The Times

February 2014

A journal of transport timetable history and analysis

185 years of railway timetables

Inside: The race to Birmingham
Anatomy of an ETT
Distasteful timetables?- a debate
The end of WAGR race trains

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The Race to Birmingham– 360 years of timetables

GEOFFREY CLIFTON

I CREATED THIS CHART TO SHOW my Master of Transport Management students how the railways have evolved over the years and to motivate a discussion of what benefits this has brought to the travelling public. I chose the journey from London to Birmingham because this is both the oldest timetable (1841) in my collection and the newest (the proposed High Speed 2 (HS2) rail line is due to open in 2026). In the process, I discovered evidence of a 'Race to Birmingham' to rival the later 'Race to the North' and uncovered some of the timetable gems available online.

James Pollard's "The 'Tally-Ho' London – Birmingham Stage Coach Passing Whittington College, Highgate" 1836 on display at the Tate Britain gallery.

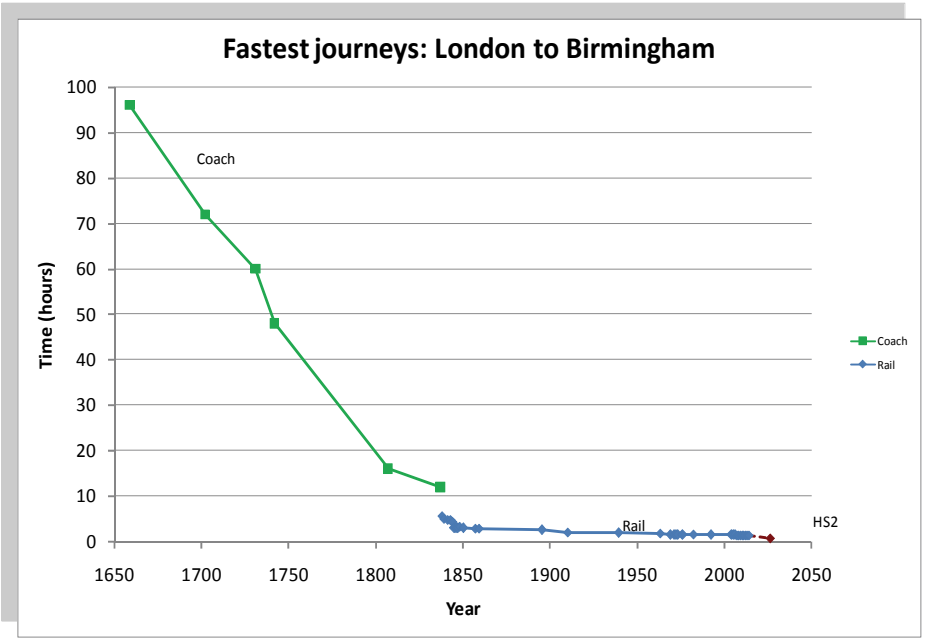
The coach era

Even before the coming of the railway, travel times between London and Birmingham were improving immensely through a combination of better roads and faster coaches. Jenni Coles-Harris has discussed the history of the London to Birmingham stage coach on her readable blog http://mappingbirmingham.blogspot.co.uk. In 1659 the trip from London to Birmingham took four days, by 1731 the first regular weekly service took only two and a half days. By 1837, on the eve of the opening of the first railway, Leigh's New Pocket Road-Book of England and Wales listed the journey time by coach as 11:56.

The Railway Era

The London and Birmingham Railway (part of today's West Coast Main Line or WCML) was opened between Euston station and Birmingham's Curzon Street station in 1838. Francis Coghlan published a time table for the new railway in his book "*The Iron Road Book and Railway Companion from London to Birmingham, Manchester and Liverpool*". The timetable is instantly recognisable as such and shows fast departures from London at 08.00, 11.00 and 16.00, each taking 05:37 to reach Birmingham.

The oldest copy of Bradshaw's guide that I have found online is from the 10th month of 1839 (as a Quaker, Bradshaw eschewed months). By then the fastest train was the 09.30 Mail, timed to arrive in Birmingham five hours later at 14.30. By 1841, the official timetable showed that the Mail was now due to leave fifteen minutes later but still arrive at the vague time of 'about 2 ½' after six intermediate stops.



Interestingly, the timetable states that 'The times of the Trains conveying the Mails are fixed by the Postmaster General, under the powers granted by Act of Parliament, Act 1 & 2 Vic. cap. 98.' Why was this information considered relevant for a public timetable? The time table itself is taken from the '*LMS Centenary of the opening of the first main-line railway*' publication of 1938.

Birmingham Bypassed and renewed competition

As the decade of the 1840s progressed, travel times improved steadily. By 1846, the fastest train on the LNWR (successor to the London & Birmingham Railway) was the 17.00 1st Class Express which took 3:00 but by 1848, this train had been slowed down to 3:20. The construction of the Trent Valley Line meant that trains to the North of England and Scotland no longer needed to travel via Birmingham.

However, competition was renewed with the opening of the Great Western Railway

(GWR) line to Birmingham via Oxford in 1852. Five years later, the GWR held the lead in travel times with the 09.15 from Paddington to Birmingham Snow Hill taking 2:50. The LNWR also had a service at 09.15 from Euston but this arrived in Birmingham fifteen minutes after its rival. The LNWR's fastest service was the 11.45, which the GWR chose not to compete with and both offered services at 17.15 which took 3:05 to reach Birmingham.

The LNWR took the honours in the 1895 Bradshaw with the 16.30 'Birmingham Express' which took only 2:35 minutes with four intermediate stops. The competing Great Western Railway's' Birmingham and North Express' left at 16.45 and only stopped at Oxford but took 2:41 minutes to arrive at Birmingham Snow Hill.

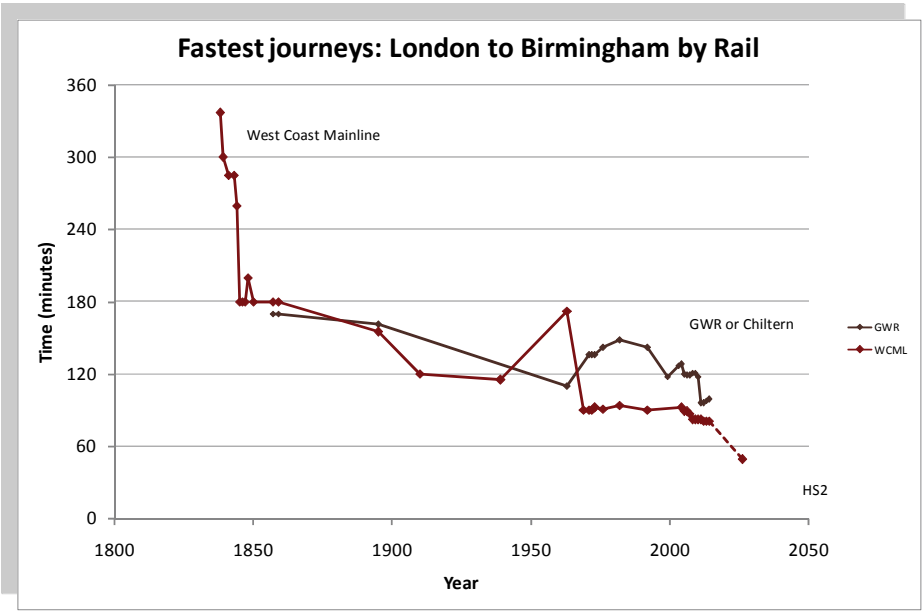
Geoff Lambert was kind enough to fill in some detail here. In 1910, services had sped up to 2:00 on the LNWR and the LMS was able to offer a service of 1:55 on the eve of World War II.

The post-war period

By 1963, competition between the WCML and Great Western Railway had turned to cooperation as British Railways moved most of the Birmingham services over to the Western Region whilst the WCML was rebuilt and electrified. The few services that remained on the WCML were slower than in 1895 but services from Paddington were noticeably faster with most expresses (including the Birmingham Pullman and the Inter-City) doing the journey in under two hours with a number of stops. The fastest journey was the 14.10 and the Mondays only 09.00 non-stop services which did the journey in 1:50 (a whole ten minutes faster in fifty years). These services travelled via what is now the Chiltern Main Line, finished in 1910 and bypassing Oxford. Express trains on this line were cancelled in 1967 after the electrification of the WCML was completed but services were restored in 1993 and have continued to grow under Chiltern Trains.

In 1969, the WCML expresses took only 1:30 to complete the journey from the rebuilt Euston Station to Birmingham New Street with one or two intermediate stops. Services were consistently fast throughout the day but the off-peak services tended to be a few minutes faster as loadings were lighter. The timetables of the early 1970s included the useful feature of a diagrammatic map showing the fastest journey times from a range of locations.

The next 35 years were surprisingly uneventful. Services remained at around 90 minutes with a few intermediate stops served. Trains served the Birmingham International Airport from 1976 and the new town of Milton Keynes from 1982. For comparison, rival services on the Chiltern Main Line from Marylebone station



are also shown. These are the successor of the GWR express services and were reintroduced in the early 1990s. A substantial investment has been made in rebuilding this line and times are now competitive with the rival service offered by Richard Branson's Virgin Trains.

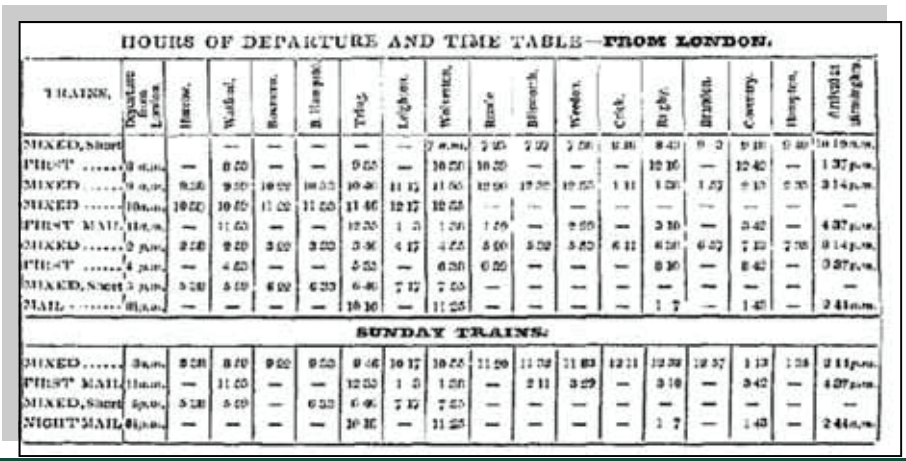
The 90 minute mark was beaten for the first time in 2005 as another rebuilding of the WCML and the provision of new trains started to show benefits. The rebuilding was completed in 2008 when journey times fell to 82 minutes. Currently, services that leave Euston at 23 minutes past the hour complete the journey in 82 minutes with stops at Watford Junction, Coventry and Birmingham International. Services operate every twenty minutes throughout the day. Watford Junction, Milton Keynes and Rugby station are each served by only one of the three trains an hour [our page 5].

If the planned High Speed 2 line is built, then trains from London will return to Curzon Street station by 2026. The proposed journey time of 49 minutes would represent a time saving of 85% in the 185 years since trains started running [our pages 2 and 5].

The chart is a work in progress. The effects of the two World Wars are not shown, although these apparently slowed journey times as the railways struggled with the need to accommodate the required troop and freight trains and the effects of less money and manpower for maintenance. I have also started a chart to show how times from Sydney to Parramatta have evolved but I lack timetables from before the middle of last decade.

