

**SAFETY**



**FIRST**

**SEABOARD AIR LINE  
RAILROAD COMPANY**

**Virginia Division**

**TIME TABLE NO.**

**3**

Taking Effect 12:01 A. M., Saturday, Dec. 1, 1951

**EASTERN STANDARD TIME**

SUPERSEDING TIME TABLE NO. 2, DATED APRIL 29, 1951

**FOR THE GOVERNMENT OF EMPLOYEES ONLY**

**DESTROY TIME TABLES OF PREVIOUS DATES**

C. H. SAULS, *Vice-President - Operations.*

J. R. THORNE, *Assistant Vice-President - Operations.*

J. N. BROETZMAN, *General Superintendent.*

J. L. COOKE, *General Superintendent Transportation.*

K. W. RODWELL, *Asst. General Supt. Transportation.*

C. I. MORTON, *Superintendent.*

**SPEED TABLE**

TIME PER MILE		MILES PER HOUR
Minutes	Seconds	
3	00	20
2	24	25
2	00	30
1	43	35
1	30	40
1	20	45
1	12	50
1	06	55
1	00	60
0	56	65
0	52	70
0	48	75
0	45	80
0	42	85
0	40	90

## COMPANY SURGEONS

J. D. COLLINS, Chief Surgeon.....	Norfolk, Va.	E. F. FENNER, Local Surgeon.....	Henderson, N. C.
J. W. PALMER, Asst. Chief Surgeon.....	Ailey, Ga.	H. A. NEWELL, Surgeon Oculist.....	Henderson, N. C.
L. T. STONEBURNER, Local Surgeon.....	Richmond, Va.	JAMES H. WHEELER, Asst. Local Surgeon.....	Henderson, N. C.
W. L. MASON, Surgeon Oculist.....	Richmond, Va.	W. C. PERRY, Local Surgeon.....	Louisburg, N. C.
D. L. ELDER, Local Surgeon.....	Hopewell, Va.	R. W. & C. T. WILKINSON, Local Surgeons.....	Wake Forest, N. C.
A. T. BRICKHOUSE, Asst. Local Surgeon.....	Hopewell, Va.	JOS. THOMPSON, Local Surgeon.....	Creedmoor, N. C.
GEORGE H. WILLIAMS, Local Surgeon.....	Petersburg, Va.	HUNTER SWEANEY, Local Surgeon.....	Durham, N. C.
T. B. POPE, Asst. Local Surgeon.....	Petersburg, Va.	W. B. McCUTCHEON, Asst. Local Surgeon.....	Durham, N. C.
C. S. DODD, Surgeon Oculist.....	Petersburg, Va.	W. N. THOMAS, Local Surgeon.....	Oxford, N. C.
D. C. MAYES, Local Surgeon.....	Church Road, Va.	V. M. HICKS, Surgeon Oculist.....	Raleigh, N. C.
R. H. MANSON, Local Surgeon.....	McKenney, Va.	J. B. WRIGHT, Surgeon Oculist.....	Raleigh, N. C.
B. J. MONTGOMERY, Local Surgeon.....	Alberta, Va.	J. WALTER NEAL, Local Surgeon.....	Raleigh, N. C.
W. W. WILKINSON, Local Surgeon.....	LaCrosse, Va.	ALEXANDER WEBB, JR., Asst. Local Surgeon.....	Raleigh, N. C.
T. J. HOLT, Local Surgeon.....	Wise, N. C.	F. R. YARBOROUGH, Local Surgeon.....	Cary, N. C.
R. L. PAYNE, JR., Local Surgeon.....	Norfolk, Va.	O. S. GOODWIN, Local Surgeon.....	Apex, N. C.
J. WARREN WHITE, Surgeon Oculist.....	Norfolk, Va.	KENNETH M. MATHIESEN, Local Surgeon.....	Pittsboro, N. C.
A. A. BURKE, Surgeon Oculist.....	Norfolk, Va.	LYNN McIVER, Local Surgeon.....	Sanford, N. C.
VERNON A. BROOKS, Local Surgeon.....	Portsmouth, Va.	F. L. KNIGHT, Asst. Local Surgeon.....	Sanford, N. C.
V. J. MEADS, Asst. Local Surgeon.....	Portsmouth, Va.	A. M. OELRICH, Asst. Local Surgeon.....	Sanford, N. C.
M. H. HOOD, Surgeon Oculist.....	Portsmouth, Va.	WAYLON BLUE, Asst. Local Surgeon.....	Sanford, N. C.
L. LEROY JONES, Surgeon Oculist.....	Portsmouth, Va.	R. M. McMILLAN, Local Surgeon.....	Southern Pines, N. C.
T. ELMORE JONES, Asst. Local Surgeon.....	Portsmouth, Va.	J. S. MILLIKEN, Local Surgeon.....	Southern Pines, N. C.
J. E. RAWLS, JR., Local Surgeon.....	Suffolk, Va.	C. R. MONROE, Local Surgeon.....	Pinehurst, N. C.
J. R. ELLISON, JR., Asst. Local Surgeon.....	Suffolk, Va.	WILLIAM F. HOLLISTER, Asst. Local Surgeon.....	Pinehurst, N. C.
J. M. BLAND, Local Surgeon.....	Boykins, Va.	J. P. BOWEN, Local Surgeon.....	Aberdeen, N. C.
J. A. FLEETWOOD, Local Surgeon.....	Conway, N. C.	W. D. JAMES, Local Surgeon.....	Hamlet, N. C.
J. J. GRIZZARD, Local Surgeon.....	Branchville, Va.	R. B. GARRISON, Local Surgeon.....	Hamlet, N. C.
JOHN W. PARKER, Local Surgeon.....	Seaboard, N. C.	W. C. TERRY, Asst. Local Surgeon.....	Hamlet, N. C.
W. G. SUITER, Local Surgeon.....	Weldon, N. C.	M. A. HATCHER, Asst. Local Surgeon.....	Hamlet, N. C.
F. G. JARMAN, Local Surgeon.....	Roanoke Rapids, N. C.	C. G. MILHAM, Asst. Local Surgeon.....	Hamlet, N. C.
W. D. ROGERS, Local Surgeon.....	Macon, N. C.	CHARLES W. BROWN, JR., Asst. Local Surgeon.....	Hamlet, N. C.
H. H. FOSTER, Local Surgeon.....	Norlina, N. C.	N. G. NICHOLSON, Surgeon Oculist.....	Rockingham, N. C.
FRANK P. HUNTER, Local Surgeon.....	Norlina and Warrenton, N. C.		

## WATCH INSPECTORS

J. T. ALLEN & CO.....	Richmond, Va.	W. M. CHAPMAN & COMPANY.....	Portsmouth, Va.
R. H. JOEL, 223 Broadway.....	Hopewell, Va.	ROSE BROTHERS.....	Franklin, Va.
M. F. ADDISON, 212 N. Sycamore Street.....	Petersburg, Va.	GEO. P. FERRELL, 102 West Parrish Street.....	Durham, N. C.
A. W. GHOLSON.....	Henderson, N. C.	KIDD'S JEWELRY STORE, 314 W. 11th St....	Roanoke Rapids, N. C.
CLARENCE A. WILLIAMS (located Warrenton, N.C.).....	Norlina, N. C.	CLINTON R. HUGUELET.....	Hamlet, N. C.
JEFFREY'S JEWELRY CO., 129 South Salisbury St....	Raleigh, N. C.	J. AUBREY SMITH.....	Aberdeen, N. C.

**SOUTHWARD**

**PORTSMOUTH SUB-DIVISION--PORTSMOUTH AND NORLINA**

**NORTHWARD**

THIRD CLASS		SECOND CLASS		FIRST CLASS		Station Numbers	Distance from Portsmouth	TIME TABLE No. 3		CAPACITY TRACKS		FIRST CLASS		SECOND CLASS		THIRD CLASS	
61		85		17				Dec. 1, 1951		18		82		60			
Local Freight Ex. Sun. A. M.		The Merchant-Diser Daily P. M.		Passenger Mail and Express Daily P. M.				Passenger Mail and Express Daily P. M.	Siding	Other		The Courier Daily P. M.		Local Freight Ex. Sun. P. M.			
				4.30	A 0	0.0	LV	PORTSMOUTH			AR						
								1.7									
5.00		9.00		4.37	A 2	1.7		SHOPS		Yard		12.15		6.40		12.05	
5.10		9.10		f 4.43	A 8	7.5		5.8		65	8	f 12.08		6.20		11.53	
								7.6									
5.25		9.24		4.51	A 15	15.1		MAGNOLIA		59	4	11.59		6.00		11.38	
5.35		9.30		s 5.00	A 18	17.5		2.4		49	16	s 11.54		5.52		11.32	
5.45		9.35		5.05	A 20	20.2		2.7						5.45		11.25	
6.00		9.45		f 5.11	A 26	26.2		6.0		119	61	11.46		5.45		11.25	
6.10		9.53		f 5.18 <sup>s2</sup>	A 31	31.4		PURVIS		65	11	f 11.39		5.35		11.15	
6.25		10.05		s 5.30	A 37	37.1		5.2		53	9	f 11.32		5.18 <sup>17</sup>		11.05	
6.40		10.17		f 5.38	A 44	43.7		CARRSVILLE		42	Yard	s 11.22		5.05		10.50	
6.50		10.25		f 5.45	A 49	49.1		6.6		95	12	f 11.06		4.52		10.25	
7.05		10.45		s 5.58	A 54	54.1		HAND		46	20	f 10.58		4.45		10.10	
7.15		10.50		f 6.03	A 57	50.0		5.4		46	20	f 10.58		4.45		10.10	
7.25		11.01		f 6.10	A 63	63.2		NEWSOMS		42	100	s 10.49		4.30		9.50	
8.00		11.11		f 6.20	A 69	69.2		5.0		42	100	s 10.49		4.30		9.50	
8.10		11.17		6.24	A 72	72.5		2.9		111	22	f 10.41		4.20		9.40	
					A 73	72.6		6.2		55	19	f 10.32		4.10		9.20	
8.35 <sup>60</sup>		11.24		f 6.31	A 76	76.2		MARGARET		96	38	f 10.23		4.02		9.00	
9.00		11.55		s 6.40	A 79	78.8		6.0		43		10.17		3.57		8.43	
9.10		12.02		s 6.50	A 83	82.7		0.1			15						
9.15		12.07		6.55	A 85	84.9		3.6		108	10	f 10.11		3.50		8.35 <sup>61</sup>	
9.35 <sup>18</sup>		12.25		f 7.05	A 93	92.7		2.6		47	Yard	s 10.00		3.45		8.30	
9.50		12.34		s 7.12	A 98	98.3		3.9		35	Yard	s 9.48		3.30		7.50	
10.05		12.43		f 7.19	A 104	104.0		2.2		121	1	9.43		3.25		7.40	
10.20		12.52		f 7.26	A 109	109.0		7.8		94	6	f 9.35 <sup>61</sup>		3.14		7.20	
10.30		12.59		f 7.32	A 113	113.3		5.6		46	40	s 9.28		3.07		7.05	
10.50		1.10		7.45	A 115	115.3	AR	LITTLETON		44	12	f 9.19		2.58		6.35	
A. M.		A. M.		P. M.				5.7		114	14	f 9.12		2.52		6.25	
Ex. Sun.		Daily		Daily				5.0		46		f 9.05		2.45		6.10	
								4.3						2.40		6.00	
								2.0			Yard	9.00		P. M.		A. M.	
								NORLINA				Daily		Daily		Ex. Sun.	

**HOPEWELL SUB-DIVISION--BELLWOOD AND HOPEWELL**

SOUTHWARD 2d CLASS		Distance from Richmond	Station Numbers	TIME TABLE No. 3		CAPACITY TRACKS	NORTHWARD 3rd CLASS	
151				Dec. 1, 1951			152	
Road Switcher Daily P. M.						Siding	Other	Road Switcher Daily P. M.
3.00	8.2	AC 8	LV	BELLWOOD	Y	AR	Yard	5.00
3.25	16.5	AC 16		8.3			50	4.30
				THOMAS SIDING				
4.00 <sup>152</sup>	23.9	AC 23	AR	7.4			Yard	4.00 <sup>151</sup>
P. M.				X PH&CP N&W HCmC PSH TSC HCaC WPC NCC ANC				P. M.
Daily				HOPEWELL	O Y	LV		Daily

**LOUISBURG SUB-DIVISION--FRANKLINTON AND LOUISBURG**

SOUTHWARD SECOND CLASS		Distance from Richmond	Station Numbers	TIME TABLE No. 3		CAPACITY TRACKS	NORTHWARD 3rd CLASS	
365				Dec. 1, 1951			366	
Local Freight Ex. Sun. A. M.						Siding	Other	Local Freight Ex. Sun. P. M.
11.00	130.3	C 130	LV	FRANKLINTON	AR	Yard		1.35
11.35	139.8	C 140	AR	9.5	LV	Yard		1.00
				LOUISBURG				
A. M.								P. M.
Ex. Sun.								Ex. Sun.

