

SOUTHERN RAILWAY SYSTEM

EASTERN LINES

Asheville—Charleston
—Winston Salem
Division

TIME TABLE No.

38

Effective 12:01 A. M. Eastern Time

SATURDAY, OCTOBER 17, 1964

FOR THE GOVERNMENT OF EMPLOYEES ONLY

D. D. STRENCHGeneral Manager
T. O'BRIENSuperintendent

50
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M.
43
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Handwritten notes:
21 4/21/64
3/21/64
3/21/64
3/21/64

ASHEVILLE—SPENCER—Eastbound

ASHEVILLE—CHARLESTON—WINSTON SALEM 3

Miles from Salisbury	Station No.	TIME TABLE NO. 38 Effective October 17, 1964 STATIONS	FIRST CLASS				SECOND CLASS				
			22	16	50	20	52	58	54	60	64
			Daily	Daily	Daily	Daily	Daily	Daily	Daily	Ex. Sun.	Ex. Sun.
2.6	332	BWYOX SPENCER Ar. V	P.M.	P.M.	P.M.	A.M.	A.M.	P.M.	A.M.	A.M.	
2.1	S 2	MAJOLICA P (West End Double Track)			7 20	3 03	9 50		3 32		
11.6	S 11	BARBER PN	P.M.	P.M.	7 10	2 48	9 40		3 07	8 30 ⁶¹	
13.4	S 13	CLEVELAND P	b 3 33	6 08							
18.0	S 18	ELMWOOD P	3 25	6 00	6 59	2 37	9 30	P.M.	2 57	8 10	
25.0	S 26	YXB. STATESVILLE PNC	s 3 12	s 5 52	6 52	2 26	9 20	9 01	2 37	8 00	
32.3	S 33	EUFOLA P	2 58	5 42	6 42	2 14 ⁵⁴	9 10 ⁶¹	8 43	2 14 ²⁰	7 45 ⁵⁵	
38.0	S 38	CATAWBA PD	f 2 49	5 35	6 32	2 04	9 01	8 32	1 57	7 30	
42.0	S 43	CLAREMONT P	f 2 42	5 30	6 26	1 57	8 50	8 23	1 47	7 23	
48.2	S 48	NEWTON PD	s 2 30	s 5 20	6 16	1 45	8 36	8 13	1 35	7 05	
49.8	S 50	CONOVER P	f 2 27	b 5 17							
53.1	S 54	OYAMA P	2 22	5 12	6 08	1 30	8 25 ⁵⁵	8 02	1 17	6 50	
57.6	S 58	XBW. HICKORY PN	s 2 15	s 5 05	6 03	1 23	8 15	7 54	1 02	6 45	
61.7	S 62	HILDEBRAN PD	f 2 04	4 57 ¹⁹	5 57	1 16	7 50	7 45	12 44 ¹⁵³	6 37 ¹⁵	
67.2	S 68	CONNELLY SPR'GS. PD	f 1 50 ⁵¹	b 4 49	5 50	1 10	7 38	7 34	12 37 ⁵⁹	6 25	
70.9	S 71	VALDESE P	s 1 44	b 4 45							
73.7	S 74	DREXEL PD	s 1 36	4 40	5 43	1 01 ¹⁵³	7 15	7 22	12 22	6 14	
78.6	S 79	X MORGANTON ..PNC	s 1 26	s 4 31	5 34	12 55 ⁵⁹	7 04 ¹⁵	7 13	12 13 AM	6 04	
84.0	S 85	GLEN ALPINE PD	s 1 17	b 4 24	5 25 ¹⁹	12 46	6 44	7 01	11 57	A.M.	
89.0	S 89	BRIDGEWATER P	1 10 ²¹	4 17	5 15	12 37	6 23	6 52	11 40		
94.3	S 94	NEBO P	f 1 03	4 09							
95.2	S 98	CLINCHCROSS P	f 12 58	4 04	5 01	12 27	6 10	6 38	11 30		
99.9	S 100	X B .. MARION PD	s 12 51	s 3 58	4 55	12 20	5 55	6 28	11 25		
105.1	S 105	GREENLEE P	12 44	3 49	4 46	12 10 AM	5 43	6 16	11 15	A.M.	
109.7	S 111	X .. OLD FORT PN	s 12 35	s 3 42	4 35	11 59	5 31	6 06 ¹⁹	11 02	10 40 ⁶⁵	
114.7	S 115	DENDRON P	12 25	3 33 ⁵¹	4 16	11 48	5 16	5 44	10 23	10 25	
118.6	S 119	COLEMAN P	12 15	3 23	3 56 ⁵¹	11 34	5 00	5 28	10 04	10 10	
123.0	S 123	X ... RIDGECREST P	f 12 05 PM	c 3 13	3 36	11 18	4 40	5 05	9 50	9 55	
125.1	S 125	BLACK MOUNTAIN P	s 11 59 ⁶⁵	s 3 06	3 30	11 10	4 35	5 00	9 41	9 50	
129.9	S 130	X .. SWANNANOVA .. PD	s 11 50	s 2 55 ²¹	3 23	11 02	4 25	4 50	9 27	9 35	
134.1	S 134	AZALEA PD	f 11 42	d 2 47	3 01 ²¹	10 50	4 15	4 40 ⁵¹	9 12	9 25	
138.9	S 139	BILTMORE P (East End Double Track)	s 11 30	s 2 40							
139.1	S 139	X { B. I TOWER N (West End Double Track)	11 28 ²³	2 39	2 50	10 37	4 01 ¹⁵³	4 20	8 55	9 16 ¹⁵	
141.0	S 141	BWYO ASHEVILLE .. N Lv.	11 25 ²³ A.M.	2 35 P.M.	P.M.	10 30 P.M.	A.M.	P.M.	P.M.	A.M. A.M.	
			Daily 22	Daily 16	Daily 50	Daily 20	Daily 52	Daily 58	Daily 54	Ex. Sun. 60	Ex. Sun. 64

ASHEVILLE—MURPHY

WESTBOUND						EASTBOUND										
THIRD CLASS			SECOND CLASS			Capacity of Tracks in Cars		Miles from Murphy Junction	Station Nos.	TIME TABLE NO. 38 Effective October 17, 1964	STATIONS		THIRD CLASS		SECOND CLASS	
71 Ex. Sun.	69 Ex. Sun.	67 Sun. Only	Siding	Other	66 Sun. only	68 Ex. Sun.	70 Ex. Sun.				66 Sun. only	68 Ex. Sun.	70 Ex. Sun.			
P.M.	A M 8 00	A. M. 9 15		Yard	1.3	S	141	l.v.	Ar.	P.M.	P.M.	P.M.				
								X	BWYOASHEVILLE N 1.3	5 00	5 00					
	8 10	9 25			0.0	S	142		MURPHY JCT. P 2.0	4 55	4 55					
	8 25	9 40		16 41	2.6	T	4		BOSWELL 2.0	4 45	4 45					
	8 35	10 00		39 6	5.5	T	7	X	ENKA 2.1	4 35	4 35					
	8 40	10 05			7.6	T	9		HOMINY 4.6	4 30	4 30					
	8 50	10 20		31	12.1	T	13		COBURN 4.7	4 20	4 20					
	9 20	10 50		Yard	16.8	T	18	X	CANTON D 4.5	4 00	4 00					
	9 30	11 00			21.3	T	23		CLYDE 3.2	3 10	3 05					
	9 40	11 10		15	24.5	T	25		LAKE JUNALUSKA D 2.0	3 00	2 55					
	10 00	11 30			27.3	T	28	X	WAYNESVILLE D 1.3	2 55	2 45					
		11 30		34	28.6	T	30		HAZELWOOD 6.1	2 45	2 40					
		12 01 ^{PM}		25 10	34.7	T	36	X	BALSAM 7.1	2 25	2 10					
	P.M.	12 25		67 70	41.8	T	43	XY	ADDIE D 4.4	2 00	1 45 ⁷⁰	P.M. 12 55 ⁶⁹				
	1 00 ⁶⁹ 70	12 55 ⁷⁰ 71		103	46.2	T	47	X	SYLVA D 1.8	1 50	P.M.	P.M. 11 40 ⁷¹				
	1 10	P.M.		34	47.7	T	49		DILLSBORO 8.0	1 40 ⁶⁷		11 30				
	1 20	1 30 ⁶⁶		38	57.5	T	59		WHITTIER D	P.M.		11 05				
	1 45	P.M.		33	64.1	T	65	X	BRYSON D 11.0			10 45				
	2 10			12	76.0	T	77		ALMOND 8.1			10 10				
	2 40			14	84.1	T	85		TALC MOUNTAIN 2.0			9 46				
	3 05			32	86.1	T	87	X	NANTAHALA 4.4			9 40				
	3 15			9	90.5	T	91		TOPTON 8.8			9 10				
	3 50			Yard	99.0	T	100	X	ANDREWS D 8.9			8 40				
	4 20			7	104.9	T	106		MARBLE D 3.8			8 23				
	4 35			20	108.5	T	110		TOMOTLA 8.0			8 15				
	4 45			73	114.1	T	115		XOWY MURPHY D Ar. Lv.			8 00				
	5 30 P.M.	P.M.								P.M.	P.M.	A.M.				
Ex. Sun 71	Ex. Sun. 69	Sun. Only 67								Sun. Only 66	Ex. Sun. 68	Ex. Sun. 70				

WINSTON-SALEM-CHARLOTTE-SOUTHBOUND

Miles from Winston-Salem	Station Nos.	TIME TABLE NO. 38 Effective October 17, 1964 STATIONS	FIRST CLASS				THIRD CLASS	
			15 Daily	21 Daily	159 Daily	53 Daily	83 Ex. Sun.	85 Ex. Sun.
		TOBW.. SALEM YARD .....Lv. PN	A.M.	A.M.	P.M.	P.M.	A.M.	A.M.
		0.9 W... WINSTON-SALEM .....P	3 50	8 30		9 20	6 30 ⁸⁵	6 00 ⁸⁵
		0.1 W. S. S. B. CROSSING .....P						
0.1	X	1.4 W. S. S. B. CROSSING .....P						
1.5	K 30	3.5 WINSTON JUNCTION .....P	3 54	8 35		9 25	6 35	6 05
5.0	L 8	1.8 HANES .....P		f 8 41			A.M.	
6.5	L 5	7.4 FRONTIS .....P	4 02	8 43		9 40		6 15
13.9	L 12	X..... CLEMMONS.....D	4 15	s 8 55		9 55		6 30
18.1	L 17	4.2 ADVANCE .....D	4 22	f 9 02		10 04		6 40
20.9	L 20	X..... BIXBY .....D	4 26	9 06		10 10		6 45
22.6	L 21	1.7 CORNATZER.....D		f 9 10		10 15		6 50
27.7	L 27	X..... MOCKSVILLE .....D	4 39	s 9 21		10 30		7 15
32.7	L 31	X..... COOLEEMEE JCT. ....D	4 46	s 9 33		10 42		7 45
35.8	L 34	X{..... WOODLEAF .....D	4 51	s 9 40		10 49		8 00
36.2		0.4 HARDAWAY QUARRY .....D						
41.0	S 11	4.8 YX..... BARBER .....PN	5 05	s 9 55		11 10 ²⁵²		8 50
45.3	L 44	4.3 BEAR POPLAR .....D	A.M.	A.M.				9 00
47.9	L 47	X..... MT. ULLA .....D				11 25		9 10
		7.1						
55.0	O 20	X{Y..... MOORESVILLE JCT. ....D			P.M.			
55.8	O 28	0.8 MOORESVILLE .....D			10 20 ²⁵²	11 45		9 30
59.5	O 25	3.7 MOUNT MOURNE .....D			10 23	11 50		9 45
62.6	O 22	X{..... DAVIDSON .....D			10 33	11 59		
63.9	O 21	3.1 CORNELIUS .....D			10 43	12 10 AM		10 00
66.6	O 18	2.7 CALDWELL .....D			10 48	12 15		10 10 ⁸⁴
69.2	O 15	X..... HUNTERSVILLE .....D			10 55	12 22		A.M.
74.3	O 10	X..... CROFT .....D			11 01	12 30		
78.8	O 5	4.8 DERITA .....D			11 10	12 40		
81.4		2.8 ATANDO JCT. ....D			11 18	12 50		
	375	1.8 BYOW.. AIR LINE JCT. }PN			11 25	1 00		
		X{..... CHARLOTTE }PN			11 30	1 10		
83.5		2.1 S.A.L.R.CROSSING .....D						
83.6	377.2	0.1 CHARLOTTE .....N	A.M.	A.M.	P.M.	A.M.	A.M.	A.M.
		(Ninth St.) .....Ar.						
			Daily 15	Daily 21	Daily 159	Daily 53	Ex. Sun. 83	Ex. Sun. 85

CHARLOTTE—WINSTON-SALEM—NORTHBOUND

Capacity of Tracks in Cars		TIME TABLE NO. 38 Effective October 17, 1964	FIRST CLASS				THIRD CLASS	
Siding	Other		STATIONS	22 Daily	16 Daily	158 Daily	252 Daily	82 Ex. Sun.	84 Ex. Sun.
	Yard	TOBWSALEM YARD Ar. PN	P.M.	P.M.	P.M.	A.M. 12 55	P.M. 3 00 ⁸⁴	P.M. 2 40 ⁸²
		0.9 W. WINSTON-SALEM P (Union Station)	\$ 5 10	\$ 7 20				
	X	0.1 W. S. S. B. CROSSING						
		1.4 WINSTON JUNCTION P	5 02	7 14		12 45	2 55	2 24
	10	3.5 HANES	f 4 52				P.M.	
	46	1.8 FRONTIS	4 50	7 05		12 38		2 14
		7.4						
	36	X CLEMMONS D	\$ 4 40	6 55		12 22		2 00
		4.2 ADVANCE	f 4 31	6 48		12 10		1 50
	21	X BIXBY	4 25	6 44		12 02 AM		1 44
		1.7 CORNATZER	f 4 21			11 55		1 38
	42	62 X MOCKSVILLE D	\$ 4 12	6 34		11 42		1 25
		8.0 COOLEEMEE JCT.	f 4 00	6 27		11 30		1 10
		3.1 WOODLEAF D	\$ 3 54	6 22		11 22		1 00
	35	X { HARDAWAY QUARRY						
	Yard	4.8 YX BARBER PN	\$ 3 45	6 15		11 10		12 45
		4.3 BEAR POPLAR	P.M.	P.M.		10 50 ⁸³		
		2.0						
	33	X MT. ULLA				10 32		12 30
		7.1						
		Y MOORESVILLE JCT.			P.M.			
	18	25 X { MOORESVILLE D			8 50	10 15 ¹⁵⁹		12 15 ⁸⁹ 11 20 ⁸⁸
		0.8			8 48	10 10		11 15
		3.7 MOUNT MOURNE			8 42	9 53		
	34	X { DAVIDSON D			8 36	9 47		10 45
		3.1			8 31	9 42		10 30 ⁸⁵
	2	X { CORNELIUS			8 25	9 36		A.M.
		1.3			8 20	9 30		
		2.7 CALDWELL			8 10	9 20		
	10	X HUNTERSVILLE D			7 55	9 11		
		2.8			7 50	9 05		
	67	X CROFT			7 45	9 00		
		8.1						
	18	X DERITA						
		4.5						
		2.8 ATANDO JCT.						
	Yard	1.8 X { BYOW AIR LINE JCT. } PN						
		2.1 CHARLOTTE						
		0.1 S. A. L. R. R. CROSSING						
		0.1 CHARLOTTE N						
		(Ninth St.) Lv.	P.M.	P.M.	P.M.	P.M.	P.M.	A.M.
		No. 15 is superior to No. 252, Winston-Salem to Barber.	Daily 22	Daily 16	Daily 158	Daily 252	Ex. Sun. 82	Ex. Sun. 84
		No. 85 is superior to No. 84, Winston-Salem to Cornelius.						

WINSTON-SALEM-POMONA

WESTBOUND				Capacity of Tracks in Cars		Miles from Pomona	Station Nos.	TIME TABLE NO. 38 Effective October 17, 1964	EASTBOUND			
THIRD CLASS		FIRST CLASS		Siding	Other				STATIONS	FIRST CLASS		THIRD CLASS
87 Ex. Sun. A.M.		15 Daily A.M.	21 Daily A.M.					Lv. Ar.	22 Daily P.M.	16 Daily P.M.		86 Ex. Sun. A.M.
.....		3 00	7 05	.....	.....	.....	284	WYX... GREENSBORO...N	6 05	8 10	.....	.....
10 20	.....	3 05	7 10	.....	Yard	0.0	287	X { WYOB.. POMONA .....P	5 57	8 02	.....	8 30
10 25	.....	3 07	7 12	.....	10	1.2	K 4	X { TERRA COTTA	5 54	7 59	.....	8 25
10 30	.....	3 11	f 7 17	.....	8	3.4	K 7	X { GUILFORD COLLEGE...D	f 5 49	7 56	.....	8 20
10 45	.....	3 16	7 23	52	8	6.7	K 10	X { FRIENDSHIP	5 44	7 52	.....	8 00
11 05	....	3 26	f 7 34 ⁸⁸	44	15	14.4	K 17	X KERNERSVILLE ....D	f 5 34	7 43	....	7 34 ²¹
11 15	.....	3 33	7 45	38	.....	19.4	.....	..... GUTHRIE	5 26	7 37	.....	6 55
11 30	.....	.....	.....	.....	Yard	23.5	.....	X { TOB SALEM YARD ..PN	.....	.....	.....	6 45
.....	.....	s 3 40	s 7 55	.....	.....	24.4	K 29	X { W WINSTON-SALEM...P (Union Station)	5 20	7 30	.....	.....
A.M. Ex. Sun. 87		A.M. Daily 15	A.M. Daily 21					Ar. Lv.	P.M. Daily 22	P.M. Daily 16		A.M. Ex. Sun. 86

Time shown between Pomona and Greensboro is for information only; the time table, rules and regulations of the Danville Division will govern.