Note on sources

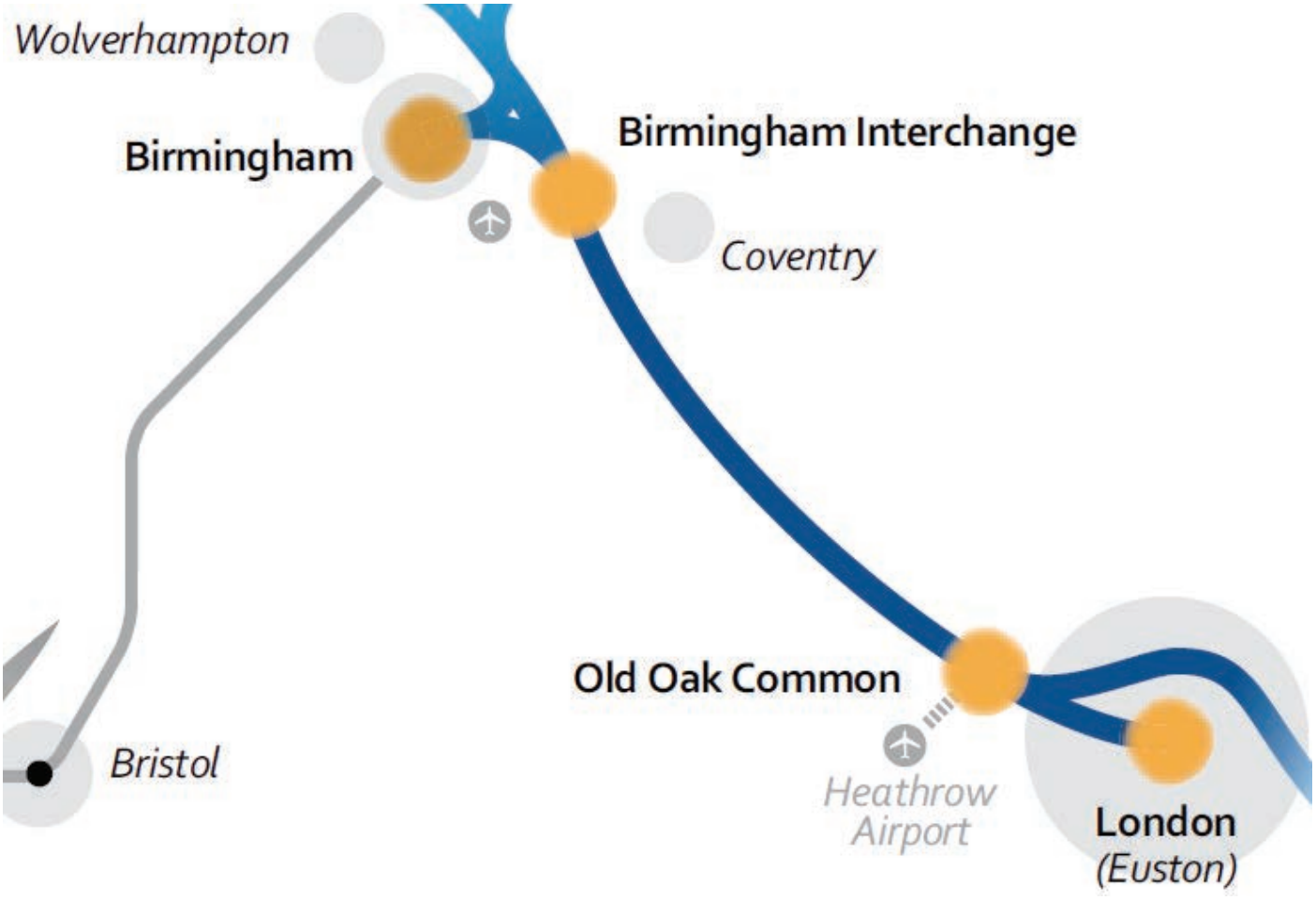
A large number of Bradshaw's guides are available online, scanned from the holdings of various libraries. Google Books holds a number as does a database called '*The Making of the Modern World*', which is available through the Sydney University Library.



HOURS OF DEPARTURE AND TIME TABLE—FROM LONDON.

TRAINS.	Departure from London.	Harrow.	Watford.	Bosworth.	B. Hampton.	Tring.	Leighton.	Wolverton.	Rugby.	Blisworth.	Weedon.	Crick.	Rugby.	Brandon.	Coventry.	Hampton.	Arrival at Birmingham.
MIXED, Short			—	—	—	—	—	7 a.m.	7 25	7 32	7 58	8 16	8 43	9 2	9 18	9 40	10 19 a.m.
FIRST	8 a.m.	—	8 50	—	—	9 55	—	10 50	10 20	—	—	—	12 16	—	12 40	—	1 37 p.m.
MIXED	9 a.m.	9 38	9 50	10 22	10 53	10 46	11 17	11 55	12 20	12 32	12 55	1 11	1 38	1 57	2 13	2 35	3 14 p.m.
MIXED	10 a.m.	10 50	10 55	11 22	11 55	11 46	12 17	12 55	—	—	—	—	—	—	—	—	—
FIRST MAIL	11 a.m.	—	11 50	—	—	12 35	1 3	1 30	1 59	—	2 50	—	3 10	—	3 42	—	4 37 p.m.
MIXED	2 p.m.	2 38	2 50	3 22	3 53	3 46	4 17	4 55	5 20	5 32	5 55	6 11	6 38	6 57	7 13	7 35	8 14 p.m.
FIRST	4 p.m.	—	4 50	—	—	5 55	—	6 30	6 50	—	—	—	8 10	—	8 42	—	9 37 p.m.
MIXED, Short	5 p.m.	5 38	5 50	6 22	6 33	6 46	7 17	7 55	—	—	—	—	—	—	—	—	—
MAIL	8 p.m.	—	—	—	—	10 16	—	11 25	—	—	—	—	1 7	—	1 43	—	2 41 a.m.
SUNDAY TRAINS.																	
MIXED	8 a.m.	8 38	8 50	9 22	9 53	9 46	10 17	10 55	11 20	11 32	11 53	12 11	12 38	12 57	1 13	1 35	2 11 p.m.
FIRST MAIL	11 a.m.	—	11 50	—	—	12 35	1 3	1 30	—	2 11	3 29	—	3 10	—	3 42	—	4 37 p.m.
MIXED, Short	5 p.m.	5 38	5 50	—	6 33	6 46	7 17	7 55	—	—	—	—	—	—	—	—	—
NIGHT MAIL	8 p.m.	—	—	—	—	10 16	—	11 25	—	—	—	—	1 7	—	1 43	—	2 41 a.m.

London Euston	d	1143	1203	1223
Watford Junction	d	-	-	1237u
Milton Keynes Central	d	1213	-	-
Northampton	d	-	-	-
Rugby	d	-	1251	-
Coventry	a	1242	1302	1322
Birmingham Intl ✈	a	1253	1313	1333
Birmingham New Street 12	a	1308	1327	1345
Sandwell & Dudley	a			1358
Wolverhampton 7	a			1411



The Banality of Evil– to publish or not to publish?

Albert Isaacs, Brendan Whyte and Geoff Lambert

This letter is much more serious than most things that appear in hobbyist magazines such as this, dealing as it does with a significant moral issue. However, my letter is motivated by the sombre theme of the November 2013 edition of The Times, that is War, and in particular by the preamble to the article, "A Timetable of the Third Reich", on page six.

In his introduction to the above article, Geoff Lambert explains that the Sydney Convenor of the ATTA, Geoffrey Clifton, recently appeared on ABC local radio in Sydney to talk about the hobby side of timetables. Another interviewee on the same program was Simon Longstaff, Executive Director of the St James Ethics Centre. Over coffee in the Green Room, Simon asked Geoffrey the following hypothetical question: "What would AATTC (sic – then the current name of the ATTA) do if someone offered it a timetable showing trains of the Holocaust in WWII?". Geoff Lambert concludes the paragraph, thus: "Geoffrey said as I am sure we all would – we would reject it and ask the donor to send it to a Holocaust Museum".

Despite Geoff's assumption, my answer would be the complete opposite – I would accept the timetable on behalf of the ATTA! To explain why, I ask the following question: Why have Holocaust Museums been set up right across the planet? I venture to suggest that they exist within the spirit of the well-known George Santayana quote: "Those who cannot remember the past are condemned to repeat it". In other words, the primary function of a Holocaust Museum is to remind or teach people what has happened in the past, and to hark back to the catch cry of the immediate post-war era: "Never Again!"

I would further suggest that it is duty of every decent human being to also remind other people of the horrors of the past. Therefore, it should also be the responsibility of organisations like the ATTA to preserve remnants of past terrors (should they be given the opportunity) and of thus maintaining documents that show past human errors! Yes, it is good that Holocaust Museums do their job so well, but not everyone visits such places and therefore, when other organisations are given similar opportunities, they should accept this responsibility. This does not mean that they cannot concurrently record their revulsion. (Yes, I do know that in the case of the ATTA the proposition is purely hypothetical.)

We should also remind ourselves that despite the sterling efforts of Holocaust Museums and similar agencies, their excellent work often seems to be of little or no avail. I am not only referring to people like the Holocaust Deniers; I am also thinking of all the attempted holocausts that have occurred since the cry went up: Never Again!" I am thinking of Cambodia, of Rwanda, of Serbia, of Croatia, of Timor Leste, of Sri Lanka, of Syria … sadly the list goes on … there are many others that I haven't listed!

To return to the original question, perhaps I would even go as far as publishing a copy of a timetable showing long trains of cattle -trucks taking their human cargo to their ultimate destiny in the gas chambers. By doing so, perhaps I may cause some people to ponder on this serious moral question.

In conclusion, The Times article doesn't tell us how ethicist Simon Longstaff responded to Geoffrey Clifton's response to his question – I would love to know Simon's reply!

-Albert Isaacs

The November War issue is great. I love the huge Reichslokomotives. I have a French graphic novel in which the artist envisioned likewise massive locos pulling mile-long trains.

However, I don't understand your comment in the 3rd Reich timetable article:

…I am sure we all would: we would reject it and ask the donor to send it to a Holocaust museum".

Why? While as a librarian I appreciate offers of material to the library, If offered an interesting item in my personal capacity, I would keep it if I liked it, and pass it on myself to ensure it found an appropriate home.

I also don't understand your comment:

"My especial fear was that this timetable would indeed give details of Holocaust trains. Lucky for me it did not. … This is why I feel I can review it here"

Why was interesting historical information a 'fear'? Why would you *not* analyse/ review an historically important timetable in The Times???

The way I read it, you are self-censoring out of some political correctness, which I just don't understand. Can you please explain why you appear to not want to discuss certain timetables in a journal of timetables?

-Brendan Whyte

My principal reason for being reluctant to publish a Holocaust railway timetable is related to the ideas related to the phrase "The Banality of Evil". This was part of the title of a book written in 1963, about the trial of Adolf Eichmann. The author of this book attempted to excuse the actions of Eichmann by arguing that he was not evil in the sense that Hitler was evil- he was just following evil orders. This book caused a great furore. The counter argument – that Eichmann knew what he was doing and agreed with it was argued forcefully in scores of publications.

When I faced this dilemma (or, more correctly when I thought I was going to face this dilemma), I considered how we should view the timetable compilers and the train operators for Holocaust trains. They could hardly be unaware of what they were doing, but they went ahead and did it anyway. From the point of view of a timetable analyst, it seemed to me that to study and dissect the technical details of such timetables would, in some way, "whitewashing" what was going on. I thought it would be like discussing the chemistry of the Gas Chambers in a purely scientific manner (I am a chemist by training).

Had the timetable turned out to be what I feared, I would have forwarded it first to a Holocaust museum and asked for advice on how to proceed.

I should also say that, in trying to resolve my potential dilemma, I made a diligent search on the Internet for such timetables. There was nothing. There could have been two reasons for this- there never were any such timetables or that they existed, but that no one had considered that they could be reproduced or discussed in a way that did not appear to "dignify" such timetables.

I wrote to Simon Longstaff asking for his comments but, at the time of going to press, had not received a reply.

-Geoff Lambert

The demise of country race trains in W.A.

By DAVID WHITEFORD

NINETEEN FIFTY ONE SAW the end of W.A. Government Railways special trains from Perth to country horse race meetings.

Horse racing, apart from being a popular business and pastime throughout Australia, was an income earner for the government railway systems. Western Australia had a few race course branch lines (Belmont, Coolgardie, Bunbury, Helena Vale and Canning Park) and special stations for other courses (Belmont Park / Goodwood, Northam, York, Geraldton and Toodyay). Race trains to other towns could be authorised to stop for passengers at designated points that were not recognised stations (for example the racecourse near Nabawa on the Yuna branch). For many years, timetable alterations and/or additional trains were provided for race meetings throughout the WAGR system. By the 1950s only 6 race courses outside Perth were served by trains and there were no local trains such as from Geraldton to Nabawa or Kalgoorlie to Coolgardie. York and Northam were the only remaining racecourse stations outside the metropolitan area.

In 1950, the last year of all-train services to race meetings, there were 8 services from Perth to Bunbury; 5 to Pinjarra; 8 to Northam; 6 to York; 1 to Toodyay; and there were 2 extra overnight sleepers from Perth for the Kalgoorlie-Boulder Racing Carnival (22/8 – 3/9) and one return. Other than Kalgoorlie the race specials were combined horse and passenger trains. Horse boxes were loaded at both South Beach (near Fremantle) and Belmont, and they were worked to Perth or Bayswater as appropriate, with the train from Fremantle usually forming the race special from Perth. For trains to Bunbury and Pinjarra horses were also loaded while the race special sat at Rivervale station although on return trains an unloading stop was not provided. I presume those horses were railed to Belmont. The trains to all courses could also pick up passengers and horses at any station or siding *en route*. Most country race meetings were held on Wednesdays.

At first, 1951 saw traditional horse and passenger race trains but by the end of the year road buses had taken over all specials except the overnight Kalgoorlie-Boulder trains; horse boxes were no longer conveyed to the country meets. The first country race meeting served by the WAGR in 1951 was Bunbury on 10 January with a horse/passenger train leaving Perth a 7.20am. Only three Bunbury race meetings were served that year and the next, on 14 November, was by bus.

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NORTHAM RACES—Wednesday, April 4, 1951.—The following special train arrangements will apply:—

E.R., Fremantle-Perth-Northam Section—Additions.—

Down.