**SOUTHWARD**

**RICHMOND SUB-DIVISION--HERMITAGE TO RALEIGH**

SECOND CLASS				FIRST CLASS									TIME TABLE No. 3 Dec. 1, 1951		CAPACITY TRACKS	
89	87	97	85	57	45	33	7	21	27	3	9	5	STATIONS	Sliding	Other	
The Tar Heel Daily P. M.	The Migrator Daily P. M.	Through Freight Daily A. M.	The Merchandiser Daily A. M.	The Silver Meteor Daily P. M.	Orange Blossom Special Daily P. M.	The Silver Comet Daily P. M.	The Sunland Daily P. M.	The Silver Star Daily P. M.	The Capitol Daily P. M.	Passenger Mail and Express Daily A. M.	The Palmland Daily A. M.	The Cotton Blossom Daily A. M.				
6.05	4.00	12.05		9.05	8.25	7.25	5.55	4.30	12.40	11.40	3.50	12.35	2 Tracks {	LV HERMITAGE T		Yard
6.14	4.10	12.15		9.11	8.31	7.31	6.01	4.36	12.50	11.46	3.56	12.41		BROWN ST. O		Yard
6.25	4.13	12.25		9.18	8.38	s 7.38	s 6.05 6.15	s 4.43	12.53	s 11.50 12.15	s 4.05	s 12.50 1.10	2 Tracks {	RICHMOND 2.0 X SOU	55	
	4.29								12.58	12.20				SOUTH YARD 6.6	222	Yard
	4.35								4.56	1.11	12.31		2 Tracks {	BELLWOOD 4.4 Y		Yard
														CHESTER 5.7	84	7
7.10	4.57	1.27		9.43	9.03	8.04	s 6.45	5.09	1.25	s 1.03	s 4.36	s 1.55	2 Tracks {	LYNCH 4.2	150	
														PETERSBURG 4.6	135	Yard
	5.19												2 Tracks {	RYAN 3.6	143	44
														BURGESS 6.4	85	5
													2 Tracks {	DINWIDDIE 4.3	76	41
									5.28		f 1.18			DE WITT SIDING 5.8	150	30
													2 Tracks {	MCKENNEY 4.6	85	92
	5.40													RAWLINGS 4.9	106	10
													2 Tracks {	WARFIELD 4.0	150	22
8.21	5.54	2.45		10.19	9.38	8.40	7.21	5.44	2.13	s 1.43	5.18	f 2.35		ALBERTA 2.8 Y	92N 100S	125
													2 Tracks {	COCHRAN 3.9	78	10
									2.17	f 1.48				GRANDY 6.2	150	35
													2 Tracks {	SKELTON 5.0	100N 100S	16
8.48	6.19	3.12		10.37	9.57	8.59	7.40	6.03	2.39	s 2.09	5.40	s 2.56		LA CROSSE 5.7 X A&D	93	20
													2 Tracks {	HAGOOD 6.3	150N 150S	8
														PASCHALL 3.9	94N 94S	22
													2 Tracks {	WISE 3.5	104	8
9.18	7.00	4.00	1.40	10.57	10.16	9.19	s 8.11	6.20	3.12	s 2.42	s 6.05	s 3.35		NORLINA 8.1 O Y	84	Yard
													2 Tracks {	MIDDLEBURG 3.3	96N 96S	11
														GREYSTONE 4.0 O	127	250
10.02	7.29	4.43	2.17	11.11	10.31	9.34	s 8.29	6.34	3.38	s 3.08	s 6.24	s 3.58	HENDERSON 4.5 Y	150N 97S	Yard	
													2 Tracks {	GILL 3.5	85	5
														KITTRELL 0.5	105N 105S	9
								8.45		3.53	s 3.24	6.40	2 Tracks {	FRANKLINTON 6.2	150N 100S	Yard
														YOUNGVILLE 4.0	107N 106S	10
				11.37	10.57	10.00	8.55		4.07	s 3.42	6.50	4.26	2 Tracks {	WAKE FOREST 14.3	110N 91S	45
														EDGETON 1.3 X NS		
11.15	8.40	5.50	3.45	s 11.54	11.15	s 10.20	s 9.15	s 7.15	4.30	s 4.10	s 7.10	s 4.50	AR RALEIGH O T	30	Yard	
P. M. Daily	P. M. Daily	A. M. Daily	A. M. Daily	P. M. Daily	P. M. Daily	P. M. Daily	P. M. Daily	P. M. Daily	P. M. Daily	P. M. Daily	A. M. Daily	A. M. Daily				

**RICHMOND SUB-DIVISION--RALEIGH TO HERMITAGE**

**NORTHWARD**

Distance from Richmond	Station Numbers	TIME TABLE No. 3 Dec. 1, 1951		FIRST CLASS							SECOND CLASS				
				58	6	46	34	8	22	4	10	80	82	88	
				The Silver Meteor Daily A. M.	The Cotton Blossom Daily A. M.	Orange Blossom Special Daily A. M.	The Silver Comet Daily A. M.	The Sunland Daily A. M.	The Silver Star Daily A. M.	Passenger Mail and Express Daily P. M.	The Palmland Daily A. M.	The Marketer Daily P. M.	The Courier Daily P. M.	The Iron Master Daily P. M.	
3.9	04	2 Tracks	HERMITAGE T AR	3.45	7.05	6.05	6.55	11.35	11.25	5.35	1.25		3.00		10.00
0.6	01		BROWN ST. o	3.31	6.56	5.56	6.46	11.26	11.11	5.21	1.16		2.26		9.42
0.0	0	2 Tracks	RICHMOND x sou	3.30	6.55 6.10	5.55	6.45	11.25 11.00	11.10	5.20 4.48	1.10		2.24		9.37
2.0	2		SOUTH YARD	3.17	6.07	5.42	6.30	10.47	10.50	4.40	12.35		2.20		9.32
8.6	8	2 Tracks	BELLWOOD Y							4.35			2.11		
13.0	13		CHESTER		5.56				10.35	10.38	f 4.30				
18.7	19		LYNCH												
22.9	23		PETERSBURG	2.55	s 5.44	5.19	6.09	s 10.25	10.28	s 4.19	s 12.10		1.52		8.55
27.5	28		RYAN					10.13							
31.1	31		BURGESS										1.38		
37.5	38		DINWIDDIE							f 3.40					
41.8	42		DE WITT SIDING					10.00	10.09	f 3.34			1.23		
47.6	48		McKENNEY		f 5.06					s 3.27					
52.2	52		RAWLINGS							f 3.19			12.58		
57.1	57		WARFIELD							f 3.13					
61.1	61		ALBERTA Y	2.15	f 4.50	4.41	5.32	9.42	9.51	s 3.06	11.17		12.46		7.40
63.9	64		COCHRAN		f 4.45					f 2.58					
67.8	68		GRANDY												
74.0	74		SKELTON							2.46			12.27		
79.0	79		LA CROSSE X A&D	1.56	s 4.28	4.21	5.11	9.21	9.31	s 2.36	10.55				7.09
84.7	84		HAGOOD							f 2.29			12.10		
91.0	91		PASCHALL							f 2.20					
94.9	95		WISE							f 2.13					
98.4	98	2 Tracks	NORLINA o Y	1.37	s 4.06	4.02	4.52	s 9.00	9.10	s 2.08	s 10.25		11.50	1.35	6.33
106.5	107		MIDDLEBURG								f 1.42			11.35	1.17
109.8	110		GREYSTONE o							f 1.37					
113.8	114		HENDERSON Y	1.23	s 3.22	3.48	4.38	s 8.31	8.54	s 1.31	s 10.02		11.20	1.04	5.59
118.3	118		GILL												
121.8	122		KITTRELL							f 1.17			11.07	12.51	5.43
130.3	130		FRANKLINTON					8.12	8.37	s 1.08	9.34		10.54	12.40	5.32
136.5	137		YOUNGVILLE							f 12.57					
140.5	141	2 Tracks	WAKE FOREST	12.57	2.37	3.22	4.12	8.02	8.27	s 12.51	9.24		10.38	12.25	5.15
154.8	155		EDGETON X NS												
156.1	156		RALEIGH o T LV	12.40	2.20	3.05	3.55	7.45	8.10	12.30	9.05		10.10	12.01	4.45
				A. M. Daily	A. M. Daily	A. M. Daily	A. M. Daily	A. M. Daily	A. M. Daily	P. M. Daily	P. M. Daily		A. M. Daily	P. M. Daily	P. M. Daily

**SOUTHWARD**

**RALEIGH SUB-DIVISION--RALEIGH TO HAMLET (Continued on Page 7)**

**FIRST CLASS**

S. A. L. <b>57</b> The Silver Meteor Daily P. M.	S. A. L. <b>45</b> Orange Blossom Special Daily P. M.	SOU. <b>111</b> Local Passenger Daily P. M.	S. A. L. <b>33</b> The Silver Comet Daily P. M.	S. A. L. <b>7</b> The Sunland Daily P. M.	S. A. L. <b>21</b> The Silver Star Daily P. M.	SOU. <b>13</b> Local Passenger Daily P. M.	S. A. L. <b>27</b> The Capitol Daily P. M.	S. A. L. <b>3</b> Passenger Mail and Express Daily P. M.	S. A. L. <b>9</b> The Palmland Daily A. M.	SOU. <b>121</b> Local Passenger Daily A. M.	S. A. L. <b>5</b> The Cotton Blossom Daily A. M.
11.59	11.20		10.25	9.25	7.20		4.45	4.35	7.30		5.25
12.04	11.23	11.05	10.28	9.28	7.23	6.00	4.50	4.39	7.34	6.42	5.29
12.06	11.27	11.10	10.33	9.32	7.28	f 6.05	4.58	4.44	7.38	6.47	5.34
12.13	11.32	11.16	10.37	9.38	7.32	6.11	5.05	4.49	7.44	6.52	5.40
								s 5.00			
								f 5.08			
								5.11			
12.33	11.52		10.57	9.59	7.52		5.32	s 5.16	8.06		6.02 <sup>s5</sup>
12.36	11.55 <sup>s8</sup>		11.00	10.02	7.55		5.36	5.24	8.09		6.06
12.40	12.01		11.04	10.06	7.59 <sup>10</sup>		5.41	5.28	8.13 <sup>80</sup>		6.10 <sup>s2</sup>
12.43 <sup>6</sup>	12.04		11.09	s10.13	8.04 <sup>96</sup>		5.46	s 5.41	s 8.23		s 6.25
12.50	12.11		11.16	10.21	8.11		5.54	5.49	8.31		6.36 <sup>s8</sup>
12.55	12.16 <sup>6</sup>		11.21	10.28	8.16		6.04	s 5.59	8.36		6.42
1.00	12.21		11.28 <sup>s8</sup>	10.33	8.20		6.12	f 6.07	8.41		6.47
1.08 <sup>72</sup>	12.29		11.36	s10.43 <sup>87</sup>	8.28		6.29	s 6.24	s 8.53		s 6.55 <sup>22</sup>
1.12	12.33		11.40	10.48	8.34		6.42	s 6.37	s 9.02		s 7.14
1.20	12.41		11.48	10.57	8.40		6.52	6.47	9.11		7.25
1.22	12.43		11.49	10.58	8.41		6.53	f 6.48	9.12		7.26
1.30	12.51		11.56	11.05	8.48		7.03	6.58	9.19		7.35
1.33	12.54		11.58	11.07	8.51		7.10	7.01	9.21		7.38
1.36	12.57		12.01	11.10	8.54			7.04	9.25		7.42
1.48	1.08		s12.10	s11.20	s 9.05			s 7.20	s 9.40		s 8.00
A. M. Daily	A. 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

**TIME TABLE  
No. 3  
Dec. 1, 1951**

STATIONS			CAPACITY TRACKS	
			Siding	Other
LV	RALEIGH	T O		Yard
	1.2			
	RALEIGH TOWER	X NS		
	3.2			
	METHOD		79	5
	4.5			
	FETNER		78	
	6.1			
	APEX	O X D&S	N 115 S 98	80
	6.2			
	NEW HILL		N 150 S 150	26
	3.8	X NS		
	MERRY OAKS		N 100 S 100	6S
	6.2			
	MONCURE		N 51 S 88	25
	3.2			
	OLIVES			90
	4.6			
	COLON		N 150 S 54	41
	3.8			
	SANFORD	X ACL SOU	N 94 S 100	140
	6.6		N 106 S 106	8
	LEMON SPRINGS			
	5.6			
	CAMERON		N 84 S 150	40
	5.5			
	VASS		N 52 S 88	43
	8.4			
	SOUTHERN PINES			194 62
	3.7			
	ABERDEEN			120 Yard
	9.5			
	MACKALL			125
	1.2			
	HOFFMAN			35
	8.2			
	"RA" TOWER			
	2.8			
	"NY TOWER"			
	2.2			
	HAMLET YARD	O		Yard
	0.8			
AR	HAMLET	X SAL T Y		

