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# SOUTHERN RAILWAY SYSTEM

EASTERN LINES

## Asheville—Charleston —Winston Salem Division

TIME TABLE No.

# 43

Effective 12:01 A. M. Eastern Time

MONDAY, APRIL 25, 1966

FOR THE GOVERNMENT OF EMPLOYEES ONLY

D. H. MacLEOD	General Manager
J. O. GREENWOOD	Superintendent
T. D. SCRUGGS	Asst. Superintendent
G. C. PETERS	Asst. Superintendent

*W.R. King*

Capacity of Tracks in Cars		TIME TABLE NO. 43 Effective April 25, 1966		FIRST CLASS			THIRD CLASS					
Siding	Other	STATIONS		15 Daily	21 Daily	153 Daily	55 Daily	51 Daily	59 Daily	61 Ex. Sun.	65 Ex. Sun.	
				A.M.	A.M.	P.M.	A.M.	P.M.	P.M.	A.M.	A.M.	
	Yard	BWYOX	SPENCER Lv.			10 30	6 15	12 01				
			MAJOLICA P (West End Double Track)	A.M.	A.M.	10 40	6 30	12 10		A.M.		
139	140	X	Y BARBER PN	5 05	9 55 10 01	11 00	6 50	12 20		8 35 <sup>60</sup>		
	16		CLEVELAND P	5 07	10 04							
48	13		ELMWOOD P	5 15	10 11	11 15	7 10	12 30	P.M.	8 46		
46	160		YXB STATESVILLE PNC	5 23	10 20	11 30	7 30	12 40	11 01	9 00		
147	6		EUFOLA P	5 40	10 40	11 40	7 45 <sup>60</sup>	12 50	11 13	9 10 <sup>52</sup>		
65	35		CATAWBA PD	5 48	11 50	11 49	7 56	12 59	11 29	9 25		
49	8		CLAREMONT P	5 54	11 59	11 59	8 02	1 10	11 41	9 39		
52	40	X	NEWTON PD	6 06	11 12	12 10 AM	8 13	1 21	11 55	10 00		
	10		CONOVER	6 09	11 16							
145			OYAMA P	6 16	11 23	12 20	8 25 <sup>52</sup>	1 30	12 07 AM	10 15		
	187		XBW HICKORY PN	6 31	11 45	12 30	8 36	1 38	12 15	10 25		
58	7		HILDEBRAN PD	6 37 <sup>60</sup>	11 53	12 44 <sup>54</sup>	8 49	1 43	12 25	10 40		
139	6		CONNELLY SPRINGS P	6 45	12 04 PM	12 50	9 04	1 50 <sup>22</sup>	12 37 <sup>54</sup>	10 55		
	19		VALDESE P	6 50	12 15							
54	10		DREXEL PD	6 55	12 25	1 01 <sup>20</sup>	9 15	2 01	12 48	11 15		
11	160	X	MORGANTON PNC	7 04 <sup>52</sup>	12 40	1 10	9 27	2 10	12 55 <sup>20</sup>	11 26		
48	20		GLEN ALPINE P	7 14	12 55	1 20	9 45	2 20	1 12	A.M.		
139	20		BRIDGEWATER P	7 23	1 10 <sup>22</sup>	1 30	10 06	2 30	1 21			
	8		NEBO	7 31	1 18							
229	60	X	CLINCHCROSS P	7 36	1 22	5 43	1 42	10 22	2 42	1 35		
46	124		B MARION PD	7 43	1 41	5 48	1 52	10 36	2 50	1 44		
55			GREENLEE P	7 52	1 51	5 56	2 02	10 46	2 59	1 53	A.M.	
154	245		YX OLD FORT PN	8 02	2 02	6 06 <sup>58</sup>	2 25 <sup>59</sup>	11 04	3 10	2 25 <sup>153</sup>	10 55 <sup>64</sup>	
39			DENDRON P	8 12	2 12	6 18	2 40	11 16	3 33 <sup>16</sup>	2 48	11 10	
110	3		COLEMAN P	8 23	2 23	6 32	2 55	11 32	3 56 <sup>50</sup>	3 05	11 25	
47	18	X	RIDGECREST P	8 34	2 34	6 44	3 10	11 46	4 10	3 21	11 40	
48	5		BLACK MOUNTAIN P	8 40	2 40	6 48	3 20	11 59 <sup>22</sup> <sub>65</sub>	4 20	3 25	11 59 <sup>22</sup> <sub>55</sub>	
81	64	X	SWANNANOVA PD	8 51	2 55 <sup>16</sup>	6 53	3 30	12 04 PM	4 30	3 40	12 15 PM	
44	15		AZALEA PD	9 02	3 01 <sup>50</sup>	6 59	3 40	12 13	4 40 <sup>58</sup>	3 50	12 25	
	Yard		BILTMORE (East End Double Track)	9 15	3 09							
	Yard	X	B. I. TOWER N (West End Double Track)	9 16 <sup>64</sup>	3 10	7 08	4 01 <sup>59</sup> <sub>52</sub>	12 30	5 01	4 01 <sup>153</sup> <sub>52</sub>	12 35	
	Yard		BWYO ASHEVILLE N Ar.	9 30 A.M.	3 30 P.M.	8 40 P.M.	A.M.	P.M.	P.M.	A.M.	P.M.	
				Daily 15	Daily 21	Daily 19	Daily 153	Daily 55	Daily 51	Daily 59	Ex. Sun. 61	Ex. Sun. 65

ASHEVILLE—SPENCER—Eastbound

ASHEVILLE-CHARLESTON-WINSTON SALEM 3

Miles from Salisbury	Station Nos.	TIME TABLE NO. 43 Effective April 25, 1966 STATIONS	FIRST CLASS				SECOND CLASS						
			22	16	50	20	52	58	54	60	64		
			Daily P.M.	Daily P.M.	Dail- P.M.	Daily A.M.	Daily A.M.	Daily P.M.	Daily A.M.	Ex. Sun. A.M.	Ex. Sun. A.M.		
2.6	332	BWYOX SPENCER ..... Ar.			7 40	4 20	10 15						
-2.1	S 2	MAJOLICA ..... P (West End Double Track)			7 20	3 03	9 50		3 32				
11.6	S 11	X { Y... BARBER ..... PN	P.M. 3 40 <sup>19</sup>	P.M. 6 15	7 10	2 48	9 40		3 07		8 30 <sup>61</sup>		
13.4	S 13	X { ... 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 <sup>54</sup>	9 10 <sup>61</sup>	8 43	2 14 <sup>20</sup>		7 45 <sup>55</sup>		
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	X { ... NEWTON ..... PD	s 2 30	s 5 20	6 16	1 45	8 36	8 13	1 35		7 05		
49.8	S 50	X { ... CONOVER ..... P	f 2 27	b 5 17									
53.1	S 54	OYAMA ..... P	2 22	5 12	6 08	1 30	8 25 <sup>55</sup>	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 <sup>19</sup>	5 57	1 16	7 50	7 45	12 44 <sup>153</sup>		6 37 <sup>15</sup>		
67.2	S 68	CONNELLY SPR'GS ... P	f 1 50 <sup>51</sup>	b 4 49	5 50	1 10	7 38	7 34	12 37 <sup>59</sup>		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 <sup>153</sup>	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 <sup>59</sup>	7 04 <sup>15</sup>	7 13	12 13 <sup>AM</sup>		6 04		
84.0	S 85	GLEN ALPINE ..... P	s 1 17	b 4 24	5 25 <sup>19</sup>	12 46	6 44	7 01	11 57		A.M.		
89.0	S 89	BRIDGEWATER ... P	1 10 <sup>21</sup>	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	X { ... 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 <sup>AM</sup>	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 <sup>19</sup>	11 02				10 40 <sup>65</sup>
114.7	S 115	DENDRON ..... P	12 25	3 33 <sup>51</sup>	4 16	11 48	5 16	5 44	10 23				10 25
118.6	S 119	COLEMAN ..... P	12 15	3 23	3 56 <sup>51</sup>	11 34	5 00	5 28	10 04				10 10
123.0	S 123	X... RIDGECREST ..... P	f 12 05 <sup>PM</sup>	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 <sup>65</sup>	s 3 06	3 30	11 10	4 35	5 00	9 41				9 50
129.9	S 130	X.. SWANNAHOA .. PD	s 11 50	s 2 55 <sup>21</sup>	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 <sup>21</sup>	10 50	4 15	4 40 <sup>51</sup>	9 12				9 25
138.9	S 139	BILTMORE ..... P	s 11 30	s 2 40									
139.1	S 139	X { (East End Double Track) B. I. TOWER ..... N (West End Double Track)	11 28 <sup>28</sup>	2 39	2 50	10 37	4 01 <sup>153</sup>	4 20	8 55				9 16 <sup>15</sup>
141.0	S 141	BWYO ASHEVILLE .. N Lv.	11 25 <sup>28</sup> 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-HAYNE

WESTBOUND						TIME TABLE NO. 43		Capacity of Tracks in Cars		EASTBOUND				
THIRD CLASS			FIRST CLASS	Miles from Biltmore	Station No.	STATIONS		Siding	Other	FIRST CLASS	SECOND CLASS			
157 Daily P.M.	151 Daily A.M.	155 Daily A.M.	27 Daily P.M.			Effective April 25, 1966	Lv.			Ar.	28 Daily P.M.	156 Daily A.M.	152 Daily A.M.	154 Daily P.M.
4 30 <sup>154</sup>	11 30 <sup>152</sup>	2 00	2 30	67.4	452	X	SPARTANBURG N	Yard		1 55				
				65.7	454	X	BWYO HAYNE N	Yard		1 45	4 30	11 30 <sup>151</sup>	4 30 <sup>157</sup>	11 30
4 45	11 45	2 20	2 36	62.0	W 62		SIGSBEE P			1 26	3 30	9 59	3 35	10 00
4 55	11 55	2 35	2 45	56.9	W 56	X	INMAN PD	106	Yard	1 18	3 10	9 20	3 22	9 10
			2 49	52.3	W 52		GRAMLING P		Yard	1 10				
5 05	12 10 <sup>PM</sup>	2 55 <sup>158</sup>	2 53 <sup>154</sup>	49.7	W 49		CAMPOBELLO PD	135	79	1 06	2 55 <sup>155</sup>	9 02	2 53 <sup>157</sup>	9 00
5 15	12 20	3 20	2 59	44.3	W 44		LANDRUM PD		35	12 59	2 45	8 50	2 45	8 52
5 25	12 30	3 35	3 08	41.0	W 41		TRYON PD	35	22	12 54	2 35	8 40	2 35	8 42
5 40	12 42 <sup>28</sup>	3 55	3 20	35.3	W 35		MELROSE P	62	12	12 42 <sup>151</sup>	2 15	8 22	2 15	8 22
6 25	1 40 <sup>154</sup>	4 55	3 35	32.3	W 32	X	SALUDA PN	150	11	12 27	1 40	7 45	1 40 <sup>151</sup>	7 21
6 42	1 50	5 25	3 46	26.7	W 27		TUXEDO P		16	12 16	1 13	7 16	1 13	7 10
6 59 <sup>150</sup>	2 00	5 40	3 53	23.1	W 23		FLAT ROCK P	E36 W35	18	12 10 <sup>PM</sup>	1 05	7 10	1 05	6 59 <sup>157</sup>
7 10	2 10	6 10	4 10	19.7	W 20	X	HENDERSONVILLE PD		Yard	11 57	12 55	6 59	12 55	6 50
7 15	2 15	6 25	4 14	17.9	W 17		SMYTH PD	46	25	11 53	12 46	6 46	12 46	6 40
7 20	2 20	6 40 <sup>153</sup>	4 19	14.2	W 14		NAPLES P	E41 W36	3	11 49	12 40	6 40 <sup>155</sup>	12 40	6 35
7 25	2 25	7 00	4 23	11.5	W 12		FLETCHER PD		62	11 45	12 35	6 35	12 35	6 30
7 30	2 30	7 15	4 27	8.8	W 9		ARDEN P	35	14	11 41	12 30	6 30	12 30	6 25
7 40	2 45	7 30	4 35	4.0	W 3		BUENA VISTA P	45		11 33	12 15	6 15	12 15	6 12
			4 40	0.0	S 139		BILTMORE		Yard	11 27				
8 30	3 30	8 00	4 41	0.2	S 139	X	B. I. TOWER N		Yard	11 24 <sup>22</sup>	12 01	6 00	12 01	6 00
			5 00	2.1	S 141		BWYO ASHEVILLE N		Yard	11 20 <sup>22</sup>				
P.M.	P.M.	A.M.	P.M.							A.M.	A.M.	A.M.	P.M.	P.M.
Daily 157	Daily 151	Daily 155	Daily 27							Daily 28	Daily 156	Daily 152	Daily 154	Daily 150