MOORESVILLE JCT.—STATESVILLE

SOUTHBOUND				Capacity of Tracks in Cars		Miles from Charlotte	Station Nos.	TIME TABLE NO. 38 Effective October 17, 1964	NORTHBOUND			
THIRD CLASS		First Class		Siding	Other				STATIONS	FIRST CLASS		THIRD CLASS
89 Ex. Sun. A.M.		159 Daily P.M.						Lv. Ar.	158 Daily P.M.		88 Ex. Sun. A.M.	
.....		9 40 ¹⁵⁸		45	44.0	S 26		WYXB... STATESVILLE .....NC	9 20 ¹⁵⁹		.....
11 50 ⁸⁸	.....	.....		3	39 8	O 40		X { BARIUM SPGS. ....	.....		11 45 ⁸⁹
11 55 ^{PM}	.....	9 55		8	38.3	O 38		X { TROUTMAN	9 10		11 40
12 15 ⁸⁴	.....	10 20 ²⁵²		.....	29.1	O 29		YX MOORESVILLE JCT. Ar. Lv.	8 50		11 20 ⁸⁴
P.M.		P.M.							P.M.		A.M.	
Ex. Sun. .89		Daily 159							Daily 158		Ex. Sun. 88	

CLIMAX-RAMSEUR

WESTBOUND				Capacity of Tracks in Cars		Miles from Climax	Station Nos.	TIME TABLE NO. 38 Effective October 17, 1964	EASTBOUND			
THIRD CLASS				Siding	Other				STATIONS	THIRD CLASS		
75 Ex. Sun. A.M.								Lv. Ar.	74 Ex. Sat. P.M.			
.....	12 01 ⁷⁴	.....		34	18.7	CR 19		X { RAMSEUR	11 55 ⁷⁵	.....	.....
.....	12 08	.....		35	15.8	CR 16		X { FRANKLINVILLE	11 50	.....	.....
.....	12 15	.....		9	14.1	CR 14		..... CEDAR FALLS	11 40	.....	.....
.....	12 25	.....		18	9.5	CR 10		..... MILLBORO	11 25	.....	.....
.....	12 45 A.M.	.....		19	0.0	CF 82		X CLIMAX Ar. Lv.	11 00 P.M.	.....	.....
Ex. Sun. 75									Ex. Sat. 74			

MT. AIRY-SANFORD

WESTBOUND

EASTBOUND

THIRD CLASS			Capacity of Tracks in Cars		Miles from Mt. Airy	Station Nos.	TIME TABLE NO. 38 Effective October 17, 1964	THIRD CLASS			
81	79	75	Siding	Other				STATIONS	74	76	78	80
Ex. Sun.	Ex. Sun.	Ex. Sun.					Ex. Sat.	Ex. Sun.	Ex. Sun.	Ex. Sun.	
A.M. 11 20	A.M.	A.M.		Yard	130.1	CF130	Lv. YX..... SANFORD .....D	P.M.	A.M.	P.M.	A.M. 10 25
11 35				12	123.6	CF124	..... CUMNOCK				10 07
11 45				38	120.8	CF121	X..... GULF .....D				9 55
12 01 PM				24	117.2	CF117	X..... GOLDSTON .....D				9 45
12 12				16	113.3	CF113	..... BEAR CREEK				9 30
12 20				27	110.7	CF111	X..... BONLEE				9 20
12 50				54	104.7	CF105	X..... SILER CITY				9 00
1 10				20	97.2	CF 97	..... STALEY				8 35
1 30			45	28	92.7	CF 93	X..... LIBERTY .....D				8 20
1 45		A.M.		13	85.6	CF 86	..... JULIAN	P.M.			7 55
1 55		12 45		15	82.2	CF 82	X..... CLIMAX	11 00			7 40
2 10		1 00		12	77.3	CF 77	X..PLEASANT GARDEN D	10 50			7 25
2 25	A.M.	1 10		11	73.7	CF 74	..... VANDALIA	10 40	A.M.	P.M.	7 15
2 50	8 30	1 20		Yard	69.4	CF 70	BOWYX GREENSBORO PN	10 30	4 15	4 40	7 00
P.M.	9 00	1 40		17	63.2	CF 63	.... BATTLE GROUND	P.M.	4 00	4 20	A.M.
	9 15	2 00		21	57.5	CF 58	..... SUMMERFIELD		3 45	4 01	
	9 30	2 15		22	51.3	CF 51	X.... STOKESDALE ....D		3 30	3 40	
	9 55	2 30		8	46.1	CF 46	.... BELEWS CREEK		3 15	3 10	
	10 25	2 45 ⁷⁶		90	40.1	CF 40	X.. WALNUT COVE ...D		3 00 ⁷⁵	2 55	
	10 45	A.M.		19	34.5	CF 35	X.... GERMANTON		A.M.	2 20	
	11 00			61	29.9	CF 30	X.... RURAL HALL ....D			2 05	
	11 15			19	25.1	CF 25	X..... KING			1 50	
	11 35		16		19.1	CF 19	X..... PINNACLE			1 30	
	11 50			12	14.4	CF 14	X.. PILOT MOUNTAIN			1 15	
	12 10 PM			17	8.4	CF 8	..... ARARAT			12 55	
	12 30 ⁷⁸			Yard	0.0	CF 0	BX..... MT. AIRY .....D			12 30 ⁷⁹	
P.M.	P.M.	A.M.					Ar. Lv.	P.M.	A.M.	P.M.	A.M.
Ex. Sun.	Ex. Sun.	Ex. Sun.					No. 75 is superior to No. 76 Greensboro to Walnut Cove. No. 75 is superior to No. 80 Climax to Greensboro. No. 79 is superior to No. 78 Greensboro to Mt. Airy. No. 81 is superior to No. 74 Climax to Greensboro.	Ex. Sat.	Ex. Sun.	Ex. Sun.	Ex. Sun.
81	79	75						74	76	78	80

WINSTON JUNCTION—NORTH WILKESBORO

WESTBOUND				TIME TABLE NO. 38				EASTBOUND			
3rd CLASS		Capacity of Tracks in Cars		Miles from Pomona	Station Nos.	Effective October 17, 1964		3rd CLASS			
		Siding	Other			STATIONS					
83 Ex. Sun.						Lv.			82 Ex. Sun.		
A. M.				25.9	K 30	X	WINSTON JUNCTION	Ar.	P. M.		
6 35				75	29.3	X	3.4 ALSPAUGH	P	2 55		
6 55			40	33.0	K 36	X	3.7 BETHANIA		2 40		
7 15			37	38.3	K 41	X	5.3 RURAL HALL	D	2 25		
7 30			9	42.9	K 46		4.6 TOBACCOVILLE		2 10		
7 40			19	47.5	K 51		4.6 DONNAHA		1 55		
8 00			40	57.7	K 61		10.2 SILOAM		1 35		
8 20			10	64.4	K 67		6.7 ROCKFORD		1 20		
8 40			17	70.3	K 73	X	5.9 CRUTCHFIELD	D	1 05		
9 30			90	80.7	K 84	X	10.4 ELKIN	D	12 30		
9 50			10	86.6	K 90	X	5.9 RONDA	D	12 10 PM		
10 05			20	90.8	K 94		4.2 ROARING RIVER		11 50		
10 30 A. M.			222	100.1	K 103	X	9.3 NORTH WILKESBORO	D	11 30 A. M.		
Ex. Sun. 83						Ar.		Lv.	Ex. Sun. 82		

No. 83 is Superior to No. 82 Winston-Salem to North Wilkesboro.

ROCK HILL—KINGVILLE

SOUTHBOUND				TIME TABLE NO. 38				NORTHBOUND					
THIRD CLASS		SECOND CLASS		Capacity of Tracks in Cars		Miles from Kingville	Station Nos.	Effective October 17, 1964		SECOND CLASS		THIRD CLASS	
				Siding	Other			STATIONS					
93 Ex. Sun.		91 Ex. Sun.						Lv.			92 Ex. Sun.	90 Ex. Sun.	
P. M.		A. M.			Yard	99.8	R 25	PXOB	ROCK HILL	Ar.	P. M.	P. M.	
7 30		7 30			25	91.3	SB 91	X	8.5 CATAWBA JUNCTION	D		1 00	
8 00		8 00				76.6	SB 77	X	14.7 LANCASTER			12 35	
8 30		8 30			Yard	66.0	SB 66	X	10.6 HEATH SPRINGS			12 05 PM	
8 55		8 55		25	55	59.4	SB 59	X	8.6 KERSHAW	D		11 40	
P. M.		9 10			Yard	37.1	SB 37	X	22.3 CAMDEN	D	P. M.	11 25	
9 30 ⁹²		10 00			Yard	24.1	SB 24	XB	13.0 HAGOOD	D	9 00 ⁹³	10 35	
10 00		A. M.			18	12.1	SB 12	X	12.0 FOXVILLE	D	8 20	A. M.	
10 30					20	0.0	SC 106	XP	12.1 KINGVILLE	D	7 50		
11 00 P. M.		A. M.		227	Yard			Ar.		Lv.	7 20 P. M.	A. M.	
Ex. Sun. 93		Ex. Sun. 91									Ex. Sun. 92	Ex. Sun. 90	

COLUMBIA—CHARLESTON

ASHEVILLE—CHARLESTON—WINSTON SALEM 11

WESTBOUND				Capacity of Tracks in Cars		Miles from Charleston	Station Nos.	TIME TABLE NO. 38 Effective October 17, 1964	EASTBOUND				
THIRD CLASS 93	SECOND CLASS 97 99		FIRST CLASS 51						FIRST CLASS 52	SECOND CLASS 94 92		THIRD CLASS 98	
Ex. Sun. P.M.	Tues. Thurs.Sat. A.M.	Ex. Sun. A.M.	Daily P.M.	Siding	Other		Lv.	Ar.	Daily A.M.	Mon. Wed. Fri. A.M.	Ex. Sun. P.M.	Ex. Sun. P.M.	
		9 00	9 00	.....	Yard	7.7	SC 8	XOB..	SEVEN MILE (CHARLESTON) ...NC	1 00		1 30
		9 05	9 05	.....		9.6	SC 10	PX.....	TEN MILE	12 35		1 15
		9 20	9 19	.....		17.2	SC 17	.....	LADSON	12 20		1 00
		9 35	9 29	.....	Yard	21.8	SC 22	XP...	SUMMERVILLE	12 10 AM		12 50
		9 55	9 44	40	24	31.4	SC 31	.....	RIDGEVILLE	11 50		12 30
		10 05	9 52	.....		37.0	SC 37	.....	DORCHESTER	11 40		12 20
		10 15	9 59	.....		41.2	SC 41	XP.....	PREGNALL	11 30		12 10 PM
		10 30	10 10	150	Yard	47.8	SC 48	.....	ST. GEORGE	11 18		11 40
	A.M.	10 40	10 17	.....		52.2	SC 52	.....	REEVESVILLE	11 00	A.M.	11 30
	9 30	11 00 ⁹⁸	10 45 ⁵²	110	Yard	62.5	SC 63	YXP...	BRANCHVILLE	10 45 ⁵¹	9 45	11 10 ⁹⁹	
	9 45	A.M.	11 03	225	11	71.0	SC 71	P.....	ROWESVILLE	10 10	9 25	A.M.	
	10 05		11 21	.....	Yard	79.6	SC 80	XPB...	ORANGEBURG	9 50	9 00	
	10 20		11 36	180	6	89.1	SC 89	P.....	RILEY	9 28	8 35		
	10 30		11 42	.....	Yard	92.4	SC 92	XP...	ST. MATTHEWS	9 21	8 25	
P.M.	10 40		11 48	37	10	95.3	SC 95	.....	SINGLETON	9 15	8 15	P.M.
11 15	11 00		12 08 AM	227	Yard	105.8	SC 106	P.....	KINGVILLE	8 45	7 45	7 15	
11 35	11 20		12 26	50	20	118.0	SC 118	P.....	HOPKINS	8 20	7 20	6 55	
11 59 P.M.	11 55 A.M.		1 00 A.M.	.....	Yard	127.5	R 109	PTXOB.	ANDREWS YARD ...N Lv.	8 00 P.M.	7 00 A.M.	6 30 P.M.
Ex. Sun. 93	Tues. Thurs.Sat. 97	Ex. Sun. 99	Daily 51							Daily 52	Mon. Wed. Fri. 94	Ex. Sun. 92	Ex. Sun. 98

BRANCHVILLE—WARRENVILLE

WESTBOUND				Capacity of Tracks in Cars		Miles from Branchville	Station Nos.	TIME TABLE NO. 38 Effective October 17, 1964	EASTBOUND	
SECOND CLASS			95						SECOND CLASS		96
		95 Mon. Wed. Fri. A.M.	Siding	Other			Lv.	Ar.	Tues. Thur. Sat. A.M.	
		10 00	.....	Yard	0.0	SC 63	YXP.....	BRANCHVILLE	9 20
		10 10	.....		4.4	SA 4	.....	EMBREE	9 10
		10 30	.....		13.1	SA 13	X.....	BAMBERG	8 50
		10 45	.....		19.7	SA 20	X.....	DENMARK	8 35
		11 05	.....	Yard	27.7	C 161	X.....	BLACKVILLE	8 15
		11 25	.....		36.8	SA 37	X.....	WILLISTON	7 50
		12 20 PM	.....	Yard	57.2	AB 24	X.....	AIKEN	7 00
		P.M.	.....		63.2	SA 63	X.....	WARRENVILLE	A.M.
		P.M.	.....	Yard	73.2	SA 73	XPB.....	HAMBURG	A.M.
		95 Mon. Wed. Fri.							Tues. Thur. Sat. 96	

Note—Schedules between Warrenville and Hamburg are for information only. Columbia Division Time Table Governs between those points.

MARION-ROCK HILL

SOUTHBOUND			Capacity of Tracks in Cars		Miles from Kingville	Station Nos.	TIME TABLE NO. 38		NORTHBOUND			
THIRD CLASS	SECOND CLASS		Siding	Other			Effective October 17, 1964	STATIONS		SECOND CLASS	THIRD CLASS	
63 Ex. Sun.	73 Ex. Sun.								62 Ex. Sun.	72 Ex. Sun.		
A.M.	A.M. 8 30			Yard	208.5	S 100	Lv. PX.....	MARION	Ar. D	A.M.	P.M. 2 00	
	9 25				16	192.0	SB 192 X.....	18.5 UNION MILLS				
	9 35			Yard	20	183.4	SB 183 X.....	8.6 RUTHERFORDTON			12 55	
	9 50				181.3	SB 181 X.....	2.1 SPINDALE		D		12 45	
	10 30				16	177.0	SB 177 X.....	4.3 FOREST CITY		D	12 30	
A.M.	11 00 ⁶²				16	162.4	SB 162 X.....	14.8 LATTIMORE		D	A.M.	12 01 PM
11 40 ⁷²	11 00 ⁶²			Yard	153.5	SB 154 X.....	8.9 SHELBY		D	11 00 ⁷³	11 40 ⁶³	
12 01 PM	A.M.				18	146.1	SB 146 X.....	7.4 EARL			10 35	A.M.
12 15				Yard	140.1	424	PX.....	6.0 BLACKSBURG		D	10 20	
12 30					12	133.9	SB 134 X.....	6.2 KINGS CREEK			9 55	
12 50					21	126.8	SB 127 X.....	7.1 HICKORY GROVE			9 35	
1 05					23	121.1	SB 121 X.....	5.7 SHARON			9 20	
1 20					11	114.1	SB 114 X.....	7.0 YORK			9 05	
2 00 P.M.	A.M.			Yard	99.8	R 25	PXOB.....	14.3 ROCK HILL		D	8 30	A.M.
Ex. Sun. 63	Ex. Sun. 73						Ar. Lv.			Ex. Sun. 62	Ex. Sun. 72	

SPECIAL INSTRUCTIONS

Consult bulletin books—rule 707
SUPERIOR DIRECTION

ALL REGULAR NORTH AND EASTBOUND TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS MOVING IN THE OPPOSITE DIRECTION IN ACCORDANCE WITH RULE S-72: EXCEPT No. 15 is superior to No. 252 Winston-Salem to Barber, No. 85 is superior to No. 84 Winston-Salem to Cornelius, No. 83 is superior to No. 82 Winston-Salem to North Wilkesboro, No. 75 is superior to No. 76 Greensboro to Walnut Cove, and No. 75 is superior to No. 80 Climax to Greensboro, No. 79 is superior to No. 78 Greensboro to Mt. Airy and No. 81 is superior to No. 74 Climax to Greensboro.

