

# SOUTHERN RAILWAY SYSTEM

(LINES EAST)

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PIEDMONT DISTRICT

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## Winston-Salem Division TIME TABLE No.

# 48

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Effective 12.01 A. M. (Eastern Time)

SUNDAY, APRIL 29, 1934

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FOR THE GOVERNMENT OF EMPLOYES ONLY

W. C. HUDSON, General Manager  
W. M. COWHIG, Gen. Supt. of Transportation  
H. A. DeBUTTS, General Superintendent  
J. S. BERGMAN, Superintendent

**POMONA—WINSTON-SALEM—WESTBOUND**

Miles from Pomona	Station Nos.	TIME TABLE NO. 48 In effect April 29, 1934		FIRST CLASS					THIRD CLASS		
		STATIONS	Minimum Time in min. bet'n Stations	9 Daily A.M. 6 35 <sup>3</sup>	1 Daily A.M. 7 17	21 Daily P.M. 12 16	5 Daily P.M. 9 02 <sup>6</sup>	7 Daily P.M. 10 45 <sup>8</sup>	71 Ex. Sun. A.M.	73 Daily P.M.	
.....	284	WYC... GREENSBORO	..... N								
0.0	287	WYC... POMONA	..... N	2 3	6 40	f 7 21	12 21	f 9 07 <sup>73</sup>	f 10 50	10 55 <sup>10</sup>	9 30 <sup>9</sup>
1.2	K 4	TERRA COTTA	.....	3 5	6 42	f 7 23	12 24	f 9 09	f 10 52	11 00	9 35
3.4	K 7	GUILFORD COLLEGE	..... D	4 7	f 6 46	f 7 27	f 12 28	f 9 13	f 10 56	11 10	9 40
6.7	K 10	FRIENDSHIP	..... W	9 15	6 52	f 7 33	12 36	f 9 18	f 11 01	11 20	10 17 <sup>8</sup>
14.4	K 17	KERNERSVILLE	..... D	7 10	s 7 02	s 7 42	s 12 44	s 9 27	s 11 10	11 40	10 35
19.4	.....	GUTHRIE	.....	6 9	7 10	f 7 49	12 54	f 9 35	f 11 18	11 55	10 45
23.5	.....	SALEM YARD	.....	2 3	7 18	s 7 56 <sup>70</sup>	1 00 <sup>69</sup>	9 42 <sup>53</sup>	11 27	12 10	10 55
24.4	K 20	WINSTON-SALEM (Union Station)	..... N	.....	s 7 20 <sup>13</sup>	s 8 00 <sup>13</sup>	s 1 02	9 45 <sup>8</sup>	11 30		
			Ar.		A.M. Daily 9	A.M. Daily 1	P.M. Daily 21	P.M. Daily 5	P.M. Daily 7	P.M. Ex. Sun. 71	P.M. Daily 73