HENDERSONVILLE-ROSMAN

SOUTHBOUND				Capacity of Tracks in Cars		Miles from Hendersonville		Station Nos.		TIME TABLE NO. 43		NORTHBOUND	
SECOND CLASS				Siding	Other			STATIONS		Effective April 25, 1966		THIRD CLASS	
	255 Daily A.M.							Lv.	Ar.				
	8 30			Yes		0.0	W 20	X	HENDERSONVILLE PD			1 00	
	9 20			22	50	10.2	TR 19	X	PISGAH FOREST PD			11 40	
	9 30			5 cars only		21.6	TR 22	X	BREVAR D			11 30	
	10 15 <sup>256</sup>			14	25	31.2	TR 31	X	ROSMAN			11 00 <sup>255</sup>	
	Daily 255											Daily 256	

ASHEVILLE-MURPHY

WESTBOUND				Capacity of Tracks in Cars		Miles from Murphy Junction	Station Nos.	TIME TABLE NO. 43		EASTBOUND			
THIRD CLASS		SECOND CLASS		Siding	Other			Effective April 25, 1966	STATIONS		THIRD CLASS		SECOND CLASS
71	69	67							66	68	70		
Ex. Sun.	Ex. Sun.	Sun. Only							Sun. only	Ex. Sun.	Ex. Sun.		
P.M.	A.M.	A.M.							P.M.	P.M.	P.M.		
	8 00	9 15		Yard		1.3	S 141	Lv. BWYOASHEVILLE N	5 00	5 00			
						0.0	S 142	X MURPHY JCT...P	4 55	4 55			
	8 10	9 25				2.6	T 4	2.8 BOSWELL	4 45	4 45			
	8 25	9 40			12	5.5	T 7	2.9 ENKA	4 35	4 35			
	8 35	10 00		39	6	7.6	T 9	2.1 HOMINY	4 30	4 30			
	8 40	10 05			11	12.1	T 13	4.5 COBURN	4 20	4 20			
	8 50	10 20		31		16.8	T 18	4.7 CANTON...D	4 00	4 00			
	9 20	10 50			Yard	21.3	T 23	4.5 CLYDE	3 10	3 05			
	9 30	11 00			11	24.5	T 25	3.2 LAKE JUNALUSKA D	3 00	2 55			
	9 40	11 10		15		27.3	T 28	2.8 WAYNESVILLE D	2 55	2 45			
	10 00	11 30			41	28.6	T 30	1.3 HAZELWOOD	2 45	2 40			
	11 30	12 01 <sup>PM</sup>			34	34.7	T 36	6.1 BALSAM	2 25	2 10			
P.M.	11 55	12 25		25	10	41.8	T 43	7.1 XY... ADDIE...D	2 00	1 45 <sup>70</sup>	12 55 <sup>69</sup>	P.M.	
1 00 <sup>69</sup>	12 55 <sup>70</sup>	12 55		67	70	46.2	T 47	4.4 X... SYLVA...D	1 50	P.M.	11 40	P.M.	
1 10	P.M.	1 20			103	47.7	T 49	1.5 DILLSBORO	1 40 <sup>67</sup>		11 30		
1 20		1 30 <sup>66</sup>			34	57.5	T 59	9.8 WHITTIER...D	P.M.		11 05		
1 45		P.M.			38	64.1	T 65	6.6 X BRYSON...D			10 45		
2 10				33	Yard	76.0	T 77	11.9 ALMOND			10 10		
2 40					12	84.1	T 85	8.1 TALC MOUNTAIN			9 46		
3 05						86.1	T 87	2.0 X NANTAHALA			9 40		
3 15				32	15	90.5	T 91	4.4 TOPTON			9 10		
3 50				9	3	99.0	T 100	8.5 X ANDREWS...D			8 40		
4 20					Yard	104.9	T 106	5.9 MARBLE...D			8 23		
4 35					7	108.5	T 110	3.0 TOMOTLA			8 15		
4 45					20	114.1	T 115	5.8 XOWY MURPHY...D			8 00		
5 30					73			Ar. Lv.	P.M.	P.M.	A.M.		
Ex. Sun.	Ex. Sun.	Sun. Only							Sun. Only	Ex. Sun.	Ex. Sun.		
71	69	67							66	68	70		

WINSTON-SALEM-CHARLOTTE-SOUTHBOUND

Miles from Winston-Salem	Station Nos.	TIME TABLE NO. 43 Effective April 25, 1966 STATIONS	FIRST CLASS				THIRD CLASS	
			15 Daily	21 Daily	159 Daily	53 Daily	83 Ex. Sun.	85 Ex. Sun.
			A.M.	A.M.	P.M.	P.M.	A.M.	A.M.
.....	.....	TOBW .. SALEM YARD ..... Lv. PN	A.M.	A.M.	P.M.	9 20	6 30 <sup>85</sup>	6 00 <sup>85</sup>
.....	K 29	W... WINSTON-SALEM ..... P (Union Station) 0.9	3 50	8 30				
0.1	.....	X... W. S. S. B. CROSSING ..... 1.1						
1.5	K 90	..... WINSTON JUNCTION ..... P 1.4	3 54	8 35		9 25	6 35	6 05
5.0	L 8	..... HANES ..... 3.5		8 41			A.M.	
6.5	L 5	..... FRONTIS ..... 1.8 7.4	4 02	8 43		9 40		6 15
18.0	L 12	X..... CLEMMONS..... D 4.2	4 15	8 55		9 55		6 30
18.1	L 17	..... ADVANCE ..... 2.8	4 22	9 02		10 04		6 40
20.9	L 20	X..... BIXBY ..... 1.7	4 26	9 06		10 10		6 45
22.6	L 21	..... CORNATZER ..... 5.1		9 10		10 15		6 50
27.7	L 27	X..... MOCKSVILLE ..... D 5.0	4 39	9 21		10 30		7 15
32.7	L 31	X..... COOLEEMEE JCT. .... 3.1	4 46	9 33		10 42		7 45
35.2	L 34	X..... WOODLEAF ..... D 2.4	4 51	9 40		10 49		8 00
36.2	.....	..... HARDAWAY QUARRY ..... 4.8						
41.0	S 11	YX..... BARBER ..... PN 4.3	5 05	9 55		11 10 <sup>252</sup>		8 50
45.3	L 44	..... BEAR POPLAR ..... 2.0	A.M.	A.M.				9 00
47.9	L 47	X..... MT. ULLA ..... 7.1				11 25		9 10
55.0	O 29	X{Y..... MOORESVILLE JCT. .... 0.8				10 20 <sup>252</sup>		9 30
56.8	O 28	X{..... MOORESVILLE ..... D 3.7				10 23		9 45
59.5	O 25	..... MOUNT MOURNE ..... 3.1				10 33		11 59
62.6	O 22	X{..... DAVIDSON ..... 1.3				10 43		12 10 AM
63.9	O 21	X{..... CORNELIUS ..... 2.7				10 48		12 15
66.6	O 18	..... CALDWELL ..... 2.0				10 55		12 22
69.2	O 16	X..... HUNTERSVILLE ..... 5.1				11 01		12 30
74.3	O 10	X..... CROFT ..... 4.8				11 10		12 40
78.8	O 5	..... DERITA ..... 2.0				11 18		12 50
81.4	.....	..... ATANDO JCT. .... 1.0				11 25		1 00
.....	375	X{BYOW.. AIR LINE JCT. } ..... PN ..... CHARLOTTE }				11 30		1 10
83.5	.....	..... S.A.L.R.R. CROSSING ..... 0.1						
83.6	377.2	..... CHARLOTTE ..... (Ninth St.) ..... Ar.	A.M.	A.M.	P.M.	A.M.	A.M.	A.M.
			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. 43 Effective April 25, 1966	FIRST CLASS				THIRD CLASS	
Siding	Other		STATIONS	22 Daily	16 Daily	158 Daily	252 Daily	82 Ex. Sun.
	Yard	TOBWSALEM YARD . . . . . Ar. PN	P.M.	P.M.	P.M.	A.M. 12 55	P.M. 3 00 <sup>84</sup>	P.M. 3 40
		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	3 24
10		3.8 HANES	4 52				P.M.	
10		1.8 FRONTIS 7.4	4 50	7 05		12 38		3 14
	36	X . . . . . CLEMMONS	4 40	6 55		12 22		3 00
	11	4.2 ADVANCE	4 31	6 48		12 10		2 50
	21	X . . . . . BIXBY	4 25	6 44		12 02 AM		2 44
	5	1.7 CORNATZER	4 21			11 55		2 38
42	62	X . . . . . MOCKSVILLE . . . . . D	4 12	6 34		11 42		2 25
	42	X . . . . . COOLEEMEE JCT.	4 00	6 27		11 30		2 10
	8	X { . . . . . WOODLEAF . . . . . D	3 54	6 22		11 22		2 00
	35	X { . . . . . HARDAWAY QUARRY						
	Yard	YX . . . . . BARBER . . . . . PN	3 45	6 15		11 10 10 50 <sup>85</sup>		1 45
	6	4.3 BEAR POPLAR . . . . .	P.M.	P.M.				
		2.6						
	33	X . . . . . MT. ULLA 7.1				10 32		1 30
						P.M.		
		X { Y . . . . . MOORESVILLE JCT. . . . .			8 50	10 15 <sup>159</sup>		1 15 <sup>89</sup> 12 20 <sup>88</sup>
18	25	X { . . . . . MOORESVILLE . . . . . D			8 48	10 10		12 15 <sup>PM</sup>
	7	3.7 MOUNT MOURNE			8 42	9 53		
	34	X { . . . . . DAVIDSON			8 36	9 47		11 45
	2	X { . . . . . CORNELIUS			8 31	9 42		11 15
		2.7						
	10	CALDWELL			8 25	9 36		
	20	X . . . . . HUNTERSVILLE			8 20	9 30		11 00
	67	X . . . . . CROFT			8 10	9 20		10 50
	18	4.5 DERITA			7 55	9 11		10 40 <sup>85</sup>
		2.0 ATANDO JCT.			7 50	9 05		A.M.
	Yard	1.0 BYOW AIR LINE JCT. . . . . PN			7 45	9 00		
		X { . . . . . CHARLOTTE						
		2.1 S. A. L. R. R. CROSSING						
		0.1 CHARLOTTE (Ninth St.) . . . . . Lv.	P.M.	P.M.	P.M.	P.M.	P.M.	A.M.
			Daily 22	Daily 16	Daily 158	Daily 252	Ex. Sun. 82	Ex. Sun. 84

Nos. 15 & 53 are superior to No. 252,  
Winston Salem to Barber.  
No. 85 is superior to No. 84,  
Winston-Salem to Derita.