RALEIGH SUB-DIVISION--RALEIGH TO HAMLET (Continued from Page 6)

SOUTHWARD

Distance from Richmond	Station Numbers	TIME TABLE No. 3 Dec. 1, 1951	SECOND CLASS							THIRD CLASS			
			S. A. L. <b>89</b>	S. A. L. <b>85</b>	SOU. <b>53</b>	S. A. L. <b>97</b>	SOU. <b>55</b>	S. A. L. <b>91</b>	S. A. L. <b>87</b>	SOU. <b>75</b>			
			The Tar Heel Daily	The Merchandiser Daily	Through Freight Daily	Through Freight Daily	Through Freight Daily	Through Freight Daily	The Migrator Daily	Local Freight Ex. Mon.			
			A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	A. M.			
156.1	156	RALEIGH TO LV	2.45	5.05		10.20		5.00	8.45				
157.3	157	RALEIGH TOWER X NS	2.51	5.12	7.05	10.30	3.35	5.10	8.52	7.40			
160.5	161	METHOD	2.59	5.19	7.13	10.40	3.42	5.18	9.00	7.47			
165.0	165	FETNER	3.08	5.27	7.25	10.50	3.50	5.26	9.10	7.55			
171.1	171	APEX O X D&S											
177.3	177	NEW HILL				11.10							
181.1	181	MERRY OAKS											
187.3	187	MONCURE	3.59	6.02 <sup>5</sup>		11.33		6.08	9.43				
190.5	191	OLIVES	4.04	6.10		11.38		6.13	9.48				
195.1	195	COLON	4.10	6.15 <sup>8,2</sup>		11.44		6.19	9.53				
198.9	199	SANFORD X ACL SOU	4.18	6.47 <sup>8</sup>		11.54		6.26	9.59				
205.5	206	LEMON SPRINGS	4.28	6.58		12.04		6.38	10.10				
211.1	211	CAMERON	4.35	7.08 <sup>2,2</sup>		12.11		6.45	10.16				
216.6	217	VASS	4.42	7.16		12.18		6.55	10.22				
225.0	225	SOUTHERN PINES	4.57	7.27 <sup>8,0</sup>		12.30		7.10 <sup>9,6</sup> 7.20 <sup>1,0</sup>	10.43 <sup>7</sup>				
228.7	229	ABERDEEN	5.02	7.50		12.40		7.27	10.55				
238.2	238	MACKALL	5.16	8.04		12.54		7.40	11.12				
239.4	239	HOFFMAN	5.19	8.06		12.57		7.42	11.14				
247.6	248	"RA" TOWER											
250.4	250	"NY TOWER"											
252.6	253	HAMLET YARD O	5.50	8.25		1.30		8.15	11.55				
253.4	253	HAMLET X SAL T Y AR											
			A. M. Daily	A. M. Daily	A. M. Daily	P. M. Daily	P. M. Daily	P. M. Daily	P. M. Daily		A. M. Ex. Mon.		

**NORTHWARD**

**RALEIGH SUB-DIVISION--HAMLET TO RALEIGH (Continued on Page 9)**

**FIRST CLASS**

												<b>TIME TABLE No. 3 Dec. 1, 1951</b>			<b>CAPACITY TRACKS</b>	
												<b>STATIONS</b>			Siding	Other
S. A. L. <b>6</b> The Cotton Blossom Daily A. M.	S. A. L. <b>58</b> The Silver Meteor Daily A. M.	SOU. <b>122</b> Local Passenger Daily P. M.	S. A. L. <b>10</b> The Palmland Daily P. M.	S. A. L. <b>4</b> Passenger Mail and Express Daily P. M.	SOU. <b>16</b> Local Passenger Daily A. M.	S. A. L. <b>22</b> The Silver Star Daily A. M.	S. A. L. <b>8</b> The Sunland Daily A. M.	SOU. <b>112</b> Local Passenger Daily A. M.	S. A. L. <b>34</b> The Silver Comet Daily A. M.	S. A. L. <b>46</b> Orange Blossom Special Daily A. M.						
s 1.50	s12.35		s 8.45	s12.10		s 8.05	s 7.35		s 3.50	3.00	AR RALEIGH T O				Yard	
1.38	12.28	9.30	8.37	12.01	8.39	7.59	7.29	4.05	3.44	2.51	RALEIGH TOWER X NS					
											METHOD				5	
1.28	12.19	9.15	8.28	11.52	8.27	7.51	7.19	3.50	3.35	2.42	FETNER			78		
				s11.45							APEX O X D&S			N 115 S 98	80	
				f11.34		7.38	7.07				NEW HILL X NS			N 150 S 150	26	
											MERRY OAKS			N 100 S 100	6S	
1.01	11.58		8.06	s11.20		7.30	6.58		3.14	2.21	MONCURE			N 51 S 88	25	
12.56	11.55 <sup>45</sup>		8.03	11.06		7.27	6.55		3.11	2.18	OLIVES			90		
12.51	11.50		7.59 <sup>21</sup>	11.02		7.23	6.51		3.07	2.14	COLON			N 150 S 54	41	
s12.43 <sup>57</sup>	11.46		s 7.51	s10.56		7.20	s 6.47 <sup>85</sup>		3.04	2.10	SANFORD X ACL SOU			N 94 S 100	140	
12.21	11.38		7.41 <sup>96</sup>	10.40		7.13	6.36 <sup>5</sup>		2.57	2.02	LEMON SPRINGS			N 106 S 106	8	
12.16 <sup>45</sup>	11.33		7.35	s10.33		7.08 <sup>85</sup>	6.31		2.52	1.57	CAMERON			N 96 S 150	40	
12.09	11.28 <sup>33</sup>		7.30	f10.24		7.03	6.26		2.47	1.52	VASS			N 52 S 88	43	
s12.01	11.21		s 7.20 <sup>91</sup>	s10.10		6.55 <sup>5</sup>	s 6.17		2.40	1.45	SOUTHERN PINES			194	62	
s11.42	11.16		s 7.01	s 9.45		6.49	6.09		2.34	1.39	ABERDEEN			120	Yard	
11.32	11.07		6.51	9.35		6.40	6.00		2.25	1.30	MACKALL			125		
11.31	11.06		6.50	f 9.33		6.39	5.59		2.24	1.29	HOFFMAN				35	
11.23	10.59		6.43	9.23		6.32	5.52		2.17	1.22	"RA" TOWER					
11.20	10.56		6.40	9.20		6.30	5.50		2.15	1.20	"NY TOWER"					
11.17	10.54		6.37	9.17		6.27	5.47		2.12	1.17	HAMLET YARD o				Yard	
11.15	10.52		6.35	9.15		6.25	5.45		2.10	1.15	LV HAMLET X SAL T Y					
P. M. Daily	P. M. Daily	P. M. Daily	P. M. Daily	A. M. Daily	A. M. Daily	A. M. Daily	A. M. Daily	A. M. Daily	A. M. Daily	A. M. Daily						



**RALEIGH SUB-DIVISION--HAMLET TO RALEIGH (Continued from Page 8)**

**NORTHWARD**

Distance from Richmond	Station Numbers	TIME TABLE No. 3 Dec. 1, 1951	SECOND CLASS								THIRD CLASS				
			SOU. 52	S. A. L. 82	S. A. L. 80	S. A. L. 84	SOU. 54	S. A. L. 88	S. A. L. 96	S. A. L. 72	SOU. 74				
			Through Freight Daily	The Courier Daily	The Marketer Daily	The Iron Master Daily	Through Freight Daily	Through Freight Daily	Through Freight Daily	Through Freight Daily	Local Freight Ex. Sun.				
			A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	A. M.	A. M.				
156.1	156	RALEIGH TO AR		7.30	9.45	11.40			4.15	9.30	3.20				
157.3	157	RALEIGH TOWER X NS	5.02	7.18	9.21	11.25	2.05	3.55	9.15	3.04		7.00			
160.5	161	METHOD													
165.0	165	FETNER	4.50	7.05	9.08	11.12	1.47	3.42	9.01	2.52		6.31			
171.1	161	APEX O X D&S													
177.3	177	NEW HILL													
181.1	181	MERRY OAKS													
187.3	187	MONCURE		6.26	8.30	10.38		3.03	8.23	2.10					
190.5	191	OLIVES		6.21	8.20	10.34		2.57	8.18	1.57					
195.1	195	COLON		6.15 <sup>85</sup> 6.10 <sup>5</sup>	8.13 <sup>9</sup>	10.28		2.50	8.12	1.51					
198.9	199	SANFORD X ACL SOU		6.04	8.01	10.22		2.43	8.04 <sup>21</sup>	1.45					
205.6	206	LEMON SPRINGS		5.53	7.51	10.12		2.31	7.41 <sup>10</sup>	1.33					
211.1	211	CAMERON		5.44	7.41	10.04		2.21	7.30	1.24					
216.6	217	VASS		5.36	7.35	9.59		2.13	7.22	1.18					
225.0	225	SOUTHERN PINES		5.25	7.27 <sup>85</sup>	9.44		2.01	7.10 <sup>91</sup>	1.08 <sup>57</sup>					
228.7	229	ABERDEEN		5.10	7.19	9.33		1.49	6.50	12.41					
238.2	238	MACKALL		4.54	6.54	9.19		1.34	6.33	12.22					
239.4	239	HOFFMAN		4.52	6.51	9.16		1.31	6.30	12.20					
247.6	248	"RA" TOWER													
250.4	2.50	"NY TOWER"													
252.6	253	HAMLET YARD O		4.30	6.30	8.50		1.00	6.00	11.50					
253.4	253	HAMLET X SAL T Y LV													
			A. M. Daily	A. M. Daily	A. M. Daily	A. M. Daily	P. M. Daily	P. M. Daily	P. M. Daily	P. M. Daily		A. M. Ex. Sun.			

**DURHAM SUB-DIVISION--HENDERSON AND DURHAM**

SOUTHWARD SECOND CLASS				285	Distance from Richmond	Station Numbers	TIME TABLE No. 3 Dec. 1, 1951			CAPACITY TRACKS		NORTHWARD THIRD CLASS								
							Mixed	Siding	Other			212								
				Ex. Sun. A. M.			STATIONS					Mixed								
				7.00	113.8	B 114	LV	HENDERSON	Y AR		Yard	2.00								
				s 7.30	124.1	B 124		10.3 DICKERSON		11	4	s 1.25								
				7.55	128.5	BA128		4.4 OXFORD				1.10								
				s 8.35	124.1	B 124		4.4 DICKERSON		11	4	s 12.55								
				f 8.55	130.8	B 131		6.7 TAR RIVER		35		f 12.35								
				s 9.25	138.1	B 138		7.3 CREEDMOOR		22	25	s 12.20								
				s 9.45	142.6	B 143		4.5 NORTH SIDE		19		s 12.01								
				10.30	155.4	B 156	AR	12.8 DURHAM	X SOU O Y LV			11.15								
				A. M. Ex. Sun.								A. M. Ex. Sun.								

**LEWISTON SUB-DIVISION  
BOYKINS AND LEWISTON**

Southward 2nd CLASS	Distance from Perismouth	Station Numbers	TIME TABLE No. 3 Dec. 1, 1951			CAPACITY TRACKS		Northward 3rd CLASS
23			STATIONS			Siding	Other	24
Local Freight Ex. Sun. A. M.							Local Freight Ex. Sun. P. M.	
7.00	54.1	AB 54	LV	BOYKINS	Y AR	50	Yard	1.30
				11.2 CONWAY		40	2	12.25
				7.7 WOODLAND		22	4	11.45
				4.3 RICH SQUARE		44	28	11.25
				5.2 ROXOBEL		16	20	10.55
				6.8 LEWISTON	Y LV	16		10.30
A. M. Ex. Sun.								A. M. Ex. Sun.