**WINSTON JUNCTION—NORTH WILKESBORO**

WESTBOUND				EASTBOUND						
3rd CLASS	1st CLASS	Capacity of Tracks in Cars		Miles from Winston Jct.	Station Nos.	TIME TABLE NO. 48 In effect April 29, 1934		Minimum Time in min. bet'n Stations	1st CLASS	3rd CLASS
65 Mon. Wed. Fri.	Mixed 13 Daily	Siding	Other			STATIONS	64 Tue. Thur. Sat.			
A. M. 6 10	A. M. 7 35				K 30	Lv. WINSTON JUNCTION	Ar.		P. M. 4 27 <sup>64</sup>	P. M. 3 55 <sup>14</sup>
6 19	f 7 45		75	3.4	.....	3.4 ALSPAUGH	6 9	f 4 17		3 42
6 28	f 8 00		15	7.1	K 36	3.7 BETHANIA	5 8	f 4 05		3 30
6 45	s 8 10		61	12.4	K 41	5.3 RURAL HALL	8 10	s 3 50		3 15
6 57	f 8 20		11	17.0	K 46	4.6 TOBACCOVILLE	7 10	f 3 32		3 02
7 15	s 8 32		28	21.6	K 51	4.6 DONNAHA	7 10	s 3 22		2 50
7 45	f 8 57	44	17	31.8	K 61	10.2 SILOAM	15 24	s 2 59		2 23
8 05	s 9 10		22	38.5	K 67	6.7 ROCKFORD	9 13	s 2 43		2 03
8 25	f 9 24		17	44.4	K 73	5.9 CRUTCHFIELD	8 13	s 2 29		1 45
8 50	s 9 59		90	54.8	K 84	10.4 ELKIN	15 24	s 2 05		1 15
9 10	s 10 15		10	60.7	K 90	5.9 RONDA	9 13	s 1 46		12 15
9 25	s 10 25		22	65.1	K 94	4.4 ROARING RIVER	6 13	s 1 36		12 01
9 35	f 10 35		22	68.9	K 98	3.8 QUARRY	5 9	f 1 27		11 45
10 05 A.M.	10 50 A.M.		222	74.2	K 103	5.3 W. NORTH WILKESBORO	9 12	1 15 P.M.		11 30 A.M.
Mon. Wed. Fri. 65	Daily 13 Mixed						6	Daily 14 Mixed		Tue. Thur. Sat. 64

**WINSTON-SALEM—POMONA—EASTBOUND**

Capacity of Tracks in Cars		TIME TABLE NO. 48 In effect April 29, 1934		Minimum Time in min. bet'n Stations	FIRST CLASS					THIRD CLASS			
Siding	Other	STATIONS			2 Daily	10 Daily	22 Daily	6 Daily	8 Daily	70 Ex. Sun.	72 Daily		
		Ar.	N	Pass	Frgh	A.M. 6 12 <sup>9</sup>	A.M. 11 00	P.M. 5 45	P.M. 8 35 <sup>5</sup>	P.M. 10 32 <sup>7</sup>	A.M.	P.M.	
		WYC...	GREENSBORO	2.6									
	Yard	WYC...	POMONA	1.2	2	3	6 05	10 55 <sup>71</sup>	5 37	8 29	10 27	9 45	7 45
	10		TERRA COTTA	2.2	3	5	6 02	10 52	5 34	8 26	10 25	9 40	7 38
	10		GUILFORD COLLEGE	3.3	4	7	5 58	10 47	5 29	8 22	10 22	9 35	7 33
55	9	W.	FRIENDSHIP	7.7	9	15	5 53	10 42	5 24	8 18	10 17 <sup>73</sup>	9 25	7 25
53	22		KERNERSVILLE	5.0	7	10	5 44	10 30	5 16	8 06	10 07	9 10	7 05
	46		GUTHRIE	4.1	6	9	5 37	10 23	5 09	7 58	9 59	8 40	6 52
	Yard		SALEM YARD	0.9			5 32	10 17	5 02	7 52	9 52	8 30 <sup>1</sup>	6 40
		WC...	WINSTON-SALEM (Union Station)		2	3	5 30 <sup>65</sup> <sub>52</sub>	10 15	5 00	7 50	9 50 <sup>6</sup>		
							A.M.	A.M.	P.M.	P.M.	P.M.	A.M.	P.M.
							Daily 2	Daily 10	Daily 22	Daily 6	Daily 8	Ex. Sun. 70	Daily 72