**WINSTON-SALEM—POMONA—**

WESTBOUND				Capacity of Tracks in Cars		Miles from Pomona	Station Nos.	TIME TABLE NO. 43 Effective April 25, 1966	EASTBOUND			
THIRD CLASS		FIRST CLASS		Siding	Other				Ar.	FIRST CLASS		THIRD CLASS
87 Ex. Sun. A.M.		15 Daily A.M. 3 00	21 Daily A.M. 7 05				284			Lv. WYX... GREENSBORO... N	22 Daily P.M. 6 05	16 Daily P.M. 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			1.2	K 4	X { ..... TERRA COTTA ..... P	5 54	7 59		8 25
10 30		3 11	7 17			3.4	K 7	X { ..... GUILFORD COLLEGE... D	5 49	7 56		8 20
10 45		3 16	7 23	52		6.7	K 10	X { ..... FRIENDSHIP ..... D	5 44	7 52		8 00
11 05		3 26	7 34 <sup>86</sup>	44	15	14.4	K 17	X ..... KERNERSVILLE .... D	5 34	7 43		7 34 <sup>21</sup>
11 15		3 33	7 45	38		19.4		..... GUTHRIE ..... P	5 26	7 37		6 55
11 30					Yard	23.5		X { TOB . SALEM YARD .. PN				6 45
		3 40	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. 43 Effective April 25, 1966	NORTHBOUND			
THIRD CLASS		First Class		Siding	Other				Ar.	FIRST CLASS		THIRD CLASS
89 Ex. Sun. P.M.		159 Daily P.M. 9 40 <sup>158</sup>					28			Lv. WYXB... STATESVILLE ..... NC		158 Daily P.M. 9 20 <sup>159</sup>
12 50 <sup>88</sup>						39.8	O 40	X { ..... BARIUM SPGS. .... P				12 45 <sup>89</sup>
12 55		9 55				38.3	O 38	X { ..... TROUTMAN ..... P		9 10		12 40
1 15 <sup>84</sup>		10 20 <sup>253</sup>				29.1	O 29	YX ..... MOORESVILLE JCT. .... P		8 50		12 20 <sup>84</sup>
P.M. Ex. Sun. 89		P.M. Daily 159						Ar. Lv.	P.M. Daily 158			P.M. Ex. Sun. 88

**CLIMAX—RAMSEUR**

WESTBOUND				Capacity of Tracks in Cars		Miles from Climax	Station Nos.	TIME TABLE NO. 43 Effective April 25, 1966	EASTBOUND			
THIRD CLASS				Siding	Other				Ar.			THIRD CLASS
	77 Ex. Sun. P.M. 12 01						19			Lv. .... RAMSEUR ..... P		
	12 08					15.8	CR 16	X { ..... FRANKLINVILLE ..... P				11 15
	12 15					14.1	CR 14	..... CEDAR FALLS ..... P				11 05
	12 30					9.5	CR 10	..... MILLBORO ..... P				10 55
	12 55 <sup>75</sup> P.M.					0.0	CF 82	X ..... CLIMAX ..... P				10 30 <sup>76</sup> A.M.
	Ex. Sun. 77							Ar. Lv.				Ex. Sun. 76

**MT. AIRY-SANFORD**

WESTBOUND

EASTBOUND

THIRD CLASS				Capacity of Tracks in Cars		Miles from Mt. Airy	Station Nos.	TIME TABLE NO. 43 Effective April 25, 1966	THIRD CLASS				
81 Ex. Sun.	79 Ex. Sun.	101 Ex. Sun.	75 Ex. Sun.	Siding	Other				STATIONS	74 Ex. Sun.	102 Ex. Sun.	78 Ex. Sun.	80 Ex. Sun.
A.M. 11 20	A.M.	A.M.	A.M.		Yard	130.1	CF130	Lv. YX..... SANFORD .....D	A.M.	A.M.	P.M.	A.M. 9 30	
11 35						12	CF124	6.5 ..... CUMNOCK .....				9 10	
11 45						38	CF121	2.8 X..... GULF .....D				8 55	
12 01 PM						24	CF117	3.6 X..... GOLDSTON .....D				8 45	
12 12						16	CF118	3.9 ..... BEAR CREEK .....				8 30	
12 20			A.M.			27	CF111	2.8 X..... BONLEE .....D	A.M.			8 20	
12 50			9 15			54	CF105	8.0 X..... SILER CITY .....	8 40			8 00	
1 10			9 35			20	CF 97	7.5 ..... STALEY .....	8 15			7 35	
1 30			9 50	45		28	CF 93	4.5 X..... LIBERTY .....D	8 00			7 20	
1 45			10 15			6	CF 86	7.1 ..... JULIAN .....	7 35			6 55	
1 55			10 25 <sup>76</sup> 1 00 <sup>77</sup> PM			15	CF 82	3.4 X..... CLIMAX .....D	7 20			6 40	
2 10			1 15			12	CF 77	4.9 X..... PLEASANT GARDEN D	7 00			6 25	
2 25	A.M.	A.M.	1 25			11	CF 74	3.5 ..... VANDALIA .....	6 45	A.M.	P.M.	6 15	
2 50	8 30	1 00	1 35		Yard	69.4	CF 70	4.3 BOWYX GREENSBORO PN	6 30	6 05	4 40	6 00	
P.M.	9 00	1 30	P.M.			17	CF 68	6.2 ..... BATTLE GROUND ....	A.M.	5 45	4 20	A.M.	
	9 15	1 45				21	CF 58	5.7 ..... SUMMERFIELD .....		5 26	4 01		
	9 30	2 00				22	CF 51	6.2 X..... STOKESDALE ....D		5 05	3 40		
	9 55	2 25				8	CF 46	8.2 ..... BELEWS CREEK .....		4 35	3 10		
	10 25	2 55				90	CF 40	6.0 X.. WALNUT COVE ...D		4 20	2 55		
	10 45	3-15				19	CF 35	5.6 X.... GERMANTON .....		3 45	2 20		
	11 00	3 30 <sup>102</sup> A.M.				61	CF 30	4.6 X.... RURAL HALL ....D		3 30 <sup>101</sup> A.M.	2 05		
	11 15					19	CF 25	4.8 X..... KING .....			1 50		
	11 35			16		19.1	CF 19	6.0 X..... PINNACLE .....			1 30		
	11 50					12	CF 14	4.7 X.. PILOT MOUNTAIN ...			1 15		
	12 10 PM					17	CF 8	6.0 ..... ARARAT .....			12 55		
P.M.	12 30 <sup>78</sup>	A.M.	P.M.		Yard	0.0	CF 0	8.4 BX..... MT. AIRY .....D	A.M.	A.M.	12 30 <sup>79</sup> P.M.	A.M.	
Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.			No. 79 is superior to No. 78 Greensboro to Mt. Airy. No. 101 is superior to No. 102 Greensboro to Rural Hall.				Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.
81	79	101	75						74	102	78	80	

**WINSTON JUNCTION—NORTH WILKESBORO**

WESTBOUND				TIME TABLE NO. 43				EASTBOUND			
3rd CLASS		Capacity of Tracks in Cars		Miles from Pomeona	Station Nos.	Effective April 25, 1966		3rd CLASS			
83 Ex. Sun.		Siding	Other			STATIONS		82 Ex. Sun.			
A. M. 6 35				25.9	K 30	Lv.	WINSTON JUNCTION	Ar.	P. M. 2 55		
				75		X	3.4 ALSPAUGH				
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		4.8 TOBACCOVILLE		2 10		
7 40			19	47.5	K 51		4.8 DONNAHA		1 55		
8 00			40	57.7	K 61		10.2 SILOAM		1 35		
8 20			10	64.4	K 67		8.7 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. 43				NORTHBOUND					
THIRD CLASS		SECOND CLASS		Capacity of Tracks in Cars		Miles from Kingville	Station Nos.	Effective April 25, 1966		SECOND CLASS		THIRD CLASS	
93 Ex. Sun.		91 Ex. Sun.		Siding	Other			STATIONS		92 Ex. Sun.		90 Ex. Sun.	
P. M.		A. M. 7 30			Yard	99.8	R 25	Lv.	PXOB	Ar.	P. M.		P. M. 1 00
		8 00			25	91.3	SB 91	X	8.5 CATAWBA JUNCTION				12 35
		8 30			Yard	76.6	SB 77	X	14.7 LANCASTER				12 05 PM
		8 55		25	55	66.0	SB 66	X	10.6 HEATH SPRINGS				11 40
P. M.		9 10			Yard	59.4	SB 59	X	6.6 KERSHAW	D	P. M.		11 25
9 30 <sup>92</sup>		10 00			Yard	37.1	SB 37	X	22.3 CAMDEN	D	9 00 <sup>93</sup>		10 35
10 00		A. M.			18	24.1	SB 24	XB	13.0 HAGOOD	D	8 20		A. M.
10 30					20	12.1	SB 12	X	12.0 FOXVILLE		7 50		
11 00 P. M.		A. M.		227	Yard	0.0	SC 106	XP	12.1 KINGVILLE	D	7 20 P. M.		A. M.
Ex. Sun. 93		Ex. Sun. 91						Ar.		Lv.	Ex. Sun. 92		Ex. Sun. 90

## COLUMBIA—CHARLESTON

ASHEVILLE—CHARLESTON—WINSTON SALEM 11

WESTBOUND								EASTBOUND					
THIRD CLASS	SECOND CLASS		FIRST CLASS	Capacity of Tracks in Cars		Miles from Charleston	Station Nos.	TIME TABLE NO. 43		FIRST CLASS	SECOND CLASS		THIRD CLASS
93	97	99	51	Siding	Other			Effective April 25, 1966	STATIONS		52	94	92
Ex. Sun.	Tues. Thurs.Sat.	Ex. Sun.	Daily					Lv.	Ar.	Daily	Mon. Wed. Fri.	Ex. Sun.	Ex. Sun.
P.M.	A.M.	A.M.	P.M.			7.7	SC 8			A.M.	A.M.	P.M.	P.M.
		9 00	9 00		Yard			XOB..	(CHARLESTON) ...NC	1 00			1 30
		9 05	9 05			42	SC 10		PX.....	12 35			1 15
		9 20	9 19			40	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	SC 31		RIDGEVILLE	11 50			12 30
		10 05	9 52			14	SC 37		DORCHESTER	11 40			12 20
		10 15	9 59			65	SC 41		XP..... PREGNALL	11 30			12 10 PM
		10 30	10 10		150	Yard	SC 48		ST. GEORGE	11 18			11 40
	A.M.	10 40	10 17			32	SC 52		REEVESVILLE	11 00	A.M.		11 30
	9 30	11 00 <sup>98</sup>	10 45 <sup>52</sup>		110	Yard	SC 63		YXP... BRANCHVILLE	10 45 <sup>51</sup>	9 45		11 10 <sup>99</sup>
	9 45	A.M.	11 03		225	11	SC 71		P..... ROWESVILLE	10 10	9 25		A.M.
	10 05		11 21			Yard	SC 80		XPB... ORANGEBURG	9 50	9 00		
	10 20		11 36		180	6	SC 89		P..... RILEY	9 28	8 35		
	10 30		11 42			Yard	SC 92		XP... ST. MATTHEWS	9 21	8 25		
P.M.	10 40		11 48		37	10	SC 95		SINGLETON	9 15	8 15	P.M.	
11 15	11 00		12 08 AM		227	Yard	SC 106		PX..... KINGVILLE	8 45	7 45	7 15	
11 35	11 20		12 26		50	20	SC 118		P..... HOPKINS	8 20	7 20	6 55	
11 59	11 55		1 00			Yard	R 109		PTXOB. ANDREWS YARD	8 00	7 00	6 30	
P.M.	A.M.	A.M.	A.M.					Ar.	Lv.	P.M.	A.M.	P.M.	A.M.
Ex. Sun.	Tues. Thurs.Sat.	Ex. Sun.	Daily							Daily	Mon. Wed. Fri.	Ex. Sun.	Ex. Sun.
93	97	99	51							52	94	92	98