Stations.	R1, L.E.	R3, Horse Boxes.	R5, L.E. and Guard.	R7, L.E.	R9, L.E.	R11 Eng. and Van.
	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.
Fremantle ... ... dep.	...	8 55	...	...	9 15	...
Subiaco ... ... dep.	...	...	...	...	...	9 25
Perth ... ... arr.	...	9 35	...	...	9 45	9 31
		Race Train				
Do. ... ... dep.	...	10 2	...	...	...	...
East Perth ... ... dep.	9 0	...	...	7 5	...	...
Bayswater ... ... arr.	9 9	10 11	...	7 14	...	...
	Ety.			H. Boxes		
Do. ... ... dep.	9 14	10 19	...	7 50	Eng.	...
Belmont ... ... arr.	9 20	...	...	7 51	off R8.	...
Midland Junction ... dep.	...	10 32	...	...		...
Chidlow ... ... arr.	...	11 26	Eng. to	...		...
Do. ... ... dep.	...	11 35	work R8	...	...	...
		p.m.				
Wooroloo ... ... ,,	...	12 0	...	...	...	..
Northam ... ... arr.	...	1 3	...	...	...	..
Do. ... ... dep.	...	1 5	3 40	...	...	...
East Northam ... ,,	...	1 10	...	...	...	...
Racecourse ... ... arr.	...	1 15	3 50	...	...	...

Up.

Stations.	R2, Ety.	R4, Horse Boxes.	R6, L.E. and Guard.	R8, Race Train.	R10, Ety Horse Boxes.
	a.m.	a.m.	p.m.	p.m.	p.m.
Racecourse ... ... dep.	...	...	1 35	4 50	...
East Northam ... ... ,,	...	...	...	4 54	...
Northam ... ... arr.	...	...	1 45	4 59	...
Do. ... ... dep.	...	...		5 0	...
Chidlow ... ... arr.	Eng. to	...	...	6 42	...
Do. ... ... dep.	work R3	...	...	6 50	...
Midland Junction ... ... ,,	...	...	...	7 32	...
Belmont ... ... ,,	...	9 45	...	...	8 30
Bayswater ... ... arr.	...	9 53	...	7 45	...
		L.E.			
Do. ... ... dep.	...	10 20	...	7 55	8 50
Perth ... ... arr.	...	10 30	...	8 5	...
				Horse Boxes	
Do. ... ... dep.	7 40	...	...	8 15	9 0
Subiaco ... ... arr.	...	...	...	...	9 10
North Fremantle ... ... dep.	8 22	...	...	...	
Fremantle ... ... arr.	8 25	...	....	8 50	...

Racehorses ex South Beach.—Empty horsebox special worked by shunting engine, Fremantle dep. 7.20 a.m., South Beach arr. 7.32, load horses, return dep. 8.10, Fremantle arr. 8.22 a.m., thence by R3. On return journey horses will be conveyed to Fremantle by R8, thence special horsebox train worked by shunting engine, Fremantle dep. 9.5 p.m., South Beach arr. 9.17, return empty, dep. 9.38, Fremantle arr. 9.50 p.m.

The first road bus special to a country race meeting was that to York on 27 June 1951. Two 'traditional' race trains had run on 9 & 14 May. The 27 June was a combined race / trot day with morning and afternoon bus departures from Perth, but the next 3 York meetings were served by 'Diesel Trains', the ADF class 'Wildflower' diesel power unit and coaches. These were on 25 July, 15 August and 5 September. The meet of 24 October was to be served by a diesel train but this was changed to bus. Two were run- for races during the day, and

trots in the evening.

Pinjarra had four 'traditional' services then three bus services for the remainder of the year. Northam also had four 'traditional' trains, then one diesel train and no further services for the year. Toodyay only saw one WAGR service, a diesel train on 19 September, while the Kalgoorlie-Boulder carnival (23/8 – 2/9) again had two extra overnight trains from Perth and one return.

1952 was an all-bus year, with no special train (or bus) to Kalgoorlie. However the buses had enabled the WAGR to broaden their services with Goomalling trots (13/3) and Beverley races (30/4 & 11/6) being added to the programme. There had also been a bus for the Harvey trotting meeting on 5 December 1951 but there was no 1952 service. Pinjarra had buses on 6 days, Bunbury 7, Northam 5, Toodyay 1, York 8. For York, five of these were combined racing and trotting days and buses were run in each direction to and from the respective grounds for the day and evening meets. Buses were also given the flexibility of departing the race meeting '20 minutes after the last race was completed' should it be running late. Although not stated in the Weekly Notices, presumably the race trains would not leave strictly to time if the meeting was running late.

How do the train and bus schedules compare?

BUNBURY 10/1/1951
combined horse / passenger train.

Horse box trains left Belmont at 6.30am and South Beach 5.55am for Perth with the race train leaving Perth at 7.20am. A 15 minute stop at Rivervale for loading horses was made 7.35 – 7.50am, and Bunbury arrival was 12.30pm. A refreshment stop was made in Pinjarra.

Bunbury departure was 5.50pm, arrival in Perth 10.10pm with horse box specials to South Beach (arrive 11.05pm) and Belmont (10.47pm). No unloading stop was made at Rivervale and there was a Pinjarra refreshment stop.

14/11/1951 Bus.

Perth departure 9.15am, Bunbury racecourse arrive 1.10pm, depart 5.05pm - Perth arrive 9.00pm. The bus also had a 10 minute refreshment stop in Pinjarra in each direction.

Train – 5 hours 10 minutes; bus 3 hours 55 minutes – with the bus going direct to the course but the train to the Bunbury station, a few km from the course.

PINJARRA 17/1/1951

Horse box trains left Belmont at 9.35am and South Beach 8.33am with the race train leaving Perth at 10.15am, Rivervale loading stop 10.25-10.40, Pinjarra arrive 1.05pm, depart 5.15pm, Perth arrive 7.45pm. Horse boxes to South Beach departed Perth at 8pm (arrive 8.47) and Belmont also at 8pm (arrive 8.20).

21/11/1951 Bus.

Perth depart 11.30am – Pinjarra arr 1.15pm, depart 5.05pm – Perth arrive 6.50pm.

Train - 2 hours 50 minutes; bus 1 hour 45 minutes. The race course is adjacent to the railway yards.

YORK RACES, WEDNESDAY, AUGUST 15.—The following special arrangements will apply:—Diesel train stopping to pick up and set down passengers as required will run as follows: R1 Perth dep. 10.35 a.m., Midland Junction 10.55, Chidlow 11.35, Spencers Brook arr. 12.35 p.m. Refreshments. Dep. 12.45 p.m., Racecourse arr. 1.20, dep. 1.30, York arr. 1.35.

Return Journey.—R2 York dep. 4.20 p.m., Racecourse arr. 4.25, dep. 4.45, Burgess 4.58, Spencers Brook 5.18, Chidlow arr. 6.24, dep. 6.34, Midland Junction arr. 7.8, dep. 7.10, Perth arr. 7.30 p.m.

E.R. and G.S.R., Alteration.—No. 24 goods will be altered to dep. York at 7.35 p.m., Midland Junction arr. 2.20 a.m. Thursday.

E.R., Addition.—No. 141 goods Midland Junction-Koojedda and return.

Cancellation.—No. 89 goods Midland Junction-Koojedda.

All goods trains to be worked clear.

No. 372 passenger to follow R2 ex Bellevue.

District Loco. Superintendent, East Perth, provide diesel train and driver.

Station-master, Perth, supply guard.

Return of bookings to be submitted to Transport, Perth.

KALGOORLIE AND BOULDER RACING CARNIVAL.—In connection with the above events, the following special train arrangements will apply:—

Thursday, August 23.

E.R. and E.G.R.—Alteration.—No. 85 passenger (5.0 p.m. Perth to Kalgoorlie will convey sit up passengers for stations Booraan to Kalgoorlie and Esperance and Leonora branches. Sleeping berth accommodation to be restricted to one 1st and one 2nd class car conveying sleeping berth passengers for stations short of Kalgoorlie and Esperance and Leonora branches.

Addition.—Special passenger train conveying sleeping berth passengers only for Kalgoorlie to depart Perth 8.10 p.m. running on table of No. 83 Westland. Train to be composed of three 1st and three 2nd class sleeping cars and must not exceed Westland load.

Monday, August 27.

E.R. and E.G.R.—Alteration and Addition.—No. 85 passenger (5.0 p.m.) Perth to Kalgoorlie will convey sit up and sleeping berth passengers for Esperance and Leonora Branches, also sleeping berth passengers for Kalgoorlie only.

No. 87 fast goods (6.10 p.m.) Perth to Merredin will run as a passenger train and be extended to Kalgoorlie, Merredin dep. 2.55 a.m., Bodallin 4.45, Moorine Rock 5.34, Southern Cross arr. 6.0, dep. 6.35, Yellowdine arr. 7.30, dep. 7.35, Duri cross No. 92, dep. 8.55, Woolgangie 9.45, Coolgardie arr. 11.15, dep. 11.20, Kalgoorlie arr. 12.15 p.m., conveying sit up and sleeping berth passengers for all stations Booraan to Kalgoorlie.

Sunday, September 2.

Addition.—No. 80 passenger, Kalgoorlie dep. 7.30 p.m., Coolgardie 8.30, Bulla Bulling 9.15, Woolgangie 9.59, Duri 10.53, Karalee cross No. 97, to wait, dep. 11.40, Yellowdine arr. 12.5 a.m., Monday dep. 12.20, Southern Cross arr. 1.10, dep. 1.45, Moorine Rock 2.20, Bodallin arr. 3.0, dep. 3.5, Merredin arr. 4.35, dep. 4.55, Baandee cross No. 77, dep. 5.45, Kellerberrin arr. 6.15, dep. 6.30, Cunderdin arr. 7.35, dep. 7.50, Meckering cross No. 97, to wait, dep. 8.25, Northam arr. 9.10, dep. 9.20, Chidlow arr. 10.51, dep. 11.0, Midland Junction dep. 11.44, Perth arr. 12.10 p.m.

No. 80 to convey sleeping berth passengers only.

Transport Perth and District Traffic Superintendents, Northam and Merredin to arrange balancing services.

NORTHAM 4/4/1951

Horse box trains left Belmont at 9.45am for Bayswater and South Beach at 8.10am for Perth. The race train left Perth at 10.02 am, stopping at Bayswater to attach horse boxes 10.11 – 10.19am, and arriving Northam Racecourse 1.15pm. Departure was 4.50pm, stopping in Bayswater to detach horse boxes 7.45-7.55pm and arriving Perth 8.05pm. South Beach horse boxes arrived there at 9.17pm while the Belmont boxes had had, according to the Weekly Notice, a one minute journey from

Bayswater to Belmont arriving there at 7.51 after leaving Bayswater at 7.50.

There was a refreshment stop timed in Chidlow.

8/8/1951 Diesel Train

Perth depart 10.50am – Northam Racecourse arrive 1.45pm, depart 4.50pm, Perth arrive 7.30pm. A refresh. stop was made at Spencers Brook on the outward journey and Chidlow on the return.

2/4/1952 Bus.

Perth depart 11.00am – Northam Racecourse arrive 1.10pm, depart 5.00pm, Perth arrive 7.10. There were no refreshment stops.

Train – 3 hours 13 minutes; Diesel train – 2 hours 55 minutes; bus 2 hours 10 minutes.

YORK 9/5/1951.

Horses left South Beach at 7.48am and Belmont (for Bayswater) at 9.15. The race train left Perth at 9.28am, Bayswater 9.37- 9.45, York Racecourse arrive 1.15pm, depart 4.15pm, Bayswater 9.00-9.10pm, Perth arrive 9.20pm. Horse boxes reached South Beach at 10.27pm and Belmont at 9.20pm – following a 10 minute journey from Bayswater! Refreshment stops were made at Spencers Brook in both directions.

25/7/1951 Diesel Train.

Perth depart 10.35am – York Racecourse arr 1.20pm, depart 4.25pm – Perth arrive 7.30pm.

27/6/1951 Bus

Races - Perth depart 11.00am – York arrive 1.05pm, depart 4.50pm – Perth arrive 6.50pm.

Trots – Perth depart 5.00pm – York arrive 7.10pm, depart 10.55am – Perth arrive 12.55am.

There were refreshment stops at The Lakes on the outward journeys only.

Train – 3 hours 47 minutes; Diesel train 2 hours 45 minutes; bus 2 hours 5 minutes.

TOODYAY 13/9/1950.

Horses left South Beach at 7.48am and Belmont (for Bayswater) 9.13am. The race train left Perth at 9.30am, Bayswater 9.40-9.49, Toodyay 1.15pm; depart 5.30pm, Bayswater 8.58-9.10pm, Perth arrive 9.20pm. South Beach horse boxes arrived there at 10.27pm and Belmont at 9.10pm. Although Toodyay racecourse had had its own station it was long out of use by the 1950s.