**MOORESVILLE JCT.—TAYLORSVILLE**

SOUTHBOUND				TIME TABLE NO. 48 In effect April 29, 1934				NORTHBOUND			
THIRD CLASS		FIRST CLASS	Capacity of Tracks in Cars	Miles from Taylorsville	Station Nos.	STATIONS	Minimum Time in min. bet'n Stations	FIRST CLASS		THIRD CLASS	
59 Daily	Mixed 15 Ex. Sun.							Mixed 12 Ex. Sun.	58 Daily		
A.M.	P.M. 5 00		51	0.0	O 64	Ar. WY... TAYLORSVILLE	10	15	P.M. 4 25		P.M.
	5 15		19	5.0	O 59	5.0 HIDDENITE	8	12	3 50		
A.M.	5 27		25	9.0	O 55	4.0 STONY POINT	23	35	3 35		P.M.
2 45	6 35		71	20.4	S 26	11.4 WY... STATESVILLE	6	9	3 06		10 40
	6 44		4	24.8	O 40	4.2 BARIUM SPGS.	2	3	2 20		
3 00	6 47		10	26.1	O 38	TROUTMANS	8	13	2 15		10 25
3 15	7 00		10	32.2	O 32	6.1 SHEPHERDS	4	7	1 49		10 12
3 23	7 07			35.3	O 29	3.1 WY... MOORESVILLE JCT.			1 42		10 05
A.M.	P.M.					Ar. Lv.			P.M.		P.M.
Daily 59	Ex. Sun. 15 Mixed								Ex. Sun. 12 Mixed		Daily 58



CHARLOTTE—WINSTON-SALEM—NORTHBOUND

Capacity of Tracks in Cars		TIME TABLE NO. 48 In effect April 29, 1934	STATIONS	Minimum Time in min. bet'n Stations	FIRST CLASS				THIRD CLASS				
Siding	Other				24 Daily	Mixed 12 Ex. Sun.	22 Daily	Mixed 14 Daily	52 Daily	64 Tue.Thur.Sat.	68 Ex. Sun.	58 Daily	
					Ar.	Pr.	Fr.	Fr.	Ar.	Pr.	Fr.	Fr.	
		Ar.	Pr.	Fr.	Fr.	Ar.	Pr.	Fr.	Fr.	Ar.	Pr.	Fr.	Fr.
		2	3	11 10	P.M.	P.M. <sup>14</sup> 4 30 <sup>64</sup>	P.M. <sup>64</sup> 4 35 <sup>22</sup>	A.M. <sub>2</sub> 5 30 <sup>65</sup>	P.M. <sup>14</sup> 4 05 <sup>22</sup>	P.M. <sup>21</sup> 12 50 <sup>69</sup>	P.M.		
		0.1											
		3	4	11 05		4 25 <sup>64</sup> <sub>14</sub>	4 28 <sup>64</sup> <sub>22</sub>	5 20	3 55 <sup>14</sup> <sub>22</sub>	12 40			
	43	6	8	10 57		4 15	P.M.		P.M.				
	51	2	3	10 55		4 13		5 05		12 20			
		3	5	10 53									
		2	3	10 51									
		5	7	10 46		4 03		4 50		12 05			
	29	6	10	10 37		3 55		4 40		11 53			
	14	6	10	10 32		3 49		4 30		11 45			
	28	6	10	10 29		3 45		4 25		11 42			
	10	8	11	10 19		3 35		4 10		11 30			
	16	7	10	10 10		3 24		3 55		11 15			
	58	4	7	10 05		3 20		3 45		10 25			
	8	7	10										
	35	6	9	9 55 <sup>1</sup> <sub>68</sub>		3 10 <sup>69</sup> <sub>21</sub>		3 30		9 55 <sup>1</sup> <sub>24</sub>			
	53	4	6	9 38		2 21							
	8	4	6	9 32		2 17		2 05		8 40			
	40	6	8	9 25	P.M.	2 11						P.M.	
	0	6	10	9 19	1 42	2 06		1 50		8 20		10 05	
	25	5	8	9 17	1 40	2 04		1 45 <sup>63</sup>		8 15		9 59	
	8	4	6	9 11	1 31	1 55		A.M.		7 47		9 47	
	64	4	6	9 06	1 25	1 51				7 40		9 37	
	30	6	10	9 03	1 22	1 48				7 25		9 34	
	75	4	6	8 59	1 16	1 43				7 18		9 28	
	39	7	10	8 54	1 10	1 39				7 10		9 22	
	75	6	9	8 47	1 00	1 31				6 52		9 16	
	75	4	6	8 41	12 51	1 25				6 42		9 10	
		4	6	8 36	12 45	1 20				6 35		9 05	
	Yard	3			12 40					6 30		9 00	
		4		8 30		1 14							
		2		8 25	P.M.	1 10	P.M.	A.M.	P.M.	A.M.	P.M.		
				A.M.		P.M.		A.M.	P.M.	A.M.	P.M.		
				Daily	Ex. Sun.	Daily	Daily	Daily	Tue.Thur.Sat.	Ex. Sun.	Daily		
				24	12	22	14	52	64	68	58		
					Mixed		Mixed						