## BRANCHVILLE—WARRENVILLE

WESTBOUND					TIME TABLE NO. 43						EASTBOUND		
SECOND CLASS					Capacity of Tracks in Cars		Miles from Branchville	Station Nos.	Effective April 25, 1966		SECOND CLASS		
		95			Siding	Other			STATIONS		96		
		Mon. Wed. Fri.								Tues. Thur. Sat.			
		A.M.					Lv.			A.M.			
		10 00		Yard		0.0	SC 63		YXP..... BRANCHVILLE	9 20			
		10 10				21	SA 4		4.4 EMBREE	9 10			
		10 30				13	SA 13		8.7 BAMBERG	8 50			
		10 45				14	SA 20		6.6 DENMARK	8 35			
		11 05		Yard		27.7	C 161		X..... BLACKVILLE	8 15			
		11 25				28	SA 37		9.1 WILLISTON	7 50			
		12 20 PM		Yard		57.2	AB 24		X..... AIKEN	7 00			
		P.M.				30	SA 63		6.0 WARRENVILLE	A.M.			
		P.M.		Yard		73.2	SA 73		XPB..... HAMBURG	A.M.			
		Mon. Wed. Fri.								Tues. Thur. Sat.			
		95								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. 43		NORTHBOUND		
THIRD CLASS	SECOND CLASS	Siding	Other			Effective April 25, 1966	STATIONS	SECOND CLASS	THIRD CLASS	
63 Ex. Sun. A.M.	73 Ex. Sun. A.M. 8 30		Yard	208.5	S 100	Lv. PX	MARION	Ar. D	62 Ex. Sun. A.M.	72 Ex. Sun. P.M. 2 00
				16	192.0	SB 192 X	16.5 UNION MILLS			
	9 25			20	183.4	SB 183 X	8.8 RUTHERFORDTON			12 55
	9 35		Yard	181.3	SB 181 X		2.1 SPINDALE	D		12 45
	9 50			16	177.0	SB 177 X	4.3 FOREST CITY	D		12 30
A.M.	10 30			16	162.4	SB 162 X	14.6 LATTIMORE	D	A.M.	12 01 PM
11 40 <sup>72</sup>	11 00 <sup>63</sup>		Yard	153.5	SB 154 X		8.9 SHELBY	D	11 00 <sup>73</sup>	11 40 <sup>63</sup>
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.	A.M.
Ex. Sun. 63	Ex. Sun. 73					Ar.		Lv.	Ex. Sun. 62	Ex. Sun. 72

**SPECIAL INSTRUCTIONS**

CONSULT BULLETIN BOOKS (RULE 707)

ALL REGULAR NORTH AND EASTBOUND Trains are superior to trains of the same class 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 Derita, No. 83 is superior to No. 82 Winston-Salem to North Wilkesboro, No. 79 is superior to No. 78 Greensboro to Mt. Airy, No. 101 is superior to No. 102 Greensboro to Rural Hall, No. 53 is superior to No. 252 Winston-Salem to Barber.

**1. ADDITIONAL INITIAL AND CLEARANCE CARD STATIONS (RULES 4 AND 83(c))**

A TRAIN MUST receive a clearance card before leaving its initial station, EXCEPT as follows:

- Addie (No. 68)
- Murphy (No. 70 Saturday only)
- Addie (No. 71)
- Dillsboro (No. 66)
- Hendersonville (No. 255 Sunday only)
- Rosman, Brevard, Pisgah Forest (No. 256)
- Pomona (All Trains leaving)
- North Wilkesboro (No. 82)
- Barium Springs (No. 89)
- Derita (No. 84)
- Mt. Airy (No. 78)
- Siler City (No. 75)
- Sanford (No. 81)
- Ramseur (No. 77)
- Aiken (No. 96)
- Rural Hall (No. 102)

- Camden (a) (No. 83 and 90)
- Shelby (a) (No. 63 and 72)

(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 east-bound trains. All trains at Blackville, Branchville and Orangeburg when operator is on duty.

**2. BULLETIN BOOKS (RULES 707, 856, 1011, 1076)**

- |                     |                |                              |
|---------------------|----------------|------------------------------|
| Spencer             | Marion         | Asheville                    |
| Salisbury           | Hayne          | { B. I. Tower                |
| Statesville         | Hendersonville | { Telegraph Office X O       |
| Hickory             | Canton         | { Call Office                |
| Morganton           | Murphy         | { Yard Office                |
| Air Line Junction,  |                | { Engrs. Room, Roundhouse    |
| Salem Yard,         |                | Winston-Salem Union Station, |
| Andrews Yard Office |                | Pomona Yard office.          |
| Andrews Yard Shop   |                | Seven Mile Yard Office       |
|                     |                | Seven Mile Shop              |
|                     |                | Passenger Station, Rock Hill |
|                     |                | Passenger Station, Shelby    |

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

- |                          |                              |
|--------------------------|------------------------------|
| Spencer, S. U.           | Hendersonville Note 2        |
| Salisbury, Pass. Sta.    | Murphy                       |
| Barber Note 4            | Greensboro dispatcher office |
| Marion Notes 2 and 3     | Pomona Yard Office Note 6    |
| Morgantown Notes 2 and 3 | Pomona Note 7                |
| Salem Yard               | Winston Junction Note 8      |
| Mooresville Junction     | Winston-Salem Union Station  |
| Statesville Note 2       | Andrews Yard Office          |
| Mount Airy               | Camden                       |

Climax Note 10	Hayne Note 4
Sanford	Kingville Note 11
Siler City	Branchville Note 11
B. I. Tower Note 1	Cooleenee Junction Note 9
Asheville	Rock Hill Note 12
Telegraph Office XO)	Seven Mile

- Note 1: By register ticket
- Note 2: Trains Originating and Terminating
- Note 3: First Class Trains except 50, 153, 19 and 20
- Note 4: First Class Trains by register ticket
- Note 6: A&Y Trains only
- Note 7: When directed by train order
- Note 8: Trains Nos. 15, 21, and 22 only
- Note 9: Train No. 21 only except Sunday
- Note 10: Ramsaur line trains only
- Note 11: Trains will register when instructed by dispatcher
- Note 12: 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 Interlocked (Rules 98, 281 to 296, 505 to 671)**

Winston-Salem (Note 1) -----	W. S. S. B. Ry.
Barber (Note 2) -----	Winston-Salem-Charlotte Line Ashville-Spencer Line
Walnut Cove (Note 3) -----	N&W Ry.
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. (Shipyards 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. (Note 4) -----	S. A. L. Ry.
Gulf, N. C. -----	S. Ry.
Sanford, N. C. (Note 5) -----	S. A. L. Ry.
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 Shipyards 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

**ASHEVILLE-CHARLESTON-WINSTON SALEM 14**

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. (Note 1)	Danville-Washington	Richmond Div.	
Walnut Cove, N. C.	-----	N. & W. Ry.	

**Not Interlocked (Rule 98)**

Salisbury	Hendersonville
Charlotte & Danville Div.	Transylvania Line
Statesville	Mooreville Line
Hayne	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 (Note 2)	Graham Co. Ry. Co.
Norfolk and Western Rwy.	
Winston Jctn., N. C. (Note 3)	Wilkesboro & Charlotte Lines
Rural Hall, N. C.	Wilkesboro and Mt. Airy Lines
Mooreville Jctn., N. C.	Statesville Branch.
Air Line Jctn., N. C.	Charlotte-Columbia Division
Charlotte, N. C. (9th St.)	Charlotte-Columbia Division
Atando Junction, N. C.	Cut off.
Greensboro, N. C. (Note 2)	Danville-Washington-Richmond Division
Climax, N. C. (Note 4)	Ramseur Branch
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-Columbia Division
Blacksburg, S. C. (Note 6)	Charlotte-Columbia Division
Blackville, S. C.	Charlotte-Columbia Division
Branchville, S. C.	SA and SC Line
Camden, S. C.	SAL RR
Catawaba Junction, S. C.	SAL RR
Columbia, S. C.	Charlotte-Columbia 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-Columbia 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 Clinch-cross 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 Warrentonville is normally set for Char. Div.

**7. DRAW BRIDGES**  
Not Interlocked (Rule 98)

Mile 102.6-SC between Ft. Motta and Kingsville, Congaree River.

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

**8. TWO OR MORE TRACKS**

(Rules 5, S-89c, 98, D-151 to D-153, 251, 281 to 296, 505, 671)  
Two tracks extend between:

- Salisbury, (Mile 333.0) and Mojolica (Mile 2.1-S)
- B. I. Tower, (Mile 139.1-S) and B. I. Tower (Mile 139.5-S)
- Asheville, (Mile 141.5-S) and Murphy Junction (Mile 142.3-S)
- Pomona (Mile 287.1) and Greensboro Passenger Station (Mile 283.9)

**ENDS OF TWO OR MORE TRACKS**  
Interlocked

East End B. I. Tower	(Mile 139.1-S)
Murphy Junction	(Mile 142.3-S)
Pomona, N. C.	(Mile 287.1)

Not Interlocked

Salisbury (East End)	(Mile 333.0)
Asheville (East End)	(Mile 141.5-S)
Majolica (West End)	(Mile 2.1-S)
B. I. Tower (West End)	(Mile 139.5-S)
Air Line Jct., N. C.	(Mile 375.2)
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)

(a) Remote control is effective between: (Single Track) Asheville, (West End Double Track) (Mile 139.5-S) and Approaching East End, Asheville Passenger Station. (Mile 140.7-S).

West Saluda (Mile 28.7-W) and East Melrose (Mile 36.7-W) Asheville, (Mile 141.5-S) and Thru. Murphy Junction (Mile 1.0-T).

Trains or engines will run on single track by block signals according to Rules 530 and 560.

Interlocked Switches are Controlled as follows:

Location	Mile	By Operators
West Saluda, Interlocked Switches	28.7-W	Saluda
East Melrose, Interlocked Switches	36.7-W	Saluda
Murphy Junction, Crossovers	142.0	X.O. Office, Asheville Passenger Station

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.

### 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.
4. When conductor is stationed in caboose on eastbound freight trains he must keep engineer advised 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 thereafter 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.

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. Light 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 sound of the whistle (—— — ——).
  16. When hearing this signal the operator, Saluda, will activate code button on Remote Control Panel for operating 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.

## 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 immediately 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 when required by Rule 99.
- 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.

### JOINT TRACKAGE

Tracks are used jointly by other divisions or foreign lines as shown below:

- Pomona (Mile 287.1) and Greensboro Passenger Station (Mile 283.9) Danville-Washington-Richmond Division;
- Hayne (Mile 454) and Spartanburg (Mile 452) Charlotte-Columbia Division;
- Asheville (Mile 141-S) and Murphy Junction (Mile 142.0-S) Knoxville Division;
- Blacksburg (Mile 423.9) and Junction Switch (Mile 140.1-SB) Charlotte-Columbia Division;
- Childs (Mile 123.9-SC) and Andrews Yard (Mile 127.5-SC).

