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Safety



First

# ATLANTIC COAST LINE RAILROAD

## NORTHERN DIVISION

RICHMOND, NORFOLK, WILMINGTON  
COLUMBIA AND  
CHARLESTON DISTRICTS

## TIME TABLE No. 1

IN EFFECT

Sunday, April 28, 1957

At 12:01 A. M.

SUPERSEDING TIME TABLE NO. 3, DATED  
DECEMBER 14, 1956

EASTERN STANDARD TIME

FOR THE GOVERNMENT OF  
EMPLOYEES ONLY

L. T. ANDREWS, General Manager

J. J. PEACOCK, General Supt. Transportation

H. H. HILL, General Superintendent

E. H. COOK, Superintendent Transportation

**NASHVILLE BRANCH—RICHMOND DISTRICT**  
**BETWEEN SOUTH ROCKY MT. AND LASSITER**  
**WESTBOUND** **EASTBOUND**

THIRD CLASS	Nearest Station Mileage from Richmond	Distance From So. Rocky Mt.	TIME TABLE NO. 1		Car Capacity of Side Tracks	FOURTH CLASS
<b>501</b>			IN EFFECT	<b>502</b>		
Local Freight			April 28, 1957			Local Freight
Daily Ex. Sunday			STATIONS			Daily Ex. Sunday
<b>A. M.</b>						<b>P. M.</b>
6.30	121		TL	SO. ROCKY MT. 1.0	A YARD	12.40
6.45	120	1.0	T	ROCKY MOUNT 10.2	YARD	12.24
7.05	BA-130	11.2	T	NASHVILLE 9.0	46	12.01
7.45	BA-139	20.2	T	SPRING HOPE 9.0	27 Y	11.00
8.05	BA-148	29.2		BUNN 9.8	35 9	10.20
8.25	BA-157	39.0		BARHAM 3.0	12 Y	9.50
8.35	BA-160	42.0	A	LASSITER	L 100	9.35
<b>A. M.</b>						<b>A. M.</b>
Daily Ex. Sunday						Daily Ex. Sunday
<b>501</b>						<b>502</b>

**FAIRMONT BRANCH—RICHMOND DISTRICT**  
**BETWEEN ELROD AND FAIRMONT**  
**SOUTHBOUND** **NORTHBOUND**

THIRD CLASS	Nearest Station Mileage from Richmond	Distance From Elrod	TIME TABLE NO. 1		Car Capacity of Side Tracks	FOURTH CLASS
<b>503</b>			IN EFFECT	<b>504</b>		
Local Freight			April 28, 1957			Local Freight
Daily Ex. Sunday			STATIONS			Daily Ex. Sunday
<b>A. M.</b>						<b>A. M.</b>
6.45	247		L	ELROD 4.0	A 107 72 Y	9.00
6.55	H-251	4.0		RAYNHAM 7.0	2	8.50
7.25	H-258	11.0	T A	FAIRMONT	L 42 126 Y P	8.30
<b>A. M.</b>						<b>A. M.</b>
Daily Ex. Sunday						Daily Ex. Sunday
<b>503</b>						<b>504</b>

## SOUTHBOUND—MAIN LINE—BETWEEN RICHMOND AND SOUTH ROCKY MOUNT—RICHMOND DISTRICT

THIRD CLASS				FIRST CLASS									Nearest Station Mileage from Richmond	Distance from Richmond	TIME TABLE NO. 1		
207		211		91	77	1	375	27	109	105	89	75			29	IN EFFECT	
Through Freight	Through Freight	West Coast Champion	Palmetto	East Coast Champion	Everglades	Passenger	Through Freight	Through Freight	Passenger	Havana Special	N. & W. Passenger	April 28, 1957			STATIONS		
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily			STATIONS		
P. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	A. M.	A. M.	STATIONS			
				10:20	9:35	9:10	2:20	2:15			5:10	5:00	4:35			TL RICHMOND	
				10:25	9:40	9:15	2:25	2:20	L 1:45	L 11:45	5:15	5:05	4:40		1.6	1.6 A. Y.	
														1	6.1	4.5 MEADOW	
				10:33	9:50	9:23	2:35	2:28	1:55	12:11	5:25	5:15	4:48		6	10.6	7.6 T F. A.
				10:39	9:56	9:29	2:41	2:35	2:03	12:19	s 5:35	5:21	4:56		13	18.2	6.2 CHESTER
								2:41	2:09	12:25	5:42		5:03		19	24.4	2.6 DUNLOP
				10:46	s 10:10	9:36	f 2:52		2:12	12:28	s 6:13	s 5:36			22	27.0	3.0 T PETERSBURG
								S A 3:00				S A 5:10			22	27.4	3.2 T PETERSBURG Appomattox Station
				10:50	10:15	9:39	2:56		2:15	12:31	6:16	5:41			25	30.6	2.5 T B. X.
				10:52	10:18	9:41	2:59		2:18	12:50	6:20	5:44			26	33.1	15.1 COLLIER
				11:03	10:29	9:52	3:11		2:33	1:05	s 6:40	5:56			43	48.2	10.1 T STONY CREEK
				11:10	10:37 <sup>207</sup>	9:59 <sup>207</sup>	3:19		2:43	1:15	s 6:55	6:04			53	58.3	9.4 T JARRATT
				11:17	s 10:45	10:06	3:27		2:52	1:24	s 7:10	s 6:13			63	67.7	5.3 T EMPORIA
				11:21	10:51	10:10	3:32		2:57	1:29	7:17	6:18			68	73.0	12.0 TREGO
				11:30	10:59	10:19	3:42		3:09	1:41	7:29	6:27			80	85.0	2.7 GARYSBURG
					s 11:04		3:47		3:12	1:44	s 7:39	s 6:32			83	87.7	1.0 WELDON
				11:35 <sup>207</sup>	11:06	10:24	3:49		3:14	1:46	7:42	6:35			84	88.7	6.6 T WELDON YARD
											s 7:52				90	95.3	1.0 T HALIFAX
				11:41	11:12	10:30	3:56		3:22	1:54	7:54	6:42			91	96.3	2.5 PENDER
					11:14		3:58		3:25	1:57	7:57	6:45			94	98.8	7.4 RUGGLES
				11:49	11:20	10:38	4:04		3:32	2:04	s 8:07	6:51			101	106.2	6.1 T ENFIELD
				11:54	11:25	10:42	4:09		3:38	2:10	s 8:14	6:56			107	112.3	4.2 T WHITAKERS
				11:57	11:29	10:45	4:12		3:42	2:14	s 8:25	7:00			111	116.5	8.1 T BATTLEBORO
					s 11:45 11:55	s 11:03	s 4:35		3:52	2:25	s 8:50 9:05	s 7:25			120	124.6	1.0 ROCKY MOUNT
				12:15 12:20	11:59 12:05	11:08 11:13	4:40 4:48		4:10 4:25	3:00 3:45	9:10 9:15	7:35 7:40			121	125.6	T A SO. ROCKY MT.
A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	A. M.					
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily					
207	211	91	77	1	375	27	109	105	89	75	29						

MAIN LINE BETWEEN RICHMOND AND SOUTH ROCKY MOUNT-RICHMOND DISTRICT-NORTHBOUND

TIME TABLE NO. 1 IN EFFECT April 28, 1957 STATIONS		Car Capacity of Side Tracks	FIRST CLASS									THIRD CLASS		
			2	92	376	32	110	80	76	20	112	78	210	
			East Coast Champion	West Coast Champion	Everglades	Passenger	Through Freight	Passenger	Havana Special	N. & W. Passenger	Through Freight	Palmetto	Through Freight	
			Daily	Daily	Daily	Daily	Daily Ex. Monday	Daily	Daily	Daily	Daily Ex. Monday	Daily	Daily	
		A. M.		P. M.		P. M.		P. M.		P. M.		P. M.		
T	RICHMOND	A	s 3:30	s 5:00	s 12:55	s 4:05		s 8:00	s 9:35	s 11:07		s 2:35		
	1.6 A. Y.		3:10	4:41	12:35	3:58	A 6:45	7:22	9:15	11:02	A 3:00	2:15	A 3:00	
	4.5 MEADOW	25					6:00			2:17		2:22		
T	4.5 F. A.	100 PS	3:00	4:30	12:24	3:47	5:37	7:12	9:05	10:52	2:12	2:05	2:17	
	7.6 CHESTER	12	2:53	4:23	12:15	f 3:38	5:27	f 7:05	8:59	10:44	2:04	1:59	2:09	
	6.2 DUNLOP	Y				3:32	5:19	6:59		10:38	1:58		2:02	
T	2.6 PETERSBURG	YARD	2:45	4:14	s 11:59		5:15	s 6:55	s 8:50		1:50 <sup>78</sup>	s 1:50 <sup>112</sup>	1:59	
T	3.0 PETERSBURG Appomattox Station	YARD				L 3:25				L 10:32				
	3.2 B. X.	X-N&W.	2:40	4:09	11:53		5:09	6:36	8:34		1:13	1:30	1:53	
	2.5 COLLIER	YARD	2:36	4:07	11:50		5:06	6:32	8:31		1:09	1:27	1:50	
	15.1 STONY CREEK	9	2:23	3:54	11:38		4:48	s 6:05	8:18		12:53	1:14	1:34	
	10.1 JARRATT	171 PN 137 PS 110	2:15	3:46	11:29		4:37	s 5:52	8:09		12:39	1:05	1:23	
T	9.4 EMPORIA	X-A&D. 69	2:08	3:38	11:21		4:26	s 5:35	s 7:59		12:27	s 12:57	12:48	
	5.3 TREGO	100 PS 69 Y	2:04	3:34	11:16		4:19	5:25	7:51		12:20	12:50	12:42	
	12.0 GARYSBURG	4	1:55	3:25	11:06		4:05	5:07	7:41		12:05	12:40	12:30	
	2.7 WELDON				11:03		4:02	s 4:58	s 7:38		12:01	s 12:37	12:25	
	1.0 WELDON YARD	100 CP YARD	1:50	3:20	10:59		4:00	4:56	7:34		11:55	12:34	12:22	
T	6.6 HALIFAX	22						s 4:44					12:14	
	1.0 PENDER		1:44	3:14	10:52		3:50	4:42	7:27		11:45	12:27	12:12	
	2.5 RUGGLES	100 PN			10:50		3:47	4:37	7:25		11:42	12:25	12:09	
T	7.4 ENFIELD	82	1:37	3:06	10:44		3:39	s 4:27	7:19		11:32	12:19	12:01	
	6.1 WHITAKERS	100 PS 35	1:32	3:01	10:38		3:33	s 4:18	7:13		11:25	12:13	11:54	
	4.2 BATTLEBORO	49	1:29	2:58	10:34		3:29	s 4:10	7:09		11:20	12:10	11:49	
	8.1 ROCKY MOUNT	YARD	s 1:20	s 2:49	s 10:25		3:20	s 4:00	s 7:00		11:10	s 12:01 11:45	11:40	
T	1.0 SO. ROCKY MT.	L YARD	1:14 1:09	2:44 2:39	10:15 10:05		3:15 2:55	3:40 3:20	6:50 6:40		11:05 10:45	11:40 11:35	11:30 10:45	
			A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	
			Daily	Daily	Daily	Daily	Daily Ex. Monday	Daily	Daily	Daily	Daily Ex. Monday	Daily	Daily	
			2	92	376	32	110	80	76	20	112	78	210	

**SOUTHBOUND MAIN LINE—BETWEEN ROCKY MOUNT AND FLORENCE—RICHMOND DISTRICT**

**FIRST CLASS**

**TIME TABLE NO. 1**

**IN EFFECT**

**April 28, 1957**

**STATIONS**

			<b>77</b>	<b>1</b>	<b>375</b>	<b>55</b>	<b>109</b>	<b>89</b>	<b>49</b>	<b>75</b>	<b>41</b>	<b>91</b>	Nearest Station Mileage from Richmond	Distance from South Rocky Mount		
			Palmetto	East Coast Champion	Everglades	Passenger	Through Freight	Passenger	Passenger	Havana Special	Passenger	West Coast Champion				
			Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily				
			<b>P. M.</b>	<b>P. M.</b>	<b>P. M.</b>	<b>P. M.</b>	<b>P. M.</b>	<b>A. M.</b>	<b>A. M.</b>	<b>A. M.</b>	<b>A. M.</b>	<b>A. M.</b>				
			s 11.45 11.55	s 11.03	s 4.35		3.52	s 8.50 9.05	7.55	s 7.25	2.30	s 12.10	120		L	<b>ROCKY MOUNT</b>
																1.0
			11.59 12.05	11.08 11.13	4.40 4.48		4.10 4.25	9.10 9.15	7.59	7.35 7.40	2.36 2.41	12.15 12.20	121		T	<b>SO. ROCKY MT.</b>
																2.9
			12.09	— —	4.52		4.30	9.20	8.02	7.43	2.46	— —	124	2.9		<b>Y. D.</b>
																6.0
			12.14	11.22	4.57		4.36	s 9.30	f 8.08	7.48	f 2.52	12.29	129	8.9	T	<b>ELM CITY</b>
																6.5
			s 12.24	11.27	s 5.08		4.42	s 9.40	s 8.18	s 7.58	s 3.11	12.34	136	15.4	T	<b>WILSON</b>
																3.2
			12.28	11.30	5.12		4.45	9.45	A 8.22	8.03	A 3.19	12.37	139	18.6		<b>CONTENTNEA</b>
																5.0
			12.32	11.34	5.16		4.50	s 9.53		8.07		12.41	144	23.6	T	<b>LUCAMA</b>
																7.2
			12.37	11.39	5.22		4.57	s 10.03		8.12		12.46	151	30.8	T	<b>KENLY</b>
																9.8
			s 12.47	11.47	s 5.37		5.07	s 10.22		s 8.23		12.54	161	40.6	T	<b>SELMA</b> X-SOU.
																3.8
			12.52	11.50	5.41		5.11	s 10.30		8.28		12.57	165	44.4	T	<b>SMITHFIELD</b>
																6.9
			12.57	11.55	5.46		5.18	s 10.42		8.35		1.02	172	51.3	T	<b>FOUR OAKS</b>
																8.2
			<b>1.08<sup>91</sup></b>	12.01	5.52		5.26	s 10.57		8.41		<b>1.08<sup>77</sup></b>	180	59.5	T	<b>BENSON</b>
																6.1
			s 1.15	12.05	5.57		5.32	s 11.10		8.47		1.13	186	65.6	T	<b>DUNN</b>
																7.5
			1.22	12.10	6.03		5.40	s 11.23		8.54		1.18	193	73.1		<b>GODWIN</b>
																14.5
			1.33	12.20	6.15		5.55	11.40		9.07		1.28	208	87.6		<b>MILAN</b>
																1.7
			s 1.50	12.25	s 6.30		6.00	s 11.55		s 9.19		1.31	210	89.3	T	<b>FAYETTEVILLE</b> X-A&R. X-A&R.
																3.6
			1.55	— —	6.35		6.05	12.03		9.24		— —	214	92.9		<b>NATAL</b>
																3.1
			1.59	12.33	6.38		6.09	s 12.10		9.27		1.38	217	96.0		<b>HOPE MILLS</b>
																6.5
			2.04	12.38	6.44		6.15	s 12.21		9.33		1.43	223	102.5	T	<b>PARKTON</b>
																18.5
			s 2.30	12.52	7.02		6.33	s 12.55		9.47		1.56	241	121.0	T	<b>PEMBROKE</b> X-SAL.
																5.3
			2.35	12.56	7.07		6.38	s 1.05		9.51		2.00	247	126.3		<b>ELROD</b>
																6.1
			2.45	1.00	7.13		6.44	s 1.18		9.56		2.05	253	132.4	T	<b>ROWLAND</b>
																9.4
			s 2.58	— —	7.25		— —	s 1.40		s 10.07		— —	262	141.8		<b>DILLON</b>
																0.6
			3.00	1.08	7.27		6.54	1.45		10.08		2.12	263	142.4	T	<b>MAPLE</b> X-SAL.
																5.9
			f 3.10	1.12	7.33		7.00	s 2.00		10.13		2.16	268	148.3	T	<b>LATTA</b>
																11.0
			3.26	1.20	7.42	L 7.32	7.11	f 2.19		10.22		2.24	280	159.3		<b>PEE DEE</b>
																2.4
			3.31	1.24	7.47	7.37	7.16	2.25		10.26		2.28	283	161.7		<b>W. N.</b>
																8.4
			3.50	1.33	7.55	7.46	A 7.45	2.40		10.35		2.37	291	170.1		<b>F. Y.</b>
																2.2
			s 4.20	s 1.55	s 8.15	s 8.00		s 3.10		s 10.50		s 3.00	293	172.3	T A	<b>FLORENCE</b>
			<b>A. M.</b>	<b>A. M.</b>	<b>P. M.</b>	<b>P. M.</b>	<b>P. M.</b>	<b>P. M.</b>	<b>A. M.</b>	<b>A. M.</b>	<b>A. M.</b>	<b>A. M.</b>				
			Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily				
			<b>77</b>	<b>1</b>	<b>375</b>	<b>55</b>	<b>109</b>	<b>89</b>	<b>49</b>	<b>75</b>	<b>41</b>	<b>91</b>				

**MAIN LINE BETWEEN ROCKY MOUNT AND FLORENCE—RICHMOND DISTRICT—SOUTHBOUND**

TIME TABLE NO. 1 IN EFFECT April 28, 1957 STATIONS		Car Capacity of Side Tracks	THIRD CLASS				FOURTH CLASS									
			227	211	253	217	529	525								
			Through Freight	Through Freight	Sou. Rwy. Freight	Through Freight	Local Freight	Local Freight								
			Daily	Daily	Daily	Daily	Daily Ex. Sunday	Daily Ex. Sunday								
			A. M.	A. M.	A. M.	P. M.	A. M.	P. M.								
	ROCKY MOUNT	L														
	1.0	YARD		3.40												
T	SO. ROCKY MT.	YARD		4.00 5.05 <sup>529</sup>	L 7.15	L 7.45	L 5.00 <sup>211</sup>									
	2.9															
	Y. D.	YARD		5.10	7.20	7.52	5.05									
	6.0															
	ELM CITY	50		5.18	7.28	7.58	5.15									
	6.5															
	WILSON	X-NS. YARD		5.27	7.35	8.05	5.25									
	3.2															
	CONTENTNEA	183 P		5.32	7.39	A 8.10	A 5.31									
	5.0															
T	LUCAMA	38		5.40	7.46											
	7.2															
T	KENLY	26		5.50	7.55											
	9.8															
T	SELMA	X-SOU. 100 PN 100 PS		6.02	A 8.15											
	3.8															
	SMITHFIELD	93		6.09												
	6.9															
	FOUR OAKS	51		6.19												
	8.2															
T	BENSON	100 PS 39		6.29												
	6.1															
T	DUNN	164		6.37												
	7.5															
	GODWIN	100 PN 13		6.49												
	14.5															
	MILAN	103 PN 165 PS YARD Y		7.07												
	1.7															
T	FAYETTEVILLE	X-ACL. X-ARR. YARD Y		7.12												
	3.6															
	NATAL	100 CP		7.20												
	3.1															
	HOPE MILLS	105		7.28												
	6.5															
T	PARKTON	98 PN 102 PS 113		7.38												
	18.5															
	PEMBROKE	X-SAL. 175 P 21		7.58												
	5.3															
	ELROD	96 PN 67 Y		8.05												
	6.1															
T	ROWLAND	100 PS 88		8.13												
	9.4															
	DILLON	80		8.25												
	0.6															
T	MAPLE	X-SAL. 175 P		8.27												
	5.9															
T	LATTA	103		8.38												
	11.0															
	PEE DEE	100 CP 28	L	3.15	8.55			L 12.15								
	2.4															
	W. N.			3.20	9.02			12.19								
	8.4															
	F. Y.	YARD	A	3.45	A 10.00			A 12.30								
	2.2															
T	FLORENCE	A YARD														
				A. M.	A. M.	A. M.	P. M.	A. M.	P. M.							
				Daily	Daily	Daily	Daily	Daily Ex. Sunday	Daily Ex. Sunday							
				227	211	253	217	529	525							

**NORTHBOUND—MAIN LINE—BETWEEN ROCKY MOUNT AND FLORENCE—RICHMOND DISTRICT**

**FIRST CLASS**

												Nearest Station Mileage from Richmond	Distance from South Rocky Mount	TIME TABLE NO. 1	
														IN EFFECT	
														April 28, 1957	
														STATIONS	
	<b>2</b>	<b>78</b>	<b>42</b>	<b>112</b>	<b>76</b>	<b>48</b>	<b>110</b>	<b>80</b>	<b>54</b>	<b>376</b>	<b>92</b>				
	East Coast Champion	Palmetto	Passenger	Through Freight	Havana Special	Passenger	Through Freight	Passenger	Passenger	Everglades	West Coast Champion				
	Daily	Daily	Daily	Daily Ex. Monday	Daily	Daily	Daily Ex. Monday	Daily	Daily	Daily	Daily				
	<b>A. M.</b>	<b>A. M.</b>	<b>P. M.</b>	<b>P. M.</b>	<b>P. M.</b>	<b>P. M.</b>	<b>P. M.</b>	<b>P. M.</b>	<b>A. M.</b>	<b>A. M.</b>	<b>A. M.</b>				
	s 1.20	s12.01 11.45	s11.05	11.10	s 7.00	s 6.50	3.20	s 4.00		s10.25	s 2.49	120		<b>A</b>	<b>ROCKY MOUNT</b>
	1.12 1.07	11.40 11.35	10.51	11.05 10.45	6.50 6.40	6.32 6.27	3.15 2.55	3.40 3.20		10.15 10.05	2.44 2.39	121		<b>T</b>	<b>SO. ROCKY MT.</b>
	12.49	11.23	10.39	10.27	6.31	6.15	2.20	3.00		9.45	2.20	124	2.9		<b>Y. D.</b>
	12.44	11.17	f10.32	10.21	6.26	f 6.08	2.14	s 2.42		9.38	2.14	129	8.9	<b>T</b>	<b>ELM CITY</b>
	f12.38	s11.10	s10.25	10.14	s 6.20	s 6.00	2.07	s 2.35		s 9.33	2.09	136	15.4	<b>T</b>	<b>WILSON</b>
	12.34	11.00	10.15	10.10	6.14	L 5.55	2.03	2.20		9.25	2.06	139	18.6		<b>CONTENTNEA</b>
	12.30	10.55		10.05	6.09		1.58	s 2.12		9.20	2.02	144	23.6	<b>T</b>	<b>LUCAMA</b>
	12.25	10.49		9.57	6.03		1.51	s 1.58		9.13	1.57	151	30.8	<b>T</b>	<b>KENLY</b>
	12.17	s10.40		9.47	s 5.54		<b>1.41<sup>80</sup></b>	<b>s 1.42<sup>110</sup></b>		f 9.04	1.50	161	40.6	<b>T</b>	<b>SELMA</b> X-SOU.
	12.14	10.28		9.43	5.48		1.37	s 1.18		8.58	1.47	165	44.4	<b>T</b>	<b>SMITHFIELD</b>
	12.08	10.22		9.36	5.42		1.30	s 1.03		8.52	1.42	172	51.3	<b>T</b>	<b>FOUR OAKS</b>
	12.01	10.15		9.27	5.34		1.22	s12.48		8.45	1.36	180	59.5	<b>T</b>	<b>BENSON</b>
	11.56	s10.08		9.20	s 5.26		1.16	s12.38		8.40	1.31	186	65.6	<b>T</b>	<b>DUNN</b>
	11.50	9.56		9.12	5.19		1.09	s12.22		8.34	1.26	193	73.1		<b>GODWIN</b>
	11.40	9.44		8.55	5.08		12.54	12.04		8.23	1.15	208	87.6		<b>MILAN</b>
	11.38	s 9.40		8.50	s 5.05		12.52	s12.01		s 8.20	1.13	210	89.3	<b>T</b>	<b>FAYETTEVILLE</b> X-A X-A&R.
	— —	9.28		8.45	4.53		12.47	11.34		8.05	— —	214	92.9		<b>NATAL</b>
	11.32	s 9.24		8.41	4.50		12.43	s11.30		8.02	1.05	217	96.0		<b>HOPE MILLS</b>
	11.27	9.17		8.34	4.44		12.36	s11.20		7.57	1.00	223	102.5	<b>T</b>	<b>PARKTON</b>
	11.15	s 9.03		8.15	4.30		12.18	s10.50		7.43	12.47	241	121.0	<b>T</b>	<b>PEMBROKE</b> X-A
	11.10	8.56		8.09	4.23		12.13	s10.35		7.38	12.43	247	126.3		<b>ELROD</b>
	11.06	8.50		8.02	4.18		12.07	s10.25		7.33	12.38	253	132.4	<b>T</b>	<b>ROWLAND</b>
	— —	s 8.43		— —	f 4.09		— —	s10.08		7.25	— —	262	141.8		<b>DILLON</b>
	10.58	8.39		7.51	4.04		11.57	10.00		7.24	12.31	263	142.4	<b>T</b>	<b>MAPLE</b> X-SAL
	10.54	f 8.35		7.45	3.59		11.51	s 9.50		7.19	12.27	268	148.3	<b>T</b>	<b>LATTA</b>
	10.46	8.26		7.30	3.49		11.40	s 9.34	A 7.38	7.10	12.19	280	159.3		<b>PEE DEE</b>
	10.42	8.22		7.25	3.45		11.36	9.30	7.32	7.06	12.15	283	161.7		<b>W. N.</b>
	10.36	8.15		L 7.15	3.38		L11.25	9.20	7.23	6.59	12.08	291	170.1		<b>F. Y.</b>
	10.33	8.10			3.35			9.15	7.20	6.55	12.05	293	172.3	<b>T L</b>	<b>FLORENCE</b>
	<b>P. M.</b>	<b>P. M.</b>	<b>P. M.</b>	<b>P. M.</b>	<b>P. M.</b>	<b>P. M.</b>	<b>A. M.</b>	<b>A. M.</b>	<b>A. M.</b>	<b>A. M.</b>	<b>A. M.</b>				
	Daily	Daily	Daily	Daily Ex. Monday	Daily	Daily	Daily Ex. Monday	Daily	Daily	Daily	Daily				
	<b>2</b>	<b>78</b>	<b>42</b>	<b>112</b>	<b>76</b>	<b>48</b>	<b>110</b>	<b>80</b>	<b>54</b>	<b>376</b>	<b>92</b>				