1. Additional Initial and Clearance Card Stations (Rules 4, 83(c))

A train must receive Clearance Card before leaving its initial station EXCEPT:

- No. 68, Addie, daily.
- No. 70, Murphy, Saturday only.
- No. 71, Addie, daily.
- No. 66, Dillsboro.
- No. 255, Hendersonville, Sunday only.
- No. 256, Rosman, daily
- No. 256, Brevard, Saturday and Sunday only.
- All trains leaving Pomona,
- No. 82 North Wilkesboro,
- No. 89 Barium Springs,
- No. 84 Cornelius,
- No. 78 Mt. Airy,
- No. 76 Walnut Cove,
- No. 81 Sanford,
- No. 75 Ramseur.

- No. 96, Aiken
- No. 93 and 90, Camden (A)
- No. 63 and 72, Shelby (A)

(A) Must receive clearance card when operator is on duty. Passenger trains must receive a clearance card before leaving Winston-Salem Union Station. Freight trains before leaving Salem Yard, all trains before leaving Barber except eastbound trains. All trains at Blackville, Branchville and Orangeburg when operator is on duty.

2. BULLETIN BOOKS (Rules 707, 856, 1011, 1052, 1076)

- | | | |
|---------------------|------------------------------|---|
| Spencer | Marion | ASHEVILLE
B. I. Tower
Telegraph Office X O
Call Office
Yard Office
Engrs. Room, Roundhouse |
| Salisbury | Hayne | |
| Statesville | Hendersonville | |
| Hickory | Canton | |
| Morganton | Murphy | |
| Air Line Junction, | Winston-Salem Union Station, | |
| Salem Yard, | Greensboro Call office, | |
| Mt. Airy. | Pomona Yard office. | |
| Andrews Yard Office | Seven Mile Yard Office | |
| Andrews Yard Shop | Seven Mile Shop | |

3. TRAIN REGISTERS (Rules 83, 83(a), 83(b))

- | | |
|-----------------------|----------------------------------|
| Spencer, S. U. | B. I. Tower (A) |
| Salisbury, Pass. Sta. | Asheville (Telegraph Office X O) |
| Barber (D) | Hayne (D) |
| Marion (B-C) | Hendersonville (B) |
| Morganton (B-C) | Murphy |
| Salem Yard, | Greensboro dispatcher's office, |
| Mooreville Junction, | Old A&Y dispatchers' office (E) |
| Mount Airy, (B) | Pomona Yard Office (F) |
| Statesville, (B) | Pomona (G) |
| Mount Airy, | Winston Junction (H) |
| Climax (J) | Winston-Salem Union Station, |
| Sanford. | |

Andrews Yard Office
Camden
Kingville (K)

Coolemeem Junction (I)
Rock Hill (L)
Seven Mile

- A—By register ticket
- B—Trains Originating and Terminating
- C—First Class Trains except 50, 153, 19 and 20
- D—First Class Trains by register ticket
- E—Trains No. 75 and 78 only.
- F—A&Y trains only (except No. 75).
- G—When directed by train order.
- H—Trains No. 15, 21 and 22 only.
- I—Train No. 21 only except Sunday.
- J—Ramseur line trains only.
- K—Trains will register when instructed by dispatcher.
- L—SB Line trains only.

**4. STANDARD CLOCKS
(Rule 3)**

Asheville, viz	B. I. Tower	Spencer
Dispatcher's Office	Marion	Hayne
Telegraph Office X O	Hickory	Canton
Engrs. Room, Roundhouse	Salisbury	Murphy
Hendersonville	Andrew Yard	
Greensboro (Dispatchers' Office),		
Winston-Salem,	Columbia (Disp. Off.)	
Air Line Jct.	Rock Hill	
Pomona Yard Office.	Seven Mile (Yard Off.)	
Salem Yard.		

**5. RAILROAD CROSSINGS AT GRADE
(Rules 98, 281 to 296, 505 to 671)
(Interlocked)**

Winston Salem	-----	W. S. S. B. Ry. Note 1
Barber	-----	Winston-Salem—Charlotte Line
		Asheville—Spencer Line Note 2
Walnut Cove	-----	N&W Ry. Note 3
Camden, S. C. Note 10	-----	SAL RR
Charleston, S. C. (Grove St.) Note 7	-----	SAL RR
Charleston, S. C. (Coal Pier) Note 8	-----	SAL RR
Charleston, S. C. (F. S. Royster Guano Co.) Note 8	-----	SAL RR
Charleston, S. C. (Shipyard River Terminal) Note 8	-----	SAL RR
Denmark, S. C. Note 9	-----	ACL RR
Denmark, S. C. Note 15	-----	SAL RR
Foxville, S. C. Note 13	-----	ACL RR
North Charleston, S. C. (Filbin Creek) Note 11	-----	SAL RR
North Charleston, S. C. (Meads Crossing) Note 12	-----	ACL RR
Seven Mile, S. C.	-----	ACL RR

Not Interlocked (Rule 98)

Charlotte, N. C.	-----	S. A. L. Ry. Note 4
Gulf, N. C.	-----	N. S. Ry.
Sanford, N. C.	-----	S. A. L. Ry. Note 5
Andrews Yard, S. C.	-----	ACL RR
Blackville, S. C. Note 6	-----	SA Line, C Line
Lattimore, N. C. (Mile SB 162.5) Note 14	-----	SAL RR
Mile SB 154.9 Note 14	-----	SAL RR
Spindale, N. C.	-----	SAL RR

Note 1. Trains and engines must not exceed a speed of fifteen (15) miles per hour through WSSB interlocking limits at Winston-Salem.

Note 2. Trains and engines must not exceed a speed of twenty (20) miles per hour approaching home signal and through interlocking limits at Barber.

Note 3. The N&W Interlocking Plant at Walnut Cove is controlled by N&W Operator 7:30 A.M. to 4:30 P.M. Monday through Saturday. Southern trains arriving there when no operator is on duty will find home signals in stop position. To clear signals for movement through the interlocking open the cabinet located on signal mast and push the button in the cabinet. If signals do not clear up, communicate with the N&W Dispatcher by telephone located adjacent to the N&W home signals and be governed by his instructions. All trains reduce speed to twenty (20) miles per hour approaching home signal and through interlocking limits Walnut Cove.

Note 4. The movement of trains and engines over grade crossing of SAL and Southern Railway, Asheville Division main tracks at Charlotte will be governed by gate placed across these tracks.

This gate will be operated by employees of the SAL Ry. and will be across the SAL track at all times, except when the SAL track is in use, in which case the gate will be set across the Southern Railway track.

Southern Railway trains and engines must approach this crossing under control and stop unless the gate is set against the SAL and way is clear to proceed.

Trains and engines will not exceed a speed of five miles per hour over this crossing.

Note 5. The SAL crossing at Sanford is protected by derails equipped with an electric locking device. Before removing derails call SAL Dispatcher on telephone located in booth adjacent to SAL freight station and be governed by his instructions.

Note 6. Railroad grade crossing at Blackville, S. C. is governed by gate normally set against SA Line. Trains using SA Line over crossing must set gate against C Line and must restore gate to normal position after movement is completed. ALL TRAINS must approach crossing at REDUCED SPEED expecting to find crossing occupied.

(Note 7)

SAL Crossing, (Grove Street) Charleston, S. C.

Dwarf Home signals will display proceed indication, Rule 281, or stop indication, Rule 292.

Dwarf approach signals will display proceed indication, Rule 281, or proceed at medium speed prepared to stop at next signal, Rule 285. If this signal does not indicate proceed, trains or engines will stop on west side of Romney Street to avoid blocking it.

The signals will automatically clear after the train remains on the approach circuit approximately four minutes. In the event it does not, movement will be made over crossing in compliance with Rule 671.

(Note 8)

Approach lock derails will govern movements over Seaboard Airline Roadroad crossings located at the following points:

- Crossing at Coal Pier
- Crossing at F. S. Royster Guano Co.
- Crossing at Shipyard River Terminal

Push button on release case. If white light appears immediately, hand derail can be thrown and movement made over crossing.

If after pushing button white light does not appear, operate time release; at the end of five minutes if no SAL train is approaching or is on the crossing the white light will appear.

(Note 9)

ACL Crossing, Denmark, S. C.

Trains will approach this crossing expecting to find the home signal displaying STOP.

When home signal indicates stop, and there is no ACL train approaching from either direction, a member of the crew will operate Southern Railway time release and wait two (2) minutes, signal should indicate proceed. In case the signal does not indicate proceed at the end of the time interval, movement over crossing will be made in compliance with Rule 671.

(Note 10)

SAL Crossing, Camden, S. C.

Push button on light indicator. If white light appears, remove switch lock and operate hand lever, removing derails from track. After movement over crossing is completed, restore lever to normal position and lock. If indicator does not light, movement may be made in compliance with Rule 671.

(Note 11)

Read's Branch, Charleston, S. C.

SAL Crossing—Filbin Creek

To enter Cosgrove Yard from Read's Branch:
Push button on light indicator located adjacent to SAL main track switch. If white light appears, switches may be

lined for movement into Cosgrove Yard in the following sequence:

- (1) SAL main track switch to Read's Branch.
- (2) SAL main track switch to crossover.
- (3) Derail on Read's Branch.
- (4) Crossover switch on Cosgrove lead.

After movement has been completed, restore switches and derail to normal position and lock.

To enter Read's Branch from Cosgrove Yard:

Stop clear of signal DH-4137 on Cosgrove lead. Push button on light indicator, if white light appears, switches may be lined for movement over SAL. After all switches and derail have been thrown, signal DH-4137 will indicate Red over Yellow, movement may then be made across SAL. After movement is completed, restore switches and derail to normal position and lock.

To cross SAL between NCT and Read's Branch:

Push button on light indicator, if white light appears, operate hand lever, removing derails from track and proceed. After movement is completed, restore lever to normal position and lock. If indicator lights do not illuminate, movement may be made in compliance with Rule 671 (Time release device is located adjacent to crossover switch on Cosgrove lead.)

(Note 12)

ACL Crossing, (Meads Crossing) North Charleston, S. C.

1. Trains or engines must stop clear of home signal. Push button on indicator and when white light appears remove switch lock, reverse the lever, removing derails from Southern Railway track. Place switch lock in reverse keeper on machine and Southern Railway signals will clear. After movement has been completed place lever normal and lock.
2. If no trains are approaching on ACL and light does not appear, call operator at "SY" Tower for permission to remove switch lock on machine. After receiving permission, remove switch lock, insert switch key in controller box marked "Emergency Use Only", turn switch key to the right and hold for several seconds. After emergency time release has operated indicator lamp should light and proceed as above except the switch lock must not be placed in reverse keeper. Southern Railway trains and engines will not receive proceed signals under emergency conditions and must provide full flag protection on both ACL tracks.

(Note 13)

ACL Crossing, Foxville, S C.

Trains will approach the crossing expecting to find the home signal displaying STOP.

If home signal should fail to indicate proceed and no ACL train is approaching member of crew will operate time release and proceed in compliance with Rule 671.

(Note 14)

SAL Crossings, Shelby, N. C. and Lattimore, N. C.

The movement of trains over grade crossings of the SAL RR, Mile SB-154.9 and Mile SB-162.5, will be governed by gates across tracks.

Mile SB-154.9. Gate at this crossing will be operated by Southern Railway employees and will be across Southern Railway track except when in use by Southern Railway trains, in which case gate will be set and locked across SAL RR track.

Mile SB-162.5. Gate at this crossing will be set against SAL trains from 8:00 A.M., to 5:00 P.M., and against Southern Railway trains from 5:00 P.M., to 8:00 A.M., daily except the gate will be set against Southern Railway trains from 5:00 P.M., Saturday until 8:00 A.M., Monday. All trains approach this crossing prepared to stop unless the way is clear.

(Note 15)

SAL Crossing, Denmark, S. C.

When home signal at SAL crossing, Denmark, indicates stop or dark, and conflicting movement is not observed, contact the SAL Dispatcher and the SAL Operator at Denmark, and if signal cannot be cleared, movement must be made in compliance with Rules 663 and 671.

6. JUNCTIONS

(Interlocked)

(Rules 98, 281 to 296, 505 to 671)

B. I. Tower	Salisbury Line	Murphy Jct.	Knoxville Div.
Barber	Winston-Salem—Charlotte Line		Asheville—Spencer Line
Pomona, N. C.			Danville Div. Note 1
Walnut Cove, N. C.			N. & W. Ry.

(Not Interlocked)

(Rule 98)

Salisbury	Hendersonville
Charlotte & Danville Div.	Transylvania Line
Statesville — Mooresville Line	Hayne
Statesville — Alexander R. R.	Charlotte & Columbia Div.
Newton — C.&N.W.Ry. Co.	Asheville — Knoxville Div.
Hickory — C.&N.W.Ry. Co.	Murphy — L. & N. Ry. Co.
Clinchcross — Clinchfield Ry. Co.	M.P. T-89.9
Winston-Salem Union Passenger Station	Graham Co. Ry. Co.
Winston-Junction, N. C.	Norfolk and Western Rwy. Note 2.
Rural Hall, N. C.	Wilkesboro & Charlotte Lines Note 3.
Mooresville Jctn., N. C.	Wilkesboro and Mt. Airy Lines
Air Line Jctn., N. C.	Statesville Branch.
Charlotte, N. C. (9th St.)	Charlotte Division.
Atando Junction, N. C.	Cut off.
Greensboro, N. C.	Danville Division. Note 2.
Climax, N. C.	Ramseur Branch. Note 4.
Gulf, N. C.	N. S. Ry.
Sanford, N. C.	S. A. L. Ry.
Sanford, N. C.	A. C. L. Ry.
Sanford, N. C.	A. & W. Ry.
Aiken, S. C. Note 5	Charlotte Division
Blacksburg, S. C. Note 6	Charlotte Division
Blackville, S. C.	Charlotte Division
Branchville, S. C.	SA and SC Line
Camden, S. C.	SAL RR
Catawaba Junction, S. C.	SAL RR
Columbia, S. C.	Charlotte Division
Charleston, S. C.	SAL RR, ACL RR, NCT, PUC
Denmark, S. C.	ACL RR, SAL RR
Foxville, S. C.	ACL RR
Kingville, S. C.	SC Line, SB Line
Lancaster, S. C.	L&C Ry.
Marion, N. C. Note 7	S. Line SB Line
Orangeburg, S. C.	ACL RR
Rock Hill, S. C.	Charlotte Division
Seven Mile, S. C.	ACL RR
Shelby, N. C.	SAL RR
Warrenville, S. C. Note 8	R Line, SA Line
York, S. C.	C&NW Ry.

Note 1. Eastbound trains will not exceed fifteen (15) miles per hour through the interlocking limits at Pomona.

Note 2. Trains and engines entering station tracks at Winston-Salem, Greensboro and Charlotte will do so at restricted speed expecting to find tracks occupied.

Note 3. Normal position of junction switch at Winston Jct. is set for Charlotte Line.

Note 4. Normal position of junction switch at Climax is set for Sanford Line.

Note 5. Switch at junction of Char. Div. and at Aiken is normally set for Char. Div.

Note 6.

Asheville Division main line switch at Blacksburg to connecting track leading to Charlotte Division will be left in position last used. All trains and engines must approach this switch expecting to find it lined against main track.

Note 7.

Northbound SB Line trains before occupying main track at Junction Switch one-fourth mile east of Marion must ascertain by telephone from the operator at Marion or Clinchcross that overdue First Class trains have arrived and departed. Southbound SB Line trains before leaving Marion must know the way is clear and that it is proper to proceed.

Time shown for SB Line Trains at Marion, N. C., applies at the Junction switch where SB Line trains enter the S-Line Main Track.

Note 8. Switch at junction of Char. Div. & Asheville Div. at Warrenville is normally set for Char. Div.

7. DRAW BRIDGES

NOT INTERLOCKED (RULE 98)

Mile SC- 102.6 Between Ft. Motte and Kingville, Congaree River.

Mile SB-5.2 between Wateree and Foxville, Wateree River.

8. TWO OR MORE TRACKS

(Rules 5, S-89(c), 98, D-151 to D-153, 251, 281 to 296, 505 to 671)

Two tracks extend between:

- Salisbury (M. P. 333) to Majolica (S-2.1)
- B. I. Tower (M. P. S-139.1) to B. I. Tower (M. P. S-139.5)
- Asheville (M. P. S-141.5) to Murphy Jct. (M. P. S-142.3)
- Pomona Mile 287.1 and Greensboro Passenger Station Mile 283.9.

ENDS OF TWO OR MORE TRACKS

(Interlocked)

East End B. I. Tower	-----	M. P. S-139.1
Murphy Jct.	-----	M. P. S-142.3
Pomona, N. C.	-----	Mile 287.1

(Not Interlocked)

East End		West End
Salisbury	M.P. 333	Majolica
Asheville	M.P. S-141.5	B. I. Tower
	Air Line Jct., N. C. Mile 375.2.	M.P. S-139.5
	Charlotte, N. C. (9th St.) Mile 377.2.	