**SPECIAL INSTRUCTIONS**

1. The Special Instructions do not relieve employes from proper protection of the train according to Rule 99.

**2. SUPERIOR DIRECTION**

ALL REGULAR NORTH AND EASTBOUND TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS MOVING IN THE OPPOSITE DIRECTION IN ACCORDANCE WITH RULE 72.

No. 14 will not leave North Wilkesboro until No. 13 has arrived.

No. 52 will not leave Mooresville until No. 53 has arrived.

**3. JOINT TRACKAGE**

Trains and engines of Winston-Salem Division will use the tracks of other Divisions in accordance with their time tables, rules, and regulations as follows:

Between	Division
Pomona and Greensboro .....	Danville
Between 9th St. Charlotte and Charlotte .....	Charlotte

**4. ADDITIONAL INITIAL AND CLEARANCE CARD STATIONS**

(Rules 4, 1141 and 1301)

A train must receive a clearance card before leaving its initial station.

Trains must receive clearance cards at additional stations as follows:

Winston-Salem Union Station, all passenger trains.

**5. BULLETIN BOARDS AND SPECIAL ORDER BOOKS**  
(Rules 1142 and 1302)

Greensboro, Salem Yard, Winston-Salem Union Station, N. Wilkesboro, Statesville and Charlotte.

**6. TRAIN REGISTERS**

(Rules 83, 222 and 1143)

Greensboro, Pomona, Salem Yard, Winston-Salem Union Station, Winston Junction, Rural Hall, North Wilkesboro, Charlotte, Atando Jct., Air Line Jct., Mooresville Jct., Barber, Statesville and Taylorsville.

Wilkesboro Line trains only will register at Winston Jct.

**7. STANDARD CLOCKS**

(Rule 3)

Greensboro, Salem Yard, N. Wilkesboro, Winston-Salem, (Dispatchers Office) Air Line Jct., Charlotte.

**8. RAILROAD CROSSINGS AT GRADE**

(Rules 98, 601 to 683)

Winston-Salem .....	W. S. S. B. (Interlocked).
Barber, N. C. ....	Ashville Division (Interlocked).
Charlotte, N. C. ....	S. A. L. Ry. (Crossing gates).

**9. JUNCTIONS**

(Rules 98, 601 to 683)

Pomona, N. C. ....	Danville Division (Interlocked)
Winston Jct., N. C. ....	Wilkesboro & Charlotte Lines.
Rural Hall, N. C. ....	A. & Y. Ry.
Statesville, N. C. ....	Asheville Division.
Mooresville Jct., N. C. ....	Taylorsville Branch
Air Line Jct., N. C. ....	Charlotte Division.
Charlotte, N.C. (9th St.)	Charlotte Division.
Atando Jct., N. C. ....	Cut off.

**10. YARD LIMITS**

(Rule 93)

Greensboro-Pomona, Terra Cotta, Kernersville, Winston-Salem, Rural Hall, Donaha, Elkin, N. Wilkesboro, Mocksville, Cooleemee Jct., Woodleaf, Hardaway, Barber Mooresville, Davidson-Cornelius, Charlotte, Air Line Jct., Troutman, Statesville and Taylorsville.

**11. ENTRANCE SWITCH TO SIDINGS AND OTHER TRACKS**

(Rules 88, 89 and 90)

Unless otherwise provided enter at first switch of first siding. When a train which is to hold the main track is first to arrive at meeting point, fixed by train order, switch must be properly set for opposing train to enter siding.

**12. ADDITIONAL SPEED RESTRICTIONS**

Santa Fe engines and mallet engines must not exceed a speed of twenty-five miles per hour at any point.

