (30) or more cars of COAL, PHOSPHATE, AGGREGATES (including LIMEROCK) which must be handled next behind the engines, whenever practicable; or one or more RESTRICTED CARS.

### RESTRICTED CARS include:

**WORK EQUIPMENT CARS**—All work equipment cars will be considered RESTRICTED CARS;

**PULPWOOD FLAT CARS**—Loaded with pulpwood;

**FLAT CARS**—Loaded with logs or poles.

**FLAT CARS**—Loaded with machines of pivot or swinging type such as cranes, etc., where practicable, when boom is attached, must be handled near head of train with boom trailing.

**FLAT CARS**—Loaded with oversize shipment (s) or twin or triple loaded cars when in the judgment of local forces such loads should be restricted;

**GONDOLAS**—Loaded with stump wood. When loaded with oversize or overhanging shipments when in the opinion of local forces such loads should be restricted.

In addition trains handling any of the following equipment or cars will be further restricted as follows:

**RIBBON RAIL CARS** loaded 45 M.P.H. on main track and 10 M.P.H. through other than main track turnouts and must be handled on head end of trains; when empty will be handled on rear of train separated from caboose by three empty cars.

**DUMP CARS** 45 M.P.H. and when loaded must be handled in local freight or work trains when practicable.

**JORDAN DITCHERS** 40 M.P.H. Must be Handled Near Head of Train.

**PILE DRIVER**—20 M.P.H. Must be Handled Near Head of Train.

**SCALE TEST CARS** 25 M.P.H. next ahead of caboose except cars 771815, 771816, 771817, and 771818 at maximum speed allowed freight trains and next behind locomotive. Scale test cars except 771815, 771816, 771817 and 771818 must not be handled in yard or road movement when coupled to car exceeding 45 feet in length.

**LOADED COVERED HOPPER, "TANK TYPE" CARS**, in series:

| SAL FORMER NUMBERS | SCL NUMBERS   |
|--------------------|---------------|
| 7050-7099          | 747050-747099 |
| 7145-7179          | 747145-747179 |

must not exceed 45 M.P.H.

**LOADED AND EMPTY AADX HOPPER CARS**, in series:

AADX 22008-22123, 23001-23125 and 24180-24962, must be handled in local freight train service or equivalent and must not exceed 35 M.P.H.

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

### SPACING WRECKERS AND LOCOMOTIVE CRANES

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

Where practicable, cranes on their own wheels, whether boom is detached or not (Both commercial shipments and SCL owned cranes) should be handled in line-of-road movement in trains with counterbalance end forward. SCL locomotive cranes: 765445, 765448, 765449, 765458, 765459, 765460, 771927, 771929, 771994, 771995, 771996 and 771997 must be preceded and followed by at least one car not exceeding 100,000 pounds gross weight.

Speed restrictions on SCL locomotive cranes listed herein are carried in the current issues of the time tables under the Speed Charts for each Division. On all other cranes, the speed restrictions should be established with each movement by qualified Mechanical representative before they leave originating points or terminals.

Wreckers and locomotive cranes must be handled near head end of train.

### CAR CAPACITY FORMULAS

7—Capacity of sidings is based on average overall length of 50 feet per car. Diesel units and caboose cars must be counted as cars, as they are not included in car capacity, but an allowance of 200 feet has been made for stopping.

Capacity of other tracks is based on average overall length of 50 feet per car.

### RAIL DETECTOR CARS

8—Rail detector cars of other than Company ownership must not pass over highway or street crossings protected by automatic light signals, or signals and gates until it is known that automatic protection is functioning properly or flag protection has been afforded. At railroad crossings protected by interlockings such cars must stop clear of the crossing and must not proceed over the crossing until proper protection has been afforded.

### TRAIN BULLETIN BOOKS

9—Portsmouth (yard office, diesel shop and Southern Railway Yard Office) Franklin, Roanoke Rapids, Richmond Terminal: Acca (yard office and shop) Broad Street station, and Collier; Norlina, Henderson Yard, Durham, Raleigh (passenger station, yard and shops), Apex, Sanford, Hamlet (passenger station, yard office "A" and diesel shop), Columbia, Rockingham, Lilesville, Monroe, Shelby, CC&O Yard, Maxton, Lumberton, Acme, Smith's Creek Yard, (yard office and shops) South Rocky Mount (Rocky Mount Div., CO, Engine House and "RY") Charlotte (Tryon Street) Pinoca yard office and Gastonia.

### STANDARD CLOCKS

10—Portsmouth (Shops)-(yard office), Franklin, Roanoke Rapids, Richmond Terminal: Acca (yard office and shop), Broad Street Station, South Richmond (yard office), Brown Street and Collier; Durham, Raleigh (passenger station, yard and shops), Hamlet (passenger station, yard office "A" and diesel shop), Monroe, Charlotte (Tryon Street), Pinoca (dispatcher's office) and Smith Creek Yard (yard office and shops).

### SPECIAL RULES

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

Paragraph 4 of Rules 1108 and 1119 is amended as follows: When necessary to make emergency repairs to tracks, bridges or other structures which create an obstruction to the passage of trains, roadway forces are permitted to make such repairs without flag protection provided the foreman communicates with the dispatcher and obtains permission for the use of the track to make the repairs. It must be understood that when repairs are not completed within 15 minutes of the time the dispatcher has given for the repairs to be complete full flag protection against the train or trains approaching the point of work must be afforded until repairs are completed or until the dispatcher has given more time for accomplishing the work.

Paragraph 3 of Rule 1220 is amended as follows: On a freight train, when locomotive is to be detached to set off or pick up cars, engineman will reduce brake pipe pressure to 20 lbs. above zero pressure with the automatic brake valve. When this reduction has been completed and the exhaust of the brake valve stops blowing, engineman will indicate to trainman that reduction has been completed by one short blast of the engine horn. Trainman will then observe that the air brake is applied on the first car of the train section to be left standing, slowly close angle cock on the rear of train section to be moved with the locomotive, and leave angle cock open on train section to be detached and left standing. After recoupling and opening angle cock and before proceeding, it must be known that the brake pipe pressure is being restored as indicated by the caboose gauge and that the rear brakes are released.

Rule 1224 is revised as follows: On freight trains, upon arrival in the yard at terminal, and yard movements being handled with air brakes operating, engineman will reduce brake pipe pressure to 20 lbs. above zero pressure with the automatic brake valve. When this reduction has been completed and the exhaust of the brake valve stops blowing, engineman will indicate to trainman that reduction has been completed by one short blast of the engine horn. Trainman will then observe that the air brake is applied on the first car of the train section to be left standing, slowly close angle cock on the rear of train section to be moved with the locomotive, and leave angle cock open on train section to be detached and left standing.

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

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

14—Unless otherwise provided, train, engine and yard movements approaching leads in yards must stop before fouling lead, unless a member of crew is in position to see that switches are properly lined and way is clear.