9. AUTOMATIC BLOCK AND TRAIN STOP SYSTEMS

(Rules 281 to 296 and 401 to 522)

Automatic Block Signal Rules and Automatic Train Stop System Rules are effective;

- Between Hayne, M. P. W-65.0 and Biltmore, M. P., W-0.0
- Between Salisbury, M. P., 333, and Asheville, M. P., S-139
- Between Air Line Jct. M. P., 375.2 and Charlotte, M. P., 376.0

9(a). At the following interlocking plants the signal governing movements of trains on main track and from siding to main track, in addition to being interlocking signals, are automatic block signals.

- Murphy Junction.
- B. I. Tower.
- Mile Posts W-28.7 to W-36.7.
- (West Saluda to East Melrose.)

9(b) Dwarf signals governing the movements of trains out of the following sidings are automatic block signals:

- | | | |
|-------------|-------|---------------------------|
| Saluda | ----- | East and west end siding. |
| Melrose | ----- | East and west end siding. |
| Campobello | ----- | East and west end siding. |
| Sigsbee | ----- | West End, Yard Lead |
| | | Hayne. |
| Clinchcross | ----- | East and west end siding. |
| Newton | ----- | West End, C.&N.W. Ry. |
| | | Co., Crossover. |

10. TRAIN MOVEMENTS (Rules 5 and 82 to 671)

REMOTE CONTROL TERRITORY

(Rules 530 to 560)

Between ASHEVILLE M. P. S-139.5 (WEST END DOUBLE TRACK) TO M. P. S-140.7 (APPROACHING EAST END ASHEVILLE PASSENGER STATION.)

Controlled by Operator, B.I. Tower.

MILE POSTS W-28.7 (WEST SALUDA), to W-36.7 (EAST MELROSE).

Controlled by Operator, Saluda.

MILE POST S-141.5 to Mile Post T-1.0 (THRU MURPHY JUNCTION).

Controlled by Operator, X.O. Office, Asheville Passenger Station.

Remote Control System, W-28.7 to W-36.7 (West Saluda to East Melrose) will be controlled from Telegraph office, Saluda and will govern movements in both directions.

Reverse movements must not be made without authority from Operators, Saluda.

East and west end siding switches Saluda, east and west end siding switches Melrose and Safety track switch, Melrose are electrically operated.

Telephones are located as follows:

- Automatic Block Signal W-28.7.
- Saluda, west end siding.
- Saluda, east end siding.
- Old No. 1 Safety track location.
- Melrose, west end siding.
- Melrose, east end siding.

When current is off line, or plant is inoperative for any reason and necessary to operate switches manually, authority must be obtained from operator, Saluda, and switches restored to normal position after movement completed.

Trains and engines authorized by control station to pass a STOP signal in remote control territory must proceed at RESTRICTED speed and must examine all power-operated switches, derails and moveable frog points until the leading truck of an engine or car has passed the protecting signal to insure they are in proper position for the movement.

IN REMOTE CONTROL TERRITORIES DESIGNATED ABOVE, SECOND AND INFERIOR CLASS, EXTRA TRAINS AND ENGINES MUST MOVE AT YARD SPEED WITHIN YARD LIMITS.

TO OPERATE MANUALLY—SEE INSTRUCTIONS BELOW

Remote Control Plant, Murphy Junction, N. C., Mile Post S-142.3 will be controlled from Telegraph office, Asheville, and will govern movements in direction of current of traffic only.

Reverse movements must not be made without authority from Operator, X.O. Asheville.

East end cross over switch and switch leading to Murphy Line are electrically operated; west end of cross over switch is a spring switch and spring switch rules will govern.

Signal 5A will govern Knoxville Division main track east bound movements.

Signal 5B located at clearance post on Murphy Line will govern east bound main track movements.

Fixed east bound distant signal located at Mile Post T-1, will govern east bound movements approaching Murphy Junction.

Lower color light signals on westbound home signal at Murphy Jct. governs westbound movement of Murphy line trains only.

Telephones are located; Switchman's shanty, Tannery Bridge West Yard. Conductor's room, Asheville Passenger Station, Asheville, for use Murphy Line crews only informing operator that they are leaving the yard; and on north side of track between main line cross over switches, Murphy Junction for use in communicating with operator.

When current is off line, or plant is inoperative for any reason and necessary to operate switches manually, authority must be obtained from operator, and switches restored to normal position after movement completed.

TO OPERATE MANUALLY

Directions required by Trainmen, etc., who may have to manually operate a switch with (dual control) switch machine, Murphy Jct., Saluda, Melrose.

1. Unlock both levers.
2. Operate lever marked POWER to the left as far as it will go so that the word HAND appears.
3. Operate lever marked HAND THROW until it engages mechanism and moves switch points to the desired position.

This may occur on first movement of hand throw lever or it may be necessary to move this lever to its extreme opposite position and *back*, depending on whether or not the switch points are resting in a position corresponding with that position in which the hand throw lever was found.

4. Always complete stroke with hand throw lever before permitting train to pass over points.

TO RESTORE SWITCH TO POWER OPERATION

1. Restore hand throw lever to position in which it was found.
2. Operate lever marked **HAND THROW** to the right as far as it will go so that the word **POWER** appears. When conditions permit, the machine will automatically operate to the position called for by its control circuit.
3. Lock both the selector lever marked **POWER** and the lever marked **HAND THROW** before leaving switch.

(Rule 251)
(Rules D-151, D-152, D-153)

Between Salisbury, M. P. 333 and Majolica M. P. S-2.1.
Between B. I. Tower, M. P. S-139.1 and B. I. Tower, M. P. S-139.5.

Trains and engines will run with the current of traffic by block signals whose indications will supersede the superiority of trains. See Rules D-151 to D-153.

(Rule 261)

Between Majolica, M. P. S-2 and Barber, M. P. S-11. (**EASTBOUND TRAINS MUST NOT FLAG AWAY FROM BARBER AND WESTBOUND TRAINS MUST NOT FLAG AWAY FROM MAJOLICA AGAINST AUTOMATIC BLOCK SIGNAL WITHOUT AUTHORITY FROM TRAIN DISPATCHER.**)

Trains and engines will run by block signals whose indications will supersede the superiority of trains for both opposing and following movements.

CENTRALIZED TRAFFIC CONTROL SYSTEM (CTC)
(Rules 261 to 296 and 530 to 560)

Between Pomona (Mile 287.1) and Greensboro Passenger Station (Mile 283.9).

OTHER TRAIN MOVEMENTS

SPECIAL INSTRUCTIONS GOVERNING THE HANDLING OF TRAINS ON SALUDA MOUNTAIN (Rules 1301-1302)

1. All eastbound passenger trains and freight trains with thirty (30) cars or less will stop just west of STOP Board No. 1, located opposite CTC signal 5R, clearance sign, east end siding and freight trains with more than thirty (30) cars are authorized to pass STOP Board No. 1 and proceed to a point for proper train handling between STOP Board No. 1 and STOP Board No. 2 located 2200 feet east of CTC signal 5R for necessary brake inspection and turning up retainers.
2. All trains observing these rules for grade operations must properly clear the time of superior trains as provided in the Book of Operating Rules.
3. No train shall be permitted to depart from STOP Board Saluda, until the brake pipes have been charged to 100 pounds pressure for at least five (5) minutes. This to allow sufficient time for charging all auxiliaries to 100 pounds pressure and engineer has ascertained from conductor or flagman on caboose by radio or otherwise that train is properly charged.
4. Either conductor or flagman on eastbound freight trains must keep engineer advised **OFTEN** by radio or otherwise, amount air pressure in pounds showing on caboose gauge, Saluda to Melrose.
5. Before descending the grade all retaining valve handles must be turned up after all brakes have been inspected, single pressure valve handles all the way up, and double pressure valve handles up to a 45 degree angle.
6. On trains with retainers turned at stop board, as soon as the train begins to move engineer on diesel locomotives equipped with dynamic brakes must apply dynamic brakes in full service application and will as

soon as practical after engine has turned over the crest of grade and without waiting for the train to attain a speed of eight (8) miles per hour make several brake applications, immediately releasing in order to fill the brake cylinders and retaining value pipes so as to force the shoes against the wheels. Applications should be made as frequently as necessary in order to keep the speed of the train at all times slow enough that a five to eight pound brake pipe reduction will stop the train.

7. When an unusual loss of brake pipe or main reservoir pressure occurs due to excessive braking or some unknown cause on any train, the train must be brought to an immediate stop and hand brakes applied on a sufficient number of cars on front end to hold train if descending; on rear if ascending, and they must not be released until the trouble is corrected and air brake pressure is restored to normal on engines and caboose.
8. Should train be stopped by an emergency action, either descending or ascending, sufficient hand brakes must immediately be set up on both front and rear to hold the train until trouble is found and corrected, and train line and main reservoir air pressures must be restored to normal before hand brakes are released.
9. Eastbound freight trains powered by locomotives equipped with dynamic brakes must make a running test of dynamic brakes between Tuxedo and Saluda to insure that dynamic brakes are operative.
10. No train powered by locomotives with dynamic brakes inoperative will go east of clear point, east end siding Saluda and will not be operated Saluda to Melrose without authority.
11. In the event that dynamic brakes fail after train leaves top of grade train must be stopped immediately and hand brakes securely applied on fifty percent (50%) of the cars in train. The cars on which hand brakes are applied should be on head end of train.
12. Freight trains will not exceed a speed of eight (8) miles per hour between STOP Boards, Saluda and Melrose, except; trains consisting of (75%) seventy-five percent or more coal cars must not exceed six (6) miles per hour, Stop Board Saluda to Melrose.

Passenger trains must not exceed fifteen (15) miles per hour, and passenger trains handling freight cars must not exceed freight train speeds, eight (8) miles per hour.

BETWEEN Saluda and Melrose:

- Passenger trains will use a minimum of twelve (12) minutes (or fifteen (15) miles per hour) and freight trains powered by locomotives equipped with dynamic brakes, which are operative, twenty-two (22) minutes (or eight (8) miles per hour) and light engines or trains with cabooses only, twelve (12) minutes (or fifteen (15) miles per hour) between STOP Board at crest of mountain Saluda and Melrose. Passenger trains with freight cars must not exceed freight train speed, eight (8) miles per hour.
13. Leight has been installed on main track side of bungalows containing electrical equipment on East and West ends sidings Saluda and Melrose for emergency use only and can be operated only by operator, Saluda, N. C. Any officer or employee of any department or of any train seeing any one of these lights burning will report to operator, Saluda, N. C. by radio or nearest telephone.
 14. Enginemen of East bound trains or engines must give one long sound of whistle (—) at the whistling post one half mile west sign "Starting Timing Circuit" to notify the operator, Saluda, of their approach.
 15. At the next whistling post 800 feet west of sign "Starting Timing Circuit," Enginemen will if their train or engine is under full control, call for the main track by giving one long, one short, and one long sounds of the whistle (— — —).
 16. When hearing this signal the operator, Saluda, will activate code button on Remote Control Panel for oper-

ating Safety Track switch after which he will acknowledge to engineer by radio that he has heard signal.

17. Any ascending passenger train stalling or having to stop on the grade for any cause must immediately turn up retainers and notify all members of train and engine crew. No move will be made until engineer has assured conductor that brake pipe is fully charged. In moving backward a speed of ten miles per hour will not be exceeded.
18. At Melrose after train has come to a complete stop, the retaining valve handles must be turned down and the train inspected for defective brake rigging and wheels. Either Conductor or Flagman, or both unless one is occupied with other duties required by the rules, must watch train as it pulls by for possible detection of some defect not found while train was standing. Engineers will pull train by slow enough for this inspection.

RULES GOVERNING THE HANDLING OF TRAINS ON OTHER MOUNTAIN GRADES

Between Balsam and Addie
Between Topton and Andrews
Between Topton and Nantahala

Descending

- A. Air on engine and train must be fully charged.
- B. Before beginning descent, all trains must stop and inspect and test the air brakes.
- C. A car with defective brakes must be set out and repaired before forwarding.
- D. Handles of all retaining valves must be turned up.
- E. Upon arrival at foot of grades, a careful inspection of running gear must be made, especially of the wheels for cracked flanges, treads, or other conditions.
- F. The inspection and tests prescribed in the preceding paragraphs will be made by trainmen under supervision of the conductor.

Between Ridgecrest and Old Fort—Trains handled by Locomotives not equipped with dynamic brake or Locomotive with dynamic brake inoperative.

Descending

- A. Air on engine and train must be fully charged.
- B. Before beginning the descent, all trains must stop and inspect and test the air brakes except it will not be necessary to inspect and test air brakes before leaving Ridgecrest.
- C. A car with defective brakes must be set out and repaired before forwarding.
- D. Handles of all retaining valves must be turned up.
- E. Upon arrival at foot of grades, a careful inspection of running gear must be made, especially of the wheels for cracked flanges, treads, or other conditions.
- F. The inspection and tests prescribed in the preceding paragraphs, will be made by car inspectors when provided, otherwise by trainmen under supervision of conductor.

G. SPECIAL INSTRUCTIONS GOVERNING TRAINS HANDLED BY LOCOMOTIVES EQUIPPED WITH DYNAMIC BRAKES BETWEEN ASHEVILLE AND OLD FORT.

On Eastbound freight trains running test of the dynamic brake must be made by the Engineer on descending grade through Swannanoa. If dynamic brake is working properly, it will not be necessary to stop at Ridgecrest and turn up retainers before descending Blue Ridge Mountain. After starting down descending grade East of Ridgecrest engineer should gradually reduce throttle to idling position and when the train speed increases to ten (10) miles per hour, the dynamic brake should be applied and speed of train should be held between ten (10) and fifteen (15) miles per hour, using automatic air brake when necessary to assist in holding the train to maximum speed of fifteen miles per hour.

In order to avoid damage to units, at any time when a set of units has a unit not equipped with dynamic brake or the dynamic feature inoperative, it will be necessary to turn up retainers before descending mountain grades where retainers are not now used with full dynamic brake.

Should the dynamic brake fail while descending grade from Ridgecrest to Old Fort, the train must be stopped im-

mediately and retainers turned up and train controlled by automatic air brake.

Ascending

- A. When helping engines are used, they will be placed as follows:
On the rear of freight and passenger trains on all grades except Melrose to Saluda. On head end of passenger and freight trains, Melrose to Saluda.
- B. Air brakes must be working through rear car or engine of train and stop cock beneath engineman's valve on helping pusher engine closed.
- C. All test of brakes must be made after helper engines are coupled to train.
- D. The cars of all passenger trains must have air brakes in good working order.

Stopping on Grade

- Any ascending freight train stalling or having to stop on the grade for any cause must—
- 1st. Protect train.
 - 2nd. Set hand brakes securely.
 - 3rd. Notify all members of the train and engine crews that the front engine will take forward part of train to top of grade.
 - 4th. Take as many cars from head of train as front engine or engines can pull without taking slack, being sure that the brakes on rear portion are holding train.
 - 5th. Head engine or engines returning for rear portion of train must move under control, couple to train with care, be assured coupling has been made and air brakes tested throughout train before hand brakes released.
 - 6th. Helper Engineer take slack and in doing so close throttle gradually and allow weight of train to force engine back if necessary. Use independent brake to graduate the slack desired, then blow ahead and start train.

Trainmen

Freight trainmen must be in proper position ascending and descending the grades in order to protect the movement.

Train Markers

Foreign line trains using Asheville Division tracks will use their own markers displaying red to rear when on main track and changed to show yellow or green to rear when clear of main track.

JOINT TRACKAGE

Trains and engines of Asheville Division will use tracks of other divisions in accordance with their time tables, rules and regulations as follows:

Between	Division
Hayne M. P. 454 and Spartanburg M. P. 452	Charlotte
Asheville M. P. S-141 and Murphy Junction	
M. P. S-141	Knoxville
Blackburg (Mile 423.9) and	
Junction switch (Mile SB 140.1)	Charlotte
Childs Mile SC-123.9 and	
Andrews Yd. Mile SC-127.5	Charlotte

ADDITIONAL YARD LIMITS (Rule 93)

All trains, including first class trains, or engines, must move at YARD SPEED between Automatic Block M.P. W-64.0 and junction switch to Charlotte Division, Hayne, the provisions of Rule 93 to apply to first class trains as well as to second and inferior class and extra trains, or engines. Second and inferior class trains or engines must not delay first class trains.

Nos. 158 and 159 will move within Yard Limits at Air Line Jct., Mooresville and Statesville at Yard Speed. Nos. 252 and 53 will move between Salem Yard and Winston Jct. and within Yard Limits at Barber, Mooresville and Air Line Jct. at Yard Speed.

ASHEVILLE TERMINAL
(Rule 93)

All trains, including first class trains, or engines in either direction, must move at YARD SPEED between Automatic Block Signal S-1407, east Asheville Passenger Station and Automatic Block Signal S-1415, west Asheville Passenger Station, expecting to find switches set against their movement. The provisions of Rule 93 to apply to first class trains as well as to second and inferior class and extra trains, or engines. Second and inferior class and extra trains, or engines must not delay first class trains.

SPENCER-SALISBURY TERMINALS
(Rule 93)

On yard track between Salisbury Wye and South end of Spencer Freight Yard, trains and engines must not exceed eight miles an hour prepared to stop if necessary.