BUNBURY RACE MEETING—Wednesday, December 5, 1951:—Special Road Bus Service will run as tabled hereunder:—

Perth Station dep. 9.15 a.m., Armadale (through) 10.0 a.m Pinjarra (Refreshment Rooms) arr. 11.0 a.m., dep. 11.10 a.m., Waroona dep. 11a38 a.m., Harvey turn off dep. 12a10 p.m., Brunswick Junction dep. 12a35 p.m., Race Course arr. 1.10 p.m.

Race Course dep. 5.5 p.m.* Brunswick Junction dep. 5a40 p.m., Harvey turn-off dep. 6a5 p.m., Waroona dep. 6a37 p.m., Pinjarra Refreshment Rooms arr. 7a5 p.m., dep. 7a15 p.m. Armadale (through) 8.15 p.m., Perth Station arr. 9.0 p.m.

(* or 20 minutes after finish of last race) .

Route.—via Main Road throughout.

Fare.—36s. 9d. return.

Reservation of Seats.—Compulsory and bookings open at Perth Sleeper Office.

HARVEY TROTTING MEETING—Wednesday, December 5, 1951:—Special Road Bus Service will run as tabled hereunder:—

Perth Station dep. 4.25 p.m., Harvey arr. 7.0 p.m.

Harvey dep. 10.20 p.m.,* Perth Station arr. 12.55 a.m., Thursday.

(* or 20 minutes after finish of last race).

Route.—via Main Road.

Fare.—27s. 3d. return.

Reservation of Seats.—Compulsory and bookings open at Perth Sleeper Office.

ADDITIONAL WESTLAND EXPRESS, SUNDAY, DECEMBER 2, 1951.—No. 83 8.10 p.m. Perth to Kalgoorlie will run crossing No. 86 passenger at Merredin, thence 15 minutes later than tabled to Kalgoorlie. Composition 3 AZ, 3 ARS, 1 AYL.

19/9/1951 Diesel Train

Perth depart 10.45am – Toodyay arrive 1pm, depart 5pm – Perth arrive 7.30pm.

21/5/1952 Bus

Perth depart 11.00am – Toodyay racecourse arrive 1.20pm, depart 5.00pm – Perth arrive 7.20pm (Refresh stop at The Lakes forward journey only). Train – 3 hours 45 minutes; Diesel train 2 hours 15 minutes; Bus 2 hours 20 minutes.

Conclusion

With the exception of Toodyay, the bus services were far quicker than any of the rail services, and the Toodyay buses used the longer road route via Great Eastern Highway and Clackline rather than the Red Hill route that new WAGR road bus services would commence using within 2 years. The 'traditional' trains also resulted in a lot of light engine and empty stock workings, often required bank engines, and some signal boxes were switched in specifically for the race specials. The total running costs for one train would, by the 1950s, quite possibly exceed the income. While consists were not always mentioned, it appears that the Northam and York trains were standardised by then with one AD coach from Fremantle and two lavatory side door carriages from Perth in addition to however many horse boxes were provided. This was not a large passenger consist, despite the requirement for bank engines from Midland Junction to Koojedda. Bunbury consists were not recorded but a U class steam locomotive was required. A Ds tank engine hauled Pinjarra trains and a P class those to Toodyay.

Finally, the Kalgoorlie – Boulder Racing Carnival. On Thursday 23 August 1951 an additional sleeper, Kalgoorlie passengers only, train was run overnight from Perth and #87 fast goods from Perth to Merredin on Monday 27 August was altered to run as a sleeping berth-only passenger train to Kalgoorlie. There was an overnight sleeper -only return extra on Sunday 2 September.

While the continuity of trains to country race meetings had ended, during the heyday of the Hotham Valley Tourist Railway in the 1980s and 1990s, special trains were once again run from Perth to some country towns for race days, including stopping at the former Northam Racecourse station site. Special trains are no longer run on the former WAGR system either by preservation groups or by the contracted rail operators.

As an aside, the end of race trains did not mean the end of the Northam Racecourse station. It remained in working timetables until 1967 when Weekly Notice 28 announced its 'elimination' from 24 July. However it was again 'eliminated', this time from 23 December 1968, in W/N 50 of 1968. The station had been a request passenger stop for timetabled services for most of its existence and also available for goods traffic.

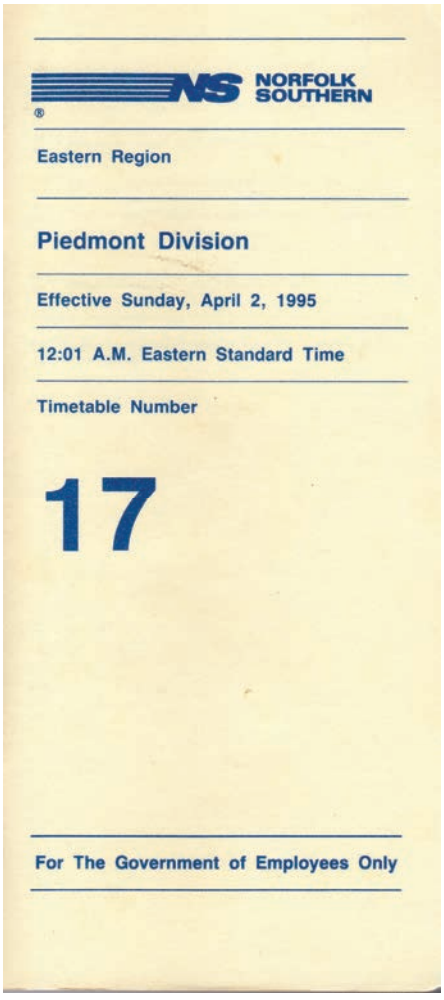
Anatomy of an employee timetable

STEVE PARIS *http://www.rrpaper.com/*

Many people are familiar with railroad passenger timetables. If not the exact layout and information contained therein, they would be familiar with the concept that the trains stop at a certain place and at an appointed time to take on and let off paying passengers. When I hired on with the N&W, I discovered employee timetables. I had no idea of all the information they contained. I am sure you have found that it is far more difficult to obtain these timetables first hand than it used to be. This is because there are many fewer active railroaders and, with the wholesale closure of depots and towers, there are fewer opportunities for the public in general and rail fans in particular to interact with railroad personal.

This might be an opportune time to examine the anatomy of a railroad employee timetable. I have chosen a Norfolk Southern Piedmont division timetable from the 1990's as an example.

Following the merger of the Southern Railway and Norfolk & Western in 1981, the newly formed Norfolk Southern took on


NORFOLK SOUTHERN

Eastern Region

Piedmont Division

Effective Sunday, April 2, 1995

12:01 A.M. Eastern Standard Time

Timetable Number

17

For The Government of Employees Only

LYNCHBURG—SALISBURY—SOUTHWARD

Capacity of Tracks: Other Tracks In Cars	Capacity of Tracks: Sidings In Feet	MILE POST	STATIONS	SEE PAGE 1	INTERLOCKINGS	RR CROSSINGS	SPECIAL INSTRUCTION SECTION 3	MILES FROM WASHINGTON
Yard	.....	172.5	....Lynchburg....					172.5
.....	.....	173.3	.....Durmid.....					173.3
Yard	.....	174.6	Y...Montview.....					174.6
.....	.....	180.1	.....Walke.....					180.1
.....	.....	190.0	.....Deal.....					190.0
.....	.....	195.2	.....Lane.....					195.2
160	.....	197.8	.....Hurt.....					197.8
.....	.....	202.1	.....Green.....					202.1
.....	.....	212.0	....Smothers....					212.0
.....	.....	216.7	.....Day.....					216.7
.....	.....	222.0	.....White.....					222.0
.....	.....	232.5	.....Fall.....					232.5
Yard	.....	235.0	Y...Dundee.....					235.0
Yard	.....	235.8	.....Danville.....					235.8
.....	.....	239.8	.....Bentley.....					239.8
.....	.....	241.1	....Stokesland....					241.1
.....	.....	245.3	.....Swann.....					245.3
.....	.....	256.1	.....Sadler.....					256.1
145	.....	259.9	....Reidsville....					259.9
.....	.....	260.4	.....Edna.....					260.4
.....	.....	265.6	.....Priddy.....					265.6
.....	.....	277.6	.....Busick.....					277.6
Yard	.....	283.9	Y. .Greensboro....					283.9
.....	.....	284.4	.....Elm.....					284.4
Yard	.....	286.8	Y.Greensboro-Pomona					286.8
.....	.....	289.3	.....Cox.....					289.3
.....	.....	298.0	.....Hoskins.....					298.0
Yard	.....	299.2	Y...High Point...					299.2
.....	.....	303.5	.....Varner.....					303.5
75	.....	306.0	...Thomasville...					306.0
.....	.....	309.9	.....Bowers.....					309.9
.....	.....	314.0	.....Lake.....					314.0
142	.....	316.8	....Lexington....					316.8
.....	.....	319.4	.....Maybelle.....					319.4
.....	.....	323.0	.....Lee.....					323.0
.....	.....	324.5	.....Sharp.....					324.5
Yard	.....	325.0	. Spencer Yard . DN					325.0
.....	.....	327.4	.....Duke.....					327.4
.....	.....	333.3	Y...Salisbury.....					333.3

the timetable format of the N&W for reasons unknown to me. They measured 4 1/2" x 9 1/2" and stapled. Not loose leaf as the Operating and Safety Rulebooks. Prominent on the cover is region and division name, date and time of issue and timetable number. Note that nothing on the railroad ever happens at exactly noon or midnight. It is always 12:01PM or 12:01AM. This eliminates a possible point of confusion. The N&W/NS maintained the same beige cover but changed the cover color print with each new issue to ensure expired timetables would stand out and not be used.

The station pages, probably the most familiar of a timetable, have changed greatly over the years. In addition to the location (no longer depot) names, mile posts and sidings, timetables from an earlier time contained the arrival, departure and meeting times of first, second and third class trains. Those were the days of schedules and train orders as well as agents, operators, depots and towers located every few miles along the line before radios, centralized traffic control and track warrants.

As you can see, the station pages are simpler. These pages cover the mainline from

WASHINGTON — ATLANTA

SOUTHBOUND FIRST CLASS			TIMETABLE NO. 17 Effective APRIL 2, 1995	NORTHBOUND FIRST CLASS		
AMTRAK 79 Lv. Daily	AMTRAK 51 Lv. Sun.,Wed. Fri.	AMTRAK 19 Lv. Daily	STATIONS	AMTRAK 20 Ar. Daily	AMTRAK 50 Ar. Sun.,Wed. Fri.	AMTRAK 80 Ar. Daily
P.M.	P.M.	P.M.		A.M.	P.M	A.M.
.....	s 1 30	s 6 50	...Washington...	s 9 28	s 7 05	.....
.....	s 1 49	s 7 07	...Alexandria...	s 8 45	s 6 40	.....
.....	s 2 24	s 7 40	....Manassas...	s 8 10	s 5 50	.....
.....	s 2 59	f 8 12	...Culpepper...	f 7 38	s 5 05	.....
.....	3 25	.....	....Orange....	.....	4 30	.....
.....	P.M.	s 9 05	..Charlottesville..	s 6 48	P.M.	.....
P.M	.....	s10 25	...Lynchburg...	s 5 33	.....	.....
6 19	.....	s11 33	....Danville....	s 4 15	.....	A.M.
.....	.....	A.M.	...Greensboro...	.....	.....	9 45
s 6 37	.....	s 12 48 1 13	Grnsboro-Pomona	s 3 15 2 55	.....	s 9 41
s 6 51	.....	f 1 26	...High Point...	f 2 37	.....	s 9 23
s 7 30	.....	s 2 08	....Salisbury....	s 1 55	.....	s 8 45
s 7 47	.....	.....	...Kannapolis...	.....	.....	s 8 27
s 8 25	.....	s 2 58	....Charlotte....	s 1 04	.....	s 8 00
P.M.	.....	f 3 28	....Gastonia....	f12 32	.....	A.M.
.....	.....	.....		A.M.	.....	.....
.....	.....	s 4 30	..Spartanburg..	s11 32	.....	.....
.....	.....	s 5 20 5 35	...Greenville...	s10 55 10 40	.....	.....
.....	.....	s 6 10	....Clemson....	s 9 54	.....	.....
.....	.....	f 6 45	.....Toccoa....	f 9 18	.....	.....
.....	.....	s 7 30	...Gainesville...	s 8 38	.....	.....
.....	.....	s 8 30	.....Atlanta.....	s 7 45	.....	.....
P.M.	P.M.	A.M.		P.M.	P.M.	A.M.
Ar. Daily 79 AMTRAK	Ar. Sun.Wed. Fri. 51 AMTRAK	Ar. Daily 19 AMTRAK	Note: Scheduled times shown above for AMTRAK trains are for passenger information only.	Lv. Daily 20 AMTRAK	Lv. Sun.Wed. Fri. 50 AMTRAK	Lv. Daily 80 AMTRAK

SELMA JCT. — GREENSBORO

WESTBOUND FIRST CLASS		TIMETABLE NO. 17 Effective APRIL 2, 1995	EASTBOUND FIRST CLASS	
AMTRAK 81 Lv. Daily	AMTRAK 79 Lv. Daily	STATIONS	AMTRAK 82 Ar. Daily	AMTRAK 80 Ar. Daily
P.M.	P.M.		A.M.	P.M.
8 08	s 3 30	...Selma Jct....	6 13	s12 33
s 8 57	s 4 27	....Raleigh....	s 5 36	P.M. s11 55
P.M.	.....	.....Boylan.....	.....	.....
.....	s 5 05	....Durham....	A.M.	s11 05
.....	s 5 49	...Burlington...	.....	s10 19
.....	6 19	...Greensboro...	.....	9 45
P.M.	P.M.		A.M.	A.M.
Ar. Daily 81 AMTRAK	Ar. Daily 79 AMTRAK	Note: Scheduled times shown above for AMTRAK trains are for passenger information only.	Lv. Daily 82 AMTRAK	Lv. Daily 80 AMTRAK

CSXT Timetable and rules govern between Boylan and Fetner.