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

### DEFECT DETECTORS

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

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

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

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

**AT ALL DEFECT DETECTORS:**

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

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

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

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

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

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

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

| Line  | Line Capacity (Lbs.) 4-Axle Cars | Speed Limit (M.P.H.) Unless Further Restricted By Engine, Equipment in Consist Or Special Instructions. |                   |                             |                           | Restricted speed (M.P.H.) as shown below for certain equipment |                         |                         |                         |                                      |        |   |                                 |  |  | Locomotive Cranes |                |    |
|---|----------------------------------|---|-------------------|-----------------------------|---------------------------|--|-------------------------|-------------------------|-------------------------|--------------------------------------|--------|---|---------------------------------|--|--|-------------------|----------------|----|
|   |                                  | Psg. Trains   | Piggy-back Trains | Unrestricted Freight Trains | Restricted Freight Trains | Cars weighing  |                         |                         |                         | Engines in series                    |        |   |                                 | Wrecker Nos.   |  |                   |                |    |
|   |                                  |   |                   |                             |                           | 220,001 to 240,000 lbs.  | 240,001 to 251,000 lbs. | 251,001 to 263,000 lbs. | 263,001 to 270,000 lbs. | 700, 800, 900, 1000, 1119-1199, 1200 | 500    | 675-698, 1300, 1400, 1500, 1600, 1700, 1800, 3200 | 600-620, 1900, 2000, 2100, 2200 | 765250, 765251, 765252, 771200, 771201, 771202, 771203, 771253, 771254, 771255, 771256, 771257 | 765157, 765160, 765181, 771163, 771154 |                   | 765100, 765151 |    |
| <b>Richmond Terminal—West Route</b>                 |                                  |   |                   |                             |                           |  |                         |                         |                         |                                      |        |   |                                 |  |  |                   |                |    |
| Richmond to Centralia                               | 270,000                          | 79  | 70                | 60                          | 50                        |  |                         |                         |                         |                                      |        |   |                                 | 40   | 40                                     | 40                | 25             |    |
| Meadow to Clopton                                   | 270,000                          |   | 10                | 10                          | 10                        |  |                         |                         |                         |                                      |        |   |                                 | 10   | 10                                     |                   |                |    |
| Clopton to South Richmond                           | 270,000                          |   | 15                | 15                          | 15                        |  |                         |                         |                         |                                      |        |   |                                 | 10   | 10                                     |                   |                |    |
| Clopton to FA                                       | 270,000                          |   | 15                | 15                          | 15                        |  |                         |                         |                         |                                      |        |   |                                 | 10   | 10                                     |                   |                |    |
| <b>Richmond Terminal—East Route</b>                 |                                  |   |                   |                             |                           |  |                         |                         |                         |                                      |        |   |                                 |  |  |                   |                |    |
| Richmond to Centralia                               | 270,000                          | 60  | 60                | 60                          | 50                        |  |                         |                         |                         |                                      |        |   |                                 | 40   | 40                                     | 40                | 25             |    |
| Bridge MP 0.4N to 0.6                               |                                  | 15  | 15                | 15                          | 15                        |  |                         |                         |                         |                                      |        |   |                                 |  |  |                   |                |    |
| Bellwood to Hopewell                                | 270,000                          |   |                   | 35                          | 35                        |  |                         |                         |                         |                                      |        |   |                                 | 25   | 25                                     | 25                | 25             |    |
| <b>Richmond Terminal</b>                            |                                  |   |                   |                             |                           |  |                         |                         |                         |                                      |        |   |                                 |  |  |                   |                |    |
| Centralia to South Collier                          | 270,000                          | 79  | 70                | 60                          | 60                        |  |                         |                         |                         |                                      |        |   |                                 | 40   | 40                                     | 40                | 25             |    |
| Dunlop to Appomattox Station                        | 270,000                          |   |                   | 30                          | 30                        |  |                         |                         |                         |                                      |        |   |                                 | 20   | 20                                     | 25                | 25             |    |
| Bridge MP 22.0 to 22.1                              |                                  |   |                   | 20                          | 20                        |  |                         |                         |                         |                                      |        |   |                                 |  |  |                   |                |    |
| Appomattox Station to Collier Via Washington Street | 270,000                          |   |                   | 20                          | 20                        |  |                         |                         |                         |                                      |        |   |                                 |  | 10                                     | 10                |                |    |
| South Collier to Hamlet                             | 270,000                          | 79  | 70                | 60                          | 50                        |  |                         |                         |                         |                                      |        |   |                                 | 40   | 40                                     | 40                | 25             |    |
| <b>Portsmouth to MP 24.0</b>                        |                                  |   |                   |                             |                           |  |                         |                         |                         |                                      |        |   |                                 |  |  |                   |                |    |
| MP 24.0 to MP 34.0                                  | 270,000                          |   |                   | 49                          | 49                        |  |                         |                         |                         |                                      |        |   |                                 | 35   | 35                                     | 35                | 25             |    |
| MP 34.0 to MP 86.4                                  | 270,000                          |   |                   | 40                          | 40                        |  |                         |                         |                         |                                      |        |   |                                 | 25   | 25                                     | 26                | 25             |    |
| Bridge MP 78.3 to 78.6                              |                                  |   |                   | 49                          | 49                        |  |                         |                         |                         |                                      |        |   |                                 | 35   | 35                                     | 35                | 25             |    |
| MP 86.4 to MP 92.0                                  | 270,000                          |   |                   | 10                          | 10                        |  |                         |                         |                         |                                      |        |   |                                 |  |  |                   |                |    |
| MP 92.0 to Norlina                                  | 270,000                          |   |                   | 45                          | 45                        |  |                         |                         |                         |                                      |        |   |                                 | 35   | 35                                     | 35                | 25             |    |
|   | 270,000                          |   |                   | 49                          | 49                        |  |                         |                         |                         |                                      |        |   |                                 | 35   | 35                                     | 35                | 25             |    |
| Boykins to Lewiston                                 | 270,000                          |   |                   | 30                          | 30                        |  |                         |                         |                         |                                      |        |   |                                 | 15   | 15                                     | 15                | 15             |    |
| <b>Henderson to MP 124.2</b>                        |                                  |   |                   |                             |                           |  |                         |                         |                         |                                      |        |   |                                 |  |  |                   |                |    |
| MP 124.2 to MP 150.6                                | 220,000                          |   |                   | 25                          | 25                        | BARRED   | BARRED                  | BARRED                  | BARRED                  | Note A                               |        | BARRED  | BARRED                          | BARRED   | BARRED                                 | 15                | 15             | 15 |
| Bridge MP 144.9 to 145.3                            | 220,000                          |   |                   | 20                          | 20                        | BARRED   | BARRED                  | BARRED                  | BARRED                  | Note A                               | 15     | BARRED  | BARRED                          | BARRED   | BARRED                                 | 15                | 10             | 10 |
| MP 150.6 to Durham                                  | 220,000                          |   |                   | 20                          | 20                        | BARRED   | BARRED                  | BARRED                  | BARRED                  | Note A                               | 15     | BARRED  | BARRED                          | BARRED   | BARRED                                 | 15                | 15             | 15 |
| Franklinton to Louisburg                            | 270,000                          |   |                   | 35                          | 35                        |  |                         |                         |                         |                                      |        |   |                                 | 25   | 25                                     | 25                | 25             |    |
| Moncure to Pittsboro                                | 270,000                          |   |                   | 20                          | 20                        |  |                         |                         |                         |                                      |        |   |                                 | 15   | 15                                     | 15                | 15             |    |
| <b>Hamlet to MP 286.0</b>                           |                                  |   |                   |                             |                           |  |                         |                         |                         |                                      |        |   |                                 |  |  |                   |                |    |
| MP 286.0 to MP 323.3                                | 270,000                          |   |                   | 35                          | 35                        |  |                         |                         |                         |                                      |        |   |                                 | 25   | 25                                     | 25                | 25             |    |
| MP 323.3 to Neverssa                                | 270,000                          |   |                   | 45                          | 45                        |  |                         |                         |                         |                                      |        |   |                                 | 25   | 25                                     | 25                | 25             |    |
| Pee Dee Subdivision                                 |                                  |   |                   | 35                          | 35                        |  |                         |                         |                         |                                      |        |   |                                 | 25   | 25                                     | 26                | 25             |    |
| Navassa to Smith's Creek Yard                       | 270,000                          |   |                   | 20                          | 20                        |  |                         |                         |                         |                                      |        |   |                                 |  |  |                   |                |    |
| Bridge MP 248.2 to 248.3                            |                                  |   |                   | 20                          | 20                        |  |                         |                         |                         |                                      |        |   |                                 |  |  |                   |                |    |
| Bridge MP 245.6 to 245.9                            |                                  |   |                   | 20                          | 20                        |  |                         |                         |                         |                                      |        |   |                                 |  |  |                   |                |    |
| <b>Lumberton to MP 298.0</b>                        |                                  |   |                   |                             |                           |  |                         |                         |                         |                                      |        |   |                                 |  |  |                   |                |    |
| MP 298.0 to St. Paul                                | 270,000                          |   |                   | 10                          | 10                        |  |                         |                         |                         |                                      |        |   |                                 | 15   | 15                                     | 15                | 15             |    |
| St. Paul to MP 313.2                                | 270,000                          |   |                   | 25                          | 25                        |  |                         |                         |                         |                                      |        |   |                                 | 15   | 15                                     | 15                | 15             |    |
|   | 270,000                          |   |                   | 20                          | 20                        |  |                         |                         |                         |                                      |        |   |                                 | 15   | 15                                     | 15                | 15             |    |
| <b>Hamlet to Monroe</b>                             |                                  |   |                   |                             |                           |  |                         |                         |                         |                                      |        |   |                                 |  |  |                   |                |    |
| Rockingham Spur                                     | 270,000                          |   | 70                | 60                          | 50                        |  |                         |                         |                         |                                      |        |   |                                 | 40   | 40                                     | 40                | 25             |    |
| Monroe to Charlotte                                 | 210,000                          |   |                   | 10                          | 10                        | BARRED   | BARRED                  | BARRED                  | BARRED                  | Note A                               | BARRED | BARRED  | BARRED                          | BARRED   | BARRED                                 | 35                | BARRED         |    |
| Charlotte to Bostic                                 | 270,000                          |   |                   | 49                          | 49                        |  |                         |                         |                         |                                      |        |   |                                 | 35   | 35                                     | 35                | 25             |    |
| Bostic to Rutherfordton                             | 270,000                          |   |                   | 30                          | 30                        |  |                         |                         |                         |                                      |        |   |                                 | 25   | 25                                     | 25                | 25             |    |
|   | 270,000                          |   |                   | 30                          | 30                        |  |                         |                         |                         |                                      |        |   |                                 | 25   | 25                                     | 25                | 25             |    |
| <b>Charlotte to MP 6.0</b>                          |                                  |   |                   |                             |                           |  |                         |                         |                         |                                      |        |   |                                 |  |  |                   |                |    |
| MP 6.0 to MP 13.7                                   | 270,000                          |   |                   | 20                          | 20                        |  |                         |                         |                         |                                      |        |   |                                 |  |  |                   |                |    |
| MP 13.7 to MP 19.0                                  | 270,000                          |   |                   | 40                          | 40                        |  |                         |                         |                         |                                      |        |   |                                 | 30   | 30                                     | 30                | 25             |    |
| MP 19.0 to MP 22.0                                  | 270,000                          |   |                   | 30                          | 30                        |  |                         |                         |                         |                                      |        |   |                                 |  |  |                   |                |    |
| MP 22.0 to Gastonia                                 | 270,000                          |   |                   | 20                          | 20                        |  |                         |                         |                         |                                      |        |   |                                 |  |  |                   |                |    |
|   | 270,000                          |   |                   | 15                          | 15                        |  |                         |                         |                         |                                      |        |   |                                 |  |  |                   |                |    |
| <b>North Belmont to MP 2.4</b>                      |                                  |   |                   |                             |                           |  |                         |                         |                         |                                      |        |   |                                 |  |  |                   |                |    |
| Bridge MP 1.4 to 1.5                                | 251,000                          |   |                   | 15                          | 15                        |  |                         | BARRED                  | BARRED                  |                                      |        | BARRED  | BARRED                          | BARRED   | BARRED                                 | Note B            |                |    |
| MP 2.4 to MP 3.0                                    | 251,000                          |   |                   | 15                          | 15                        |  |                         | BARRED                  | BARRED                  |                                      |        | BARRED  | BARRED                          | BARRED   | BARRED                                 | Note B            |                |    |
| MP 3.0 to Belmont                                   | 251,000                          |   |                   | 10                          | 10                        |  |                         | BARRED                  | BARRED                  |                                      |        | BARRED  | BARRED                          | BARRED   | BARRED                                 | Note B            |                |    |
|   | 251,000                          |   |                   | 5                           | 5                         |  |                         | BARRED                  | BARRED                  |                                      |        | BARRED  | BARRED                          | BARRED   | BARRED                                 | Note B            |                |    |
| <b>Mount Holly to MP 5.5</b>                        |                                  |   |                   |                             |                           |  |                         |                         |                         |                                      |        |   |                                 |  |  |                   |                |    |
| MP 5.5 to Terrell                                   | 270,000                          |   |                   | 20                          | 20                        |  |                         |                         |                         |                                      |        |   |                                 |  |  |                   |                |    |
| Bridge MP 7.3 to 7.4                                | 270,000                          |   |                   | 25                          | 25                        |  |                         |                         |                         |                                      |        |   |                                 |  |  |                   |                |    |
|   | 270,000                          |   |                   | 20                          | 20                        |  |                         |                         |                         |                                      |        |   |                                 |  |  |                   |                |    |
| Ellenboro to Caroleen                               | 270,000                          |   |                   | 20                          | 20                        |  |                         |                         |                         |                                      |        |   |                                 |  |  |                   |                |    |