Trains or engines clearing main track at Standard Oil Co. spur located at S-3.0 mile post and American Bitumuls Co. spur located 850 feet west of S-3.0 mile post must not again occupy main track without first obtaining authority to do so from Train Dispatcher over booth telephone located at these points.

BARBER
(Rule 93)

Trains No. 50 and 153 will operate at yard speed within the yard limits at Barber.

SC Line Trains
(Rule 93)

Trains No. 51 and 52 will move at yard speed between Ten Mile (SC-9.6) and Seven Mile, Charleston, and between Childs (SC-123.9) and Andrews Yard.

SA, SB and SC Line Trains
(Rule 93)

Yard limits are in effect at the following stations not shown as stations in the Time Table.

Childs	Mulco	Washburn
Westville	Jobe	Mud Cut
Elgin	West Shelby	

TRAIN ORDER SIGNALS
(Rules 221, 221(a))

Rule 221 will govern except at the following stations which will be governed by Rule 221 (a).

Black Mountain.	Hendersonville.
Morganton.	Tryon.
Newton.	

11. SPRING SWITCHES
(Rules 104(b), 104(c) and 517)

The ends of double track where spring switches are located are as follows:

Majolica	End of double track
B.I. Tower	West End double track

Spring switches located at other points are as follows:

Barber	East and west end siding
Elmwood	East and west end siding
Eufola	East and west end siding
Catawba	East and west end siding
Claremont	East and west end siding
Newton	East and west end siding
Oyama	East and west end siding
Hildebran	East and west end siding
Connelly Springs	East and west end siding
Drexel	East and west end siding
Glen Alpine	East and west end siding
Bridgewater	East and west end siding
Clinchcross	East and west end siding
Marion	West end siding
Greenlee	East and west end siding
Old Fort	East and west end siding
Dendron	East and west end siding
Coleman	East and west end siding
Ridgecrest	West end siding
Black Mountain	East and west end siding

Swannanoa	East and west end siding
Azalea	East and west end siding
Buena Vista	East and west end siding
Arden	East and west end siding
Naples	East end east siding
Naples	West end west siding
Smyth	East and west end siding
Hendersonville	East and west end siding
Flat Rock	East end east siding
Flat Rock	West end west siding
Tuxedo	East and west end siding
Tryon	East and west end siding
Campobello	East and west end siding
Inman	East and west end siding
Sigsbee	West switch, Yard Lead Hayne
Hayne	Yard track switch to Yard Lead Hayne
Murphy Junction	West end cross over
Salem Yard	East end Lead track
Charleston	West end Seven Mile Yard
Charleston	Entrance Read's Branch

12. ENTRANCE SWITCH TO SIDINGS
(Rules S-88, S-89, S-89(a) and S-89(c))

Unless otherwise provided, enter at first switch of first siding, EXCEPT:

Time for Trains 15, 16 and 22 at Barber applies at switch where North WYE from Winston-Salem Line main track enters Asheville-Spencer Line main track.

At stations where there are lap sidings trains will enter sidings at lap.

The time of trains at stations where lap sidings are located applies at the lap end and not at the stations or passenger landings.

Lap sidings are located at Naples and Flat Rock.

INTERLOCKED SIDING SWITCHES
(Rules 281 to 296, 401 to 671)

Saluda	East and West End
Melrose	East and West End

OTHER INTERLOCKED SWITCHES

Melrose	Safety Track
B. I. Tower	
Murphy Junction	

ELECTRIC LOCKED SWITCHES

Asheville Yard, S-139.6.
East and West End Crossover Main Track to Freight Station
Main Track to Yard Lead
S-57.8 Hickory, East End C.&N.W. Ry. Co. Track on to Asheville Div., Main Track
S-48 Newton C.&N.W. Ry. Co. Crossover
S-11.3 Barber East Wye Switch
S- 3.0 Standard Oil Co.
S- 3.0 American Bitumuls
Saluda, Cross over Switch, East End
Melrose, Cross over, East End

13. SPEED RESTRICTIONS
(Rules 109, 1012)

Where not otherwise restricted the following maximum speeds are authorized:

BETWEEN Asheville and Ridgecrest:

Passenger trains seventy (70) miles per hour.

Freight trains fifty (50) miles per hour; except, forty-five (45) miles per hour when handling flat cars loaded with crossties.

BETWEEN Ridgecrest and Old Fort:

Passenger trains thirty (30) miles per hour.

Freight trains handled by locomotives with dynamic brakes operative fifteen (15) miles per hour—with dynamic brakes inoperative twenty (20) miles per hour.

Light engines or engines with cabooses only twenty-five (25) miles per hour, or thirty (30) minutes.

BETWEEN Old Fort and Salisbury:

Passenger trains seventy (70) miles per hour.

Freight trains fifty (50) miles per hour; except forty-five (45) miles per hour when handling flat cars loaded with creosoted poles.

All trains reduce speed to twenty (20) miles per hour between home signals and over railroad crossing at Barber.

BETWEEN B. I. Tower and Hayne:

Passenger trains sixty (60) miles per hour EXCEPT BETWEEN SALUDA AND MELROSE.

BETWEEN B. I. Tower and Hayne EXCEPT BETWEEN SALUDA AND MELROSE.

Freight trains fifty (50) miles per hour; except forty-five (45) miles per hour when handling flat cars loaded with creosoted poles.

BETWEEN Saluda and Melrose:

Passenger trains will use a minimum of eight (8) minutes (or twenty-two (22) M.P.H.) and freight trains powered by locomotives equipped with dynamic brakes, which are operative, twenty-two (22) minutes (or eight (8) M.P.H.) and light engines or trains with cabooses only, twelve (12) minutes (or fifteen (15) M.P.H.) between STOP board at crest of mountain Saluda and Melrose.

Between Hendersonville and Rosman

See table on Page 20.

Between Murphy Junction and Murphy

See table on Page 20.

Between Columbia and Charleston

Passenger trains, 55 miles per hour
Freight trains, 45 miles per hour

Between Branchville and Aiken, Kingville and Marion

All trains, 30 miles per hour

Between Aiken and Warrenville

All trains, 20 miles per hour
Trains must not exceed 15 MPH over the following structures:

- R Line underpass, SB 99.8
- Bullock's Creek, SB 123.5
- Buffalo River, SB 142.6

Between	MPH	MPH
	Passenger	Freight
Pomona and Winston Junction	55	45
Winston Junction and Barber	50	40
Barber and Air Line Jct.	---	40
Winston Junction and North Wilkesboro	---	30
Mooresville Jct. and Statesville	---	40
Mt. Airy and Sanford	---	35
Climax and Ramseur	---	25

Fifteen (15) miles per hour through wye tracks at Barber, Mooresville Jct., Statesville and Greensboro.

Twenty (20) miles per hour over trestle Mulberry Creek Mile K-97.2.

The maximum speed of freight trains handling flat cars loaded with creosoted poles, will be forty (40) miles per hour, except Mt. Airy, Sanford Line—thirty-five (35) miles per hour; Ramseur Line—fifteen (15) miles per hour; North Wilkesboro Line—thirty (30) miles per hour.

Trains or engines must not exceed speed fifteen (15) miles per hour entering or leaving sidings or moving thru cross overs or turn outs; except No. 20 turn outs equipped with 39 foot curved switch points, where speed must not exceed forty-five (45) miles per hour.

All trains must not exceed a speed of fifteen (15) miles per hour at Mile SA 15.5, Mile SA 23.0 and Mile SA 44.1 where highway No. 78 crosses main track.

All trains must not exceed a speed of twenty (20) miles per hour through interlocking plant at Meads crossing over ACL RR main line.

- Denmark: 20 MPH thru ACL and SAL interlocking.
- Foxville: 15 MPH thru ACL interlocking.
- Seven Mile: 20 MPH thru ACL interlocking.

Yard switchers handled in tow, or when operated single or in multiple control must not exceed 30 miles per hour.

In handling road switchers in tow on passenger trains, the following must not be exceeded:

- ALCO road switchers—65 miles per hour.
- EMD road switchers—(12 tooth pinion) 50 miles per hour.

Air dump cars should only be handled on local and work trains and at a speed not exceeding 40 miles per hour.

A speed of 25 miles per hour must not be exceeded through the following turnouts.

Majolica-West end two tracks	Mile S-2.1
BI Tower-West end two tracks	Mile S-139.5
Sigsbee-West end Yard Lead Hayne	Mile W-62.0

SPEED RESTRICTIONS OVER STREET CROSSINGS

Statesville	15 m.p.h.	Hazlewood	15 m.p.h.
Drexel	15 m.p.h.	Asheville	15 m.p.h.
Morganton	15 m.p.h.	Inman	15 m.p.h.
Black Mountain	15 m.p.h.	Hendersonville	15 m.p.h.
Waynesville	15 m.p.h.	Tryon	10 m.p.h.
Denmark	25 m.p.h.	Rowesville	20 m.p.h.
Branchville	6 m.p.h.	Summerville	20 m.p.h.
Kershaw	15 m.p.h.	St. George	25 m.p.h.
Rock Hill	25 m.p.h.	Williston	6 m.p.h.

Trains or engines using C. & N. W. main track at Hickory must approach 4th Street West, 2nd Street Place West and Center Street at speed not exceeding five (5) miles per hour.

Charlotte—fifteen (15) miles per hour except as follows: Ten (10) miles per hour over North Tryon Street crossing.

Kernersville—twenty-five (25) miles per hour over Main and Bodenheimer Street crossing.

Mooresville—twenty-five (25) miles per hour.

Winston-Salem—all trains—twelve (12) miles per hour over streets at Third, Fourth, Sixth and Seventh.

Sanford—fifteen (15) miles per hour.

Aiken: 20 MPH between east boundary of Williamsburg St. and east boundary of Union St., and between north boundary of city limits and north boundary of Park Ave.

Bamberg: 10 MPH between intersection of Cotton Street and Railroad Ave. to a point 200 yards west of US Highway 301.

Orangeburg: 15 MPH between Sify Crossing and Sellers Ave., inclusive. Within the above limits, crossing must not be blocked more than five minutes. Russell Street must not be blocked while doing station work.

Ridgeville: 35 MPH over Road Crossing at Depot and Road Crossing 100 yards East of Depot, between the hours of 6:00 a.m. and 8:30 p.m.

St. Matthews: 20 MPH. Public crossings must not be blocked more than five minutes.

HIGHWAY AND STREET GRADE CROSSINGS:

Eastbound Passenger Trains must pull eastward sufficient distance to clear flashing lights and bells viz:

Biltmore Avenue	Biltmore
Seventh Avenue	Hendersonville
Westbound passenger trains must stop before reaching insulated joints activating flashing lights and bell viz;	
Seventh Ave.	Hendersonville

Rear east bound passenger trains, Biltmore Ave., Biltmore and Seventh Ave., Hendersonville, must clear insulated joints activating bells and flashing lights protecting these crossings before making station stops, to prevent bells ringing and lights flashing.

ASHEVILLE-CHARLESTON-WINSTON SALEM 20

All Trains or Engines must flag over the following crossings:

Old Fort	Main Street
Canton	Main Street
Waynesville	Charles Street
Andrews	Cherry Street
Hendersonville	Church Street
Hendersonville	So. Main Street
Hendersonville	Kanuga Road
Read's Branch	Highway No. 52
Branchville	Main and Ott Street
Camden	DeKalb Street
Aiken	Park Ave. and U.S. Highway No. 1

with red flag by day and red lantern by night.

Orangeburg From 7:00 a.m., to 6:00 p.m., all trains must be preceded by a trainman with red flag by day and red light by night over Peasley Street.

York Liberty Street while switching

Rock Hill Flagman must proceed cars and/or engines when switching over all crossings. Flagman must proceed all movements over York Ave., Wilson Street, Stewart Ave., Oakland Ave., Charlotte Ave., at White Street, Chatham Street. Flagman must precede trains and engines backing or pushing cars over Clay Street, Confederate Ave., Laurel Street and White Street. Crossings must not be blocked more than 5 minutes.

SPEED RESTRICTIONS ON CURVES

Where not otherwise restricted the following speeds for passenger and freight trains on curves are authorized:

Between	Mile Location	Passenger Trains	Freight Trains
Salisbury and Majolica	S- 1.0 to S- 2.1	55	45
Majolica and Catawba	S- 2.1 to S- 21.0	50	45
	S- 21.0 to S- 21.4	45	40
	S- 21.4 to S- 30.3	50	45
	S- 30.3 to S- 32.8	45	40
	S- 32.8 to S- 33.0	40	35
	S- 33.0 to S- 37.3	50	45
	S- 37.3 to S- 37.6	25	20
Catawba and Newton	S- 37.6 to S- 47.2	50	45
	S- 47.2 to S- 48.1	15	15
Newton and Hickory	S- 48.1 to S- 50.1	50	45
	S- 50.1 to S- 50.3	45	40
	S- 50.3 to S- 54.7	50	45
	S- 54.7 to S- 58.0	45	40
Hickory and Morganton	S- 58.0 to S- 64.9	50	50
	S- 64.9 to S- 70.0	50	45
	S- 70.0 to S- 76.7	45	40
	S- 76.7 to S- 80.1	50	45
Morganton and Glen Alpine	S- 80.1 to S- 80.9	45	45
	S- 80.9 to S- 83.3	50	45
Glen Alpine and Bridgewater	S- 83.3 to S- 85.9	45	40
	S- 85.9 to S- 87.0	40	35
	S- 87.0 to S- 88.4	45	40
	S- 88.4 to S- 89.8	40	35
Bridgewater and Marion	S- 89.8 to S- 90.6	25	25
	S- 90.6 to S-100.0	45	40
Marion and Old Fort	S-100.0 to S-104.2	45	40
	S-104.2 to S-107.2	50	45
	S-107.2 to S-108.9	40	35
	S-108.9 to S-111.0	50	45

Between	Mile Location	Passenger Trains	Freight Trains
Old Fort and Ridgecrest	S-111.0 to S-112.2	30	15
	S-112.2 to S-113.8	25	15
	S-113.8 to S-115.3	30	15
	S-115.3 to S-121.8	25	15
	S-121.8 to S-123.0	30	15
Ridgecrest and Biltmore	S-123.0 to S-128.3	50	45
	S-128.3 to S-129.3	45	40
	S-129.3 to S-134.8	40	35
	S-134.8 to S-136.2	45	40
	S-136.2 to S-136.6	30	25
	S-136.6 to S-139.0	35	30
Between Biltmore and Murphy Junction	S-139.0 to S-140.8	30	Yard Speed
	S-140.8 to S-141.5	Yard Speed	30
	S-141.5 to S-142.3	30	Yard Speed
Biltmore and Hendersonville	W- 0.0 to W- 1.9	30	25
	W- 1.9 to W- 3.2	30	30
	W- 3.2 to W- 6.0	40	40
	W- 6.0 to W- 9.0	50	50
	W- 9.0 to W-10.0	40	40
	W-10.0 to W-16.8	45	45
	W-16.8 to W-17.4	35	35
	W-17.4 to W-21.0	40	40
Between Hendersonville and Saluda	W-21.0 to W-22.0	35	35
	W-22.0 to W-24.0	40	40
	W-24.0 to W-32.0	30	30
Between Saluda and Melrose	W-32.0 to W-35.0	22	8
Between Melrose and Landrum	W-35.0 to W-40.0	30	30
	W-40.0 to W-44.0	40	40
Between Landrum and Hayne	W-44.0 to W-48.4	55	50
	W-48.4 to W-48.8	35	35
	W-48.8 to W-62.9	55	50
Hendersonville and Rosman	TR- 0.0 to TR- 2.4		20
	TR- 2.4 to TR- 3.5		25
	TR- 3.5 to TR- 7.2		30
	TR- 7.2 to TR- 13.6		25
	TR- 13.6 to TR- 16.2		30
	TR- 16.2 to TR- 21.6		25
	TR- 21.6 to TR- 32.2		20
Asheville and Balsam	T- 0.0 to T- 1.0		20
	T- 1.0 to T- 1.4		25
	T- 1.4 to T- 3.8		35
	T- 3.8 to T- 4.3		20
	T- 4.3 to T- 5.1		25
	T- 5.1 to T- 8.0		35
	T- 8.0 to T- 8.2		20
	T- 8.2 to T- 15.2		35
	T- 15.2 to T- 16.1		20
	T- 16.1 to T- 22.2		25
	T- 22.2 to T- 23.7		20
	T- 23.7 to T- 24.6		25
	T- 24.6 to T- 29.9		35
	T- 29.9 to T- 30.2		30
	T- 30.2 to T- 34.8		35
Balsam and Bryson	T- 34.8 to T- 40.2		20
	T- 40.2 to T- 41.2		15
	T- 41.2 to T- 48.9		20

Between	Mile Location	Freight Trains
T- 48.9 to T- 49.6		15
T- 49.6 to T- 53.1		20
T- 53.1 to T- 55.3		35
T- 55.3 to T- 55.7		25
T- 55.7 to T- 57.6		35
T- 57.6 to T- 58.8		20
T- 58.8 to T- 59.4		15
T- 59.4 to T- 60.5		25
T- 60.5 to T- 60.9		15