**MAIN LINE—BETWEEN ROCKY MOUNT AND FLORENCE—RICHMOND DISTRICT—NORTHBOUND**

TIME TABLE NO. 1 IN EFFECT April 28, 1957		Car Capacity of Side Tracks	THIRD CLASS				FOURTH CLASS											
			216	210	254	226	524	528										
			Through Freight	Through Freight	Sou. Rwy. Freight	Through Freight	Local Freight	Local Freight										
			Daily	Daily	Daily	Daily	Daily Ex. Sunday	Daily Ex. Sunday										
STATIONS			A. M.	A. M.	P. M.	P. M.	A. M.	P. M.										
	ROCKY MOUNT	A YARD		11.40														
T	SO. ROCKY MT.	YARD	A 3.40	11.30 10.45	A 6.20			A 1.05										
	Y. D.	YARD	3.35	9.40	6.00			1.00										
T	ELM CITY	50	3.25	9.25	5.45			12.50										
	WILSON	X-NS. YARD	3.15	9.13	5.30			12.40										
	CONTENTNEA	183 P	L 3.05	9.08	5.25			L 12.30										
T	LUCAMA	38		9.02	5.08													
T	KENLY	26		8.53	5.00													
T	SELMA	100 PN 100 PS		8.42	L 4.45													
T	SMITHFIELD	93		8.37														
	FOUR OAKS	51		8.29														
T	BENSON	100 PS 39		8.19														
T	DUNN	164		8.11														
	GODWIN	100 PN 13		8.02														
	MILAN	109 PN 165 PS YARD Y		7.46														
T	FAYETTEVILLE	X-ACL. X-A&R. YARD Y		7.40														
	NATAL	100 CP		7.35														
	HOPE MILLS	105		7.30														
T	PARKTON	98 PN 102 PS 113		7.22														
T	PEMBROKE	X-SAL. 175 P 21		7.02														
	ELROD	96 PN 67 Y		6.55														
T	ROWLAND	100 PS 88		6.47														
	DILLON	80		6.36														
T	MAPLE	X-SAL. 175 P		6.35														
T	LATTA	103		6.28														
	PEE DEE	100 CP 28		6.16		A 8.10	A 5.25											
	W. N.			6.10		8.03	5.20											
	F. Y.	YARD		L 6.00		L 7.50	L 5.00											
T	FLORENCE	L YARD																
			<b>A. M.</b>	<b>A. M.</b>	<b>P. M.</b>	<b>P. M.</b>	<b>A. M.</b>	<b>P. M.</b>										
			Daily	Daily	Daily	Daily	Daily Ex. Sunday	Daily Ex. Sunday										
			<b>216</b>	<b>210</b>	<b>254</b>	<b>226</b>	<b>524</b>	<b>528</b>										





**MAIN LINE—BETWEEN NORFOLK AND ROCKY MOUNT—NORFOLK DISTRICT—NORTHBOUND**

TIME TABLE NO. 1 IN EFFECT April 28, 1957		Car Capacity of Side Tracks	THIRD CLASS		FOURTH CLASS										
			86	254	514	512	516	70	200						
			A. & D. Ry. Freight	Sou. Ry. Freight	Local Freight	Local Freight	Local Freight	A. & D. Ry. Freight	A. & D. Ry. Freight						
			Daily	Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily Ex. Sunday	Daily Ex. Sunday						
STATIONS			A. M.	P. M.	A. M.	A. M.	A. M.	P. M.	P. M.						
T	YARD TOWER	A YARD	5.40	9.20	6.00				12.20	1.15					
	0.5														
T	PORTSMOUTH	Y	5.35	9.17	5.55				12.15	1.10					
	0.8														
	ARMISTEAD	78 P	5.30	9.15	5.53				12.10	1.05					
	2.8														
	BRUCE	40 P	5.18	9.10	5.45				12.03	12.58					
	2.5														
	BOONE	72 P	5.10	9.05	5.40				11.55	12.50					
	4.1	X-A&D.													
	DRIVERS	35 P		8.57	5.25										
	8.0														
T	SUFFOLK	78 P		8.45	4.33 <sup>253</sup>										
	10.8	X-N&W. X-VGN.													
	WHALEY	77 P		8.30	4.09										
	8.3														
T	GATES	15		8.18	3.58										
	3.2														
T	RODUCCO	17		8.13	3.43										
	3.6														
	EURE	77 P		8.08	3.30										
	6.1														
T	COFIELD	14		7.58	3.20										
	6.4														
T	AHOSKIE	88 P		7.48	3.10 <sup>515</sup>										
	8.3														
T	AULANDER	75 P		7.35	1.10										
	7.1														
	KELFORD	72 P		7.25	12.40										
	10.0	X-SAL.													
	PALMYRA	17		7.10	12.18										
	4.5														
T	HOBGOOD	99 P		7.02	12.10										
	4.8	X-ACL.													
	SPEED	12		6.55	11.20										
	7.4														
T	TARBORO	75 P		6.45	11.10	A 6.30	A 9.05								
	7.1	YARD													
	KINGSBORO	74 P		6.33	10.30	6.12	8.52								
	5.8														
	J. F.			6.25	10.15	5.55	8.40								
	NORTH END DOUBLE TRACK														
	2.2														
T	SO. ROCKY MT.	L YARD		6.20	10.00	5.45	8.30								
			A. M.	P. M.	P. M.	A. M.	A. M.	A. M.	P. M.						
			Daily	Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily Ex. Sunday	Daily Ex. Sunday						
			86	254	514	512	516	70	200						



**SOUTHBOUND MAIN LINE BETWEEN CONTENTNEA AND WILMINGTON WILM. DIST. NORTHBOUND**

	FOURTH CLASS	SECOND CLASS	FIRST CLASS		Nearest Station Mileage from Richmond	Distance from Contentnea	TIME TABLE NO. 1		Car Capacity of Side Tracks	FIRST CLASS		THIRD CLASS	FOURTH CLASS		
			529	217			49	41		IN EFFECT		48	42	216	528
			Local Freight	Through Freight			Passenger	Passenger		April 28, 1957		Passenger	Passenger	Through Freight	Local Freight
			Daily Ex. Sunday	Daily			Daily	Daily		STATIONS		Daily	Daily	Daily	Daily Ex. Sunday
A. M.	P. M.	A. M.	A. M.					P. M.	P. M.	A. M.	P. M.				
	5.31	8.10	8.22	3.19	139		L CONTENTNEA A		5.55	10.15	3.05	12.30			
	5.36	8.16	8.26	s 3.25	C-142	3.0	BLACK CREEK	49 P	5.51	f 10.07	2.58	12.20			
	5.50	8.30	s 8.35	s 3.34	C-149	9.7	T FREMONT	31	s 5.43	s 9.55	2.46	12.05			
	5.55	8.37	f 8.40	s 3.40	C-152	12.9	T PIKEVILLE	125 P	f 5.37	s 9.47	2.40	11.55			
	6.05	8.49	8.47	3.47	C-158	18.6	NORTH JCT.	YARD	5.30	9.34	2.30	11.41			
	6.10	8.55	s 8.57	s 4.05	C-160	20.6	2.0 MP C-159.8 X-SOU. T GOLDSBORO X-SOU.	Y	s 5.25	s 9.25	2.25	11.35			
	6.40	9.12 <sup>42</sup>	9.00	4.10	C-161	22.2	T ROYALL YARD	YARD	5.18	9.12 <sup>217</sup>	2.15	11.30			
	6.55	9.22	9.08	4.22	C-169	29.6	DUDLEY	4	5.10	9.03	1.52	10.45			
	7.10	9.40	s 9.15	s 4.34	C-174	35.0	T MOUNT OLIVE	59 P	s 5.04	s 8.55	1.43	10.35			
	7.17	9.47	9.19	f 4.40	C-177	38.7	CALYPSO	40	4.58	f 8.48	1.37	10.20			
	7.22	9.55	s 9.23	s 4.47	C-181	41.6	T FAISON	49 P	s 4.55	s 8.43	1.33	10.10			
	7.31	10.03	9.28	4.55	C-185	45.8	BOWDEN	4	4.50	8.37	1.27	10.00			
	7.37 <sup>528</sup> 8.10	10.20	s 9.37 <sup>528</sup>	s 5.07	C-189	50.1	T WARSAW	125 PN PS	s 4.45	s 8.30	1.21	9.50 <sup>49</sup> 7.20 <sup>529</sup>			
	8.25	10.35	f 9.48	s 5.23	C-197	57.5	T MAGNOLIA	39	f 4.36	s 8.13	1.11	7.09			
	8.36	10.45	s 9.55	s 5.34	C-202	62.7	T ROSE HILL	125 P	s 4.30	s 8.06	1.04	6.59			
	8.44	10.53	10.00	f 5.42	C-206	66.8	TEACHEY	62 P	4.25	f 7.59	12.58	6.50			
	8.55	10.59	s 10.05	s 5.47	C-208	69.1	T WALLACE	50	s 4.22	s 7.56	12.54	6.45			
	9.01	11.05	10.10	s 5.53	C-211	72.2	WILLARD	23	4.18	f 7.50	12.49	6.38			
	9.07	11.11	10.15	f 6.00	C-215	75.5	WATHA	23	4.14	f 7.45	12.44	6.30			
	9.25	11.23	s 10.26	s 6.15 <sup>528</sup>	C-221	82.5	T BURGAW	125 P	s 4.06	s 7.36	12.34	6.15 <sup>41</sup>			
	9.40	11.37	10.36	s 6.32	C-230	90.7	T ROCKY POINT	49 P	3.57	f 7.25	12.23	5.43			
	9.50	11.46	10.44	s 6.42	C-235	96.2	CASTLE HAYNE	22	3.51	s 7.13	12.15	5.25			
	10.00	11.57	10.54	6.55	C-241	102.1	GORDON	125 P	3.45	7.05	12.07	5.07			
A 10.10	A 12.01	10.56	6.57	C-243	103.5		T SMITH'S CREEK YD.	YARD	3.43	7.03	L 12.05	L 5.00			
		10.57	6.59	C-243	104.1		NEW BERN JCT.		3.42	7.02					
		s 11.10	s 7.15	C-244	104.6		T A WILMINGTON L		3.40	7.00					
	A. M.	A. M.	A. M.	A. M.					P. M.	P. M.	A. M.	A. M.			
	Daily Ex. Sunday	Daily	Daily	Daily					Daily	Daily	Daily	Daily Ex. Sunday			
	529	217	49	41					48	42	216	528			

**SOUTHBOUND-MAIN LINE BETWEEN WILMINGTON AND PEE DEE-WILMINGTON DIST.-NORTHBOUND**

FOURTH CLASS	THIRD CLASS	FIRST CLASS		Nearest Station Mileage from Richmond	Distance from Wilmington	TIME TABLE NO. 1		Car Capacity of Side Tracks	FIRST CLASS		THIRD CLASS	FOURTH CLASS
		55	13			IN EFFECT	54		14	226		
Local Freight	Through Freight	Passenger	S. A. L. Passenger			April 28, 1957			Passenger	S. A. L. Passenger	Through Freight	Local Freight
Daily Ex. Sunday	Daily	Daily	Daily						Daily	Daily	Daily	Daily Ex. Sunday
A. M.	A. M.	P. M.	P. M.						A. M.	P. M.	P. M.	A. M.
		5:05		C-244		T L WILMINGTON	A		s10:30			
		5:10		C-245	1.2	OIL MILL	YARD		10:11			
		5:11	L 3:35	C-246	1.7	HILTON			10:07	A12:04		
		5:13	3:37	C-247	2.1	YADKIN JCT.			10:04	12:01		
L 6:20	L12:01	f 5:18	A 3:43	C-249	4.8	NAVASSA	YARD 60		f10:00	L11:57	A11:20	A11:05
6:55	12:30	f 5:37		C-263	18.7	T DELCO	129 33 P		f 9:40		10:55	10:40
7:15	12:49	f 5:48		C-273	28.6	BOLTON	3		f 9:23		10:26	10:15
7:31	1:03	s 5:56		C-280	35.9	T LAKE WACCAMAW	125 16 P		s 9:10		10:12	10:01
7:41	1:12	s 6:01		C-284	40.3	T HALLSBORO	53		s 9:02		10:05	9:50
7:55	1:22	s 6:10		C-290	46.3	T WHITEVILLE	77 37 P		s 8:52 <sup>524</sup>		9:50	9:35 <sup>54</sup> 8:40
8:10 <sup>524</sup> 8:45 <sup>54</sup>	1:46	s 6:20		C-297	53.0	T CHADBURN	135 YARD Y		s 8:43 <sup>525</sup>		9:40	8:25 <sup>525</sup> 8:00
8:59	2:15	f 6:30		C-303	59.4	CERRO GORDO	6		f 8:30		9:20	7:50
9:15	2:25	s 6:39		C-309	65.2	T FAIR BLUFF	23		s 8:23		9:10	7:40
9:48	2:40	s 6:49		C-318	74.0	T NICHOLS	30		s 8:12		8:56	7:20
10:01	2:50	s 7:00		C-324	80.5	T MULLINS	73 45 P X-SAL.		s 8:01		8:44	7:01
11:50	3:02	s 7:15		C-333	88.8	T MARION	125 21 P		s 7:49		8:30	6:25
12:15	3:15	7:32		280	97.0	A PEE DEE	L 39 P		7:38		8:10	5:25
P. M.	A. M.	P. M.	P. M.			See Page 30 for Instructions Governing Block Movements between Oil Mill and Navassa.			A. M.	A. M.	P. M.	A. M.
Daily Ex. Sunday	Daily	Daily	Daily						Daily	Daily	Daily	Daily Ex. Sunday
525	227	55	13						54	14	226	524

**MYRTLE BEACH BRANCH—BETWEEN CHADBURN AND MYRTLE BEACH—WILMINGTON DISTRICT**

**SOUTHBOUND**

**NORTHBOUND**

THIRD CLASS	Nearest Station Mileage from Richmond	Distance from Chadburn	TIME TABLE NO. 1		Car Capacity of Side Tracks	FOURTH CLASS
533			IN EFFECT	534		
Local Freight			April 28, 1957			Local Freight
Daily Ex. Sunday						Daily Ex. Sunday
A. M.						P. M.
6:00	C-297		TL CHADBURN	A	YARD Y	12:25
6:37	CH-310	13.0	T TABOR CITY		34 18 P	11:45
6:57	CH-317	19.7	T LORIS		49	11:15
7:12	CH-324	26.5	GURLEY		7	10:40
7:40	CH-333	35.8	HOMEWOOD		25	10:15
8:15	CH-336	39.0	T CONWAY		YARD	10:05
8:35	CH-346	49.0	PINE ISLAND		13	9:30
8:45	CH-350	53.2	T A MYRTLE BEACH	L	YARD Y	9:15
A. M.						A. M.
Daily Ex. Sunday						Daily Ex. Sunday
533						534

**SANFORD BRANCH—WILMINGTON DISTRICT  
BETWEEN YADKIN JUNCTION AND SANFORD**
**WESTBOUND****EASTBOUND**

THIRD CLASS			TIME TABLE NO. 1		FOURTH CLASS
<b>229</b>			IN EFFECT		<b>228</b>
Through Freight			April 28, 1957		Through Freight
Daily Ex. Saturday	Nearest Station Mileage from Richmond	Distance from Yadkin Junction	STATIONS		Daily Ex. Monday
<b>P. M.</b>			Car Capacity of Side Tracks		<b>A. M.</b>
10:20	C-247		L	YADKIN JCT. A	12:20
				16.6	
11:01	F-274	16.6		CURRIE	11:40
				6.3	
<b>11.25</b> <sup>228</sup>	F-268	22.9		ATKINSON	<b>11.25</b> <sup>229</sup>
				7.1	
11:45	F-261	30.0	T	IVANHOE	11:10
				9.0	
12:05	F-252	39.0		TOMAHAWK	10:45
				6.3	
12:20	F-245	45.3	T	GARLAND	10:30
				4.6	
12:30	F-241	49.9		PARKERSBURG	10:00
				4.6	
12:40	F-236	54.5		MINTZ	9:45
				4.3	
1:02	F-232	58.8	T	ROSEBORO	9:20
				5.0	
1:15	F-227	63.8		HAYNE	9:09
				3.2	
1:25	F-224	67.0		AUTRYVILLE	9:00
				3.1	
1:35	F-221	70.1	T	STEDMAN	8:52
				5.7	
1:50	F-215	75.8		VANDER	8:40
				5.5	
2:05	210	81.3	T	FAYETTEVILLE	8:25
				0.4	
				X-ACL.	
3:00	E-211	81.7		N. S. JCT.	7:25
				4.9	
3:15	E-216	86.6		SHAW	7:15
				3.1	
3:25	E-219	89.7		FORT JCT.	7:07
				3.4	
3:35	E-222	93.1		MANCHESTER	6:56
				13.8	
4:15	E-236	106.9		OLIVIA	6:28
				7.3	
4:30	E-243	114.2		JONESBORO	6:10
				2.2	
4:40	E-246	116.4	TA	SANFORD L	6:00
				X-SAL.	
<b>A. M.</b>					<b>P. M.</b>
Daily Ex. Sunday					Daily Ex. Sunday
<b>229</b>					<b>228</b>

**NEW BERN BRANCH—WILMINGTON DIST.  
BETWEEN NEW BERN & NEW BERN JCT.**
**SOUTHBOUND****NORTHBOUND**

FOURTH CLASS			TIME TABLE NO. 1		FOURTH CLASS
<b>523</b>			IN EFFECT		<b>522</b>
Local Freight			April 28, 1957		Local Freight
Daily Ex. Sunday	Nearest Station Mileage from Richmond	Distance from New Bern	STATIONS		Daily Ex. Sunday
<b>P. M.</b>			Car Capacity of Side Tracks		<b>A. M.</b>
4:00	CB-330		TL	NEW BERN A	8:30
				X-A&EC.	
4:15	CB-328	1.2		NEW BERN YARD	8:15
				1.2	
4:33	CB-317	13.5	T	POLLOCKSVILLE	7:10
				7.3	
4:47	CB-309	20.8	T	MAYSVILLE	6:45
				1.7	
5:00	CB-307	22.5		BELGRADE	6:30
				12.5	
5:35	CB-295	35.0		MARINE JCT.	6:10
				2.0	
6:00	CB-293	37.0	T	JACKSONVILLE	6:00
6:30				1.4	5:00
6:40	CB-291	38.4		TENT CAMP	4:30
				6.6	
6:55	CB-285	45.0		CALVIN	4:19
				3.4	
7:05	CB-282	48.4		DIXON	4:12
				8.2	
7:20	CB-274	56.6		HOLLYRIDGE	3:56
				12.8	
7:45	CB-261	69.4		HAMPSTEAD	3:32
				13.8	
8:10	CB-247	83.2		FERNSIDE	3:05
				2.8	
8:30	C-243	86.0	A	NEW BERN JCT. J.	3:00
<b>P. M.</b>					<b>A. M.</b>
Daily Ex. Sunday				See Page 30 for Instructions governing block movements between New Bern Junction and Fernside.	Daily Ex. Sunday
<b>523</b>					<b>522</b>

**CLINTON BRANCH—WILMINGTON DIST.  
BETWEEN WARSAW AND CLINTON**
**WESTBOUND****EASTBOUND**

THIRD CLASS			TIME TABLE NO. 1		FOURTH CLASS
<b>521</b>			IN EFFECT		<b>520</b>
Local Freight			April 28, 1957		Local Freight
Daily Ex. Sunday	Nearest Station Mileage from Richmond	Distance from Warsaw	STATIONS		Daily Ex. Sunday
<b>A. M.</b>			Car Capacity of Side Tracks		<b>A. M.</b>
7:30	C-189		T L	WARSAW A	9:15
				4.9	
7:42	CA-194	4.9		TURKEY	9:05
				8.5	
8:01	CA-202	13.4	T A	CLINTON L	8:45
				58	
<b>A. M.</b>					<b>A. M.</b>
Daily Ex. Sunday					Daily Ex. Sunday
<b>521</b>					<b>520</b>

