

SAFETY



FIRST

**SEABOARD AIR LINE
RAILROAD COMPANY**

Virginia Division

and

**Hamlet, Andrews, Hartsville and Sumter
Subdivisions of Carolina Division;
Monroe and Caroleen Sub-
divisions of Georgia
Division.**

TIME TABLE NO.

3

Taking Effect 2:01 A.M., Sunday, April 30, 1967

EASTERN STANDARD TIME

**SUPERSEDING TIME TABLE NO. 2 DATED
DECEMBER 16, 1966**

FOR THE GOVERNMENT OF EMPLOYEES ONLY

DESTROY TIME TABLES OF PREVIOUS DATES

*J. N. BROETZMAN, General Manager.
B. C. HIGH, Assistant General Manager.
J. L. COOKE, Assistant General Manager.
C. H. CRUMPLER, General Supt. Transportation.
C. F. KELLY, Asst. General Supt. Transportation.
W. J. WINFREE, Supt. Virginia Division.
J. H. HESTER, Supt. Carolina Division.
C. H. LINEBERGER, Supt. Georgia Division.*

SOUTHGATE LEIGH, JR., Chief Surgeon.....Richmond, Va.
 J. W. PALMER, Asst. Chief Surgeon.....Ailey, Ga.
 *A. G. CERCHIONE, Local Surgeon.....New York, N. Y.
 *STANLEY J. CYRAN, Local Surgeon.....Philadelphia, Pa.
 *L. L. RAYFORD, JR., Local Surgeon.....Washington, D. C.
 RONALD A. COX, Surgeon Oculist.....Washington, D. C.
 *EMMETT C. MATHEWS, Local Surgeon.....Richmond, Va.
 RUDOLPH C. THOMASON, Surgeon Oculist.....Richmond, Va.
 *W. K. DIX, Asst. Local Surgeon.....Richmond, Va.
 *DAVID D. VAUGHAN, Asst. Local Surgeon.....Richmond, Va.
 *A. T. BRICKHOUSE, Asst. Local Surgeon.....Hopewell, Va.
 *T. B. POPE, Local Surgeon.....Petersburg, Va.
 CHARLES C. ASHBY, Local Surgeon.....Dinwiddie, Va.
 VINCENT TOTIN, Local Surgeon.....McKenney, Va.
 *R. D. KEELING, Local Surgeon.....South Hill, Va.
 M. H. HOOD, Surgeon Oculist.....Portsmouth, Va.
 W. C. ROBERTSON, Surgeon Oculist.....Portsmouth, Va.
 V. J. MEADS, Asst. Local Surgeon.....Portsmouth, Va.
 *WILLIAM B. POPE, JR., Asst. Local Surgeon.....Portsmouth, Va.
 *J. E. RAWLS, JR., Local Surgeon.....Suffolk, Va.
 *HENRY L. GARDNER, Local Surgeon.....Franklin, Va.
 J. A. FLEETWOOD, Local Surgeon.....Conway, N. C.
 J. A. FLEETWOOD, JR., Asst. Local Surgeon.....Conway, N. C.
 B. E. STEPHENSON, Local Surgeon.....Rich Square, N. C.
 J. J. GRIZZARD, Local Surgeon.....Branchville, Va.
 *JOHN W. PARKER, Local Surgeon.....Seaboard, N. C.
 F. G. JARMAN, JR., Local Surgeon.....Roanoke Rapids, N. C.
 H. H. FOSTER, Local Surgeon.....Norlina, N. C.
 FRANK P. HUNTER, Local Surg.....Norlina & Warrenton, N. C.
 CHARLES BUNCH, Asst. Local Surgeon.....Warrenton, N. C.
 *RANDOLPH D. MILLS, Local Surgeon.....Henderson, N. C.
 *C. T. WILKINSON, Local Surgeon.....Wake Forest, N. C.
 HUNTER SWEANEY, Local Surgeon.....Durham, N. C.
 EDWIN M. ROBERTSON, Asst. Local Surgeon.....Durham, N. C.
 *JAMES S. WILSON, Asst. Local Surgeon.....Durham, N. C.
 V. M. HICKS, Surgeon Oculist.....Raleigh, N. C.
 JAMES R. WRIGHT, Surgeon Oculist.....Raleigh, N. C.
 V. M. HICKS, JR., Surgeon Oculist.....Raleigh, N. C.
 J. WALTER NEAL, Local Surgeon.....Raleigh, N. C.
 *ALEXANDER WEBB, JR., Asst. Local Surgeon.....Raleigh, N. C.
 JAMES K. RHODES, Asst. Local Surgeon.....Raleigh, N. C.
 *SIDNEY A. MARTIN, JR., Asst. Local Surgeon.....Raleigh, N. C.
 O. S. GOODWIN, Local Surgeon.....Apex, N. C.
 KENNETH M. MATHIESEN, Local Surgeon.....Pittsboro, N. C.
 F. L. KNIGHT, Local Surgeon.....Sanford, N. C.
 A. M. OELRICH, Asst. Local Surgeon.....Sanford, N. C.
 R. M. McMILLAN, Local Surgeon.....Southern Pines, N. C.
 C. R. MONROE, Local Surgeon.....Pinehurst, N. C.
 WILLIAM F. HOLLISTER, Asst. Local Surgeon.....Pinehurst, N. C.
 H. MAXWELL MORRISON, Surgeon Oculist.....Pinehurst, N. C.
 J. P. BOWEN, Local Surgeon.....Aberdeen, N. C.
 *W. D. JAMES, Local Surgeon.....Hamlet, N. C.
 *R. B. GARRISON, Local Surgeon.....Hamlet, N. C.
 *G. L. CLONINGER, Local Surgeon.....Hamlet, N. C.
 *M. M. LINDSEY, Asst. Local Surgeon.....Hamlet, N. C.
 GEORGE W. GALLOWAY, JR., Asst. Local Surg.....Hamlet, N. C.
 M. W. HOOK, Asst. Local Surgeon.....Cheraw, S. C.
 JAMES C. THRAILKILL, Asst. Local Surgeon.....Cheraw, S. C.
 C. A. WEST, Local Surgeon.....Camden, S. C.

GEORGE F. WEST, Asst. Local Surgeon.....Camden, S. C.
 GEORGE S. RHAME, Asst. Local Surgeon.....Camden, S. C.
 *CHARLES F. CREWS, Local Surgeon.....Columbia, S. C.
 JOHN H. YOUNG, Surgeon Oculist.....Columbia, S. C.
 DAVID S. ASBILL, Surgeon Oculist.....Columbia, S. C.
 *R. G. LATIMER, Local Surgeon.....Cayce, S. C.
 GEORGE G. MOORE, Local Surgeon.....McColl, S. C.
 E. BRYAN MICHAUX, Asst. Local Surgeon.....Dillon, S. C.
 WM. L. CHEEZEM, Asst. Local Surgeon.....Marion, S. C.
 C. R. F. BAKER, Local Surgeon.....Sumter, S. C.
 VERNON L. BAUER, Local Surgeon.....Hemingway, S. C.
 WALTER E. BRYANT, Asst. Local Surgeon.....Hemingway, S. C.
 *W. E. WHITLEY, Local Surgeon.....Andrews, S. C.
 ROBERT D. HAKFAR, Asst. Local Surgeon.....Andrews, S. C.
 BENTON A. MATTHEWS, Asst. Local Surg.....Hartsville, S. C.
 MARSHALL J. COLEMAN, Local Surgeon.....Darlington, S. C.
 C. E. AIMAR, Asst. Local Surgeon.....Darlington, S. C.
 JENNINGS K. OWENS, Local Surgeon.....Bennettsville, S. C.
 P. M. KINNEY, Asst. Local Surgeon.....Bennettsville, S. C.
 J. H. PEARCE, Local Surgeon.....Pamplico, S. C.
 J. C. MONTGOMERY, Local Surgeon.....Kingstree, S. C.
 MICHAEL HOLMES, Surgeon Oculist.....Kingstree, S. C.
 SAMUEL E. MILLER, Asst. Local Surgeon.....Georgetown, S. C.
 JOHN T. ASSEY, Asst. Local Surgeon.....Georgetown, S. C.
 H. M. McLURE, Local Surgeon.....Bishopville, S. C.
 *ROBERT M. FALES, Asst. Local Surgeon.....Wilmington, N. C.
 J. F. KEITH, Local Surgeon.....Clarkton, N. C.
 D. H. BRIDGER, Local Surgeon.....Bladenboro, N. C.
 *D. E. WARD, JR., Local Surgeon.....Lumberton, N. C.
 N. O. BENSON, Asst. Local Surgeon.....Lumberton, N. C.
 HORACE M. BAKER, JR., Asst. Local Surg.....Lumberton, N. C.
 R. D. CROOM, JR., Local Surgeon.....Maxton, N. C.
 JAMES J. RICHARDSON, Local Surgeon.....Laurinburg, N. C.
 G. E. FORBES, Asst. Local Surgeon.....Laurinburg, N. C.
 Z. F. LONG, Local Surgeon.....Rockingham, N. C.
 A. M. COVINGTON, Asst. Local Surgeon.....Rockingham, N. C.
 N. G. NICHOLSON, Surgeon-Oculist.....Rockingham, N. C.
 *J. M. COVINGTON, JR., Local Surgeon.....Wadesboro, N. C.
 W. M. SMETHIE, Asst. Local Surgeon.....Wadesboro, N. C.
 W. J. McKINNON, Asst. Local Surgeon.....Wadesboro, N. C.
 JOHN P. McLEOD, Local Surgeon.....Marshville, N. C.
 C. A. BOLT, Local Surgeon.....Marshville, N. C.
 J. G. FAULK, Local Surgeon.....Monroe, N. C.
 *G. M. SMITH, Asst. Local Surgeon.....Monroe, N. C.
 *J. W. ORMAND, Asst. Local Surgeon.....Monroe, N. C.
 FRANCIS B. LEE, Asst. Local Surgeon.....Monroe, N. C.
 H. F. McMANUS, Local Surgeon.....Matthews, N. C.
 *JOHN P. KENNEDY, Local Surgeon.....Charlotte, N. C.
 T. C. BOST, Asst. Local Surgeon.....Charlotte, N. C.
 *R. DOUGLAS NEAL, Asst. Local Surgeon.....Charlotte, N. C.
 *JAMES B. GREENWOOD, Asst. Local Surg.....Charlotte, N. C.
 B. D. MOORE, Local Surgeon.....Mt. Holly, N. C.
 W. V. COSTNER, Local Surgeon.....Lincolnton, N. C.
 JOHN R. GAMBLE, JR., Asst. Local Surgeon.....Lincolnton, N. C.
 SAMUEL A. WILSON, Asst. Local Surgeon.....Lincolnton, N. C.
 FOREST M. HOUSER, Local Surgeon.....Cherryville, N. C.
 HARRY V. HENDRICKS, Local Surgeon.....Rutherfordton, N. C.

SECOND CLASS		FIRST CLASS		Station Numbers	Distance from Portsmouth	TIME TABLE No. 3 April 30, 1967		CAPACITY TRACKS		FIRST CLASS		SECOND CLASS	
85		17						Siding	Other	18		82	
Through Freight		Local Passenger								Local Passenger		Through Freight	
Daily		Daily								Daily		Daily	
A. M.		P. M.								A. M.		P. M.	
		415	A 0	0.0	LV	PORTSMOUTH	AR		Yard	1015			
						1.7							
545		421	A 2	1.7		SHOPS	Y O		Yard	947		340	
						5.8—X	Belt Line						
555		429	A 8	7.5		BOWERS		57	7	929		325	
						10.0—X	N&W						
610	s	443	A 18	17.5		SUFFOLK		42	15	s 916		310	
						3.3							
615		447	A 21	20.8		KILBY		100	46	909		305	
						10.7							
630		458	A 32	31.5		CARRSVILLE		45	8	857		250	
						5.6							
640	s	508	A 37	37.1		FRANKLIN		38	Yard	s 850		240	
						6.6							
700	f	515	A 44	43.7		HAND		87	10	f 840		215	
						10.4							
720	s	532	A 54	54.1		BOYKINS	Y	31	90	s 827		200	
						3.1							
725		536	A 57	57.2		BRANCHVILLE		97	19	823		155	
						12.0							
740	f	552	A 69	69.2		SEABOARD		84	32	f 809		140	
						7.0							
801 ¹⁸		600	A 76	76.2		GARYSBURG		93	10	801 ⁸⁵		130	
						2.6							
808	s	608	A 79	78.8		WELDON			Yard	s 755		125	
						3.9							
815	s	619	A 83	82.7		ROANOKE RAPIDS	Y		Yard	s 748		115	
						2.0							
835		622	A 85	84.7		BOLLING		119		745		1242	
						8.0							
850		631	A 93	92.7		SUMMIT		82	6	736		1232	
						5.6							
859	s	637	A 98	98.3		LITTLETON		40	77	s 729		1225	
						10.7							
915	f	652	A 109	109.0		MACON		99	20	f 716		1210	
						6.3							
930	s	704	A 115	115.3	AR	NORLINA	Y LV	159	34	708		1201	
A. M.		P. M.								A. M.		P. M.	
Daily		Daily								Daily		Daily	

WATCH INSPECTORS

J. T. ALLEN & CO.-----Richmond, Va.
 R. H. JOEL-----Hopewell, Va.
 GARNERS JEWELERS-----Roanoke Rapids, N. C.
 ROSE BROTHERS-----Franklin, Va.
 W. M. CHAPMAN & COMPANY-----Portsmouth, Va.
 FERRELL'S WATCH HOSPITAL-----Durham, N. C.
 JEFFRIES JEWELRY CO.-----Raleigh, N. C.
 TAYLOR'S WATCH REPAIR-----Sanford, N. C.
 GLITTER BOX-----Aberdeen, N. C.
 HUGUELET'S JEWELRY STORE-----Hamlet, N. C.

KROPP JEWELERS-----Columbia, S. C.
 MEWBORN'S JEWELERS-----Columbia, S. C.
 SYLVAN and DuBOSE-----Columbia, S. C.
 IRVING'S, INC.-----Georgetown, S. C.
 BLAKE JEWELERS-----Andrews, S. C.
 B & J JEWELERS-----Hartsville, S. C.
 GALLOWAY AND MOSELEY-----Sumter, S. C.
 MOONEY JEWELERS-----Charlotte, N. C.
 J. HOWARD WILLIAMS CO.-----Monroe, N. C.
 ALBERT RHODES WATCH SERVICE-----Wilmington, N. C.