### 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.

### 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.	

**RULE 251**

Between: Salisbury (Mile 333.0) and Majolica (Mile 2.1-S).  
Between: B. I. Tower (Mile 139.1-S) and B. I. Tower (Mile 139.5-S).

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 (Mile 2.0-S) and Barber (Mile 11.0-S).  
TRAINS OR ENGINES WILL RUN BY BLOCK SIGNALS WHOSE INDICATIONS WILL TAKE THE PLACE OF TRAIN ORDERS AND SUPERSEDE TIME TABLE SUPERIORITY IN ACCORDANCE WITH RULE 261; INFERIOR TRAINS MUST NOT DELAY SUPERIOR TRAINS.

EAST BOUND TRAINS MUST NOT FLAG AWAY FROM BARBER AND WESTBOUND TRAINS MUST NOT FLAG AWAY FROM MAJOLICA AGAINST AUTOMATIC BLOCK SIGNALS WITHOUT AUTHORITY FROM TRAIN DISPATCHER.

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

Spring switches are located as follows:

Majolica	End of double track
B.I. Tower	West End double track
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	Yard track switch to Yard Lead
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**

Mile S 2.5
" S 2.8
" S 2.9
" S 3.2
" S 9.6

East wye at Barber

- Asheville Yard, S-139.6.
- East and West End Crossover Main Track to Freight Station
- Main Track to Yard Lead
- S-57.3 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 and 1012)**

Where not otherwise restricted, the following maximum speeds of trains is authorized:

**BETWEEN ASHEVILLE AND RIDGECREST:**

Passenger trains	70 miles per hour
Freight trains	50 miles per hour

**BETWEEN RIDGECREST AND OLD FORT:**

Passenger trains	30 miles per hour
Freight trains, dynamic brakes, operative	15 miles per hour
Freight trains, dynamic brakes inoperative	20 miles per hour
Light engines or engine with caboose only	25 miles per hour

**BETWEEN OLD FORT AND SALISBURY:**

Passenger trains ..... 70 miles per hour  
 Freight trains ..... 50 miles per hour  
 Except all trains between home signals and over railroad crossings at Barber must not exceed 20 miles per hour.

**BETWEEN B. I. TOWER AND HAYNE:**

Passenger trains ..... 60 miles per hour  
 Except between Saluda and Melrose.  
 Freight trains ..... 50 miles per hour  
 Except between Saluda and Melrose.

**BETWEEN SALUDA AND MELROSE:**

Passenger trains ..... 15 miles per hour  
 Except that a minimum of twelve (12) minutes must be used.  
 Freight trains, with dynamic brakes operative 8 miles per hour  
 Except that a minimum of twenty-two (22) minutes must be used.

Light engines or engines with caboose only . 15 miles per hour  
 Except that a minimum of twelve (12) minutes must be used.  
 The above speeds apply 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, KINGSVILLE AND MARION:**

All trains ..... 30 miles per hour  
 Except over the following structures: R Line underpass, SB 99.8, Bullocks Creek, SB123.5, Buffalo River, SB 142.6, trains must not exceed 15 miles per hour.

**BETWEEN AIKEN AND WARRENVILLE**

All trains ..... 20 miles per hour

**BETWEEN POMONA AND WINSTON JUNCTION:**

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

**BETWEEN WINSTON JUNCTION AND BARBER:**

Passenger trains ..... 50 miles per hour  
 Freight trains ..... 40 miles per hour

**BETWEEN BARBER AND AIR LINE JUNCTION:**

All trains ..... 40 miles per hour

**BETWEEN WINSTON JUNCTION AND NORTH WILKESBORO:**

All trains ..... 30 miles per hour

**MOORESVILLE JUNCTION AND STATESVILLE:**

All trains ..... 40 miles per hour

**MOUNT AIRY AND SANFORD:**

All trains ..... 35 miles per hour

**CLIMAX AND RAMSEUR CR 0.0 TO CR 9.7**

All trains ..... 20 miles per hour

**CLIMAX AND RAMSEUR CR 9.7 TO CR 18.7**

All Trains ..... 15 miles per hour

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-five (45) 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.

Passengers trains and trains 19 and 20, when handling TTX cars and aluminum covered hoppers, series SOU 6000 to 6964. and SOU 8000 to 8574 (Big Johns), must not exceed a speed of 70 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.

Scale test cars must be handled next to caboose and trains handling must not exceed twenty-five (25) 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 ..... 20 m.p.h.	Asheville ..... 15 m.p.h.
Black Mountain ..... 15 m.p.h.	Inman ..... 15 m.p.h.
Waynesville ..... 15 m.p.h.	Hendersonville ..... 15 m.p.h.
Denmark ..... 25 m.p.h.	Tryon ..... 10 m.p.h.
Branchville ..... 6 m.p.h.	Rowesville ..... 20 m.p.h.
Kershaw ..... 15 m.p.h.	Summerville ..... 20 m.p.h.
Rock Hill ..... 25 m.p.h.	St. George ..... 25 m.p.h.
Hazlewood ..... 15 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
Orangeburg	From 7:00 a.m., to 6:00 p.m.,
Rock Hill	Liberty Street while switching
York	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:

Mile Location Between	Speed in M.P.H. Pass.	Speed in M.P.H. Frt.
Salisbury and Majolica S- 1.0 to S- 2.1	55	45
Majolica and Catawba S- 2.1 to S- 21.0 S- 21.0 to S- 21.4 S- 21.4 to S- 30.3 S- 30.3 to S- 32.8 S- 32.8 to S- 33.0 S- 33.0 to S- 37.3 S- 37.3 to S- 37.6	50 45 50 45 40 50 25	45 40 45 40 35 45 20
Catawba and Newton S- 37.6 to S- 47.2 S- 47.2 to S- 48.1	50 15	45 15
Newton and Hickory S- 48.1 to S- 50.1 S- 50.1 to S- 50.3 S- 50.3 to S- 54.7 S- 54.7 to S- 58.0	50 45 50 45	45 40 45 40
Hickory and Morganton S- 58.0 to S- 64.9 S- 64.9 to S- 70.0 S- 70.0 to S- 76.7 S- 76.7 to S- 80.1	50 50 45 50	50 45 40 45
Morganton and Glen Alpine S- 80.1 to S- 80.9 S- 80.9 to S- 83.3	45 50	45 45
Glen Alpine and Bridgewater S- 83.3 to S- 85.9 S- 85.9 to S- 87.0 S- 87.0 to S- 88.4 S- 88.4 to S- 89.8	45 40 45 40	40 35 40 35
Bridgewater and Marion S- 89.8 to S- 90.6 S- 90.6 to S-100.0	25 45	25 40

Mile Location Between	Speed in M.P.H. Pass.	Speed in M.P.H. Frt.
Marion and Old Fort S-100.0 to S-104.2 S-104.2 to S-107.2 S-107.2 to S-108.9 S-108.9 to S-111.0	45 50 40 50	40 45 35 45
Old Fort and Ridgecrest S-111.0 to S-112.2 S-112.2 to S-113.8 S-113.8 to S-115.3 S-115.3 to S-121.8 S-121.8 to S-123.0	30 25 30 25 30	15 15 15 15 15
Ridgecrest and Biltmore S-123.0 to S-128.3 S-128.3 to S-129.3 S-129.3 to S-134.8 S-134.8 to S-136.2 S-136.2 to S-136.6 S-136.6 to S-139.0	50 45 40 45 30 35	45 40 35 40 25 30
Biltmore and Murphy Junction S-139.0 to S-140.8 S-140.8 to S-141.5 S-141.5 to S-142.3	30 Yard Speed 30	Yard Speed " " "
Biltmore and Hendersonville W- 0.0 to W- 1.9 W- 1.9 to W- 3.2 W- 3.2 to W- 6.0 W- 6.0 to W- 9.0 W- 9.0 to W-10.0 W-10.0 to W-16.8 W-16.8 to W-17.4 W-17.4 to W-21.0	30 30 40 50 40 45 35 40	25 30 40 50 40 45 35 40
Hendersonville and Saluda W-21.0 to W-22.0 W-22.0 to W-24.0 W-24.0 to W-32.0	35 40 30	35 40 30
Saluda and Melrose W-32.0 to W-35.0	15	8
Melrose and Landrum W-35.0 to W-40.0 W-40.0 to W-44.0	30 40	30 40
Landrum and Hayne W-44.0 to W-48.4 W-48.4 to W-48.8 W-48.8 to W-62.9	55 35 55	50 35 50
Hendersonville and Rosman TR- 0.0 to TR- 2.4 TR- 2.4 to TR- 3.5 TR- 3.5 to TR- 7.2 TR- 7.2 to TR-13.6 TR-13.6 to TR-16.2 TR-16.2 to TR-21.6 TR-21.6 to TR-32.2		20 25 30 25 30 25 20
Asheville and Balsam T- 0.0 to T- 1.0 T- 1.0 to T- 1.4 T- 1.4 to T- 3.8 T- 3.8 to T- 4.3 T- 4.3 to T- 5.1 T- 5.1 to T- 8.0 T- 8.0 to T- 8.2 T- 8.2 to T-15.2 T-15.2 to T-16.1 T-16.1 to T-22.2 T-22.2 to T-23.7 T-23.7 to T-24.6 T-24.6 to T-29.9 T-29.9 to T-30.2 T-30.2 to T-34.8		20 25 35 20 25 35 20 35 20 25 20 25 35 30 35 30 35

Mile Location Between	Speed in M.P.H. Pass.	Frts.
<b>Balsam and Bryson</b>		
T- 34.8 to T- 40.2	20	
T- 40.2 to T- 41.2	15	
T- 41.2 to T- 48.9	20	
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	

<b>Bryson and Wesser</b>		
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	

<b>Wesser and Murphy</b>		
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	

<b>Pomona-Winston Junction</b>		
K- 2.0 to K- 2.6	50	40
K- 3.0 to K- 3.4	45	35
K-10.8 to K-22.4	50	40
K-24.0 to K-26.0	25	20

<b>Winston Junction-Barber</b>		
L- 0.0 to L- 1.4	25	25
L- 1.7 to L- 2.7	35	30
L- 8.6 to L- 9.1	45	40
L-10.2 to L-11.0	40	35
L-13.8 to L-15.5	30	30
L-19.6 to L-21.7	35	30
L-22.2 to L-24.4	35	30
L-34.8 to L-35.4	40	35

<b>Winston Junction-North Wilkesboro</b>		
K-26.0 to K-31.0	25	
K-43.7 to K-43.9	25	
K-46.8 to K-47.2	25	
K-52.8 to K-53.0	25	
K-70.7 to K-71.1	25	
K-74.2 to K-74.6	25	
K-83.7 to K-84.0	25	
K-93.2 to K-93.4	25	