**PITTSBORO SUB-DIVISION  
MONCURE AND PITTSBORO**

SOUTHWARD SECOND CLASS				Distance from Richmond	Station Numbers	TIME TABLE No. 3 Dec. 1, 1951			CAPACITY TRACKS		NORTHWARD THIRD CLASS	
211								STATIONS		Other		212
Road Switcher Ex. Sun. A. M.											Road Switcher Ex. Sun. A. M.	
6.00	187.3	D 187	LV	MONCURE	AR	25		8.10				
6.40	198.3	D 198	AR	11.0 PITTSBORO	LV	50		7.30				
A. M. Ex. Sun.								A. M. Ex. Sun.				

## SPECIAL INSTRUCTIONS

### DIVISION

#### PRECEDENCE BY DIRECTION

A 1—Northward or eastward trains are superior to trains of the same class in opposite direction.

#### MAXIMUM SPEEDS

A 2—When the block signal system has been suspended or when trains

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

A 3—Where schedule time of trains between stations indicates a speed in excess of the designated maximum it conveys no authority for exceeding the authorized maximum speed.

### Portsmouth Sub-Division

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

B 2—Passenger trains will stop on signal as follows:  
Nos. 17 and 18 at Gumberry and Thelma.

#### REGISTERING STATIONS

B 3—Portsmouth, Shops and Norlina. Portsmouth passenger station for first class trains. First class trains will register by ticket, Form 405, at Shops.

#### BULLETIN BOOKS

B 4—Portsmouth, Shops, Franklin, Boykins, Weldon and Norlina.

#### STANDARD CLOCKS

B 5—Portsmouth, Shops, Weldon and Norlina.

#### YARD LIMITS

B 6—Portsmouth, Suffolk, Franklin, Boykins, Weldon, Roanoke Rapids, Littleton and Norlina.

#### WATER STATIONS

B 7—Steam: Shops, Franklin, Boykins, Weldon, Summit and Norlina.

#### FUELING STATIONS

B 8—Coal: Shops and Norlina.

Diesel: Shops, Franklin, Boykins, Roanoke Rapids and Norlina.

#### SPEED RESTRICTIONS

B 9—The maximum speed of passenger and express trains is 59 M. P. H., except as below specified:

When handled by other than 1600 or 1700 series Diesel engines, 50 M. P. H. between M. P. 86.2 and M. P. 92.5.

When handled by 1600 or 1700 series Diesel engines, 45 M. P. H. between M. P. 24.0 and Norlina.

Passenger trains handled by steam freight engines will not exceed speed authorized for freight and mixed trains.

Maximum speed of freight and mixed trains is 40 M. P. H., except as below specified:

Trains handling steam derrick, 25 M. P. H.

250-ton derricks must be separated from the engine or any other derrick by at least 4 cars not exceeding 100,000 pounds gross weight per car when operated over Blackwater River bridge, M. P. 36.8, and Roanoke River bridge, M. P. 78.4 and speed of 5 M. P. H. must not be exceeded over these bridges.

Trains handling scale test cars, 25 M. P. H.

Steam engines moving backward, 25 M. P. H.

Trains handling steam engines in tow, 25 M. P. H., and when handling steam engines not equipped with pony trucks, 15 M. P. H.

Steam engines moving under own power, either light, handling train or double heading, with one or more rods down, 25 M. P. H.

Speed restrictions will be observed through stations as follows to comply with City Ordinance:

Portsmouth, 45 M. P. H. from city limit, (near M. P. 4.0) to Douglas Avenue; 20 M. P. H. Douglas Avenue to Godwin Street; 12 M. P. H. Godwin Street to Passenger Station.

Suffolk, 25 M. P. H.

Franklin, 20 M. P. H. over all street crossings except 5 M. P. H. over Main Street crossing, which is first crossing south of station.

Boykins, 15 M. P. H.

Weldon, 15 M. P. H. over Poplar and Hotel Street crossings.

Littleton, 15 M. P. H.

#### RAILROAD CROSSINGS

B 10—Railroad crossings at grade protected by interlockings:

Shops, M. P. 2.1, N. & P. Belt Line, Attended, 20 M. P. H.

Algren, M. P. 9.4, Unattended.

#### AUTOMATIC SPRING SWITCHES

B 11—Portsmouth, south end No. 9 station track, 10 M. P. H.

#### SPECIAL RULES

B 12—Within city limits of Portsmouth, Franklin and Weldon, engine whistle must not be sounded, except in case of emergency, but necessary warning signals must be given by the use of engine bell. The engine bell must be kept constantly ringing while passing through or across streets in the cities of Suffolk and Portsmouth.

B 13—Trains using Southern connection track at Franklin must flag across Second Avenue. Trains and engines switching Camp's Mill, Franklin, will flag across highway at both crossings.

B 14—Crews of trains and engines crossing Crawford Street, Portsmouth, between the hours of 11:50 P.M. and 8:00 A.M. will flag this crossing, using red flag by day and red light by night.

B 15—Crews using joint Seaboard-Southern-Chesapeake-Camp Corporation tracks at Franklin look out for Southern Railway engines on these tracks.

B 16—Cars must not be left standing within 75 feet of Hotel Street, Weldon. Cars on "S.&R. Pass Track" and "R.&G. Pass Track" must not be placed nearer than 240 feet of Poplar Street crossing, Weldon. Cars on "S.&R. Bank Track" and "R.&G. Bank Track" must not be placed nearer than 180 feet of Poplar Street crossing, Weldon.

B 17—All trains and engines will approach and move between south end connection track and switch connecting with Richmond Sub-Division main track south of station, Norlina, at yard speed.

## Richmond Sub-Division

**C 1**—All trains obtain Clearance Card before leaving Norlina. First class trains, except No. 27, obtain Clearance Card before leaving Richmond.

**C 2**—The time of northward first class trains at Hermitage applies at first crossover north of Hermitage yard office.

The time of southward first class trains and all second and inferior class trains at Hermitage applies at north end two tracks.

The time of trains at Brown Street applies at yard office.

The time of Richmond Sub-Division trains at Bellwood applies at Telegraph Office.

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

**C 3**—Trains will stop on signal as follows:

Nos. 3 and 4 at Bracey, Ridgeway and Manson.

No. 3 at Paschall and Neuse to exchange parcel post and perishable express.

Nos. 3 and 4 at Millbrook to exchange parcel post mail.

No. 5 at Franklinton and Wake Forest to discharge passengers from Petersburg, Richmond and points north and stations on Portsmouth Sub-Division and to receive passengers for Raleigh and beyond.

No. 6 at Wake Forest and Franklinton to discharge passengers from Raleigh and south and receive passengers for Norlina and beyond in both directions north and east.

Nos. 7 and 8 at Wake Forest to discharge and receive passengers from and for Washington, Athens, Savannah and beyond; also from and for stations on Portsmouth line at which trains 17 and 18 stop for passengers.

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

Nos. 21 and 22 at Petersburg to receive and discharge passengers for and from Columbia and beyond where trains stop.

No. 57 at Richmond and Petersburg to receive passengers for Columbia and beyond where train is scheduled to stop.

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

Nos. 33 and 34 at Henderson to discharge and receive passengers from and for Washington and beyond and at Petersburg to receive and discharge passengers for and from Monroe and beyond.

Nos. 45 and 46 at Richmond to receive passengers for West Savannah and beyond and to discharge passengers from Savannah and beyond.

No. 46 at Petersburg to discharge passengers from Savannah and beyond.

Nos. 45 and 46 at Raleigh to receive and discharge passengers for and from points east of Wildwood where trains stop.

### REGISTERING STATIONS

**C 4**—Hermitage, Brown Street, Richmond, Norlina and Raleigh.

All trains will register at Hermitage, Brown Street, Norlina and Raleigh. First class trains only, except No. 27, will register at Richmond for information of first class trains. First class trains will register by ticket, Form 405, at Hermitage, Brown Street, Norlina and Raleigh. Second class and inferior trains will register by ticket, Form 405, at Brown Street and Norlina.

### BULLETIN BOOKS

**C 5**—Hermitage, Brown Street, Richmond, Bellwood, Norlina, Henderson and Raleigh Yard and Roundhouse.

### STANDARD CLOCKS

**C 6**—Hermitage, Richmond, Norlina, Raleigh Yard and Roundhouse.

### YARD LIMITS

**C 7**—Hermitage, Brown Street, Richmond, South Yard, Petersburg, Alberta, Norlina, Henderson, Franklinton and Raleigh.

### WATER STATIONS

**C 8**—Steam: Hermitage, Brown Street, Petersburg, McKenney, Skelton, Norlina, Henderson, Youngville and Raleigh.

Diesel: Petersburg, McKenney, Norlina, Henderson and Raleigh.

### FUELING STATIONS

**C 9**—Coal: Hermitage, Norlina and Raleigh.  
Diesel: Hermitage, Petersburg, Norlina and Raleigh.

### SPEED RESTRICTIONS

**C 10**—Maximum speed of passenger and express trains, see page 18. Maximum speed of freight and mixed trains, 60 M. P. H., except as below specified:

20 M. P. H. between Hermitage and south switch Brown Street Yard.  
10 M. P. H. between south switch Brown Street Yard 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. 22.3.

25 M. P. H. between M. P. 22.3 and 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 railroad crossing.

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

25 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. 114.2.

50 M. P. H. between M. P. 130.0 and M. P. 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.

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

10 M. P. H. passing over turnouts when entering or leaving north end Raleigh Yard, M. P. 154.9.

45 M. P. H. between M. P. 154.5 and M. P. 155.9.

20 M. P. H. between M. P. 155.9 and M. P. 156.1.

10 M. P. H. between north end of shed at Raleigh Passenger Station and coal chute.

10 M. P. H. through turnout north end siding Raleigh Yard, M. P. 155.9.

10 M. P. H. through crossover, Raleigh Yard, M. P. 156.0.

10 M. P. H. through turnout south end freight lead, Harrington Street, Raleigh, M. P. 156.7.

10 M. P. H. through crossover Harrington Street, Raleigh, M. P. 156.8.

25 M. P. H. through other crossovers equipped with power operated switches.

When handled by L-4 type engines 708, 756 and 789, 40 M. P. H.

When handled by Decapod type engines 509 to 550, inclusive, 35 M. P. H.

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

Trains handling steam derrick, 25 M. P. H.

Trains handling 250-ton derrick must not exceed speed of 5 M. P. H. over underpass, M. P. 128.2.

Trains handling scale test cars, 25 M. P. H.

Steam engines moving backward, 25 M. P. H.

Trains handling steam engines in tow, 25 M. P. H., and when handling steam engines not equipped with pony trucks, 15 M. P. H.

Steam engines moving under own power, either light, handling train or double heading, with one or more rods down, 25 M. P. H.

Speed restrictions will be observed through stations as follows to comply with City Ordinance:

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.

Henderson, 30 M. P. H.

Franklinton, 10 M. P. H.

(Continued on next page)

## Richmond Sub-Division—Continued

### RAILROAD CROSSINGS

C 11—Railroad crossings at grade protected by interlockings:  
Edgeton, M. P. 154.8, N. S., Unattended, 45 M. P. H.

C 12—Railroad crossings at grade protected by electrically locked  
derails:

Rocketts, M. P. 0.7, Southern, Normal clear for S. A. L., 15 M. P. H.  
LaCrosse, M. P. 78.9, A. & D., Normal clear for S. A. L., 35 M. P. H.

### INTERLOCKINGS

C 13—Interlockings at other than railroad crossings and drawbridges:  
Brown Street, Unattended.

Richmond, Main Street Station, Attended.

Raleigh Yard Office, M. P. 155.9, Unattended.

Raleigh, Harrington Street, M. P. 156.6, Unattended.

Raleigh, Morgan Street, M. P. 157.0, Unattended.

### AUTOMATIC SPRING SWITCHES

C 14—Norlina, south end long lead, 25 M. P. H.

Youngville, north end, northward siding, and south end, southward  
siding, 25 M. P. H.

### BLOCK SIGNAL SYSTEM

C 15—Traffic Control system is in service between north end cross-  
over, Brown Street, M. P. 0.8 (north) and Signal 1570-S-1570 at Morgan  
Street, Raleigh, M. P. 157.0.

### SIGNALLED SIDINGS

C 16—Richmond.

South Yard.

Lynch.

Dinwiddie.

Warfield.

Grandy.

Hagood, northward and southward sidings.

Henderson, northward siding.

Franklinton, northward siding.

### TWO TRACKS

C 17—TWO TRACKS EXTEND BETWEEN HERMITAGE, M. P.  
3.9 NORTH, AND BROWN STREET, M. P. 0.5 NORTH; 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 FOR MOVEMENT BETWEEN BROWN STREET AND HERMITAGE ON NORTHWARD AND SOUTHWARD TRACKS

C 18—Absolute Block is established on northward and southward  
tracks with limits between "Absolute Block Limit" board located  
1,150 feet north of Seventh Street, M. P. 1.6 (north), and "Absolute  
Block Limit" board located 1,900 feet south of Telegraph Office, Her-  
mitage.