SECOND CLASS			FIRST CLASS									TIME TABLE No. 3 April 30, 1967			CAPACITY TRACKS	
89	85		57	17	33	21	3	27	75	9	5				Siding	Other
Through Freight Daily P. M.	Through Freight Daily A. M.		Silver Meteor Daily P. M.	Local Passenger Daily P. M.	Silver Comet Daily P. M.	Silver Star Daily P. M.	Local Passenger Daily P. M.	Through Freight Daily A. M.	Through Freight Daily A. M.	The Palmland Daily A. M.	Local Passenger Daily A. M.					
			925		545	410	1210			245	100	LV RICHMOND 0.9				
535								1000	800			2 Tracks HERMITAGE 5.6 SOUTH YARD 6.9 BELLWOOD 4.1	O T X SOU	Yard		
							1225	1014	814				210	Yard		
							1235	1026	826				Y	Yard		
												CHESTER 5.3 LYNCH 5.3	(V) E	78 141	6	
640			f1003		s 630	f 448	s 100	1038	838	s 335	s 153	PETERSBURG 3.8 RYAN 4.3 BURGESS 6.1	(V) E	118 130 82	Yard 83 5	
			1015		642	501	115	1058	858			DINWIDDIE 4.3 DE WITT 5.8 McKENNEY 4.6	(V) E	60 141 79	31 16 24	
							f 124				f 215	RAWLINGS 4.4 WARFIELD 4.5 ALBERTA 6.5	O (V) E	98 141 N S 82 142	7 20 88	
							s 138	1126	926		f 226	GRANDY 5.9 SKELTON 5.4 LA CROSSE 4.8 HAGOOD 7.6	(V) E X NF&D (V) E	142 96 84 141	19 14 18 7	
			1050		717	538		1145	945			PASCHALL 4.1 WISE 3.0 NORLINA 8.3		86 95 82	20 7 34	
847	930		1115	704	745	605	s 227	1225	1025	f 455	s 317	MIDDLEBURG 3.1 GREYSTONE 4.1 HENDERSON 4.0	(V) E O Y	89 116 N S 145 88	10 Yard Yard	
930	1045		1129	s 722	s 802	619	s 252	1250	1050	s 517	s 342	GILL 4.7 KITTRELL 7.7 FRANKLINTON 6.2		78 141 N S 141 87	5 5 Yard	
	1105						s 307	113	1113	533	357	YOUNGSVILLE 4.0 WAKE FOREST 15.6 AR RALEIGH	(V) E M W X NS O T	97 N S 101 149	14 40 Yard	
1045	100		s1215	830	s 900	s 700	s 350	145	1145	s 615	s 455					
P. M. Daily	P. M. Daily		A. M. Daily	P. M. Daily	P. M. Daily	P. M. Daily	P. M. Daily	P. M. Daily	A. M. Daily	A. M. Daily	A. M. Daily					

RICHMOND SUBDIVISION

NORTHWARD

5

Distance from O M. P. Richmond	Station Numbers	TIME TABLE No. 3 April 30, 1967		FIRST CLASS										SECOND CLASS			
				58	34	22	18	8	4	4	10		82	280	88	86	
				Silver Meteor	Silver Comet	Silver Star	Local Passenger	The Sunland	Local Passenger	Local Passenger	The Palmland		Through Freight	Through Freight	Through Freight	Through Freight	
				Daily	Daily	Daily	Daily	Daily	Sun. Only	Ex. Sun.	Daily		Daily	Daily	Daily	Daily	
STATIONS				A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	A. M.		P. M.	P. M.	P. M.	A. M.	
4.8	05	RICHMOND AR		s 340	s 705	s 840		s1125	115	425	s1215						
3.9	04	2 Tracks {	0.9 HERMITAGE O T											200	700	220	
1.7	2		5.6 SOUTH YARD X SOU					1045		330			120				
8.6	9		6.9 BELLWOOD Y														
12.7	13		4.1 CHESTER (V) E					1035	f1205	f 317			104				
18.0	18		5.3 LYNCH														
23.3	23		5.3 PETERSBURG	247	f 615	f 750		s1025	s1150	s 303	s1120		1252	600			
27.1	27		3.8 RYAN														
31.4	31		4.3 BURGESS (V) E										1238				
37.5	38		6.1 DINWIDDIE					958	f1130	f 235							
41.8	42		4.3 DE WITT						f1125	f 230			1223				
47.6	48		5.8 McKENNEY (V) E					f 948	f1120	s 224							
52.2	52		4.6 RAWLINGS O						1114	216			1158				
56.6	57		4.4 WARFIELD														
61.1	61		4.5 ALBERTA					f 935	f1105	s 205			1146				
67.6	68		6.5 GRANDY (V) E														
73.5	74		5.9 SKELTON										1127				
78.9	79		5.4 LA CROSSE X NF&D					s 915	f1039	s 139	s 950						
83.7	84		4.8 HAGOOD (V) E						f1035	f 135			1110				
91.3	91		7.6 PASCHALL														
95.4	95		4.1 WISE														
98.4	98	2 Tracks {	3.0 NORLINA Y	129	455	630	s 708	s 855	f1020	s 120	s 933		1201	1050	345	1120	
106.7	107		8.3 MIDDLEBURG (V) E														
109.8	110		3.1 GREYSTONE O														
113.9	114		4.1 HENDERSON Y	115	435	615	s 651	s 835	s1005	s1255	s 915		1045	1020	315		
117.9	118		4.0 GILL														
122.6	123		4.7 KITTRELL										1007				
130.3	130		7.7 FRANKLINTON (V) E					811	f 944	s1230	850		945	954			
136.5	137		6.2 YOUNGSVILLE						936	1224							
140.5	141	2 Tracks {	4.0 WAKE FOREST (M) W				616	801	f 931	f1219	840		910	938			
156.1	156		15.6 RALEIGH X NS O T LV	1235	350	535	600	745	915	1201	820		825	910	200	1000	
				A. M. Daily	A. M. Daily	A. M. Daily	A. M. Daily	A. M. Daily	A. M. Sun. Only	P. M. Ex. Sun.	P. M. Daily		A. M. Daily	A. M. Daily	P. M. Daily	P. M. Daily	

3rd Class				FIRST CLASS									CAPACITY TRACKS						
83	185	61	89		33	21	3	27	75	9	5	57							
SOU. RY. Local Freight	SOU. RY. Through Freight	Through Freight	Through Freight		Silver Comet	Silver Star	Local Passenger	Through Freight	Through Freight	The Palmland	Local Passenger	Silver Meteor							
Ex. Mon. A. M.	Daily P. M.	Daily A. M.	Daily A. M.		Daily P. M.	Daily P. M.	Daily P. M.	Daily P. M.	Daily A. M.	Daily A. M.	Daily A. M.	Daily A. M.							
		645	200		910	705	415	150	1150	625	520	1220							
817	817	652	206		913	708	418	156	1156	628	523	1223							
831	831	707	220		922	717	427	215	1215	637	532	1232							
							f 437												
							443	229	1229										
		737					f 452	240	1240	657									
		757			s1000		s 512	255	1255	s 713	s 615								
							f 526	313	113	724									
		817					531												
		830	400		s1030	814	s 545	330	130	s 742	s 645	129							
		840	410		1034	817	s 555	336	136	f 750	s 700	133							
		855	430				605	350	150	758	711								
		915	500		1050	832	611	405	205	803	717	148							
					1052	834	613			805	719	150							
					s1115	s 845	s 645			s 830	s 750	s 205							
A. M.	P. M.	A. M.	A. M.		P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	A. M.							
Ex. Mon.	Daily	Daily	Daily		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily							
														TIME TABLE No. 3 April 30, 1967		STATIONS		CAPACITY TRACKS	
														LV		RALEIGH T O		Yard	
														2 TRACKS		RALEIGH TOWER X NS		66	
														2 TRACKS		METHOD		66	
														2 TRACKS		FETNER @W		72	
														2 TRACKS		APEX X D&S		72	
														2 TRACKS		NEW HILL		23	
														2 TRACKS		MERRY OAKS X NS		5	
														2 TRACKS		MONCURE		62	
														2 TRACKS		COLON		85	
														2 TRACKS		SANFORD X ACL-SOU		126	
														2 TRACKS		LEMON SPRINGS		7	
														2 TRACKS		CAMERON		36	
														2 TRACKS		VASS		60	
														2 TRACKS		SOUTHERN PINES		74	
														2 TRACKS		ABERDEEN		Yard	
														2 TRACKS		HOFFMAN		20	
														2 TRACKS		NORTH HAMLET YARD		Yard	
														2 TRACKS		SOUTH HAMLET YARD O		Yard	
														2 TRACKS		AR HAMLET Y X SAL		Yard	

Distance from Richmond	Station Numbers	TIME TABLE No. 3 April 30, 1967	FIRST CLASS								SECOND CLASS				THIRD CLASS	
			34	22	8	4	4	10	58	60	280	88	86	182	84	
			Silver Comet	Silver Star	The Sunland	Local Passenger	Local Passenger	The Palmland	Silver Meteor	Through Freight	Through Freight	Through Freight	Through Freight	Sou. Ry. Through Freight	Sou. Ry. Local Freight	
			Daily	Daily	Daily	Sun. Only	Ex. Sun.	Daily	Daily	Daily	Daily	Daily	Daily	Ex. Sun.	Daily	
STATIONS			A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	A. M.	A. M.	P. M.	P. M.	A. M.	P. M.	
156.1	156	2 TRACKS { RALEIGH T O AR RALEIGH TOWER X NS METHOD FETNER (M)W APEX X D&S NEW HILL MERRY OAKS X NS MONCURE COLON (V)E SANFORD X ACL-SOU LEMON SPRINGS CAMERON (V)W VASS SOUTHERN PINES ABERDEEN (V)E HOFFMAN NORTH HAMLET YARD SOUTH HAMLET YARD O HAMLET Y X SAL LV	s 345	s 530	s 720	s 900	s1135	s 800	s1230	1015	845	130	950			
157.3	157		334	520	643	848	1121	749	1220	1000	821	120	940	215	215	
160.5	161															
165.0	165		326	512	635	840	1113	739	1212	945	808	105	930	200	200	
171.1	171				f 835	s1105										
177.0	177					1056					1245					
181.0	181															
187.3	187				f 817	s1045					1225					
195.2	195					1034										
198.9	199		256	s 605	s 805	s1030	s 707		815	701	1205					
206.0	206										1150					
211.2	211				f 750	s1009										
216.6	217				f 744	f1002					1130					
225.0	225		227	s 535	s 735	s 952	s 635		635	627	1116	816				
228.7	229		221	411	f 527	s 725	s 940	s 620	1111	615	619	1106	806			
239.4	239		213	403	518	f 714	f 924	605	1103	530	551	1051	751			
247.0	247									515	530	1030	730			
250.4	250															
253.4	253		200	350	505	700	910	550	1050							
			A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	A. M.	A. M.	A. M.	P. M.	A. M.	P. M.	
			Daily	Daily	Daily	Sun. Only	Ex. Sun.	Daily	Daily	Daily	Daily	Daily	Daily	Ex. Sun.	Daily	

2nd Class	FIRST CLASS					Distance from Richmond	Station Numbers	TIME TABLE		CAPACITY TRACKS		FIRST CLASS					2nd Class
93	7	21	9	57	No. 3			Siding	Other	22	8	10	58	94			
Through Freight	The Sunland	Silver Star	The Palmland	Silver Meteor	April 30, 1967					Silver Star	The Sunland	The Palmland	Silver Meteor	Through Freight			
Ex. Sat.	Daily	Daily	Daily	Daily					Daily	Daily	Daily	Daily	Ex. Sun.				
P. M.	P. M.	P. M.	A. M.	A. M.	STATIONS				A. M.	A. M.	P. M.	P. M.	P. M.				
625	1150	900	915	215	253.4	253	LV	HAMLET	X SAL AR	48	Yard	s 340	s 435	s 505	s1040	850	
638					260.7	261		OSBORNE	X R RR	59	9 S						
650			931		269.2	269		WALLACE		70	111			418			
655	1215		s 945		271.6	272		CHERAW		64	187		s 359	s 406	1009	810	
					279.7	280		GILLESPIE	X ACL	52	2 N						
720			1002		284.8	285		PATRICK		60	22			352			
					292.0	292		MIDDENDORF		84	2 N						
759	1245	946	s1018	300	299.9	300		McBEE	Y	82	102	238	s 325	s 337	940	645	
			f1027		306.8	307		BETHUNE		58	63		f 315	f 329			
830			1035		312.9	313		CASSATT		59	10 N			323		607	
					319.5	320		SHEPARD		50						555	
920	s 110	1009	s1050	323	327.3	327		CAMDEN	X SOU	54	129	215	s 255	s 308	918	540	
930			1105		330.4	330		LUGOFF		56	34			253		525	
945			1116		339.0	339		ELGIN		41	13			249		510	
1010	208				349.1	349		WEDDELL		58						449	
1025					358.4	358		ELMWOOD		36	56					430	
1035	s 230	s1050	s1155	s 410	359.7	360	AR	COLUMBIA	LV		Yard	140	215	225	845	425	
P. M.	A. M.	P. M.	A. M.	A. M.								A. M.	A. M.	P. M.	P. M.	P. M.	
Ex. Sat.	Daily	Daily	Daily	Daily								Daily	Daily	Daily	Daily	Ex. Sun.	

HARTSVILLE SUBDIVISION

SOUTHWARD		Distance from Richmond	Station Numbers	TIME TABLE No. 3 April 30, 1967		CAPACITY TRACKS		NORTHWARD		
THIRD CLASS								SECOND CLASS		
125	111					126	112			
Local Freight	Local Freight	Local Freight	Local Freight							
Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.							
P. M.	A. M.	A. M.	P. M.							
	530	299.9	J 300	LV	McBEE	AR		89		230
					6.2					
		306.1	J 306		ROBINSON			Yard		
					8.4					
100	730	314.5	J 315		HARTSVILLE (3)	X ACL Y		Yard	1130	100
					11.7	X ACL				
145		326.2	J 326		DARLINGTON	X ACL		48	950	
					9.3					
215		335.5	J 336		FLORENCE	X ACL Y		60	915	
					18.5					
345		354.0	J 354		PAMPlico			60	740	
					11.7					
500		365.7	J 366	AR	POSTON	Y LV		Yard	700	
P. M.	A. M.	A. M.							A. M.	P. M.
Ex. Sun.	Ex. Sun.	Ex. Sun.							Ex. Sun.	Ex. Sun.

SUMTER SUBDIVISION

[illegible]

SOUTHWARD

ANDREWS SUBDIVISION

NORTHWARD

9

		3rd Class	2nd Class	FIRST CLASS		Distance from Richmond	Station Numbers	TIME TABLE No. 3 April 30, 1967				CAPACITY TRACKS		SECOND CLASS					3rd Class
		51	71	175	75					Siding	Other	86	80	70	280	50			
		Local Freight	Through Freight	Through Freight	Through Freight							Through Freight	Through Freight	Through Freight	Through Freight	Local Freight			
		Mon.Wed.Fri.	Ex. Sat.	Daily	Daily							Ex. Mon.	Daily	Ex. Mon.	Daily	Tue.Thu.Sat.			
		A. M.	P. M.	P. M.	P. M.							P. M.	P. M.	A. M.	A. M.	P. M.			
		STATIONS																	
		700	230	630	600	254.3	H 254	LV	EAST JCT.	AR	90	Conn	300	730	110	200	115		
		710				260.2	H 260		SCHOLL		90	11S					107		
		730				263.7	H 264		GIBSON			109					100		
		740				267.0	H 267		FLETCHER		91						1245		
		800				271.0	H 271		McCOLL	X ACL		36					1240		
		825	305	700	630	277.5	H 278		CLIO		91	36	227	655	1220	125	1220		
		840				282.6	H 283		MINTURN		90	5N					1155		
		900				288.2	H 288		LITTLE ROCK	VW		28S					1145		
		930	325	716	646	292.4	H 292		DILLON		92	189	207	630	1155	107	1130		
		945				299.5	H 300		FLOYDALE	X ACL	90	9N					1100		
		1030	349	736	706	309.4	H 309		MULLINS	Y X ACL	90	Yard	145	605	1125	1242	1035		
		1055				317.2	H 317		RAINS		90	9S					955		
		1115				325.3	H 325		EULONIA	VW	90	5N					935		
		1205	425	803	733	334.0	H 334		POSTON	Y	91	Yard	118	532	1055	1215	910		
		1225				338.3	H 338		JOHNSONVILLE			21					840		
		100				342.6	H 343		HEMINGWAY		83	42					805		
		140	500	824	754	353.9	H 354		MORRISVILLE	MO	90	9	1255	505	1030	1150	730		
		155				360.5	H 361		WARSAW		90	31					710		
		210	530	845	815	365.3	H 365	AR	ANDREWS	Y LV	136	Yard	1240	445	1010	1130	700		
		P. M.	P. M.	P. M.	P. M.								P. M.	P. M.	P. M.	P. M.	A. M.		
		Mon. Wed. Fri.	Ex. Sat.	Daily	Daily								Ex. Mon.	Daily	Ex. Sun.	Daily	Tue. Thu. Sat.		