4

Lynchburg, VA south to Salisbury, NC and Salisbury to Greenville, SC. The layout is pretty straight forward with columns for capacity of sidetracks, mile posts, stations, tracks & signals, interlockings, railroad crossings and finally number of miles from Washington Union Station. This was all double track at one time but as the number of trains decreased, large sections of the second main track were removed leaving alternating double and single-track. The "Y" next to some stations signifies the presence of a wye track where locomotives and cars can be turned. The "DN" denotes an operator on duty 24/7 (Day/Night). The next column designates this is Traffic Control / Remote Control territory. One line is single track and two lines for double track. There is only one interlocking and railroad crossing which is located at Graham, NC, MP377.1. In the Special instructions section you find this has controlled signals (not automatic) and the CSX is the crossing railroad.

Amtrak schedules are included only for information and guidance of employees. They do not grant schedule rights or superiority to the trains.

One of the critical elements in every employee timetable are the speed limits. These pages show some of the system wide General Speed Restrictions on specific cars, locomotives and trains. On the

9-a. SPEED RESTRICTIONS
General Speed Restrictions

CONDITIONS	MAXIMUM Miles Per Hour All Trains and Engines
CARS	
Trains handling more than 40 empty multi-levels unless handled as solid block on the rear of train (up to 70 empty multi-levels) or in solid train (up to 150 empty multi-levels)	25
Trains handling more than 40 OTTX flat cars either loaded or empty	30
PRR (or PC or CR) short gons in series 13000-15999 and 500000-502920, loaded	30
empty	35
Short ore hopper cars (35' or less): DM&IR, loaded	40
empty	45
Other, loaded	30
empty	35
Trains handling empty bulkhead flat cars and/or empty woodrack cars, foreign or system EXCEPTION: Restriction does not apply to center beam flat cars.	45
Southern log cars series 118000 - 118039 when empty	45
Trains handling flat cars loaded with creosoted poles	45
LOCOMOTIVES	
Controlling locomotive not equipped with speed indicator	20
Single light locomotive	30
All steam locomotives	40
All other light locomotive consists of 2 or more units	50
TRAINS	
Key Trains (See Sect. 17)	50
Loaded Welded Rail Trains	50
All other trains	50
Trains consisting entirely of Triple Crown, TOFC/COFC, Multi-level, or Stack equipment will be governed by passenger train speed on curves and turnouts not to exceed	60
When freight trains handling one or more loaded cars are operated on jointed rail, the engineer will avoid prolonged operation in speed range of 16 to 21 mph. If speed cannot be maintained above 21 mph, it must be reduced to 15 mph.	
Passenger Trains	79
OTHER	
FRA T-10	50
Snow plow NW 590000, when plowing	25
Shoving movements with NS31 on leading end	25
Single unit of self-propelled work equipment that is designed to shunt track circuits (i.e. Sperry Rail Test cars, Loram railgrinder and ballast cleaner)	30
Lucky Loader, NW 14317 loaded on gon NW 59802	35

9-b. SPEED RESTRICTIONS BY DISTRICT

Except where authorized by timetable or special instructions, speed on siding must not exceed 10 MPH.

Maximum speeds through turnouts listed below govern all trains. When moving in accordance with Rule 304 (Diverging Route Clear), a train must approach these turnouts not exceeding the speed authorized for that turnout.

WASHINGTON DISTRICT

BETWEEN AF TOWER AND MONROE (M.P. 165.1)

Passenger trains ..... 79 MPH
Rail Highway trains ..... 60 MPH
Freight trains ..... 50 MPH

Except limit speed between AF Tower and Monroe as follows:

On Horn Track and through turnout connecting Horn Track to No. 2 main track at CR Tower (M.P. 10.7) ..... 35 MPH

Through turnout between south freight track and No. 2 main track at M.P. 10.5 ..... 25 MPH

Maximum authorized speed on the Manassas Wye tracks ..... 10 MPH

Track #2, M.P. 67.3 to M.P. 68.0 ..... 35 MPH

EXCEPT: **THROUGH TURNOUTS**

Location	Mile Post	Maximum Speed in MPH Pass.	Freight
C. R. Tower	10.7	45	45
Edsall	12.9	45	40
Burke	20.0	45	40
Clifton	26.8	45	40
Powell	33.8	25	25
South Manassas	35.7	25	25
Bristow	36.4	45	40
Calverton	46.0	45	40
Remington	56.0	45	40
Mountain Run	65.9	45	40
Winston	70.8	45	40
Rapidan	80.0	45	40
Orange	84.7	45	40
Weyburn	92.1	50	45
Gilbert	102.0	50	45
Rio	109.9	50	45
Teel	114.8	45	40
Red Hill	120.4	50	45
Applegate	126.6	50	45
Hanmer	132.0	50	45
Oak Ridge	143.4	50	45
Kingswood	148.0	45	40
Tye River	150.1	50	45
Angelo	160.8	50	45
McIvor	164.2	45	40

EXCEPT: **ON CURVES**

M.P. Location Between		Speed in MPH Pass./Rhwy.	Frt.	M.P. Location Between		Speed in MPH Pass./Rhwy.	Frt.
AF Tower and Rapidan				Rapidan and Charlottesville			
9.1 to	11.0	45	45	79.0 to	79.7	55	50
14.0 to	17.0	60	50	79.7 to	83.0	60	50
17.0 to	18.5	50	50	83.0 to	84.6	40	40
18.5 to	20.1	55	50	84.6 to	85.2	30	30
20.1 to	20.3	50	50	85.2 to	86.0	40	40
20.3 to	23.5	55	50	86.0 to	88.4	65	50
23.5 to	28.2	50	50	88.4 to	88.6	60	50
28.2 to	28.7	40	40	88.6 to	93.6	65	50
28.7 to	30.7	50	50	93.6 to	95.2	60	50
30.7 to	33.0	70	50	95.2 to	95.4	55	50
41.8 to	42.8	65	50	95.4 to	101.7	60	50
56.0 to	57.0	60	50	101.7 to	105.5	65	50
67.0 to	69.0	40	40	105.5 to	106.0	55	50
69.0 to	70.0	55	50	106.0 to	106.3	45	45

right hand page are the speed restrictions by district, starting with the Washington District between AF Tower and Monroe, VA. It starts with overall speed limit for passenger, Rail Highway and freight trains, then proceeds to speed restrictions specific turnouts and curves.

One of my favorite parts of a timetable is the map. Not all timetables have them but it is good to match up the station pages to where they actually fit in with the rest of the railroad. The Piedmont division has grown considerably since the merger and now includes the former Eastern and Carolina divisions. This one division includes many of the much smaller Southern Railway divisions. The map is located at the centerfold.

The next scan shows the tonnage ratings of 4 groups of similar sized locomotives between pairs for cities. It also shows line segments where six axle engines are prohibited.

Not everybody is a rail fan and knows the different locomotive makes and models so Norfolk Southern includes a complete roster of their locomotives by road number and model.

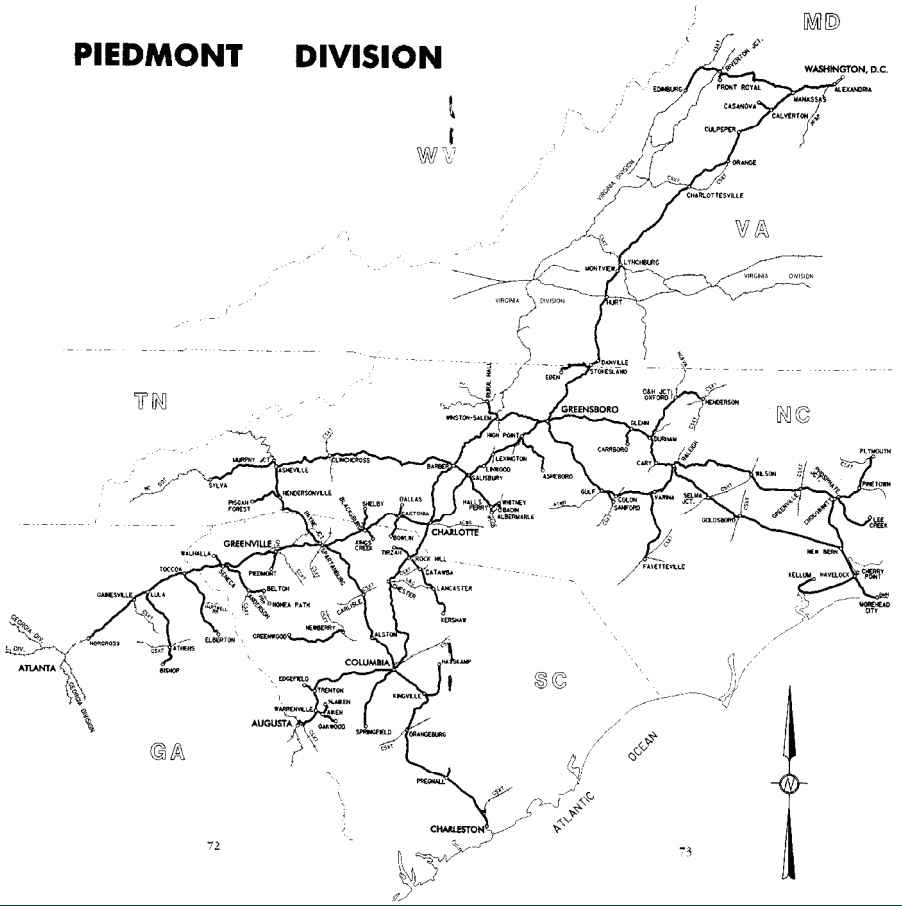
Even in this modern technological age, certain aspects of railroading remain constant. One is the requirement of a high quality, highly accurate railroad approved timepiece. My 30 year old Pulsar wristwatch still runs like a champ. These pages list the approved watches and the location and hours of open agencies. Even though the small town depots are gone, there are still agents on duty at the larger yards.

Railroaders are required to know the signal names and indications by heart. Their lives depend on it. Just in case, though, the signals for their division are included in the timetable as well as the Operating Rulebook. It's surprising the number ways signals can display "Stop".

And finally, the back cover. It's the same colors as the front. The diagonal stripes are for better visibility. This size timetable fits easily in a pocket and can be used for hand signals.

I have touched on some of the highlights of an employee timetable but there are, of course, a whole wealth of additional information to be found in an employee timetable. They are all there for a reason: to ensure the safe and efficient operation of the rail lines.