Within the corporate limits of the following towns and cities, trains must not exceed rate of speed named:

Charlotte (Passenger trains) .....	25 miles per hour
Charlotte (Freight trains) .....	10 miles per hour
Mooresville (all trains) .....	10 miles per hour

All trains will reduce speed to ten miles per hour over Highway Underpass, Mile 0-20.3, between Cornelius and Davidson.

All trains reduce speed to thirty miles per hour over crossing at Barber.

When passenger engines haul freight cars or when freight engines haul either freight or passenger cars the speed restriction for freight trains will apply.

Whenever an engine not equipped with leading trucks is being handled in tow the train handling such engine must not exceed speed of fifteen miles per hour.

Whenever an engine has been disabled by having its main rod and side rods removed on one or both sides the train handling such engine in tow must not exceed speed of fifteen miles per hour.

Whenever an engine is being handled in tow and such engine is equipped with main rods and side rods, or with side rods only, the train handling such engine must not exceed speed of twenty-five miles per hour.

An engine in tow must be when practicable handled next to the engine hauling the train, except that an engine of light construction should be handled on rear of train.

Whenever an engine is to be handled in tow the Train Dispatcher must be advised before the train leaves its initial station.

**13. AUTOMATIC BLOCK**

(Rules 501 to 520)

Automatic Block Rules are effective between Air Line Junction and Charlotte and between Greensboro and Pomona.

**14. TRAIN MOVEMENTS**

(Rules 251 to 254—261 to 264—281 to 283)

As show below trains or engines will run with the current of traffic by block signals whose indications will supersede time table superiority; inferior trains must not delay superior trains:

Between Greensboro Passenger Station and Pomona.

**15. ADDITIONAL FLAG STOPS**

Colfax .....	Nos 1, 2, 5, 6 and 10
Boyden .....	Nos. 13 and 14
Limerock .....	Nos. 13 and 14
Childrens Home .....	Nos. 7 and 24
Shoal .....	Nos. 13 and 14
Burch .....	Nos. 13 and 14
Idols .....	Nos. 1 and 24
Scotts .....	Nos. 12 and 15
Loray .....	Nos. 12 and 15
Oswalt .....	Nos. 12 and 15

**16. HELPING TRAINS**

When it is necessary for a train to push another train on a grade or into a siding, the pusher engine must be detached from its train, after proper measures have been taken for its protection, including setting of hand brakes and such other measures as may be necessary, and after coupling to the rear car of the train to be pushed, the air hose must be coupled and the air operated through; the air pressure must be equalized between the pushing engine and the train to be pushed, and the cut out cock under automatic brake valve closed. This automatically cuts out train control operation on the pusher engine.

When the pusher engine is uncoupled from the train, cut out cock under brake valve must be opened so as to make train control operative.

Position of brake valve handles on the pushing engine to be the same as the second engine on a double header train, and the instructions in books of rules governing the operation of a train with two or more engines, including air brake handling, will govern.

WHEN NECESSARY, PASSENGER TRAINS WILL WAIT FOR CONNECTIONS AS INDICATED BELOW. SUPERINTENDENT OR CHIEF DISPATCHER WILL INSTRUCT IN CASES OF UNUSUAL CONDITIONS OR EMERGENCIES.

WINSTON-SALEM 7

J. R. Perkins (Asst. Oculist) ..... Winston-Salem, N. C.  
Lester F. Martin ..... Mocksville, N. C.

**VETERINARIANS**

W. A. Hornaday ..... Greensboro, N. C.  
T. L. Glenn ..... Mocksville, N. C.  
W. H. Kern ..... Winston-Salem, N. C.

**HOSPITALS**

Good Samaritan Hospital ..... Charlotte, N. C.  
Presbyterian Hospital ..... Charlotte, N. C.  
Greensboro Hospital (White Only) ..... Greensboro, N. C.  
St. Leo's Hospital ..... Greensboro, N. C.  
Long's Sanitarium ..... Statesville, N. C.  
Twin City Hospital (White Only) ..... Winston-Salem, N. C.  
Slater Hospital (Colored Only) ..... Winston-Salem, N. C.