## SOUTHBOUND—MAIN LINE—BETWEEN FLORENCE AND ROBBINS—COLUMBIA DISTRICT

FOURTH CLASS				THIRD CLASS				FIRST CLASS			Nearest Station Mileage from Richmond	Distance from Florence	TIME TABLE NO. 1		
				531	537	211	223	55	129	51			IN EFFECT		
				Local Freight	Local Freight	Through Freight	Through Freight	Passenger	Through Freight	Passenger			April 28, 1957		
				Mon. Wed. Friday	Daily Ex. Sunday	Daily	Daily	Daily	Daily	Daily			STATIONS		
				A. M.	A. M.	P. M.	A. M.	P. M.	P. M.	A. M.					
				5.00		10.15	12.01	8.35	8.20	4.40	293	T L	FLORENCE		
				5.05		10.20	12.07	8.40	8.25	4.45	K-296	2.9	REVELL		
				5.40		10.32	12.23	s 8.50	8.37	s 4.54	K-304	11.4	TIMMONSVILLE		
				6.02 <sup>54</sup>		10.45	12.35	s 9.02	8.50	5.05	K-314	20.7	T LYNCHBURG		
				6.50		10.56	1.02 <sup>210</sup>	f 9.13	9.01	5.15	K-323	29.7	T MAYESVILLE		
				A 7.10	L 8.30	11.25	A 1.15	s 9.37	9.15	s 5.35 <sup>54</sup>	K-332	39.0	T SUMTER		
					8.42	11.35		9.45	9.25	5.43	K-339	46.0	PRIVATEER		
					8.55	12.05 <sup>210</sup>		f 9.55	9.35	f 5.51	K-346	53.0	T PINEWOOD		
					9.05	12.14		f 10.03	9.43	5.59	K-352	58.6	REMINI		
					9.20	12.25		10.14	9.54	6.12	K-357	64.5	LONE STAR		
					A 9.30	12.30		10.19	10.00	6.17	K-361	68.4	CRESTON		
						12.38		f 10.25	10.07	s 6.23	K-366	73.3	T CAMERON		
						12.51		s 10.53	10.20	s 6.45	K-376	83.0	T ORANGEBURG		
						12.59		10.58 <sup>210</sup>	10.23	6.48	K-377	84.6	EDISTONE		
						1.15		f 11.10	10.38 <sup>210</sup>	f 6.59	K-387	94.4	COPE		
						1.30		s 11.25	10.50	s 7.15	K-396	103.3	T DENMARK	X-SOU. X-SAL.	
						1.40		f 11.33	11.00	7.24	K-403	110.6	HILDA		
						1.50		s 11.42	11.13	s 7.35	K-410	117.8	T BARNWELL		
						2.20		11.54	11.26	7.45	K-420	126.3	T DONORA		
						2.25		11.59	11.29	7.50	K-422	128.7	SNAPP		
						2.45 <sup>54</sup>		12.10	11.45	8.00	K-431	136.6	T A ROBBINS		
						3.40		s 1.10	12.35	s 9.00	K-460	166.8	A AUGUSTA		
				A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.					
				Mon. Wed. Friday	Daily Ex. Sunday	Daily	Daily	Daily	Daily	Daily					
				531	537	211	223	55	129	51					

Annua 9-5-5-1P - 5 day basis

**MAIN LINE—BETWEEN FLORENCE AND ROBBINS—COLUMBIA DISTRICT—NORTHBOUND**

TIME TABLE NO. 1 IN EFFECT April 28, 1957		Car Capacity of Side Tracks	FIRST CLASS		THIRD CLASS			FOURTH CLASS											
			54	50	208	224	210	538	536										
			Passenger	Passenger	Through Freight	Through Freight	Through Freight	Local Freight	Local Freight										
			Daily	Daily	Daily	Daily	Daily	Tues-Thur Saturday	Daily Ex. Sunday										
STATIONS			A. M.	P. M.	P. M.	P. M.	A. M.	A. M.	P. M.										
T	FLORENCE	A	YARD	s 6.45	s 7.45	2.15	6.30	1.55	11.40										
	2.9																		
	REVELL		314	P	6.24	7.29	1.55	5.50	1.37	11.15									
	8.5																		
T	TIMMONSVILLE		165 49 Y	P	s 6.14	s 7.20	1.43	5.37	1.26	11.00									
	9.3																		
	LYNCHBURG		165 38	P	s 6.02 <sup>531</sup>	7.08	1.30	5.24	1.14	10.20									
	9.0																		
	MAYESVILLE		72 40	P	s 5.50	s 6.58	1.18	5.12	1.02 <sup>223</sup>	10.00									
	9.3																		
T	SUMTER		242 YARD Y	P	s 5.35 <sup>51</sup>	s 6.45	1.05	L 5.00	12.50	L 9.40	A 4.45								
	7.0																		
	PRIVATEER		13		5.05	6.24	12.54		12.15		4.21								
	7.0																		
T	PINEWOOD		140 17	P	s 4.56	f 6.16	12.45		12.05 <sup>211</sup>		3.55								
	5.6																		
	REMINI		41		f 4.49	6.10	12.35		11.55		3.35								
	5.9																		
	LONE STAR		140 11	P	4.37	5.58	12.22		11.31		3.10								
	3.9																		
	CRESTON		29 Y		4.32	5.53	12.17		11.25		L 3.00								
	4.9																		
T	CAMERON		140 15	P	s 4.27	s 5.47	12.10		11.15										
	9.7																		
T	ORANGEBURG		140		s 4.10	s 5.35	11.57		11.01										
	1.6																		
	EDISTONE		150	P	3.57	5.21	11.50		10.58 <sup>55</sup>										
	9.8																		
	COPE		140 22	P	f 3.44	f 5.10	11.32		10.38 <sup>129</sup>										
	8.9																		
T	DENMARK	X-SOU. X-SAL.	140 65	P	s 3.27	s 4.59	11.18		10.18										
	7.3																		
	HILDA		28		f 3.19	4.51	11.06		10.06										
	7.2																		
	BARNWELL		140 39	P	s 3.07	s 4.42	10.54		9.54										
	8.5																		
	DONORA		140		2.58	4.33	10.41		9.41										
	2.4																		
	SNAPP		150	P	2.55	4.30	10.37		9.37										
	9.0																		
T	ROBBINS		145 79 Y	P	2.45 <sup>211</sup>	4.20	10.25		9.25										
	28.8																		
	AUGUSTA		L		2.00	3.35	9.30		8.30										
					A. M.	P. M.	A. M.	P. M.	P. M.	A. M.	P. M.								
					Daily	Daily	Daily	Daily	Daily	Tues-Thur Saturday	Daily Ex. Sunday								
					54	50	208	224	210	538	536								



**SOUTHBOUND—MAIN LINE—BETWEEN SUMTER AND COLUMBIA—COLUMBIA DIST.—NORTHBOUND**

FOURTH CLASS		THIRD CLASS	Nearest Station Mileage from Richmond	Distance from Sumter	TIME TABLE NO. 1 IN EFFECT April 28, 1957			Car Capacity of Side Tracks	THIRD CLASS	FOURTH CLASS
531	223	224			538					
Local Freight	Through Freight	Through Freight	Local Freight	STATIONS			Daily	Daily		
Mon. Wed. Friday	Daily	Daily	Tue. Thur. Saturday				P. M.	A. M.		
A. M.	A. M.									
7.20	1.40	K-332		T L	SUMTER	A	YARD	4.50	9.10	
					6.3					
7.55	1.50	KA-338	6.3		CANE SAVANNAH		41	4.41	8.38	
					3.7					
8.18	1.55	KA-342	10.0	4.2	WEDGEFIELD		68 12	4.36	8.18	
					MP KA-344.3	X-SOU.				
8.32	2.03	KA-346	14.2		MALTA		39	4.29	7.57	
					6.5					
8.55	2.11	KA-353	20.7	T	EASTOVER		68 19	4.21	7.40	
					6.5					
9.15	2.19	KA-359	27.2		CONGAREE		43 18	4.12	7.22	
					9.6					
9.45	2.31	KA-369	36.8		SIMS		64 64	4.00	6.55	
					3.7					
9.55	2.38	KA-372	40.5		ANDREWS	X-SOU.	71	3.55	6.40	
					2.2					
10.00	2.50	KA-375	42.7	T A	COLUMBIA	L	YARD	3.45	6.20	
					X-SOU.					
A. M.	A. M.							P. M.	A. M.	
Mon. Wed. Friday	Daily							Daily	Tue. Thur. Saturday	
531	223							224	538	

**MAIN LINE—BETWEEN WADESBORO AND FLORENCE—COLUMBIA DIST.**

**SOUTHBOUND**

**NORTHBOUND**

**CRESTON BRANCH—COLUMBIA DISTRICT  
BETWEEN CRESTON AND GIANT**

**SOUTHBOUND**

**NORTHBOUND**

THIRD CLASS	Nearest Station Mileage from Richmond	Distance from Creston	TIME TABLE NO. 1 IN EFFECT April 28, 1957			FOURTH CLASS
537			536			
Local Freight			STATIONS			Local Freight
Daily Ex. Sunday						Daily Ex. Sunday
A. M.						P. M.
9.35	K-361		L	CRESTON	A	3.00
				6.5		
9.50	KE-368	6.5	T	ELLOREE	29	2.40
				16.2		
10.40	KE-384	22.7	T	EUTAWVILLE	37	1.45
				6.3		
11.15	KE-391	29.0	T	HOLLY HILL	44	12.50
				3.1		
11.30	KE-394	32.1		FOUR HOLES	39	12.20
				2.5		
12.01	KE-396	34.6	A	GIANT	83	12.10
P. M.						P. M.
Daily Ex. Sunday						Daily Ex. Sunday
537						536

THIRD CLASS		Nearest Station Mileage from Richmond	Distance from Wadesboro	TIME TABLE NO. 1 IN EFFECT April 28, 1957			Car Capacity of Side Tracks	FOURTH CLASS	
549	545			546	550				
Local Freight	Local Freight			STATIONS			Local Freight	Local Freight	
Daily Ex. Sunday	Daily						Daily	Daily Ex. Sunday	
P. M.	A. M.						P. M.	A. M.	
	7.00	J-356		T L	WADESBORO	A	YARD	1.15	
					1.6				
	7.20	J-354	1.6		WADESBORO JCT.		YARD	12.50	
					8.3				
	7.35	J-346	9.9	T	MORVEN		24	12.35	
					13.7				
	8.00	J-333	23.6		SEABOARD JCT.		X-SAL.	12.05	
					1.0				
		J-332	24.6		CHERAW		YARD		
					11.6				
	9.00	J-320	36.2	T	SOCIETY HILL		76 42	11.00	
					11.7				
L 3.50	9.25	J-308	47.9		FLOYD		50 18	10.40	A 6.20
					5.3				
		G-293	53.2	T	DARLINGTON		YARD		
					0.8				
	4.00	J-302	54.0		NIX		79	10.25 <sup>546</sup>	6.05
					3.4				
	4.10	J-299	57.4		PALMETTO		6	10.15	5.55
					5.6				
	4.30	293	63.0	T A	FLORENCE	L	YARD	10.00	5.45
					X-SAL.				
P. M.	P. M.							A. M.	A. M.
Daily Ex. Sunday	Daily							Daily	Daily Ex. Sunday
549	545							546	550

**HARTSVILLE BRANCH—COLUMBIA DISTRICT**  
**BETWEEN HARTSVILLE AND FLOYD**  
**SOUTHBOUND** **NORTHBOUND**

THIRD CLASS	Nearest Station Mileage from Richmond	Distance from Hartsville	TIME TABLE NO. 1 IN EFFECT April 28, 1957		Car Capacity of Side Tracks	FOURTH CLASS
549			STATIONS			550
Local Freight						Local Freight
Daily Ex. Sunday						Daily Ex. Sunday
<b>P. M.</b>						<b>A. M.</b>
3-30	JA-318		T L HARTSVILLE	A	YARD	6.45
			10.0 — MP JA-317.2 — X-SAL.		18	
3-50	J-308	10.0	A FLOYD	L	Y	6.20
<b>P. M.</b>						<b>A. M.</b>
Daily Ex. Sunday						Daily Ex. Sunday
<b>549</b>						<b>550</b>

**BENNETTSVILLE BRANCH—COLUMBIA DISTRICT**  
**BETWEEN PARKTON AND MARLBORO**  
**SOUTHBOUND** **NORTHBOUND**

THIRD CLASS		Nearest Station Mileage from Richmond	Distance from Parkton	TIME TABLE NO. 1 IN EFFECT April 28, 1957		Car Capacity of Side Tracks	FOURTH CLASS	
541	539			STATIONS			540	542
Local Freight	Local Freight					Local Freight	Local Freight	
Daily Ex. Sunday	Daily Ex. Sunday					Daily Ex. Sunday	Daily Ex. Sunday	
<b>A. M.</b>	<b>A. M.</b>					<b>A. M.</b>	<b>P. M.</b>	
10.00	6.15	223	T L PARKTON	A	20	11.00	4.45	
			12.3					
10.31 <sup>540</sup>	6.40	G-236	T RED SPRINGS		30	10.31 <sup>541</sup>	4.00	
			11.8					
11.00	7.10	G-247	MAXTON	X-SAL.	22	9.55	3.25	
			6.1		59			
11.15	7.25	G-253	JOHN'S		18	9.40	3.10	
			6.3 — MP-G259.3 — X-SAL.		Y			
11.29	7.40	G-260	T McCOLL		42	9.22	2.55	
			8.7					
11.50	8-10	G-268	T BENNETTSVILLE		44	9.00	2.30	
			5.8		127	L	L	
		G-275	A MARLBORO	L	71			
<b>A. M.</b>	<b>A. M.</b>					<b>A. M.</b>	<b>P. M.</b>	
Daily Ex. Sunday	Daily Ex. Sunday					Daily Ex. Sunday	Daily Ex. Sunday	
<b>541</b>	<b>539</b>					<b>540</b>	<b>542</b>	

**WALTERBORO BRANCH—CHARLESTON DIST.**  
**BETWEEN GREEN POND AND EHRHARDT**  
**SOUTHBOUND** **NORTHBOUND**

THIRD CLASS	Nearest Station Mileage from Richmond	Distance from Green Pond	TIME TABLE NO. 1 IN EFFECT April 28, 1957		Car Capacity of Side Tracks	FOURTH CLASS
585			STATIONS			584
Local Freight						Local Freight
Daily Ex. Sunday						Daily Ex. Sunday
<b>A. M.</b>						<b>P. M.</b>
7-30	429		TL GREEN POND	A	YARD	12.01
			11.9			
8.05	MF-441	11.9	T WALTERBORO		18	11.20
			11.8			
8.40	MF-453	23.7	RUFFIN		20	10.35
			8.3			
9.10	MF-461	32.0	H. & B. JCT. X-H&B.		25	10.05
			1.3			
9.15	MF-462	33.3	LODGE		12	9.55
			4.4			
9.30	MF-467	37.7	T A EHRHARDT	L	38	9.45
					Y	
<b>A. M.</b>						<b>A. M.</b>
Daily Ex. Sunday						Daily Ex. Sunday
<b>585</b>						<b>584</b>

**MAIN LINE—BETWEEN SUMTER AND LANES**  
**CHARLESTON DISTRICT**  
**SOUTHBOUND** **NORTHBOUND**

THIRD CLASS	Nearest Station Mileage from Richmond	Distance from Sumter	TIME TABLE NO. 1 IN EFFECT April 28, 1957		Car Capacity of Side Tracks	THIRD CLASS
221			STATIONS			222
Through Freight						Through Freight
Daily Ex. Sunday						Daily Ex. Sunday
<b>P. M.</b>						<b>P. M.</b>
11.30	K-332		T L SUMTER	A	YARD	10.40
			8.8			
11.45	L-373	8.8	BROGDON		15	10.10
			5.0			
11.59	L-368	13.8	ALCOLU		43	9.50
			4.0		29	
12.15	L-365	17.8	T MANNING		36	9.35
			9.5			
12.50	L-355	27.3	FORESTON		19	9.08
			5.2			
1.05	L-350	32.5	T GREELEYVILLE		29	8.55
			7.8		15	
1.30	342	40.3	T A LANES	L	32	8.40
					Y	
<b>A. M.</b>						<b>P. M.</b>
Daily Ex. Monday						Daily Ex. Sunday
<b>221</b>						<b>222</b>

**SOUTHBOUND—MAIN LINE—BETWEEN FLORENCE AND D.A.—CHARLESTON DISTRICT**

FIRST CLASS

FIRST CLASS											Nearest Station Mileage from Richmond	Distance from Florence	TIME TABLE NO. 1 IN EFFECT April 28, 1957	
375	109	75	77	189	91	1	23	153	119	STATIONS				
Everglades	Through Freight	Havana Special	Palmetto	Passenger	West Coast Champion	East Coast Champion	Sou. Rwy. Passenger	Sou. Rwy. Freight	Through Freight					
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily					
P. M.	P. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.					
8.40	8.30	11.05	4.50		3.05	2.00				293		T L	FLORENCE	
8.44	8.35	11.09	4.54		3.09	2.04				296	3.5		SOUTH FLORENCE	
8.54	8.47	11.19	5.06		3.18	2.12				309	16.3		COWARD	
s 9.05	8.54	11.26	s 5.18		3.23	2.17				316	23.2	T	LAKE CITY	
9.11	9.00	11.31	5.26		3.28	2.22				322	29.3		CADES	
s 9.20	9.08	s 11.41	s 5.42		3.34	2.28				331	37.7	T	KINGSTREE	
9.30	9.18	11.50	s 5.57		3.42	2.35				342	48.4	T	LANES	
9.36	9.22	11.53	6.02		3.45	2.38				345	52.2		SANTEE BLUFF	
9.41	9.27	11.58	6.07		3.50	2.43				348	55.2		ETTA	
			s 6.13							350	56.7	T	ST. STEPHEN	
9.48	9.35	12.06	6.22		3.57	2.50				357	63.8		BONNEAU	
9.54	9.43	12.12	s 6.35		4.03	2.56				365	72.0	T	MONCK'S CORNER	
10.02	9.54	12.20	6.52		4.11	3.04				376	83.3		MT. HOLLY	
10.09	10.04	12.28	7.02		4.18	3.11				386	93.3		MEAD'S	
s 10.25	10.06	s 12.45	s 7.20		s 4.25	s 3.20				388	95.0	6.9	CHARLESTON	
										CN-395	101.9		CHARLESTON YARD	
10.27	10.08	12.46	7.22		4.26	3.21				389	95.4	T	S. Y.	
										390	96.3		BENNETT	
10.29	10.10	12.48	7.24		4.28	3.23				392	97.2		B. N.	
10.35	10.17	12.54	7.33		4.34	3.30				399	103.8		JOHNS ISLAND	
10.41	10.25	1.00	s 7.43		4.40	3.36				407	111.8	T	RAVENEL	
10.50	10.37	1.09	f 8.00		4.49	3.44				419	124.5		JACKSONBORO	
10.58	10.46	1.17	s 8.13		4.56	3.51				429	134.0	T	GREEN POND	
11.02	10.51	1.21	f 8.18		5.00	3.55				433	138.6		WHITE HALL	
s 11.15	11.00	s 1.31	s 8.35		5.07	4.04				443	148.2	T	YEMASSEE	
11.22	11.08	1.38	8.43		5.13	4.12				451	156.6		COOSAWHATCHIE	
11.29	11.16	1.45	s 8.53		5.19	4.19				459	164.6	T	RIDGELAND	
11.40	11.30	1.56	s 9.08		5.29	4.30	L 2.50	L 1.15		474	179.2	T	HARDEEVILLE	
11.44	11.36	2.00	9.13		5.33	4.36	2.56	1.21		478	183.8		SAND ISLAND	
11.50	11.42	2.06	9.19		5.39	4.42	3.02	1.27		481	186.4		CHATHAM	
11.59	11.52	2.15	9.27		5.47	4.52	3.10	1.40		490	196.0	T	CENTRAL JCT.	
s 12.40		s 2.45	s 9.50	L 6.50	s 6.15	s 5.20	s 3.30	1.55		494	199.3	T	SAVANNAH	
12.55		2.50	A 9.50		6.20	5.25	s 3.45							
1.00	12.05	2.56			6.56	6.25	5.30	3.52	2.03	495	201.8	T	NORTH TOWER	
	12.45									496	202.9	T	SOUTHOVER	
1.02	1.35	2.58			6.58	6.27	5.32	3.55	2.07	497	204.3	A	D.A.	
A. M.	A. M.	P. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.					
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily					
375	109	75	77	189	91	1	23	153	119					

Southern Connection between Charleston Yard and Charleston is a Train Order Office.

**MAIN LINE—BETWEEN FLORENCE AND D.A.—CHARLESTON DISTRICT—SOUTHBOUND**

**TIME TABLE NO. 1  
IN EFFECT  
April 28, 1957**

**STATIONS**

T	STATIONS	Car Capacity of Side Tracks	THIRD CLASS					FOURTH CLASS												
			221	211	261	203	291	503												
			Through Freight	Through Freight	Sou. Rwy. Freight	Through Freight	Through Freight	Local Freight												
			Daily Ex. Monday	Daily	Daily	Daily	Daily	Daily Ex. Saturday												
			A. M.	A. M.	P. M.	P. M.	P. M.	A. M.												
	FLORENCE L	YARD		11.10																
	3.5 SOUTH FLORENCE	17		11.18																
	12.8 COWARD	18		11.33																
	6.9 LAKE CITY	165 PS 119		11.41																
	6.1 CADES	185 PN 8		11.48																
	8.4 KINGSTREE	72		11.58																
	10.7 LANES	165 PN 165 PS Y	1.30	12.11																
	3.8 SANTÉE BLUFF			1.35	12.17															
	3.0 ETTA	100 CP	1.40	12.22																
	1.5 ST. STEPHEN	20	1.42	12.24																
	7.1 BONNEAU	25	1.50	12.33																
	8.2 MONCK'S CORNER	180 PN 32	2.00	12.43																
	11.3 MT. HOLLY	18	2.15	12.55																
	10.0 MEAD'S X-SOU.		2.30	1.07																
	1.7 CHARLESTON		2.40	1.10																
	6.9 MP CN-393.9 X-SAL. CHARLESTON YARD	YARD	A 3.15				L 8.00													
	6.8 S. Y. X-SOU.	Y		1.16			8.20													
	0.9 BENNETT	YARD		1.18			8.22													
	0.9 B. N.			1.20			8.24													
	6.6 JOHNS ISLAND	38		1.28			8.35													
	8.0 RAVENEL	100 Y		1.38			8.48													
	12.7 JACKSONBORO	169 PN 30		1.53			9.05													
	9.5 GREEN POND	175 PS 117 Y		2.05			9.20													
	4.6 WHITE HALL	9		2.12			9.35													
	9.6 YEMASSEE X-C&WC.	91 CP 178 CP Y YARD		2.23			9.50 10.30													
	8.4 COOSAWHATCHIE	19		2.35			10.41													
	8.0 RIDGELAND	100 PS 20		2.45			10.50													
	14.6 HARDEVILLE	220 PN 21		3.02			11.07													
	4.6 SAND ISLAND			3.09			11.13													
	2.6 CHATHAM	100 CP		3.17			11.20													
	9.6 CENTRAL JCT. X-SAL. X-CGA			3.30			11.35													
	3.3 SAVANNAH X-SAL. X-SAL.																			
	2.5 NORTH TOWER			3.40	4.30		11.48													
	1.1 SOUTHOVER	YARD		4.00 6.30		L 7.30	11.59	L 7.30												
	1.4 D.A. A			6.40	4.33	7.43		7.35												
			<b>A. M.</b>	<b>P. M.</b>	<b>P. M.</b>	<b>P. M.</b>	<b>P. M.</b>	<b>A. M.</b>												
			Daily Ex. Monday	Daily	Daily	Daily	Daily	Daily Ex. Saturday												
			<b>221</b>	<b>211</b>	<b>261</b>	<b>203</b>	<b>291</b>	<b>503</b>												

Southern Connection between Charleston Yard and Charleston is a Train Order Office.