Operators at Brown Street and Hermitage will authorize movements  
on northward and southward tracks when moving with the current of  
traffic within the absolute block limits, issuing Special Block Card,  
Form 255-A. Oral authority may be obtained from the operator to use  
the block from intermediate points.

No train or engine will be permitted to enter the absolute block limits  
on either track when block on track to be used is occupied by another  
train or engine.

Northward inferior trains and engines authorized to use the absolute  
block may run ahead of superior trains from Brown Street to the north  
end of main track, Hermitage.

Southward inferior trains and engines authorized to use the absolute  
block may run ahead of superior trains from Hermitage to Brown Street.

These rules do not relieve crews of trains and engines from observance  
of Rules 93 and 99.

First class trains will approach and move between "Absolute Block  
Limit" board located 1,900 feet south of Hermitage Telegraph Office,  
and north end of main track, Hermitage, at restricted speed, expecting  
to find trains occupying main track between these points and must know  
that switches are in proper position and track clear before proceeding.

First class trains will approach and move between "Absolute Block  
Limit" board located 1,150 feet north of Seventh Street, M. P. 1.6 (north),  
and Telegraph Office, Brown Street, at restricted speed.

Second class, inferior trains and engines moving on Special Block Card  
must promptly report to operator when they have cleared "Absolute  
Block Limit."

### SPECIAL RULES FOR MOVEMENT ON No. 3 TRACK BETWEEN BROWN STREET AND HERMITAGE

C 19—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  
between Hermitage and Brown Street.

Boards reading "Limit Absolute Block No. 3 Track" are located at  
M. P. 3.4 (north), 225 feet south of Hermitage Road, and M. P. 1.8  
(north), 440 feet north of St. James Street.

Movement of trains or engines within the absolute block limits will  
be authorized by Special Block Card endorsed "No. 3 Track," obtained  
from operators at Brown Street or Hermitage. Oral authority may be  
obtained from the operator to use the block from intermediate points.

First class trains will not use No. 3 track unless authorized by train  
order.

Trains or engines receiving Special Block Card endorsed "No. 3  
Track" must use No. 3 track.

All movements on No. 3 track must be made at yard speed. A maxi-  
mum speed of 20 M. P. H. must not be exceeded while moving on this  
track.

### SPECIAL RULES

C 20—R. F. & P. engines assigned to haul northward S. A. L. passenger  
trains from Hermitage will have right of track over train of which engine  
is assigned between "AY" Tower and point on old S. A. L. main track  
at which S. A. L. and R. F. & P. engines change.

Such engines will move under control prepared to stop short of any  
obstruction and know that switches connected with this track are  
properly adjusted.

C 21—S. A. L. yard engines using R. F. & P. tracks at Acca in con-  
nection with interchange of freight cars or any other switching move-  
ments will move at yard speed.

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

C 22—A member of crew must precede all movements of yard engines  
over street crossings in South Richmond.

C 23—Within city limits of Richmond, Henderson, Kittrell and  
Youngville, engine whistle must not be sounded except in case of emer-  
gency, but necessary warning signals must be given by the use of the  
engine bell.

C 24—All trains and engines will flag across road crossing east of  
Vanco Mills and across Spring Street when using Sou. Ry. connection  
at Henderson.

C 25—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 26—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.

## Raleigh Sub-Division

**D 1—The time of first class trains at Raleigh applies at Passenger Station. The time of trains at Hamlet Yard applies at Yard office.**

**D 2—Passenger trains will stop on signal as follows:**

No. 3 at Cary, Colon and Addor to receive or discharge parcel post; at Cary, Colon and Cognac to receive or discharge passengers for or from Hamlet, Raleigh and beyond.

No. 4 at Cognac, Marston, Colon, Merry Oaks and Cary to receive or discharge passengers for or from Hamlet, Raleigh and beyond and at Colon to receive or discharge parcel post or express and at Addor to receive or discharge parcel post.

No. 7 at Aberdeen to discharge passengers from Raleigh and beyond and to receive passengers for Columbia, Monroe and beyond.

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

Nos. 45 and 46 at Raleigh and Hamlet to receive and discharge passengers for and from points east of Wildwood where trains stop.

No. 111 at Asbury on signal.

No. 16 at Method on signal.

### REGISTERING STATIONS

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

### BULLETIN BOOKS

D 4—Hamlet Passenger Station, Hamlet Yard and Roundhouse, Aberdeen, Sanford and Raleigh Yard and Roundhouse.

### STANDARD CLOCKS

D 5—Hamlet Passenger Station, Hamlet Yard, Sanford Passenger Station, Aberdeen Passenger Station, Hamlet Roundhouse, Raleigh Yard and Roundhouse.

### YARD LIMITS

D 6—Raleigh, Apex, Sanford, Southern Pines, Aberdeen, South Aberdeen, Hamlet Yard and Hamlet.

### WATER STATIONS

D 7—Steam: Raleigh, Apex, Sanford, Vass, Aberdeen and Hamlet.  
Diesel: Raleigh and Hamlet. Emergency for Diesels at Aberdeen.

### FUELING STATIONS

D 8—Coal: Raleigh and Hamlet.  
Diesel: Sanford, Aberdeen and Hamlet.

### SPEED RESTRICTIONS

D 9—Maximum speed of passenger and express trains, see page 18. Maximum speed of freight and mixed trains, 60 M. P. H., except as below specified:

10 M. P. H. through interlocking plant Raleigh Tower on the northward main track and between Raleigh Tower and Hargett Street on northward main track.

10 M. P. H. between north end shed, Raleigh Passenger Station, and coal chute.

20 M. P. H. through interlocking plant, Raleigh Tower, on southward main track and between Hargett Street and Raleigh Tower on southward main track.

10 M. P. H. through turnout north end siding Raleigh Yard Office, M. P. 155.9.

10 M. P. H. through crossover, Raleigh Yard, M. P. 156.0.

10 M. P. H. through turnout south end freight lead, Harrington Street, Raleigh, M. P. 156.7.

10 M. P. H. through crossover Harrington Street, Raleigh, M. P. 156.8.

30 M. P. H. between coal chute and Hargett Street, M. P. 157.1.

20 M. P. H. between M. P. 164.8 and M. P. 165.0, southward track.

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

25 M. P. H. between M. P. 186.9 and M. P. 187.7.

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

50 M. P. H. between M. P. 210.1 and M. P. 211.1.

50 M. P. H. between M. P. 223.9 and 224.7.

20 M. P. H. between M. P. 224.7 and M. P. 224.9.

50 M. P. H. between M. P. 224.9 and M. P. 226.9.

20 M. P. H. between M. P. 228.4 and M. P. 229.1.

10 M. P. H. between M. P. 252.8 and M. P. 253.4, southward track.

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

10 M. P. H. between M. P. 252.8 and M. P. 253.4, northward track.

10 M. P. H. through crossover between southward and northward main tracks, "NY" Tower.

10 M. P. H. through turnout north end new pull-in lead, M. P. 250.4.

10 M. P. H. through turnout north end siding Aberdeen.

25 M. P. H. through other crossovers and turnouts equipped with power operated switches.

When handled by L-4 type engines 708, 756 and 789, 40 M. P. H.

When handled by Decapod type engines 509 to 550, inclusive, 35 M. P. H.

Trains handling steam derrick, 25 M. P. H.

Trains handling scale test cars, 25 M. P. H.

Steam engines moving backward, 25 M. P. H.

Trains handling steam engines in tow, 25 M. P. H., and when handling steam engines not equipped with pony trucks, 15 M. P. H.

Steam engines moving under own power, either light, handling train or double heading with one or more rods down, 25 M. P. H.

Speed restrictions will be observed through stations as follows to comply with City Ordinance:

Apex, 35 M. P. H.

Sanford, 25 M. P. H., except 15 M. P. H. over all street crossings between the hours of 6 A.M. and 8 P.M.

Southern Pines, 15 M. P. H.

Aberdeen, 25 M. P. H. over street crossings between pump house and crossings south of Passenger Station.

### RAILROAD CROSSINGS

D 10—Railroad crossings at grade protected by interlockings:

Raleigh Tower, M. P. 157.2, N. S., Attended, 10 M. P. H. on northward track; 20 M. P. H. on southward track.

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

D 11—Railroad crossings at grade protected by electrically locked derails:

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

Sanford, M. P. 199.0, A. C. L., Sou, Normal clear for S. A. L.

D 12—Railroad crossings at grade protected by Seaboard standard semaphore crossing signal:

Hamlet, M. P. 253.4, Normal clear to Raleigh Sub-Division, 5 M. P. H.

### INTERLOCKINGS

D 13—Interlockings at other than railroad crossings and drawbridges:

Raleigh Yard Office, M. P. 155.9, Unattended.

Raleigh, Harrington Street, M. P. 156.6, Unattended.

Raleigh, Morgan Street, M. P. 157.0, Unattended.

Fetner, M. P. 165.1, Attended.

### AUTOMATIC SPRING SWITCHES

D 14—Olives, north end siding, 25 M. P. H.

Sanford, north end, northward siding, 10 M. P. H. and south end southward siding, 25 M. P. H.

Lemon Springs, north end northward siding and south end southward siding, 25 M. P. H.

Vass, south end southward siding, 25 M. P. H.

"RA" Tower, north end new freight lead, M. P. 247.5, 25 M. P. H.

Hamlet Yard, north end long ice house track, M. P. 251.2, 10 M. P. H.

Hamlet Yard, north end switching lead, M. P. 251.4, 25 M. P. H.

### BLOCK SIGNAL SYSTEMS

D 15—Automatic Block Signal system is in service between Raleigh, Morgan Street, Signals 1570, S-1570, M. P. 157.0, and Fetner, Signal 1650, M. P. 165.1; between south end southward siding, Moncure, Signal 1874, M. P. 187.4, and north end siding Southern Pines, Signal 2238, M. P. 223.7; between South Aberdeen, Signal 2302, M. P. 230.1, and Hamlet, M. P. 253.2.

D 16—Traffic Control system is in service between Fetner, Signal 1650, M. P. 165.1, and north end southward siding, Moncure, Signal 1862, M. P. 186.3; between north end siding, Southern Pines, Signal 2238, M. P. 223.7, and north end two tracks, South Aberdeen, Signal 2302, M. P. 230.1.

### SIGNALLED SIDINGS

D 17—Apex, northward siding.

New Hill, northward and southward sidings.

Colon, northward siding.

Cameron, southward siding.

Rule 548 will apply to signalled sidings at Colon and Cameron.

*(Continued on next page)*

## Raleigh Sub-Division—Continued

### TWO TRACKS

D 18—TWO TRACKS EXTEND BETWEEN M. P. 154.9 AND M. P. 156.0 AND BETWEEN M. P. 230.1 AND M. P. 253.2.

### OPERATION BY SIGNAL INDICATION

The operation on two tracks between Morgan Street, Raleigh, Signals 1570, S-1570, M. P. 157.0, and Fetner, Signal 1650, M. P. 165.0, and between South Aberdeen, Signal 2302, M. P. 230.1, and Hamlet, M. P. 253.2, will be by signal indication in accordance with Rules D-251 to D-254, inclusive, when moving with the current of traffic and will take the place of train orders.

### SPECIAL RULES

D 19—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 Signal 14 (g) may proceed at restricted speed within the switch tender's limits on the time of superior trains.

Second and inferior class and extra trains and engines may proceed on northward track from switch tender's limits to crossover, M. P. 252.2 on the time of first class trains.

Northward first class trains will move at restricted speed between M. P. 253.0 and M. P. 252.2.

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.

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

D 20—An indicator, indicating "Lunar White" only, is located between the freight lead and northward main track at south end of South Yard, north of Roundhouse Office, Hamlet Yard, governing movement of trains from Hamlet Yard to Wilmington Sub-Division and to the Andrews Sub-Division.

Wilmington and Andrews Sub-Division trains leaving Hamlet Yard will not pass this indicator unless indicating "Lunar White."

D 21—Trains must move between north and south end of siding Southern Pines so that they can identify themselves to each other in accordance with the provisions of Rule S90-B.

D 22—At "NY" Tower, M. P. 250.4, trains and engines receiving signal indication permitting crossover movements from southward to northward main track, thence into pull-in lead, are authorized to make this movement on the time of first class trains.

## Louisburg Sub-Division

### REGISTERING STATIONS

E 1—Franklinton.

### YARD LIMITS

E 2—Louisburg and Franklinton.

### SPEED RESTRICTIONS

E 3—The maximum speed of all trains is 35 M. P. H.

Trains handling high-side loaded coal cars of any capacity, 15 M. P. H.