HOPEWELL SUBDIVISION

Southward			TIME TABLE No. 3 April 30, 1967	Northward		
Distance from Richmond	Station Numbers			CAPACITY TRACKS		
				Siding	Other	
						STATIONS
8.2	AC 8	LV	BELLWOOD	Y AR		Yard
16.5	AC 17		THOMAS SIDING		47	
23.2	AC 23	AR	(3) XN&W (2) ANC HOPEWELL	O Y LV		Yard

LOUISBURG SUBDIVISION

Southward		TIME TABLE						Northward	
2nd CLASS		Distance from Richmond	Station Numbers	No. 3		CAPACITY TRACKS		3rd CLASS	
365				April 30, 1967		Other	366		
Local Freight							Local Freight		
Ex. Sun.							Ex. Sun.		
A. M.		STATIONS						A. M.	
830	130.3	C 130	LV	FRANKLINTON	AR	Yard	1005		
905	139.8	C 140	AR	LOUISBURG	LV	Yard	930		
A. M.								A. M.	
Ex. Sun.								Ex. Sun.	

SECOND CLASS						FIRST CLASS					TIME TABLE No. 3 April 30, 1967		CAPACITY TRACKS		
95	89	71	85	45		33	3	27	5	Siding			Other		
Through Freight	Through Freight	Through Freight	Through Freight	Through Freight		Silver Comet	Local Passenger	Through Freight	Local Passenger						
Daily	Daily	Ex. Sun.	Daily	Daily		Daily	Daily	Daily	Daily						
P. M.	A. M.	A. M.	A. M.	A. M.		P. M.	P. M.	P. M.	A. M.	STATIONS					
							1140	750		825	LV	HAMLET	Y O X SAL		Yard
												0.4			
			1000		510	500	1144	752	537	827		WEST HAMLET		75	
			1010		520	508	1150	758	544	s 833		ROCKINGHAM	5.7	E 47 W 47	94
			1023		530	517	1157	805	552	840		6.8	X R RR	81	67
												4.7	VS O		
												GRAVELTON			Yard
			1050		538 ³⁰	525	1203	811	602	848		2.0		84	58
			1059		600 ⁴	531 ³⁰	1208	817	608	s 857		5.1		E 79 W 46	87
												8.1			
			1112		610	550 ⁴	1216	825	617	906		POLKTON		75	50
												4.0			
			1119		615	554	1220	829	623	910		PEACHLAND		49	18
			1130		622	600	1225	834	629	916		5.6	VS N	84	60
			1142		627	605						4.9			
							1230 ³⁴	839	634	921		WINGATE		83	5W
		1030	1201 ⁴⁶	800	635	614	s1240	s 855	642	s 935		5.5		44	Yard
		1045	1215	815		622 ⁷²						6.9		72	1
		1100	1225	830		631						6.4		48	28
		1110	1233	842		638						5.5		63	29
		1120	1240	852		643						3.3			
		1130	100 130	900		650						1.9			Yard
												CHARLOTTE	X NS O Y X SOU		Yard
			140			705						4.0			
												PINOCA YARD		63	Yard
			150			710						3.1			
												THRIFT		68	130
			158			718						4.5			
			204			724						3.7	MOUNT HOLLY	X P&N	65
			212			732						3.1	DUKE		165
			230			753						13.7	STANLEY		68
												10.1	LINCOLNTON		48
			245			810						11.3	CHERRYVILLE		167
			310			830						8.3	SHELBY	X SOU	54
			325			842						6.2	LATTIMORE	X SOU	47
			335			855 ⁴⁶						5.6	ELLENBORO		34
			350			905						1.7	BOSTIC		3
			400			930						7.1	C. C. & O. YARD	X SOU	
											AR	RUTHERFORDTON			Yard
															14
		P. M.	P. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	A. M.				
		Daily	Daily	Ex. Sun.	Daily	Daily	Daily	Daily	Daily	Daily	Daily				

MONROE SUBDIVISION

EASTWARD

11

Distance from Richmond	Station Numbers	TIME TABLE No. 3 April 30, 1967	FIRST CLASS					SECOND CLASS							
			34	4	46	6		30	72	98	96	28	92		
			Silver Comet	Local Passenger	Through Freight	Local Passenger		Through Freight	Through Freight	Through Freight	Through Freight	Through Freight	Through Freight		
			Daily	Daily	Daily	Daily		Daily	Ex. Sun.	Daily	Daily	Daily	Daily		
		STATIONS	A. M.	A. M.	P. M.	P. M.		A. M.	A. M.	P. M.	P. M.	P. M.	A. M.		
253.4	F 253	HAMLET ^{Y O} 0.4 X SAL AR	s 140	s 645		1100									
253.8	F 254	WEST HAMLET 5.7	122	627	103	1044		610		400		1025	330		
259.5	F 260	ROCKINGHAM 6.8 X R RR	115	620	1253	1037		558		353		1013	320		
266.3	F 266	PEE DEE 4.7 (V) S O	106	612	1248	1029		548		344		1003	310		
271.0	F 271	GRAVELTON 2.0													
273.0	F 273	LILESVILLE 5.1	100	f 606	1241	1021		538 ^{8.5}		336		953	300		
278.1	F 278	WADESBORO 8.1	1254	f 600 ^{8.5}	1235	s 1012		531 ^{4.5}		330		946	250		
286.2	F 286	POLKTON 4.0	1244	550 ^{4.5}	1225	1002		516		320		936	237		
290.2	F 290	PEACHLAND 5.6 (V) N	1240	546	1221	958		511		315		930	230		
295.8	F 296	MARSHVILLE 4.9	1235	541	1215	951		503		308		920	220		
300.7	F 301	WINGATE 5.5	1230 ^{3.3}	536	1209	946		455		259		910	210		
306.2	F 306	MONROE 6.9	1220	530	1201 ^{8.9}	940		445	635	250	600	900	200		
313.1	F 313	STOUTS 6.4			1149				622 ^{4.5}		545		145		
319.5	F 320	MATTHEWS 5.5			1140				604		532		134		
325.0	F 325	RAMA 3.3			1130				552		520		122		
328.3	F 328	EAST CHARLOTTE YARD 1.9			1124				540		510		110		
330.2	F 330	CHARLOTTE ^{X NS} X 3 SOU O Y X SOU			1120				530		500		100 1230		
334.2	F 334	PINOCA YARD 3.1			1035								1145		
337.3	F 337	THRIFT 4.5			1030								1135		
341.8	F 342	MOUNT HOLLY ^{X P&N} 3.7			1021								1124		
345.5	F 346	DUKE 3.1			1015								1118		
348.6	F 349	STANLEY 13.7			1010								1110		
362.3	F 362	LINCOLNTON 10.1			950								1040		
372.4	F 372	CHERRYVILLE 11.3			935								1020		
383.7	F 384	SHELBY ^{X SOU} 8.3			915								955		
392.0	F 392	LATTIMORE ^{X SOU} 6.2			903								940		
398.2	F 398	ELLENBORO 5.6			855 ^{4.5}								925		
403.8	F 404	BOSTIC 1.7			840								910		
405.5	F 406	C. C. & O. YARD 7.1 X SOU			830								900		
410.9	F 411	RUTHERFORDTON ^{LV}													
			A. M. Daily	A. M. Daily	A. M. Daily	P. M. Daily		A. M. Daily	A. M. Ex. Sun.	P. M. Daily	P. M. Daily	P. M. Daily	P. M. Daily		

Westward 2nd Class	Distance from Richmond	Station Numbers	TIME TABLE No. 3 April 30, 1967			CAPACITY TRACKS		Eastward 2nd Class
77			STATIONS	Siding	Other	78		
Through Freight						Through Freight		
Daily P. M.						Daily P. M.		
800	363.4	E 363	LV	HILTON YARD	O AR		Yard	535
				3.1				
810	360.3	E 360		NAVASSA	X ACL		Yard	528
				0.6				
815	359.7	E 360		NAVASSA YARD		48	Yard	525
				12.7				
835	347.0	E 347		ACME			Yard	500
				8.5	X ACL			
850	338.5	E 339		EAST ARCADIA		61	4	445
				11.6				
910	326.9	E 327		ROSINDALE		49	6	425
				8.0				
925	318.9	E 319		CLARKTON			42	412
				8.2				
937	310.7	E 311		BLADENBORO		47	41	400
				13.5				
955	297.2	E 297		LUMBERTON	Y X V&CS	52	Yard	340
				5.9				
1005	291.3	E 291		LOWE		48	10	330
				5.6				
1013	285.7	E 286		PEMBROKE	X ACL	24	18	320
				9.8				
1027	275.9	E 276		MAXTON	X ACL	47	Yard	305
				6.8				
1036	269.1	E 269		LAURINBURG	X L&S	25	Yard	255
				5.5				
1043	263.6	E 264		LAUREL HILL		34	25	245
				9.3				
1055	254.3	E 254	AR	EAST JUNCTION	LV			230
P. M. Daily								P. M. Daily

Southward 2nd CLASS	Distance from Richmond	Station Numbers	TIME TABLE No. 3 April 30, 1967			CAPACITY TRACKS		Northward 2nd CLASS
285						Siding	Other	284
Local Freight			STATIONS	Local Freight				
Ex. Sun. P. M.				Ex. Sun. A. M.				
1201	113.8	B 114	LV	HENDERSON	Y AR		Yard	925
				10.3				
1230	124.1	B 124		DICKERSON	Y	11	4	855
				4.4				
1245	128.5	BA 129		OXFORD			Yard	
				4.4				
101	124.1	B 124		DICKERSON	Y	11	4	855
				14.0				
140	138.1	B 138		CREEDMOOR		20	17	815
				4.6				
155	142.7	B 143		NORTH SIDE		15		800
				12.7	X SOU			
225	155.4	B 155	AR	DURHAM	O Y LV		Yard	730
P. M.								A. M.
Ex. Sun.								Ex. Sun.

PITTSBORO SUBDIVISION

Southward 2nd CLASS	Distance from Richmond	Station Numbers	TIME TABLE No. 3 April 30, 1967				CAPACITY TRACKS	Northward 3rd CLASS
211							Other	212
Local Freight								Local Freight
Ex. Sun. A. M.								Ex. Sun. A. M.
STATIONS								
800	187.3	D 187	LV	MONCURE 11.0	AR	22	1010	
840	198.3	D 198	AR	PITTSBORO	LV	47	930	
A. M.								A. M.
Ex. Sun.								Ex. Sun.

LEWISTON SUBDIVISION

Southward 2nd CLASS	Distance from Portsmouth	Station Numbers	TIME TABLE				CAPACITY TRACKS		Northward 3rd CLASS
23			No. 3				Siding	Other	24
Local Freight			April 30, 1967						Local Freight
Ex. Sun A. M.									Ex. Sun. P. M.
			STATIONS						
700	54.1	AB 54	LV	BOYKINS	Y AR	31	Yard	130	
				5.2					
725	59.3	AB 59		SEVERN			12	1245	
				6.0					
745	65.3	AB 65		CONWAY			38	1225	
				7.7					
820	73.0	AB 73		WOODLAND			23	1145	
				4.3					
840	77.3	AB 77		RICH SQUARE			66	1125	
				12.0	X ACL				
945	89.3	AB 89	AR	LEWISTON	LV	34		1030	
A. M.								A. M.	
Ex. Sun.								Ex. Sun.	

CAROLEEN SUBDIVISION

Westward 2nd CLASS	Distance from Richmond	Station Numbers	TIME TABLE No. 3 April 30, 1967				Eastward 3rd CLASS
315							316
Local Freight							Local Freight
Ex. Sun. A. M.			STATIONS				Ex. Sun. A. M.
945	398.2	FA 398	LV	ELLENBORO	AR	1025	
				5.2	X CRR		
	403.4	FAB 403		HENRIETTA			
				2.7			
1001	402.7	FA 403	AR	CAROLEEN	LV	1010	
A. M.						A. M.	
Ex. Sun.						Ex. Sun.	

DIVISION

MAXIMUM SPEEDS

A 1—Trains handling Seaboard pile drivers, 71927, 71928 and 71929 will not exceed maximum speed shown for derricks on each subdivision.

A 2—Passenger trains handling piggyback cars, loaded or empty, or solid piggyback trains, will not exceed maximum speed of 70 M. P. H. and will observe speed of 5 M. P. H. below maximum authorized passenger train speed where such speed is below 75 M. P. H., except that reduction below maximum speed authorized for freight trains is not required.

SPACING DERRICKS AND PILE DRIVERS

A 3—For line of road movement, 250 ton derricks and pile drivers must be separated from the engine by at least one car not exceeding 100,000 lbs. gross weight. Derricks must be separated by at least 3 cars not exceeding 100,000 lbs. gross weight per car and pile drivers by at least one car not exceeding 100,000 lbs. gross weight per car.

BULLETIN BOOKS

A 4—Portsmouth, Shops, Franklin, Roanoke Rapids, Richmond, Hermitage, Brown Street, Petersburg, Hopewell, Henderson Yard, Durham, Raleigh Yard, Raleigh Roundhouse, Raleigh

Passenger Station, Hamlet Passenger Station, Hamlet Yard Office "A," Hamlet Diesel Shop, Camden Freight Station, Columbia, Andrews, Poston, McBee, Sumter, Hartsville, Monroe, Charlotte, Charlotte Freight Station, CC&O Yard, Lumberton, Acme and Hilton Yard.

STANDARD CLOCKS

A 5—Portsmouth, Shops, Franklin, Roanoke Rapids, Richmond, Hermitage, Brown Street, Petersburg, Henderson, Henderson Yard, Durham, Raleigh Yard, Raleigh Roundhouse, Hamlet Passenger Station, Hamlet Yard Office "A," Hamlet Diesel Shop, Columbia, Andrews, Hartsville, Monroe, and Charlotte.

EMERGENCY WATER AND FUEL STATIONS

A 6—Franklin, Roanoke Rapids, Petersburg, Hopewell, Henderson, Durham, Mullins (water only), Hartsville, Lilesville and Monroe (water only).

WEIGHT AND SIZE LIMITS

A 7—Except where further restricted by subdivision special instructions cars shall not exceed 275,000 pounds gross weight. Cars which exceed published clearances or weight limits must not be accepted for shipment nor be moved until proper authority has been obtained, and must not be moved except over route authorized.

Portsmouth Subdivision

B 1—The time of first class trains at Shops applies at Yard Office. The time of first class trains at Norlina applies at Passenger Station.

Rule 83-A does not apply at Norlina when operator is not on duty.

B 2—Trains 17 and 18 will stop on signal at Purvis, Newsoms, and Margaret.

REGISTERING STATIONS

B 3—Portsmouth, Franklin, Boykins, Roanoke Rapids, and Norlina, first class trains only; Shops, all trains. First class trains will register at Shops by Form 405 and at Franklin and Roanoke Rapids by Form 405 when operator on duty. Rule 83-D will not apply at Franklin, Boykins and Roanoke Rapids.

YARD LIMITS

B 4—Portsmouth, Suffolk, Franklin, Boykins, Weldon, Roanoke Rapids and Norlina.

SPEED RESTRICTIONS

B 5—The maximum speed of passenger and express trains is 59 M. P. H., except as below specified:

25 M. P. H. between M. P. 16.2 and M. P. 16.7.

10 M. P. H. between M. P. 82.7 and M. P. 82.9 (northward trains only).

50 M. P. H. between M. P. 86.4 and M. P. 92.0.

45 M. P. H. between M. P. 24.0 and M. P. 73.6 when handled by 100, 400, 500, 600, 800, 1400, 1600, 1700, 1800 or 1900 series engines.

Maximum speed of freight and mixed trains is 49 M. P. H., except as below specified:

25 M. P. H. between M. P. 16.2 and M. P. 16.7.

45 M. P. H. between M. P. 24.0 and M. P. 73.6.

10 M. P. H. over Roanoke River Bridge, M. P. 78.4.

10 M. P. H. between M. P. 82.7 and M. P. 82.9 (northward trains only).

45 M. P. H. between M. P. 86.4 and M. P. 92.0.

When moving through turnouts, M. P. 17.2, M. P. 49.0, M. P. 54.2 and M. P. 78.8, 10 M. P. H.

Trains handling derrick, 25 M. P. H.

Trains handling scale test car 71814, 25 M. P. H.