Bryson and Wesser

T- 60.9 to T- 62.6	30
T- 62.6 to T- 67.1	20
T- 67.1 to T- 71.4	25
T- 71.4 to T- 73.0	20
T- 73.0 to T- 77.7	25
T- 77.7 to T- 78.1	15
T- 78.1 to T- 80.0	25

Wesser and Murphy

T- 80.0 to T- 81.4	15
T- 81.4 to T- 82.5	25
T- 82.5 to T- 83.2	15
T- 83.2 to T- 84.5	25
T- 84.5 to T- 85.7	10
T- 85.7 to T- 87.2	20
T- 87.2 to T- 90.5	10
T- 90.5 to T- 94.7	20
T- 94.7 to T- 95.7	15
T- 95.7 to T- 97.6	20
T- 97.6 to T-108.6	35
T-108.6 to T-110.4	25
T-110.4 to T-110.7	20
T-110.7 to T-112.3	35
T-112.3 to T-114.2	20

POMONA-WINSTON JUNCTION

Between MP	K- 2.0 & K- 2.6	Passenger	Freight
K- 3.0 & K- 3.4		50	40
K-10.8 & K-11.2		45	35
K-20.1 & K-20.6		50	40
K-22.0 & K-22.4		50	40
K-24.0 & K-26.0		25	20

WINSTON JUNCTION-BARBER

Between MP	L- 0.0 & L- 1.4	Passenger	Freight
L- 1.7 & L- 2.7		25	25
L- 8.6 & L- 9.1		35	30
L-10.2 & L-11.0		45	40
L-13.8 & L-15.5		40	35
L-19.6 & L-21.7		30	30
L-22.2 & L-24.4		35	30
L-34.8 & L-35.4		35	30
		40	35

WINSTON JUNCTION-NORTH WILKESBORO

Between MP	K-26.0 & K-31.0	Freight
K-43.7 & K-43.9		25
K-46.8 & K-47.2		25
K-52.8 & K-53.0		25
K-70.7 & K-71.1		25
K-74.2 & K-74.6		25
K-83.7 & K-84.0		25
K-93.2 & K-93.4		25

MT. AIRY-SANFORD

Between MP	Freight	Between MP	Freight
CF- 2.7 & CF- 3.0	20	CF- 34.4 & CF- 34.6	25
CF- 3.9 & CF- 4.3	15	CF- 35.0 & CF- 35.2	20
CF- 5.1 & CF- 5.4	15	CF- 37.9 & CF- 38.1	25
CF- 6.4 & CF- 6.6	20	CF- 40.1 & CF- 41.9	20
CF- 7.1 & CF- 7.5	15	CF- 45.5 & CF- 45.7	25
CF- 9.3 & CF- 9.4	20	CF- 46.3 & CF- 47.3	25
CF-11.3 & CF-11.5	20	CF- 53.4 & CF- 53.6	25

MT. AIRY-SANFORD—Cont.

Between MP	Freight	Between MP	Freight
CF-12.3 & CF-12.4	15	CF- 54.2 & CF- 54.4	25
CF-13.3 & CF-13.9	20	CF- 60.3 & CF- 60.6	25
CF-15.3 & CF-15.7	20	CF- 99.9 & CF-100.2	30
CF-19.7 & CF-20.5	20	CF-103.1 & CF-103.4	30
CF-21.5 & CF-21.8	15	CF-109.5 & CF-109.7	20
CF-28.0 & CF-28.2	25	CF-114.3 & CF-114.5	30
CF-30.0 & CF-30.2	20	CF-117.9 & CF-118.1	30
CF-31.1 & CF-31.3	20		

CLIMAX-RAMSEUR

Between MP	CR- 9.7 & CR- 9.8	Freight
CR-12.7 & CR-14.1		15
CR-14.5 & CR-14.9		15
CR-15.3 & CR-15.4		15
CR-15.9 & CR-16.4		15
CR-17.8 & CR-18.2		15

CHARLESTON AND ANDREWS YARD

	Passenger	Freight
SC-95.8 SC-96.3	50	40
SC-97.3 SC-97.5	50	40
SC-98.1 SC-98.3	50	40

KINGVILLE AND MARION

	Passenger	Freight
SB-133.4 SB-133.6	10	10
SB-142.1 SB-142.3	30	20
SB-150.8 SB-151.0	30	20
SB-197.3 SB-197.5	10	10
SB-197.6 SB-197.8	20	15

14. DIESEL UNIT RATING IN TONS OF 2,000 POUNDS

Between	Diesels			
	12 Tooth Pinion 1 Unit 1500 H.P.	Switcher G.P. 7 1 Unit 1500 H.P.	Switcher Standard 1 Unit 1200 H.P.	Switcher Standard 1 Unit 1000 H.P.
	Eastbound			
Asheville and Old Fort	1025	1025	----	----
Old Fort and Spencer	1625	1625	----	----
Asheville and Hayne	1125	1125	----	----
Murphy and Andrews	1250	1250	----	----
Andrews and Topton	650	650	----	----
Topton and Bryson	1750	1750	----	----
Bryson and Dillsboro	1500	1500	----	----
Dillsboro and Addie	2000	2000	----	----
Addie and Balsam	450	450	350	350
Balsam and Asheville	1125	1125	1000	1000
	Westbound			
Asheville and Coburn	1125	1125	925	925
Coburn and Canton	1000	1000	800	800
Canton and Hazlewood	625	625	----	----
Hazlewood and Balsam	700	700	----	----
Balsam and Bryson	1500	1500	----	----
Bryson and Nantahala	1750	1750	----	----
Nantahala and Topton	450	450	----	----
Topton and Murphy	2000	2000	----	----
Spencer and Old Fort	1150	1150	----	----
Old Fort and Asheville	700	700	----	----
Hayne and Melrose	1500	1500	----	----
Melrose and Saluda	500	500	----	----
Saluda and Asheville	1500	1500	----	----

	Northbound			
Rosman and Hendersonville	1750	1750	----	----
	Southbound			
Hendersonville and Rosman	1500	1500	----	----

ASHEVILLE-CHARLESTON-WINSTON SALEM 22

		2250 H. P. GP 30	1600 H. P. Road Switcher	1500 H. P. F-7
Winston-Salem to Donaha	-----	1720	1375	1275
Donaha	" Elkin	3000	2400	2250
Elkin	" N. Wilkesboro	1875	1500	1410
N. Wilkesboro	" Elkin	2250	1800	1680
Elkin	" Donaha	3000	2400	2250
Donaha	" Rural Hall	1720	1375	1275
Rural-Hall	" Winston-Salem	1840	1475	1380
Winston-Salem	" Friendship	2625	2100	1965
Friendship	" Pomona	3275	2700	2535
Pomona	" Friendship	3250	2600	2430
Friendship	" Winston-Salem	2625	2100	1965
Winston-Salem	" Mocksville	1875	1500	1410
Mocksville	" Barber	2500	2000	1875
Barber	" Mooresville	2875	2300	2145
Mooresville	" Air Line Jct.	4375	3500	3180
Mooresville	" Statesville	2225	1775	1650
Statesville	" Mooresville	3250	2600	2430
Air Line Jct.	" Barber	2500	2000	1875
Barber	" Mocksville	2500	2000	1875
Mocksville	" Winston-Salem	1750	1400	1305
Mt. Airy	" Greensboro	1250	1000	930
Greensboro	" Mt. Airy	1250	1000	930
Greensboro	" Sanford	1875	1500	1410
Sanford	" Liberty	1875	1500	1410
Liberty	" Greensboro	2075	1650	1545
Climax	" Ramseur	1750	1400	1305
Ramseur	" Climax	1500	1200	1125

From	To	EMD 62/15	Alco Road Switcher and EMD 65/12	Fairbanks Morse or EMD 2400 H.P.	GP-30
Aiken	Branchville	-----	6000	-----	-----
Branchville	Augusta	-----	3000	-----	-----
Andrews Yard	Kingville	-----	4000	6000	-----
Kingville	Branchville	-----	2900	4300	-----
Branchville	Charleston	-----	6000	9000	-----
Charleston	Branchville	-----	3400	5100	-----
Branchville	Kingville	-----	3000	4500	-----
Kingville	Andrews Yd.	-----	5000	7500	-----
Kingville	Camden	-----	5000	-----	-----
Camden	Marion	-----	1800	-----	-----
Marion	Camden	-----	1700	-----	-----
Camden	Kingville	-----	5000	-----	-----

The above rating is based on maximum grades and may be increased over certain parts of the line when necessary.

When necessary to operate yard switchers with regular road units, they must be placed either on the head end as operating units or, if this is not possible, in the position immediately behind the operating unit and ahead of the remaining road type units.

These ratings are for single unit diesels and will be increased in proportion to the number of units in multiple service. If a unit fails tofnage will be reduced in proportion to the number of units inoperative and an allowance of 125 tons made for each inoperative unit handled.

When engines will not handle their rating a written report must be made to the Chief Dispatcher.

In making computations less than 1000 pounds will be dropped, 1000 pounds will be counted a ton.

15. LOAD LIMITS AND EQUIPMENT RESTRICTIONS (Rule 708)

BETWEEN ASHEVILLE AND SALISBURY		
EQUIPMENT	TYPE	UNIT WEIGHT—LBS.
Diesel Unit	4-4	(a) 260,000
Diesel Unit	6-6	(a) 392,000
		TOTAL WEIGHT
Loaded Cars	4 wheel trucks	(b) 263,000
Loaded Cars	6 wheel trucks	270,000
Derricks		(c) 269,000
Derricks	6 wheel trucks	(d) 383,000

(a) 5 Diesel Units may be operated.

(b) Four-wheel truck cars weighing not more than 263,000 lbs. may be operated, provided their coupled length, truck wheelbase, and axle spacing conforms to one of Southern Railway Number 1000, 4000, 6000, or 8000 series cars.

(c) All system derricks may be operated except that derricks D-70, D-71, D-72, D-73, D-74, D-5988, D-5989 and D-6471 must not be operated over open deck trestles in side and industrial tracks. Derricks D-26, D-30, D-40 and D-8590 must not exceed a speed of 20 miles per hour; other derricks 25 miles per hour.

(d) Derricks D-1 to D-6 inclusive must have at least one spacer cars each end not less than 40 feet long weighing not more than 90,000 lbs. each, and must not be operated over open deck trestles in side and industrial tracks, speed not more than 50 miles per hour.

BETWEEN ASHEVILLE AND HAYNE

EQUIPMENT	TYPE	UNIT WEIGHT—LBS.
Diesel Unit	4-4	(a) 260,000
Diesel Unit	6-6	(a) 392,000
		TOTAL WEIGHT
Loaded Cars	4 wheel trucks	(b) 263,000
Loaded Cars	6 wheel trucks	270,000
Derricks		(c) 269,000
Derricks	6 wheel trucks	(d) 383,000

(a) 5 Diesel Units may be operated.

(b) Four-wheel truck cars weighing not more than 263,000 lbs. may be operated, provided their coupled length, truck wheelbase, and axle spacing conforms to one of Southern Railway Number 1000, 4000, 6000, or 8000 series cars.

(c) All system derricks may be operated except that Derricks D-70, D-71, D-72, D-73, D-74, D-5988, D-5989 and D-6471 must not be operated over open deck trestles in side and industrial tracks. Derricks D-26, D-30, D-40 and D-8590 must not exceed a speed of 20 miles per hour, other Derricks, 25 miles per hour.

(d) Derricks, D-1 to D-6 inclusive must have at least one spacer car each end not less than 40 feet long weighing not more than 90,000 lbs. each, and must not be operated over open deck trestles in side and industrial tracks, speed not more than 50 miles per hour.

LOAD LIMITS AND EQUIPMENT RESTRICTIONS (Con't)

BETWEEN ASHEVILLE AND MURPHY		
EQUIPMENT	TYPE	UNIT WEIGHT—LBS.
Diesel Unit	4-4	(a) (b) (c) 254,000
Diesel Unit	6-6	(d) 392,000
		TOTAL WEIGHT
Loaded Cars		(e) 263,000
Derricks		(f) 239,000
Derricks	6 wheel trucks	383,000

(a) 5-Unit diesels may be operated between Asheville and Addie, M.P. T-43, each with maximum gross weight 254,000 pounds on a wheel base of not less than thirty-five (35) feet.

(b) 3-Unit and 4-Unit Diesel locomotives may be operated, except between Canton and Murphy they must not include more than one unit having a weight of more than 210,000 pounds on a wheel base of less than 35 feet.

(c) Units having a weight of more than 210,000 pounds on a wheel base of less than 35 feet must not exceed 15 m.p.h. over First Scotts Creek Bridge, M.P. T-38.5 and Eighth Scotts Creek Bridge, M. P. T-40.5.

Over 13th Valley River Bridge, M.P. T-113.8 no equipment is to be operated in excess of 15 m.p.h.

(d) 5 Diesel units weighing not more than 392,000 pounds may be operated between Asheville and Canton, but must not be operated between Canton and Murphy.

(e) Four-wheel truck cars weighing not more than 263,000 lbs. may be operated, provided their coupled length, truck wheelbase, and axle spacing conforms to one of Southern Railway Number 1000, 4000, 6000, or 8000 series cars.

(f) All derricks must have at each end at least one car weighing not more than 90,000 pounds gross. Derricks D-1 to D-6 may be operated at a speed not more than 50 miles per hour, and other system derricks at a speed not more than 20 miles per hour. All derricks may be operated at a speed not more than 10 miles per hour over Tuckaseegee Bridge No. 1, M. P. T-49.0; Tuckaseegee Bridge No. 2, M. P. T-60.5; Valley River Bridge No. 13, M. P. T-113.8 and not more than 20 miles per hour over Scotts Creek Bridge No. 1, M. P. T-38.5; Scotts Creek Bridge No. 8, M. P. T-40.5; Deep Creek Bridge, M. P. T.-63.5 and Tuckaseegee Bridge No. 3, M. P. T-64.8.

BETWEEN HENDERSONVILLE AND ROSMAN

EQUIPMENT	TYPE	UNIT WEIGHT—LBS.
Diesel Units -----	4-4	(a) 250,000
		TOTAL WEIGHT
Loaded Cars -----		(b) 263,000
Derricks -----		(d) 208,000
Derricks -----	6 wheel trucks	383,000

(a) 2 Unit Diesel locomotives may be operated except that any unit having a weight of more than 210,000 pounds on a wheel base of less than 35 feet must not be coupled to another such unit.

(b) Four-wheel truck cars weighing not more than 263,000 lbs. may be operated, provided their coupled length, truck wheelbase, and axle spacing conforms to one of Southern Railway Number 1000, 4000, 6000, or 8000 series cars.

(c) All derricks must have at each end at least one car weighing not more than 90,000 pounds gross. Derricks D-26, D-30 and D-8590 must be operated at a speed not more than 20 miles per hour; other derricks 25 miles per hour.

ASHEVILLE AND CRAGGY MOUNTAIN RAILROAD

Cars weighing not more than 210,000 pounds and single Diesel Units weighing not more than 250,000 pounds may be operated with speed reduced to ten (10) m.p.h. on curves, and fifteen (15) m.p.h. on tangents.

**BETWEEN POMONA AND WINSTON JUNCTION—
WINSTON JUNCTION AND MOORESVILLE JUNCTION
—STATESVILLE AND CHARLOTTE**

All diesel units permitted may be operated coupled.

EQUIPMENT	TYPE	TOTAL WEIGHT IN POUNDS
Psgr. Diesel Units---	6-6	343,000
Fr. Diesel Units---	4-4	(a) 245,000
-----	---	(a) 262,000
-----	6-6	(b) 392,000
Loaded Cars -----	4-wheel trucks	220,000
-----	4-wheel trucks	(c) 263,000
-----	6-wheel trucks	270,000
Derricks -----	6-wheel trucks	(d) 383,000
Derricks -----	4-wheel trucks	(d) 269,000
Derricks -----	4-wheel trucks	(d) 248,000
Derricks -----	4-wheel trucks	(d) 220,000

(a) Must not be operated over open deck trestles in side or industrial tracks unless authorized.

(b) Cannot be operated in side tracks and industrial spurs except where authorized.

(c) Four-wheel truck cars weighing not more than 263,000 lbs. may be operated, provided their coupled length, truck wheelbase and axle spacing conforms to one of Southern Railway Number 1000, 4000, 6000 or 8000 series cars, except they cannot be handled over open deck trestles in side tracks and industrial spurs except where authorized.

(d) Derricks must not be operated coupled to engine or car weighing more than 90,000 pounds and must not be operated over structures on side or industrial tracks without specific authorization.

Authorized maximum speed—D-1 thru D-6, 50 MPH; D-71, D-73, D-65, D-66 and D-37, 30 MPH; all other derricks, 25 MPH. Authorized Maximum freight train speed must not be exceeded while handling derrick.

**BETWEEN WINSTON JUNCTION AND NORTH
WILKESBORO**

EQUIPMENT	TYPE	TOTAL WEIGHT IN POUNDS
Fr. Diesel Units---	4-4	(a) 245,000
-----	---	(a) 262,000
-----	6-6	(b) 392,000
Loaded Cars -----	4-wheel trucks	220,000
-----	4-wheel trucks	(c) 251,000
Derricks -----	6-wheel trucks	(d) 383,000
Derricks -----	4-wheel trucks	(d) 269,000
Derricks -----	4-wheel trucks	(d) 248,000
Derricks -----	4-wheel trucks	(d) 220,000
Note 1.		
Note 2.		