NOTE A - Restricted to engines in series 10-19 and 1100-1117.

NOTE B - Restricted to wreckers 771153 and 771154.

**LIMITS**

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

**METHOD OF OPERATION**

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

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

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

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

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

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

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

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

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

**BLOCK SIGNAL SYSTEMS**

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

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

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

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

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

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

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

**SIGNALLED SIDINGS**

5—South yard, East Route.

**OPERATION BY SIGNAL INDICATION**

6—The operation on two tracks:

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

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

**TWO TRACKS**

7—Two tracks extend:

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

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

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

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

**CLEARANCE CARDS**

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

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

**WHERE TIME APPLIES**

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

**REGISTER STATIONS**

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

**YARD LIMITS**

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

**RAILROAD CROSSINGS AT GRADE**

12—Protected by electrically locked derails:

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

13—Protected by remotely controlled interlocking:

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

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

M. P. 22.0, N. & W.

M. P. 22.9, N. & W.

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

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

**SPRING SWITCHES**

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











## SPEED RESTRICTIONS

| Between<br>6—Mile Posts | All Trains<br>M.P.H. | Between<br>Mile Posts | All Trains<br>M.P.H. |
|-------------------------|----------------------|-----------------------|----------------------|
| 253.4 and 255.0         | 50                   | 277.5 and 279.7       | 40                   |
| 255.0 and 257.4         | 55                   | 279.7 and 280.8       | 50                   |
| 257.4 and 260.0         | 40                   | 283.9 and 284.2       | 60                   |
| 260.0 and 263.5         | 50                   | 288.8 and 289.4       | 50                   |
| 263.5 and 264.3         | 40                   | 303.1 and 306.0       | 55                   |
| 264.3 and 265.2         | 45                   | 306.0 and 306.2       | 30                   |
| 265.2 and 267.7         | 65                   | 321.1 and 321.4       | 45                   |
| 267.7 and 269.8         | 55                   | 322.8 and 323.1       | 45                   |
| 269.8 and 270.4         | 40                   | 327.1 and 327.9       | 45                   |
| 270.4 and 272.4         | 60                   | 327.9 and 328.4       | 40                   |
| 272.4 and 273.4         | 55                   | 326.4 and 329.9       | 35                   |
| 273.4 and 274.3         | 45                   | 383.8 and 384.0       | 20                   |

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

City ordinance speed restrictions:

Marshville, 35 M.P.H.