City Ordinance speed restrictions:

Portsmouth, 12 M. P. H. between Passenger Station 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. over all street crossings.

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

B 6—Railroad crossings at grade protected by interlockings:

Shops, M. P. 2.1, N. & P. Belt Line, Unattended.

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

SPECIAL RULES

B 7—Within city limits of Portsmouth, Franklin, Weldon and Norlina engine whistle must not be sounded, except in case of emergency, but necessary warning signals must be given by the use of engine bell.

(Continued on next page)

B 8—Trains using N. F. & D. connection track at Franklin must flag across Second Avenue.

B 9—All engines using joint S. A. L.-N. F. & D.-Union Bag tracks at Franklin will move at yard speed.

B 10—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, Weldon.

B 11—All trains and engines will approach and move between south end connection track and switch connecting with Richmond Subdivision main track south of station, Norlina, at yard speed.

Richmond Subdivision

C 1—First class trains obtain Clearance Card before leaving Richmond.

C 2—The time of all trains at Hermitage applies at north end of two tracks, M. P. 3.5 north.

The time of all trains at Norlina applies at passenger station. Northward trains enroute Portsmouth Subdivision will obtain Clearance Card at Henderson when operator on duty.

The time of first class trains at Raleigh applies at Passenger Station.

C 3—Trains will stop on signal as follows:

No. 4 at Bracey.

No. 5 at Franklinton and Wake Forest to discharge passengers from Petersburg, and points north and to receive passengers for Raleigh and beyond.

No. 8 at Wake Forest and Franklinton to discharge passengers from Raleigh and south and receive passengers for Norlina and beyond.

Nos. 9 and 10 at Franklinton and Wake Forest to discharge and receive passengers from and for Richmond, Savannah and beyond.

No. 17 at Wake Forest to discharge passengers from Portsmouth Subdivision and to receive passengers for Savannah and beyond and for Athens and Atlanta.

No. 18 at Wake Forest to discharge passengers from Athens and Savannah and beyond.

No. 33 at Norlina to discharge passengers from Petersburg and beyond.

No. 33 at Wake Forest to discharge passengers from Washington and beyond and receive passengers for west of Atlanta.

No. 34 at Henderson to discharge passengers from Athens and beyond and to receive passengers for Washington and beyond.

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

REGISTERING STATIONS

C 4—Richmond, Hermitage (trains originating and terminating) and Raleigh First class trains will register by Form 405 at Raleigh.

YARD LIMITS

C 5—Hermitage, Brown Street, South Yard, Petersburg, Henderson and Raleigh.

SPEED RESTRICTIONS

C 6—Maximum speed of passenger and express trains, see page 27.

Maximum speed of freight and mixed trains is 60 M. P. H., except as below specified:

20 M. P. H. between M. P. 3.7 north (Hermitage) and M. P. 0.5 north.

15 M. P. H. through crossover M. P. 0.5 north.

10 M. P. H. between M. P. 0.5 north and north bank of James River, M. P. 0.3.

15 M. P. H. between M. P. 0.3 and M. P. 1.0.

45 M. P. H. between M. P. 2.7 and M. P. 8.9, northward track.

55 M. P. H. between M. P. 19.6 and M. P. 20.1.

40 M. P. H. between M. P. 20.1 and M. P. 20.7.

40 M. P. H. between M. P. 21.7 and M. P. 22.3.

25 M. P. H. between M. P. 22.3 and M. P. 23.1.

40 M. P. H. between M. P. 23.1 and M. P. 25.0.

55 M. P. H. between M. P. 37.3 and M. P. 39.2.

50 M. P. H. between M. P. 63.9 and M. P. 66.0.

50 M. P. H. between M. P. 67.1 and M. P. 72.9.

55 M. P. H. between M. P. 74.3 and M. P. 75.0.

35 M. P. H. between M. P. 78.9 and M. P. 79.1.

50 M. P. H. between M. P. 86.2 and M. P. 87.1.

40 M. P. H. between M. P. 98.3 and M. P. 98.7.

40 M. P. H. between M. P. 98.7 and M. P. 99.0, both tracks.

45 M. P. H. through turnout end two tracks, M. P. 103.7.

45 M. P. H. between M. P. 113.3 and M. P. 114.8.

50 M. P. H. between M. P. 129.9 and 130.2.

45 M. P. H. between M. P. 140.5 and M. P. 140.9.

45 M. P. H. through turnout end two tracks, M. P. 147.7.

45 M. P. H. through turnout end two tracks, M. P. 154.0.

45 M. P. H. between M. P. 154.5 and M. P. 154.9.

20 M. P. H. through turnout southward track, M. P. 154.9.

15 M. P. H. through turnouts when entering or leaving north end Raleigh Yard, M. P. 154.9, including those equipped with power-operated switches.

45 M. P. H. between M. P. 154.9 and M. P. 155.3, southward track.

20 M. P. H. between M. P. 155.3 and M. P. 156.1, southward track.

45 M. P. H. between M. P. 154.9 and M. P. 155.9, northward track.

20 M. P. H. between M. P. 155.9 and M. P. 156.1, northward track.

10 M. P. H. between north and south ends, Raleigh Passenger landing.

10 M. P. H. through all turnouts between M. P. 155.9 and M. P. 156.7.

Trains and engines moving in track serving or leading to Quartermaster General Depot, Bellwood, 15 M. P. H.

When moving through turnouts, M. P. 0.6 north (Southward Track), M. P. 22.9, M. P. 37.5 and M. P. 154.8, 10 M. P. H.

Trains handling derrick, 35 M. P. H.

Trains handling scale test car 71814, 25 M. P. H.

City Ordinance speed restrictions:

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

Petersburg, 6 M. P. H.

La Crosse, 20 M. P. H. over Highway 58 and first and second crossings south of station.

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

Henderson, 35 M. P. H.

Franklinton, 35 M. P. H.

Raleigh, 15 M. P. H.

(Continued on next page)

RAILROAD CROSSINGS

C 7—Railroad crossing at grade protected by interlocking: Edgeton, M. P. 154.8, N. S., Unattended.

C 8—Railroad crossings at grade protected by electrically locked derails:

Rocketts, M. P. 0.7, Southern, Normal clear for S. A. L.

La Crosse M. P. 78.9, N. F. & D., Normal clear for S. A. L.

SPRING SWITCH

C 9—Norlina, south end Portsmouth subdivision siding.

BLOCK SIGNAL SYSTEM

C 10—Traffic Control system is in service between M. P. 3.7 north (Hermitage) and Signals 1570, S-1570 at Morgan Street, Raleigh, M. P. 157.0.

SIGNALLED SIDINGS

C 11—South Yard.

Lynch.

Dinwiddie.

De Witt.

Warfield.

Grandy.

Hagood.

Henderson, northward siding.

Kittrell.

Franklinton, northward siding.

TWO TRACKS

C 12—Two tracks extend between Hermitage, M. P. 3.5 north and M. P. 0.2; between M. P. 2.7 and M. P. 8.9; between M. P. 98.7 and M. P. 103.6; between M. P. 147.7 and M. P. 154.0; between M. P. 154.9 and M. P. 157.0.

SPECIAL RULES

C 13—S. A. L. yard engines using R. F. & P. tracks at Acca in connection with interchange of freight cars or any other switching movements will move at yard speed.

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

C 14—A running track designated as No. 3 track extends between M. P. 3.9 north and M. P. 0.8 north on east side of northward track.

All movements on this track must be made at yard speed not exceeding 20 M. P. H.

C 15—JUMBO trailers in TOFC service, loaded bi-level auto racks, and loaded or empty tri-level auto racks must not be moved between Hermitage, M. P. 4.6 N. and ACL overpass, M. P. 23.7, Petersburg inclusively, except on special instructions.

C 16—Within city limits of Richmond (north of James River), Norlina and Henderson, engine whistle must not be sounded except in case of emergency, but necessary warning signals must be given by the use of the engine bell.

C 17—A member of crew must precede all movements of yard engines over street crossings in South Richmond.

C 18—City ordinance of Henderson provides that after passing over street crossings with one train another train, engine or car shall not occupy the crossing within 3 minutes after passage of the first train.

C 19—All trains and engines will flag across road crossing east of Sanford Mills and across Spring Street when using Sou. Ry. Connection at Henderson.

C 20—Trains working Royal Cotton Mill at Wake Forest, and handling one or more cars, must do so with air coupled, brakes tested and know that brakes are operative.

C 21—Unless otherwise instructed by yardmaster, sufficient hand brakes must be applied on north end of trains and cut of cars being yarded at Raleigh.

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

C 22—Trains or engines must not clear main track at the following non-electrically locked hand operated switch locations:

Nat'l. Cylinder Gas Co., M. P. 6.5 (S.B.).

Continental Can Co., M. P. 45.3.

Cochran, M. P. 63.9.

P. H. Rose Spur, M. P. 116.5.

Nello L. Teer, M. P. 148.6 (S.B.).

Atlas Steel Products, M. P. 152.3 (S.B.).

In case entire train or engine enters tracks designated above, switch must be left aligned to such track.

Raleigh Subdivision

D 1—The time of first class trains at Raleigh applies at Passenger Station.

D 2—Trains will stop on signal as follows.

No. 9 at Moncure to discharge passengers from Washington and beyond.

No. 33 at Aberdeen to discharge passengers from Raleigh and beyond and to receive passengers for Columbia, Monroe and beyond.

No. 34 at Southern Pines and Sanford to discharge passengers from Atlanta and beyond and receive passengers for Portsmouth.

REGISTERING STATIONS

D 3—Raleigh Yard Office, Hamlet Yard Office "A" and Hamlet Passenger Station. Operators at Hamlet Yard Office "A" will register all first class trains on authority of Train Dispatcher.

YARD LIMITS

D 4—Raleigh and Hamlet Yard-Hamlet.

SPEED RESTRICTIONS

D 5—Maximum speed of passenger and express trains, see page 27.

Maximum speed of freight and mixed trains is 60 M. P. H., except as below specified:

10 M. P. H. through interlocking plant and over N. S. crossing Raleigh Tower on northward main track and between Raleigh Tower and Hargett Street on northward main track.

10 M. P. H. between north and south ends, Raleigh Passenger landing.

20 M. P. H. through interlocking plant and over N. S. crossing Raleigh Tower on southward main track and between Hargett Street and Raleigh Tower on southward main track.

10 M. P. H. through all turnouts between M. P. 155.9 and M. P. 157.1.

(Continued on next page)

30 M. P. H. between south end Raleigh Passenger landing and Hargett Street, M. P. 157.1, on southward main track.

20 M. P. H. between Hargett Street, M. P. 157.1, and south end Raleigh Passenger landing on northward main track.

50 M. P. H. between M. P. 157.4 and M. P. 165.0, northward track.

25 M. P. H. between M. P. 164.8 and M. P. 165.0 through crossover south end of two tracks.

45 M. P. H. between M. P. 165.0 and M. P. 165.2.

40 M. P. H. between M. P. 187.4 and M. P. 187.8.

35 M. P. H. between M. P. 198.7 and M. P. 199.1.

50 M. P. H. between M. P. 210.5 and M. P. 211.1.

45 M. P. H. through turnout north end two tracks, M. P. 219.9.

50 M. P. H. between M. P. 223.9 and M. P. 224.6, both tracks.

45 M. P. H. between M. P. 224.6 and M. P. 228.7, northward track.

15 M. P. H. through turnout connection track, M. P. 228.6, northward track.

45 M. P. H. through turnout south end two tracks, M. P. 232.8.

45 M. P. H. through turnout north end two tracks, M. P. 250.3.

25 M. P. H. between M. P. 252.8 and M. P. 253.0, southward track.

10 M. P. H. between M. P. 253.0 and M. P. 253.4, southward track.

35 M. P. H. between M. P. 251.9 and M. P. 252.8, northward track.

25 M. P. H. between M. P. 252.8 and M. P. 253.0, northward track.

10 M. P. H. between M. P. 253.0 and M. P. 253.4, northward track.

Note: Maximum authorized speed through turnouts and on siding Hoffman, M. P. 239.4, as follows:

45 M. P. H. through turnout north end siding, M. P. 238.4.

45 M. P. H. while moving on siding.

30 M. P. H. through turnout south end siding, M. P. 241.7.

When moving through turnouts, M. P. 157.2, M. P. 171.0, M. P. 171.5 and M. P. 228.6, 10 M. P. H.

Trains handling derrick, 35 M. P. H.

Trains handling scale test car 71814, 25 M. P. H.

City Ordinance speed restrictions:

Raleigh, 15 M. P. H.

Cary, 25 M. P. H.

Apex, 35 M. P. H.

Sanford, 25 M. P. H. between Chisolm St. (Cotton Mill crossing) and Wood Yard.

Southern Pines, 15 M. P. H.

Aberdeen, 25 M. P. H. over street crossings between M. P. 228.3 and crossing south of passenger station.

RAILROAD CROSSINGS

D 6—Railroad crossings at grade protected by interlockings: Raleigh Tower, M. P. 157.2, N. S., Attended.

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

D 7—Railroad crossings at grade protected by electrically locked derricks:

Bonsal, M. P. 180.1, N. S., Normal clear for S. A. L.

Sanford, M. P. 199.0, ACL-SOU, Normal clear for S. A. L.

D 8—Railroad crossing at grade protected by Seaboard standard semaphore crossing signal:

Hamlet, M. P. 253.4, Normal clear to Raleigh Subdivision.

INTERLOCKING

D 9—Interlocking at other than railroad crossing. Fetner, M. P. 165.1, Unattended.

SPRING SWITCHES

D 10—Hamlet Yard, north end No. 2 track, new yard, M. P. 250.5, 15 M. P. H.

South end southward departure track, M. P. 253.4.

BLOCK SIGNAL SYSTEMS

D 11—Automatic Block signal system is in service between Morgan Street, Raleigh, Signals 1570, S-1570, M. P. 157.0, and Fetner, Signals 1649, S-1649, M. P. 165.1. Also, Automatic Block extends on 80's track No. 1, 80's track No. 2, and on arrival track between M. P. 252.4 and 253.3, Hamlet Yard.

D 12—Traffic Control system is in service between Fetner, Signals 1649, S-1649, M. P. 165.1 and Signals S-2530 and 2530, M. P. 253.0, Hamlet.

SIGNALLED SIDINGS

D 13—Apex, northward siding.

New Hill, northward and southward sidings.

Colon.

Cameron, southward siding.

Hoffman. (See note under Speed Restrictions).

TWO TRACKS

D 14—Two tracks extend between M. P. 154.9 and M. P. 165.0 and between M. P. 219.9 and M. P. 232.8; between M. P. 250.3 and M. P. 253.4.

OPERATION BY SIGNAL INDICATION

D 15—The operation on two tracks between Morgan Street, Raleigh, Signals, 1570, S-1570, M. P. 157.0, and Fetner, Signals, 1649, S-1649, M. P. 165.1, 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.

When trains are operated against the current of traffic in this territory, passenger and express trains will not exceed speed of 59 M. P. H. and freight and mixed trains 49 M. P. H.

SPECIAL RULES

D 16—Unless otherwise instructed by yardmaster, sufficient hand brakes must be applied on north end of trains and cut of cars being yarded at Raleigh.

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

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

D 18—Switch tenders are located north of Hamlet Avenue, Hamlet, for the purpose of handling and/or directing the handling of switches and directing the movement of all trains and engines between Hamlet Avenue crossing and M. P. 253.0. All train and engine movements must approach at restricted speed and will stop before entering these limits unless authorized to proceed by hand signal given by switch tender (green flag by day or green light by night). Trains and engines receiving and acknowledging switch tender's proceed signal by giving

(Continued on next page)

Signal 14(g) may proceed at restricted speed within the switch tender's limits on the time of superior trains.

When a "Stop" indication is displayed by Signals 2529, 2532 and B-2532 movements may proceed at restricted speed without stopping or securing permission from the dispatcher when authorized to proceed by the switch tender.

Southward passenger trains, after passing through the switch tender's limits, must receive proceed signal from Stationmaster or switchman before crossing Hamlet Avenue to enter upon tracks at the passenger station.