Steam engines moving backward, 15 M. P. H.

Trains handling steam derrick, 15 M. P. H. Derrick larger than 150-tons prohibited.

### SPECIAL RULES

E 4—All trains going into Louisburg will flag Tarboro road crossing by walking a man ahead of the train with red flag by day and red light by night.

E 5—Single cars must not exceed 180,000 pounds gross weight.

## Pittsboro Sub-Division

### REGISTERING STATIONS

F 1—Moncure. (Rules 83-B and 83-D.)

### BULLETIN BOOKS

F 2—Sanford (For trains originating destined Pittsboro Sub-Division.)

### STANDARD CLOCKS

F 3—Sanford Passenger Station.

### YARD LIMITS

F 4—Pittsboro and Moncure.

### SPEED RESTRICTIONS

F 5—Maximum speed of all trains, 20 M. P. H., except as below specified:

Trains handling steam derrick, 15 M. P. H.

## Lewiston Sub-Division

G 1—All trains will obtain Clearance Card before passing Conway, Woodland, Rich Square and Roxobel when operator on duty between hours of 8:00 A.M. and 5:00 P. M. Operators are off for lunch period 12:00 to 1:00 P.M.

### REGISTERING STATIONS

G 2—Boykins and Lewiston.

### BULLETIN BOOKS

G 3—Boykins.

### YARD LIMITS

G 4—Boykins and Lewiston.

### WATER STATIONS

G 5—Lewiston, Potecasi and Boykins.

### FUELING STATIONS

G 6—Coal: Boykins.  
Diesel: Boykins.

### SPEED RESTRICTIONS

G 7—The maximum speed of all trains is 30 M. P. H.  
Steam engines moving backward, 15 M. P. H.  
Trains handling high-side loaded coal cars of any capacity, 15 M. P. H.  
Trains handling steam derrick, 15 M. P. H. (except 10 M. P. H. over trestles). Derricks larger than 150-tons prohibited.  
Speed restrictions will be observed through stations as follows to comply with City Ordinance:  
Rich Square, 15 M. P. H.

### RAILROAD CROSSINGS

G 8—Railroad crossings at grade protected by gates:  
Kelford, M. P. 94.3, A. C. L., Unattended, Normal clear for A. C. L.

### SPECIAL RULES

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

G 10—Single cars must not exceed 180,000 pounds gross weight, and between Rich Square and Lewiston must be spaced by single cars not exceeding 100,000 pounds gross weight, cars not so spaced must not exceed 130,000 pounds gross weight.

## Durham Sub-Division

H 1—Passenger trains will stop on signal as follows:  
No. 212 at Sou. Ry. crossing, Redwood and Antioch.  
No. 285 at Redwood and Antioch.

### REGISTERING STATIONS

H 2—Durham and Henderson.

### BULLETIN BOOKS

H 3—Durham and Henderson.

### YARD LIMITS

H 4—Durham, Dickerson, Oxford and Henderson.

### WATER STATIONS

H 5—Durham, Tar River and Henderson.

### FUELING STATIONS

H 6—Coal: Henderson and Durham.  
Diesel: Henderson and Durham.

### SPEED RESTRICTIONS

H 7—The maximum speed of all trains is 25 M. P. H., except as shown below:

Engines 509-550, inclusive, and trains handling cars having a gross weight of 180,000 pounds, 10 M. P. H. over Tar River Bridge, M. P. 130.1 and Neuse River Bridge, M. P. 144.5.

Steam engines moving backward, 15 M. P. H., and trains handling steam derrick, 15 M. P. H. (except 10 M. P. H. over trestles). Derricks larger than 150-tons prohibited.

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

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

Speed restrictions will be observed through stations as follows to comply with City Ordinance:

Durham, 20 M. P. H.

### RAILROAD CROSSINGS

H 8—Railroad crossings at grade not protected:  
M. P. 150.8, Sou.  
Durham, M. P. 154.6, Sou.  
Durham, M. P. 155.7, N. & W.

Trains will stop short of these crossings and will proceed if crossing is seen or known to be clear.

### INTERLOCKINGS

H 9—Interlockings at other than railroad crossings and drawbridges:  
East Durham, M. P. 153.9, Attended.

### SPECIAL RULES

H 10—All trains and engines will flag across road crossing east of Vanco Mill and across Spring Street when using Sou. Ry. connection at Henderson.

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

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

H 13—Between 5:00 P.M. and 8:00 A.M. all movements over East Main and Walker Street crossings, Durham, must be preceded by member of crew.

Between the hours 6:30 A.M. and 10:30 P.M. Dillard Street, Rowland Street, Elm Street, Ramseur Street, Coreoran Street and McMannen Street, Durham, are protected by manually operated flashlight crossing signals.

Between the hours 10:30 P.M. and 6:30 A.M. these crossings are protected by automatic flashing light crossing signals for protection of Seaboard Air Line, Southern, and Norfolk and Western trains on main tracks only, movements over these crossings on other than main tracks mentioned must be protected by member of crew.

H 14—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.

All trains, yard and other engines, must move at yard speed between Durham and East Durham.



## Hopewell Sub-Division

### REGISTERING STATIONS

I 1—Bellwood (for trains 151-152 only).  
Hopewell.

### BULLETIN BOOKS

I 2—Hopewell and Bellwood.

### YARD LIMITS

I 3—Bellwood and Hopewell.

### WATER STATIONS

I 4—Hopewell and Bellwood.

### FUELING STATIONS

I 5—Coal: Hopewell.  
Diesel: Hopewell.

### SPEED RESTRICTIONS

I 6—The maximum speed of all trains is 20 M. P. H. between Bellwood and M. P. 18, and 20 M. P. H. between M. P. 18 and Hopewell.

Steam engines moving backward and trains handling steam derrick, 15 M. P. H.

### RAILROAD CROSSINGS

I 7—Railroad crossings at grade not protected:

Between Thomas Siding and Hopewell:

(M. P. 22.098) N. & W. Ry.

(M. P. 22.338) N. & W. Ry.

(M. P. 22.460) P. S. Hercules Branch.

(M. P. 22.485) N. & W. Ry.

(M. P. 22.486) Hopewell China Co.

(M. P. 22.527) Tubize Silk Co. (Coal Track).

(M. P. 22.804) Wood Products Co.

(M. P. 22.920) Nickell Coal Co.

(M. P. 23.298) N. & W. Ry.

(M. P. 23.346) A. N. Co. Spur No. 1.

(M. P. 23.347) N. & W. Ry. (A. N. Co. Spur No. 2.)

Trains will stop short of crossings and will proceed if crossings are seen or known to be clear.

### DRAWBRIDGES

I 8—Drawbridges not interlocked:

Appomattox River, M. P. 19.1, between Thomas Siding and Hopewell, 10 M. P. H. Attended 6:00 A.M. to 6:00 P.M. Between 6:00 A.M. and 6:00 P. M. trains will stop short of bridge and may then proceed after receiving proceed hand signal (green flag by day, green light by night) from bridge tender. Between 6:00 P.M. and 6:00 A.M. trains will stop short of bridge and may then proceed when it is known bridge is in proper position and track clear.

## LOCATION AND CLEARANCE OF OVERHEAD BRIDGES

### RICHMOND SUB-DIVISION

Kind of Bridge	Mile Post	Height	Width
North Boulevard.....	3.9N	16 ft. 10 in.	Standard
Railroad (R. F. & P. (St'k. Yd.).....	3.3N	18 ft. 6 in.	Standard
Lombardy Street Bridge.....	2.8N	18 ft. 6 in.	Standard
Richmond and Ches. Bay Viaduct.....	2.4N	Standard	Standard
Chamberlayne Avenue Bridge.....	2.2N	21 ft. 0 in.	Standard
First Street Bridge.....	1.7N	Standard	Standard
Fifth Street Bridge.....	1.4N	Standard	Standard
Marshall Street Bridge.....	.3N	16 ft. 11½ in.	Standard
C. & O. Viaduct.....	.2	17 ft. 2 in.	Standard
Public.....	6.0	Standard	Standard
Public.....	8.8	21 ft. 9 in.	Standard
Public.....	13.3	Standard	Standard
Railroad (A. C. L. Belt).....	20.8	18 ft. 1 in.	Standard
Public.....	22.2	Standard	Standard
Railroad (A. C. L. Belt).....	23.6	19 ft. 6 in.	6 ft. 7 in.
Public.....	24.4	Standard	Standard
Railroad (N. & W. Belt).....	26.5	21 ft. 7 in.	Standard
Public.....	30.7	Standard	Standard
Public.....	37.7	21 ft. 8 in.	Standard
Public.....	40.3	Standard	Standard
Nottoway River.....	50.2	Standard	7 ft. 0 in.
Public.....	57.4	Standard	Standard
Railroad (Virginian Ry.).....	61.1	19 ft. 7½ in.	Standard
Public.....	64.1	21 ft. 7 in.	Standard
Public.....	65.8	Standard	Standard
Public.....	67.4	21 ft. 3 in.	7 ft. 0 in.
Public.....	68.8	21 ft. 7½ in.	Standard
Public.....	74.1	12 ft. 2 in.	Standard
Public.....	76.1	21 ft. 3 in.	Standard
Public.....	84.7	21 ft. 3 in.	Standard
Public.....	86.7	Standard	Standard
Public.....	144.7	Standard	Standard
Public.....	150.2	20 ft. 4 in.	Standard

### LEWISTON SUB-DIVISION

Public.....	57.7	21 ft. 9 in.	Standard
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### DURHAM SUB-DIVISION

Tar River.....	130.4	21 ft. 8 in.	6 ft. 10 in.
Neuse River.....	144.9	21 ft. 11½ in.	6 ft. 10 in.
Durham Station Walkway Roof.....	Durham	Standard	Standard

### PORTSMOUTH SUB-DIVISION

Kind of Bridge	Mile Post	Height	Width
Railroad (A. C. L.).....	16.3	17 ft. 0 in.	Standard
Railroad (Sou. Ry.).....	16.5	17 ft. 0 in.	Standard
Public.....	17.3	Standard	Standard
Public.....	18.2	21 ft. 1 in.	Standard
Public.....	19.9	21 ft. 1 in.	Standard
Railroad (N. & W.).....	20.1	17 ft. 2½ in.	Standard
Public.....	31.2	Standard	Standard
Railroad (Sou. Ry.).....	36.3	19 ft. 3 in.	Standard
Public.....	36.5	20 ft. 0 in.	Standard
Blackwater River.....	36.8	21 ft. 7 in.	Standard
Nottoway River.....	42.1	Standard	6 ft. 10 in.
Meherrin River.....	60.2	21 ft. 10 in.	Standard
Public (Jordan's cut).....	65.9	19 ft. 8 in.	Standard
Roanoke River.....	78.4	Standard	Standard
Viaduct (A. C. L.).....	78.8	21 ft. 5 in.	Standard

### HOPEWELL SUB-DIVISION

Railroad (N. & W.).....	21.0	21 ft. 5 in.	7.0
Railroad (Celanese Corporation).....	22.1	16 ft. 5 in.	7.5

### RALEIGH SUB-DIVISION

Public.....	157.3	21 ft. 5 in.	Standard
Public (Morgan Street).....	157.1	19 ft. 11 in.	Standard
Public (Hillsboro Street).....	156.9	19 ft. 8½ in.	Standard
Park Avenue.....	157.9	21 ft. 0 in.	Standard
N. C. State College.....	158.3	21 ft. 3 in.	Standard
Public.....	186.3	Standard	Standard
Deep River.....	187.7	Standard	Standard
Public.....	190.6	20 ft. 11 in.	Standard
Norfolk Sou. Overpass.....	194.5	19 ft. 6 in.	Standard
Public.....	201.5	Standard	Standard
Public.....	202.2	Standard	Standard
Public.....	216.4	20 ft. 7 in.	Standard
Public.....	216.5	20 ft. 7 in.	Standard
Public.....	225.7	Standard	Standard
Public.....	235.4	Standard	Standard
Public (New Freight Lead).....	249.2	Standard	Standard

NOTE: "Standard" as shown in column "height" means the distance is 22 feet or more; as shown in column "width" means distance is 8 feet or more from center of track. Information shown above must not be used in clearing oversize loads. Be governed by current issue of Railway Lines clearance.