**WATCH INSPECTORS:**

Crescent Jewelry Co. .... Charlotte, N. C.  
Southern Jewelry Co. .... Greensboro, N. C.  
Eugene Fink ..... Mooresville, N. C.  
W. T. Vogler & Son ..... Winston-Salem, N. C.  
J. E. Deans ..... N. Wilkesboro, N. C.

**BUSINESS TRACKS AND STATIONS NOT SHOWN AS STATIONS ON TIME TABLE**

**Between Winston Junction and Charlotte**

NAME	Location	NAME	Location
Idols	Mile L 13.6	Haymore	Mile L 45.0
Audobon	" L 32.4	Fourweight	" L 48.1
Blue Pearl Granite Co.	" L 43.7		

**Between Mooresville Junction and Taylorsville**

NAME	Location	NAME	Location
Scotts	Mile O 11.4	Iredell County	
Loray	" O 14.5	Home	Mile O 39.3
Oswalt	" O 28.4		

**Between Pomona and Winston-Salem**

NAME	Location
Cofax	Mile K 10.6

**Between Winston Junction and North Wilkesboro**

NAME	Location	NAME	Location
Tiretown	Mile K 28.3	Byrds Siding	Mile K 59.4
Boyd	" K 51.1	Lime Rock	" K 60.0
Haubyrd	" K 51.8	Aholee	" K 73.0
Shoal	" K 53.7	Burch	" K 74.5
Houser	" K 56.5		

Train No.	Wait At	For	Time
1	Greensboro...	Danville Div. 33	1 hour
7	Greensboro...	Danv. Div 32 & 40	30 minutes Note 2
9	Greensboro...	Danville Div. 39	45 minutes
15	Statesville...	Asheville Div. 12	30 minutes
21	Barber.....	Asheville Div. 22	1 hour 30 minutes
21	Greensboro...	Danville Div. 45	15 minutes Note 2
24	Charlotte....	Charlotte Div. 36	30 minutes Note 2
24	Charlotte....	Col. Div. 24	30 minutes Note 2

Note 2—When passengers are reported.

J. A. BOLICH, Trainmaster, Winston-Salem  
W. T. SUTPHEN, Chief Train Dispatcher, Winston-Salem  
G. G. REEVES, Dispatcher, "  
P. J. NASH, " "  
H. W. GOSWICK, " "  
P. C. POOLE, " "

**THE NAMES AND LOCATIONS OF LOCAL SURGEONS ARE:**

R. L. Gibbon ..... Charlotte, N. C.  
B. K. Blalock ..... North Charlotte, N. C.  
James Gibbons (Asst.) ..... Charlotte, N. C.  
P. M. King (Asst.) ..... Charlotte, N. C.  
W. H. Wakefield (Oculist) ..... Charlotte, N. C.  
H. A. Wakefield (Asst. Oculist) ..... Charlotte, N. C.  
J. H. Tucker (Asst. Oculist) ..... Charlotte, N. C.  
J. W. MacConnell ..... Davidson, N. C.  
H. C. Salmons ..... Elkin, N. C.  
H. H. Ogburn (Consultant) ..... Greensboro, N. C.  
W. P. Reeves (Oculist) ..... Greensboro, N. C.  
A. R. Wilson (Assistant) ..... Greensboro, N. C.  
Charles R. Reeves (Asst. Oculist) ..... Greensboro, N. C.  
J. R. Paddison ..... Kernersville, N. C.  
G. W. Taylor ..... Mooresville, N. C.  
F. C. Hubbard ..... N. Wilkesboro, N. C.  
Thos. E. Anderson ..... Statesville, N. C.  
Henry F. Long ..... Statesville, N. C.  
Asa Thurston ..... Taylorsville, N. C.  
A. de Talma Valk. .... Winston-Salem, N. C.  
T. W. Davis (Oculist) ..... Winston-Salem, N. C.