Timetables, like most everything in life, have changed over the years. The central focus of a typical railroad employee timetable are the station pages. In general, they listed the stations and depots along a line of road. Speed limits, signal rules, special instructions, etc. were found in their own



10a. DIESEL UNIT RATING IN TONS

BETWEEN	AND	**C36-7 C39-8 D8-40C D9-40C **SD50 SD60 SD70	C30-7 SD40	B30-7A B36-7 D8-32B GP40X GP49 GP59 GP60	B23-7 GP38 GP40 U23B
South or Westward					
Pot Yard	Monroe	3500	2550	2150	1600
Monroe	Montview	6500	4700	3950	2950
Montview	Dundee	4600	3350	2800	2100
Dundee	Pomona	4050	2950	2450	1850
Pomona	Linwood	5950	4300	3600	2700
Linwood	Charlotte	5700	4150	3450	2600
Charlotte	Greenville	4700	3450	2850	2150
Greenville	Cornelia	4300	3100	2600	1950
Cornelia	Inman Yard	6600	4800	4000	3000
O&H Jct.	East Durham	3300	2400	2000	1500
Henderson	Oxford	*	*	1250	950
Morehead City	New Bern	11000	8000	6650	5000
New Bern	Goldsboro	9900	7200	6000	4500
Havelock	Camp LeJeune	8800	6400	5350	4000
Goldsboro	Selma	7350	5350	4450	3350
Selma	Raleigh	5950	4300	3600	2700
Raleigh	Pomona	4500	3250	2750	2050
Manassas	Markham	3850	2800	2350	1750
Markham	Strasburg	3400	2450	2050	1550
Strasburg	Edinburg	3500	2550	2150	1600
Asheboro	High Point	*	*	2000	1500
Stokesland	Leaksville Jct.	*	*	1850	1400
Leaksville	Eden	*	*	1250	950
Mackeys	Chocowinity	10200	7400	6200	4650
Chocowinity	Wilson	10200	7400	6200	4650
Wilson	Neverson	7700	5600	4650	3500
Neverson	Raleigh	4300	3100	2600	1950
Lee Creek	Chocowinity	9350	6800	5650	4250
Chocowinity	New Bern	7600	5500	4600	3450
Pomona	Friendship	7800	5650	4750	3550
Friendship	Winston-Salem	4500	3250	2750	2050
Winston-Salem	Rural Hall	3950	2850	2400	1800
Sanford	Liberty	3400	2450	2100	1550
Liberty	Greensboro	3300	2400	2000	1500
Winston-Salem	Mocksville	3500	2550	2150	1600
Mocksville	Barber	4600	3350	2800	2100
Barber	Mooresville	4950	3000	3000	2250
Mooresville	Charlotte	8550	6250	5250	3900
Raleigh	Varina	4250	3100	2600	1950
Varina	Brickhaven	5600	4050	3400	2550
Brickhaven	Cumnock	4700	3450	2850	2150
Varina	Lillington	5050	3650	3100	2300
Lillington	Fayetteville	13100	9500	7950	5950
Charlotte	Columbia	6700	4850	4050	3050
Columbia	Augusta	5250	3850	3200	2400
Piedmont	Greenville	5150	3750	3150	2350
Columbia	Greenwood	5400	3900	3250	2450
Columbia	Springfield	4300	3100	2600	1950
Belton	Walhalla	*	*	2000	1500
Yadkin Jct.	Albemarle	*	*	2000	1500
Halls Ferry	Badin	*	*	1600	1200
Edgefield	Trenton	3050	2250	1850	1400
Lula	Athens	*	*	3200	2400

These ratings are for single units and will be increased in proportion to the number of units in multiple service. If a unit fails, tonnage will be reduced in proporation to the number of units in operation, and an allowance of 150 tons made for each inoperative unit handled.

These ratings are based on maximum grades and can be increased over certain parts of the line, when necessary. When engines will not handle their rating, a report must be made to the Chief Dispatcher by the Engineer, conductor will make written report to Trainmaster.

In making computations, less than 1,000 pounds will be dropped. 1,000 pounds will be counted as a ton.

A GP-40 and slug combination is rated at 90,500 lbs. maximum continuous traction effort and will be rated the same as a standard 6-axle unit (SD40-2, C30-7) when used in road service.

10b. NORFOLK SOUTHERN SYSTEM LOCOMOTIVES SERIES TABLE

ROAD NOS.	MODEL	ROAD NOS.	MODEL
50-59	SD9M	4100-4159	GP38AC
67-83	SW1500	#* 4600-4605	GP49
100-104	TC10	#* 4606-4641	GP59
115-116	F40PH	5000-5256	GP38-2
1002-1012	SW1	6073-6206	SD40-2
1209	SW12	* 6500-6505	SD50
1357-1388	GP40	#* 6506-6525	SD50
1580-1624	SD40	#* 6550-6700	SD60
1625-1652	SD40-2	#* 7000-7002	GP40X
1733	SW1500	#* 7003-7092	GP50
2105	SW1	#* 7101-7150	GP60
2290-2347	SW1500	8003-8082	C30-7
2348-2435	MP15	* 8500-8542	C36-7
#* 2501-2556	SD70	* 8550-8563	C39-8
2717-2822	GP38	#* 8564-8688	C39-8
2823-2878	GP38AC	#* 8689-8763	D8-40C
2879-2886	GP38	#* 8764-8888	D9-40C
3170-3200	SD40	9710-9713	RP-E4
3201-3328	SD40-2	9714-9741	RP-E4D
#* 3500-3521	B30-7A	9819-9820	RP-F4U
#* 3522-3566	D8-32B	9834	RP-E4U
* 3815-3820	B36-7	9835-9841	RP-A4U
3900-3969	U23B	9842-9855	RP-E4U
3970-4023	B23-7	9902-9919	RP-F6Y
		9920-9923	RP-E6Y

* — High Adhesion
\# — High Capacity Dynamic Brake

10c. HIGH ADHESION UNITS AND MIXED CONSIST FORMULA

Head End Power Limitations are the equivalent of 20 conventional axles in power or 18 conventional axles in dynamic brake:

IN POWER

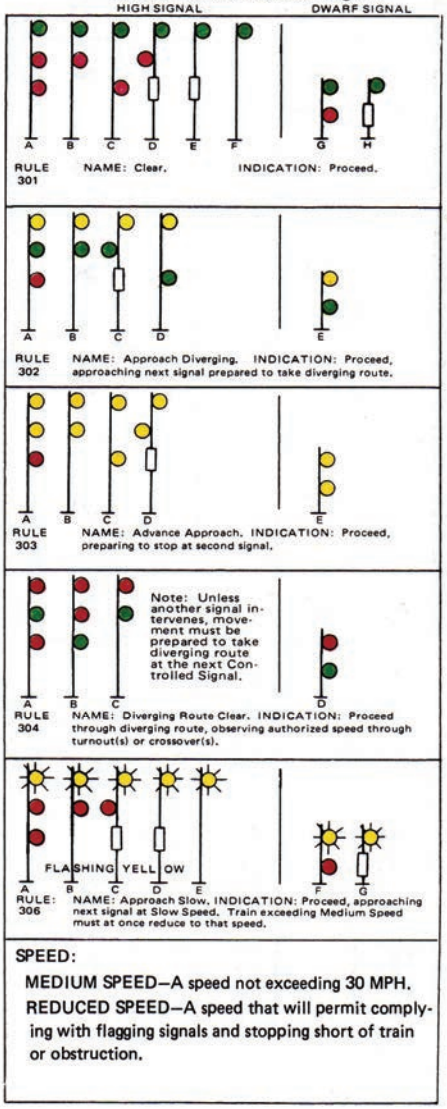
1 — High Adhesion Axle = 1.33 Conventional Axles
1 — 6-Axle High Adhesion Unit = 8.00 Conventional Axles
1 — 4-Axle High Adhesion Unit = 5.33 Conventional Axles

IN DYNAMIC BRAKE

1 — High Capacity Axle = 1.35 Conventional Axles

SOUTHERN RAILWAY

Automatic Block, Interlocking, TC and Remote Control Signals



SPEED:

MEDIUM SPEED—A speed not exceeding 30 MPH.

REDUCED SPEED—A speed that will permit complying with flagging signals and stopping short of train or obstruction.

KEY TO PHYSICIANS' DIRECTORY (Cont'd) SPECIALTY CODES

OT	Otology	PS	Plastic Surgery
OTO	Otolaryngology	PSF	Facial Plastic Surgery
P	Psychiatry	PTH	Pathology
PA	Clinical Pharmacology	PUD	Pulmonary Diseases
PD	Pediatrics	PYA	Psychoanalysis
PDA	Pediatric Allergy	PYM	Psychosomatic Medicine
PDC	Pediatric Cardiology	R	Radiology
PDE	Pediatric Endocrinology	RHI	Rhinology
PDR	Pediatric Radiology	RHU	Rheumatology
PDS	Pediatric Surgery	RIP	Radioisotophic Pathology
PH	Public Health	TR	Therapeutic Radiology
PHO	Pediatric Hematology—Oncology	TRS	Traumatic Surgery
PM	Physical Medicine and Rehabilitation	TS	Thoracic Surgery
PNP	Pediatric Nephrology	U	Urological Surgery
		VS	Vascular Surgery

14. AUTHORIZED WATCHES

Watches Authorized for use under Rule 2 are:

POCKET WATCHES

BALL
16 Size Official Railroad Standard - 21 Jewel
16 Size Official Railroad Standard - 23 Jewel

BULOVA
Quartz Model

CITIZEN
Railroad Approved - Quartz/Ladies & Mens

ELGIN
16 Size B. W. Raymond - 21 Jewel
16 Size B. W. Raymond - 23 Jewel

HAMILTON
16 Size Model 992 - 21 Jewel
16 Size Model 950 - 23 Jewel

HOWARD
16 Size Howard Model - 21 Jewel
16 Size Howard Model - 23 Jewel

ILLINOIS
16 Size Bunn Special - 21 Jewel
16 Size Bunn Special - 23 Jewel
16 Size Sangamo Special - 23 Jewel

WALTHAM
16 Size Crescent Street Model - 21 Jewel
16 Size Vanguard Model - 23 Jewel

WRIST WATCHES

ACCUTRON
Railroad Approved
Railroad Approved - Calendar Model
Railroad Approved - Quartz Model
Railroad Approved - Ladies Quartz Model

BALL
Official Railroad Standard
Automatic Trainmaster

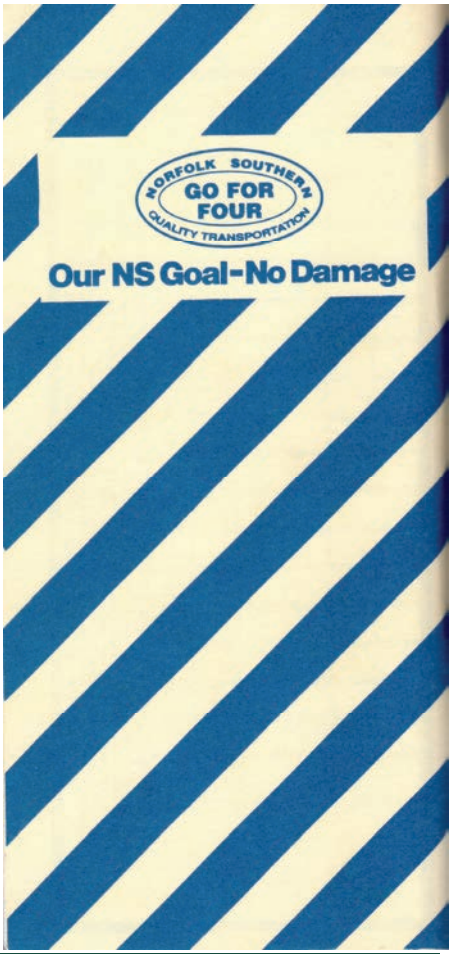
BULOVA
Railroad Approved - Quartz

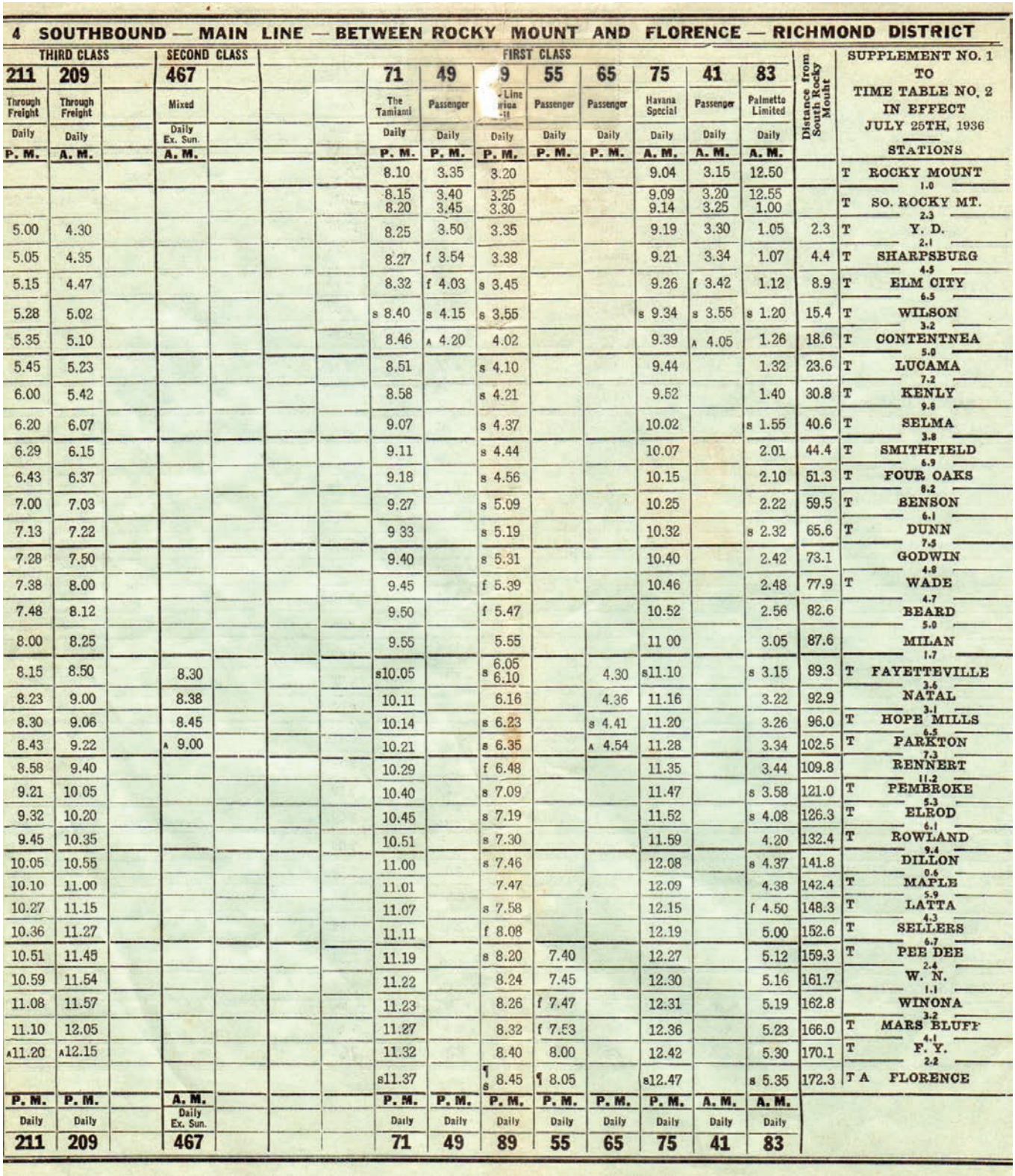
ELGIN
B. W. Raymond Chronometer Model - 21 Jewel