Monroe, 25 M.P.H.

Matthews, 30 M.P.H.

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

Mt. Holly, 30 M.P.H., except 20 M.P.H. over crossings between South Lee Street at Depot and Main Street.

Stanley, 25 M.P.H.

Lincolnton, 15 M.P.H. over all street crossings.

Cherryville, 20 M.P.H. over all street crossings.

## RAILROAD CROSSINGS AT GRADE

7—Protected by standard semaphore crossing signal:  
Hamlet, M. P. 253.4. Normally clear Aberdeen Subdivision.

8—Protected by "Stop" boards:

Charlotte, M. P. 330.0, N.S., Sou. and S. C. L.

Rutherfordton, M. P. 410.1, Sou.

9—Protected by non-electrically locked gates:

Charlotte, M. P. 330.7, Sou. Normally clear S. C. L.

Mt. Holly, M. P. 341.6, S. C. L. Normally clear Monroe Subdivision

Shelby, M. P. 384.6, Sou. Normally clear S. C. L.

Lattimore, M. P. 391.7, Sou. Normally clear Sou., 8:00 A.M. to 5:00 P.M., Monday through Saturday, normally clear S. C. L. 5:00 P.M. to 8:00 A.M., daily and from 8:00 A.M. to 5:00 P.M. Sunday.

10—Protected by remotely controlled interlocking:

Charlotte, M. P. 330.6, Sou.

## BLOCK SIGNAL SYSTEMS

11—Single Track Automatic Block System is in service between Signal F-2537, West Hamlet, M. P. 253.7 and Monroe, M. P. 306.2.

## SPRING SWITCHES

12—Following spring switches are in signal territory:

Pee Dee, east end siding.

Lilesville, east end siding.

Wadesboro, east end eastward siding.

Polkton, east end siding.

Monroe, east end long yard lead.

13—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:

West Hamlet, east end siding 15 M.P.H.

Duke, east and west end siding.

Cherryville, west end siding.

## DEFECT DETECTORS

| 14—Locations               | Protection<br>Provided  | Locations of Indicators and<br>Personnel reading charts       |
|----------------------------|---|---|
| Pee Dee<br>M. P. 268.2     | Single track,<br>both directions.<br>Hot box and dragging<br>equipment. | Indicators south side,<br>M. P. 268.2.<br>Voice instructions. |
| Marshville<br>M. P. 292.9  | Single track,<br>both directions.<br>Hot box and dragging<br>equipment. | Indicators north side,<br>M. P. 292.9.<br>Voice instructions. |
| Stanley<br>M. P. 353.1     | Single track,<br>both directions.<br>Hot box and dragging<br>equipment. | Indicators north side,<br>M. P. 353.1.<br>Voice instructions. |
| Cherryville<br>M. P. 373.8 | Single track,<br>both directions.<br>Hot box and dragging<br>equipment. | Indicators north side,<br>M. P. 373.8.<br>Voice instructions. |
| Lattimore<br>M. P. 391.5   | Single track,<br>both directions.<br>Hot box and dragging<br>equipment. | Indicators north side,<br>M. P. 391.5.<br>Voice instructions. |

## SPECIAL RULES

15—The time of trains shown at Hamlet Yard is for information only, trains and engines moving north of Hamlet (Passenger station), will be governed by Aberdeen Subdivision special instructions.

16—Trains and engines including first class trains will have equal authority and move on either main track or siding in either direction between west end siding West Hamlet and Switch Tenders Limits Hamlet Avenue Crossing at yard speed as authorized by either Operator Hamlet Passenger Station, Switch Tender or indication of eastward control signal west end siding West Hamlet.

17—An indicator (dwarf), indicating "lunar white" only, under control of the operator, is located 50 feet west of Raleigh Street between main track and West Hamlet siding.

When indicating "lunar white", eastward freight trains are authorized to proceed to switch tender's limits, M. P. 253.2, and be governed by signal from switch tender.

When indicator is not "lighted," freight trains will stop clear of indicator and member of crew will call operator for instructions.

18—Trains and engines will be operated at yard speed, not exceeding 10 M.P.H., on Rockingham Spur, M. P. 260.4.

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

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

20—Trains and engines will approach and move at yard speed between M. P. 305.7 at Monroe and underpass, M. P. 306.3 (Abbeville Subdivision). Second and inferior class trains, extra trains and engines may work upon the time of eastward Monroe Subdivision first class trains within these limits, but they must give way as promptly as practicable.

21—Charlotte, movement must be preceded by flagman before fouling North Brevard Street.

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

## REGISTER STATIONS

1—Charlotte (Pinoca Yard) and Gastonia (shop).

## YARD LIMITS

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

## SPEED RESTRICTIONS

| Between<br>3—Mile Posts | All Trains<br>M.P.H. |
|-------------------------|----------------------|
| 0.1 and 0.2 .....       | 10                   |
| 11.2 and 11.7 .....     | 25                   |
| 22.9 and 23.0 .....     | 5                    |

## City Ordinance Speed Restrictions:

Charlotte, movement must be stopped or protected by flagman before crossing West Third, West Second and Mint Streets.

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

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

## RAILROAD CROSSINGS AT GRADE

4—Protected by electrically locked derrails:

Gastonia, M. P. 23.4 C&NW. Normally clear S.C.L. (S.C.L.-SOU. connection track).

## SPECIAL RULES

5—Trains and engines will operate at yard speed not exceeding line speed on Belmont Spur, M. P. 13.6.

6—Trains and engines will operate at yard speed not exceeding 15 M.P.H. on Spencer Mountain Lead, M. P. 19.8.

## Terrell Subdivision

## OPERATIONS ON TERRELL SUBDIVISION

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

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

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

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

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

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

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

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

## YARD LIMITS

2—Mount Holly-Riverbend, Denrock and Terrell.

## JUNCTION SWITCHES

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

## SPEED RESTRICTIONS

| Between<br>4—Mile Posts | All Trains<br>M.P.H. |
|-------------------------|----------------------|
| 0.0 and 0.8 .....       | 10                   |
| 7.2 and 8.1 .....       | 20                   |

## RAILROAD CROSSINGS AT GRADE

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

## SPECIAL RULES

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

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

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

**CLEARANCE CARDS**

1—Trains will obtain clearance card before leaving Hamlet Yard and Smith's Creek Yard.

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

Rule 83-A will not apply at East Junction and Navassa.

**WHERE TIME APPLIES**

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

**REGISTER STATIONS**

3—Hamlet Yard Office "A," Acme and Smith's Creek Yard.  
Trains will furnish register slip at Acme, while operator is on duty.