Train No. 85 leaving Hamlet Yard—Hamlet will in all cases, unless otherwise provided in Train Orders, use West Hamlet Siding instead of the R&A Wye and Main Track to West Hamlet. Further, it is frequently necessary for other westward freight trains to be headed through West Hamlet Siding when under the Rules, they would normally use R&A Wye. In these instances, switch tender or yardman lining East Switch to West Hamlet Siding will examine switch as required by Rule 537, will restore switch when movement is completed, and trains entering the Siding will not be required to stop at Dwarf Signal equipped with SS Marker, which indicates position of switch only.

Switch tender on duty will handle switches to crossover leading from Departure Track to 80's Track No. 1, and from 80's

Track No. 1 to 80's Track No. 2, near Mile Post 252.9. Trains and Engines using these switches will, if switches are properly lined, proceed to Mile Post 253.0 before being required to get hand signal from switch tender.

These instructions do not relieve crews from observing the rules and other special instructions pertaining to their movements.

D 19—Trains or engines must not clear main track at the following non-electrically locked hand operated switch locations:

Central Heating Plant, M. P. 156.4 (N.B.).

Cary, M. P. 165.3.

Riegel Paper Co., M. P. 199.6.

Harristown, M. P. 215.2.

McDonald Brothers, Inc., M. P. 222.4 (S.B.).

Catawba Timber Co., M. P. 229.1 (N.B.).

Pine Bluff, M. P. 231.6 (S.B.).

Addor, M. P. 233.0.

Pleasants Sand and Supply Co., M. P. 237.6.

Hoffman, M. P. 239.1.

Marston, M. P. 243.0 and M. P. 243.3.

Richmond Distributing Co., M. P. 251.1 (S.B.).

In case entire train or engine enters tracks designated above, switch must be left aligned to such track.

Hamlet Subdivision

E 1—All southward second and inferior class and extra trains will obtain Clearance Card before leaving Hamlet Yard.

All northward second and inferior class and extra trains will obtain Clearance Card before leaving Columbia.

Rule 83-A will not apply to second and inferior class trains at Hamlet Passenger Station.

E 2—The time of first class trains at Hamlet applies at passenger station.

E 3—Trains will stop on signal as follows:

No. 7 at Cheraw to discharge passengers from points beyond Hamlet and to receive passengers for Columbia and beyond.

No. 21 at Camden to discharge passengers from Richmond and beyond.

No. 58 at Camden to receive passengers for Washington and beyond.

REGISTERING STATIONS

E 4—Hamlet Yard Office "A", Hamlet Passenger Station and Columbia (for first class trains only).

YARD LIMITS

E 5—Hamlet and Columbia.

SPEED RESTRICTIONS

E 6—Maximum speed for passenger and express trains, see page 28.

Maximum speed of freight and mixed trains is 50 M. P. H., except as below specified:

40 M. P. H. between M. P. 270.8 and M. P. 272.3.

15 M. P. H. between M. P. 358.4 and M. P. 359.7.

Trains handling derrick, 35 M. P. H.

Trains handling scale test car 71814, 25 M. P. H.

City Ordinance speed restrictions:

Bethune, 30 M. P. H.

Eau Claire, M. P. 354.9 to M. P. 357.6, 45 M. P. H.

Columbia, over Elmwood Avenue and Lady Street, 10 M. P. H.; over Gervais Street, 5 M. P. H., and over Senate Street, 10 M. P. H.

RAILROAD CROSSINGS

E 7—Railroad crossing at grade protected by interlocking:

Seaboard Jct., M. P. 272.6, A. C. L., Unattended.

E 8—Railroad crossings at grade protected by electrically locked derails:

Freeman's, M. P. 255.1, Rockingham R. R., Normal clear for S. A. L.

Spaulding, M. P. 324.5, Sou., Normal clear for S. A. L.

E 9—Railroad crossing at grade protected by Seaboard Standard semaphore crossing signal.

Hamlet, M. P. 253.4, Normal clear to Raleigh Subdivision.

BLOCK SIGNAL SYSTEM

E 10—Traffic Control system is in service between Signal 2537 at Hamlet and Signal 3602 at Columbia.

SPECIAL RULES

E 11—Trains and engines moving north of Hamlet will be governed by Raleigh Subdivision special instructions.

E 12—All trains will approach crossover south of passenger station Hamlet at restricted speed and must know that switches are properly set before using same.

E 13—An indicator, indicating in three aspects, manually controlled by the stationmaster or, in his absence, by the operator, is located at north end siding South Hamlet on east side of siding 370 feet south of crossover switch connecting siding with main track, and governs northward movements when moving on main track, only as follows:

Illuminated red letter "S": Trains will stop clear of crossover until further movement is authorized by the indicator or direct instructions are received from stationmaster or yardman.

(Continued on next page)

Illuminated letter "C": Trains will head through crossover, using "middle track," or other track designated by stationmaster or yardman to the passenger station. Freight trains will, unless otherwise directed, use second track from main track or track known as "running track."

Illuminated letter "M": Trains will continue on main track to passenger station, moving at restricted speed.

When indicator is dark or not indicating, trains will stop clear of crossover switch unless proceed hand signal is received from station master or yardman, in which case, trains may proceed at restricted speed and on track designated by stationmaster or yardman.

Northward trains moving through siding South Hamlet may proceed at restricted speed to passenger station, using running track in passing passenger station, unless otherwise directed.

E 14—Street crossings Columbia protected by highway crossing signals as follows:

Elmwood Avenue and Gervais Street, automatic.

Lady Street, controlled by operator.

All yard movements over Gervais and Lady Streets must be preceded by member of crew.

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

Shasta, M. P. 346.3.

Carolina Brick Siding, M. P. 346.5.

Dents, M. P. 351.5.

College Siding No. 1, M. P. 356.0.

College Siding No. 2, M. P. 356.1.

Templeton Coal Co., M. P. 356.2.

Columbia Baking Co., M. P. 357.2.

Elmwood Fuel Co., M. P. 358.6.

In case entire train or engine enters tracks designated above, switch must be left aligned to such track.

Hopewell Subdivision

YARD LIMITS

F 1—Bellwood, Thomas Siding, and Hopewell.

SPEED RESTRICTIONS

F 2—The maximum speed of all trains is 35 M. P. H., except as below specified:

10 M. P. H. between M. P. 7.6 and M. P. 7.7.

20 M. P. H. between M. P. 7.7 and M. P. 8.1.

10 M. P. H. between M. P. 8.1 and M. P. 8.4.

30 M. P. H. between M. P. 8.4 and M. P. 9.7.

30 M. P. H. between M. P. 11.5 and M. P. 11.8.

30 M. P. H. between M. P. 17.9 and M. P. 21.2.

25 M. P. H. between M. P. 21.2 and M. P. 21.5.

30 M. P. H. between M. P. 21.5 and M. P. 21.9.

20 M. P. H. between M. P. 21.9 and Hopewell.

When moving through all turnouts, 10 M. P. H.

Trains handling derrick, 25 M. P. H.

Maximum speed for all trains on Bermuda Hundred Spur is 20 M. P. H.

RAILROAD CROSSINGS

F 3—Railroad crossings at grade protected by "Stop" boards.

M. P. 22.0, N. & W. Ry.

M. P. 22.5, N. & W. Ry.

M. P. 22.9, N. & W. Ry.

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

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

DRAWBRIDGE

F 4—Drawbridge not interlocked:

Appomattox River, M. P. 19.1, Unattended. When necessary to open draw, trains will be notified and foreman protect in accordance with Rule 99.

OPERATION BETWEEN BELLWOOD & HOPEWELL

F 5—An absolute block system, consisting of two blocks, is in effect between Bellwood, M. P. 10.8, and Hopewell, M. P. 21, 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. 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 enginemen on authority of the conductor, over the radio or telephone. In case of communication failure, movement will be made under flag protection.

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

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

SPECIAL RULE

F 6—Trains or engines serving The American Tobacco Company, track breaks out of Bermuda Hundred Spur, will be governed by the following restrictions over Virginia State Road No. 618:

- (1) Four train movements each twenty-four hours.
- (2) No movements to be made over this crossing between the hours 7:00 A.M.-9:00 A.M. and 4:00 P.M.-6:00 P.M.
- (3) This crossing must not be blocked more than four minutes.

G 1—All trains will obtain Clearance Card before leaving Hamlet Yard.

Rule 83-A will not apply at East Jct.

REGISTERING STATIONS

G 2—Hamlet Yard Office "A" and Andrews.

YARD LIMITS

G 3—Hamlet-East Jct. and Dillon.

SPEED RESTRICTIONS

G 4—The maximum speed of passenger and express trains, see page 28.

The maximum speed of freight and mixed trains is 60 M. P. H., except as below specified:

45 M. P. H. between M. P. 253.4 and M. P. 254.3.

35 M. P. H. between M. P. 292.1 and M. P. 292.3.

45 M. P. H. over Pee Dee River Bridge, M. P. 332.3.

When moving through turnouts, M. P. 271.2 and M. P. 365.0, 10 M. P. H.

Trains handling derrick, 35 M. P. H.

Trains handling scale test car 71814, 25 M. P. H.

City Ordinance speed restrictions:

Gibson, 35 M. P. H.

McColl, 25 M. P. H.

Clio, 35 M. P. H.

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

Andrews, 25 M. P. H.

RAILROAD CROSSINGS

G 5—Railroad crossings at grade protected by interlockings:

McColl, M. P. 271.1, A. C. L., Unattended.

Dillon, M. P. 293.2, A. C. L., Unattended.

Mullins, M. P. 309.0, A. C. L., Unattended.

BLOCK SIGNAL SYSTEM

G 6—Traffic Control system is in service between Signal H-2539 at East Junction and Signal H-3654 at Andrews.

SPECIAL RULES

G 7—Trains and engines moving between East Junction and Hamlet Yard will be governed by Raleigh Subdivision special instructions.

G 8—Trains or engines must not clear main track at the following non-electrically locked hand operated switch locations:

International Paper Co., M. P. 287.2.

Mullins Textile Mills, M. P. 309.4.

West Virginia Pulp & Paper Co., M. P. 311.3.

Rains (house track), M. P. 317.2.

West Virginia Pulp & Paper Co., M. P. 350.1.

Oneita Industries, M. P. 364.1.

In case entire train or engine enters tracks designated above, switch must be left aligned to such track.

Hartsville and Sumter Subdivisions

H 1—Rule 83-A will not apply at Poston, Hartsville and Sumter when operator is not on duty.

H 2—The time of trains at Hartsville applies at south wye switch.

The time of trains at Florence applies at south wye switch.

REGISTERING STATIONS

H 3—Poston, Hartsville, McBee and Sumter.

YARD LIMITS

H 4—McBee, Robinson, Hartsville, Darlington, Florence, Poston, Sumter and Bishopville.

SPEED RESTRICTIONS

H 5—The maximum speed of all trains is 45 M. P. H., except as below specified:

25 M. P. H. between Hartsville and Poston-Sumter.

5 M. P. H. over Sixth Street, Hartsville

Trains between Hartsville and Poston-Sumter handling cars exceeding 200,000 lbs. gross weight restricted as follows:

200,000 lbs. to 210,000 lbs., 20 M. P. H.

210,000 lbs. to 231,000 lbs. 15 M. P. H.

When moving through all turnouts, 10 M. P. H.

Trains handling derrick, 25 M. P. H. between McBee and Hartsville and 15 M. P. H. between Hartsville and Poston-Sumter.

Passenger trains in detour movement:

10 M. P. H. around wyes at McBee and Poston.

45 M. P. H. between M. P. 299.3 and M. P. 312.5.

20 M. P. H. between M. P. 312.5 and M. P. 365.6.

RAILROAD CROSSINGS

H 6—Railroad crossings at grade protected by interlockings:

Dargan, M. P. 324.5, A. C. L., Cabin-door-lock, unattended, Normal clear for A. C. L.

H 7—Railroad crossing at grade protected by gates and derails:

Florence, M. P. 335.0, A. C. L., unattended, Normal clear for A. C. L.

H 8—Railroad crossings at grade protected by "stop" boards.

Hartsville, M. P. 313.9, A. C. L.

Hartsville, M. P. 314.0, A. C. L.

Hartsville, M. P. 314.1, A. C. L., south leg of wye.

Darlington, M. P. 326.1, A. C. L.

Bishopville, Sumter Subdivision, M. P. 330.0, S. A. L.

SPECIAL RULES

H 9—City Ordinance of Hartsville prohibits the blowing of engine whistle between the hours of 10:00 p.m. and 6:00 a.m., except to prevent imminent accidents, and at no time should a long blast of the whistle be sounded. At street crossings not protected by automatic lights and bells or gates, a flagman must precede train and engine movement by fifty feet

(Continued on next page)

and give stop signals for vehicular traffic with a red light by night (fusee) or red flag by day, from edge of street so that crossing can be made safely.

H 10—A. C. L. trains will operate between Hartsville and Robinson on train order authority only, observing S. A. L. rules and special instructions.

H 11—Diesel operation is restricted to 1500 series engines

between Hartsville and Poston-Sumter.

H 12—Cars exceeding 231,000 lbs. gross weight are prohibited between Hartsville and Poston-Sumter.

H 13—All trains will flag over Cushua Street at Darlington.

H 14—Cars and engines exceeding the gross weight of 204,000 pounds will not be permitted on the coal trestle at the Bishopville Ice and Coal Company.

Monroe Subdivision

J 1—Rule 83-A will not apply to Nos. 27 and 46, and second class and inferior trains at Hamlet passenger station.

Second class and inferior trains, and No. 27 will obtain Clearance Card before leaving Hamlet Yard.

All trains will obtain Clearance Card before leaving Monroe and Charlotte.

Time of trains at Monroe applies at telegraph office.

Time of trains at Charlotte applies at telegraph office.

J 2—The time of eastward trains at West Hamlet applies at first switch east of Signal F-2537.

J 3—Trains will stop on signal as follows:

Nos. 33 and 34 at Wadesboro to receive and discharge passengers to and from Atlanta and Raleigh and beyond.

REGISTERING STATIONS

J 4—Hamlet Yard Office "A", Hamlet Passenger Station, Monroe, Charlotte and C. C. & O. Yard.

Operator at Hamlet Yard Office "A" will register all first class trains on authority of train dispatcher.

Trains Nos. 45, 46, 89, and 92 will register by Form 405 at Monroe and Charlotte.

YARD LIMITS

J 5—Hamlet, Gravelton, Monroe, East Charlotte, Charlotte, Pinoca Yard, Shelby, C. C. & O. Yard and Rutherfordton.

SPEED RESTRICTIONS

J 6—Maximum speed of passenger and express trains between Hamlet and Monroe, see page 28.

Maximum speed of train 27, see page 28.

Maximum speed of other freight and mixed trains is 60 M. P. H. between Hamlet and Monroe, except as below specified:

50 M. P. H. between M. P. 253.4 and M. P. 255.0.

55 M. P. H. between M. P. 255.8 and M. P. 257.4.

50 M. P. H. between M. P. 258.9 and M. P. 260.0.

45 M. P. H. between M. P. 261.6 and M. P. 262.9.

40 M. P. H. between M. P. 263.5 and M. P. 264.3.

45 M. P. H. between M. P. 264.3 and M. P. 265.2.

55 M. P. H. between M. P. 267.7 and M. P. 269.1.

55 M. P. H. between M. P. 270.0 and M. P. 270.4.

50 M. P. H. between M. P. 272.1 and M. P. 272.6.

45 M. P. H. between M. P. 273.4 and M. P. 274.2.

55 M. P. H. between M. P. 277.5 and M. P. 280.5.

50 M. P. H. between M. P. 280.5 and M. P. 280.8.

50 M. P. H. between M. P. 288.8 and M. P. 289.4.

50 M. P. H. between M. P. 303.1 and M. P. 306.0.

25 M. P. H. between M. P. 306.0 and M. P. 306.2.

49 M. P. H. between Monroe and Charlotte, except as below specified:

When moving through turnouts, M. P. 329.9, M. P. 330.0, M. P. 330.1 and M. P. 330.2, 10 M. P. H.