HAMILTON
Electric Railroad Special
Electric - Model 910917, White

PULSAR
Railroad Approved - Quartz Model

RODANIA
Quartz - Model 9361





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

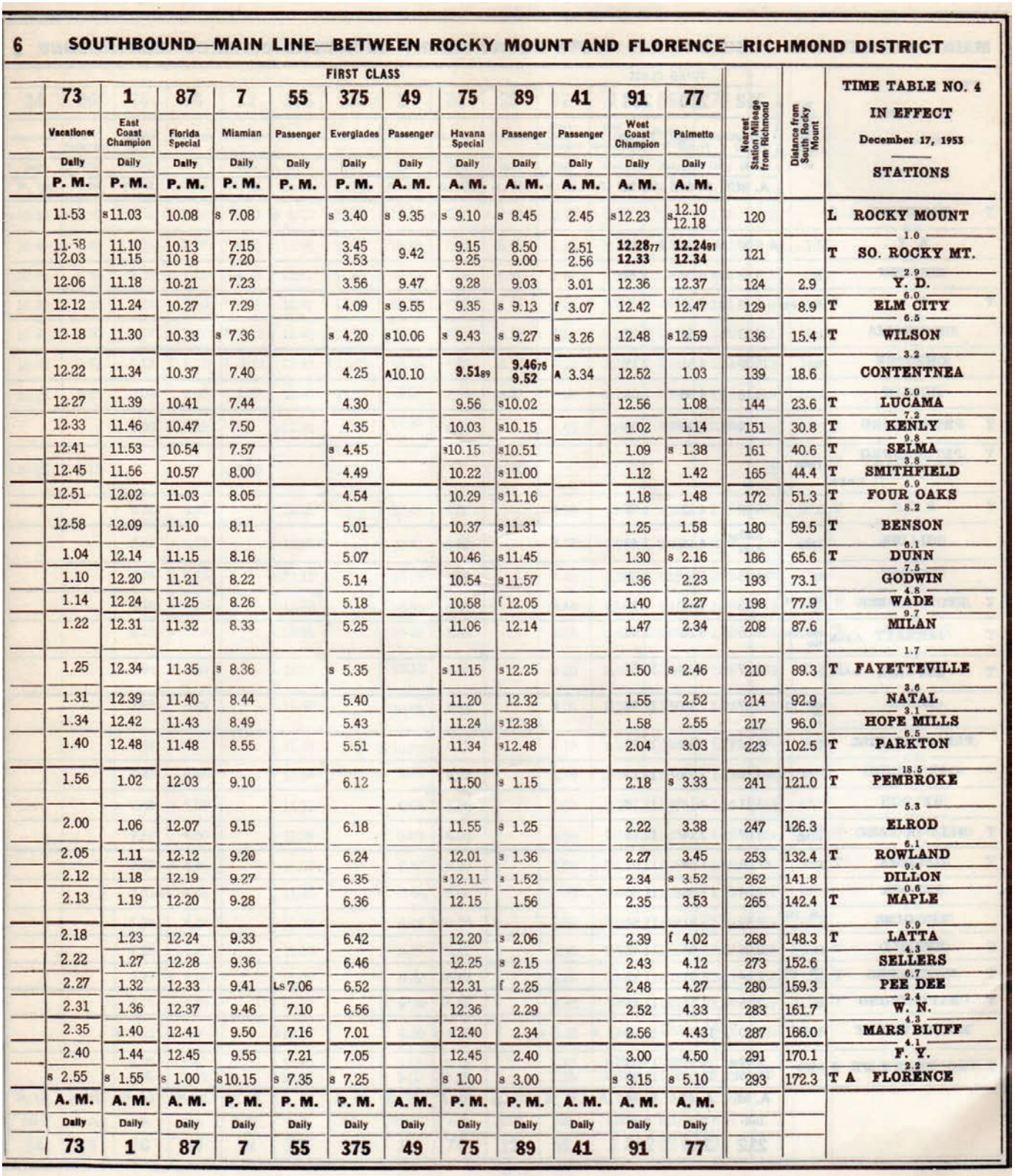
SUPPLEMENT NO. 1 TO TIME TABLE NO. 2 IN EFFECT JULY 25TH, 1936

THIRD CLASS		SECOND CLASS	FIRST CLASS									Distance from South Rocky Mount	STATIONS
211	209	467	71	49	89	55	65	75	41	83		
Through Freight Daily	Through Freight Daily	Mixed Daily Ex. Sun.	The Tamiami Daily	Passenger Daily	Line Daily	Passenger Daily	Passenger Daily	Havana Special Daily	Passenger Daily	Palmetto Limited Daily		
P. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	A. M.		
			8.10	3.35	3.20			9.04	3.15	12.50		T ROCKY MOUNT
			8.15	3.40	3.25			9.09	3.20	12.55		1.0
			8.20	3.45	3.30			9.14	3.25	1.00		T SO. ROCKY MT.
5.00	4.30		8.25	3.50	3.35			9.19	3.30	1.05	2.3	2.3 T Y. D.
5.05	4.35		8.27	f 3.54	3.38			9.21	3.34	1.07	4.4	2.1 T SHARPSBURG
5.15	4.47		8.32	f 4.03	s 3.45			9.26	f 3.42	1.12	8.9	4.5 T ELM CITY
5.28	5.02		s 8.40	s 4.15	s 3.55			s 9.34	s 3.55	s 1.20	15.4	6.5 T WILSON
5.35	5.10		8.46	A 4.20	4.02			9.39	A 4.05	1.26	18.6	3.2 T CONTENTNEA
5.45	5.23		8.51		s 4.10			9.44		1.32	23.6	5.0 T LUCAMA
6.00	5.42		8.58		s 4.21			9.52		1.40	30.8	7.2 T KENLY
6.20	6.07		9.07		s 4.37			10.02		s 1.55	40.6	9.8 T SELMA
6.29	6.15		9.11		s 4.44			10.07		2.01	44.4	3.8 T SMITHFIELD
6.43	6.37		9.18		s 4.56			10.15		2.10	51.3	6.9 T FOUR OAKS
7.00	7.03		9.27		s 5.09			10.25		2.22	59.5	8.2 T BENSON
7.13	7.22		9 33		s 5.19			10.32		s 2.32	65.6	6.1 T DUNN
7.28	7.50		9.40		s 5.31			10.40		2.42	73.1	7.5 GODWIN
7.38	8.00		9.45		f 5.39			10.46		2.48	77.9	4.8 T WADE
7.48	8.12		9.50		f 5.47			10.52		2.56	82.6	4.7 BEARD
8.00	8.25		9.55		5.55			11 00		3.05	87.6	5.0 MILAN
8.15	8.50	8.30	s10.05		s 6.05 6.10		4.30	s11.10		s 3.15	89.3	1.7 T FAYETTEVILLE
8.23	9.00	8.38	10.11		6.16		4.36	11.16		3.22	92.9	3.6 NATAL
8.30	9.06	8.45	10.14		s 6.23		s 4.41	11.20		3.26	96.0	3.1 T HOPE MILLS
8.43	9.22	A 9.00	10.21		s 6.35		A 4.54	11.28		3.34	102.5	6.5 T PARKTON
8.58	9.40		10.29		f 6.48			11.35		3.44	109.8	7.3 RENNERT
9.21	10 05		10.40		s 7.09			11.47		s 3.58	121.0	11.2 T PEMBROKE
9.32	10.20		10.45		s 7.19			11.52		s 4.08	126.3	5.3 T ELROD
9.45	10.35		10.51		s 7.30			11.59		4.20	132.4	6.1 T ROWLAND
10.05	10.55		11.00		s 7.46			12.08		s 4.37	141.8	9.4 DILLON
10.10	11.00		11.01		7.47			12.09		4.38	142.4	0.6 T MAPLE
10.27	11.15		11.07		s 7.58			12.15		f 4.50	148.3	5.9 T LATTA
10.36	11.27		11.11		f 8.08			12.19		5.00	152.6	4.3 T SELLERS
10.51	11.45		11.19		s 8.20	7.40		12.27		5.12	159.3	6.7 T PEE DEE
10.59	11.54		11.22		8.24	7.45		12.30		5.16	161.7	2.4 W. N.
11.08	11.57		11.23		8.26	f 7.47		12.31		5.19	162.8	1.1 WINONA
11.10	12.05		11.27		8.32	f 7.53		12.36		5.23	166.0	3.2 T MARS BLUFF
A11.20	A12.15		11.32		8.40	8.00		12.42		5.30	170.1	4.1 T F. Y.
			s11.37		¶ s 8.45	¶ 8.05		s12.47		s 5.35	172.3	2.2 T A FLORENCE
P. M.	P. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.		
Daily	Daily	Daily Ex. Sun.	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		
211	209	467	71	49	89	55	65	75	41	83		

sections elsewhere in the timetable. For more a in-depth discussion, see the "Anatomy of a timetable" page. The lay-out, size and information shown on station pages vary from railroad to railroad . As an example of the changes taken place over time, I have selected the former Atlantic Coast Line main line southbound from Rocky Mount, NC to Florence, SC.

Atlantic Coast Line Northern Division Supplement #1 to Time Table #2, dated July 25, 1936: Size: 9" x 10 3/8"[above]

This line has always been heavy in passenger trains, mainly from the northeast to Florida. You can see that there are 4 through passenger trains: The Tamiami, Coast Line Florida Mail, Havana Special and Palmetto Limited. There are also trains to and from Wilmington, NC (the ACL headquarters) which connect to the mainline at Contentnea, NC and Pee Dee, SC. There is even a mixed train originating at Fayetteville heading down the Bennettsville Branch. Only two freight trains are scheduled, although there were surely extras.