**YARD LIMITS**

4—Hamlet, Laurinburg, Maxton, Pembroke, Lumberton, Acme, Navassa Yard-Navassa Jct.-Hilton-Smith's Creek Yard.

**JUNCTION SWITCHES**

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

Navassa, M. P. 360.4, lined for movement 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**

| Between<br>6—Mile Posts | All Trains<br>M.P.H. |
|-------------------------|----------------------|
| 253.3 and 254.0 .....   | 30                   |
| 269.0 and 269.2 .....   | 20                   |
| 285.3 and 286.1 .....   | 30                   |

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

All movements on Cape Fear Spur:

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

City Ordinance Speed Restrictions:

Maxton, 25 M.P.H. over all street crossings.

**RAILROAD CROSSINGS AT GRADE**

7—Protected by standard semaphore crossing signal:  
Hamlet, M. P. 253.4. Normally clear Aberdeen Subdivision.

8—Protected by non-electrically locked gates:  
Acme, M. P. 346.3, S. C. L. Normally clear Wilmington Subdivision.

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

9—Protected by Special Interlocking:

Pembroke, M. P. 285.7, S. C. L.

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

10—Protected by "Stop" boards:

Navassa, M. P. 360.2, S. C. L.

**DRAWBRIDGES**

11—Not protected by interlockings:

Cape Fear River, Navassa, M. P. 248.2, (Pee Dee Subd.), attended.

North East River, Hilton, M. P. 245.9, (Pee Dee Subd.), 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.

**BLOCK SIGNAL SYSTEMS**

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

**DEFECT DETECTORS**

| 13—Locations              | Protection<br>Provided   | Locations of Indicators and<br>Personnel reading charts       |
|---------------------------|--|---|
| Laurinburg<br>M. P. 266.0 | Single track,<br>both directions.<br>Hot box and drag-<br>ging equipment | Indicators south side,<br>M. P. 266.0.<br>Voice instructions. |

**SPECIAL RULES**

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

15—Engines must not be operated on tracks on dock trestles at Wilmington.

16—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.

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

18—Pembroke town ordinance prohibits crossings being blocked for longer than 10 minutes.

**OPERATION BETWEEN HILTON AND NAVASSA**

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

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

**CLEARANCE CARDS**

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

**REGISTER STATION**

2—Lumberton.

**YARD LIMITS**

3—Lumberton.

**JUNCTION SWITCHES**

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

**SPEED RESTRICTIONS**

5—City Ordinance Speed Restrictions:  
Lumberton, 10 M.P.H. over all street crossings and Highway 211 by-pass.

**SPECIAL RULES**

6—Movements over following street crossings must be preceded by member of crew:  
Lumberton, N.C.:  
Second Street (Highway 74).  
Elizabethtown Road (Highway 41).

Highway 211, By-Pass.  
Fayetteville Road (Highway 301-A).  
Highway 74 (C.P.&L. Lead).  
St. Paul, N.C.:  
Broad Street.

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

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

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

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

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

**Portsmouth Subdivision****CLEARANCE CARDS**

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

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

Rule 83-A will not apply at Norlina.

**REGISTER STATIONS**

2—Portsmouth (Shops) and Roanoke Rapids.

**YARD LIMITS**

3—Portsmouth (Shops), Suffolk, Franklin, Boykins, Weldon-Roanoke Rapids and Norlina.

**JUNCTION SWITCHES**

4—Weldon, M. P. 78.8, lined for movements on connection track to North End Subdivision.

**SPEED RESTRICTIONS**

| 5—Between Mile Posts           | All Trains<br>M.P.H. |
|--------------------------------|----------------------|
| 16.2 and 16.7                  | 25                   |
| 78.3 and 78.6                  | 10                   |
| 82.7 and 82.9 (Northward only) | 10                   |

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

City Ordinance Speed Restrictions:  
Portsmouth, 12 M.P.H. between M. P. 0.0 and M. P. 1.2.  
20 M. P. H. between M. P. 1.2 and M. P. 2.7.

45 M. P. H. between M. P. 2.7 and M. P. 5.8.  
Suffolk, 25 M. P. H.  
Franklin, 20 M. P. H.

Boykins, 25 M. P. H.  
Seaboard, 40 M. P. H.  
Weldon, 15 M. P. H. over Poplar and Hotel Street crossings.  
Littleton, 35 M. P. H.

**RAILROAD CROSSINGS AT GRADE**

6—Protected by automatic interlockings:  
Portsmouth (Shops), M. P. 2.1, N. & P. Belt Line, 20 M. P. H. Until engine reaches crossing.  
Algren, M. P. 9.4, N. & W.

**SPRING SWITCHES**

7—Following spring switch is protected for facing-point movements by indicator signal, trains and engines will approach such signal prepared to be governed by its indication. Where such signal displays "Stop," or, in the absence of light where there is no day indication, the switch must be examined and points must fit properly before movement is made:  
Suffolk, M. P. 16.4, 15 M.P.H.  
Weldon, M. P. 78.8, 15 M.P.H.

**SPECIAL RULES**

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

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

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

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

12—Cars must not be left standing within 75 feet of Hotel Street, Weldon. Cars on storage track must not be placed nearer than 240 feet of Poplar Street crossing.

## Lewiston Subdivision

## CLEARANCE CARDS

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

## REGISTER STATIONS

2—Boykins.

## YARD LIMITS

3—Boykins and Lewiston.

## SPEED RESTRICTIONS

4—City Ordinance Speed Restrictions:  
Rich Square, 15 M. P. H.

## RAILROAD CROSSINGS AT GRADE

5—Protected by non-electrically locked gates:

Kelford, M. P. 84.3, S. C. L. Normally clear East End Subdivision.

## SPECIAL RULES

6—Trains will not obstruct street more than 10 minutes at Rich Square.

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

## Pittsboro Subdivision

## CLEARANCE CARDS

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

## REGISTER STATIONS

2—Moncure.

## YARD LIMITS

3—Moncure and Pittsboro.

## SPECIAL RULES

4—Nos. 431 and 432 will not protect against following extra trains between Moncure and Pittsboro.

## Caroleen Subdivision

## REGISTER STATIONS

1—Ellenboro.

## YARD LIMITS

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

## JUNCTION SWITCHES

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

## RAILROAD CROSSINGS AT GRADE

4—Protected by "Stop" boards:

Cliffside Jct., M. P. 402.3, Cliffside Railroad.

## SPECIAL RULES

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

6—Nos. 433 and 434 will not protect against following extra trains between Ellenboro and Caroleen.

## Durham Subdivision

## REGISTER STATIONS

1—Durham and Henderson.

## YARD LIMITS

2—Durham-East Durham, Dickerson, Oxford and Henderson.

## SPEED RESTRICTIONS

| 3—Between Mile Posts | All Trains<br>M.P.H. |
|----------------------|----------------------|
| 117.2 and 117.4      | 20                   |
| 140.1 and 140.3      | 15                   |
| 148.8 and 149.0      | 15                   |

City Ordinance Speed Restrictions:  
Durham, 20 M. P. H.

## RAILROAD CROSSINGS AT GRADE

4—Protected by "Stop" boards:

M. P. 150.8, Sou.  
Durham, M. P. 155.7, N&W.

## INTERLOCKINGS

5—Protected by automatic interlocking:  
East Durham, M. P. 153.9 Sou. and N.S.