**LOCOMOTIVE RATING IN TONS OF 2,000 POUNDS EXCLUSIVE OF TENDER AND CABOOSE**

NORTH and EAST		21 in. x 28 in. Cylinder	Superheated 22 in. x 30 in. Cylinder	Mikado 4500 x 4700	Mikado 4800	Santa Fe
Wilkesboro	to Elkin	1000				
Elkin	" Donnaha	1200				
Donnaha	" Rural Hall	700				
Rural Hall	" Winston-Salem	800				
Winston-Salem	" Pomona	1050	1450	1750	2000	
Mocksville	" Winston-Salem	750	1150	1400		
Barber	" Mocksville	1050	1450	1700		
Air Line Jct.	" Barber	1100	1650	2000		
Air Line Jct.	" Statesville	1100	1650	2000	2500	2700
SOUTH and WEST						
Pomona	to Winston-Salem	1050	1450	1750	2000	
Winston-Salem	" Donnaha	700				
Donnaha	" Elkin	1200				
Elkin	" Wilkesboro	800				
Winston-Salem	" Mocksville	700	1125	1300		
Mocksville	" Barber	950	1450	1625		
Barber	" Mooresville	1100	1650	1825		
Statesville	" Mooresville	1250	1800	2100	2600	2850
Mooresville	" Air Line Jct.	1650	2200	2400	3000	3000

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

When engines are pronounced incapable of pulling their rating, written explanation from the Engineman must be sent by wire to the Chief Dispatcher. Conductor must make written report upon arrival at terminal. Agent must show tare, net and total weights in tons in Lower Left Hand Corner of way-bills. Where tonnage is estimated, Agents must so note on way-bills.

In making computation less than 1,000 lbs. will be dropped—1,000 lbs. will be counted one ton.

When two or more engines are used the tonnage will be increased in exact proportion to the number and class of engines employed, unless especially directed to the contrary.

**WINSTON-SALEM 8**

**SYSTEM LOCOMOTIVES, DERRICKS, PILE DRIVERS AND OTHER ROADWAY EQUIPMENT AND SYSTEM AND FOREIGN CARS MAY BE OPERATED PROVIDED WEIGHTS AND OTHER RESTRICTIONS SHOWN BELOW ARE NOT EXCEEDED.**

**BETWEEN POMONA, WINSTON-SALEM & MOORESVILLE**

EQUIPMENT	TYPE	CLASS	TOTAL WEIGHT
Santa Fe Engines .	2-10-2	378	(a) (c) 378,000
Mikado Engines ...	2-8-2	330	(a) (c) 329,500
Mikado Engines ..	2-8-2	292	292,500
Pacific Engines ....	4-6-2	305	(b) 300,000
Mountain Engines .	4-8-2	327	(b) 327,000
Loaded Cars .....	4-wheel trucks		210,000
Loaded Cars .....	6-wheel trucks		270,000

(a) May be operated between Pomona and Winston-Salem and beyond Winston-Salem to Cherry St. Underpass Mile L-0.5, but must not cross this structure. These engines must not be operated between Cherry St. Underpass, Winston-Salem, and Barber Junction, but may be operated in emergency detour movement between Barber Junction and Mooresville at a speed not exceeding 25 miles per hour.

(b) Permitted in detour movement only at speed not to exceed twenty-five miles per hour, and must not exceed speed of ten miles per hour over Glade St. Underpass Mile L-1.8.

(c) Must not be handled over side or industrial tracks containing open deck trestles with 3 ply 7" x 16" stringers where spacing of the bents exceeds 9 feet.

All Engines permitted on this line may be operated coupled except Santa Fe engines which must not be operated coupled to each other, but may be operated coupled to engines of a lighter or smaller class between Pomona and Winston-Salem.

Pile Drivers PD-24, PD-25 and PD-36 may be operated with a tender at one end and a tool car weighing not exceeding 90,000 lbs. gross at the other end. Pile Driver PD-36 must also have stack removed when in transit. Pile Drivers PD-19 and PD-22 may be operated without restrictions.

All system derricks except D-70, D-71, D-72, D-73, D-74 and D-5989 may be operated.