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

FIRST CLASS

73	1	87	7	55	375	49	75	89	41	91	77	Nearest Station Mileage from Richmond	Distance from South Rocky Mount	TIME TABLE NO. 4 IN EFFECT December 17, 1953 — STATIONS
Vacationer	East Coast Champion	Florida Special	Miamian	Passenger	Everglades	Passenger	Havana Special	Passenger	Passenger	West Coast Champion	Palmetto			
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily			
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.			
11.53	s11.03	10.08	s 7.08		s 3.40	s 9.35	s 9.10	s 8.45	2.45	s12.23	s12.10 12.18	120		L ROCKY MOUNT
11.58 12.03	11.10 11.15	10.13 10 18	7.15 7.20		3.45 3.53	9.42	9.15 9.25	8.50 9.00	2.51 2.56	**12.28**77 **12.33**	**12.24**91 **12.34**	121		1.0 T SO. ROCKY MT.
12.06	11.18	10.21	7.23		3.56	9.47	9.28	9.03	3.01	12.36	12.37	124	2.9	2.9 Y. D.
12.12	11.24	10.27	7.29		4.09	s 9.55	9.35	s 9.13	f 3.07	12.42	12.47	129	8.9	6.0 T ELM CITY
12.18	11.30	10.33	s 7.36		s 4.20	s10.06	s 9.43	s 9.27	s 3.26	12.48	s12.59	136	15.4	6.5 T WILSON
12.22	11.34	10.37	7.40		4.25	A10.10	**9.51**89	**9.46**75 **9.52**	A 3.34	12.52	1.03	139	18.6	3.2 CONTENTNEA
12.27	11.39	10.41	7.44		4.30		9.56	s10.02		12.56	1.08	144	23.6	5.0 T LUCAMA
12.33	11.46	10.47	7.50		4.35		10.03	s10.15		1.02	1.14	151	30.8	7.2 T KENLY
12.41	11.53	10.54	7.57		s 4.45		s10.15	s10.51		1.09	s 1.38	161	40.6	9.8 T SELMA
12.45	11.56	10.57	8.00		4.49		10.22	s11.00		1.12	1.42	165	44.4	3.8 T SMITHFIELD
12.51	12.02	11.03	8.05		4.54		10.29	s11.16		1.18	1.48	172	51.3	6.9 T FOUR OAKS
12.58	12.09	11.10	8.11		5.01		10.37	s11.31		1.25	1.58	180	59.5	8.2 T BENSON
1.04	12.14	11.15	8.16		5.07		10.46	s11.45		1.30	s 2.16	186	65.6	6.1 T DUNN
1.10	12.20	11.21	8.22		5.14		10.54	s11.57		1.36	2.23	193	73.1	7.5 GODWIN
1.14	12.24	11.25	8.26		5.18		10.58	f 12.05		1.40	2.27	198	77.9	4.8 WADE
1.22	12.31	11.32	8.33		5.25		11.06	12.14		1.47	2.34	208	87.6	9.7 MILAN
1.25	12.34	11.35	s 8.36		s 5.35		s11.15	s12.25		1.50	s 2.46	210	89.3	1.7 T FAYETTEVILLE
1.31	12.39	11.40	8.44		5.40		11.20	12.32		1.55	2.52	214	92.9	3.6 NATAL
1.34	12.42	11.43	8.49		5.43		11.24	s12.38		1.58	2.55	217	96.0	3.1 HOPE MILLS
1.40	12.48	11.48	8.55		5.51		11.34	s12.48		2.04	3.03	223	102.5	6.5 T PARKTON
1.56	1.02	12.03	9.10		6.12		11.50	s 1.15		2.18	s 3.33	241	121.0	18.5 T PEMBROKE
2.00	1.06	12.07	9.15		6.18		11.55	s 1.25		2.22	3.38	247	126.3	5.3 ELROD
2.05	1.11	12.12	9.20		6.24		12.01	s 1.36		2.27	3.45	253	132.4	6.1 T ROWLAND
2.12	1.18	12.19	9.27		6.35		s12.11	s 1.52		2.34	s 3.52	262	141.8	9.4 DILLON
2.13	1.19	12.20	9.28		6.36		12.15	1.56		2.35	3.53	265	142.4	0.6 T MAPLE
2.18	1.23	12.24	9.33		6.42		12.20	s 2.06		2.39	f 4.02	268	148.3	5.9 T LATTA
2.22	1.27	12.28	9.36		6.46		12.25	s 2.15		2.43	4.12	273	152.6	4.3 SELLERS
2.27	1.32	12.33	9.41	Ls 7.06	6.52		12.31	f 2.25		2.48	4.27	280	159.3	6.7 PEE DEE
2.31	1.36	12.37	9.46	7.10	6.56		12.36	2.29		2.52	4.33	283	161.7	2.4 W. N.
2.35	1.40	12.41	9.50	7.16	7.01		12.40	2.34		2.56	4.43	287	166.0	4.3 MARS BLUFF
2.40	1.44	12.45	9.55	7.21	7.05		12.45	2.40		3.00	4.50	291	170.1	4.1 F. Y.
s 2.55	s 1.55	s 1.00	s10.15	s 7.35	s 7.25		s 1.00	s 3.00		s 3.15	s 5.10	293	172.3	2.2 T A FLORENCE
A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	A. M.	P. M.	P. M.	A. M.	A. M.	A. M.			
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily			
73	1	87	7	55	375	49	75	89	41	91	77			

Atlantic Coast Line Northern Division #4 December 17, 1953
Size: 9" x 10 3/8" [above]

This is from the hey day of the Florida passenger trade. Traffic has grown to 9 through trains, most of which are in the middle of the night and make no stops. There are still trains going to and from Wilmington. A new column as been added to show mile posts (miles from Richmond, VA). On the opposite age (not shown) are the schedules for 6 Third Class Through Freight trains and 4 Fourth Class Local Freight trains.

SOUTHWARD **SOUTH END SUBDIVISION**

FIRST CLASS						Station Numbers	Distance From South Rocky Mount	TIME TABLE NO. 1 IN EFFECT April 28, 1968 — STATIONS	
85	109	105	175	75	91				
Everglades	Through Freight	Through Freight	Piggyback Special	Gulf Coast Special	Champion				
Daily	Daily	Daily	Ex. Mon.	Daily	Daily				
P. M.	P. M.	P. M.	P. M.	A. M.	P. M.				
350	310	245	1211	805	1150	A120		L ROCKY MOUNT	
								1.0	
353	320	255 400	1215 215	808	1155	A121		T SO. ROCKY MOUNT ®	
								8.9	
						A129	8.9	ELM CITY	
								6.5	
s 410	347	422	236	s 830	1209	A136	15.4	T WILSON	X-NS
								3.1	
						A139	18.5	CONTENTNEA	
								2.1	
						A141	20.6	SO. CONTENTNEA	
								3.0	
						A144	23.6	LUCAMA	
								7.2	
						A151	30.8	KENLY	
								9.8	
s 436	415	449	301	s 903	1230	A161	40.6	SELMA ®	X-SOU
								3.8	
						A165	44.4	SMITHFIELD	
								6.9	
						A172	51.3	FOUR OAKS	
								8.2	
				F 919		A180	59.5	BENSON	
								6.1	
502	442	516	326	s 932	1250	A186	65.6	T DUNN	
								8.9	
						A193	74.5	SO. GODWIN	
								9.5	
						A204	84.0	SOUTH BEARD	
								5.3	
s 535	510	545	352	s1015	s 115	A210	89.3	FAYETTEVILLE ®	X-SCL X-A&R
								9.0	
						A219	98.3	SO. HOPE MILLS	
								4.2	
				F1032		A223	102.5	T PARKTON	
								4.6	
						A228	107.1	SO. REX	
								13.7	
607	545	620	423	s1058	142	A241	120.8	PEMBROKE ®	X-SCL
								5.3	
				F1105		A247	126.1	ELROD	
								6.1	
				F1112		A253	132.2	ROWLAND	
								4.4	
						A257	136.6	HAMILL	
								5.2	
s 634	610	645	443	s1130	200	A262	141.8	DILLON	X-SCL
								6.5	
				F1137		A268	148.3	LATTA ®	
								11.0	
						A280	159.3	PEE DEE	
								2.4	
	633	710	507	1150		A283	161.7	W N	
								10.6	
s 735	715	745	545	s1215	s 245	A293	172.3	T FLORENCE ®	
P. M.	P. M.	P. M.	P. M.	P. M.	A. M.				
Daily	Daily	Daily	Ex. Mon.	Daily	Daily				

SOUTHWARD **SOUTH END SUBDIVISION** **ROCKY MOUNT DIVISION**

FIRST CLASS			Station Numbers	Actual Field M. P. Locations	TIME TABLE NO. 6 IN EFFECT October 25, 1981 — STATIONS
89	175	87			
Palmetto	Piggyback Special	Silver Meteor-Champion			
Daily	Ex. Mon.	Daily			
P.M.	A.M.	A.M.			
411	1145	1211	A120	119.6	L ROCKY MOUNT
					1.6
413	1150	1214	A121	121.2	T SO. ROCKY MT. ®
					8.2
			A129	129.4	ELM CITY
					6.3
s 430	1205	s 1231	A136	135.7	T WILSON X-SOU
					3.2
			A139	138.9	CONTENTNEA
					2.1
			A141	141.0	SO. CONTENTNEA
					3.2
			A144	144.2	LUCAMA
					7.0
			A151	151.2	KENLY
	1230		A161	161.2	10.0 SELMA X-SOU
					3.6
			A165	164.8	SMITHFIELD ®
					6.7
			A172	171.5	FOUR OAKS
					8.5
			A180	180.0	BENSON
	1255		A186	186.0	6.0 DUNN
					8.6
			A193	194.6	SO. GODWIN
					9.5
			A204	204.1	SOUTH BEARD
					5.6
s 533	120	s 136	A210	209.7	FAYETTEVILLE ® X—SCL X-A&R
					9.1
			A219	218.8	SO. HOPE MILLS
					4.1
			A223	222.9	PARKTON
					4.8
			A228	227.7	SO. REX
					13.6
	155		A241	241.3	PEMBROKE ® X-SCL
					5.0
			A247	246.3	ELROD
					6.5
			A253	252.8	ROWLAND
					4.4
			A257	257.2	HAMILL
					5.0
s 620	215		A262	262.2	DILLON ® X-SCL
					6.9
			A268	269.1	LATTA
					11.0
			A280	280.1	PEE DEE
					2.7
			A283	282.8	W N
					9.9
s 708	315	s 316	A293	292.7	T A FLORENCE ®
P.M.	P.M.	A.M.			
Daily	Ex. Mon.	Daily			173.1 Miles Rocky Mount to Florence
89	175	87			

Seaboard Coast Line Rocky Mount Division #1 April 28, 1968Size: 8 1/2" x 8 1/2" unfolded [above left]

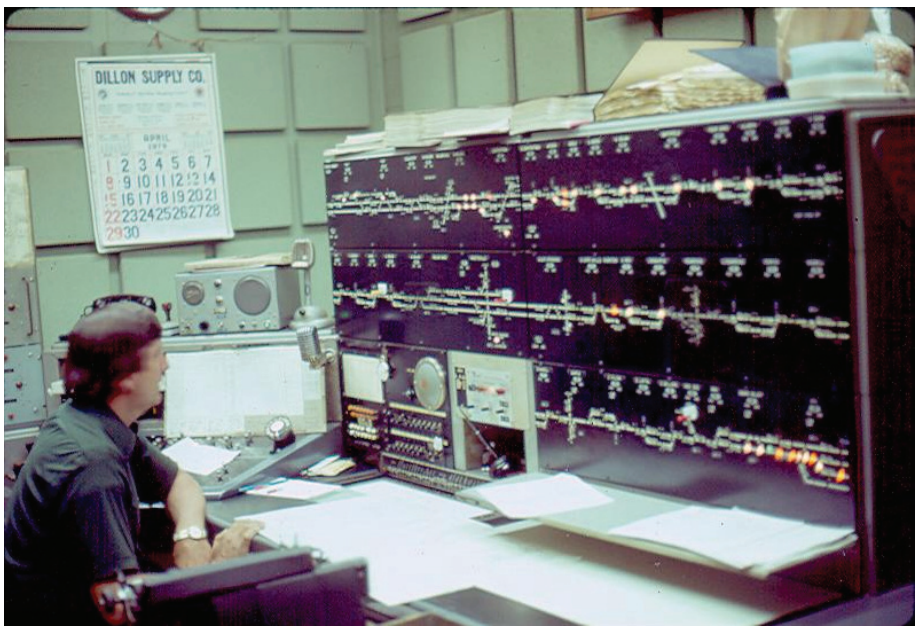
It is now 1968 in the off season and you can see there is only 3 through passenger trains but many more scheduled freight trains including the Piggyback Special. The Wilmington trains are now gone. Additional information now shown includes Station Numbers, Scales, Wyes & Siding Car Capacity, and railroad crossings at grade (Wilson, Selma, Fayetteville, Pembroke and Dillon).

Seaboard Coast Line Rocky Mount and Raleigh Divisions #6 October 25, 1981 Size: 8 1/2" x 8 1/2" unfolded

1981, the era of Amtrak. As a testament to the heavy traffic between the northeast and Florida, Amtrak is still fielding two trains on this line with one more on the parallel former Seaboard Air Line through Raleigh, NC and Columbia, SC. The format is basically the same but the actual milepost locations have replaced the miles from Rocky

SOUTH END SUBDIVISION - SE

AUTHORIZED SPEED – REFER TO SPEED TABLES				MILE POST	STATION	TRACK DIAGRAM	AUTH FOR MOVE	TWC	NOTES
1		2 & SINGLE				SOUTH / NORTH END SD			
P	F	P	F						
40	40	40	40	A 119.9	CHARLIE BAKER	TARBORO SD	CPS-261		
79	60	60		A 120.1	1.8	FA DISP 84-4 RD 32 / OUTBOUND INBOUND ROCKY MOUNT YD	ABS-261		
		60	40	A 121.7	DI		CPS-261		
		79	60		1.5		ABS-261		
				A 123.2	YD		CPS-261		
79		79		A 124.4		1 2			
70		70		A 125.4					
79		79		126.0 127.0 A 128.2	7.3	DD	ABS-261		
				A 130.5	SOUTH ELM CITY		CPS-261		
79	60	79	60	A 135.1 A 135.8	6.0 WILSON AMTRAK STATION (P)		ABS-261		
50	50	50	50	A 136.5	WILSON	NS SP SP	CPS-261		
79	60	79	60	A 137.1	SOUTH WILSON				
					2.5	WILSON YD	ABS-261		
79		79		A 139.0	CONTENTNEA		CPS-261		
60		60							
79		79		A 139.3	2.0	W&W SD	ABS-261		
79	60			A 141.0	S. CONTENTNEA		CPS-261		
				A 145.6	5.8	DD	ABS-261		
		79	60						



Mount.

CSX Florence Division #6 July 1, 2010
Size: 8 1/2" x 11"

Fast forward to a more recent example. As you can see, this is not your father's station page. Much more information has been consolidated on this page. In one glance, you can see there is now a track diagram / schematic. Station names are still listed with mile posts. It is easy to see what the speed limit and signal system (authorization to move) is for each mile of road. With all this information, the line from Rocky Mount to Florence is now spread over six pages plus there are six more pages of South End Subdivision Special Instructions.