## MAXIMUM SPEED FOR PASSENGER AND EXPRESS TRAINS

HANDLED BY DIESEL ENGINES SERIES 3000 AND 3100 AND STEAM PASSENGER ENGINES

Between Mile Posts	Diesel Miles Hour	Steam per Hour	Between Mile Posts	Diesel Miles Hour	Steam per Hour	Between Mile Posts	Diesel Miles Hour	Steam per Hour
<b>RICHMOND SUB-DIVISION</b>								
4.0 (N) and 2.2 (N)	35	35	60.0 and 62.6	70	65	103.7 thru turnout	45	45
2.2 (N) and 1.1 (N)	25	25	62.6 and 63.9	65	60	103.7 and 104.7	60	60
1.1 (N) and 0.5 (N)	35	35	63.9 and 66.0	50	50	104.7 and 109.0	70	65
0.5 (N) and 0.3	10	10	66.0 and 67.1	65	60	109.0 and 109.4	60	60
0.3 and 1.0	15	15	67.1 and 72.9	50	50	109.4 and 112.0	70	65
1.0 and 2.7	70	65	72.9 and 74.3	65	60	112.0 and 113.3	60	60
2.7 and 8.0 southward track	70	65	74.3 and 75.0	55	55	113.3 and 114.2	45	45
8.0 and 8.8 southward track	65	60	75.0 and 77.0	65	60	114.2 and 130.0	70	65
8.8 and 8.9 southward track	70	65	77.0 and 78.9	60	60	130.0 and 130.2	50	50
2.7 and 8.9 northward track	45	45	78.9 and R. R. Crossing	35	35	130.2 and 139.8	70	65
8.9 and 19.6	70	65	78.9 and 86.2	65	60	139.8 and 140.5	65	60
19.6 and 20.1	55	55	86.2 and 87.1	50	50	140.5 and 140.9	45	45
20.1 and 20.7	40	40	87.1 and 90.3	65	60	140.9 and 147.2	60	60
20.7 and 21.7	65	60	90.3 and 91.4	60	60	147.2 and 147.7	65	60
21.7 and 22.3	40	40	91.4 and 96.4	70	65	147.7 thru turnout	45	45
22.3 and 23.1	25	25	96.4 and 96.8	60	60	147.7 and 149.1	65	60
23.1 and 25.0	40	40	96.8 and 98.3	70	65	149.1 and 154.0 southward track	70	65
25.0 and 26.3	60	60	98.3 and 98.7	25	25	149.1 and 154.0 northward track	65	60
26.3 and 34.9	70	65	98.7 and 99.0 southward track	40	40	154.0 thru turnout	45	45
34.9 and 37.3	65	60	99.0 and 103.6 southward track	60	60	154.0 and 154.5	65	60
37.3 and 39.2	55	55	98.7 and 99.0 northward track	40	40	154.9 thru turnout-southward	20	20
39.2 and 59.7	70	65	99.0 and 103.6 northward track	70	65	154.5 and 155.9	45	45
59.7 and 60.0	60	60	103.6 and 103.7	70	65	155.9 and 156.1	20	20

Diesel engines in 1500, 2700, 4000, 4100, 4200, 4300 and 4500 series will not exceed speed of 65 M. P. H. Diesel engines in series 1600 and 1700 will not exceed speed of 60 M. P. H. Steam freight engines used on passenger and express trains will not exceed speed authorized such engines in freight service. Steam engines moving backward, 25 M. P. H.

Other speed restrictions as follows: 10 M. P. H. thru turnout entering or leaving north end Raleigh Yard. 10 M. P. H. thru turnout north end siding Raleigh Yard Office, M. P. 155.9. 10 M. P. H. thru crossover Raleigh Yard, M. P. 156.0. 10 M. P. H. between coal chute and north end shed Raleigh Passenger Station. 25 M. P. H. thru other crossovers and turnouts equipped with power operated switches. Train No. 8, 10 M. P. H. at Wake Forest for exchange of U. S. Mail. Speed restrictions will be observed through stations as follows to comply with City Ordinance: 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; Henderson, 30 M. P. H.; Franklinton, 10 M. P. H.; Norlina, 25 M. P. H. between street north of station and coal chute.

### RALEIGH SUB-DIVISION

156.1 and 157.1 southward track	30	30	190.0 and 190.1	70	60	211.1 and 212.1	70	65
157.1 and 157.4 southward track	20	20	190.1 and 191.7	75	65	212.1 and 212.3	65	65
157.4 and 164.3 southward track	65	65	191.7 and 192.0	70	60	212.3 and 219.4	75	65
164.3 and 164.8 southward track	60	60	192.0 and 194.1	75	65	219.4 and 222.0	60	60
164.8 and 165.0 southward track	20	20	194.1 and 194.3	70	60	222.0 and 223.9	70	60
156.1 and 157.1 northward track	30	30	194.3 and 195.1	65	60	223.9 and 224.7	50	50
157.1 and 157.4 northward track	10	10	195.1 and 195.6	75	65	224.7 and 224.9	20	20
157.4 and 165.0 northward track	65	65	195.6 and 196.0	70	60	224.9 and 226.9	50	50
165.0 and 165.2	45	45	196.0 and 196.7	75	65	226.9 and 228.4	65	60
165.2 and 166.6	60	60	196.7 and 196.9	60	60	228.4 and 229.1	20	20
166.6 and 167.4	75	65	196.9 and 198.7	75	65	229.1 and 230.1	70	65
167.4 and 169.7	70	65	198.7 and 199.1	35	35	230.1 and 242.5 southward track	70	65
169.7 and 171.4	75	65	199.1 and 200.7	65	60	242.5 and 252.0 southward track	75	65
171.4 and 173.5	65	65	200.7 and 201.0	60	60	252.0 and 252.8 southward track	60	60
173.5 and 183.0	75	65	201.0 and 203.9	65	60	252.8 and 253.4 southward track	10	10
183.0 and 183.6	65	65	203.9 and 205.9	60	60	230.1 and 242.9 northward track	70	65
183.6 and 186.9	60	60	205.9 and 208.4	65	60	242.9 and 251.9 northward track	75	65
186.9 and 187.7	40	40	208.4 and 210.1	60	60	251.9 and 252.8 northward track	35	35
187.7 and 190.0	75	65	210.1 and 211.1	50	50	252.8 and 253.4 northward track	10	10

Diesel engines in 1500, 2700, 4000, 4100, 4200, 4300 and 4500 series will not exceed speed of 65 M. P. H. Diesel engines in series 1600 and 1700 will not exceed speed of 60 M. P. H. Steam freight engines used on passenger and express trains will not exceed speed authorized such engines in freight service. Steam engines moving backward, 25 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. through south end freight lead, Harrington Street, Raleigh, M. P. 156.7. 10 M. P. H. through crossover Harrington Street, Raleigh, M. P. 156.8. 10 M. P. H. between coal chute and north end shed, Raleigh Passenger Station. 10 M. P. H. through turnout north end siding, Aberdeen. 10 M. P. H. through crossover between southward and northward main tracks, NY Tower. 25 M. P. H. through other crossovers and turnouts equipped with power operated switches. Speed restrictions will be observed through stations as follows to comply with City Ordinance: Apex, 35 M. P. H.; Sanford, 15 M. P. H. over all street crossings 6:00 A. M. to 8:00 P. M. and 25 M. P. H. 8:00 P. M. to 6:00 A. M.; Southern Pines, 15 M. P. H.; Aberdeen, 25 M. P. H. over all street crossings between pump house and crossing south of passenger station.

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

### RICHMOND SUB-DIVISION

Name	Mile Post	Station Nos.	Car Capacity	Opening
Daniel Brick Works, Barnes, Va.	3.1	3	3	North
Southside Brick Works, Barnes, Va.	3.4	4	8	North
Louis Shafer Company	4.4	4	13	North
Amphill	5.1	5	236	North
Bellbluff	8.9	9	Yard	North
Continental Oil Company	21.8	22	3	South
Seacoast	27.0	26	50	South
LaCrosse Manufacturing Company	78.6	78	5	South
Bracey	86.4	86	45	Both
Ridgeway	100.9	101	12	Both
Perry Milling Company	116.3	116	3	North
Dickson Grocery Company	116.8	117	6	South
Burlington Mills	145.7	146	23	Both
Neuse	147.3	147	17	Both
Millbrook	115.3	151	35	North

### PORTSMOUTH SUB-DIVISION

Name	Mile Post	Station Nos.	Car Capacity	Opening
N. H. Armstead	3.3	A 3	6	North
Dickinson-Clapper Company	15.4	A 15	2	South
Beaman and Sons	68.7	A 69	3	North
Garysburg Ballast Pit	75.0	A 75	30	Double
Mitchell Siding	81.3	A 81	9	North
McPherson Bros.	81.9	A 82	6	South
Halifax Waste Material Company	82.2	A 82	10	North
Thelma	91.0	A 91	15	Both
Myrick	95.0	A 95	6	North

### LEWISTON SUB-DIVISION

Name	Mile Post	Station Nos.	Car Capacity	Opening
Kirby Chemical Company	58.2	AB 58	3	South
Seyern	59.3	AB 59	7	Both
Pendleton	62.2	AB 62	8	Both
Milwaukee	67.4	AB 67	8	North
Potecasi	70.9	AB 71	15	Both
Warmacks	82.8	AB 83	5	South
Kelford	84.3	AB 84	13	Both

### DURHAM SUB-DIVISION

Name	Mile Post	Station Nos.	Car Capacity	Opening
Carolina Power and Light Company	155.8	B 116	20	South
Watkins	121.0	B 121	10	South
Clay	126.9	B 127	6	Both
Hester	134.3	B 134	10	South
Joyland	152.0	B 152	14	Both
Hunt Bro's. Lumber Company	152.8	B 153	7	North

### RALEIGH SUB-DIVISION

Name	Mile Post	Station Nos.	Car Capacity	Opening
Wyatts (S. B.)	157.6	158	12	South
Martin Lumber Company (S. B.)	157.7	158	9	North
N. C. State College No. 1 (S. B.)	158.5	159	10	South
N. C. State College No. 2 (S. B.)	158.5	159	7	North
Dixie Oil Company (S. B.)	159.0	159	5	South
Electric Siding (S. B.)	159.4	160	10	South
Meredith College (S. B.)	159.8	160	72	North
†H. Milner Stores	159.8	160	12	†
†Royal Baking Company	159.8	160	4	†
*Sun Gas Company	160.1	160	4	South
Camp Polk No. 1 (S. B.)	161.0	161	33	Both
Camp Polk No. 2 (S. B.)	161.4	162	43	Both
Carolina Tractor & Equip. Co. (S. B.)	161.5	162	8	South
Cary	165.3	166	25	South
Bonsal	180.1	180	38	Both
Phoenix Utility Company	185.8	186	Conn.	South
Sinclair Oil Company	223.4	224	5	North
Pine Bluff (S. B.)	231.6	232	3	South
Addor (S. B.)	233.0	233	3	South
Camp Mackall (N. B.)	236.0	236	Conn.	South
Seabrook Siding (N. B.)	237.5	238	11	North
Marston (N. B.-S. B.)	243.0	243	48	Both
Cognac (N. B.)	245.7	245	14	North
Florida-Carolina Fruit Co. (N. B.)	248.6	249	5	North
Fruitland Orchard Company (S. B.)	240.4	250	10	South

### HOPEWELL SUB-DIVISION

Name	Mile Post	Station Nos.	Car Capacity	Opening
Dupont Company	9.0	AC 9	Spur	North
Reynolds Metal Company	10.5	AC 10	39	South
Wheelwright	12.0	AC 12	34	Double
Curtis Siding	14.0	AC 14	3	North
Federal Reformatory Siding	20.2	AC 20	4	South

### PITTSBORO SUB-DIVISION

Name	Mile Post	Station Nos.	Car Capacity	Opening
Haw River Gin Spur	187.3	D 187	4	South
Womble and Lassiter Spur	191.5	D 192	3	North
La Prade	193.2	D 193	3	North

### LOUISBURG SUB-DIVISION

Name	Mile Post	Station Nos.	Car Capacity	Opening
Franklin Veneer Company	132.8	C 133	2	North
Mitchener	135.0	C 135	1	North

\*Breaks off from passing track Method.  
†Breaks off from switching lead on Meredith Spur.