(a) May be operated in multiple units. Must not be operated over open deck trestles in side or industrial tracks unless authorized.

(b) May be operated from Winston Junction to Mulberry Creek Bridge, MP K-97.2 but must not cross this structure.

(c) Four-wheel truck cars weighing not more than 251,000 lbs. may be operated provided their coupled length, truck wheelbase and axle spacing conforms to one of Southern Railway Number 1000, 4000, 6000 or 8000 series cars, except they cannot be handled over open deck trestles in side tracks and industrial spurs except where authorized.

(d) Derrick must not be operated coupled to engine or car weighing more than 90,000 pounds and must not be operated over structures on sides or industrial tracks without specific authorization.

ASHEVILLE-CHARLESTON-WINSTON SALEM 24

Authorized maximum speed—D-1 thru D-6, 50 MPH; D-71, D-73, D-65, D-66 and D-37, 30 MPH; all other derricks, 25 MPH. Authorized maximum freight train speed must not be exceeded while handling derrick.

Note 1. Ararat River Bridge, Mile K-56.9; D-1 thru D-6; D-70 thru D-74; D-5988, D-5989, and D-6471 cannot be operated. D-65 thru D-69; D-41, D-5990, D-5991, D-37, D-5994, D-6470 and D-8590 may be operated not to exceed 10 MPH.

Note 2. Mulberry Creek, Mile K-97.2; D-65 thru D-69; D-41, D-5990, D-5991, D-37, D-5994, D-6470 and D-8590 may be operated not to exceed 10 MPH.

BETWEEN MT. AIRY AND SANFORD AND BETWEEN CLIMAX AND RAMSEUR

EQUIPMENT	TYPE	TOTAL WEIGHT IN POUNDS
Fr. Diesel Units---	4-4	(a) 245,000
		(a) 262,000
Fr. Diesel Units---	6-6	(b) 392,000
Loaded Cars -----	4-wheel trucks	220,000
Loaded Cars -----	4-wheel trucks	(c) 251,000
Derricks -----	6-wheel trucks	(d) 383,000
Derricks -----	4-wheel trucks	(d) 269,000
Derricks -----	4-wheel trucks	(d) 248,000
Derricks -----	4-wheel trucks	(d) 220,000
Note 1.		
Note 2.		

(a) Multiple units may be operated. Must not be operated over open deck trestles in side or industrial tracks unless authorized.

(b) Must not be operated between Mt. Airy and Sanford between Climax and Ramseur.

(c) Four-wheel truck cars weighing not more than 251,000 lbs. may be operated, provided their coupled length, truck wheelbase, and axle spacing conforms to one of Southern Railway Number 1000, 4000, 6000 or 8000 series cars, except they cannot be handled over open deck trestles in side tracks and industrial spurs except where authorized. Do not use train brakes on Little Yadkin River Bridge, MP CF-21.5, when handling cars conforming to Number 4000 Series Cars.

(d) Derrick must not be operated coupled to engine or car weighing more than 90,000 pounds and must not be operated over structures on side or industrial tracks without specific authorization.

Authorized maximum speed while handling derrick—

Between Mt. Airy and Sanford -----20 MPH

Between Climax and Ramseur -----15 MPH

Note 1. Ararat River, Mile CF-3.5; D-1 thru D-6; D-70 thru D-74; D-5988, D-5989 and D-6471 may be operated not to exceed 10 MPH.

Note 2. Little Yadkin River, Mile CF-21.5. All derricks may be operated not to exceed 10 MPH. Do not use train brakes while derricks are on bridge.

LOCOMOTIVE CRANES

LC-35 can be handled over all main tracks and sidings not to exceed 25 MPH. LC-34 can be handled over all main tracks except cannot be handled Mt. Airy to Sanford; Climax to Ramseur; Branchville to Warrentonville; and Kingville to Marion without specific authorization. Speed must not exceed 25 MPH while handling LC-34.

BETWEEN CHARLESTON AND COLUMBIA

EQUIPMENT	TYPE	TOTAL WEIGHT IN LBS.
Psgr. Diesel Units---	6-6	345,000
Fr. Diesel Units---	4-4	245,000
Fr. Diesel Units---	4-4	(a) 262,000
Fr. Diesel Units---	4-4	(b) 250,000
Fr. Diesel Units---	6-6	(a) 390,000
Loaded Cars -----	4-wheel trucks	220,000
Loaded Cars -----	4-wheel trucks	251,000
Loaded Cars -----	6-wheel trucks	270,000
Derrick -----	6-wheel trucks	(a) 383,000
Derrick -----	4-wheel trucks	(a) 269,000
Derrick -----	4-wheel trucks	(a) 248,000
Derrick -----	4-wheel trucks	(a) 220,000

(a) Must not be operated over structures, side or industrial tracks except where authorized.

(b) Four wheel truck cars weighing not more than 251,000 lbs. may be operated, provided their coupled length truck wheel base and axle spacing conform to one of Southern Railway Number 1000, 4000, 6000 or 8000 series cars.

Derricks must not be operated coupled to engine or car weighing more than 90,000 lbs. and will not exceed the smallest of the following speeds.

1. Authorized freight train speed.

2. D-1 through D-6—50 MPH; D-71, D-73, D-65, D-66 and D-37, 30 MPH; D-40, 20 MPH. Other derricks 25 MPH.

BETWEEN BRANCHVILLE AND WARRENVILLE

EQUIPMENT	TYPE	TOTAL WEIGHT IN LBS.
Fr. Diesel Units---	4-4	250,000
Fr. Diesel Units---	6-6	(a) 390,000
Loaded Cars -----	4-wheel trucks	220,000
Loaded Cars -----	4-wheel trucks	(a) (b) 251,000
Derrick -----	6-wheel trucks	(a) 383,000
Derrick -----	4-wheel trucks	(a) 269,000
Derrick -----	4-wheel trucks	(a) 248,000
Derrick -----	4-wheel trucks	(a) 220,000

(a) Must not be operated over structures, side or industrial tracks except where authorized.

(b) Four-wheel truck cars weighing not more than 251,000 lbs. may be operated, provided the coupled length, truck wheel base and axle spacing conform to one of Southern Railway Number 1000, 4000, 6000 and 8000 series cars.

Derricks must not be operated coupled to engine or car weighing more than 90,000 lbs. and must not exceed the smallest of the following speeds.

1. Authorized freight train speed.

2. Derrick D-1 through D-6—restricted to 50 MPH; D-71, D-73, D-65, D-66 and D-37, 30 MPH; D-40, 20 MPH; All other derricks 25 MPH.

3. Derricks D-1 through D-6, D-7 through D-74, D-5988, D-5989 and D-6471 are restricted to 10 MPH at Edisto River Mile SA 4.3.

BETWEEN KINGVILLE AND ROCK HILL

EQUIPMENT	TYPE	TOTAL WEIGHT IN LBS.
Fr. Diesel Units---	4-4	250,000
Fr. Diesel Units---	6-6	(d) 390,000
Loaded Cars -----	4-wheel trucks	(a) (b) 251,000
Derrick -----	6-wheel trucks	(a) (c) 383,000
Derrick -----	4-wheel trucks	(a) (c) 269,000
Derrick -----	4-wheel trucks	(a) (c) 248,000
Derrick -----	4-wheel trucks	(a) (c) 220,000

(a) Must not be operated over structures, side or industrial tracks except where authorized.

(b) Four-wheel truck cars weighing not more than 251,000 lbs. may be operated provided their coupled length, truck wheelbase and axle spacing conform to one of Southern Railway Number 1000, 4000, 6000 and 8000 series cars, except as follows.

1. If the 4000 series cars are coupled to any car weighing more than 220,000 lbs. a speed of 15 MPH must not be exceeded over Catawba River Bridge, Mile SB-89.2.

(c) Must not be operated coupled to engine or car weighing more than 90,000 lbs. and must not exceed the smallest of the following speeds.

1. Authorized freight train speed or not to exceed 25 MPH.

2. Derrick D-1 through D-6, D-70 through D-74, D-5988, D-5989 and D-6471 must not exceed a speed of 10 MPH over Wateree River Mile SB-5.2 and cannot be operated over Catawba River Mile SB-89.2. Other derricks may be operated

across Catawba River Mile SB-89.2 not to exceed a speed of 10 MPH.

(d) Cannot be operated.

BETWEEN ROCK HILL AND MARION

EQUIPMENT	TYPE	TOTAL WEIGHT IN LBS.
Fr. Diesel Units	4-4	(e) 250,000
Fr. Diesel Units	6-6	(c) 390,000
Loaded Cars	4-wheel trucks	(a) (b) 251,000
Derrick	6-wheel trucks	383,000
Derrick	4-wheel trucks	269,000
Derrick	4-wheel trucks	(a) (d) 248,000
Derrick	4-wheel trucks	(a) (d) 220,000

(a) Must not be operated over structures in side or industrial tracks except when authorized.

(b) Four-wheel truck cars weighing not more than 251,000 lbs. may be operated, provided their coupled length, truck wheel base and axle spacing conform to one of Southern Railway Numbers 1000, 4000, 6000 or 8000 series cars, except as follows.

1. Must not be handled between Rock Hill and Kings Creek or on Gaffney Branch.

2. 4000 series cars must be spaced with a car weighing not more than 169,000 lbs. at each end across Buffalo Creek Bridge, Mile—SB-142.6.

3. Between Rock Hill and Marion, cars must be spaced from engine by at least one car weighing not more than 100,000 lbs. gross.

(c) Must not be operated.

(d) Must not be operated coupled to engine or car weighing more than 90,000 lbs.

(e) Units must not be operated coupled and must be spaced from any other cars by at least one car weighing not more than 100,000 lbs. gross.

Derrick D-1 through D-6; D-70 through D-74, D-5988, D-5989 and D-6471 cannot be operated.

Derrick D-65 through D-69; D-41, D-5990, D-5991, D-37, D-40, D-5994, D-6470, D-8590 will not exceed authorized freight train speed or not to exceed 20 MPH. All derricks are further restricted to 10 MPH over Bullocks Creek, Mile SB-123.5; Kings Creek SB-134.5; and Buffalo Creek Mile SB-142.6.

16. PASSENGER TRAIN NOTES

When necessary passenger trains will wait for connections as indicated below. Instructions will be issued in cases of unusual conditions.

Train No.	Wait at	For	Time
22	Asheville	Knox Div.	28 Two hours
27	Spartanburg	Columbia Div.	27 Indefinitely
27	Spartanburg	Char. Div.	33-34 20 minutes
28	Asheville	Knox Div.	28 Indefinitely
15	Greensboro	Danville Div.	47 Indefinitely
21	Greensboro	Danville Div.	29 2 hours 30 minutes

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

(Rules 16d and 28)

Skyland-----No. 28b

CONDITIONAL STOPS

The following additional signs when placed before the figure of the schedule indicate:

(a) Discharge revenue passengers from Spartanburg and beyond.

(b) Receive or discharge revenue passengers to or from Biltmore, Spartanburg, W.-Salem and beyond.

(c) Between June 1, to September 15, will stop.

(d) Receive or discharge revenue passengers to or from Greensboro and beyond.

(e) Receive or discharge only revenue passengers.

DIVISION OFFICERS, ASHEVILLE, N. C.

J. E. Caldwell	Supt. of Terminals
T. D. Scroggs	Trainmaster
G. S. Baron	Trainmaster
E. B. Turpin, Jr.	Trainmaster
E. E. Loving, Trainmaster	Winston-Salem, N. C.
C. T. Morrison, Trainmaster	Charleston, S. C.
J. M. Williams	Terminal Trainmaster
F. L. Sherlin	Terminal Trainmaster
C. L. Mosers	Division Engineer
H. E. Warren	System General Road Foreman
Engines	Atlanta, Ga.
E. C. Wilson	General Road Foreman Engines
	Knoxville, Tenn.
G. Goldstone	General Road Foreman Engs.
C. W. DUNCAN, Road Forman	Spencer, N. C.
Engines	Winston-Salem, N. C.
I. C. Russell	Road Foreman of Engines
E. K. Nighbert	Road Foreman of Engines
K. D. Lewter	Road Foreman of Engines
C. R. Borders	Road Foreman of Engines
C. M. Montgomery	Road Foreman of Engines
Engines	Charleston, S. C.
G. G. Snyder	Chief Dispatcher
T. M. Harvey, Gen. Yardmaster	Winston-Salem, N. C.
C. H. Wheeler, General Yardmaster	Charleston, S. C.
J. F. Watkins, Division Engineer	Charleston, S. C.

LOCAL SURGEONS

John S. Rodda	Andrews, N. C.	Roy W. Kirchberg, Ass't	Sylva, N. C.
Chas. O. VanGorder	Andrews, N. C.	Jack Dickerson	Waynesville, N. C.
E. E. Moore	Asheville, N. C.	J. Z. Preston	Tryon, N. C.
W. H. McCall, Ass't Oculist	Asheville, N. C.	Yates S. Palmer	Valdese, N. C.
Logan T. Robertson	Asheville, N. C.	Thomas D. Sparrow	Charlotte, N. C.
Jesse P. Chapman, Jr.	Asheville, N. C.	Hugh D. Verner (Asst.)	Charlotte, N. C.
Richard Y. Moon, Asst.	Asheville, N. C.	C. Lowery Pressley (Asst.)	Charlotte, N. C.
Robert P. Crouch, Asst.	Asheville, N. C.	O. L. Miller (Consultant)	Charlotte, N. C.
D. William Brosnan III	Asheville, N. C.	Orthopedist	Charlotte, N. C.
Ass't Oculist	Asheville, N. C.	Harry Winkler (Assoc. Consultant)	Charlotte, N. C.
William E. Mitchell	Bryson, N. C.	Orthopedist	Charlotte, N. C.
Edward H. Camp	Canton, N. C.	Julian E. Jacobs (Asst.)	Charlotte, N. C.
W. A. Brewton	Enka, N. C.	Chalmers R. Carr (Asst.)	Charlotte, N. C.
C. L. Walton	Glen Alpine, N. C.	Orthopedist	Charlotte, N. C.
Richard C. Irving, Ass't	Hendersonville, N. C.	James D. Stratton (Oculist)	Charlotte, N. C.
W. N. Fortescue	Hendersonville, N. C.	Charles W. Tillet (Oculist)	Charlotte, N. C.
Dan. N. Stewart, Asst.	Hickory, N. C.	Harry L. Johnson	Elkin, N. C.
R. T. Hambrick	Hickory, N. C.	D. B. Fox	Elkin, N. C.
G. C. Rowe	Marion, N. C.	R. N. Harden	Greensboro, N. C.
G. M. Billings, Oculist	Morganton, N. C.	R. L. Phillips (Neurosurgeon)	Greensboro, N. C.
Edward W. Phifer	Morganton, N. C.	E. W. Vaughan (Asst.)	Greensboro, N. C.
John W. Irwin	Morganton, N. C.	A. B. Coggeshall (Asst.)	Greensboro, N. C.
Jas. Taylor Vernon, Ass't	Morganton, N. C.	W. Ralph Deaton, Jr. (Asst.)	Greensboro, N. C.
Bryan W. Whitfield	Murphy, N. C.	Shahane R. Taylor (Oculist)	Greensboro, N. C.
P. E. Hill, Ass't	Murphy, N. C.	J. Edouard Prefontaine (Oculist)	Greensboro, N. C.
L. M. Caldwell	Newton, N. C.	R. H. Whitaker	Kernersville, N. C.
Kenneth L. Cloninger, Ass't	Newton, N. C.	B. M. Foster	Mocksville, N. C.
Surgeon	Newton, N. C.	G. W. Taylor	Mooreville, N. C.
Kyle E. Black	Salisbury, N. C.	William W. Painter (Asst.)	Mooreville, N. C.
F. B. Marsh	Salisbury, N. C.	Richard D. Jackson	Mt. Airy, N. C.
E. B. McKenzie	Salisbury, N. C.	B. J. Lawrence (Asst.)	Mt. Airy, N. C.
Frank McCutchan, Oculist	Salisbury, N. C.	F. C. Hubbard	N. Wilkesboro, N. C.
Frank B. Cooper, Ass't Oculist	Salisbury, N. C.	Robert E. Lewis (Asst.)	N. Wilkesboro, N. C.
Frank W. Nicholson, Oculist	Spartanburg, S. C.	F. L. Knight	Sanford, N. C.
S. O. Black	Spartanburg, S. C.	A. M. Oelrich (Asst.)	Sanford, N. C.
S. O. Black, Jr.	Spartanburg, S. C.		
J. L. Smith, Jr.	Spencer, N. C.		
T. V. Goode III, Ass't	Statesville, N. C.		
Jos. S. Holbrook, Ass't	Statesville, N. C.		
D. D. Hooper	Sylva, N. C.		

LOCAL SURGEONS—Cont.