40 M. P. H. between Charlotte and Bostic, except as below specified:

20 M. P. H. between M. P. 383.8 and M. P. 384.0.

30 M. P. H. between Bostic and Rutherfordton.

When moving through turnouts, M. P. 330.5, M. P. 330.6, M. P. 330.7, M. P. 330.9, M. P. 332.6, M. P. 372.7, M. P. 384.6 and M. P. 394.8, 10 M. P. H.

Trains handling derrick, 35 M. P. H. between Hamlet and Charlotte, 25 M. P. H. between Charlotte and Rutherfordton.

Trains handling scale test car 71814, 25 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

J 7—Railroad crossing at grade protected by interlocking: Charlotte, M. P. 330.6, Southern, Unattended.

J 8—Railroad crossing at grade protected by electrically locked derrails:

Lewaree, M. P. 260.4, Rockingham R.R., Normal clear for S. A. L.

J 9—Railroad crossing at grade protected by Seaboard standard semaphore crossing signal:

Hamlet, M. P. 253.4, Normal clear to Raleigh Subdivision.

J 10—Railroad crossings at grade protected by gates:

Charlotte, M. P. 330.7, Southern, Unattended, Normal clear for S. A. L.

Mt. Holly, M. P. 341.6, P. & N., Unattended, Normal clear for S. A. L.

Shelby, M. P. 384.6, Southern, Unattended, Normal clear for S. A. L.

Lattimore, M. P. 391.7, Southern, Normal clear for Southern 8:00 A.M. to 5:00 P.M., Monday through Saturday, Normal clear for S. A. L. 5:00 P.M. to 8:00 A.M., daily and from 8:00 A.M. to 5:00 P.M. Sunday.

J 11—Railroad crossings at grade protected by "Stop" boards.

Charlotte, M. P. 330.0, N. S. and Southern.

(Continued on next page)

Rutherfordton, M. P. 410.1, Southern.

SPRING SWITCHES

- J 12—West Hamlet, east end siding 15 M. P. H.
 Pee Dee, east end siding.
 Lilesville, east end siding.
 Wadesboro, east end, eastward siding.
 Polkton, east end siding.
 Monroe, east end long yard lead.
 Duke, east and west end of siding.
 Cherryville, west end siding.

BLOCK SIGNAL SYSTEM

J 13—Automatic Block system is in service between Signal F-2537, West Hamlet, M. P. 253.7 and Monroe, M. P. 306.2. Power-operated switches located east end Monroe, M. P. 305.7, and west end siding West Hamlet, M. P. 254.5, under control and jurisdiction of local operators.

SPECIAL RULES

J 14—Trains and engines moving north of Hamlet will be governed by Raleigh Subdivision special instructions.

J 15—First class trains will move between Hamlet Passenger Station and Signal F-2537, West Hamlet, at restricted speed and know that switches are properly set before using same.

All eastward first class trains will approach crossover switch, West Hamlet, at restricted speed and will stop unless switches are seen to be right and track is clear and hand signal to proceed is received from the stationmaster or switchman or stationmaster has given verbal authority by radio for train to proceed.

J 16—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 indicating, freight trains will stop clear of indicator and member of crew will call operator for instructions.

J 17—A Secondary Track is located on south side of main track at Gravelton extending from Mile Post 268.5 to

east end of siding, Lilesville, Mile Post 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 Mile Post 271.5 with main line switch opening west may be used by westward trains in picking up and setting off.

All 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.

J 18—All trains will approach and move at yard speed between Signal F-3057 at Monroe and West Yard Limit, M. P. 307.4 (Monroe Subdivision) 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.

J 19—The use of whistle is prohibited within the city limits of Charlotte, except for necessary signals.

J 20—All movements will stop before fouling North Brevard Street, Charlotte, and member of crew must precede movement over crossing with red flag or red light to warn traffic.

J 21—All trains will approach and move within the yard limits at East Charlotte, Charlotte, and Pinoka at yard speed. Second and inferior class trains, extra trains, and engines may work upon the time of first class trains within these limits, but they must give way as promptly as practical. Flag protection is not required by train No. 46 within these limits.

J 22—Seaboard trains and engines will operate over P. & N. tracks within yard limits, Mount Holly, between Seaboard-P. & N. connection track, Mile Post 0.1 and yard limit sign, Mile Post 2.4. All trains and engines will move within these limits at yard speed, not exceeding 15 M. P. H. Authority to enter and leave these limits will not be required.

Normal position of gates protecting S. A. L. Railroad crossing at Mile Post 0.1 is clear for S. A. L. main track operations.

J 23—The normal position of main track switch at Junction to C. C. & O. Yard, M. P. 403.9, is to C. C. & O. Yard.

Durham Subdivision

REGISTERING STATIONS

K 1—Durham and Henderson.

YARD LIMITS

K 2—Durham, Dickerson, Oxford and Henderson.

SPEED RESTRICTIONS

K 3—The maximum speed of all trains is 25 M. P. H., except as below specified:

20 M. P. H. between M. P. 117.2 and M. P. 117.4.

20 M. P. H. between M. P. 140.1 and M. P. 140.3.

20 M. P. H. between M. P. 148.8 and M. P. 149.0.

When moving through all turnouts, 10 M. P. H.

Trains handling derrick, 15 M. P. H., except 10 M. P. H. over bridges. Derricks larger than 150-tons prohibited.

Passenger Trains in Detour Movement: Handled by 3000 class engines.

25 M. P. H. between Henderson M. P. 113.9 and Dickerson M. P. 124.2.

15 M. P. H. between Dickerson M. P. 124.2 and Durham M. P. 155.9.

City Ordinance speed restriction:

Durham, 20 M. P. H.

RAILROAD CROSSINGS

K 4—Railroad crossings at grade protected by "Stop" boards. M. P. 150.8, Sou.

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

INTERLOCKING

K 5—Interlocking at other than railroad crossing: East Durham, M. P. 153.9, Unattended.

SPRING SWITCH

K 6—East Durham, M. P. 153.9, to D. & S., normal for S. A. L. main line.

SPECIAL RULES

K 7—All trains and engines will flag across road crossing east of Sanford Mill and across Spring Street when using Sou. Ry. connection at Henderson.

K 8—Within city limits of Henderson, engine whistle must not be sounded, but necessary warning signals must be given by use of the engine bell.

K 9—Durham & Southern, Norfolk Southern and Norfolk and Western trains and engines will be operated between East Durham Tower and Durham and will be governed by time table, rules and special instructions of the Seaboard Air Line Railroad.

K 10—Diesel operation is restricted to 1500 series.

K 11—Cars exceeding 220,000 lbs. gross weight are prohibited.

L 1—All trains will obtain Clearance Card before leaving Hamlet Yard.

Rule 83-A will not apply to second class and inferior trains at Hamlet passenger station and will not apply at East Jct. or East Wye, Hamlet.

L 2—The time of trains at Hilton Yard applies at Junction switch with A. C. L. R. R. The time of trains at East Junction applies at Junction switch.

REGISTERING STATIONS

L 3—Hamlet Yard Office "A" and Hilton Yard.

YARD LIMITS

L 4—Hamlet, Laurinburg, Maxton, Lumberton, Acme, Navassa Yard, Navassa, Hilton Yard and Wilmington.

SPEED RESTRICTIONS

L 5—Maximum speed of freight and mixed trains as below specified:

30 M. P. H. between M. P. 253.3 and M. P. 254.0.

45 M. P. H. between M. P. 254.0 and M. P. 285.3.

30 M. P. H. between M. P. 285.3 and M. P. 286.1.

45 M. P. H. between M. P. 286.1 and M. P. 323.3.

35 M. P. H. between M. P. 323.3 and Hilton Yard.

In addition, trains will observe the following speed restrictions:

M. P. 269.0—Highway Signal Laurinburg, 20 M. P. H.; M. P. 285.7—Pembroke R. R. Crossing, 30 M. P. H.

M. P. 356.8—Over grade crossing, between 6:30 A.M. and 4:00 P.M., 25 M. P. H.

Trains and engines 10 M. P. H. over steel bridges between Navassa and Hilton Yard.

Trains handling derrick, 25 M. P. H.

Trains handling scale test car 71814, 25 M. P. H.

City Ordinance speed restrictions:

Maxton, 10 M. P. H. over all street crossings; Pembroke, 25 M. P. H.

RAILROAD CROSSINGS

L 6—Railroad crossing at grade protected by interlocking:

Pembroke, M. P. 285.7, A. C. L., unattended.

L 7—Railroad crossing at grade protected by Seaboard standard semaphore crossing signal:

Hamlet, M. P. 253.4, Normal clear to Raleigh Subdivision.

L 8—Railroad crossings at grade protected by gates:

Acme, M. P. 346.3, A. C. L., Unattended, Normal clear for S. A. L.

Lumberton, M. P. 297.9, V. & C. S., Unattended, Normal clear for S. A. L.

Maxton, M. P. 275.6, A. C. L., Unattended, Normal clear for S. A. L.

Laurinburg, M. P. 269.2, L. & S., Unattended, Normal clear for S. A. L.

L 9—Railroad crossing at grade protected by "Stop" boards.

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

DRAWBRIDGES

L 10—Drawbridges not interlocked:

North East River, M. P. 362.5, and Cape Fear River, M. P. 360.4, Attended, 10 M. P. H.

Trains and engines will stop short of these bridges and proceed only when the draw of the bridge is known to be in proper

position, the track is clear, and proceed hand signal is received from bridge tender.

BLOCK SIGNAL SYSTEM

L 11—Traffic Control system is in service between Signals E-2540 and H-2540 at East Junction and Signals 2533-B and 2533-C, M. P. 253.3, Hamlet Avenue, Hamlet.

SPECIAL RULES

L 12—Engines must not be operated on tracks on dock trestles at Wilmington.

L 13—S. A. L. R. R. trains and engines moving between Hilton and Navassa will be governed by A. C. L. R. R. time table, rules and special instructions.

L 14—Pembroke town ordinance prohibits crossings being blocked for longer than 10 minutes.

L 15—Laurinburg and Southern trains using S. A. L. R. R. main track at Dixie Siding, M. P. 270.6, will be governed by S. A. L. R. R. time table and special instructions.

L 16—Trains and engines enroute Hamlet Yard from the Wilmington Subdivision, will approach switchtender's limits, M. P. 253.2, at restricted speed and be governed by signal from switchtender.

L 17—Trains and engines moving north of Hamlet will be governed by Raleigh Subdivision special instructions.

OPERATION BETWEEN HILTON AND NAVASSA

L 18—The main track between Hilton and Navassa is operated as an absolute block in charge of the train dispatcher at Rocky Mount.

No train or engine will enter the block at Navassa, Yadkin Junction, Power Junction, Almont Junction or Hilton, without permission from the train dispatcher, obtained by the conductor over the telephone at these points. Authority by telephone must be repeated and clear understanding reached between train dispatcher and conductor, each giving his name to the other before proceeding. Any train or engine authorized to use block will have right over all trains and engines between these points. Not more than one train or engine will be permitted to occupy the main track between these points at the same time. In case telephone communication is interrupted, movements will be made under full protection of flag in both directions.

After train or engine has cleared the block the conductor will report clear to the train dispatcher.

The main track switches at Hilton and Navassa will be kept set and locked for the main track of the Atlantic Coast Line Railroad.

Bridge tenders at Navassa and Hilton will change the main track switch at these points for Seaboard Air Line trains to pass, and will immediately reset them to proper track after Seaboard Air Line train has passed.

Seaboard Air Line trains and engines approaching Navassa and Hilton will sound four long blasts of the whistle to indicate to the bridge tender that the switch is to be lined for movement of a Seaboard Air Line train.

All trains and engines will stop at Hilton and Navassa drawbridges, and proceed over these bridges only when the draw of the bridge is known to be in proper position and track clear, and proceed hand signal is received from bridge tender.

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

REGISTERING STATION

M 2—Boykins.

YARD LIMITS

M 3—Boykins and Lewiston.

SPEED RESTRICTIONS

M 4—Maximum speed of all trains is 30 M. P. H., except as below specified:

When moving through all turnouts, 10 M. P. H.

Trains handling derrick, 15 M. P. H.

City Ordinance speed restriction:

Rich Square, 15 M. P. H.

RAILROAD CROSSING

M 5—Railroad crossings at grade protected by gates: Kelford, M. P. 84.3, A. C. L., Unattended, Normal clear for A. C. L.

SPECIAL RULE

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

Louisburg Subdivision

REGISTERING STATION

N 1—Franklinton.

YARD LIMITS

N 2—Louisburg and Franklinton.

SPEED RESTRICTIONS

N 3—Maximum speed of all trains is 35 M. P. H., except as below specified:

When moving through all turnouts, 10 M. P. H.

Trains handling derrick, 25 M. P. H.

SPECIAL RULE

N 4—All 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.

Pittsboro Subdivision

O 1—Rule 83-A does not apply at Moncure when operator is not on duty.

REGISTERING STATIONS

O 2—Moncure and Pittsboro.

YARD LIMITS

O 3—Pittsboro and Moncure.

SPEED RESTRICTIONS

O 4—Maximum speed of all trains is 20 M. P. H., except as below specified:

When moving through all turnouts, 10 M. P. H.

Trains handling derrick, 15 M. P. H.

Caroleen Subdivision

REGISTERING STATIONS

P 1—Ellenboro and Caroleen.

YARD LIMITS

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

SPEED RESTRICTION

P 3—Maximum speed of all trains is 20 M. P. H., except as below specified:

When moving through all turnouts, 10 M. P. H.

RAILROAD CROSSING

P 4—Railroad crossing at grade protected by "Stop" boards. Cliffside Jct., M. P. 402.3, Cliffside Railroad.

SPECIAL RULES

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

P 6—Cars exceeding 220,000 lbs. gross weight are prohibited.

P 7—Engines in 600, 800 and 1100 series are prohibited.