**NORTHBOUND—MAIN LINE—BETWEEN FLORENCE AND D.A.—CHARLESTON DISTRICT**

**FIRST CLASS**

FIRST CLASS												Nearest Station Mileage from Richmond	Distance from Florence	TIME TABLE NO. 1 IN EFFECT April 28, 1957	
92	180	2	78	104	112	76	110	120	376	24					
West Coast Champion	Passenger	East Coast Champion	Palmetto	Through Freight	Through Freight	Havana Special	Through Freight	Through Freight	Everglades	Sou. Rwy. Passenger					
Daily	Daily	Daily	Daily	Daily Ex. Monday	Daily Ex. Monday	Daily	Daily Ex. Monday	Daily Ex. Monday	Daily	Daily					
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	A. M.	A. M.					
s11.59		s10.28	s 7.50		6.40	s 3.20	10.40		s 6.35		293		T A	FLORENCE	
11.42		10.10	7.20		6.20	3.02	10.21		5.59		296	3.5		SOUTH FLORENCE	
11.33		10.02	7.10		6.07	2.53	10.09		5.50		309	16.3		COWARD	
11.28		9.57	s 7.00		6.00	2.46	10.02		s 5.43		316	23.2	T	LAKE CITY	
11.23		9.52	6.53		5.54	2.41	9.56		5.35		322	29.3		CADES	
11.17		9.46	s 6.45		5.45	s 2.32	9.48		s 5.28		331	37.7	T	KINGSTREE	
11.09		9.39	s 6.31		5.34	2.23	9.38		s 5.16		342	48.4	T	LANES	
11.05		9.35	6.26		5.30	2.19	9.34		5.10		345	52.2		SANTEE BLUFF	
11.00		9.30	6.21		5.25	2.14	9.29		5.05		348	55.2		ETTA	
			s 6.19						s 5.03		350	56.7	T	ST. STEPHEN	
10.53		9.23	6.10		5.16	2.06	9.20		4.54		357	63.8		BONNEAU	
10.47		9.17	s 6.01		5.07	1.59	9.12		s 4.45		365	72.0	T	MONCK'S CORNER	
10.39		9.09	5.47		4.55	1.50	9.01		4.32		376	83.3		MT. HOLLY	
10.32		9.02	5.38		4.45	1.42	8.51		4.23		386	93.3		MEAD'S	
s10.30		s 9.00	s 5.36		4.43	s 1.40	8.49		s 4.20		388	95.0		CHARLESTON	
											CN-395	101.9	6.9	CHARLESTON YARD	
10.23		8.52	5.25		4.41	1.33	8.47		4.05		389	95.4	T	S. Y.	
												390	96.3		BENNETT
10.21		8.50	5.23		4.39	1.31	8.45		4.03		392	97.2		B. N.	
10.16		8.45	5.17		4.31	1.25	8.38		3.57		399	103.8		JOHNS ISLAND	
10.10		8.40	f 5.10		4.23	1.19	8.30		3.51		407	111.8	T	RAVENEL	
10.01		8.31	f 4.56		4.10	1.09	8.18		3.42		419	124.5		JACKSONBORO	
9.54		8.25	s 4.47		4.00	1.02	8.09		3.35		429	134.0	T	GREEN POND	
9.50		8.22	f 4.40		3.55	12.58	8.04		3.31		433	138.6		WHITE HALL	
9.43 <sup>290</sup>		8.15	s 4.30		3.45	f 12.49	7.54		s 3.24		443	148.2	T	YEMASSEE	
9.37		8.08	4.19		3.17	12.38	7.46		3.12		451	156.6		COOSAWHATCHIE	
9.31		8.02	s 4.11		3.09	12.32	7.38		f 3.06		459	164.6	T	RIDGELAND	
9.21		7.53	s 3.57		2.54	12.21	7.24		2.52	A 1.15	474	179.2	T	HARDEEVILLE	
9.17		7.50	3.52		2.49	12.17	7.19		2.48	1.03	478	183.8		SAND ISLAND	
9.11		7.44	3.46		2.42	12.11	7.13		2.42	12.57	481	186.4		CHATHAM	
9.03 <sup>256</sup>		7.36	3.38		2.30	12.03	7.03		2.33	12.48	490	196.0	T	CENTRAL JCT.	
s 8.55 8.50	s A 8.20	s 7.28 7.23	L 3.30			s 11.55 11.50			s 2.25 2.15	s 12.40 12.30	494	199.3	T	SAVANNAH	
8.33	7.44	7.05		A 3.00	2.20 2.00	11.26	6.55		1.38	12.16	495	201.8	T	NORTH TOWER	
							6.50 6.30	A 6.15			496	202.9	T	SOUTHOVER	
8.31	7.42	7.03		2.53	1.35	11.24	5.57	5.38	1.36	12.13	497	204.3	L	D.A.	
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	A. M.	A. M.	A. M.					
Daily	Daily	Daily	Daily	Daily Ex. Monday	Daily Ex. Monday	Daily	Daily Ex. Monday	Daily Ex. Monday	Daily	Daily					
92	180	2	78	104	112	76	110	120	376	24					

Southern Connection between Charleston Yard and Charleston is a Train Order Office.

MAIN LINE—BETWEEN FLORENCE AND D.A.—CHARLESTON DISTRICT—NORTHBOUND

TIME TABLE NO. 1 IN EFFECT April 28, 1957  STATIONS		Car Capacity of Side Tracks	THIRD CLASS						FOURTH CLASS									
			262	256	222	210	290	204	502									
			Sou. Rwy. Freight	Sou. Rwy. Freight	Through Freight	Through Freight	Through Freight	Through Freight	Local Freight									
			Daily A. M.	Daily P. M.	Daily Ex. Sunday P. M.	Daily A. M.	Daily A. M.	Daily P. M.	Daily Ex. Sunday P. M.									
T	FLORENCE	A				4.30												
	3.5 SOUTH FLORENCE	17				4.00												
	12.8 COWARD	18				3.47												
T	LAKE CITY	165 PS 119				3.39												
	6.1 CADES	185 PN 8				3.31												
	8.4 KINGSTREE	72				3.18												
	10.7 LANES	165 PN 165 PS Y			A 8.40	3.06												
	3.8 SANTEE BLUFF				8.30	3.01												
	3.0 ETTA	100 CP			8.25	2.55												
T	ST. STEPHEN	20			8.22	2.52												
	7.1 BONNEAU	25			8.10	2.43												
T	MONCK'S CORNER	180 PN 32			7.57	2.30												
	11.3 MT. HOLLY	18			7.42	2.15												
	10.0 MEAD'S	X-SOU.			7.28	2.01												
	1.7 CHARLESTON				7.25	1.58												
6.9	MP CN.393.9 CHARLESTON YARD	X-SAL. YARD			L 7.00		A 12.30											
T	S. Y.	X-SOU. Y				1.56	11.52											
	0.9 BENNETT	YARD				1.55	11.50											
	0.9 B. N.					1.38	11.48											
	6.6 JOHNS ISLAND	38				1.28	11.37											
	8.0 RAVENEL	100 Y				1.18	11.25											
	12.7 JACKSONBORO	169 PN 30				1.03	11.00											
T	GREEN POND	175 PS 117 Y				12.53	10.45											
	4.6 WHITE HALL	9				12.45	10.35											
T	YEMASSEE	X-C&W. 91 CP 178 CP Y YARD				12.33	10.20 9.20 <sup>92</sup>											
	8.4 COOSAWHATCHIE	19				12.01	9.10											
	8.0 RIDGELAND	100 PS 20				11.52	9.01											
T	HARDEVILLE	220 PN 21			A 9.35	11.37	8.40											
	4.6 SAND ISLAND				9.28	11.31	8.32											
	2.6 CHATHAM	100 CP			9.22	11.25	8.25											
T	CENTRAL JCT.	X-SAL X-CGA			9.10 <sup>290</sup> 7.45 <sup>92</sup>	11.15	8.12 <sup>266</sup>											
	3.3 SAVANNAH	X-SAL X-SAL																
T	NORTH TOWER		7.20	7.00		11.09	8.05											
T	SOUTHOVER	YARD				11.00 8.00	L 8.00	A 11.00	A 1.55									
	1.4 D.A.	L	7.17	6.52		7.15		10.30	1.10									
			A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.									
			Daily	Daily	Daily Ex. Sunday	Daily	Daily	Daily	Daily Ex. Sunday									
			262	256	222	210	290	204	502									

Southern Connection between Charleston Yard and Charleston is a Train Order Office.

# SPECIAL INSTRUCTIONS--ALL DISTRICTS

## PRECEDENCE BY DIRECTION

Northbound or eastbound trains are superior to trains of the same class in opposite direction, except such trains as may be otherwise specified in these special instructions.

## CAUTION

Speed of Diesel-electric engines must be reduced sufficiently to avoid hard couplings.

Diesel-electric engines must not be stopped over hot clinkers, lighted fuses, or any other open flame lights or fires.

When train is delayed or speed materially reduced, or switching is performed, after entering approach circuits to highway crossing, it must proceed to the crossing prepared to stop unless it is known that the crossing signal devices are displaying "stop" indication to highway traffic.

In case of accident resulting in personal injury or property damage at crossings protected by flashing light signals, each member of the crew must observe whether the signals are functioning.

Engineers on steam engines, by priming injectors, will sprinkle all open deck trestles while passing over them.

Certain switch appliances are equipped with electric locks and automatic timing devices. When authorized to unlock one of these devices, remove the switch padlock and observe indicator on lock. If "unlocked" appears on indicator, the switch may be used at once. If "locked" appears, it indicates that safety timing device is operating which will require several minutes before indicating "unlocked." The hand operated levers may then be operated as instructed above. In case of failure of electric lock, notify control station. Except within C. T. C. or interlocking limits electric locks do not afford signal protection for trains moving against the current of traffic.

Certain electrically locked switches are provided with a short releasing track circuit to provide immediate release of locks. Where used, engine or car must be within 100 feet of switch points on main track, to effect release.

Rail detector cars or similar self-propelled light weight equipment cannot be depended upon to actuate signals. Such cars must not pass over highway crossings protected by automatic flashing light signals until manual protection is provided, unless it is known that automatic protection is functioning as crossing is being entered. At railroad crossings where automatic interlocking is in use, such cars must come to a stop and must not proceed over the crossings until all instructions covering emergency use of such crossings, as prescribed by Rule 672, have been complied with. In addition, fuses must be placed on both sides of the crossing on the conflicting line.

## SIGNAL OBSERVANCE

All signals restricting the movement of a train must be acted upon strictly in accordance with their indications. Where color light signals are used, the absence of a light or lights must be observed as though the signal were displaying its most restrictive indication. (See Rule 27.)

In automatic block territory where sections, or trains, depart from terminals close together, or from any point on the line where they may have closed in, the train or trains following must be run at such speed as will permit the following train to receive a clear signal at each block.

Paragraph 1 of Rule 99-B is hereby amended as follows: On trains equipped to display oscillating red light from rear, flagman will display such red light continuously while train is occupying the main track. At stations where train is to be switched from rear, the red light must be turned off while the switching is being performed. Paragraphs 2, 3 and 4 of Rule 99-B, are unchanged by above instructions.

The NOTE under Rule 99-B is hereby amended as follows: The use of oscillating emergency red rear-end light in two or more track territory where Rule 261 is in effect is prohibited except when train so equipped is disabled or stopped suddenly, then it must be turned on immediately. This does not, however, relieve employees from compliance with Rule 99.

## RAILROAD CROSSINGS

Trains and engines must stop at unprotected railroad crossings within: 50 feet in Virginia; 100 feet in North Carolina; 300 feet in South Carolina; 50 feet in Georgia. If the way is clear they may then proceed.

*Automatic Interlocking:*—Where any part of a pass track is located within automatic interlocking limits, when trains are to meet at that point and the first train holds main track, a member of that crew will change pass track switch, whereupon the home signal should then indicate "proceed" for the second train. If the signal does not indicate "proceed" for the second train, a member of that crew will operate the release. Where approaches to automatic interlockings are arranged to provide automatic release of the crossing, engines and cars should be left clear of designated points to avoid delays to trains on the conflicting route.

*Cabin-door Interlocking:*—If a train or engine is stopped by home signal at cabin-door interlocking protecting railroad crossing, a member of the crew must ascertain, where derails are used, that they are set for the safe movement of his train or engine, that the signals on the conflicting route are set in "stop" position, and that no one is in the tower. The movement may then be made at restricted speed.

*Crossings Protected by Gates or Signals Operated by Crews:*—Where gates or signals are set normally clear for A. C. L. (or for main line movements at crossings of A. C. L. branch line), trains and engines must approach crossing expecting to find gates or signals displaying "stop" indication, prepared to stop short of crossing, derails or home signals, and may proceed if crossing is seen to be clear and gates or signals are set against conflicting route. Maximum speed at such crossings, 20 miles an hour unless otherwise specified.

Where gates or signals are set normally against A. C. L. (or against A. C. L. branch line movements at crossings of A. C. L. main line), trains and engines must stop short of crossing, derails or home signals. If crossing is seen to be clear, and no approaching conflicting movement is observed, member of crew will set gates or signals against conflicting route and clear for movement to be made. Gates or signals must be restored to normal positions by member of crew after movement has been completed and is clear of crossing, derails and home signals.

*Crossings Protected by Approach-Locked Derails and Signals:*—Where signals are set normally clear for A. C. L. movements, and a train or engine is stopped by a "stop" signal, and there is no evidence of a conflicting movement being made, member of crew must call train dispatcher.

Where signals are set normally against A. C. L. trains and engines, stop clear of derails, open instrument case and push button. If indicator shows no train or engine is approaching on conflicting route, the ground lever may be unlocked and derails removed to permit movement over crossing. If indicator does not function, and no conflicting movement is evident, operate time release by turning knob to right as far as possible and release the knob. When the time element has expired, the indicator should appear for 20 seconds, and the device must be operated during that interval. If this is not done, the release must be operated again. If the indicator shows a conflicting movement is being made, the device cannot be operated until the crossing is cleared. After the crossing movement has been completed and train, or engine and cars, has cleared derails, restore lever to normal position, insert and lock switch lock.

## REMOTELY CONTROLLED SWITCHES AND SIGNALS

Locations and types of power operated switches are listed under district instructions.

Should a train be stopped by home signal and same does not indicate "proceed" in one minute, member of crew will communicate with control station by telephone, and be governed by instructions.

If it becomes necessary to hand-throw power operated switches or pass signals indicating "stop" a complete understanding must be reached between the control station and trainmen involved. Then be governed as follows:

- (1) Remove any obstructions from switch points with stick. Never use hands.
- (2) Where dual control power operated switches (air or electrically operated) are to be placed in hand throw position, it will be necessary to move the switch points back and forth until it is definitely determined that the lever is connected with the switch points. In every case, the points must be known to fit properly before movement is made.
- (3) Types of power operated switches with instructions for emergency hand-throw operation:
  - (a) Electrically operated-dual control.—Unlock and reverse small

## SPECIAL INSTRUCTIONS--ALL DISTRICTS (continued)

lever marked "motor" to the "hand" position. The switch can then be thrown with the large lever. After movement is completed restore all levers to normal and lock same.

(b) Electrically operated-emergency crank.—Emergency crank is located in small box on post or case near the switch. To obtain crank, unlock and open door which exposes crank, remove from holder and insert in hole provided on switch machine. This hole is usually provided with a cover which must be unlocked with standard switch key. Turn crank as far as possible. This action moves the switch points. After switch points have been moved and are seen to fit up properly, drive the wooden wedge between open switch point and rail to secure the points. Wooden wedge will be found in box or telephone booth near the switch. Unless otherwise instructed, trainmen will remove wooden block and crank and restore same to their respective holders. Close and lock all doors and crank hole cover when movement is completed.

(c) Air operated-dual control.—Unlock small lever at end of machine and pull out full stroke. The switch can then be thrown with the large lever. After movement is completed restore all levers to normal and lock same.

(d) Air operated-without dual control.—This type of machine is usually located near interlocking tower where proper tools are provided under supervision of operator. For emergency operation, first make sure that air is cut off at underground cock housed in pipe stand near the switch. To insure that cock is closed, turn ninety degrees and observe that mark on top of cock is at right angle to the pipe line. Remove mechanism cover, place pointed end bar in holes provided in base plate, pushing piston rod lug in direction desired. Be careful in the initial movement of bar to avoid personal injury as a small amount of air remaining in the cylinder may cause a slight kick-back on the bar. After switch points have been moved and seen to fit properly, drive wooden wedge between point and rail to secure the points.

### SPRING SWITCHES

Where spring switch is protected, for facing point movements, by indicator signal, trains and engines will approach such signal prepared to be governed by its indication. Where such signal displays "stop," or, in the absence of light where there is no day indication, the switch must be examined and points found to fit properly before movement is made. Where spring switch is protected by automatic signals, Rule 509 or 509-A must be complied with. On two or more tracks, all trains and engines running against current of traffic must stop and examine spring switches before passing over them, except where switch indicator is in service.

After trailing entirely through a spring switch, a train or engine must pass beyond the signal governing movement over the switch before reverse movement may be made, and the movement must not be made until signal indicates "proceed." If the signal does not indicate "proceed" within one minute, the movement must then be made in accordance with instructions above. (See Rules 113 and 513-B.)

### AUTOMATIC TRAIN CONTROL

When automatic train control fails and/or is cut out enroute, train may proceed, according to signal indication, but not to exceed medium speed, to the next available point of communication, where report must be made to the superintendent and master mechanic. From that point train must not proceed until authorized to do so by the train dispatcher.

The duty of the train dispatcher in such cases will be to establish an absolute block in advance of the train on which the device is inoperative. Upon receipt of train order reading, "Absolute block for No. .... is established from E to H," train may proceed at speed not to exceed 79 miles an hour. When unable to establish absolute block, train dispatcher will issue train order reading, "Unable to establish absolute block ahead. Proceed according to signal indications at speed not exceeding medium speed."

When both engines on a double-headed train are equipped with automatic train control and such apparatus fails on the leading engine, the second engine will be switched to the lead, if practicable, and train dispatchers notified to that effect at the first available point of communication.

### DRAWBRIDGES

Unless otherwise provided, trains and engines must stop within 300 feet from drawbridges which are not protected by interlocking signals. If the way is clear, they may then proceed.

### SPEED LIMITS

Maximum speed permitted, except where otherwise specified under district instructions, is as follows:

Diesel-electric switch engines 10 to 43, 50 to 59, 600 to 605 and 643 to 716, fifty miles an hour.

Passenger and express trains when handling box express cars not equipped with passenger trucks, caboose cars or freight equipment, will not exceed maximum authorized through freight train speed, except Pennsylvania Railroad X-29 type box express cars may be operated at speeds not to exceed 80 miles an hour.

Trains when handling Jordan Ditcher may operate at a speed not to exceed 40 miles an hour and where speed of trains when handling loaded hopper cars is less than 40 miles an hour on such segments of the line the speed of trains, when handling the Jordan Ditcher, should be restricted to that speed as authorized for the handling of loaded hopper cars.

Trains handling scale test car, 25 miles an hour. Car must be handled next ahead of caboose.

Trains handling pile driving machines, and rigid wheel base switch engines in tow, 20 miles an hour.

Trains handling steam engines in tow with any of the side rods removed, 15 miles an hour.

Steam engines equipped with trailer trucks, backing up under own power or being pulled backward in tow, 25 miles an hour.

Steam engines not equipped with trailer trucks, backing up under own power, or being pulled backward in tow, 15 miles an hour.

Trains and engines running against the current of traffic, 10 miles an hour over all protected highway and street crossings.

On two or more tracks, where automatic block signals govern only the movement of trains running with current of traffic, passenger trains running against the current of traffic must not exceed speed of 59 miles an hour and freight trains running against the current of traffic must not exceed speed of 49 miles an hour.

Trains or engines entering or leaving main track switches, 20 miles an hour.

Speed of trains through spring switches; passenger, 30 miles an hour; freight, 20 miles an hour.

Speed of trains over drawbridges interlocked including trestle approaches, 30 miles an hour.

Wreckers and bridge department locomotive cranes are separated into classes as shown below:

Class 1—250 ton wreckers Nos. 65358, 65369 and 65370.

Class 2—160 ton wreckers 65301, 65302; 150 ton wrecker 65255.

Class 3—150 ton wreckers 65229, 65248; 120 ton wrecker, 65417; 100 ton wrecker 65388 and 75 ton wrecker 65387.

Class 4—75 ton wreckers 65099 and 65155.

Class 5—Bridge department locomotive cranes 65332, 65414 and 65445.

Class 1 and 2 wreckers must be separated from engines by at least one car of not more than 180,000 lbs. gross weight.

Instructions governing the speed of these machines over the several districts will be found in special instructions, each district.

Speed over bridges not listed in table will be governed by speed allowed over lines on which bridges are located.

### REGISTER STATIONS

Trains will reduce speed and conductors will hand register slip, Form 329½ properly filled out, to operator at register points at which trains do not stop.



## SPECIAL INSTRUCTIONS--ALL DISTRICTS (continued)

### SIGNAL STOPS

Local freight trains will stop on flag at all stations. Private sidings are flag stations for all trains performing local freight work.

### NOTICE

Attention is specifically directed to the "Hours of Service" law, effective March 4, 1908, excerpts from which are as follows:

"Sec. 2. That it shall be unlawful for any common carrier, its officers or agents . . . to require or permit any employe subject to this Act to be or remain on duty for a longer period than sixteen consecutive hours; and whenever any such employe . . . shall have been continuously on duty for sixteen hours he shall be relieved and not required or permitted again to go on duty until he has had at least ten consecutive hours off duty; and no such employe who has been on duty sixteen hours in the aggregate in any twenty-four hour period\* shall be required or permitted to continue or again go on duty without having had at least eight consecutive hours off duty; Provided, That no operator, train dispatcher, or other employe who by the use of the telegraph or telephone dispatches, reports, transmits, receives or delivers orders pertaining to or affecting train movements shall be required or permitted to be or remain on duty for a longer period than nine hours in any twenty-four hour period in all towers, offices, places and stations continuously operated night and day, nor for a longer period than thirteen hours in all towers, offices, places and stations operated only during the daytime, except in cases of emergency, when the employes named in this proviso may be permitted to be and remain on duty for four additional hours in a twenty-four hour period or not exceeding three days, in any week: Provided, further, The Interstate Commerce Commission may after full

hearing in a particular case and for cause shown extend the period within which a common carrier shall comply with the provisions of this proviso as to such case."

\*Such twenty-four hour period will be counted as beginning from the time when said employe went on duty and after last having had eight hours off duty.

"Sec. 3 . . . Provided, That the provisions of this Act shall not apply in any case of casualty or unavoidable accident or the act of God; nor where the delay was the result of a cause not known to the carrier or its officer or agent in charge of such employe at the time said employe left a terminal and which could not have been foreseen. Provided further, That the provisions of this Act shall not apply to the crews of wrecking and relief trains."

### ABBREVIATIONS

L.—leave;  
A.—arrive;  
s.—regular stop;  
f.—flag stop to receive or discharge passengers;  
T.—train order office;  
P.—pass track (siding);  
PN.—pass track, north;  
PS.—pass track, south;  
CP.—center pass track;  
X.—railroad crossing;  
Y.—wye track.

## RICHMOND DISTRICT

M. L. HORTON, Superintendent  
M. S. JONES, JR., Acting Superintendent  
E. H. POWELL, Trainmaster

W. T. BULLARD, Trainmaster  
J. U. ROOKER, Trainmaster

#### MAIN LINE:

Richmond to Florence.

#### BRANCHES:

Petersburg Branch.  
Nashville Branch.  
Fairmont Branch.

### DOUBLE TRACK

Double track extends from Richmond to Florence, except as otherwise indicated below. (See instructions covering C. T. C.).

Trains, other than scheduled trains, will run extra without running orders between Acca and Florence, and intermediate points.

Trains and engines may be operated in either direction on either track between Rocky Mount passenger yard and "R. Y.", at South Rocky Mount, on instructions of the yard master, which supersede time-table superiority between these points, where no signal system is in effect. All trains must observe yard speed between these points, expecting to find main tracks occupied. The northern boundary of the passenger yard is Thomas Street. Maximum speed between these points, 20 miles an hour.