Derricks D-70, D-71, D-72, D-73, D-74 and D-5989 may be operated at a speed not exceeding twenty miles per hour between Pomona and Cherry Street Underpass Mile L-0.5, but must not cross this structure and from Mooresville to South end of Glade Street Underpass Mile L-1.8 but must not cross this structure.

Derricks D-1, D-22, D-30, D-40, D-70, D-71, D-72, D-73, D-74 and D-5989 must not exceed a speed of twenty miles per hour; other Derricks twenty-five miles per hour.

**BETWEEN CHARLOTTE AND STATESVILLE**

EQUIPMENT	TYPE	CLASS	TOTAL WEIGHT
Mallet Engines ....	2-8-8-2		(a) (b) 469,000
Santa Fe Engines ..	2-10-2	378-A	(a) (b) (c) 378,000
Mikado Engines ...	2 -8-2	330	(a) (c) 329,500
Pacific Engines ...	4 -6-2	305	(a) 300,000
Mountain Engines .	4 -8-2	327	(a) 327,000
Loaded Cars .....	4-wheel trucks		210,000
Loaded Cars .....	6-wheel trucks		270,000

(a) Must not exceed a speed of twenty-five miles per hour at any point and must not exceed ten miles per hour over the highway underpass Mile O-20.8.

(b) Must not be operated coupled to each other but may be operated coupled to engines of a lighter or smaller class.

(c) Must not be handled over side or industrial tracks containing open deck trestles with 3 ply 7" x 16" stringers where spacing of the bents exceeds 9 feet.

Pile Drivers PD-24, PD-25 and PD-36 may be operated with a tender at one end and a tool car weighing not exceeding 90,000 lbs. gross at the other end. Pile Driver PD-36 must also have stack removed when in transit. Pile Drivers PD-19 and PD-22 may be operated without restrictions.

All system derricks may be operated but must not exceed a speed of ten miles per hour, over highway underpass Mile O-20.8.

Derricks D-1, D-22, D-30, and D-40 must not exceed a speed of twenty miles per hour; other derricks twenty-five miles per hour.

**BETWEEN STATESVILLE AND TAYLORSVILLE**

EQUIPMENT	TYPE	CLASS	TOTAL WEIGHT
10-wheel Pass. Engs.	4-6-0	172	(a) 171,000 lbs.
Consolidation Engs..	2-8-0	205	(a) 214,000 lbs.
Loaded Cars .....			169,000 lbs.

(a) Must not exceed a speed of 35 miles per hour. Engines permitted on this line may be operated coupled.

Pile Drivers PD-24, PD-25 and PD-36 may be operated with a tender at one end and a tool car weighing not exceeding 90,000 lbs. gross at the other end. Pile Driver PD-36 must also have stack removed when in transit. Pile Drivers PD-19 and PD-22 may be operated without restrictions.

System derricks D-1, D-24, D-27, D-29, D-30, D-32 and D-58 may be operated at a speed not to exceed twenty miles per hour.

**BETWEEN WINSTON JUNCTION & NORTH WILKESBORO**

EQUIPMENT	TYPE	CLASS	TOTAL WEIGHT
10-wheel Pass. Engs.	4-6-0	172	(a) 192,300
Consolidation Engs..	2-8-0	205	(a) 214,000
Loaded Cars .....			210,000

All engines permitted on this line may be operated coupled.

(a) Must not exceed a speed of twenty miles per hour over Grassy Creek Bridge, Mile K-50.0; Mitchell River, Mile K-74.6, and Mulberry Creek, Mile K-97.2.

Pile Drivers PD-24, PD-25 and PD-36 may be operated with a tender at one end and a tool car weighing not exceeding 90,000 lbs. gross at the other end. Pile Driver PD-36 must also have stack removed when in transit. Pile Drivers PD-19 and PD-22 may be operated without restrictions.

System derricks D-1, D-24, D-27, D-29, and D-30 may be operated at a speed not to exceed twenty miles per hour.

**NOTE: The weight of engine shown above is weight exclusive of tender.**