24 LOCATION OF TRACKS AND PRIVATE SIDINGS NOT SHOWN IN TIME TABLE

RICHMOND SUBDIVISION

Name	Mile Post	Station Nos.	Car Capacity	Opening
Daniel Brick Works, Barnes, Va. (N.B.)	3.1	3	13	North
Southside Brick Works, Barnes, Va. (N.B.)	3.4	3	8	North
Marlboro. (N.B.)	4.3	4	34	North
Peck Siding (N.B.)	4.4	4	11	North
Amphill (N.B.)	5.1	5	Yard	North
Texas Oil Co. (S.B.)	6.4	6	11	South
Nat'l Cylinder Gas Co. (S.B.)	6.5	7	12	South
Bellbluff (S.B.)	8.9	9	Yard	North
Seacoast	27.0	27	Conn.	South
Continental Can Co.	45.3	45	45	South
Southern Materials Co.	51.8	52	45	Both
Cochran	63.9	64	9	North
LaCrosse Manufacturing Company	78.6	79	4	South
Bracey	86.4	86	31	Both
Ridgeway (S.B.)	100.9	101	11	Both
Manson (S.B.)	103.7	104	16	North
Dickson Grocery Company	116.8	117	4	South
Athey Products Co.	142.8	143	17	South
Burlington Mills	145.7	146	21	Both
Mallinckrodt Chem. Wks.	146.4	146	70	North
Neuse	147.3	147	15	Both
Nello L. Teer Rock Pit. (S.B.)	148.6	149	47	North
Millbrook (S.B.)	151.3	151	31	North
Atlas Steel Products (S.B.)	152.3	152	4	North
Crabtree Ind. Park (S.B.)	153.4	153	Yard	North

PORTSMOUTH SUBDIVISION

Alexander Park (Prime) (Amertex)	4.1	A 4	17	North
Seaguard	5.6	A 6	5	North
Suffolk Concrete Products Co.	15.3	A 15	18	Both
Lipton Tea Company	18.9	A 19	18	South
Heatflame	20.1	A 20	10	South
Albemarle Paper Co.	22.2	A 22	13	South
Purvis	26.2	A 26	1	South
Wilford Siding	40.1	A 40	16	North
Hercules Powder Co.	41.5	A 42	26	Both
Hercules Powder Co.	41.6	A 42	46	North
Hercules Powder Co.	41.7	A 42	26	North
Newsoms	49.1	A 49	20	Both
Margaret	63.2	A 63	18	Both
Gumberry	72.6	A 73	19	Both
Mitchell	81.3	A 81	9	North
Stone and Webster	85.0	A 85	Yard	South
Thelma	91.0	A 91	7	North
Vaughan	104.0	A 104	13	Both
Warren Plains	113.3	A 113	38	Both

DURHAM SUBDIVISION

Carolina Power & Light Co.	115.8	B 116	16	South
Watkins	121.0	B 121	8	South
House Chip Co. (Oxford Branch)	125.0	BA 125	4	North
Clay	126.9	B 127	4	South
Tar River	130.8	B 131	5	South
Hester	134.3	B 134	8	South
Halifax Paper Co.	151.6	B 152	15	North
Joyland	152.0	B 152	11	Both
Public Service Co.	152.4	B 152	6	North
Smooke Lumber Co.	152.8	B 153	5	North

LOUISBURG SUBDIVISION

Katesville	135.8	C 136	13	North
Continental Can Company	136.0	C 136	11	North
Gay Product Co.	138.4	C 138	10	South

WILMINGTON SUBDIVISION

Cape Fear	354.7	E 355	Yard	Wye
Armour	343.4	E 343	8	West
Sanderlin	326.1	E 326	14	East
Truax Veneer Company	318.2	E 318	5	West
Abbottsburg	314.6	E 315	18	Both
Butters	307.1	E 307	18	Both
Riegel Woodyard	300.4	E 300	14	East
Lumberton Metals Co.	295.0	E 295	4	East
B. F. Goodrich Co.	290.2	E 290	50	West
Pates	284.3	E 284	13	West
Daystrom	278.0	E 278	8	West
McNairs	274.6	E 275	35	Both (Y)
Dixie	270.6	E 271	70	Both
Elmore	266.0	E 266	16	Both
Farmers Ginney	264.4	E 264	7	West
Crown Carbonating Company	254.9	E 255	5	East

HOPEWELL SUBDIVISION

Name	Mile Post	Station Nos.	Car Capacity	Opening
Dupont Company	9.0	AC 9	Spur	North
Southern Materials Co.	9.7	AC 10	Spur	South
Reynolds Metal Company	10.5	AC 10	Yard	North
Wheelwright	12.0	AC 12	Yard	Both
Curtis Siding	14.0	AC 14	10	North

BERMUDA HUNDRED SPUR (3.8 miles—HOPEWELL SUBDIVISION)

Bermuda Hundred	17.1	ACA 17	Spur	North
American Tobacco Co.	20.0	ACA 20	Spur	North
Allied Chemical & Dye Corp.	20.9	ACA 21	14	North

RALEIGH SUBDIVISION

Camp Polk No. 1 (S.B.)	161.0	161	30	Both
Camp Polk No. 2 (S.B.)	161.4	161	13	South
Mitchell Distributing Co. (S.B.)	161.5	162	7	South
Armco (S.B.)	162.3	162	13	South
Universal Distributing Co. (S.B.)	162.7	163	11	South
N. C. Butane Gas Co. (S.B.)	163.1	163	5	South
Aeroglide Corp. (S.B.)	163.4	163	12	South
Cary	165.3	165	22	South
Bonsal	180.1	180	34	Both
Phoenix Utility Company	185.8	186	Conn.	South
Harristown	215.2	215	14	North
McDonald Bros., Inc. (S.B.)	222.4	222	6	North
Pine Bluff (S.B.)	231.6	232	3	South
Addor	233.0	233	2	South
Pleasants Sand and Supply Co.	237.6	238	30	North
*West End Table Company	241.4	241	7	North
Marston	243.0	243	29	Both

*Breaks off from siding Hoffman.

PITTSBORO SUBDIVISION

International Paper Co.	196.4	D 196	35	Both
Goldston Wood Products	196.5	D 197	18	North

LEWISTON SUBDIVISION

Kirby Chemical Co.	58.2	AB 58	3	South
Carolina Oil Products	59.0	AB 59	6	Both
Standard Spray	59.9	AB 60	12	South
Pendleton	62.2	AB 62	11	Both
Milwaukee	67.4	AB 67	7	North
Milwaukee Basket	67.7	AB 68	8	South
Potecasi	70.9	AB 71	13	Both
Roxobel	82.5	AB 83	22	Both
Warmacks	82.8	AB 83	8	South
Kelford Connection	84.1	AB 84	14	North

MONROE SUBDIVISION

Riegel Paper Co.	257.2	F 256	10	West
Roberdel	257.4	F 257	7	West
Hannah Picket	258.0	F 258	32	West
Entwistle Mfg. Company	258.0	F 258	30	West
Piedmont Stave Co.	291.9	F 292	4	East
Catawba Timber Co.	291.9	F 292	16	West
Camp Sutton No. 1	302.5	F 303	40	Both
Camp Sutton No. 2	303.0	F 303	16	East
Helms Wood Shop	307.8	F 308	2	West
Superior Stone Co.	310.8	F 311	71	Both
Kendrick's	312.0	F 312	28	West
Providence Equipment Co.	326.5	F 327	16	Both
McClure Lumber Co.	340.1	F 340	8	West
Kendrick Brick Company No. 2	343.2	F 343	11	East
Globe Mills Co. No. 1	343.4	F 343	16	East
Iron	355.8	F 356	17	Both
Glenn Manufacturing Company	364.0	F 364	14	West
Burris Manufacturing Co.	364.3	F 364	16	West
Rhodes-Rhyme Manufacturing Co.	364.5	F 365	12	West
Rudesill Spinning Mill	365.2	F 365	17	West
Crouse	367.4	F 367	17	Both
Bowater Wood Co.	367.5	F 368	12	West
American Cyanamid Co.	369.0	F 369	6	East
Waco	375.9	F 376	21	Both
Lawndale Jet	385.8	F 386	2	West
Dover Mill Spur	386.1	F 386	12	West
Ora Cotton Mills	387.0	F 387	20	West

(Continued on next page)

MONROE SUBDIVISION (Continued)

Name	Mile Post	Station Nos.	Car Capacity	Opening
Pittsburgh Plate Glass Co.	389.9	F 390	30	West
Mooresboro Oil Mill	394.8	F 395	8	West
Forest City Oil Mill	406.8	F 407	8	East
Farmers Co-op.	406.9	F 407	4	West
Forest City	407.3	F 407	17	Both
Eaves	409.5	F 410	11	West

ANDREWS SUBDIVISION

Smithboro	303.7	H 304	8	North
West Va. Pulp & Paper Co.	311.3	H 311	31	Both
Centenary	322.2	H 322	9	North
Gresham	330.0	H 330	22	Both
Wellman	336.7	H 337	60	North
Henry	347.8	H 348	18	Both
Nesmith	350.3	H 350	45	Both

SUMTER SUBDIVISION

Malone	314.7	JA 315	9	North
Lydia	320.8	JA 321	31	Both
Una	322.8	JA 323	4	North
Alcot	325.8	JA 326	9	North
Escambia	331.1	JA 331	20	Both
Manville	335.3	JA 335	3	South
Ashwood	337.3	JA 337	17	South
Dubose No. 2	342.8	JA 343	2	South
Brent	345.8	JA 346	5	South

HAMLET SUBDIVISION

Name	Mile Post	Station Nos.	Car Capacity	Opening
Kimberly	276.6	277	3	South
International Paper Company	282.8	283	46	North
Community Siding	317.4	317	8	North
Spaulding	324.5	325	12	North
Orlon	329.2	329	Yard	Both
Whitehead	335.3	335	114	North
Blaney Lumber Company	337.0	337	30	North
Pontiac	343.9	344	61	Both
Shasta	346.3	346	7	South
Carolina Brick Siding	346.6	347	2	South
Dents	351.4	351	18	South
College Siding No. 1	356.0	356	7	North
College Siding No. 2	356.1	356	9	Both

HARTSVILLE SUBDIVISION

Ingram	301.8	J 302	4	North
Ridgeview Farms	302.2	J 302	90	South
Segars	309.3	J 309	5	North
Lunn	319.8	J 320	2	North
Dargan (A. C. L. Conn.)	324.4	J 324	9	North
West Virginia Paper Co.	328.3	J 328	27	Both
Airport	337.4	J 337	Conn.	South
Socar Inc.	339.7	340	8	South
Poyner	341.9	J 342	9	North
Willow Creek	345.7	J 346	6	Both
Willow Creek Lumber Co.	345.8	J 346	7	North

RULES RICHMOND TERMINAL COMPANY

- Rules governing operations on Richmond Terminal Company's tracks. Employees will comply with special rules or instructions when issued by proper officers.
- Conductors, Trainmen, Enginemen and Firemen must pass proper examination on Interlocking Rules and Special Instructions before being permitted to operate into and out of the Terminal.
- All train movements will be governed by signal indications within interlocking limits.
- Trains, engines and switch movements must not exceed a speed of twenty (20) miles per hour between Seaboard Junction and Terminal Junction and must not exceed a speed of fifteen (15) miles per hour between Terminal Junction and Broad Street Station.
- Interlocking signals of color light and semaphore types display the following indications:

COLOR LIGHT

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

SEMAPHORE

- Horizontal—Red—Stop
- 45 degree angle—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)

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

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

- 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.

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

(Continued on next page)

interlocking signal indication or permission from the operator.

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

12. All members of train crews must register in book provided for that purpose in the Stationmaster's office.
13. Doors of toilets on all passenger trains must be kept locked while cars are located on station tracks; private or chartered cars must be kept locked until soil cans are supplied.
14. Trash and debris, or refuse of any nature, must not be dumped or thrown off within the terminal limits.
15. Headlights on all engines will be dimmed while on tracks of the Richmond Terminal Company.
16. The use of sand within interlocking limits must be avoided as far as possible and is prohibited through switches and crossovers except in emergency.

TONNAGE RATING

ENGINE	1462-1481 1500 Series	1600 1700 1800 Series	100 400 1900 Series	500-534 Series	535-544 1100 Series	600 800 Series	3000 Series
	Per Unit	Per Unit	Per Unit	Per Unit	Per Unit	Per Unit	Per Unit
Hermitage to Hamlet.....	1200	1500	1700	2200	2500	3000	1800
Hamlet to Petersburg.....	1200	1500	1700	2200	2500	3000	1800
Petersburg to Wheelwright-Brown St.	1400	2300	2500	2500	3000	3500	1800
Brown Street to Hermitage.....	1000	1300	1500	1900	2100	2500	1800
Hopewell and Bellwood.....	1200	1700	1900	2000	2200	2500	.....
Norlina to Portsmouth.....	1200	2600	2800	2900	3400	3700	.....
Portsmouth to Roanoke Rapids.....	1200	2600	2800	2900	3400	3700	.....
Roanoke Rapids to Norlina.....	1000	1700	1900	2100	2300	2600	.....
Boykins and Lewiston.....	1200	2600	2800	2900	3400	3700	.....
Durham and Henderson.....	1000	.....	.....	.....	.....	.....	.....
Hamlet and Laurel Hill.....	1000	2100	2300	2400	2700	3000	.....
Laurel Hill and Wilmington.....	1200	3200	3500	3700	4200	4500	.....
Hamlet to Cayce.....	1200	1700	1900	2100	2400	2700	.....
Cayce to McBee.....	1200	1700	1900	2100	2400	2700	.....
McBee to Hamlet.....	1200	2200	2400	2500	3000	3200	.....
Hamlet and Andrews.....	1800	3200	3500	3600	4200	4500	2000
Hartsville to McBee.....	1200	2100	2300	2400	2800	3200	.....
McBee to Hartsville.....	2500	3500	3800	3900	4400	4700	.....
Hartsville-Sumter-Poston.....	1600	.....	.....	.....	.....	.....	.....
Hamlet and Charlotte.....	1200	1800	2000	2000	2400	2700	.....
Charlotte to Bostic Yard.....	1000	1400	1600	1700	1800	2200	.....
Bostic Yard to Charlotte.....	800	1300	1500	1600	1800	2100	.....

MAXIMUM SPEED FOR PASSENGER AND EXPRESS TRAINS

27

HANDLED BY ENGINES SERIES 1100, 3000 AND 3100

Between Mile Posts	Miles per Hour	Between Mile Posts	Miles per Hour	Between Mile Posts	Miles per Hour
Richmond Subdivision					
79 MILES PER HOUR EXCEPT AS SPECIFIED BELOW:					
3.7 (N) and 3.5 (N).....	20	22.3 and 23.1.....	25	103.6 thru turnout.....	45
3.5 (N) and 1.0 (N) southward track.....	20	23.1 and 25.0.....	40	103.6 and 104.7.....	60
1.0 (N) and 0.5 (N) southward track.....	25	25.0 and 26.3.....	60	109.0 and 109.4.....	65
0.5 (N) thru crossover.....	15	37.3 and 39.2.....	55	112.0 and 113.3.....	60
0.5 (N) and 0.2 southward track.....	15	47.8 and 58.6.....	75	113.3 and 114.8.....	45
3.5 (N) and 2.2 (N) northward track.....	35	58.6 and 59.7.....	70	125.0 and 129.9.....	75
2.2 (N) and 1.5 (N) northward track.....	25	59.7 and 60.0.....	60	129.9 and 130.2.....	50
1.5 (N) and 1.0 (N) northward track.....	20	60.0 and 62.6.....	75	130.2 and 137.2.....	75
1.0 (N) and 0.5 (N) northward track.....	25	62.6 and 63.9.....	65	137.2 and 137.8.....	70
0.5 (N) and 0.2 northward track.....	15	63.9 and 66.0.....	50	140.5 and 140.9.....	45
0.2 and 1.0.....	15	66.0 and 67.1.....	65	140.9 and 147.2.....	60
1.0 and 2.7.....	75	67.1 and 72.9.....	50	147.2 and 147.7.....	70
2.7 and 8.9 southward track.....	75	72.9 and 74.3.....	75	147.7 thru turnout.....	45
2.7 and 8.9 northward track.....	45	74.3 and 75.0.....	55	147.7 and 149.1 southward track.....	70
8.9 and 19.6.....	75	75.0 and 77.0.....	75	149.1 and 154.0 southward track.....	75
19.6 and 20.1.....	60	77.0 and 78.9.....	60	147.7 and 154.0 northward track.....	65
20.1 and 20.7.....	40	78.9 and 79.1.....	45	154.0 thru turnout.....	45
20.7 and 21.7.....	65	79.1 and 83.0.....	65	154.0 and 154.5.....	75
21.7 and 22.3.....	40	86.2 and 87.1.....	50	154.5 and 154.9.....	45
		89.3 and 90.3.....	65	154.9 thru turnout.....	20
		90.3 and 91.4.....	60	154.9 and 155.3 southward track.....	45
		96.4 and 96.8.....	60	155.3 and 156.1 southward track.....	20
		98.3 and 98.7.....	40	154.9 and 155.9 northward track.....	45
		98.7 and 103.6 southward track.....	60	155.9 and 156.1 northward track.....	20

Engines 100 to 109 incl., and 1500, 1600, 1700 and 1800 series will not exceed speed of 65 M. P. H. Engines 110 to 136 incl., and 400, 500, 600, 800 and 1900 series will not exceed speed of 70 M. P. H. Engines in 1400 series will not exceed speed of 60 M. P. H. Other speed restrictions as follows: 15 M. P. H. thru turnouts entering or leaving north end Raleigh Yard, including those equipped with power operated switches. 10 M. P. H. between north and south ends Raleigh Passenger Station landing. 10 M. P. H. through all turnouts between M. P. 155.9 and M. P. 156.7. When moving through turnouts, M. P. 0.6 north (Southward Track), M. P. 22.9, M. P. 37.5 and M. P. 154.8, 10 M. P. H. City Ordinance speed restrictions: Richmond, 25 M. P. H. over Brook Road, M. P. 2.3 (north) and 6 M. P. H. when moving longitudinally in a street; Petersburg, 6 M. P. H.; LaCrosse, 20 M. P. H. over highway 58 and first and second crossings south of station; Norlina, 25 M. P. H. between street north of station and M. P. 98.7; Henderson, 35 M. P. H.; Franklinton, 35 M. P. H.; Raleigh, 15 M. P. H.