Trains and engines will move on either track as directed, between north end of C. T. C. at South Rocky Mount and "R. Y." expecting to find main tracks occupied. All trains must move between these points at yard speed.

### AUTOMATIC BLOCK SIGNAL SYSTEM

Automatic Block Signal System is in effect between Richmond and Florence, except where Traffic Control (C. T. C.) system is in effect and except as above indicated.

Trains will run between Richmond and Dunlop, between Contentnea and Selma, and between Maple and Pee Dee, with the current of traffic, by signal indication, which supersedes time-table superiority. Southbound trains will be governed by "take siding" signals at Selma and Pee Dee, as to holding main track at these points.

Northbound trains from Kinston Branch will run between Pender and Weldon Yard, with the current of traffic, by signal indication, which supersedes time table superiority, but conductor must secure permission from operator at Weldon Yard before occupying main line.

Northbound trains from Bennettsville Branch must stop south of dwarf signal, just south of Second Street, first crossing south of station,

Parkton, and conductor must ask operator at Fayetteville for permission to cross over. When permission is given indicator light will appear and signal will indicate "stop." When switches for crossover movement are lined, signal will then indicate "proceed at restricted speed," and trains may be governed accordingly. After movement to northbound main track is completed, switches must be restored to normal and locked. If indicator light fails to appear, call operator again and be governed by his instructions. Northbound trains from Bennettsville Branch will run between Parkton and Fayetteville with current of traffic, by signal indication, which supersedes time-table superiority.

Northbound trains from Fairmont Branch will run between Elrod and Pembroke with the current of traffic, by signal indication, and southbound trains from Fairmont Branch will run between Elrod and Maple with current of traffic, by signal indication, which supersedes time table superiority, but conductors must secure permission from operator at Pembroke or Maple before occupying main line.

A "proceed" signal at south end of Collier Yard, for southbound trains; a "proceed" home signal at Selma, for southbound trains; a "proceed" home signal at Maple, for northbound trains; and a "proceed" (leave siding) signal at north end of northbound pass track at Milan (controlled by operator at Fayetteville), for northbound trains originating at Milan, will indicate that overdue first-class trains or trains of superior right in the same direction have departed. Operators will ascertain from the train dispatcher that such overdue trains have departed before displaying "proceed" signal.

Dwarf signal at Pender, located at clearance point, Kinston Branch, governs movements to northward main track when main line switch is reversed. This signal must not be passed when in "stop" position without instructions from the train dispatcher. The approach of northbound main line trains is shown by switch indicator. Switch lock must not be removed from electric lock while indicator signal is in "stop" position without first obtaining permission from train dispatcher. If indicator signal indicates "proceed," or train dispatcher's permission has been obtained, be governed by instructions pertaining to handling of electrically locked switches. This does not relieve trains from protecting in accordance with Rule 99.

Southern Railway northbound trains must stop clear of derail on Pinner's Point lead at Selma. Conductors of Southern Railway northbound trains, and conductors or enginemen of such southbound trains,

## RICHMOND DISTRICT (continued)

must get permission from the train dispatcher before changing switches. After authority is received, for southbound trains, press button on indicator post opposite crossover, west of southbound track; or, for northbound trains, on post near switch on Pinners Point lead. If light appears, padlock may be removed from center crossover, or from switch electric lock. If light does not appear, call train dispatcher.

When crossover movement between main tracks just south of Cape Fear River, Milan, is to be made, press button on light indicator post west of southward main track, and if light appears padlock may be removed from crossover electric lock. If light does not appear, call train dispatcher.

A "proceed" northbound signal at Pee Dee, for Wilmington District trains, indicates that overdue trains (not otherwise indicated by train order) have arrived and departed Pee Dee. Operator at "W. G." will ascertain from Wilmington District train dispatcher that such overdue trains have arrived and departed Pee Dee before displaying "proceed" signal.

### CENTRALIZED TRAFFIC CONTROL

Traffic Control (C. T. C.) System is in effect:

(a) Between Dunlop and south end of Collier Yard, and also on Petersburg Branch between Dunlop and northbound home signal located just north of Pocahontas switch. All signals and electrically operated-dual control switches are controlled by operator from control station at "B.X."

(b) Between Garysburg and south end of Weldon Yard. All switches and signals are controlled by operator from control station at Weldon Yard.

(c) Between "R. Y." So. Rocky Mt. and Contentnea. All signals and electrically operated-dual control switches are controlled by dispatcher from control station at Rocky Mount, except as otherwise indicated.

(d) Between Pee Dee and Florence. All signals and air operated-dual control switches are controlled by operator from control station at "W.G.", Florence Yard.

All hand-operated switches are equipped with electric locks. Permission to use these switches must be obtained from control station. Exceptions: (a) east leg of wye track at Dunlop (see instructions under "Spring Switches"); (b) engines holding west main track at South Rocky Mount may set off and pick up cars in Johnson's, Worsley and Rawls spurs without permission; (c) trains holding west track may set off or pick up cars in side tracks at Sharpsburg, Elm City, Wilson Yard and Mars Bluff, and trains holding east main track at Vicks, and Winona, without permission; and (d) engines holding east main track at Florence may set off or pick up cars from industry tracks without permission. Additional instructions for use of such hand-operated switches are covered by instructions under "Caution", on page 24.

Trains will operate on pass track between Contentnea and Wilson in either direction, by signal indication.

Signals governing interlocking at Norfolk Southern Railway crossing, Wilson, are under joint control of train dispatcher at Rocky Mount and towerman at crossing.

When switching on lead through interlocking south of "C.O.", when east main track will not be fouled, permission may be obtained from control station, whereupon dwarf signals will be set to indicate "restricting" and will remain in that position until switching has been completed and control station notified.

Southward home signals, near Mile Post 290 $\frac{1}{4}$  "F.Y." when displaying indication per Rule 286-B, govern movement into Florence Yard freight lead tracks. Rule 93 applies on yard tracks south of power operated switches, and in addition, trains or engines will move at restricted speed.

### REMOTELY CONTROLLED SWITCHES AND SIGNALS

(See "Special Instructions—All Districts")

(See "Centralized Traffic Control" for control station and type of power operated switch, unless otherwise indicated.)

Meadow: Main line crossover and switch from northbound main line to old line Clopton. Controlled by operator "F. A." Air operated-dual control.

"F. A.": North end pass track, main line crossovers, crossover to pass track, switch from northbound main line to old line, from old line

to south end double track. Controlled by operator "F. A." Air operated-without dual control.

Dunlop: Main line crossover and switch leading from northbound main line to Appomattox Station.

So. Dunlop: Main line crossovers and switch leading from northbound main line to south end wye track.

No. Petersburg: Double main line crossovers.

Appomattox River: Switches south and north end of double track.

"B.X.": Double main line crossovers, switch leading from northbound main line to old line, and switch from southbound main line to Collier Yard lead.

So. Collier: Double main line crossovers and switch from southbound main line to yard lead.

Emporia: Main line crossovers, switch from southbound main line to north end house track, and from northbound main line to A. & D. Connection. Controlled by operator Emporia. Air operated-without dual control.

Garysburg: Double main line crossovers. Air operated-dual control.

Roanoke River: Main line switch south end double track. Electrically operated-dual control.

Weldon Yard: Main line switch north end double track, main line crossovers, switch to lumber mill track, switch to yard lead from northbound track, switches north end center pass track. Air operated-without dual control.

So. Weldon Yard: Main line switches south end center pass track. Air operated-dual control.

So. Rocky Mt.: Main line crossovers and crossover from East track to yard lead.

"Y. D.": Double main line crossovers, switches on both turnouts from East track to yard leads. Air operated—dual control.

So. Elm City: Double main line crossovers.

So. Wilson: Double main line crossovers, switch from West track to Norfolk Southern connection, switch north end pass track.

Contentnea: Main line crossover, switch from south end pass track to West track, and switch from East track to Wilmington District main line.

Fayetteville: Main line crossover, switch from northbound main line to Milan Yard lead, and switch both ends turnout from A. & Y. main line to Milan Yard lead. Controlled by operator Fayetteville. Air operated-dual control.

Pembroke: Main line crossovers and switches both ends pass track. Controlled by operator Pembroke. Air operated-dual control.

Maple: Main line crossover switches, pass track switches and south end house track Dillon. Controlled by operator Maple. Air operated-dual control.

Pee Dee: Switch from southbound main line to south end center pass track, switch to Wilmington District main line, and at south end double track.

"W.N.": North end double track switch.

Mars Bluff: Double main line crossovers.

"F.Y.": Main line crossover and switches from West track to both Florence Yard leads.

### SPRING SWITCHES

Spring switches equipped with mechanical facing point lock, indicator signal protecting movement against current of traffic, and "leave siding" signal governing movement from sidings, are located as follows:

"F. A."—South end of pass track.

Jarratt—North end of northbound pass track.

Jarratt—South end of southbound pass track.

Trego—South end of pass track.

Ruggles—North end of pass track.

Whitakers—South end of pass track.

Benson—South end of pass track.

Godwin—North end of pass track.

Milan—South end of southbound pass track.

~~Natal—North end of pass track, for northbound movements with the current of traffic.~~

~~Natal—South end of pass track, for southbound movements with the current of traffic.~~

Parkton—North end of northbound pass track.

*Delma*

## RICHMOND DISTRICT (continued)

Parkton—South end of southbound pass track.

Elrod—North end of pass track.

Rowland—South end of pass track.

Pee Dee—North end of pass track, for northbound movements with the current of traffic.

Where sidings are equipped with "leave siding" signals governing movement from sidings, such signals are a part of the automatic block signal system, unless otherwise specified. Should a train or engine, when ready to proceed, be held by signal and signal does not indicate "proceed" in three minutes, the train dispatcher must be communicated with immediately by telephone. The signal must not be passed when in "stop" position without authority. Train dispatcher's permission must be given to operate the switch key release located in box adjacent to signal. After the release has been operated, it will be necessary to wait two to five minutes before signal indicates "proceed at restricted speed." This signal does not relieve trainmen from complying with Rule 99. Where a "leave siding" signal is used, and there is a diverging route leading from pass track, normal position of switch is for movement from pass track to main track. For other movements, reverse pass track switch, and "proceed at restricted speed" signal (Rule 290-H) should be displayed for such movement. If not, communicate with train dispatcher.

The "leave siding" signals at "F. A.", Pee Dee, Selma, and north end of northbound pass track at Milan are controlled by operators at "F. A.", "W. G.", Selma, and Fayetteville respectively. These signals must not be passed when in "stop" position without authority from the operator.

Additional spring switches, without indicator signals or "leave siding" signals are in service at the following points:

Rocky Mount—Yard freight lead to northbound track at Marigold Street.

Fayetteville—Maiden Lane.

Spring switch protected by indicator signal without facing point lock for facing point movement is located north end passenger yard, Florence.

(See "Special Instructions—All Districts.")

Spring switch leading from Petersburg Branch to wye at Dunlop in C. T. C. limits, is protected by signals and equipped with electric lock. When necessary to use, remove lock from electric lock, unlock door of small case mounted on pedestal, turn time release knob to right as far as it will go, releasing it. When lamp in case lights, indicating lock has operated, switch must be thrown immediately while lamp is burning. Switch must be restored to normal position after clearing main track, locked and door of release case closed and locked.

### AUTOMATIC TRAIN CONTROL

Train Control System is in effect between Richmond and Florence.

### JOINT TRACKS

Trains and engines will be governed by the time-tables, rules and special instructions of the R. F. & P. R. R. while on tracks of that line. They will be governed by the rules and special instructions of the Richmond Terminal Company while on property of that company. (See "Speed Limits").

Trains, engines or motor cars of Virginian Ry. using A.C.L. tracks at Jarratt, will be governed by A.C.L. rules and special instructions. A.C.L. crews will be governed by rules and special instructions of Virginian Ry., while on tracks of that company.

Southern Ry. trains and engines will be governed by A.C.L. time-tables, rules and special instructions while on A.C.L. tracks.

N. & W. Ry. trains and engines will be governed by A.C.L. time-tables, rules and special instructions while on A.C.L. tracks.

Norfolk Southern Ry. trains and engines using main track between N. S. Junction and Franklin Street, Fayetteville, will be governed by A.C.L. time-tables, rules and special instructions. N. S. Ry. trains before fouling A.C.L. main track at N. S. Junction must protect against eastbound A.C.L. trains. This will not relieve eastbound A.C.L. trains from approaching N. S. Junction under control. All trains will run between N. S. Junction and Franklin Street at yard speed, expecting to find main track occupied.

Trains, engines and motor cars of V. & C. S. R. R., using A. C. L. tracks at Hope Mills, will be governed by A. C. L. rules and special instructions. V. & C. S. R. R. trains, engines and motor cars must not occupy A. C. L. main tracks in any circumstances. All trains and engines using other tracks at Hope Mills must operate at yard speed.

### CAUTION

Scheduled southbound first-class trains have right over scheduled northbound first-class trains between south end of C.T.C., on Petersburg Branch, to clearance point at south end of No. 2 track, Pocahontas Yard, and must come to a full stop at latter point unless main track is seen to be clear. Northbound trains from Appomattox Station, operating on time of southbound first-class trains, in proceeding from Pocahontas Yard, will be governed by indication of northbound home signal at south end of C.T.C. All trains have equal superiority between south end No. 2 track, Pocahontas Yard, and Appomattox Station, and must operate at yard speed.

Florence: All trains and engines have equal superiority and must operate at yard speed between south end C.T.C. and "R.A." interlocking. Note caution board just north of entrance to passenger yard where trains must stop and adjust switches, unless they are lined properly and way is seen or known to be clear. Northbound trains must not exceed speed of 15 miles an hour through switches for entire length of train.

Rocky Mount: Trains using yard freight lead track will approach spring switch to northbound main track at Marigold Street under full control. If northbound main track is clear, movement may be made through switch, speed of engine not to exceed 5 miles an hour. Trains on northbound main track must approach this switch at yard speed.

South Rocky Mount: Trains and engines must approach crossing of Norfolk District main tracks, and Richmond District freight running track, at "R. Y.", under full control, expecting to find tracks occupied. If seen to be clear, movement may be made over crossing at speed not to exceed 5 miles an hour, resuming yard speed after engine clears crossing. All trains must approach crossovers north and south of "R. Y." at yard speed.

### RAILROAD CROSSINGS

Crossings over A. & R. R. R. track, Fayetteville, are protected by approach locked derrails, signals normally clear for A.C.L. movements to be operated by crew of A. & R. R. R. before using crossing. (See "Special Instructions—All Districts").

### JUNCTIONS

LOCATION	LINED FOR
Meadow .....	Rocky Mount—Acca line
Collier .....	Rocky Mount—Acca line
Pender .....	Rocky Mount—Acca line
Rocky Mount .....	Florence—Rocky Mount line
South Rocky Mount .....	Florence—Rocky Mount line
Selma .....	Florence—Rocky Mount line
Parkton .....	Florence—Rocky Mount line
Elrod .....	Florence—Rocky Mount line

### DRAWBRIDGES

Following drawbridge is laid with continuous rail:  
Great Pee Dee River, south of Pee Dee. Maximum speed, 40 miles an hour.

### SPEED LIMITS

*Between Richmond and Florence:*

Passenger trains when handled by engines 500 to 548 and 750 to 764, inclusive, 100 miles an hour when consist includes only cars equipped with roller bearings; 90 miles an hour when consist includes cars equipped with friction bearing journals; 83 miles an hour when handled by engines 324 to 335 and 850 to 893; 65 miles an hour when handled by engines 100 to 253, 300 to 323, and 336 to 423. When handled by steam engines, 70 miles an hour.

Express trains, 65 miles an hour.

Trains 105, 109, 110, 112 and 210 are authorized maximum speed of 65 miles an hour when handling unrestricted traffic.

Through freight trains and local freight trains, 60 miles an hour when handling unrestricted traffic; 50 miles an hour when handling restricted traffic; work trains and trains handling loaded high side coal cars, 45 miles an hour.

Where automatic highway and street crossing signals and/or automatic gates are in service, trains may operate over such crossings at maximum authorized speed on both tracks in either direction except where otherwise directed. (See "Special Instructions—All Districts".)

## RICHMOND DISTRICT (continued)

*Speed permitted on other segments of line:*

	Passenger trains	Through and local freight trains	Work trains	Trains handling loaded high side coal cars
<b>BETWEEN:</b>				
	Miles an Hour			
Petersburg and Dunlop.....	59	—	—	40
Rocky Mount and Spring Hope.	35	35	35	35
Spring Hope and Lassiter.....	30	30	30	30
Elrod and Fairmont.....	35	35	30	30

*Local speed restrictions and municipal ordinances:*

"A.Y.": See "Richmond."

Benson: 50 miles an hour, 6:00 A. M. to 8:00 P. M., and 75 miles an hour, 8:00 P. M. to 6:00 A. M.

Dillon: 60 miles an hour. (30 miles an hour against current of traffic).

Dunn: 45 miles an hour, 6:00 A. M. to 7:30 P. M. Broad Street must not be blocked longer than 5 minutes, except by Nos. 80 and 89 handling mail; other streets, not longer than 10 minutes.

Emporia: Freight trains, 50 miles an hour, passenger trains, 60 miles an hour, across Atlantic Street and Low Ground Road and between these crossings. Engine whistles must not be sounded except in cases of emergency and to observe rules other than 14 (1).

Enfield: 45 miles an hour.

Fayetteville: 35 miles an hour across Cumberland Street and Emmett Street, and between these crossings; except across Hay Street, 25 miles an hour. Movements over Blount Street must be preceded by a flagman. Passenger trains must stop clear of Hay Street crossing. Movements (A. & Y. main line) over Gillespie Street, must be preceded by a flagman. Movements (including those on yard tracks), over West Russell Street, at Maxwell Street intersection, must be preceded by a flagman.

James River: Between James River and "A. Y.", 65 miles an hour, except where otherwise restricted. (See "Richmond").

James River bridge: On curves at each end of bridge, 50 miles an hour.

Milan: 50 miles an hour over Cape Fear River bridge.

Great Pee Dee River viaduct: 40 miles an hour.

Petersburg: Watchman will not be on duty East Bank and Bollingbrook Street crossings, 1:00 A. M. to 9:00 A. M., during which time all movements over these crossings must come to a complete stop and be preceded by a flagman. All movements over Franklin, Sycamore, Union, Market, Lawrence and Perry Street crossings, must come to a complete stop before fouling the crossing and be preceded by a flagman. Movements on Washington Street must not exceed 6 miles an hour.

Petersburg: N. & W. engines, over Appomattox River bridge, 20 miles an hour.

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

Richmond: 10 miles an hour over Hopkins Road crossing, on old main line.

Rocky Mount: 40 miles an hour except where otherwise restricted. Whistle must not be used unnecessarily, Grand Avenue to Bassett Street. See "Double Track." 10 miles an hour between Cokey Road and Washington Street, Norfolk District, and switching movements over crossings within this territory must be preceded by a flagman.

Rowland: Passenger trains, 75 miles an hour, 7:00 A. M. to 9:00 P. M.

South Rocky Mount: See fourth paragraph, "Caution" page 28 and Norfolk District main tracks under Rocky Mount.

Weldon: 40 miles an hour over Roanoke River viaduct.

Weldon Yard: Stop before crossing Third Street, U. S. highways 301 and 301-A (on lower level); movements over these crossings must be preceded by a flagman.

Wilson: 50 miles an hour.

*Interlockings:*

	Miles an Hour
"B.X." (main line).....	60
Contentnea (to and from W. & W.).....	30
Dunlop (main tracks).....	60
Dunlop (to Petersburg Branch).....	30
"F.A." .....	60
Pee Dee.....	40
"W.N." .....	40
Weldon viaduct, north and south end, over switches.....	40

*Wreckers and Locomotive Cranes:*

LINES	Miles an Hour				
	Class 1	Class 2	Class 3	Class 4	Class 5
Richmond to Florence.....	50	50	50	50	25
Meadow to "F.A." via Clopton .....	20	20	25	25	20
Dunlop to Petersburg— Appomattox .....	20	20	25	25	20
Rocky Mount to Lassiter.....	20	20	25	25	20
Elrod to Fairmont.....	15	15	20	25	20
<b>BRIDGES</b>					
Cape Fear-Milan .....	30	30	30	40	25

### YARD LIMITS

Yard limits at the following points are indicated by signs marked "YARD LIMIT":

Richmond (including "F.A." and lines north thereof), Petersburg (including Dunlop and Collier), Weldon (including Weldon Yard), Rocky Mount (including "Y.D."), Wilson, Selma, Fayetteville (including Milan and N. S. Junction), Florence (including "F.Y.").

### STANDARD CLOCKS

Richmond (Broad Street Station), Acca (roundhouse), Acca (yard), South Richmond, Petersburg-Appomattox Station, Rocky Mount ("X" office), South Rocky Mount ("R.Y." and "C.O."), Fayetteville, Florence ("W.G." office), Florence (crew clerk's office), Florence (passenger station).

### REGISTER STATIONS

Richmond (Broad Street Station), Acca (roundhouse), Acca (yard), South Richmond, "R. Y.," South Rocky Mount (for northbound Norfolk District, and all Richmond District first-class trains, except those originating and terminating), "C.O.," for other trains. Florence (passenger station) for all first class trains except those operated through freight yard, ("W.G." office) for all other trains, Fairmont; also Petersburg-Appomattox Station (for trains originating and terminating); Weldon Yard (for trains originating and terminating); Pender (for Kinston Branch trains), Rocky Mount, Wilmington District first-class trains, Wilson (for Wilmington District trains), Selma (for Southern Railway trains), Milan (for trains originating and terminating).

Operator at Petersburg-Appomattox Station will register all trains. Operator at "R.Y." South Rocky Mount will register Southern Railway trains. Operator at Wilson will register Wilmington District trains; northbound trains, based on Form 329½ left by conductor showing time and identity of trains arriving Contentnea, and southbound trains based on leaving time at Wilson.

### BULLETIN BOOKS

Bulletin books are located at the following points:

Richmond (Broad Street Station), Acca (roundhouse), Acca (yard), South Richmond, Petersburg-Appomattox Station, Weldon Yard, Rocky Mount, South Rocky Mount ("R.Y." and "C.O."), Selma, Milan, Florence (crew clerk's office), Florence (passenger station).

## RICHMOND DISTRICT (continued)

### LEAVING TERMINALS

Trains may leave the following points without Clearance Form "A": Pender (from Norfolk District), Contentnea (from Wilmington District), Elrod (from Fairmont Branch), Parkton (from Bennettsville Branch, northbound), No. 502 at Lassiter, No. 504 at Fairmont (Saturdays only). Norfolk District southbound trains must get Norfolk District Clearance Form "A" at Weldon Yard. Wilmington District southbound trains must get Wilmington District Clearance Form "A" at Wilson, and Wilmington District northbound trains must get Wilmington District Clearance Form "A" at Florence. Southbound trains enroute Bennettsville Branch must secure Columbia District Clearance Form "A" at Fayetteville before leaving Parkton.

### SIGNAL STOPS

No. 1 at Petersburg and Fayetteville to receive passengers for Savannah and beyond, and at Fayetteville for U. S. Mail.

Nos. 32 and 89 at Bellbluff, for U. S. Mail.

No. 75 at Dunn to discharge passengers from Richmond or beyond and to receive passengers for Fayetteville or beyond; and at Pembroke to discharge passengers from Richmond or beyond and to receive passengers for Florence or beyond.

No. 76 at Pembroke to discharge passengers from Florence or beyond, and to receive passengers for Richmond or beyond.