## SPRING SWITCHES

6—Following spring switch is protected by interlocking signals:

East Durham, M. P. 153.9.

## JOINT TRACKS

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

## SPECIAL RULES

8—Trains and engines will operate at yard speed not exceeding 20 M.P.H. on Oxford Lead, M. P. 124.1.

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

10—Nos. 455 and 456 will not protect against following extra trains between Henderson and Durham.

## Louisburg Subdivision

## CLEARANCE CARDS

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

## REGISTER STATIONS

2—Franklinton.

## YARD LIMITS

3—Louisburg and Franklinton.

## SPECIAL RULES

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

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



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

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

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

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

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

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

Red—Stop

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

LOCATION OF PUBLIC AND PRIVATE TRACKS NOT SHOWN IN SCHEDULE PAGES

| WILMINGTON SUBDIVISION     |           |              |              |          |
|----------------------------|-----------|--------------|--------------|----------|
| NAME                       | Mile Post | Station Nos. | Car Capacity | Opening  |
| Cape Fear Spur (4.1 miles) | 354.6     | —            | Spur         | Both (Y) |
| Lackey Industries, Inc.    | 354.7     | SE 355       | 24           | West     |
| E.I. Dupont & Co.          | 358.7     | SE 359       | Yard         | East     |
| Armour                     | 343.4     | SE 343       | 8            | West     |
| Abbottsburg                | 314.6     | SE 315       | 18           | Both     |
| Butters                    | 307.1     | SE 307       | 18           | Both     |
| Riegel Woodward            | 300.4     | SE 300       | 14           | East     |
| Osterneck Co.              | 299.1     | SE 299       | 2            | East     |
| Lumberton Metals Company   | 295.0     | SE 295       | 4            | East     |
| Converse Rubber Company    | 290.4     | SE 290       | 50           | West     |
| Fates                      | 284.3     | SE 284       | 13           | West     |
| Daysstrom                  | 278.0     | SE 278       | 18           | West     |
| McNairs                    | 274.6     | SE 275       | Yard         | Both (Y) |
| Landmark                   | 273.4     | SE 273       | Yard         | East     |
| Dixie                      | 270.6     | SE 271       | 70           | Both     |
| Elmore                     | 266.0     | SE 266       | 16           | Both     |
| Farmers Ginnery            | 264.4     | SE 264       | 7            | West     |
| TERRELL SUBDIVISION        |           |              |              |          |
| Mountain Island            | 2.8       | SFE 3        | 15           | North    |
| Denver                     | 18.9      | SFE 19       | 3            | North    |
| ST. PAUL SUBDIVISION       |           |              |              |          |
| Duart Spur (8.1 miles)     | 311.1     | —            | Spur         | South    |
| E.I. Dupont & Co.          | 319.0     | SEB 319      | Yard         | South    |

| DURHAM SUBDIVISION             |           |              |              |         |
|--------------------------------|-----------|--------------|--------------|---------|
| NAME                           | Mile Post | Station Nos. | Car Capacity | Opening |
| Carolina Power & Light Company | 115.3     | SB 116       | 16           | South   |
| Oxford Lead (2.8 Miles)        | 124.1     | —            | Spur         | Both    |
| Oxford                         | 126.9     | SBA 126      | Yard         | Both    |
| Clay                           | 126.9     | SB 127       | 4            | South   |
| Tar River                      | 130.8     | SB 131       | 5            | South   |
| Hester                         | 134.3     | SB 134       | 8            | South   |
| Albermarle Paper Company       | 131.6     | SB 132       | 15           | North   |
| Joyland                        | 132.0     | SB 132       | 11           | Both    |
| Public Service Company         | 132.4     | SB 132       | 6            | North   |
| Smaake Lumber Company          | 132.8     | SB 133       | 5            | North   |
| PITTSBORO SUBDIVISION          |           |              |              |         |
| International Paper Company    | 196.4     | SD 196       | 35           | Both    |
| Goldston Wood Products         | 196.5     | SD 197       | 18           | North   |
| LEWISTON SUBDIVISION           |           |              |              |         |
| Carolina Oil Products          | 59.0      | SAB 59       | 6            | Both    |
| Vircor Plant Foods             | 59.1      | SAB 59       | 10           | North   |
| Standard Spray                 | 59.9      | SAB 60       | 10           | South   |
| Pendleton                      | 62.2      | SAB 62       | 11           | Both    |
| American Cyanamid              | 65.6      | SAB 66       | 8            | North   |
| Milwaukee                      | 67.4      | SAB 67       | 7            | North   |
| Potecasi                       | 70.9      | SAB 71       | 13           | Both    |
| Roxobel                        | 82.5      | SAB 83       | 22           | Both    |
| Kelford Connection             | 84.1      | SAB 84       | 14           | North   |

## COLLIER SUBDIVISION — EAST ROUTE

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

## HOPEWELL SUBDIVISION — RICHMOND TERMINAL

| NAME                              | Mile Post | Station Nos. | Car Capacity | Opening |
|-----------------------------------|-----------|--------------|--------------|---------|
| Reynolds Metal Company            | 10.5      | SAC 10       | Yard         | North   |
| Wheewright                        | 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.

## PORTSMOUTH SUBDIVISION

| NAME                              | Mile Post | Station Nos. | Car Capacity | Opening |
|-----------------------------------|-----------|--------------|--------------|---------|
| Alexander Park                    | 4.1       | SA 4         | 17           | North   |
| D. H. Overmyer Co.                | 4.9       | SA 5         | 21           | South   |
| Seaguard                          | 5.6       | SA 6         | 5            | North   |
| Suffolk Concrete Products Company | 15.3      | SA 15        | 18           | Both    |
| Lipton Tea Company                | 18.9      | SA 19        | 18           | South   |
| Heatflame                         | 20.1      | SA 20        | 10           | South   |
| Fisher Peanut Co.                 | 20.1      | SA 20        | 5            | South   |
| Albermarle Paper Company          | 22.2      | SA 22        | 11           | South   |
| Purvis                            | 26.2      | SA 26        | 1            | South   |
| Franklin P. F. Chemical Co.       | 35.6      | SA 36        | 5            | South   |
| Willard Siding                    | 40.1      | SA 40        | 16           | North   |
| Hercules Powder Company           | 41.5      | SA 42        | 26           | Both    |
| Hercules Powder Company           | 41.6      | SA 42        | 46           | North   |
| Hercules Powder Company           | 41.7      | SA 42        | 30           | North   |
| Newsoms                           | 49.1      | SA 49        | 20           | Both    |
| Margaret                          | 63.2      | SA 63        | 18           | Both    |
| Union-Camp                        | 67.9      | SA 68        | 32           | South   |
| Gumberry                          | 72.6      | SA 73        | 19           | Both    |
| Mitchell                          | 81.3      | SA 81        | 5            | North   |
| Joyner Wholesale                  | 81.7      | SA 82        | Yard         | South   |
| Thelma                            | 91.0      | SA 91        | 7            | North   |
| Vaughan                           | 104.0     | SA 104       | 13           | Both    |
| Warren Plains                     | 113.3     | SA 113       | 38           | Both    |