Raleigh Subdivision

79 MILES PER HOUR EXCEPT AS SPECIFIED BELOW:

156.1 and 157.0 southward track...	30	203.9 and 205.9.....	60	222.0 and 223.9 northward track....	70
157.0 and 157.4 southward track...	20	205.9 and 208.4.....	70	223.9 and 224.6 northward track....	50
157.4 and 164.8 southward track...	70	208.4 and 210.5.....	60	224.6 and 228.7 northward track....	45
164.8 and 165.0 thru crossover.....	25	210.5 and 211.1.....	50	228.7 and 232.8 northward track....	75
156.1 and 157.1 northward track.....	20	211.1 and 212.5.....	70	232.8 thru turnout.....	45
157.1 and 157.4 northward track.....	10	219.4 and 219.9.....	60	232.8 and 238.9.....	75
157.4 and 165.0 northward track.....	65	219.9 thru turnout.....	45	250.3 thru turnout.....	45
165.0 and 165.2.....	45	219.9 and 222.0 southward track....	60	251.3 and 252.0 southward track....	70
171.4 and 173.5.....	70	222.0 and 223.9 southward track....	70	252.0 and 252.8 southward track....	50
185.0 and 187.4.....	60	223.9 and 224.6 southward track....	50	252.8 and 253.0 southward track....	25
187.4 and 187.8.....	40	224.6 and 226.9 southward track....	60	253.0 and 253.4 southward track....	10
198.7 and 199.1.....	35	226.9 and 228.2 southward track....	65	251.3 and 252.0 northward track....	70
200.7 and 201.0.....	60	228.2 and 229.1 southward track....	45	252.0 and 252.8 northward track....	40
201.0 and 203.9.....	70	229.1 and 232.8 southward track....	75	252.8 and 253.0 northward track....	25
		219.9 and 222.0 northward track....	60	253.0 and 253.4 northward track....	10

Engines 100 to 109 incl., and 1500, 1600, 1700 and 1800 series will not exceed speed of 65 M. P. H. Engines 110 to 136 incl., and 400, 500, 600, 800 and 1900 series will not exceed speed of 70 M. P. H., except engines 535 to 544 incl., 600 and 800 series will not exceed speed of 60 M. P. H. between M. P. 250.3 and M. P. 251.3 on southward track. Engines in 1400 series will not exceed speed of 60 M. P. H. Other speed restrictions as follows: 10 M. P. H. through interlocking Raleigh Tower on northward track and between Raleigh Tower and Hargett Street on northward track. 20 M. P. H. through interlocking Raleigh Tower on southward track. 10 M. P. H. between north and south ends Raleigh Passenger Station landing. 10 M. P. H. through all turnouts between M. P. 155.9 and M. P. 157.1. 45 M. P. H. through turnout north end siding Hoffman, M. P. 238.4; 45 M. P. H. while moving on siding; 30 M. P. H. through turnout south end siding Hoffman, M. P. 241.7. When moving through turnouts, M. P. 157.2, M. P. 171.0, M. P. 171.5 and M. P. 228.6, 10 M. P. H. City Ordinance speed restrictions: Raleigh, 15 M. P. H.; Cary, 25 M. P. H.; Apex, 35 M. P. H.; Sanford, 25 M. P. H. between Chisholm Street (Cotton Mill Crossing) and Wood Yard; Southern Pines, 15 M. P. H.; Aberdeen, 25 M. P. H. over all street crossings between M. P. 228.3 and crossing south of passenger station.

MAXIMUM SPEED FOR PASSENGER AND EXPRESS TRAINS

HANDLED BY ENGINES SERIES 1100, 3000 AND 3100

Between Mile Posts	Miles per Hour	Between Mile Posts	Miles per Hour	Between Mile Posts	Miles per Hour	Between Mile Posts	Miles per Hour
--------------------	----------------	--------------------	----------------	--------------------	----------------	--------------------	----------------

Hamlet Subdivision

70 MILES PER HOUR EXCEPT AS SPECIFIED BELOW:

253.4 and 254.1.....	50	265.5 and 267.7.....	65	288.4 and 289.8.....	50	332.5 and 333.3.....	50
257.3 and 257.8.....	55	267.7 and 268.0.....	60	289.8 and 291.0.....	60	341.5 and 343.2.....	50
257.8 and 258.7.....	65	270.8 and 272.3.....	40	294.9 and 295.2.....	65	352.3 and 353.3.....	55
258.7 and 260.1.....	60	277.4 and 279.2.....	55	298.2 and 298.6.....	60	356.7 and 357.0.....	60
261.4 and 262.6.....	60	279.2 and 281.3.....	60	301.8 and 302.2.....	60	358.4 and 359.7.....	20
262.6 and 265.5.....	55	281.3 and 281.5.....	55	326.2 and 326.8.....	60		

Engines 100, 400, 500, 600, 800, 1500, 1600, 1700, 1800 and 1900 series will not exceed speed of 65 M. P. H. Engines in 1400 series will not exceed speed of 60 M. P. H.

City Ordinance speed restrictions: Bethune, 30 M. P. H.; Eau Claire (M. P. 354.9 to M. P. 357.6), 45 M. P. H.; Columbia, Elmwood Ave., Lady and Senate Streets, 10 M. P. H.; Gervais Street, 5 M. P. H.

Andrews Subdivision

75 MILES PER HOUR EXCEPT AS SPECIFIED BELOW:

253.4 and 254.3.....	45	271.1 and 272.0.....	60	299.9 and 300.1.....	60	332.3 and 348.9.....	60
254.3 and 264.1.....	60	277.3 and 277.6.....	60	308.1 and 309.8.....	60	354.0 and 354.2.....	60
270.4 and 271.1.....	60	285.4 and 292.1.....	60	329.0 and 332.3.....	60	365.0 and 365.3.....	60
271.1 (R.R.).....	35	292.1 and 292.3.....	35	332.3 (Bridge).....	45		

Engines 500 to 534 incl., and 100, 400, 1500, 1600, 1700, 1800 and 1900 series will not exceed speed of 65 M. P. H. between M. P. 253.4 and M. P. 291.0. Engines 535 to 544 incl., 600 and 800 series will not exceed speed of 60 M. P. H. between M. P. 253.4 and M. P. 291.0. Engines 100, 1500, 1600, 1700 and 1800 series will not exceed speed of 65 M. P. H., and engines 400, 500, 600, 800 and 1900 will not exceed speed of 70 M. P. H. between M. P. 291.0 and M. P. 365.3. Engines in 1400 series will not exceed speed of 60 M. P. H. When moving through turnouts, M. P. 271.2 and M. P. 365.0, 10 M. P. H. City Ordinance speed restrictions: Gibson, 35 M. P. H.; McColl, 25 M. P. H.; Clio, 35 M. P. H.; Mullins, 20 M. P. H. over all street crossings; Andrews, 25 M. P. H.

Between Hamlet and Monroe

79 MILES PER HOUR EXCEPT AS SPECIFIED BELOW:

253.4 and 255.0.....	50	262.9 and 264.2.....	65	277.5 and 278.2.....	60	289.4 and 290.4.....	65
255.0 and 255.9.....	65	264.2 and 265.2.....	50	278.2 and 280.5.....	65	302.2 and 303.1.....	70
255.9 and 258.9.....	70	267.2 and 267.6.....	70	280.5 and 280.8.....	50	303.1 and 306.0.....	55
258.9 and 260.0.....	55	268.5 and 268.9.....	60	283.9 and 284.2.....	70	306.0 and 306.2.....	25
260.0 and 261.6.....	70	270.0 and 270.4.....	60	286.0 and 288.8.....	75		
261.6 and 262.9.....	50	272.1 and 272.6.....	50	288.8 and 289.4.....	55		

Engines 100 to 109 incl., and 1500, 1600, 1700 and 1800 series will not exceed speed of 65 M. P. H. Engines 110 to 136 incl., and 400, 500, 600, 800 and 1900 series will not exceed speed of 70 M. P. H. Engines in 1400 series will not exceed speed of 60 M. P. H. City Ordinance speed restrictions: Marshville, 35 M. P. H.; Monroe, 25 M. P. H.

Maximum Speed for Train No. 27 Hamlet to Monroe

60 MILES PER HOUR EXCEPT AS SPECIFIED BELOW:

254.3 and 255.0.....	50	263.5 and 264.3.....	40	273.4 and 274.2.....	45	306.0 and 306.2.....	25
255.8 and 257.4.....	55	264.3 and 265.2.....	50	280.5 and 280.8.....	50		
258.9 and 260.0.....	50	267.7 and 269.1.....	55	288.8 and 289.4.....	50		
261.6 and 262.9.....	45	272.1 and 272.6.....	50	303.1 and 306.0.....	50		

City Ordinance speed restrictions: Marshville, 35 M. P. H.; Monroe, 25 M. P. H.

Virginia Division

A. C. JONES, Asst. Superintendent	Raleigh, N. C.
J. L. McBRIDE, Asst. Superintendent	Hermitage, Va.
D. W. MEACHAM, Trainmaster	Raleigh, N. C.
E. H. CROOM, Trainmaster	Hermitage, Va.
Z. G. WINTERS, Trainmaster	Raleigh, N. C.
W. J. COOKE, Trainmaster	Hamlet, N. C.
J. K. SAMMONS, Trainmaster	Roanoke Rapids, N. C.
T. P. MOODY, Terminal Trainmaster	Hermitage, Va.
C. E. WICKER, Road Foreman of Engines	Raleigh, N. C.
J. P. WHITE, JR., Road Forman of Engines	Hermitage, Va.
C. H. BLANTON, Road Foreman of Engines	Hamlet, N. C.
R. C. JONES, Chief Dispatcher	Raleigh, N. C.
J. R. ALCORN, Division Engineer	Raleigh, N. C.
J. G. CARLTON, General Master Mechanic	Hamlet, N. C.
G. W. DOBBIN, Division Auditor	Raleigh, N. C.
P. J. SCHWARZ, Division Paymaster	Raleigh, N. C.
P. F. HOLDEN, Supv. Telephones & Signals	Raleigh, N. C.
L. W. JONES, Supv. Property Protection	Raleigh, N. C.
I. A. BISHOP, Master Carpenter	Raleigh, N. C.
J. F. WATSON, Roadmaster	Roanoke Rapids, N. C.
T. BOYD, Roadmaster	Hermitage, Va.
H. H. ATKINSON, Roadmaster	Henderson, N. C.
W. D. THOMAS, Roadmaster	Raleigh, N. C.
G. W. MARTIN, Roadmaster	Hamlet, N. C.
G. L. WYNNE, Roadmaster	Lumberton, N. C.
H. G. SIMON, Claim Agent, Hermitage to south yard limits of Henderson; Portsmouth, Lewiston and Hopewell subdivisions	Richmond, Va.
R. T. KIRKLAND, Claim Agent, from south yard limits of Henderson to M.P. 234.7; M.P. 258.1 to Wilmington; Durham, Louisburg, and Pittsboro subdivisions	Raleigh, N. C.
H. C. WARNOCK, Claim Agent, from M.P. 234.7 to and including Hamlet Terminal; east yard limit Hamlet to M.P. 258.1 Wilmington subdivision	Hamlet, N. C.
V. S. BRYAN, Traveling Auditor-Freight Claim Adjuster, Virginia Division incl.	Raleigh, N. C.

Hamlet Terminal

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

Carolina Division

T. B. RENFROW, Asst. Superintendent	Savannah, Ga.
A. J. RICHARDSON, JR., Trainmaster	Savannah, Ga.
H. W. COOKE, Trainmaster	Andrews, S. C.
C. C. TAYLOR, JR., Trainmaster	Hamlet, N. C.

W. R. GOODSON, Trainmaster	Columbia, S. C.
E. L. MASCIO, Road Foreman of Engines	Savannah, Ga.
V. M. QUINN, Road Foreman of Engines	Hamlet, N. C.
I. J. JONES, JR., Chief Dispatcher	Savannah, Ga.
C. R. HARRELL, Division Engineer	Savannah, Ga.
J. G. CARLTON, General Master Mechanic	Hamlet, N. C.
R. L. PIERCE, Master Mechanic	Savannah, Ga.
R. C. MOCK, Division Auditor	Savannah, Ga.
N. S. MADDUX, Division Paymaster	Savannah, Ga.
H. N. WILKINSON, Supv. Telephones & Signals	Savannah, Ga.
D. C. GARNER, Supv. Property Protection	Savannah, Ga.
G. A. MOORE, Master Carpenter	Savannah, Ga.
R. A. McCRAY, Roadmaster	Columbia, S. C.
J. R. JACOBS, Roadmaster	Dillon, S. C.
J. F. BURNS, Roadmaster	Hamlet, N. C.
H. C. WARNOCK, Claim Agent, from east yard limit Hamlet to M.P. 259.1 Andrews subdivision; south yard limit Hamlet to M.P. 260.3 Hamlet subdivision	Hamlet, N. C.
E. A. KELBAUGH, Claim Agent, from M.P. 260.3 to Columbia; Sumter subdivision; Hartsville subdivision from McBee to western Florence county line	Columbia, S. C.
J. S. SANDERS, JR., Claim Agent, from M.P. 259.1 to Andrews; Hartsville subdivision from Poston to western Florence county line	Charleston, S. C.

Georgia Division

H. J. PIGGE, Asst. Superintendent	Howells, Ga.
D. F. ANDREWS, Trainmaster	Howells, Ga.
H. M. McMANUS, Trainmaster	Monroe, N. C.
T. W. MARTIN, Terminal Trainmaster	Charlotte, N. C.
J. T. GILLIS, JR., Road Foreman of Engines	Monroe, N. C.
J. G. SAMMONS, Chief Dispatcher	Howells, Ga.
W. G. MERRITT, Division Engineer	Howells, Ga.
J. G. CARLTON, General Master Mechanic	Hamlet, N. C.
M. V. ALLEN, Division Auditor	Howells, Ga.
M. L. MORGAN, JR., Division Paymaster	Howells, Ga.
R. N. GOODWIN, Supv. Telephones & Signals	Howells, Ga.
B. W. HILL, Supv. Property Protection	Howells, Ga.
J. M. EARGLE, Master Carpenter	Howells, Ga.
R. G. WEAVER, Roadmaster	Monroe, N. C.
F. D. McDOWELL, Roadmaster	Monroe, N. C.
H. C. WARNOCK, Claim Agent, from west yard limit Hamlet to M.P. 341.5	Hamlet, N. C.
D. M. EASLER, Claim Agent, from M.P. 341.5 to Rutherfordton; Caroleen subdivision	Greenwood, S. C.
V. S. BRYAN, Traveling Auditor-Freight Claim Adjuster, Hamlet-Rutherfordton, inclusive	Raleigh, N. C.

SYSTEM OFFICERS

F. W. WHITAKER, JR., Supt. Station Oprs.	Jacksonville, Fla.
S. B. MILLER, JR., Gen. Supv. Yds. & Termls.	Jacksonville, Fla.
T. A. BROWN, Asst. Gen. Supv. Yds. & Termls.	Jacksonville, Fla.
C. J. THOROUGHGOOD, Supv. Pass. Trains Oprs.	Raleigh, N. C.

R. E. WHITE, Gen. Rules Supv.	Jacksonville, Fla.
O. T. HALL, System Trainmaster	Richmond, Va.
E. D. FOXWORTH, Gen. Road Foreman of Engs.	Hamlet, N. C.
C. C. YONGE, Gen. Road Foreman of Engs.	Jacksonville, Fla.