Nos. 77 and 78 at Benson to receive and discharge passengers to and from Florence and to and from Rocky Mount, or beyond.

No. 77 at Rowland, daily, to discharge U. S. Mail; also to discharge passengers from points north of Fayetteville.

Nos. 80 and 89 at Carson, Skippers, Pleasant Hill, Garysburg, Bricks, Sharpsburg, Micro, Wade, Rex, Buie and Hamer for passengers and U. S. Mail.

No. 80 at Sellers to exchange U. S. Mail upon request of R. P. O. Clerk or when flagged by Postmaster.

No. 89 at Sellers daily except Sunday for exchange of U. S. Mail.

No. 91 at Petersburg to receive passengers for Jacksonville and beyond; and at Wilson to receive passengers for Savannah and beyond.

No. 92 at Fayetteville to discharge passengers from Savannah and beyond and to receive passengers for Richmond and beyond.

No. 375 at Weldon to discharge passengers from Richmond or beyond or receive passengers for Florence or beyond; and at Dillon to receive passengers for Florence or beyond.

No. 376 at Weldon to discharge passengers from Florence or beyond or receive passengers for Richmond or beyond.

### PASSENGER TRAIN CONNECTIONS

Richmond: No. 29 wait indefinitely for R. F. & P. No. 75 when necessary to get New York-Norfolk sleeper. No. 89 wait indefinitely for R. F. & P. No. 75 when necessary to get Washington-Florence mail storage car. Also No. 89 wait 50 minutes when necessary to get mail connection from R. P. O. car R. F. & P. No. 75.

Florence: No. 54 wait one hour for No. 376. No. 78 wait 2 hours for No. 50. No. 80 wait 1 hour for Nos. 54 and 376. No. 376 wait 10 minutes for No. 54 when passengers are reported.

### LOCAL SURGEONS

Benson, N. C.....	Dr. J. Dan Royster
Dillon, S. C.....	Dr. B. F. Hardy
Dunn, N. C.....	Dr. C. L. Corbett
Emporia, Va.....	Dr. G. M. Naff
Emporia, Va.....	Dr. Peter W. Squire
Emporia, Va.....	Dr. John S. Prince
Enfield, N. C.....	Dr. P. W. Joyner
Fairmont, N. C.....	Dr. R. L. Weinstein
Fayetteville, N. C.....	Dr. John M. Harry
Fayetteville, N. C.....	Dr. Robert W. King
Halifax, N. C.....	Dr. F. W. M. White
Jarratt, Va.....	Dr. Victor P. Owen
Parkton, N. C.....	Dr. D. S. Currie
Petersburg, Va.....	Dr. Francis N. Taylor
Richmond, Va.....	Dr. L. H. Apperson
Rocky Mount, N. C.....	Dr. Adam T. Thorp
Rowland, N. C.....	Dr. John D. Larson, Jr.
Selma, N. C.....	Dr. Allen H. Lee
Smithfield, N. C.....	Dr. A. H. Rose
Smithfield, N. C.....	Dr. Watson Wharton
Spring Hope, N. C.....	Dr. J. C. Brantley
Stony Creek, Va.....	Dr. V. A. Thornton
Weldon, N. C.....	Dr. W. G. Suiter
Whitakers, N. C.....	Dr. J. H. Cutchin
Wilson, N. C.....	Dr. Badie T. Clark
Wilson, N. C.....	Dr. Joseph T. Kerr

## NORFOLK DISTRICT

F. B. ROBINS, Superintendent

J. P. ROBERTS, Trainmaster

### MAIN LINE:

Yard Tower to Rocky Mount.

### BRANCHES:

Pig Point Branch.  
Kinston Branch.  
Plymouth Branch.  
Washington Branch.

### DOUBLE TRACK

Double track extends from South Rocky Mount to "J. F."

### SPRING SWITCHES

Switch at Pinners Point freight lead, at Chautauqua Avenue.

End of double track, "J. F.," protected by semaphore indicator signal. (See "Speed Limits" and "Special Instructions—All Districts").

### JOINT TRACKS

East Carolina Ry. trains may use A. C. L. main track between Tarboro and E. C. Junction, by obtaining permission from the operator at Tarboro, and will be governed by A. C. L. time-tables, rules and special instructions.

Southern Ry. trains will be governed by A. C. L. time-tables, rules and special instructions at all points where A. C. L. tracks are used.

Atlantic & Danville Ry. trains will enter and leave A. C. L. tracks at the crossover just north of the crossing at Boone, and have right to move to crossover in meeting trains at Boone. They will be governed by A. C. L. time-tables, rules and special instructions where A. C. L. tracks are used.

Trains and engines of Carolina-Southern R. R., using tracks at Ahsokie will be governed by A. C. L. rules and special instructions. Carolina-Southern trains and engines must not occupy A. C. L. main track in any circumstances. All trains and engines using other tracks at Ahsokie must operate at yard speed.

### CAUTION

Trains will be governed by time-tables, and special instructions, Richmond District, with respect to operations at South Rocky Mount; and from Pender to Weldon, inclusive.

Train No. 511 has right over No. 510, Pender to Parmele.

At Tarboro, the meeting point between main line and branch line trains will be at the branch line crossover switch.

Churchland: Movements over U. S. Highway 17, must be preceded by a flagman.

Greenville: Movements over Dickerson Avenue, 3rd, 4th, 10th and 12th Streets and Airport Road (Munford), must be preceded by a flagman.

Hobgood: All trains approach station at yard speed, expecting to find tracks occupied.

Kinston: The unnecessary use of whistle is prohibited. All street crossings from Park Avenue to Caswell Streets, inclusive, must be preceded by a flagman.

Tarboro: All trains approach station at yard speed, expecting to find tracks occupied.

## NORFOLK DISTRICT (continued)

### RAILROAD CROSSINGS

Crossings at points listed below are protected by hand operated gates or signals:

LOCATION	CROSSING LINE	SIGNALS OR GATES NORMALLY SET CLEAR FOR
Beamon	A. & D. Ry.	A. C. L. R. R.
Hobgood	Kinston Branch	Main Line
Kelford	S. A. L. R. R.	A. C. L. R. R.
Kinston	A. & E. C. R. R.	A. & E. C. R. R.
Suffolk	Virginian R. R.	A. C. L. R. R.

(See "Special Instructions — All Districts").

### JUNCTIONS

LOCATION	LINED FOR
Bruce	Rocky Mount—Pinners Point line
Hobgood	Rocky Mount—Pinners Point line
Pender	Rocky Mount—Acca line
Tarboro	Rocky Mount—Pinners Point line
Parmele	Tarboro—Plymouth line

### DRAWBRIDGES

Following drawbridges are straight-railed, bolted up, and will be opened only on advance notice:

Bains Creek, near Armistead. Maximum speed, 30 miles an hour.

Roanoke River, near Norfleet.

Tar River, main line, near Tarboro.

When necessary to open any of these drawbridges the superintendent will notify the chief dispatcher and the roadmaster. The roadmaster will have the drawbridge opened under flag protection and closed immediately, straight-railed and bolted up, notifying the superintendent and chief dispatcher when closure is completed.

Following drawbridges are protected by interlocking:

Western Branch (Elizabeth River), Bruce. Maximum speed 20 miles an hour between home signals.

Chowan River, Tunis. Maximum speed 20 miles an hour between home signals.

Following drawbridge is normally open for river traffic:

Scott's Creek, within yard limits at Portsmouth. Section foreman must be called when necessary to use bridge, and engines may proceed only when authorized to do so.

(See "Special Instructions—All Districts".)

### SPEED LIMITS

BETWEEN:	Passenger trains	Through and local freight trains	Work trains	Trains handling loaded high side coal cars
Miles an Hour				
Yard Tower and South Rocky Mount	59	49	40	45
Pender and Hobgood	40	40	35	30
Hobgood and Greenville	35	35	30	25
Greenville and Kinston	40	40	35	30
Tarboro and Parmele	40	40	35	30
Parmele and Williamston	45	45	40	35
Williamston and Plymouth	45	40	30	30
Parmele and Washington	40	40	35	30
Bruce and Marford	15	15	15	15

### Local speed restrictions and municipal ordinances:

Ahoskie: 15 miles an hour between Church Street and Hayes Avenue.

Ayden: 25 miles an hour.

Aulander: 25 miles an hour.

Bethel: 12 miles an hour.

Everett: 20 miles an hour.

Hobgood: 45 miles an hour. Movements over Commerce Street on back track must be preceded by a flagman.

"J. F.": Over spring switch, northbound trains, 20 miles an hour, southbound trains, 10 miles an hour.

Kelford: 35 miles an hour.

Parmele: 35 miles an hour.

Portsmouth: 45 miles an hour between Bains Creek and Douglas Avenue, 20 miles an hour between Douglas Avenue and Chautauqua Avenue, and 10 miles an hour between Chautauqua Avenue and Yard Tower.

Robersonville: 15 miles an hour.

Rocky Mount: 10 miles an hour over Cokey Road and Washington Street, and between these crossings.

Suffolk: 25 miles an hour. Movements over East Washington Street at all hours and Madison Avenue between 5:00 p. m. and 8:00 a. m. must be preceded by a flagman at least 50 feet ahead of the engine or cars. Train or engine must approach and enter crossings under complete control.

Tarboro: 20 miles an hour. Movements over Howard Avenue, between 7:00 a. m. and 7:00 p. m., must be preceded by a flagman.

Washington: 6 miles an hour. Movements over Main, Second, Bridge and Pierce Streets and Hackney Avenue, must be preceded by a flagman.

Williamston: Movements over Washington and Haughton Streets must be preceded by a flagman.

Winterville: 35 miles an hour.

### Interlockings:

Miles an Hour	
Beamon	20
Boone	20
Portsmouth	20
Suffolk	20

### Wreckers and Locomotive Cranes:

LINES	Miles an Hour				
	Class 1	Class 2	Class 3	Class 4	Class 5
So. Rky. Mt. to Pinners Pt...	40	40	40	40	25
Pender to Hobgood	30	25	30	35	25
Hobgood to Kinston	20	20	25	30	25
Parmele to Tarboro	30	25	30	35	25
Parmele to Plymouth	20	20	25	30	25
Parmele to Washington	30	25	30	35	25
Bruce to Marford	Barred	10	15	15	15

### BRIDGES

Miles an Hour	
Virginian Ry., and S. A. L. underpasses	
Suffolk	30 30 40 40 25
Chowan River, Tunis	10 10 10 10 10
Bains Creek, Armistead	30 30 30 30 25
Western Branch, Elizabeth River, Bruce	10 10 10 20 10
Scott's Creek, Pinners Pt.	Barred Barred Barred 10 6

## NORFOLK DISTRICT (continued)

### YARD LIMITS

Yard limits at the following points are indicated by signs marked "YARD LIMIT":

Yard Tower (including Armistead), Suffolk, Ahoskie, Hobgood, Tarboro (including E. C. Junction), Rocky Mount (including South Rocky Mount), Pender, Parmele, Greenville, Kinston, Williamston, Plymouth, Washington.

### STANDARD CLOCKS

Portsmouth, Yard Tower, Tarboro, South Rocky Mount, Rocky Mount, Parmele.

### REGISTER STATIONS

Yard Tower, Boone, Tarboro, South Rocky Mount, Pender, Parmele, Kinston, Plymouth.

Operator at Boone will register all trains. Operator at Tarboro will register all trains.

### BULLETIN BOOKS

Bulletin books are located at the following points:

Yard Tower, Tarboro, South Rocky Mount ("R.Y." and "C.O."), Weldon, Parmele, Kinston and Plymouth.

### LEAVING TERMINALS

Trains must not leave the following points without Clearance Form "A":

Parmele, Tarboro (all trains to and from Plymouth Branch). Trains leaving Pender, for Norfolk District, must obtain Norfolk District Clearance Form "A" at Weldon Yard.

### LOCAL SURGEONS

Ahoskie, N. C.	Dr. P. H. Mitchell
Aulander, N. C.	Dr. S. A. Saunders
Ayden, N. C.	Dr. G. G. Dixon
Bethel, N. C.	Dr. C. G. Garrento
Greenville, N. C.	Dr. K. B. Pa...
Kinston, N. C.	Dr. Clifton F. West
Norfolk, Va.	Dr. George H. M. Rector
Norfolk, Va.	Dr. H. Curtiss Merrick
Plymouth, N. C.	Dr. T. L. Bray
Portsmouth, Va.	Dr. R. L. Corbell, Jr.
Scotland Neck, N. C.	Dr. C. H. Neville
Suffolk, Va.	Dr. W. Holmes Chapman, Jr.
Suffolk, Va.	Dr. David B. Corcoran
Tarboro, N. C.	Dr. W. W. Gree...
Washington, N. C.	Dr. L. H. Swinden
Williamston, N. C.	Dr. J. S. Rhod...

## WILMINGTON DISTRICT

J. M. PERRY, Superintendent

W. L. SCHUTT, Trainmaster

H. F. NEWLAND, Trainmaster

### MAIN LINES:

Contentnea to Wilmington.  
Wilmington to Pee Dee.

### BRANCHES:

Clinton Branch.  
Myrtle Beach Branch.  
New Bern Branch.  
Sanford Branch.

### NEW BERN JUNCTION—FERNside BLOCK

The main track between New Bern Junction and Fernside is operated as an absolute block in charge of the train dispatcher at Wilmington. No train or engine will enter the block at New Bern Junction or Fernside without permission from the train dispatcher, obtained by the conductor over the telephone at these points, except W. & W. southbound first-class trains. W. & W. southbound first-class trains will be given the block by train order at Smith's Creek Yard, and conductor must report block clear to train dispatcher immediately upon arrival at Wilmington. 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 the train or engine has cleared the block the conductor must report clear to the train dispatcher.

In the absence of an overdue on first-class trains from train dispatcher, New Bern Branch trains and engines will enter W&W main line at New Bern Junction on authority of yardmaster.

### OIL MILL—NAVASSA BLOCK

The main track between Oil Mill and Navassa is operated as an absolute block in charge of the train dispatcher at Wilmington. No

train or engine will enter the block at Oil Mill or Navassa, or at any junction between these two points, without permission from the train dispatcher, obtained by the conductor over the telephone at these points. Authority by telephone must be repeated and a 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 must 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 switches at these points for Seaboard Air Line trains to pass, and must immediately reset them to proper track after Seaboard Air Line train has passed. Seaboard Air Line trains and engines approaching Navassa and Hilton must sound four long blasts of the whistle, to indicate that the switch is to be lined for movement of a Seaboard Air Line train.

### SPRING SWITCHES

Spring switches protected by indicator signal for facing point movements are located as follows:

Gordon—North end of pass track.

Goldsboro—One switch at each junction with Goldsboro Union Station Co. tracks.

(See "Special Instructions—All Districts").

## WILMINGTON DISTRICT (continued)

Spring switches without facing point lock are located as follows:

- Wilmington—Three switches on south wye.
- Wilmington—Three switches on north wye.
- Myrtle Beach—Three switches on wye.
- Fayetteville—Maiden Lane.

### JOINT TRACKS

S. A. L. R. R., Southern Ry. and N. S. Ry. trains and engines will be governed by A. C. L. time-tables, rules and special instructions where A. C. L. tracks are used. (See Richmond District special instructions, pertaining to N. S. Ry. operations at Fayetteville).

Trains and engines using crossovers, S. A. L. main track, Royster Fertilizer Company, Navassa, and Parsley Street, Wilmington, must flag S. A. L. main track, both directions.

Trains and engines using S. A. L. R. R. tracks at Acme will be governed by S. A. L. time-tables, rules and special instructions. See "Speed Limits."

Train and engine movements within the territory of the Goldsboro Union Station Company are under the authority and supervision of the station master, who will issue necessary instructions governing these operations. All trains and engines will operate on Union Station tracks at yard speed, expecting to find tracks occupied.

Engines using Southern Railway tracks at Goldsboro, will be governed by Southern Railway time-tables, rules and special instructions.

### CAUTION

Trains and engines operating between Marine Jct., near mile post CB-295, and New River, must move at yard speed.

W. & W. southbound passenger trains will use New Bern Junction wye and back into passenger station at Wilmington. Freight trains and engines before using these tracks, must know that all W. & W. southbound passenger trains have cleared.

Acme: Hand throw derails on A. C. L. track leading to Riegel Carolina Corporation on each side of S. A. L. crossing. Derails should be set to derailing position after movement.

Myrtle Beach: Switch at north leg of wye is set normally for the wye.

Sanford: Hand throw derail on A. C. L. main line on north side of rail, 150 feet east of S. A. L. crossing; also on north rail of yard track, between west end of west crossover and A&W connection track switch. Derails should be set to derailing position after movement.

Wilmington: Trains approach passenger station at yard speed, expecting to find tracks occupied; reduce speed to 6 miles an hour from Sixth Street bridge and stop one car length from butting block. GP-7 class engines must not be used on the Dummy Line. All A&Y main line trains and engines will stop before crossing of access road located 1,313 feet west of M. P. F-289, leading from State Highway No. 421, into plant of Carolina Power and Light Company, Mt. Misery.

Simultaneous operation of opposing trains between Pine Island and Myrtle Beach is prohibited. Train dispatchers will arrange to so protect.

### RAILROAD CROSSINGS

Crossing at points listed below are protected by hand operated gates or signals:

LOCATION	CROSSING LINE	SIGNALS OR
		GATES NORMALLY SET CLEAR FOR
Goldsboro	Southern Ry.	A. C. L. R. R.
Sanford	S. A. L. R. R.	S. A. L. R. R.
Acme	S. A. L. R. R.	S. A. L. R. R.

(See "Special Instructions—All Districts").

Crossing with S. A. L. R. R. at Sanford is protected by approach locked derails. Before operating time release, call S. A. L. train dispatcher to ascertain if any S. A. L. trains are approaching.

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

### JUNCTIONS

LOCATION	LINED FOR
Fayetteville .....	Yadkin Junction—Sanford line
Fort Junction .....	Yadkin Junction—Sanford line
Goldsboro .....	Wilmington—Contentnea line
Warsaw .....	Wilmington—Contentnea line
Hilton .....	Pee Dee—Wilmington line
Navassa .....	Pee Dee—Wilmington line
Yadkin Junction .....	Pee Dee—Wilmington line
Chadbourn .....	Pee Dee—Wilmington line

### DRAWBRIDGES

Following drawbridges are straight-railed, bolted up, and will be opened only on advance notice:

- Trent River, near Pollocksville.
- Lumber River, near Nichols.

When necessary to open any of these drawbridges the superintendent will notify the chief dispatcher and the roadmaster. The roadmaster will have the drawbridge opened under flag protection and closed immediately, straight-railed and bolted up, notifying the superintendent and chief dispatcher when closure is completed.

Following drawbridges are protected by interlocking with maximum speed 20 miles an hour between home signals:

- Intra-Coastal Waterway, near Myrtle Beach.
- North East River, Castle Hayne.

Drawbridge over Waccamaw River, Conway, (main line), is left open for river traffic from 1:00 p. m. to 3:00 p. m., and from 7:00 p. m. to 9:00 a. m. daily. Old drawbridge (industrial lead) is left open except when necessary to switch.

Following drawbridges, not protected by interlocking, are subject to normal operation for passage of river traffic:

- New River, near Jacksonville.
- North East River, Hilton. Maximum speed, 10 miles an hour.

Cape Fear River, Navassa. Maximum speed, 10 miles an hour. See page 25.

### SPEED LIMITS

BETWEEN:	Passenger trains	Through and local freight trains	Mixed and work trains	Trains handling loaded high side coal cars
	Miles an Hour			
Contentnea and Wilmington.....	59	49	40	45
Wilmington and Pee Dee.....	59	49	40	45
Warsaw and Clinton.....	40	40	30	30
Chadbourn and Conway.....	35	35	30	25
Conway and Myrtle Beach.....	40	40	30	30
Yadkin Jct. and Fort Jct.....	50	40	35	30
Fort Jct. and Sanford.....	30	30	30	25
New Bern and Fernside.....	59	49	40	40
Delco and Acme.....	15	15	15	15

#### Local speed restrictions and municipal ordinances:

Acme: Trains and engines must move at yard speed on Acme lead track and its sidetrack, including Seaboard tracks and industrial tracks.

Atkinson: 25 miles an hour, 6:00 a. m. to 11:00 p. m., and 35 miles an hour 11:00 p. m. to 6:00 a. m.

Black Creek: 35 miles an hour, 6:00 a. m. to 10:00 p. m.

Clinton: Movements over Lisbon, Still and John Streets must be preceded by a flagman.

Conway: 25 miles an hour.

Faison: 35 miles an hour, 6:00 a. m. to 10:00 p. m., and 50 miles an hour 10:00 p. m. to 6:00 a. m.



## WILMINGTON DISTRICT (continued)

Fremont: 35 miles an hour.  
Jonesboro: 15 miles an hour over street crossings, 6:00 a. m. to 8:00 p. m.

Marion: 35 miles an hour, 6:00 a. m. to 10:00 p. m., and 45 miles an hour 10:00 p. m. to 6:00 a. m.

Maysville: 40 miles an hour.

Mt. Olive: 25 miles an hour, 6:00 a. m. to 10:00 p. m.

Mullins: 20 miles an hour. When switching, movements over Main, Park and Mullins Streets, must be preceded by a flagman.

Myrtle Beach: Myrtle Beach Farm track (1955 feet), 10 miles an hour; engine or cars must not be operated on this track more than 1548 feet beyond wye switch.

New Bern: 5 miles an hour over Queen Street. Movements must be preceded by a flagman over Craven Street.

Nichols: 15 miles an hour.

Pikeville: 35 miles an hour, 6:00 a. m. to 10:00 p. m., and 50 miles an hour, 10:00 p. m. to 6:00 a. m.

Roseboro: 35 miles an hour.

Rose Hill: 35 miles an hour between Ridge Street crossing and South Street crossing, 6:00 a. m. to 10:00 p. m., and 50 miles an hour, 10:00 p. m. to 6:00 a. m.

Sanford: 15 miles an hour over street crossings, 6:00 a. m. to 8:00 p. m. Before crossing Chatham Street, come to full stop and protect same by a flagman. When cutting crossings, cars must be left at least 50 feet away on each side.

Wallace: 35 miles an hour, 6:00 a. m. to 11:30 p. m., and 50 miles an hour, 11:30 p. m. to 6:00 a. m.

Warsaw: 35 miles an hour, 6:00 a. m. to 11:30 p. m., and 45 miles an hour, 11:30 p. m. to 6:00 a. m.

Whiteville: 35 miles an hour approaching and over all street crossings.

Wilmington: Trains and engines will not exceed 10 miles an hour over Nutt, Water, Surry and Front Streets, between Cowan and Marstellar Streets; 15 miles an hour over street crossings on Belt Line at South Front, South Fifth, South Thirteenth Streets, and Colonial Drive; 25 miles an hour over other street crossings within City Limits. (See "Caution").

Trains and engines will not exceed speed of 15 miles an hour between passenger station, Wilmington, and Hilton drawbridge, and between passenger station, Wilmington, and switch to south leg of New Bern branch wye.