## LOUISBURG SUBDIVISION

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

## NORLINA SUBDIVISION

| NAME                         | Mile Post | Station Nos. | Car Capacity | Opening |
|------------------------------|-----------|--------------|--------------|---------|
| Continental Can Company      | 45.3      | S 45         | 45           | South   |
| Southern Materials Company   | 51.8      | S 52         | 45           | Both    |
| Cochran                      | 63.9      | S 64         | 9            | North   |
| Bracey                       | 86.4      | S 86         | 31           | Both    |
| Ridgeway (W)                 | 100.9     | S 101        | 11           | Both    |
| Manson (W)                   | 103.7     | S 104        | 16           | North   |
| Athey Products Company       | 142.8     | S 143        | 17           | South   |
| Burlington Mills             | 145.7     | S 146        | 43           | Both    |
| Mollinckrodt Chemical Works  | 146.4     | S 146        | 70           | North   |
| Neuse                        | 147.3     | S 147        | 15           | Both    |
| Ree Construction Company (W) | 148.6     | S 149        | 9            | North   |
| Hillbrook (W)                | 151.3     | S 151        | 31           | North   |
| Super Dollar Stores (E)      | 151.8     | S 152        | 14           | North   |
| Raleigh Industrial Park (W)  | 152.3     | S 152        | Yard         | North   |
| Crobbree Ind. Park (W)       | 153.4     | S 153        | Yard         | North   |

## ABERDEEN SUBDIVISION

| NAME                               | Mile Post | Station Nos. | Car Capacity | Opening |
|------------------------------------|-----------|--------------|--------------|---------|
| Camp Polk No. 1 (W)                | 161.0     | S 161        | 30           | Both    |
| Camp Polk No. 2 (W)                | 161.4     | S 161        | 13           | South   |
| Wilson Ports Company (W)           | 161.5     | S 162        | 7            | South   |
| Arco (W)                           | 162.3     | S 162        | 13           | South   |
| Universal Distributing Company (W) | 162.7     | S 163        | 11           | South   |
| N.C. Butane Gas Company (W)        | 163.1     | S 163        | 5            | South   |
| Aeroglide Corporation (W)          | 163.4     | S 163        | 12           | South   |
| Public Service Company (W)         | 164.0     | S 164        | 17           | South   |

## ABERDEEN SUBDIVISION (Continued)

| NAME                             | Mile Post | Station Nos. | Car Capacity | Opening |
|----------------------------------|-----------|--------------|--------------|---------|
| Cary                             | 165.3     | S 165        | 22           | South   |
| Bosal                            | 180.1     | S 180        | 24           | Both    |
| Allied Chemical Co.              | 184.9     | S 185        | 116          | North   |
| Phoenix Utility Company          | 185.8     | S 186        | Conn.        | South   |
| Harristown                       | 215.2     | S 215        | 14           | North   |
| McDonald Brothers, Inc. (W)      | 222.4     | S 222        | 6            | North   |
| Troy Lumber Company (W)          | 223.2     | S 223        | 5            | North   |
| Taylor Mobile Homes (W)          | 223.3     | S 223        | 34           | North   |
| Manley (E)                       | 223.8     | S 224        | 20           | North   |
| Pine Bluff (W)                   | 231.6     | S 232        | 3            | South   |
| Pleasant Sand and Supply Company | 237.6     | S 238        | 30           | North   |
| *West End Table Company          | 241.4     | S 241        | 7            | North   |
| Morriston                        | 243.0     | S 243        | 29           | North   |

\*Breaks from Hoffman siding.

## MONROE SUBDIVISION

| NAME                               | Mile Post | Station Nos. | Car Capacity | Opening |
|------------------------------------|-----------|--------------|--------------|---------|
| Riegel Paper Company               | 257.2     | SF 256       | 10           | West    |
| Hannah Picket                      | 258.0     | SF 258       | 32           | West    |
| Enlwisite Manufacturing Company    | 258.0     | SF 258       | 30           | West    |
| ROCKINGHAM SPUR (5.7 miles)        | 260.0     |              |              | East    |
| Carolina Paper Co. No. 2           | 0.1       | SF 1         | 19           | West    |
| Carolina Paper Co. No. 1           | 0.1       | SF 1         | 7            | West    |
| Midway Team Track                  | 0.3       | SF 1         | 1            | East    |
| Carolina Standard                  | 1.2       | SF 1         | 5            | East    |
| Rowan Distributing Co.             | 1.3       | SF 1         | 3            | West    |
| Seago Beverages                    | 1.5       | SF 2         | 4            | West    |
| J.P. Stevens                       | 1.6       | SF 2         | 20           | West    |
| Aleo Mill                          | 2.1       | SF 2         | 4            | East    |
| Beavuit                            | 2.7       | SF 3         | 57           | West    |
| Par Gas Co.                        | 4.6       | SF 5         | 1            | West    |
| National Packaging Co.             | 5.0       | SF 5         | 4            | East    |
| Morrison                           | 5.1       | SF 5         | 10           | Both    |
| Alpha Plastics Corporation         | 5.9       | SF 6         | 6            | East    |
| Hudson Pulp & Paper Corp.          | 6.0       | SF 6         | 10           | East    |
| Catawba Timber Co.                 | 274.8     | SF 275       | 18           | West    |
| Schu't Mobile Homes                | 285.3     | SF 285       | 9            | East    |
| Carolina Timber Company            | 291.9     | SF 292       | 4            | East    |
| Catawba Timber Company             | 291.9     | SF 292       | 16           | West    |
| Festival Homes, Inc.               | 294.5     | SF 295       | 13           | East    |
| Raybestos Manhattan, Inc.          | 295.0     | SF 295       | 8            | West    |
| Thomas Gas Company                 | 296.0     | SF 297       | 9            | East    |
| Runaround Track                    | 302.5     |              | 39           | Both    |
| Golden Grains Inc.                 | 302.2     | SF 302       | 16           | West    |
| Barth Dreyfuss                     | 302.4     | SF 302       | 12           | East    |
| Camp Sutton No. 1                  | 302.5     | SF 303       | 40           | Both    |
| Camp Sutton No. 2                  | 303.0     | SF 303       | 16           | East    |
| Helms Wood Shop                    | 307.8     | SF 308       | 2            | West    |
| Superior Stone Company             | 310.8     | SF 311       | 71           | Both    |
| Charlotte Pipe & Foundry           | 311.2     | SF 311       | 23           | East    |
| Kendricks                          | 312.0     | SF 312       | 28           | West    |
| Atlantic Lumber Company            | 315.1     | SF 315       | 17           | West    |
| Providence Equipment Company       | 326.5     | SF 327       | 16           | Both    |
| McClure Lumber Company             | 340.1     | SF 340       | 8            | West    |
| Globe Mills Company No. 1          | 343.4     | SF 343       | 16           | East    |
| Iron                               | 355.8     | SF 356       | 17           | Both    |
| Roger City Lumber Company          | 360.5     | SF 361       | 4            | East    |
| Carolina Mills                     | 364.0     | SF 364       | 14           | West    |
| Burr's Manufacturing Company       | 364.3     | SF 364       | 16           | West    |
| Bowser Wood Company                | 364.5     | SF 364       | 12           | West    |
| Rhodes-Rhyme Manufacturing Company | 367.5     | SF 368       | 12           | West    |
| American Cyanamid Company          | 369.0     | SF 369       | 6            | East    |
| Cherryville Concrete Block Company | 369.1     | SF 369       | 3            | East    |
| Waco                               | 375.9     | SF 376       | 21           | Both    |
| IM&C Corporation                   | 381.7     | SF 382       | 9            | East    |
| Lawndale Junction                  | 385.8     | SF 386       | 2            | West    |
| Ora Cotton Mills                   | 387.0     | SF 387       | 20           | West    |
| Pittsburgh Plate Glass Company     | 389.9     | SF 390       | 30           | West    |
| Decorative Component Co.           | 405.9     | SF 406       | 2            | West    |
| Forest City Oil Mill               | 406.8     | SF 407       | 8            | West    |
| Forest City                        | 407.3     | SF 407       | 17           | Both    |
| Eaves                              | 409.5     | SF 410       | 11           | West    |