Mile Location Between	Speed in M.P.H. Pass.	Frts.
<b>Mt. Airy-Sanford</b>		
CF- 2.7 to CF- 3.0		20
CF- 3.9 to CF- 4.3		15
CF- 5.1 to CF- 5.4		15
CF- 6.4 to CF- 6.6		20
CF- 7.1 to CF- 7.5		15
CF- 9.3 to CF- 9.4		20
CF- 11.3 to CF-11.5		20
CF- 34.4 to CF-34.6		25
CF- 35.0 to CF-35.2		20
CF- 37.9 to CF-38.1		25
CF- 40.1 to CF-41.9		20
CF- 45.5 to CF-45.7		25
CF- 46.3 to CF-47.3		25
CF- 53.4 to CF-53.6		25
CF- 12.3 to CF- 12.4		15
CF- 13.3 to CF- 13.9		20
CF- 15.3 to CF- 15.7		20
CF- 19.7 to CF- 20.5		20
CF- 21.5 to CF- 21.8		15
CF- 28.0 to CF- 28.2		25
CF- 30.0 to CF- 30.2		20
CF- 31.1 to CF- 31.3		20
CF- 54.2 to CF- 54.4		25
CF- 60.3 to CF- 60.6		25
CF- 99.9 to CF-100.2		30
CF-103.1 to CF-103.4		30
CF-109.5 to CF-109.7		20
CF-114.3 to CF-114.5		30
CF-117.9 to CF-118.1		30

<b>Charleston and Andrews</b>			
SC- 95.8 to SC- 96.3	50	40	
SC- 97.3 to SC- 97.5	50	40	
SC- 98.1 to SC- 98.3	50	40	

<b>Kingville and Marion</b>			
SB-133.4 to SB-133.6	10	10	
SB-142.1 to SB-142.3	30	20	
SB-150.8 to SB-151.0	30	20	
SB-197.3 to SB-197.5	10	10	
SB-197.6 to SB-197.8	20	15	

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

Between	F-7, GP-7, or other Freight Diesel Units	SD-24 & 35 Freight Diesel Units	GP-30 & 35 Freight Diesel Units
Eastbound			
Asheville and Old Fort	1025	1640	1280
Old Fort and Spencer	1625	2600	2030
Asheville and Hayne	1125	1800	1405
Murphy and Andrews	1250	2000	1565
Andrews and Topton	650	1040	815
Topton and Bryson	1750	2800	2190
Bryson and Dillsboro	1500	2400	1875
Dillsboro and Addie	2000	3200	2500
Addie and Balsam	450	720	565
Balsam and Addie	1125	1800	1405
N. Wilkesboro to Elkin	1680	2690	2100
Elkin to Donnaha	2250	3600	2815
Donnaha to Rural Hall	1275	2040	1595
Rural Hall to Winston-Salem	1380	2210	1725
Mt. Airy to Greensboro	930	1490	1165
Greensboro to Sanford	1410	2255	1765
Climax to Ramseur	1305	2090	1630
Aiken to Branchville	6000	9600	7500
Andrews Yard to Kingville	4000	6400	5000
Kingville to Branchville	2900	4640	3625
Branchville to Charleston	6000	9600	7500

**ASHEVILLE-CHARLESTON-WINSTON SALEM 22**

Between	F-7, GP-7, or other Freight Diesel Units	SD-24 & 35 Freight Diesel Units	GP-30 & 35 Freight Diesel Units
<b>Westbound</b>			
Asheville and Coburn -----	1125	1800	1405
Coburn and Canton -----	1000	1600	1250
Canton and Hazelwood -----	625	1000	780
Hazelwood and Balsam -----	700	1120	875
Balsam and Bryson -----	1500	2400	1875
Bryson and Nantahala -----	1750	2800	2190
Nantahala and Topton -----	450	720	565
Topton and Murphy -----	2000	3200	2500
Spencer and Old Fort -----	1150	1840	1440
Old Fort and Asheville -----	700	1120	875
Hayne and Melrose -----	1500	2400	1875
Melrose and Saluda -----	500	800	625
Saluda and Asheville -----	1500	2400	1875
Winston-Salem to Donnahaha --	1275	2040	1595
Donnahaha to Elkin -----	2250	3600	2815
Elkin to North Wilkesboro --	1410	2255	1765
Greensboro to Mt. Airy ----	930	1490	1165
Sanford to Liberty -----	1410	2255	1765
Liberty to Greensboro -----	1545	2470	1930
Ramseur to Climax -----	1125	1800	1405
Charleston to Branchville --	3400	5440	4250
Branchville to Kingville ----	3000	4800	3750
Kingville to Andrews Yard -	5000	8000	6250
<b>Northbound</b>			
Rosman and Hendersonville -	1750	2800	2190
Winston-Salem to Friendship	1965	3145	2455
Friendship to Pomona -----	2535	4055	3170
Mooresville to Statesville ---	1650	2640	2065
Air Line Jct. to Barber -----	1875	3000	2345
Barber to Mocksville -----	1875	3000	2345
Mocksville to Winston-Salem	1305	2090	1630
Kingville to Camden -----	5000	8000	6250
Camden to Marion -----	1800	2880	2250
<b>Southbound</b>			
Hendersonville and Rosman -	1500	2400	1875
Pomona to Friendship -----	2430	3890	3040
Friendship to Winston-Salem	1965	3145	2455
Winston-Salem to Mocksville	1410	2255	1765
Mocksville to Barber -----	1875	3000	2345
Barber to Mooresville -----	2145	3430	2680
Mooresville to Air Line Jct. -	3180	5090	3975
Statesville to Mooresville --	2430	3890	3040
Branchville to Augusta -----	3000	4800	3750
Marion to Camden -----	1700	2720	2125
Camden to Kingville -----	5000	8000	6250

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

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

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)**

The weight of engines and cars is limited as follows:

**BETWEEN ASHEVILLE AND SALISBURY**

**BETWEEN ASHEVILLE AND HAYNE**

KIND	TYPE	TOTAL WEIGHT
Diesel Unit -----	4-4	268,000
Diesel Unit -----	6-6	392,000
Loaded Cars -----	4 wheel trucks	(a) 263,000
Loaded Cars -----	6 wheel trucks	270,000
Derricks -----		(b) 269,000
Derricks -----	6 wheel trucks	(c) 383,000

(a) 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.

(b) 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.

(c) 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.

**LOAD LIMITS AND EQUIPMENT RESTRICTIONS (Con't)**

**BETWEEN ASHEVILLE AND MURPHY**

KIND	TYPE	TOTAL WEIGHT
Diesel Unit -----	4-4	(a) (b) (c) 254,000
Diesel Unit -----	6-6	(d) 392,000
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**

KIND	TYPE	TOTAL WEIGHT
Diesel Units -----	4-4	(a) 250,000
Loaded Cars -----		(b) 263,000
Derricks -----		(c) 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, D-40 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.

KIND	TYPE	TOTAL WEIGHT
Psg. Diesel Units---	6-6	343,000
Fr. Diesel Units---	4-4	245,000
-----	---	(a) 268,000
-----	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; D-40, 20 MPH; all other derricks, 25 MPH. Authorized Maximum freight train speed must not be exceeded while handling derrick.

**BETWEEN WINSTON JUNCTION AND NORTH WILKESBORO**

All diesel units permitted may be operated coupled except as noted in (a).

KIND	TYPE	TOTAL WEIGHT
Fr. Diesel Units---	4-4	245,000
-----	---	(a) 268,000
-----	6-6	(b) 392,000
Loaded Cars -----	4-wheel trucks	220,000
-----	4-wheel trucks	(c) 251,000
Loaded Cars -----	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. Must not be operated across Mulberry Creek Bridge MP K-97.2 and must be followed by two cars each weighing not more than 169,000 lbs.

(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.

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.

Derricks D-1 thru D-6, D-70 thru D-74, D-5988, D-5989 and D-6471 cannot be operated over Ararat River Bridge MP K-56.9.

Derricks D-65 thru D-69, D-41, D-5990, D-5991, D-37, D-40, D-5994, D-6470 and D-8590 must not exceed 10 MPH over Ararat River Bridge MP K-56.9 and Mulberry Creek Bridge MP K-97.2.

**BETWEEN MT. AIRY AND SANFORD AND BETWEEN CLIMAX AND RAMSEUR**

All diesel units permitted may be operated coupled except as noted in (a).

KIND	TYPE	TOTAL WEIGHT
Fr. Diesel Units---	4-4	245,000
-----	---	(a) 268,000
-----	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

(a) Must not be operated over open deck trestles in side or industrial tracks unless authorized. Must not be operated coupled between Climax and Ramseur.

**ASHEVILLE-CHARLESTON-WINSTON SALEM 24**

(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

Derricks D-1 thru D-6, D-70 thru D-74, D-5988, D-5989 and D-6471 must not exceed 10 MPH over Ararat River Bridge MP CF-3.5; all derricks must not exceed 10 MPH over Little Yadkin River Bridge MP CF-21.5 and train brakes must not be used while derricks are on bridge.

**BETWEEN CHARLESTON AND COLUMBIA**

All diesel units permitted may be operated coupled.

KIND	TYPE	TOTAL WEIGHT
Psgr. Diesel Units---	6-6	345,000
Frtd. Diesel Units---	4-4	245,000
Frtd. Diesel Units---	4-4	(a) 268,000
Frtd. Diesel Units---	6-6	(a) 392,000
Loaded Cars -----	4-wheel trucks	220,000
Loaded Cars -----	4-wheel trucks	(a)(b) 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**

All diesel units permitted may be operated coupled.

KIND	TYPE	TOTAL WEIGHT
Frtd. Diesel Units---	4-4	250,000
Frtd. Diesel Units---	6-6	(a) 392,000
Loaded Cars -----	4-wheel trucks	220,000
Loaded Cars -----	4-wheel trucks	(a) (b) 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 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-70 through D-74, D-5988, D-5989 and D-6471 are restricted to 10 MPH at Edisto River MP SA 4.3.

All diesel units permitted may be operated coupled.

**BETWEEN KINGVILLE AND ROCK HILL**

KIND	TYPE	TOTAL WEIGHT
Frtd. Diesel Units---	4-4	250,000
Loaded Cars -----	4-wheel trucks	220,000
Loaded Cars -----	4-wheel trucks	(a) (b) 251,000
Loaded Cars -----	6-wheel trucks	270,000
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 that if 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, MP 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 Bridge MP SB-5.2 and cannot be operated over Catawba River Bridge MP SB-89.2. Other derricks may be operated across Catawba River Bridge MP SB-89.2 not to exceed a speed of 10 MPH.

**BETWEEN ROCK HILL AND MARION**

KIND	TYPE	TOTAL WEIGHT
Frtd. Diesel Units---	4-4	(d) 250,000
Loaded Cars -----	4-wheel trucks	220,000
Loaded Cars -----	4-wheel trucks	(a) (b) 251,000
Loaded Cars -----	6-wheel trucks	270,000
Derrick -----	4-wheel trucks	(a) (c) 248,000
Derrick -----	4-wheel trucks	(a) (c) 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 Blacksburg 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. Cars must be spaced from engine by at least one car weighing not more than 100,000 lbs. gross.

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

(d) 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, MP SB-123.5; Kings Creek SB-134.5; and Buffalo Creek MP SB-142.6.

**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.

**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

NOTE—When revenue passengers are reported.

**ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS**

(Rules 16d and 28)

Skyland (Mile 7.2) 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**

J. B. Sterchi, Supt. of Terminals Asheville, N. C.  
 V. N. Coulter, Trainmaster Asheville, N. C.  
 D. B. Adams, Trainmaster Asheville, N. C.  
 E. B. Turpin, Jr., Trainmaster Asheville, N. C.  
 C. T. Morrison, Trainmaster Charleston, S. C.  
 J. M. Williams, Terminal Trainmaster Asheville, N. C.  
 F. L. Sherlin, Terminal Trainmaster Asheville, N. C.  
 C. L. Moser, Division Engineer Asheville, N. C.  
 H. E. Warren, System General Road Foreman  
 Engines Atlanta, Ga.  
 G. E. McCrary, General Road Foreman  
 Engines Atlanta, Ga.