## TONNAGE RATING

ENGINES	708	235	300	334	509	4200-4300	4000-4100	4500	1600-1700
	to 789	to 270	to 329	to 451	to 550	Series 2 Units	Single Unit		Series 1 Unit
CLASS	L-4	M-2	Q Q-2	Q-3	Decapod				
Raleigh and Hamlet	850	1350	1600	2000	1450				
With helper over Southern Pines Hill			2250	2500					
Durham and Henderson	600				1100				
Hopewell to Bellwood	650	1400	1600	1850	1450				1600
Bellwood to Hopewell	950	1500	1800	2000	1650				1700
Boykins and Lewiston	1000				1600				
Hermitage to Petersburg	800	1350	1600	1900	1450	3275	1650	3275	1850
Petersburg to Norlina	800	1350	1600	1900	1450	3275	1425	2850	1850
Norlina to Raleigh						3275	1650	3275	2100
Raleigh to Norlina	950	1500	1750	2300	1600	3200	1500	3000	2000
Norlina to Petersburg						3200	1400	2800	1850
Petersburg to Brown Street						3400	1700	3400	2300
Brown Street to Hermitage						3200	1400	2800	1650
Norlina to Portsmouth	1750	2400	3150	3350	2500	4600	2000	4000	2600
Portsmouth to Weldon	1050	1350	1600	1850	1450	4600	2250	4500	2600
Weldon to Norlina	1050	1350	1600	1850	1450	3275	1425	2850	1700
Raleigh to Hamlet						3275	1425	2850	1850
Hamlet to Aberdeen (with helper out of Hamlet Yard)						3500	1750	3500	2100
Hamlet to Aberdeen (without helper)						3200	1400	2800	1850
Aberdeen to Apex						3200	1400	2800	1700
Apex to Raleigh						3500	1750	3500	2000
Henderson to Norlina									2400
Ryan to Petersburg									4000

## DIVISION OFFICERS

J. J. DOUGLASS, Asst. Superintendent.....	Raleigh, N. C.	E. H. PURCELL, Division Auditor.....	Raleigh, N. C.
J. P. BROWN, Asst. Superintendent.....	Richmond, Va.	P. J. SCHWARZ, Division Paymaster.....	Raleigh, N. C.
E. E. HAMER, Terminal Superintendent.....	Hamlet, N. C.	J. U. MARTIN, Master Carpenter.....	Raleigh, N. C.
E. A. BRUNER, Trainmaster.....	Richmond, Va.	S. M. HEAFNER, Roadmaster.....	Portsmouth, Va.
RAY CARRIGAN, Trainmaster.....	Raleigh, N. C.	L. F. BARRS, Roadmaster.....	Richmond, Va.
O. C. BLEDSOE, Trainmaster.....	Norlina, N. C.	J. F. BURNS, Asst. Roadmaster.....	Richmond, Va.
E. M. JORDAN, Trainmaster.....	Raleigh, N. C.	V. G. VAUGHAN, Roadmaster.....	Henderson, N. C.
J. G. SAMMONS, Trainmaster.....	Raleigh, N. C.	W. D. THOMAS, Roadmaster.....	Raleigh, N. C.
E. L. COOK, Terminal Trainmaster.....	Richmond, Va.	W. O. ALLEN, Roadmaster.....	Hamlet, N. C.
J. R. STEPHENS, Asst. Terminal Trainmaster.....	Richmond, Va.	R. A. McCRAY, Asst. Roadmaster.....	Hamlet, N. C.
V. B. NORMAN, Terminal Trainmaster.....	Raleigh, N. C.	R. B. PITTS, General Supervisor Telephones and Signals.....	Norfolk, Va.
T. P. MOODY, Terminal Trainmaster.....	Hamlet, N. C.	R. E. WHITE, Supervisor Telephones and Signals.....	Raleigh, N. C.
VANCE SYKES, Division Engineer.....	Raleigh, N. C.	L. E. WILKERSON, Asst. Superv. Telephones & Signals.....	Raleigh, N. C.
J. B. GREGORY, Asst. Division Engineer.....	Raleigh, N. C.	B. E. SHEALY, Asst. Supervisor Telephones & Signals.....	Hamlet, N. C.
W. C. MOORE, Asst. Division Engineer.....	Raleigh, N. C.	J. W. POWERS, Asst. to Supervisor Telephones & Signals.....	Raleigh, N. C.
J. R. FRASER, Asst. to Division Engineer.....	Raleigh, N. C.	C. O. JOHNSON, Research and Test Engineer.....	Jacksonville, Fla.
W. J. JARRETT, Master Mechanic.....	Raleigh, N. C.	R. J. DUHSE, Chief Chemist.....	Jacksonville, Fla.
G. B. RIDDLE, Road Foreman of Engines.....	Raleigh, N. C.	E. D. FOXWORTH, Fuel Supervisor.....	Hamlet, N. C.
A. C. COOPER, Road Foreman of Engines.....	Hamlet, N. C.	J. R. BISSETT, Fuel Supervisor.....	Savannah, Ga.
W. J. SUBER, Road Foreman of Engines.....	Norlina, N. C.	J. A. SHEA, Supt. Station Operations.....	Jacksonville, Fla.
J. B. MOSS, Road Foreman of Engines.....	Hermitage, Va.	J. C. STRIBLING, Supvr. Passenger Train Operations.....	Jacksonville, Fla.
R. C. JONES, Chief Dispatcher.....	Raleigh, N. C.	SMITH R. BRITTINGHAM, Senior General Attorney.....	Norfolk, Va.
R. H. EASTMAN, Asst. Chief Dispatcher.....	Raleigh, N. C.	GEO. B. BARNER, Asst. General Attorney.....	Norfolk, Va.
G. E. HAYES, Asst. Chief Dispatcher.....	Raleigh, N. C.	W. A. POWELL, Claims Attorney.....	Norfolk, Va.
P. S. CARTER, Asst. Chief Dispatcher.....	Raleigh, N. C.	T. A. BAIN, JR., Supervising Claim Agent.....	Norfolk, Va.
H. L. BREEZE, Asst. Chief Dispatcher.....	Raleigh, N. C.	J. D. CULPEPPER, Supervising Claim Agent (Stock).....	Jacksonville, Fla.
J. B. DICKSON, Dispatcher.....	Raleigh, N. C.	HERBERT SIMON, Claim Agent, Personal Injury, Fire, Stock and Miscellaneous Claims (Territory: Richmond to Petersburg, inclu- sive; Hopewell Branch; Portsmouth to Norlina; Lewiston Branch).....	Norfolk, Va.
D. S. SHEPHERD, Dispatcher.....	Raleigh, N. C.	R. T. KIRKLAND, Claim Agent, Personal Injury, Fire, Stock and Miscellaneous Claims (Territory: South Yard limits of Petersburg, Va. to North limits of New Hill, N. C.; Durham and Louisburg Branches).....	Raleigh, N. C.
P. B. GRIFFIN, JR., Dispatcher.....	Raleigh, N. C.	C. H. VUNCANON, Claim Agent, Personal Injury, Fire, Stock and Miscellaneous Claims and Suits (Territory: North limits of New Hill to Wilmington, inclusive; Pittsboro Branch).....	Hamlet, N. C.
H. H. BEALE, Dispatcher.....	Raleigh, N. C.	J. C. WALKER, Traveling Auditor—Claim Adjuster... Portsmouth, Va. (Territory: All stations)	
L. E. PIERCE, Dispatcher.....	Raleigh, N. C.	W. E. DAVIS, Supervisor of Property Protection.....	Raleigh, N. C.
B. V. WEATHERS, Dispatcher.....	Raleigh, N. C.	ALTON BATTS, Asst. Supervisor of Property Protection.....	Raleigh, N. C.
C. M. GILLESPIE, Dispatcher.....	Raleigh, N. C.	J. E. LUCAS, Asst. Supervisor of Property Protection.....	Hamlet, N. C.
H. M. ROWE, Dispatcher.....	Raleigh, N. C.		
R. L. SCOTT, Dispatcher.....	Raleigh, N. C.		
J. O. CHINNIS, Dispatcher.....	Raleigh, N. C.		
W. C. COATS, Dispatcher.....	Raleigh, N. C.		
R. M. FLOYD, Dispatcher.....	Raleigh, N. C.		
J. H. CURRIE, JR., Dispatcher.....	Raleigh, N. C.		
G. E. WILSON, Dispatcher.....	Raleigh, N. C.		

# SEABOARD AIR LINE RAILROAD COMPANY

## STATION RECORD OF TRAIN MOVEMENTS

Form 423  
100M 7-47

EMPLOYEES ON DUTY

Name	Occupation	Went on Duty	Went off Duty
		M	M
		M	M
		M	M
		M	M
		M	M

ORDERS UNDELIVERED

TRAINS OVERDUE

TRAINS IN BLOCK

31 _____	East or North _____	East or North _____
19 _____	West or South _____	West or South _____
31 _____	East or North _____	East or North _____
19 _____	West or South _____	West or South _____
31 _____	East or North _____	East or North _____
19 _____	West or South _____	West or South _____

Weather Conditions: 12:01 A. M. \_\_\_\_\_

8 A. M. \_\_\_\_\_ 4 P. M. \_\_\_\_\_

PLACE

Spartan NC

DATE

Monday March 10

19 52

**SOUTH OR WEST BOUND**

**NORTH OR EAST BOUND**

Train Number	Engine Number	Signals Carried	Time Clear or Permissive Block Given	Block Entered	Time Clear or Permissive Block Received	Time Arrived	Time Departed	Block Cleared	Train Number	Engine Number	Signals Carried	Time Clear or Permissive Block Given	Block Entered	Time Clear or Permissive Block Received	Time Arrived	Time Departed	Block Cleared
45	3051			1140			1213		58	3034			1152			1204	
57	3029			1244			115		1-96	1748			1206			1235	
87	447			1032p		617	742		6	3041			1229		1243	1245	
89	1796			458			701		2-96	445			231		247	247	
5	3039			557		627	632		46	3053			251			304	
9	3044			811		823	845		34	3037			302			312	
1-85	1770			922		937	947		1-72	4005			509			525	
2-85	4020			1235			102		8	3024			638		649	651	
97	4017			208			238		22	3014			721			732	
Ex	353			402		410	—		Ex	375			755		815	846	
Ex	375			410		415	—		2-72	4008			810			837	
3	3006			511		559	610		JR Ex	130			845		912	916	
91	255-358			605		Shirt	2		Ex	353					—	925	
27	4011			701			753		1-4	3039			1034		1048	1057	
21	3041			748			819		80	4012			1045			1109	
									82	1784			1217			1238	
									2-4	1706						125	
									1-84	1718			204			224	
									2-84	4021						446	
									1-10	3021			742		801	825	

INSTRUCTIONS

1. This record shall be made in ink at each station, tower, office, or place from which the time of arrival, departure, or passing trains is reported by telegraph or telephone.
2. Each operator, signalman, and leverman shall enter the time he goes on and off duty in the space provided for that purpose.

NOTE—This form to be closed at midnight and mailed to Chief Dispatcher. Columns "Arrived" and "Departed" to be used to record time of trains at station. Where "Block System" is not in effect other columns can be left blank.

# SEABOARD AIR LINE RAILROAD COMPANY STATION RECORD OF TRAIN MOVEMENTS

Form 423  
100M 7-47

EMPLOYEES ON DUTY

Name	Occupation	Went on Duty	Went off Duty
		M	M
		M	M
		M	M
		M	M
		M	M

ORDERS UNDELIVERED

{ 31 \_\_\_\_\_  
  10 \_\_\_\_\_  
  
  31 \_\_\_\_\_  
  10 \_\_\_\_\_  
  
  31 \_\_\_\_\_  
  10 \_\_\_\_\_

TRAINS OVERDUE

{ East or North \_\_\_\_\_  
  West or South \_\_\_\_\_  
  
  East or North \_\_\_\_\_  
  West or South \_\_\_\_\_  
  
  East or North \_\_\_\_\_  
  West or South \_\_\_\_\_

TRAINS IN BLOCK

{ East or North \_\_\_\_\_  
  West or South \_\_\_\_\_  
  
  East or North \_\_\_\_\_  
  West or South \_\_\_\_\_  
  
  East or North \_\_\_\_\_  
  West or South \_\_\_\_\_

Weather Conditions: 12:01 A. M. \_\_\_\_\_  
8 A. M. \_\_\_\_\_ 4 P. M. \_\_\_\_\_

PLACE \_\_\_\_\_ DATE \_\_\_\_\_ 19 \_\_\_\_\_

SOUTH OR WEST BOUND

NORTH OR EAST BOUND

Train Number	Engine Number	Signals Carried	Time Clear or Permissive Block Given	Block Entered	Time Clear or Permissive Block Received	Time Arrived	Time Departed	Block Cleared	Train Number	Engine Number	Signals Carried	Time Clear or Permissive Block Given	Block Entered	Time Clear or Permissive Block Received	Time Arrived	Time Departed	Block Cleared
91	355-358			605		1000	1228		2-10	3060			805		817	825	
7	3016			957		1019	1027		88	1796			1008			1052	
33	3026			1041			1111		1-96	4017			1043			1117	
#91 handles most of local business over division									Sometimes section of 72 gets local work Northbound Ex 5R5 130 is Sperry Rail Service Car. Ex 353 is P.H. local - Runs on ML to Monroeville - Home terminal Seaford. Ex 375 work Ex 375 from Hamlet - tied up Seaford.								

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