## PINOCA SUBDIVISION

| NAME                              | Mile Post | Station Nos. | Car Capacity | Opening |
|-----------------------------------|-----------|--------------|--------------|---------|
| Charlotte (Proper)                | 0.0       | SFC 0        | Yard         | Both    |
| Cedar (Industrial Park)           | 0.8       | SFC 1        | Yard         | Both    |
| Park (Industrial Park)            | 1.8       | SFC 2        | Yard         | West    |
| Glenwood (Industrial Park)        | 2.9       | SFC 3        | Yard         | West    |
| Chemway (Industrial Park)         | 5.0       | SFD 1        | Yard         | West    |
| Duke Power Co. Warehouse          | 6.0       | SFC 6        | 19           | West    |
| BELMONT SPUR (3.2 miles)          | 13.6      |              | Spur         | East    |
| Belmont                           | 3.2       | SFF 3        | Yard         | Both    |
| SPENCER MOUNTAIN LEAD (1.4 miles) | 19.9      |              | Spur         | West    |
| Rex No. 1                         | 0.9       | SFG 1        | 7            | West    |
| Gaston Terminal Whse.             | 1.0       | SFG 1        | 2            | East    |
| Rex No. 2                         | 1.2       | SFG 1        | 5            | East    |
| Groves                            | 20.9      | SFC 21       | 16           | East    |

| Engine Numbers<br>Tonnage Shown<br>Per Unit                   | 700-<br>1002,<br>1119-<br>1201,<br>1250-<br>1259 | 675-<br>698 | 309,<br>317,<br>1003-<br>1065,<br>1202-<br>1239 | 600-<br>620,<br>1275-<br>1277,<br>1300-<br>1343,<br>1400-<br>1415,<br>1500-<br>1599,<br>1600-<br>1656,<br>1700-<br>1799,<br>1800-<br>1855,<br>3200-<br>3224 | 203-<br>222,<br>1100-<br>1117 | 1900-<br>1923,<br>2100-<br>2110,<br>2114-<br>2120 | 2000-<br>2044 | 2111-<br>2113,<br>2200-<br>2210 | 2121-<br>2124,<br>2211-<br>2213 |
|---|--|-------------|---|---|-------------------------------|---|---------------|---------------------------------|---------------------------------|
| Richmond Terminal - West Route<br>Richmond and Centralia..... | 2500   | 2000        | 2750  | 3000  | 1650                          | 3850  | 4550          | 4850                            | 4750                            |
| Richmond Terminal - East Route<br>Richmond to Centralia.....  | 1500   | 1200        | 1650  | 1800  | 1000                          | 2300  | 2700          | 2600                            | 2850                            |
| Centralia to Brown Street.....                                | 2300   | 1850        | 2500  | 2750  | 1500                          | 3550  | 4200          | 4000                            | 4350                            |
| Brown Street to Richmond.....                                 | 1300   | 1050        | 1450  | 1550  | 850                           | 2000  | 2350          | 2300                            | 2450                            |
| Hopewell and Bellwood.....                                    | 1700   | 1350        | 1850  | 2050  | 1100                          | 2650  | 3100          | 3000                            | 3200                            |
| Richmond Terminal<br>Centralia and South Collier.....         | 2500   | 2000        | 2750  | 3000  | 1650                          | 3850  | 4550          | 4350                            | 4750                            |
| South Collier and Hamlet.....                                 | 1500   | 1200        | 1650  | 1800*   | 1000                          | 2300  | 2700          | 2600                            | 2850                            |
| Norlina to Portsmouth.....                                    | 2600   | 2100        | 2850  | 3100  | 1700                          | 4050  | 4750          | 4550                            | 4950                            |
| Portsmouth to Roanoke Rapids.....                             | 2600   | 2100        | 2850  | 3100  | 1700                          | 4050  | 4750          | 4550                            | 4950                            |
| Roanoke Rapids to Norlina.....                                | 1700   | 1350        | 1850  | 2050  | 1100                          | 2650  | 3100          | 3000                            | 3200                            |
| Boykins and Lewiston.....                                     | 2600   | 2100        | 2850  | 3100  | 1700                          | 4050  | 4750          | 4550                            | 4950                            |
| Durham and Henderson.....                                     |  |             |   |   | 900                           |   |               |                                 |                                 |
| Hamlet and Laurel Hill.....                                   | 2100   | 1700        | 2300  | 2500  | 1350                          | 3250  | 3800          | 3700                            | 4000                            |
| Laurel Hill and Smith's Creek Yd.                             | 3200   | 2550        | 3500  | 3850  | 2100                          | 4950  | 5800          | 5600                            | 6100                            |
| Hamlet and Charlotte.....                                     | 1800   | 1450        | 2000  | 2150  | 1200                          | 2800  | 3300          | 3150                            | 3400                            |
| Charlotte to Bostic Yard.....                                 | 1400   | 1100        | 1550  | 1700  | 900                           | 2200  | 2550          | 2450                            | 2650                            |
| Bostic Yard to Charlotte.....                                 | 1300   | 1050        | 1450  | 1550  | 850                           | 2000  | 2350          | 2300                            | 2450                            |
| Pinoca to Mt. Holly.....                                      | 5000   | 4000        | 5150  | 6000  | 3250                          | 7700  | 9100          | 8750                            | 9500                            |
| Mt. Holly to Gastonia.....                                    | 1800   | 1450        | 1950  | 2150  | 1150                          | 2800  | 3300          | 3150                            | 3400                            |
| Gastonia to Mt. Holly.....                                    | 2400   | 1900        | 2550  | 2900  | 1550                          | 3700  | 4400          | 4200                            | 4500                            |
| Mt. Holly to Pinoca.....                                      | 1800   | 1450        | 1950  | 2150  | 1150                          | 2800  | 3300          | 3150                            | 3400                            |
| Mt. Holly to Terrell.....                                     | 2150   | 1700        | 2350  | 2600  | 1400                          | 3300  | 3900          | 3750                            | 4100                            |
| Terrell to Mt. Holly.....                                     | 1450   | 1150        | 1600  | 1750  | 950                           | 2200  | 2600          | 2550                            | 2750                            |

\*Engines in series 1500-1599, 1600-1656, 1700-1799 and 1800-1855 will handle 2500 tons per unit, Hamlet to South Collier.

DIVISION OFFICERS

|   |                      |  |                      |
|---|----------------------|--|----------------------|
| H. N. STRANGE, JR., Assistant Superintendent..... | Raleigh, N.C.        | C. M. GILLISPIE, Chief Dispatcher.....     | Raleigh, N.C.        |
| F. M. SELLERS, Assistant Superintendent.....      | Charlotte, N.C.      | J. R. ALCORN, Division Engineer.....       | Raleigh, N.C.        |
| D. W. MEACHAM, Trainmaster.....                   | Raleigh, N.C.        | W. C. WRIGHT, Master Mechanic.....         | Hamlet, N.C.         |
| J. K. SAMMONS, Trainmaster.....                   | Roanoke Rapids, N.C. | P. F. HOLDEN, Supv. Comm. and Signals..... | Raleigh, N.C.        |
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