G. Goldston, General Road Foreman Engines Atlanta, Ga.  
 C. W. Duncan, Road Foreman Engines Winston-Salem, N. C.  
 I. C. Russell, Road Foreman Engines Asheville, N. C.  
 J. C. Bazemore, Road Foreman Engines Asheville, N. C.  
 H. B. Garmon, Road Foreman Engines Asheville, N. C.  
 K. D. Lewter, Road Foreman Engines Asheville, N. C.  
 C. R. Borders, Road Foreman Engines Asheville, N. C.  
 C. M. Montgomery, Road Foreman Engines Charleston, S. C.  
 W. E. Milholen, Chief Dispatcher Asheville, N. C.  
 J. A. Whitler, General Yardmaster Winston-Salem, N. C.  
 C. H. Wheeler, General Yardmaster Charleston, S. C.  
 J. F. Watkins, Division Engineer Charleston, S. C.  
 E. W. Carney, Asst. Division Engineer Winston-Salem, N. C.

**LOCAL SURGEONS**

John S. Rodda, Andrews, N. C.  
 Chas. O. VanGorder, Andrews, N. C.  
 E. E. Moore, Ass't Oculist Asheville, N. C.  
 W. H. McCall, Ass't Oculist Asheville, N. C.  
 Logan T. Robertson, Asheville, N. C.  
 Jesse P. Chapman, Jr. Asheville, N. C.  
 Richard Y. Moon, Asst. Asheville, N. C.  
 Robert P. Crouch, Asst. Asheville, N. C.  
 D. William Brosnan III, Ass't Oculist Asheville, N. C.  
 William E. Mitchell, Bryson, N. C.  
 Edward H. Camp, Canton, N. C.  
 W. A. Brewton, Enka, N. C.  
 C. L. Walton, Glen Alpine, N. C.  
 Richard C. Irving, Ass't Hendersonville, N. C.  
 W. N. Fortescue, Hendersonville, N. C.  
 Dan. N. Stewart, Asst. Hickory, N. C.  
 R. T. Hambrick, Hickory, N. C.  
 Louis Hamman, Jr. (Asst.) Hickory, N. C.  
 G. C. Rowe, Marion, N. C.  
 G. M. Billings, Oculist Morganton, N. C.  
 Edward W. Phifer, Morganton, N. C.  
 John W. Irwin, Morganton, N. C.  
 Jas. Taylor Vernon, Ass't Morganton, N. C.  
 Beverly D. Hairfield, Ass't Morganton, N. C.  
 Bryan W. Whitfield, Murphy, N. C.  
 P. E. Hill, Ass't, Murphy, N. C.  
 L. M. Caldwell, Newton, N. C.  
 Bernard L. Rabold, Newton, N. C.  
 Kyle E. Black, Salisbury, N. C.  
 F. B. Marsh, Salisbury, N. C.  
 E. B. McKenzie, Salisbury, N. C.  
 Roy Agner (Internist) Salisbury, N. C.  
 Frank McCutchan, Oculist Salisbury, N. C.  
 Frank B. Cooper, Ass't Oculist Salisbury, N. C.  
 Thomas G. Thurston (Radiologist) Salisbury, N. C.  
 Frank W. Nicholson, Oculist Spartanburg, S. C.  
 Joseph O. Beasley, Asst. Oculist Spartanburg, S. C.  
 S. O. Black, Spartanburg, S. C.  
 S. O. Black, Jr., Spartanburg, S. C.  
 William T. Bonner (Asst.) 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.  
 W. L. Patman, Siler City, N. C.  
 Howard M. Starling, Winston-Salem, N. C.  
 Robert L. Means (Asst.) Winston-Salem, N. C.  
 Henry L. Valk (Consultant Physician) Winston-Salem, N. C.  
 B. N. Jones (Oculist) Winston-Salem, N. C.  
 L. B. Holt (Oculist) Winston-Salem, N. C.  
 Frank E. Pollock (Asst.) (Orthopedist) Winston-Salem, N. C.  
 W. D. McNair, Jr., Aiken, S. C.  
 G. W. Wright, Augusta, Ga.  
 H. D. Pinson, Assistant Surgeon Augusta, Ga.  
 J. L. Chandler, Jr., Augusta, Ga.  
 R. E. Leonard, Oculist Augusta, Ga.  
 N. J. Knoy, Surgeon Bamberg, S. C.  
 Roy W. Kirchberg, Ass't Sylva, N. C.  
 Jack Dickerson, Waynesville, N. C.  
 J. Z. Preston, Tryon, N. C.  
 Yates S. Palmer, Valdese, N. C.  
 Hugh D. Verner (Asst. Internist) Charlotte, N. C.  
 C. Lowery Pressley, Charlotte, N. C.  
 O. L. Miller (Consultant Orthopedist) Charlotte, N. C.  
 Pleasnat P. Deaton, Asst. Surgeon Valdese, N. C.  
 Robert E. Miller (Asst. Surgeon-Orthopedist) Charlotte, N. C.  
 Julian E. Jacobs (Asst. Orthopedist) Charlotte, N. C.  
 Chalmers R. Carr (Orthopedist) Charlotte, N. C.  
 James D. Stratton (Oculist) Charlotte, N. C.  
 Charles W. Tillett (Oculist) Charlotte, N. C.  
 Robert S. Lackey (Radiologist) Charlotte, N. C.  
 Harry L. Johnson, Elkin, N. C.  
 D. B. Fox, Elkin, N. C.  
 R. N. Harden, Greensboro, N. C.  
 R. L. Phillips (Neurosurgeon) Greensboro, N. C.  
 E. W. Vaughan (Asst.) Greensboro, N. C.  
 A. B. Coggeshall (Asst.) Greensboro, N. C.  
 W. Ralph Deaton, Jr. (Asst.) Greensboro, N. C.  
 William D. Wright (Asst. Orthopedist) Greensboro, N. C.  
 Shabane R. Taylor (Oculist) Greensboro, N. C.  
 J. Edouard Prefontaine (Oculist) Greensboro, N. C.  
 Ignacio Bird (Radiologist) Greensboro, N. C.  
 R. H. Whitaker, Kernersville, N. C.  
 B. M. Foster, Mocksville, N. C.  
 G. W. Taylor, Mooresville, N. C.  
 William W. Painter (Asst.) Mooresville, N. C.  
 Richard D. Jackson, Mt. Airy, N. C.  
 B. J. Lawrence (Asst.) Mt. Airy, N. C.  
 F. C. Hubbard, N. Wilkesboro, N. C.  
 Robert E. Lewis (Asst.) N. Wilkesboro, N. C.  
 F. L. Knight, Sanford, N. C.  
 A. M. Oelrich (Asst.) Sanford, N. C.  
 C. T. Weston, Assistant Surgeon Columbia, S. C.  
 A. I. Josey, Assistant Surgeon (Internist) Columbia, S. C.  
 I. J. Mikell, Oculist Columbia, S. C.  
 D. S. Asbill, Oculist Columbia, S. C.  
 A. R. Nicholson, Surgeon Edgefield, S. C.  
 Wm. O. Whetsell, Surgeon Orangeburg, S. C.  
 E. G. Able, Surgeon Newberry, S. C.  
 R. P. Baker, Assistant Surgeon Newberry, S. C.  
 W. B. Ward, Surgeon Rock Hill, S. C.  
 A. Hinson, Surgeon Rock Hill, S. C.  
 R. Macdonald, Oculist Rock Hill, S. C.

LOCAL SURGEONS—Cont.

T. A. Campbell, Surgeon .....Blacksburg, S. C.	James L. Hughes, Surgeon .....Lancaster, S. C.
Ladson Du Bose, Assistant Surgeon .....Blacksburg, S. C.	Kenneth S. Tanner, Surgeon .....Rutherfordton, N. C.
Geo. F. West, Surgeon .....Camden, S. C.	Harry V. Hendrick, Assistant .....Rutherfordton, N. C.
John Hertz Warren, Jr., Surgeon .....Charleston, S. C.	John C. Hamrick, Assistant .....Shelby, N. C.
John A. Siegling, Surgeon .....Charleston, S. C.	A. Richard Johnston, Surgeon .....St. George, S. C.
W. H. Prioleau, Consulting .....Charleston, S. C.	H. C. Raysor, Surgeon .....St. Matthews, S. C.
P. Jenkins, Oculist .....Charleston, S. C.	T. W. Messervy, Surgeon .....Summerville, S. C.
C. H. Epting, Surgeon .....Columbia, S. C.	W. B. Crawford, Jr., Surgeon .....Savannah, Ga.
G. H. Bunch, Jr., Assistant Surgeon .....Columbia, S. C.	G. W. Goldenstar, Oculist .....Savannah, Ga.
W. C. Cook, Assistant Orthopedist .....Columbia, S. C.	Aubrey D. Gantt, Surgeon .....Williston, S. C.
H. E. McConnell, Surgeon .....Lancaster, 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 Biting Reynolds Memorial Hospital (colored) Winston-Salem, N. C.
Pardee 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.
Rudisill & Huggins, Inc. 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.

ASSIGNMENT OF AGENTS AND OPERATORS

STATION	WEEK DAY	SATURDAY	SUNDAY
Asheville.....	Continuous	Continuous	.....
BI Tower.....	Continuous	Continuous	.....
Azalea.....	8:00 a.m. to 5:00 p.m.	Closed	Closed
Swannanoa.....	8:00 a.m. to 5:00 p.m.	S'me as wkdy.	Closed
Black Mountain	8:00 a.m. to 5:00 p.m.	Closed	Closed
Old Fort.....	Continuous	Continuous	.....
Marion.....	8:00 a.m. to 5:00 p.m.	S'me as wkdy.	Closed
Morganton.....	9:00 a.m. to 5:00 p.m.	Same as weekday	.....
	12:01 a.m. to 8:01 a.m.	Same as weekday	.....
Drexel.....	8:00 a.m. to 5:00 p.m.	Closed	Closed
Hildebran.....	8:00 a.m. to 5:00 p.m.	Closed	Closed