### Interlockings:

	Miles an Hour
Contentnea .....	30
Fayetteville (A. & Y. trains) .....	30
Mullins—automatic .....	20
Pee Dee .....	30

### Wreckers and Locomotive Cranes:

LINES	Miles an Hour				
	Class 1	Class 2	Class 3	Class 4	Class 5
Contentnea to Wilmington...	40	40	40	40	25
Wilmington to Pee Dee.....	30	30	35	40	25
Fayetteville to Sanford.....	15	15	20	25	20
Chadbourn to Myrtle Beach 15	15	15	20	25	20
Warsaw to Clinton.....	30	25	30	35	25
Fayetteville to Yadkin Jct. Barred	Barred	Barred	30	35	20
Wilmington to New Bern....	30	25	30	35	25

### BRIDGES

Hilton & Navassa bridges, Wilmington .....	6	6	10	10	10
Waccamaw River, old line, Conway .....	Barred	Barred	6	10	6
Cape Fear River, A. & Y., Fayetteville .....	Barred	Barred	6	10	6
Black River, Ivanhoe.....	Barred	Barred	6	10	6

### YARD LIMITS

Yard limits at following points are indicated by signs marked "YARD LIMIT":

Goldsboro (including North Junction and Royall Yard), Wilmington (including Smith's Creek Yard, Fernside, Yadkin Junction and Navassa), Chadbourn, Whiteville, Jacksonville (including Marine Jct. and Tent

Camp), Belgrade (including Maysville), New Bern (including New Bern Yard), Fayetteville (including N. S. Junction), Fort Junction, Sanford, Conway, Myrtle Beach.

### STANDARD CLOCKS

Goldsboro, Smith's Creek Yard, Wilmington (shops), Wilmington (train dispatcher's office), Florence ("W. G." office), Florence (crew clerk's office), Florence (passenger station), Rocky Mount, South Rocky Mount, ("R.Y." and "C.O.").

### REGISTER STATIONS

Wilson, Smith's Creek Yard (for freight trains), Wilmington (train dispatcher's office, for first-class trains), Wilmington (shops, for trains leaving Smith's Creek Yard), Chadbourn (for trains originating and terminating), Florence (yard, for all except first-class trains), Florence (passenger station, for first-class trains), New Bern, Milan, Sanford, and Myrtle Beach; also Warsaw (for originating and terminating trains), and Oil Mill (for first-class trains on Sundays and legal holidays).

Operators at Wilson will register all southbound trains based on OS figure at Wilson, and all northbound trains based on Form 329½ prepared by conductors, showing time of arrival at Contentnea, to be left with operator at Wilson. Operators at Marion will register all northbound trains showing time of departure at Pee Dee, based on Form 329½ prepared by conductor, to be left with operator at Marion. Conductors on southbound trains will prepare Form 329½ showing time of arrival at Pee Dee, using this as basis for registering upon arrival at Florence, thereafter delivering Form 329½ to operator at Florence.

### BULLETIN BOOKS

Bulletin books are located at the following points: Rocky Mount, South Rocky Mount ("R.Y." and "C.O."), Wilmington (train dispatcher's office), Wilmington (shops), Chadbourn, Florence (passenger station), Florence (crew clerk's office), Milan, Sanford.

### LEAVING TERMINALS

Trains must not leave the following points without Clearance Form "A":

Fayetteville; Warsaw (trains to Clinton Branch), and Goldsboro (trains using Union Station tracks). Southbound trains must secure Wilmington District Clearance Form "A" at Wilson before leaving Contentnea. Northbound trains must secure Wilmington District Clearance Form "A" at Florence before leaving Pee Dee.

No. 534 may leave Myrtle Beach, Saturdays only, and No. 520 may leave Clinton, without Clearance Form "A".

### SIGNAL STOPS

No. 41 at Dudley and Bowden daily, for U. S. Mail.  
No. 42 at Bowden daily except Sunday, for U. S. Mail.  
No. 54 at Leland to discharge parcel post, upon request of R. P. O. clerk.

No. 55 at Leland and Wananish to exchange parcel post, upon request of R. P. O. clerk, or when flagged by postmaster.

### PASSENGER TRAIN CONNECTIONS

#### LOCAL SURGEONS

Burgaw, N. C.....	Dr. W. I. Taylor
Chadbourn, N. C.....	Dr. Murray Carroll
Clinton, N. C.....	Dr. Paul Crumpler
Conway, S. C.....	Dr. L. M. Medlin
Conway, S. C.....	Dr. John deS. Gilland, Jr.
Fremont, N. C.....	Dr. G. H. Rand
Garland, N. C.....	Dr. W. H. Sloan
Goldsboro, N. C.....	Dr. Winfield L. Thompson
Goldsboro, N. C.....	Dr. Richard W. Borden
Jacksonville, N. C.....	Dr. W. T. Turlington, Jr.
Marion, S. C.....	Dr. E. M. Dibble
Mount Olive, N. C.....	Dr. C. E. Henderson
Mullins, S. C.....	Dr. Joseph P. Cain, Jr.
Myrtle Beach, S. C.....	Dr. G. P. Joseph
New Bern, N. C.....	Dr. J. J. Barefoot
New Bern, N. C.....	Dr. J. F. Patterson, Jr.
New Bern, N. C.....	Dr. F. M. S. Patterson
Sanford, N. C.....	Dr. F. L. Knight
Roseboro, N. C.....	Dr. J. Street Brewer
Wallace, N. C.....	Dr. J. D. Robinson
Warsaw, N. C.....	Dr. Otto S. Matthews
Whiteville, N. C.....	Dr. W. H. Hoskins
Whiteville, N. C.....	Dr. W. Edwin Miller

# COLUMBIA DISTRICT

C. PATTERSON, Superintendent

H. N. STRANGE, JR., Trainmaster

M. A. COX, Terminal Trainmaster

## MAIN LINES:

Florence to Robbins.  
Sumter to Columbia.  
Florence to Wadesboro.

## BRANCHES:

Bennettsville Branch.  
Creston Branch.  
Hartsville Branch.

## CENTRALIZED TRAFFIC CONTROL

When movement into laundry track is to be made, train or engine must stop south of bridge signal on west main track. Permission must be secured from operator at "R. A." before operating electric lock switch mechanism and signal obtained for movement. If train or engine desires to move from this track, permission must be obtained from operator to operate switch mechanism and then be governed by signal indication. (See "Special Instructions—All Districts"; also Charleston District instructions under this caption.)

## REMOTELY CONTROLLED SWITCHES AND SIGNALS

(See "Special Instructions — All Districts").

Florence: Crossover switches from W. C. & A. main line to freight yard lead, near Dargan Street. Controlled by operator at "R. A." tower. Switch movements, air operated-dual control.

## SPRING SWITCHES

Spring switch protected by indicator signal without facing point lock for facing point movement is located north end passenger yard, Florence.

Spring switch protected by indicator signal for facing point movement is located south end of pass track, Revell.

Spring switch protected by indicator signal for facing point movement is located north end of pass track, Sumter.

Spring switch without facing point lock is located at north end of wye track, Bennettsville.

Spring switch without facing point lock is located north end of wye track, Wadesboro.

## JOINT TRACKS

Track between Donora and Dunbarton will be used jointly by A.C.L. R.R. and E. I. du Pont de Nemours and Company. All trains and engines must move at yard speed, and must not exceed speed of 10 miles an hour for entire length of lead track to Classification Yard. Cars must be pulled (not pushed) in each direction. The old main line to Classification Yard must not be used for meeting or passing trains.

Trains will be governed by C. & W. C. Ry. time-tables, rules and special instructions while using C. & W. C. tracks at Robbins, and between Robbins and Augusta. Time shown herein is for information only.

C. & W. C. Ry. trains will be governed by A. C. L. time-tables, rules and special instructions while using A. C. L. tracks at Robbins.

Normal position of switch connecting A. C. L. main track with C. & W. C. Ry. main track at Robbins is set and locked to A. C. L. main track. Operators will open and close this switch for C. & W. C. trains and give them proceed signal. A. C. L. southbound trains must not foul C. & W. C. main track without permission from the operator. A. C. L. northbound trains must not pass over this switch until they receive a proceed signal from the operator, and in the absence of such

signal must stop in clear of east end of C. & W. C. siding. The official siding at Robbins is located adjacent to C. & W. C. main track, east or north end located just west or south of junction switch. This is a joint track.

Wadesboro Yard (which includes all territory within yard limits) will be used jointly by A. C. L. R. R. and W. S. S. B. Ry. W. S. S. B. Ry. trains and engines will be governed by A. C. L. rules and special instructions while on joint tracks. Speed through switches must not exceed 10 miles an hour, and approaching S. A. L. R. R. interchange tracks, 6 miles an hour.

Rockingham R. R. trains will be governed by A. C. L. time-tables, rules and special instructions while using A. C. L. tracks at Bennettsville.

L. & S. R. R. trains will be governed by A. C. L. time-tables, rules and special instructions while using A. C. L. tracks at Johns.

## CAUTION

All trains and engines have equal superiority and must operate at yard speed north of "R.A." interlocking limits, Florence Passenger Station, and between Irby Street and first signal north of Church Street.

All southbound Columbia District freight trains will secure orders passing "R.A." Tower. Conductor will call "R.A." from crew clerk's office to determine when train may leave yard. Mechanical device for delivering train orders at "R.A." will not clear man on side of car when in operating position.

A color-light type train order signal is located at "R.A." Tower, Florence. This train order signal governs movements of southbound trains toward Sumter and northbound trains toward Darlington, from Florence freight yard. Rules governing use of train order signals are applicable. Day and night indications on this train order signal are the same.

Simultaneous operation of opposing trains and engines between Darlington and Floyd is prohibited. Train dispatchers will arrange to so protect.

Simultaneous operation of opposing trains and engines between Darlington and Mont Clare is prohibited. Train dispatchers will arrange to so protect.

Train order signal at Darlington governs movement of trains and engines between Darlington and Mont Clare only.

Simultaneous operation of opposing trains and engines between Florence and Palmetto is prohibited. Train dispatchers will arrange to so protect. Engines using C. & D. main tracks within yard limits at Florence must obtain train orders to do so.

Darlington: Normal position of wye switch on Bennettsville Branch is set for south leg wye.

Sumter: All trains and engines have equal superiority and must operate at yard speed between Sumter Street and Magnolia Street. Mechanical device for delivering train orders at passenger station will not clear man on side of car when in operating position.

Robbins: See "Joint Tracks."

## COLUMBIA DISTRICT (continued)

### RAILROAD CROSSINGS

Crossings at points listed below are protected by hand operated gates or signals.

LOCATION	CROSSING LINE	SIGNALS OR GATES NORMALLY SET CLEAR FOR
Darlington (C. & D.)	S.A.L. R.R.	A.C.L. R.R.
Darlington (Branch)	S.A.L. R.R.	A.C.L. R.R.
*Foxville	Southern Ry.	A.C.L. R.R.
Florence	S.A.L. R.R.	A.C.L. R.R.
Maxton	S.A.L. R.R.	S.A.L. R.R.

\*Maximum Speed—Southbound trains—10 miles an hour.

(See "Special Instructions—All Districts")

Switching Instructions, Southern Railway crossing, Denmark, automatic interlocking:

Southbound trains switching between southbound distant signal and southbound home signal, must throw immediately either switch between these signals, or use switch key in nearest box. Southbound trains switching between northbound home signal and station, if entire train cannot clear this signal, must cut off north of switch to Southern connection track, and use switch key in box at that point. Before return movement is made, northbound starting point for highway crossing signals must be cleared. Northbound trains switching between southbound home signal at S.A.L. crossing and northbound home signal at Southern crossing must throw switch at north end of house track, or north end of old pass track, or use switch key in box near these switches.

Switching Instructions, S.A.L. R.R. crossing, Cheraw, automatic interlocking:

Northbound trains switching cotton mill track or C. & L. spur, must see that portion of train remaining on main track is left south of relay case, located 1,200 feet north of north wye switch.

Switching Instructions, S.A.L. R.R. crossing, McColl, automatic interlocking:

Southbound trains switching or cutting train between southbound distant signal and southbound home signal, must throw any one of the switches in these limits immediately.

### JUNCTIONS

LOCATION	LINED FOR
Sumter.....	Augusta—Florence line
Creston.....	Augusta—Florence line
Donora.....	Augusta—Florence line
Robbins.....	Augusta—Florence line
Andrews.....	Columbia—Sumter line
Floyd.....	Florence—Wadesboro line
Darlington.....	Florence—Wadesboro line
Parkton.....	Rocky Mount—Florence line

### DRAWBRIDGES

Following drawbridges are straight-railed, bolted up, and will be opened only on advance notice:

Santee River, near Remini. Maximum speed 20 miles an hour over steel bridge and trestle approaches; 40 miles an hour after rear of train clears steel span.

Wateree River, near Malta.

When necessary to open any of these drawbridges, the superintendent will notify the chief dispatcher and the roadmaster. The roadmaster will have the drawbridge opened under flag protection and closed immediately straight-railed and bolted up, notifying the superintendent and chief dispatcher when closure is completed.

### SPEED LIMITS

BETWEEN:	Passenger trains	Through and local freight trains	Work trains	Trains handling loaded high side coal cars
Miles an Hour				
Florence and Robbins.....	59	49	40	45
Sumter and Columbia.....	59	49	40	45
Florence and Wadesboro.....	40	40	35	35
Parkton and Marlboro.....	30	30	30	25
Darlington and Mont Clare.....	35	35	30	25
Creston and Giant.....	35	30	30	25
Hartsville and Floyd.....	40	40	35	35

#### Local speed restrictions and municipal ordinances:

Barnwell: 50 miles an hour.

Bennettsville: 10 miles an hour over Marion and Parsonage Streets preceded by a flagman.

Cheraw: All switching moves over Front Street crossing, between freight station and Wannamaker Oil Company, must be preceded by a flagman.

Columbia: 10 miles an hour over all street crossings within city limits. Movements over Gervais Street where not protected by flashing lights must be preceded at least 10 feet and not more than 20 feet by a flagman. Movements over all street crossings in industrial area in vicinity of the stadium must be preceded by a flagman. See "Caution."

Darlington: All movements over Main Street must be preceded by a flagman.

Elloree: 25 miles an hour.

Florence: All movements over Dargan and Irby Streets must be at slow speed. Yard engines must flag over these crossings. See "Caution."

Foxville: Southbound trains at Southern Railway crossing, 10 miles an hour.

Hartsville: Movements over Railroad Avenue, Third Street-Coker Avenue, Fourth Street, Fifth Street, Sixth Street, Seventh Street-Marlboro Avenue, Bell Avenue and Home Avenue, must be preceded at least 50 feet by a flagman with red flag by day and red light by night displayed conspicuously in the center of the crossings. All crossings in vicinity of Sonoco Products Company, including walkway at clock house, must be protected by a flagman; and cars must not be left standing nearer than 30 feet and under no circumstances must movements of cars and engines be stopped nearer than 30 feet on either side of Second Street crossing, near main entrance to this plant. Whistle signal Rule 14 (1) is prohibited within city limits except in effort to avoid impending accident.

Lumber Bridge: 30 miles an hour.

Lynchburg: 50 miles an hour between State Highway 341 and a point 900 feet south of depot.

Orangeburg: All trains, 15 miles an hour, between Rowe and Broughton Streets. Members of crew will protect Rowe Street crossing between 7:00 a. m. and 6:00 p. m., until engine covers crossing. Southbound trains, other than No. 55, must not foul Broughton Street while standing at passenger station. Switch movements over West Russell Street must be preceded by a flagman.

## COLUMBIA DISTRICT (continued)

Pinewood: 40 miles an hour.

Sims: 15 miles an hour between home signals.

Sims Extension: 20 miles an hour.

Sumter: Switching movements over both lanes, State Highway 76, via Addlestone Spur, must be preceded by a flagman.

Timmons ville: 40 miles an hour. Movements over State Highway 76 must be preceded by a flagman.

Wadesboro: Movements over street crossings at north and south ends of freight station must be preceded by a flagman. See "Joint Tracks."

### Interlockings:

	Miles an Hour
Seaboard Jct. (automatic) S. A. L. R. R.....	20
Darlington—C. & D.....	20
Darlington—Bennettsville Branch (Northbound).....	20
Denmark—(automatic)—Sou. Ry. ....	20
Denmark—S.A.L. R.R. ....	20
Florence—"R.A." .....	15
McCull—(automatic) .....	20

### Wreckers and Locomotive Cranes:

	Miles an Hour				
LINES	Class 1	Class 2	Class 3	Class 4	Class 5
Florence to Augusta.....	50	50	50	50	25
Florence to Wadesboro Jct... 30	25	30	35	25	25
Floyd to Hartsville..... 30	25	30	35	25	25
Sumter to Columbia..... 40	40	40	25	20	20
Parkton to Marlboro..... 15	15	20	25	20	20
Darlington and Mont Clare.. 15	15	20	25	20	20
Creston to Giant..... 15	15	20	25	20	20
Bennettsville to Gibson .....	Barred	Barred	10	20	10

### BRIDGES

Santee River, Remini.....	6	6	10	10	10
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Speed of class 1 and class 2 wreckers applies to both steel bridge and approaches at Remini. Speed over other bridges is maximum allowed on lines as indicated.

### YARD LIMITS

Yard limits at following points are indicated by signs marked "YARD LIMIT":

Florence, Sumter, Creston, Orangeburg (including Edistone), Donora, Robbins, Sims, Columbia (including Andrews), Holly Hill (including line to Giant), Darlington, Floyd, Cheraw, Wadesboro (including Wadesboro Junction), Hartsville, Bennettsville, Johns.

### STANDARD CLOCKS

Florence ("W.G." office), Florence (passenger station), Florence (crew clerk's office), Sumter (yard office), Columbia.

### REGISTER STATIONS

Florence, Sumter (for trains originating and terminating), Robbins, Columbia, Wadesboro, Hartsville, Bennettsville (for Rockingham R.R. and Bennettsville Branch trains).

No. 536 at Sumter, and all trains arriving Columbia will leave Form 329½ for the operator in care of the yard master.

### BULLETIN BOOKS

Bulletin books are located at the following points:

Florence (passenger station), Florence (crew clerk's office), Sumter (yard office), Orangeburg, East Boundary, Augusta Union Station, Columbia, Wadesboro, Fayetteville, Denmark.

### LEAVING TERMINALS

All trains must obtain Clearance Form "A" before leaving Sumter.

No. 536 may leave Giant without Clearance Form "A".

No. 549 may leave Hartsville without Clearance Form "A".

Nos. 540 and 542 may leave Bennettsville without Clearance Form "A".

Southbound trains enroute Bennettsville Branch must secure Columbia District Clearance Form "A" at Fayetteville before leaving Parkton.

### SIGNAL STOPS

No. 55 at Lone Star, Cordova and Cope daily, to receive and discharge U. S. mail.

No. 54 at Cope, Lone Star, Remini and Cordova, daily, to receive and discharge U. S. mail and parcel post.

### PASSENGER TRAIN CONNECTIONS

Augusta: No. 50 wait 25 minutes for Georgia R.R. No. 2 when passengers reported. No. 54 wait 3 hours for Georgia R.R. No. 4.

Florence: No. 51 wait 2 hours for No. 77. No. 55 wait 1 hour for No. 375. No. 55 wait 30 minutes for mail from 78 or when passengers are reported.

### LOCAL SURGEONS

Augusta, Ga.....	Dr. C. G. Henry
Barnwell, S. C.....	Dr. H. W. Gibson
Bennettsville, S. C.....	Dr. P. M. Kinney
Cameron, S. C.....	Dr. A. P. Traywick
Cheraw, S. C.....	Drs. M. W. Hook and James Thraillkill
Columbia, S. C.....	Dr. J. S. Dillard
Columbia, S. C.....	Dr. T. J. Hopkins
Columbia, S. C.....	Dr. C. Tucker Weston
Darlington, S. C.....	Dr. M. J. Coleman
Darlington, S. C.....	Dr. J. M. Wilcox
Denmark, S. C.....	Dr. A. Wells Lowman
Eastover, S. C.....	Dr. Isaac Hayne
Florence, S. C.....	Dr. C. H. Kingsbury
Florence, S. C.....	Dr. E. M. Allen, Jr.
Gibson, N. C.....	Dr. J. G. Pate
Hartsville, S. C.....	Dr. W. L. Byerly
Holly Hill, S. C.....	Dr. Peter C. Gaillard
Orangeburg, S. C.....	Dr. Jas. C. Shecut
Orangeburg, S. C.....	Dr. W. L. Heaner
Red Springs, N. C.....	Dr. R. D. McMillan
Sumter, S. C.....	Dr. C. J. Lemmon
Sumter, S. C.....	Dr. Ragsdale Hewitt
Sumter, S. C.....	Dr. J. M. Rhame
Timmons ville, S. C.....	Dr. D. O. Holman
Wadesboro, N. C.....	Dr. J. M. Covington, Jr.

# CHARLESTON DISTRICT

O. P. DOWLING, Superintendent  
J. H. CAPPS, Trainmaster

W. O. BRINSON, Trainmaster  
J. P. SCHEIDER, Terminal Trainmaster

## MAIN LINES:

Florence to "D.A."  
Lanes to Sumter.

## BRANCHES:

St. Andrews Branch.  
Meggetts Branch.  
Walterboro Branch.

## DOUBLE TRACK

Double track extends from Florence to "D.A.", Charleston to Charleston Yard, and from Telfair Junction to Savannah (Union Station), except as indicated below. (See instructions covering C.T.C.).

Trains, other than scheduled trains, will run extra without running orders between Florence and Central Junction, and intermediate points.

## AUTOMATIC BLOCK SIGNAL SYSTEM

Automatic Block Signal System is in effect between Florence and "D.A.", except where C.T.C. is in effect.

Trains and engines will run between Central Junction and North Tower by signal indication, which supersedes time-table superiority. (See "Joint Tracks" pertaining to movements Union Junction and Telfair Junction, thence Savannah Union Station.) Maximum speed, Alabama Junction to Telfair Junction, northbound movements, 25 miles an hour unless northbound home signal at Alabama Junction indicates "clear." Maximum speed, Telfair Junction to Alabama Junction, southbound movements, 25 miles an hour unless southbound home signal at Telfair Junction indicates "clear." Yard engines using S.A.L. interchange track between Union Junction and Telfair Junction, when clear of main track, will report "clear" over telephone to operator at North Tower or Telfair Junction, and must not again occupy main track without first getting permission from operator.

Trains will run between Lanes and Santee Bluff with current of traffic by signal indication, which supersedes time-table superiority.

Trains and engines will run between Charleston and Town Creek, with the current of traffic, by signal indication, and between "S.Y." and Ashley Junction by signal indication, which supersedes time-table superiority.

Telephones are located in booths at Etiwan, Five Mile, Tuxbury and Brigade Street spurs, and at south end, Northeastern yard, Ashley Junction. Yard engines before entering main tracks at those points, must secure permission from operator, and must report "clear" when leaving main track.

Trains and engines will run on northbound track, between C&WC crossing Yemassee, and South Yemassee, by signal indication, which supersedes time-table superiority.

A "proceed" southbound signal at South Florence, and a "proceed" southbound signal at "B.N.", indicates that overdue southbound first-class trains, or trains of superior right, have departed. A "proceed" northbound signal at Hardeeville and at Mead's indicates overdue northbound first-class trains or trains of superior right, have departed. Operators will ascertain from train dispatcher that such overdue trains have departed before displaying a "proceed" signal.

## CENTRALIZED TRAFFIC CONTROL

Traffic Control (C.T.C.) System is in effect:

(a) Between "R.A." interlocking (Florence) and South Florence. All switches and signals are controlled by operator from control station at "R.A."

(b) Between Santee Bluff and Etta. All signals and electrically operated-dual control switches are controlled by operator from control station at Lanes.

(c) Between Mead's and "B.N." All signals and air operated-dual control switches are controlled by operator from control station at "S.Y."

(d) Between Hardeeville and Central Junction. All signals and electrically operated dual-control switches are controlled by operator from control station at Hardeeville.

All hand operated switches are equipped with electric locks. Trains or engines holding main track may set off or pick up cars in these tracks without permission. Any train or engine that may have cleared main track at any of these switches must obtain permission from control station before operating switch. Additional instructions for use of hand-operated switches are covered by instructions under "Caution," on page 24.