W. L. Patman _____ Siler City, N. C.	C. T. Weston, Assistant Surgeon _____ Columbia, S. C.
Howard M. Starling _____ Winston-Salem, N. C.	A. I. Josey, Assistant Surgeon (Internist) _____ Columbia, S. C.
Robert L. Means (Asst.) _____ Winston-Salem, N. C.	I. J. Mikell, Oculist _____ Columbia, S. C.
Henry L. Valk (Consultant Physician) _____ Winston-Salem, N. C.	D. S. Asbill, Oculist _____ Columbia, S. C.
B. N. Jones (Oculist) _____ Winston-Salem, N. C.	A. R. Nicholson, Surgeon _____ Edgefield, S. C.
Frank E. Pollack (Asst.) (Orthopedist) _____ Winston-Salem, N. C.	W. C. Bostic, Jr., Surgeon _____ Forest City, N. C.
W. D. McNair, Jr., Surgeon _____ Aiken, S. C.	Wm. O. Whetsell, Surgeon _____ Orangeburg, S. C.
G. W. Wright, Surgeon _____ Augusta, Ga.	E. G. Able, Surgeon _____ Newberry, S. C.
H. D. Pinson, Assistant Surgeon _____ Augusta, Ga.	R. P. Baker, Assistant Surgeon _____ Newberry, S. C.
J. L. Chandler, Jr., Orthopedist _____ Augusta, Ga.	W. B. Ward, Surgeon _____ Rock Hill, S. C.
R. E. Leonard, Oculist _____ Augusta, Ga.	A. Hinson, Surgeon _____ Rock Hill, S. C.
N. J. Knoy, Surgeon _____ Bamberg, S. C.	R. Macdonald, Oculist _____ Rock Hill, S. C.
O. D. Hammond, Surgeon _____ Blackville, S. C.	Kenneth S. Tanner, Surgeon _____ Rutherfordton, N. C.
T. A. Campbell, Surgeon _____ Blacksburg, S. C.	Harry V. Hendrick, Assistant _____ Rutherfordton, N. C.
Ladson Du Bose, Assistant Surgeon _____ Blacksburg, S. C.	John C. Hamrick, Assistant _____ Shelby, N. C.
Geo. F. West, Surgeon _____ Camden, S. C.	A. Richard Johnston, Surgeon _____ St. George, S. C.
John Hertz Warren, Jr., Surgeon _____ Charleston, S. C.	H. C. Raysor, Surgeon _____ St. Matthews, S. C.
John A. Siegling, Surgeon _____ Charleston, S. C.	T. W. Messervy, Surgeon _____ Summerville, S. C.
W. H. Prieoleau, Consulting _____ Charleston, S. C.	W. B. Crawford, Jr., Surgeon _____ Savannah, Ga.
P. Jenkins, Oculist _____ Charleston, S. C.	G. W. Goldenstar, Oculist _____ Savannah, Ga.
C. H. Epting, Surgeon _____ Columbia, S. C.	J. L. Smith (Retired Consulting) _____ Williston, S. C.
G. H. Bunch, Jr., Assistant Surgeon _____ Columbia, S. C.	Aubrey D. Gantt, Surgeon _____ Williston, S. C.
W. C. Cook, Assistant Orthopedist _____ Columbia, S. C.	John M. Pratt, Surgeon _____ York, S. C.

HOSPITALS

Aston Park Hospital _____ Asheville, N. C.	L. Richardson Memorial (colored) _____ Greensboro, N. C.
St. Joseph's Hospital _____ Asheville, N. C.	Northern Hospital of Surry County _____ Mt. Airy, N. C.
Memorial Mission Hospital _____ Asheville, N. C.	City Memorial Hospital _____ Winston-Salem, N. C.
Hickory Memorial Hospital _____ Hickory, N. C.	Kate Bitting Reynolds Memorial Hospital (colored) _____ Winston-Salem, N. C.
Patton Memorial Hospital _____ Hendersonville, N. C.	North Carolina Baptist Hospital _____ Winston-Salem, N. C.
Grace Hospital _____ Morganton, N. C.	University Hospital _____ Augusta, Ga.
Murphy General Hospital _____ Murphy, N. C.	St. Francis Xavier Infirmary _____ Charleston, S. C.
Rowan General Hospital _____ Salisbury, N. C.	Roper Hospital _____ Charleston, S. C.
Mary Black Clinic _____ Spartanburg, S. C.	Baptist Hospital _____ Columbia, S. C.
Iredell Memorial Hospital, Inc. _____ Statesville, N. C.	Columbia Hospital _____ Columbia, S. C.
C. J. Harris Community Hospital _____ Sylva, N. C.	The Greenwood Hospital _____ Greenwood, S. C.
Charlotte Memorial Hospital _____ Charlotte, N. C.	Wayne Memorial Hospital _____ Jesup, Ga.
Good Samaritan Hospital (colored) _____ Charlotte, N. C.	Tri County Hospital _____ Orangeburg, S. C.
Wesley Long Hospital (white) _____ Greensboro, N. C.	York County Hospital _____ Rock Hill, S. C.

VETERINARIANS

E. L. Shuford _____ Asheville, N. C.	B. C. McLean _____ Aiken, S. C.
M. M. Leonard _____ Asheville, N. C.	D. M. Howard _____ Augusta, Ga.
O. C. Lynch _____ Statesville, N. C.	B. Kater McInnes _____ Charleston, S. C.
M. R. Blackstock _____ Spartanburg, S. C.	F. P. Caughman, Sr. _____ Columbia, S. C.
George O. McKee, Jr. _____ Charlotte, N. C.	F. P. Caughman, Jr. _____ Columbia, S. C.
G. C. Monroe _____ Greensboro, N. C.	R. R. Salley _____ Orangeburg, S. C.
James T. Dixon _____ Winston-Salem, N. C.	J. T. Dickson _____ Rock Hill, S. C.

WATCH INSPECTORS

Roy B. Kneeburg—34 Biltmore Ave. _____ Asheville, N. C.	Carl W. Steele _____ N. Wilkesboro, N. C.
Dewey D. Parker—120 - 6th Ave., _____ Hendersonville, N. C.	L. T. Holshouser Jewelry Company _____ Salisbury, N. C.
Roy's Jewelry Store _____ Hickory, N. C.	Underwood Jewelers _____ Winston-Salem, N. C.
Bill Griffith Jewelers, Inc. _____ Marion, N. C.	J. Gaston Albea _____ Aiken, S. C.
C. E. Kneeburg _____ Spencer, N. C.	Bryan Jewelers _____ Augusta, Ga.
Mose Gosney c/o Bailey's Drug Store _____ Salisbury, N. C.	Leroy Jewelry Co. _____ Charleston, S. C.
Winefred Linder _____ Spartanburg, S. C.	Mewborn Jewelers _____ Columbia, S. C.
G. E. Mooney _____ Charlotte, N. C.	Sylvan and Dubose, Assistant _____ Columbia, S. C.
Neese's Jewelry Company _____ Greensboro, N. C.	Haynes Jewelry Co. _____ Marion, N. C.
	Brooks Jewelers _____ Rock Hill, S. C.

Hours of Service Telegraph Offices

STATION	ASSIGNMENT	EXCEPTIONS
Asheville	Continuous	None
BI Tower	Continuous	None
Azalea	8:00 a.m. to 5:00 p.m.	Closed Sat. & Sun.
Swannanoa	8:00 a.m. to 5:00 p.m.	Closed Sat. & Sun.
Black Mountain	8:00 a.m. to 5:00 p.m.	Closed Sat. & Sun.
(Rule 221-a)		
Old Fort	Continuous	None
Marion	7:30 a.m. to 4:30 p.m.	Closed Sun.
Glen Alpine	8:00 a.m. to 5:00 p.m.	Closed Sat. & Sun.
Morganton	9:00 a.m. to 5:00 p.m.	None
	10:30 p.m. to 6:30 a.m.	
(Rule 221a)		
Drexel	8:00 a.m. to 5:00 p.m.	Closed Sat. & Sun.
Connelly Spgs.	8:00 a.m. to 5:00 p.m.	Closed Sat. & Sun.
Hildebran	8:00 a.m. to 5:00 p.m.	Closed Sat. & Sun.
Hickory	Continuous	None
Newton	8:00 a.m. to 5:00 p.m.	Closed Sunday
(Rule 221a)		
Catawba	8:00 a.m. to 5:00 p.m.	Closed Sat. & Sun.
Statesville	10:15 a.m. to 6:15 p.m.	None
	8:00 p.m. to 4:00 a.m.	
(Rule 221 (a))		
Barber	Continuous	None
Fletcher	8:00 a.m. to 5:00 p.m.	Closed Sat. & Sun.
Smyth	8:00 a.m. to 5:00 p.m.	Closed Sat. & Sun.
Hendersonville	8:00 a.m. to 5:00 p.m.	Closed Sunday
(Rule 221 (a))		
Saluda	Continuous	None
Tryon	8:00 a.m. to 5:00 p.m.	Closed Sat. & Sun.
(Rule 221 (a))		
Landrum	8:00 a.m. to 5:00 p.m.	Closed Sat. & Sun.
Campobello	8:00 a.m. to 5:00 p.m.	Closed Sat. & Sun.
Inman	7:30 a.m. to 4:30 p.m.	Closed Sat. & Sun.
Pisgah Forest	7:30 a.m. to 4:30 p.m.	Closed Sat. & Sun.
Brevard	8:00 a.m. to 5:00 p.m.	Closed Sat. & Sun.
Canton	8:00 a.m. to 5:00 p.m.	Closed Sunday
Lake Junaluska	8:00 a.m. to 5:00 p.m.	Closed Sat. & Sun.
Waynesville	8:00 a.m. to 5:00 p.m.	Closed Sunday
Addie	8:00 a.m. to 5:00 p.m.	Closed Sat. & Sun.
Sylva	8:00 a.m. to 5:00 p.m.	Closed Sat. & Sun.
Whittier	8:00 a.m. to 5:00 p.m.	Closed Sat. & Sun.
Bryson	8:00 a.m. to 5:00 p.m.	Closed Sat. & Sun.
Andrews	7:30 a.m. to 4:30 p.m.	Closed Sat. & Sun.
Murphy	7:30 a.m. to 4:30 p.m.	Closed Sat. & Sun.
Guilford College	8:00 a.m. to 5:00 p.m.	Closed Sat. & Sun.
Kernersville	8:00 a.m. to 5:00 p.m.	Closed Sat. & Sun.
Salem Yard	Continuous	Except 7:00 a.m. to 3:00 p.m. Sunday
Rural Hall	8:00 a.m. to 5:00 p.m.	Closed Sat. & Sun.
Crutchfield	8:00 a.m. to 5:00 p.m.	Closed Sat. & Sun.
Elkin	8:00 a.m. to 5:00 p.m.	Closed Sat. & Sun.
Ronda	8:00 a.m. to 5:00 p.m.	Closed Sat. & Sun.
N. Wilkesboro	8:00 a.m. to 5:00 p.m.	Closed Sat. & Sun.
Troutman	8:00 a.m. to 5:00 p.m.	Closed Sat. & Sun.
Clemmons	8:00 a.m. to 5:00 p.m.	Closed Sat. & Sun.
Mocksville	7:30 a.m. to 4:30 p.m.	Closed Sat. & Sun.
Woodleaf	8:00 a.m. to 5:00 p.m.	Closed Sat. & Sun.
Mt. Ulla	8:00 a.m. to 5:00 p.m.	Closed Sat. & Sun.
Mooreville	8:00 a.m. to 5:00 p.m.	Closed Sat. & Sun.
Davidson	8:00 a.m. to 5:00 p.m.	Closed Sat. & Sun.
Huntersville	7:30 a.m. to 4:30 p.m.	Closed Sat. & Sun.
Air Line Jct.	Continuous	None
Mt. Airy	8:00 a.m. to 5:00 p.m.	Closed Sat. & Sun.
Pilot Mountain	8:00 a.m. to 5:00 p.m.	Closed Sat. & Sun.
Walnut Cove	7:45 a.m. to 4:45 p.m.	Closed Sat. & Sun.
Stokesdale	7:45 a.m. to 4:45 p.m.	Closed Sat. & Sun.
Pleasant Garden	8:00 a.m. to 5:00 p.m.	Closed Sat. & Sun.
Liberty	8:00 a.m. to 5:00 p.m.	Closed Sat. & Sun.
Bonlee	8:00 a.m. to 5:00 p.m.	Closed Sat. & Sun.
Goldston	8:00 a.m. to 5:00 p.m.	Closed Sat. & Sun.
Gulf	8:00 a.m. to 5:00 p.m.	Closed Sat. & Sun.
Sanford	8:00 a.m. to 6:30 p.m.	
Saturday, 9:30 a.m. to 6:30 p.m. Closed Sunday		
Seven Mile	8:00 a.m. to 12:00 p.m.	Same as weekday
Summerville	8:00 a.m. to 5:00 p.m.	Closed Sat. & Sun.
Ridgeville	8:00 a.m. to 5:00 p.m.	Closed Sat. & Sun.
Dorchester	8:00 a.m. to 5:00 p.m.	Closed Sat. & Sun.

ASHEVILLE-CHARLESTON-WINSTON SALEM 28

BETWEEN CHARLESTON AND COLUMBIA
KINGVILLE AND MARION
BRANCHVILLE AND WARRENVILLE

Name	Location	Station Number	Car Capacity	Open End
Midway	SA- 9.7	SA-10	3	West
Reynold	SA- 31.0	SA-31	1	West
Elko	SA- 33.9	SA-34	4	East
*Schumpert Lbr. Co.	SA- 34.4	SA-34	12	East
White Pond	SA- 40.2	SA-40	3	East
Windsor	SA- 44.5	SA-45	4	East
Oakwood	SA- 49.7	SA-50	1	East
Montmorenci	SA- 52.6	SA-53	10	East
*Owens-Corning Co.	SA- 55.1	AB-24	20	West
Wateree	SB- 4.0	SB-4	14	North
Stateburg	SB- 17.3	SB-17	8	North
Claremont	SB- 18.3	SB-18	4	South
Horatio	SB- 21.8	SB-22	3	South
State Farm	SB- 26.9	SB-27	5	North
Boykin	SB- 28.3	SB-28	3	North
Mulberry	SB- 33.8	SB-37	4	North
*Wateree Lbr. Co.	SB- 41.9	SB-37	4	North
Shamokin	SB- 43.4	SB-43	3	North
Leonard Spur	SB- 43.9	SB-43	18	North
Dekalb	SB- 47.1	SB-47	15	Both
Clyburn	SB- 50.2	SB-50	3	North
Westville	SB- 52.7	SB-53	19	Both
Pleasant Hill	SB- 67.7	SB-68	5	South
Elgin	SB- 72.4	SB-72	10	South
*West Virginia Pulp & Paper Co.	SB- 78.8	SB-77	18	North
*Mullis Lbr. Co.	SB- 78.8	SB-77	18	South
Riverside	SB- 84.0	SB-84	10	North
Springdell	SB- 88.4	SB-88	5	North
Leslie	SB- 95.0	SB-95	7	Both
*Poague Cotton Co.	SB- 98.1	R-25	9	North
*Ross Builders	SB- 98.3	R-25	9	North
Newport	SB-106.2	SB-106	6	South
Tirzah	SB-108.9	SB-109	6	North
Hart	SB-110.5	SB-111	6	South
Smyrna	SB-131.1	SB-131	7	North

*Jobe Sand Co.	SB-142.0	SB-142	25	South
Patterson Spgs.	SB-149.0	SB-149	6	North
*N. C. Gas Service	SB-150.7	SB-154	2	South
West Shelby	SB-159.6	SB-159	20	North
Washburn	SB-159.9	SB-160	6	Both
Moorestboro	SB-165.4	SB-165	4	North
Ellenboro	SB-169.8	SB-170	7	South
*Bowaters Paper Co.	SB-184.4	SB-183	12	North
Gilkey	SB-188.2	SB-188	8	South
Thermal City	SB-194.5	SB-194	9	Both
Vein Mountain	SB-197.0	SB-197	9	Both
Mud Cut	SB-200.0	SB-200	6	North
Glenwood	SB-201.9	SB-202	6	Both
*Lambeth Lbr. Co.	SB-206.3	S- 100	5	North
Jedburg	SC- 26.2	SC-26	4	West
Forest	SC- 39.0	SC-39	27	Both
Dorange	SC- 56.2	SC-56	2	East
Jamison	SC- 85.9	SC-86	30	Both
Fort Motte	SC- 99.8	SC-100	5	East
Gadsden	SC-110.6	SC-111	5	East

Note—Stations marked thus (*) have no local or team track.

TABLE FOR DETERMINING TRAIN SPEEDS

Sec. per Mile	Miles per Hour	Sec. per Mile	Miles per Hour	Sec. per Mile	Miles per Hour	Sec. per Mile	Miles per Hour
45	80.0	56	64.3	67	53.7	86	41.9
46	78.3	57	63.2	68	52.9	88	40.9
47	76.6	58	62.1	69	52.2	90	40.0
48	75.0	59	61.0	70	51.4	92	39.1
49	73.5	60	60.0	72	50.0	94	38.3
50	72.0	61	59.0	74	48.6	96	37.5
51	70.6	62	58.1	76	47.4	98	36.7
52	69.2	63	57.1	78	46.2	100	36.0
53	67.9	64	56.2	80	45.0	105	34.3
54	66.7	65	55.4	82	43.9	110	32.7
55	65.5	66	54.5	84	42.9	120	30.0