STATION	WEEK DAY	SATURDAY	SUNDAY
Hickory.....	Continuous	Continuous	.....
Newton.....	8:00 a.m. to 5:00 p.m.	S'me as wkdy.	Closed
Catawba.....	8:00 a.m. to 5:00 p.m.	Closed	Closed
Statesville.....	11:00 a.m. to 7:00 p.m.	Same as weekday	.....
	8:00 p.m. to 4:00 a.m.	Same as weekday	.....
Barber.....	Continuous	Continuous	.....
Fletcher.....	8:00 a.m. to 5:00 p.m.	Closed	Closed
Smyth.....	8:00 a.m. to 5:00 p.m.	Closed	Closed
Hendersonville	7:30 a.m. to 4:30 p.m.	S'me as wkdy.	Closed
Saluda.....	Continuous	Continuous	.....
Tryon.....	8:00 a.m. to 5:00 p.m.	Closed	Closed
Landrum.....	8:00 a.m. to 5:00 p.m.	Closed	Closed
Campobello.....	8:00 a.m. to 5:00 p.m.	Closed	Closed
Inman.....	7:30 a.m. to 4:30 p.m.	Closed	Closed
Pisgah Forest ..	7:30 a.m. to 4:30 p.m.	Closed	Closed
Brevard.....	8:00 a.m. to 5:00 p.m.	Closed	Closed
Canton.....	8:00 a.m. to 5:00 p.m.	S'me as wkdy.	Closed
Waynesville.....	8:00 a.m. to 5:00 p.m.	S'me as wkdy.	Closed
Addie.....	8:00 a.m. to 5:00 p.m.	Closed	Closed
Sylva.....	8:00 a.m. to 5:00 p.m.	Closed	Closed
Whittier.....	8:00 a.m. to 5:00 p.m.	Closed	Closed
Bryson.....	8:00 a.m. to 5:00 p.m.	Closed	Closed
Andrews.....	7:30 a.m. to 4:30 p.m.	Closed	Closed
Murphy.....	7:30 a.m. to 4:30 p.m.	Closed	Closed
Guilford College	8:00 a.m. to 5:00 p.m.	Closed	Closed
Kernersville ..	8:00 a.m. to 5:00 p.m.	Closed	Closed
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	Closed
Elkin.....	8:00 a.m. to 5:00 p.m.	Closed	Closed
N. Wilkesboro ..	8:00 a.m. to 5:00 p.m.	Closed	Closed
Troutman.....	8:00 a.m. to 5:00 p.m.	Closed	Closed
Mocksville.....	7:30 a.m. to 4:30 p.m.	Closed	Closed
Woodleaf.....	8:00 a.m. to 5:00 p.m.	Closed	Closed
Mt. Ulla.....	8:00 a.m. to 5:00 p.m.	Closed	Closed
Mooreville.....	8:00 a.m. to 5:00 p.m.	Closed	Closed
Davidson.....	8:00 a.m. to 5:00 p.m.	Closed	Closed
Air Line Jct. ....	Continuous	Continuous	.....
Mt. Airy.....	8:00 a.m. to 5:00 p.m.	Closed	Closed
Pilot Mountain	8:00 a.m. to 5:00 p.m.	Closed	Closed
Walnut Cove ..	7:45 a.m. to 4:45 p.m.	Closed	Closed
Stokesdale.....	7:45 a.m. to 4:45 p.m.	Closed	Closed
Pleasant Garden	8:00 a.m. to 5:00 p.m.	Closed	Closed
Liberty.....	8:00 a.m. to 5:00 p.m.	Closed	Closed
Bonlee.....	8:00 a.m. to 5:00 p.m.	Closed	Closed
Goldston.....	8:00 a.m. to 5:00 p.m.	Closed	Closed
Gulf.....	8:00 a.m. to 5:00 p.m.	Closed	Closed
Sanford ..	8:00 a.m. to 6:30 p.m.	.....	.....
	Saturday, 9:30 a.m. to 6:30 p.m.	Closed	.....
Seven Mile.....	8:00 a.m. to 12:00 mn	Same as weekday	.....
Summerville.....	8:00 a.m. to 5:00 p.m.	Closed	Closed
Ridgeville.....	8:00 a.m. to 5:00 p.m.	Closed	Closed
Dorchester.....	8:00 a.m. to 5:00 p.m.	Closed	Closed
St. George.....	8:00 a.m. to 5:00 p.m.	Closed	Closed
Reevesville ..	8:00 a.m. to 5:00 p.m.	Closed	Closed
Branchville.....	8:00 a.m. to 5:00 p.m.	Closed	Closed
Orangeburg.....	8:00 a.m. to 5:00 p.m.	Same as week	Closed
St. Matthews ..	8:00 a.m. to 5:00 p.m.	Closed	Closed
Kingsville.....	8:00 p.m. to 5:00 a.m.	Closed	Closed
Bamberg.....	8:00 a.m. to 5:00 p.m.	Closed	Closed
Denmark.....	8:00 a.m. to 5:00 p.m.	Closed	Closed
Williston.....	8:00 a.m. to 5:00 p.m.	Closed	Closed
Hagood.....	3:00 p.m. to 12:00 mn	Closed	Closed
Camden.....	8:00 a.m. to 5:00 p.m.	Closed	Closed
Health Springs	8:00 a.m. to 5:00 p.m.	Closed	Closed
Kershaw.....	8:00 a.m. to 5:00 p.m.	Closed	Closed
Lancaster.....	8:00 a.m. to 5:00 p.m.	Closed	Closed
York.....	8:00 a.m. to 5:00 p.m.	Closed	Closed

STATION	WEEK DAY	SATURDAY	SUNDAY
Kings Creek	8:00 a.m. to 5:00 p.m.	Closed	Closed
Blacksburg	7:30 a.m. to 4:30 p.m.	Closed	Closed
Shelby	8:00 a.m. to 5:00 p.m.	Closed	Closed
Lattimore	8:00 a.m. to 5:00 p.m.	Closed	Closed
Forest City	8:00 a.m. to 5:00 p.m.	Closed	Closed
Spindale	8:00 a.m. to 5:00 p.m.	Closed	Closed
Rutherfordton	8:00 a.m. to 5:00 p.m.	Closed	Closed
Andrews Yard	Continuous	Continuous	
Rock Hill	8:00 a.m. to 5:00 p.m.	Same as weekday	
Blackville	8:00 a.m. to 5:00 p.m.	Closed	Closed
Aiken	8:00 a.m. to 5:00 p.m.	Closed	Closed

**BUSINESS TRACK AND STATION NOT SHOWN  
IN STATION COLUMN**

**Between Salisbury and Asheville**

Name	Location	Station Number	Car Cap.	Open End
Standard Oil Co.	Mile S	3.0P S-332	15	East
American Bitumuls Co.	" S	3.2P S-332	13	East
Fiber Industries, Inc.	" S	9.3 S-11	52	West
Robertson Chem. Corp.	" S	20.3P S-26	Lead	East
Turner Mfg. Co.	" S	22.2 S-26	7	West
J. C. Penney Co.	" S	23.1P S-26	Lead	East
Buffalo	" S	35.8 S-36	22	Both
Duke Power Co.	" S	38.0 S-38	Lead	West
Yount Mill	" S	49.2P S-49	39	Both
Bumgarner	" S	50.7 S-50	28	West
Herman-Sipe & Co., Inc.	" S	51.2 S-50	18	East
Rail-Hwy. Cont.	" S	51.8 S-58	14	Both
General Electric Co.	" S	52.1P S-58	Lead	East
Duke Power Co.	" S	61.4 S-62	23	East
Icard	" S	65.6 S-66	11	West
Brinkley	" S	72.4 S-71.8	8	East
W. L. Coston & Sons	" S	81.6 S-79	Lead	East
Great Lakes Carbon Corp.	" S	81.7P S-79	Lead	West
Dixie Container Co.	" S	82.5 S-79	29	West
Southern Devices, Inc.	" S	82.8 S-79	27	East
Clinchfield Mill	" S	98.2 S-98	56	East
Air Preheater Co., Inc.	" S	103.0 S-100	76	East
Becker County Sand & Gravel Co.	" S	106.4P S-105	Lead	West
Graphite	" S	117.9P S-118	8	East
Grove Stone	" S	127.9P S-128	Lead	West
Leigh Industries, Inc.	" S	136.2 S-137	Lead	West
Fairview	" S	136.8 S-137	12	West
Brown	" S	136.9 S-137	18	East
Sayles	" S	137.0P S-139	Lead	East
Koons Development Co.	" S	138.2P S-139	Lead	West

**Between Asheville and Hayne**

Troitino	Mile W	1.8 W-2	10	East
Gerber Products Co.	" W	5.5P W-6	30	West
Ball Bros.	" W	6.2 W-7	Lead	East
Skyland	" W	7.2 W-7	2	East
Carolina Power & Light Company	" W	7.3 W-8	Lead	West
Cranston Print Plant	" W	12.1 W-13	Lead	West
Brickton	" W	12.6 W-13	4	East
Mountain Home	" W	15.5 W-16	(No Track)	
Hillgirt	" W	16.1 W-17	(No Track)	
Blue Ridge Gas Co.	" W	21.1 W-22	2	East
International Mineral & Chemical Co.	" W	21.4 W-20	16	West
General Electric	" W	24.1 W-25	Lead	East
Henson, Inc.	" W	42.3 W-43	6	East
Majo Corp.	" W	46.1 W-47	Lead	East
Landrum Mills	" W	46.8 W-47	Lead	West
Mascot	" W	53.3 W-53	Lead	Both
Prince	" W	57.7 W-58	6	East
Campton	" W	57.9P W-58	10	Both
Doddville	" W	60.9P W-61	Lead	East

**Between Hendersonville and Rosman**

Horse Shoe	Mile TR	7.9 TR-7	7	South
Etowah	" TR	10.0 TR-10	13	Both
Penrose	" TR	15.0 TR-15	8	North
Cherryfield	" TR	28.7 TR-28	4	North

**Between Murphy Junction and Murphy**

Emma	Mile T	1.0 T-2	Lead	East
Sulphur Springs	" T	4.3 T-3	5	East
Candler	" T	8.7 T-9	12	East
Wilson	" T	24.0 T-24	6	West
Haywood Co., Foundation Delv. Co.	" T	25.5 T-26	15	East
Hall	" T	39.5 T-40	5	East
Beta	" T	48.7 T-48	5	East
Wesser	" T	79.9 T-80	8	East
Hewitt	" T	84.4 T-84	Lead	East
Graham Co. R.R. Jct.	" T	89.5 T-90	Lead	West
Tarazzo	" T	103.5 T-104	Lead	East
Regal	" T	111.5 T-112	Lead	West

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

**BETWEEN WINSTON JUNCTION AND NORTH  
WILKESBORO**

**BETWEEN MT. AIRY AND SANFORD AND  
BETWEEN CLIMAX AND RAMSEUR**

Name	Location	Station Number	Car Capacity	Open End
*General Builders	Mile L	4.6 L-5	4	South
*Poindexter Lumber	" L	5.0 L-5	10	South
*Piedmont Constr.	" L	6.0 L-5	12	North
*Muddy Creek	" L	8.5 L-9	5	South
*Davie	" L	19.0 L-19	Lead	North
*Cooleemee Jct. Erwin Mill Spur	" L	31.2 L-31	Lead	North
Florida Steel	" O	10.0 E-10	24	South
*Williams Steel	" K	2.1 K-7	15	East
Colfax	" K	10.6 K-11	6	East
*Arnold Stone	" K	9.9 K-11	6	West
*Truitt Steel	" K	11.1 K-11	6	West
Byrds	" K	59.4 K-59	3	West
Burch	" K	74.5 K-75	12	Both
*Sunbeam	" K	76.0 K-84	24	East
*Brook Cove	" CF	37.3 CF-37	150	East
Mojoson	" CF	53.6 CF-54	10	Both
*Guilquarry	" CF	53.7 CF-54	50	West
*Deathrage	" CF	66.0 CF-66	2	East
*Sears	" CF	65.5 CF-66	25	Both
*Capyco	" CF	96.2 CF-96	8	West
*Bish	" CF	101.4 CF-101	1	East
*Selig	" CF	102.4 CF-105	Lead	West
*Routh Mills	" CF	111.1 CF-111	14	Both
*Hancock Mills	" CF	111.3 CF-111	24	Both
*Borens	" CF	119.8 CF-124	16	East
*Orten	" CF	120.1 CF-120	10	East
*Fagan Gas	" CF	127.0 CF-127	2	East
*Fagan Red Comb	" CF	127.0 CF-127	22	Both
*Lee Cabinet	" CF	128.8 CF-129	6	West
*Pools	" CF	129.0 CF-129	5	East
*Jordan	" CR	13.5 CR-14	3	West

**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

ASHEVILLE-CHARLESTON-WINSTON SALEM 28

Name	Location	Station Number	Car Capacity	Open End
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
Mooresboro	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

Name	Location	Station Number	Car Capacity	Open End
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