## REMOTELY CONTROLLED SWITCHES AND SIGNALS

(See "Special Instructions—All Districts")

(See "Centralized Traffic Control" for control station and type of power operated switch, unless otherwise indicated.)

So. Florence: Main line crossover switches. Air operated-dual control.

Lanes: Main line switch, south end northbound pass track. Controlled by operator at Lanes. Electrically operated-dual control.

Santee Bluff: End of double track switch.

Etta: End of double track switch and main line switch, north end pass track.

Mead's: Main line crossover switches.

Charleston: Main line crossover switches, North Charleston Terminal Company lead switch, Charleston Yard lead switch, and north leg of wye switch.

"S.Y.": Main line crossover switches, Charleston Yard lead switch north end of west pass track switch, north end of east pass track switch, Ashley River Extension switch.

"B.N.": Main line crossover switches, south end of west pass track switch, south end of east pass track switch.

Yemassee: Main line switches south of C. & W. C. crossing at north end center pass track, crotch switch north end center pass track, crossover from center pass track to northbound main line, and crossover to yard pass track. Controlled by operator at Yemassee. Electrically operated dual control.

So. Yemassee: Main line switches, south end center pass track, crotch switch south end center pass track, crossover from center pass track to northbound main line, and switch to south end of yard pass track. Controlled by operator at Yemassee. Electrically operated-dual control.

Hardeeville: Main line switch to Southern Rwy.; main line crossover switches; main line switch to north end pass track.

Purysburg: Main line switch to south end pass track.

Sand Island: South end of double track switch.

Chatham: North end of double track switch and main line switch to north end pass track.

Galatia: Main line crossover switches.

Central Junction: Switch to Union Bag lead track. Controlled by operator at Central Junction. Electrically operated-emergency crank provided.

Union Junction: Main line crossover switches and switch to Savannah Union Station. Controlled by operator at North Tower. Electrically operated-emergency crank provided.

## SPRING SWITCHES

Spring switches equipped with mechanical facing point lock, indicator signal protecting movement against current of traffic, and "leave siding" signal governing movement from sidings, are located as follows:

Lake City—South end of pass track.

Cades—North end of pass track.

Lanes—South end of southbound pass track. North end of northbound pass track.

Etta—South end of pass track for southbound movements with the current of traffic.

Moncks Corner—North end of pass track.

## CHARLESTON DISTRICT (continued)

Jacksonboro—North end of pass track.

Green Pond—South end of pass track.

Ridgeland—South end of pass track.

Central Junction—North end Southern Railway yard lead. Position of switch controls aspect southbound signal Galatia for southbound movements on east track. No spring switch indicator provided.

(See "Special Instructions—All Districts.")

Spring switches, without facing point lock, are located as follows:

Bennett—Junction of north yard ladder and east pass track.

Green Pond—Junction of Walterboro Branch at wye.

North Tower—End of double track, old main line to Liberty Street.

Where sidings are equipped with "leave siding" signals governing movement from sidings, such signals are a part of the automatic block signal system, unless otherwise specified. Should a train or engine, when ready to proceed, be held by signal and signal does not indicate "proceed" in three minutes, the train dispatcher must be communicated with immediately by telephone. The signal must not be passed when "stop" position without authority. Train dispatcher's permission must be given to operate the switch key release located in box adjacent to signal. After the release has been operated, it will be necessary to wait two to five minutes before signal indicates "proceed at restricted speed." This signal does not relieve trainmen from complying with Rule 99. Where a "leave siding" signal is used, and there is a diverging route leading from pass track, normal position of switch is for movement from pass track to main track. For other movements, reverse pass track switch, and "proceed at restricted speed" signal (Rule 290-H) should be displayed for such movement. If not, communicate with train dispatcher.

The "leave siding" signal at south end of southbound pass track Lanes, and north end of northbound pass track Lanes, are not a part of the Automatic Block Signal System. They are controlled by operator Lanes. These signals must not be passed when in "stop" position without authority from the operator.

### AUTOMATIC TRAIN CONTROL

Train Control System in effect between Florence and Central Junction.

### JOINT TRACKS

Southern Railway trains will be governed by A.C.L. time-tables, rules and special instructions at all points where A.C.L. tracks are used.

C. & W. C. Ry. trains will be governed by A.C.L. time-tables, rules and special instructions while using A.C.L. tracks at Yemassee.

A.C.L. trains will be governed by C. & W. C. Ry. time-tables, rules and special instructions while using C. & W. C. tracks at Yemassee, and will not occupy C. & W. C. main track without authority from C. & W. C. train dispatcher.

Waycross District trains will be governed by Northern Division time-tables, and special instructions, between "D. A." and Savannah.

Main tracks between Central Junction and Telfair Junction are jointly used with Savannah Union Station Company. Trains and engines of Seaboard Air Line R. R. using these tracks will be governed by A.C.L. rules and special instructions.

#### *Savannah Union Station Company*

Trains and engines will be governed by special instructions of the Savannah Union Station Company while operating over trackage of that company. Employees will report to the station master. Bulletin books are located at Savannah Union Station and "G.M." tower.

Trains and engines will move on "two or more tracks" between Telfair Junction and Savannah Union Station, with and against current of traffic, and on single track between Georgia Junction and Union Junction, by signal indication, which supersedes superiority of trains; except, trains and engines shall not move against current of traffic on either track between Telfair Junction and Florida Junction nor on outbound track between Florida Junction and Georgia Junction.

All switches and signals (except switch to Seaboard connection track, and crossover switches between main tracks, at Alabama Junction) are controlled by operators at Telfair Junction, Florida Junction, Georgia Junction and "G.M." tower.

High signals are of the three-position, semaphore, upper quadrant type, with aspects and indications as follows:

Green, or 90 degrees, "proceed."

Yellow, or 45 degrees, "proceed prepared to stop short of train or obstruction."

Red, or horizontal, "stop."

The bottom arm on northbound signal at Union Junction governs movements of trains and engines to Union Station. The top arm of northbound signal at Georgia Junction governs movements to Florida Junction; the middle arm, movements to Union Junction; and the bottom arm, movements through crossover from northbound to southbound track.

Rule 102, as well as other pertinent operating, signal, special and general rules and special instructions of the tenant lines, must be observed.

Maximum speed, unless otherwise specified:

Passenger trains, 40 miles an hour; freight and mixed trains, 30 miles an hour; light engines, 15 miles an hour; between Union Station and Gwinnett Street viaduct, 6 miles an hour; between Gwinnett Street viaduct and turnout at the Union Station stem of wye at Georgia Junction, including the turnout, 15 miles an hour; between turnout at the Union Station stem of wye at Georgia Junction, and north end home signal limits Georgia Junction interlocking, 30 miles an hour; between north end home signal limits Georgia Junction interlocking and Telfair Junction, 40 miles an hour; between turnout at the Union Station stem of wye, Georgia Junction, and south home signal limits at Union Junction stem of wye at Georgia Junction, 30 miles an hour; between south home signal limits at the Union Junction stem of wye at Georgia Junction, and Union Junction, 40 miles an hour; around west leg of wye, Georgia Junction, 15 miles an hour; through turnouts, 15 miles an hour; back-up movements 15 miles an hour.

### CAUTION

Trains working on the St. Andrews and Meggetts branches, including Blitches spur, must operate at yard speed.

Florence: All trains must move at yard speed on tracks north of interlocking limits, passenger yard. All southbound Charleston District freight trains will secure orders passing "R.A." Tower. Member of crew will call "R.A." from crew clerk's office to determine when train may leave yard. Mechanical device for delivering train orders at "R.A." will not clear man on side of car when in operating position.

Lanes: Color light dwarf signal, located at clearance point, Sumter to Lanes line, governs movement to southbound main track. When movement to southbound main track is to be made, permission to operate electrically locked hand throw switch with pipe connected derail must be obtained from operator. After switch is reversed, operator will clear dwarf signal.

Charleston: All trains, northbound and southbound, will not exceed speed of 30 miles an hour when passing passenger station. Crews will maintain proper lookout for passengers or mail trucks on or near tracks, and sound proper bell and whistle signals.

Charleston Yard: Movements over crossing at Columbus Street between the hours of 5:30 p. m. and 9:30 a. m., must be protected by flag.

Town Creek: All trains must operate at yard speed south of Town Creek.

Yemassee: Color light dwarf signal, located at clearance point, on Savannah-Port Royal leg of wye track, governs movement to run-around track. When movement to run-around track is to be made, permission to operate electrically locked hand throw switch with pipe connected derail, must be obtained from operator. After switch is reversed, operator will clear dwarf signal.

Hardeeville: Hand throw type switch with pipe connected derail on warehouse track and Southern Rwy. extension track are not in interlocking limits, but must be in normal position for interlocking signals to display any proceed indication to or from pass track or to and from Southern Railway main line.

Chatham: Color light dwarf signal, located at clearance point, south end center pass track, governs movements from pass track to west track. When movement to west main track is to be made, permission to operate electrically locked hand throw switch with pipe connected derail, must be obtained from control station, Hardeeville. After switch is reversed, control station will clear dwarf signal. Movements from pass track to east track must be made in accordance with Rule 552.

Savannah: All southbound trains and engines must not exceed speed of 25 miles an hour on southbound main line between automatic signal 4943 (located between Union Junction and North Tower) and southbound home signal at North Tower.

## CHARLESTON DISTRICT (continued)

**Union Junction:** To use Derst's Bakery side track, obtain permission from operator at North Tower, stop just clear of switch points, remove lock and wait two minutes, after which switch may be operated by hand. Emergency release instructions are posted in telephone booth. To move from this track, if switch is set for main track, stop clear of derail, call operator for authority and then operate switch as outlined above. To use Morehouse Manufacturing Company siding, equipped with pipe connected derail, obtain permission from operator at North Tower, stop just clear of switch points, remove electric lock and when "unlocked" is received, switch may be operated. To move from this track, if switch has been lined and locked to main line, call operator at North Tower for permission to enter main line and then operate switch as outlined above.

**Sumter:** Normal position of switch to freight yard, near Fulton Street, will be set to freight yard. Trains must stop clear of the Columbia District main track, and must not change switch unless that main track is clear and no train approaching.

### RAILROAD CROSSINGS

Crossings at points listed below are protected by hand operated gates or signals:

LOCATION	CROSSING LINE	SIGNALS OR GATES NORMALLY SET CLEAR FOR
Charleston (NCT Co.)	S. A. L. R. R.	S. A. L. R. R.
Charleston (NCT Co.)	S. A. L. R. R.	S. A. L. R. R.
Charleston (navy yard spur)	S. A. L. R. R.	S. A. L. R. R.
Charleston (Royster leads)	S. A. L. R. R.	S. A. L. R. R.
Charleston (Etiwan lead)	S. A. L. R. R.	S. A. L. R. R.
Charleston (North State lead)	S. A. L. R. R.	S. A. L. R. R.
Dupont	S. A. L. R. R.	S. A. L. R. R.
Mead's	Southern Ry.	A. C. L. R. R.

Crossings at Charleston (N. C. T. Co.) at Filbin Creek and Oakdene pass track, at Charleston (Navy Yard spur, Royster leads, Etiwan lead and North State lead), and at Dupont and Mead's, are protected by approach locked derails.

(See "Special Instructions — All Districts")

### JUNCTIONS

LOCATION	LINED FOR
Lanes .....	Savannah—Florence line
Johns Island .....	Savannah—Florence line
Ravenel .....	Savannah—Florence line
Green Pond .....	Savannah—Florence line
Sumter .....	Augusta—Florence line

### DRAWBRIDGES

Following drawbridges are straight-railed, bolted up, and will be opened only on advance notice:

Santee River, near Etta. Maximum speed, 40 miles an hour, including trestles between Etta and Santee Bluff.

Ashepool River, near Ashepool.

Rantowles Creek, near Johns Island.

When necessary to open any of these drawbridges the superintendent will notify the chief dispatcher and the roadmaster. The roadmaster will have the drawbridge opened under flag protection and closed immediately, straight-railed and bolted up, notifying the superintendent and chief dispatcher when closure is completed.

Following drawbridges are interlocked with signal system:

Santee Canal, near Moncks Corner. Maximum speed, 50 miles an hour.

Ashley River, Drayton Hall. Maximum speed, 50 miles an hour.

Savannah River, near Chatham. Maximum speed 30 miles an hour, including trestles between Sand Island and Chatham.

### SPEED LIMITS

*Between Florence and Savannah:*

Passenger trains between Florence and Central Junction when handled by engines 500 to 548 and 750 to 764, inclusive, 100 miles an hour when consist includes only cars equipped with roller bearings;

90 miles an hour when consist includes cars equipped with friction bearing journals; 83 miles an hour when handled by engines 324 to 335 and 850 to 893. 79 miles an hour between Central Junction and North Tower except where otherwise restricted, when handled by engines 500 to 548, 750 to 764, 324 to 335 and 850 to 893. 65 miles an hour between Florence and North Tower except where otherwise restricted, when handled by engines 100 to 253, 300 to 323, and 336 to 423.

Express trains, 65 miles an hour.

Trains 109, 110, 112, 210, and Sou. 153, are authorized maximum speed of 65 miles an hour when handling unrestricted traffic.

Through freight trains and local freight trains, 60 miles an hour when handling unrestricted traffic; 50 miles an hour when handling restricted traffic; work trains and trains handling loaded high side coal cars, 45 miles an hour.

Between Florence and Central Junction where automatic highway and street crossing signals and/or automatic gates are in service, trains and engines may operate over such crossings at maximum authorized speed on both main tracks in either direction. (See "Special Instructions—All Districts.")

*Speed permitted on other segments of line:*

BETWEEN:	Miles an Hour			
	Passenger trains	Through and local freight trains	Work trains	Trains handling loaded high side coal cars
Lanes and Sumter .....	50	45	35	30
Charleston and Town Creek.....	45	45	45	45
Green Pond and Ehrhardt.....	40	35	30	30
Ravenel and Meggetts.....	....	25	20	20
Meggetts and Magwood.....	....	15	15	15
Johns Island and Croghan.....	....	25	20	20

*Local speed restrictions and municipal ordinances:*

Charleston Yard: GP-7 Class diesel engines, 30 miles an hour over Ashley River Extension and North Charleston Terminal Company lead. See "Caution."

Florence: See "Caution."

Lake City: Between Thomas and Dansing Streets, 50 miles an hour, 7:00 a.m. to 9:00 p.m.

Kingstree: Street crossings, 50 miles an hour, 8:00 a.m. to 7:00 p.m.

St. Stephen: 60 miles an hour, 7:00 a.m. to 10:00 p.m., between first crossing south of station and second crossing north of station.

Magnolia Crossing: Trains running against current of traffic, 10 miles an hour, and unless traffic gates are down, stop and proceed over crossing cautiously. (This crossing is between Southern Connection and Town Creek).

Savannah: 10 miles an hour between Montgomery Street and East Broad Street inclusive, when moving with current of traffic; when moving against current of traffic, all street crossings must be flagged. Movements over crossings at Montgomery Street, Bull Street and Victory Drive must be made with caution, and if traffic control lights are not operating, engines moving with current of traffic must stop and flag over these crossings. See "Automatic Block Signal System."

All movements over crossings at Wheaton Street, President Street, wharf lead, and Anderson Street, Liberty Street lead, must be protected by flag.

Garden City: Trains, engines or cars must not obstruct any street, highway, or lane more than 10 minutes within the corporate limits.

Union Junction: 40 miles an hour, both main tracks, and 30 miles an hour through crossover, 35 miles an hour southward freight trains between Union Junction and automatic signal 4943.

# CHARLESTON DISTRICT (continued)

## Miles an Hour

### Interlockings:

Ashley Junction (through turnouts and crossovers).....	20
Charleston (through crossover and/or inbound lead switch)	15
Florence "R. A." .....	15
Georgia Junction .....	30
Hardeeville (to and from Southern Ry.).....	20
Meggetts — (automatic) .....	20
North Tower (Northbound) .....	30
North Tower (Southbound) .....	30
Southern Connection (through turnouts and crossovers).....	20
"S.Y." (west track between Charleston and "S.Y.").....	30
"S.Y." (east track between Charleston and "S.Y.").....	20
"S.Y." (to and from Ashley Junction).....	15
Welfair Junction (to and from Savannah Union Station).....	15
Welfair Junction (against current of traffic, northbound track) .....	10
*Town Creek (through turnouts and crossovers).....	20
Yemassee: C. & W. C. crossing.....	75

\*See "Caution."

### Wreckers and Locomotive Cranes:

#### Miles an Hour

CLASSES	Class 1	Class 2	Class 3	Class 4	Class 5
Florence to Savannah.....	50	50	50	50	25
Sumter to Lanes.....	30	30	35	40	25
Ashley River Extension.....	15	15	15	20	15
Johns Island to Croghan.....	15	15	15	20	15
Cooper River Spur, to end of A.C.L. ownership.....	15	15	15	20	15
Ravenel to Magwood .....	15	15	15	15	15
Green Pond to Ehrhardt.....	15	15	25	30	25
<b>BRIDGES</b>					
Santee River, Etta.....	30	30	40	40	25
Sand Island to Chatham.....	20	20	25	30	25

## YARD LIMITS

Yard limits at following points are indicated by signs marked "YARD LIMIT":

Florence, Charleston (including "B. N." and Charleston Yard), Yemassee, Savannah, (including Central Junction and "D.A."), Sumter.

## STANDARD CLOCKS

Florence (passenger station), Florence ("W. G." office), Florence (crew clerk's office), Charleston Yard, Green Pond, Yemassee, Hardeeville, Central Junction, Savannah, North Tower, Southover, Sumter (yard office).

## REGISTER STATIONS

Florence (passenger station), Florence (crew clerk's office), Charleston Yard, Savannah, North Tower, Southover, Sumter; also Lanes (for trains to and from Central R. R.), Green Pond and Ehrhardt (for branch line trains), Hardeeville (for Southern Ry. trains), and Central Junction (for Southern Ry. freight trains).

## BULLETIN BOOKS

Bulletin books are located at the following points:

Florence (passenger station), Florence (crew clerk's office), Charleston Yard, Green Pond, Hardeeville, Central Junction, Savannah, North Tower, Southover, Sumter.

## LEAVING TERMINAL

Trains to and from Central R. R. must not leave Lanes without Clearance Form "A."

No. 584 is not required to secure Clearance Form "A" at Ehrhardt. Trains originating Charleston Yard will leave without clearance card.

## SIGNAL STOPS

No. 75 at Ridgeland to discharge passengers from Richmond and beyond, and to receive passengers for Jacksonville and beyond.

No. 75 at Green Pond to receive passengers for Savannah and beyond.

Nos. 77 and 78 at Scranton and Salters for passengers.

Nos. 77 and 78 at Coward, Bonneau, Johns Island, Adams Run, Ashepoo, and Coosawhatchie and No. 77 at McBeth to exchange parcel post, upon request of R. P. O. clerk, or when flagged by postmaster.

No. 376 at Hardeeville to exchange U. S. Mail and parcel post upon request of R. P. O. clerk, or when flagged by mail messenger.

## PASSENGER TRAIN CONNECTIONS

Florence: No. 375 wait 30 minutes for No. 55.

Savannah: No. 92 wait 15 minutes for No. 180 when passengers are reported.

## LOCAL SURGEONS

Charleston, S. C.....	Dr. I. Rippon Wilson, Jr.
Ehrhardt, S. C.....	Dr. John F. McLaughlin
Hardeeville, S. C.....	Dr. T. B. Carroll, Jr.
Kingstree, S. C.....	Dr. T. S. Hemingway
Lake City, S. C.....	Dr. D. M. Evans
Manning, S. C.....	Dr. W. S. Harvin
Ridgeland, S. C.....	Dr. C. P. Ryan
Savannah, Ga.....	Dr. A. W. Coward
Sumter, S. C.....	Dr. C. J. Lemmon
Walterboro, S. C.....	Dr. Reddick Ackerman, Jr.



## How to Judge Impact Force And Speed of Freight Cars

For the benefit of those engaged in train or yard service, there is shown below the impact force at various speeds, together with method of calculating speed of 40-foot car. This information should enable switching crews to couple cars at proper speed, thereby reducing damage to lading and subsequent claim payments.

The factor behind damage resulting from rough coupling of cars is: impact delivered by coupling cars increases in proportion to square of the speed. In other words, a car coupled at 8 miles per hour delivers 16 times as much impact force as a car coupled at 2 miles per hour.

The coupling speed of a 40-foot car may be determined by sighting the vertical end of car against some stationary object like a telegraph pole, switch stand or cross tie and noting the seconds it takes to pass. Speed in miles per hour is shown below. (A good way to count seconds without using a stop watch is to count 'one hundred and thirty-one, one hundred and thirty-two' and so on as the car passes a stationary point.)

Figuring Speed Of 40-Foot Car		Impact Forces at Striking Speeds	
Seconds	Miles Per-Hour	Car Coupled at	Units of Destructive Force
1	28		
2	14		
3	9.3	1 mph	1
4	7	2 mph	4
5	5.6	3 mph	9
6	4.7	4 mph	16
7	4	5 mph	25
8	3.5	6 mph	36
9	3.1	7 mph	49
10	2.8	8 mph	64
11	2.5	9 mph	81
12	2.3	10 mph	100
13	2.15		
14	2		

A safe range of speed is a brisk walk, which is about 4 miles per hour.

## SPEED TABLE

Time per Mile		Miles per Hour
Minutes	Seconds	
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
0	38	95
0	36	100

## SAFETY FIRST

- S**afety is of the first importance in the discharge of duty.
- A**lert today alive tomorrow.
- F**ailure to comply with rules leads to disaster.
- E**verybody for safety for everybody.
- T**hink and be safe.
- Y**ou are not employed to take unnecessary chances.
- F**urnish your train proper protection at all times.
- I**nattention to duty causes accidents.
- R**emember accident prevention is part of your job.
- S**afety prolongs human life.
- T**he right way is the safe way.

**ALWAYS BE CAREFUL**

## FIRST AID INSTRUCTIONS

In the case of injury to an employee on duty, or to a passenger, call the most available Local Surgeon in the list.

In case no Local Surgeon can be reached in time to respond, secure the services of the most available surgeon in the vicinity, informing him that he is engaged for the emergency or until such time as the Local Surgeon assumes charge of the case.

Before the arrival of a surgeon, it is always important to be sure of two things: First, that there is no obstruction to the breathing; and, Second, that there is no excessive bleeding. Of course, no one can live long if he cannot breathe, or if he is losing much blood.

As to breathing, be sure that there is nothing in the mouth or throat to obstruct the passage of air; also that there is nothing constricting the neck, then see if there is anything about the chest which would prevent free movement of the ribs.

If there is severe bleeding from the limb, and if the blood is spurting from the wound, it should be controlled by a tourniquet placed between the body and the wound. This should always be put between the knee or elbow and the body, and should be tightened until the blood stops. If the blood simply flows and does not spurt, it can generally be controlled by making pressure directly upon the wound. If one has a sterile bandage handy, this should be placed directly in the wound and fastened tight.

When bones are broken the fractured ends almost always splinter. These splintered ends may do a great deal of damage to muscles, blood vessels, etc., in the neighborhood, if great care is not taken in moving the patient. It is better not to move such a patient until a temporary splint has been applied to prevent these splintered ends of the bone doing any more damage.

It is never advisable to try to force a patient to swallow when he is not conscious and evidently unable to swallow. An injured person should be kept warm.

**THE COMPANY WILL NOT BE RESPONSIBLE FOR BILLS MADE UNLESS THE PHYSICIAN OR SURGEON IS CALLED BY AN AUTHORIZED AGENT OF THE COMPANY.**

