

SOUTHERN RAILWAY SYSTEM

EASTERN LINES

Winston-Salem Division

TIME TABLE No.

59

Effective 6.01 P. M. (Eastern Time)
SUNDAY, MARCH 19, 1939

FOR THE GOVERNMENT OF EMPLOYEES ONLY

G. W. ADAMS ----- General Manager
T. C. BLACKWELL, Gen. Superintendent Transportation
J. S. BERGMAN ----- Superintendent

POMONA—WINSTON-SALEM—WESTBOUND

Miles from Pomona	Station Nos.	TIME TABLE NO. 59 In effect March 19, 1939	Minimum Time in min. bet'n Stations		FIRST CLASS				THIRD CLASS	
			Pass.	Frgh.	1 Daily A.M. 7 00	21 Daily P.M. 12 15	3 Daily P.M. 6 20	5 Daily P.M. 9 10	71 Ex. Sun. A.M.	73 Daily P.M.
	284	WYC GREENSBORO N 2.6								
0.0	287	WYC... POMONA ...N 1.2	2	3	f 7 04	12 20	6 24	f 9 14 ⁷³	11 05 ¹⁰	9 30 ⁸
1.2	K 4	... TERRA COTTA ... 2.2	3	5	f 7 06	12 24	6 26	f 9 16	11 10	9 35
3.4	K 7	GUILFORD COLLEGED 3.3	4	7	f 7 10	12 28	f 6 29	f 9 19	11 20	9 40
6.7	K 10	... FRIENDSHIP 7.7	9	15	f 7 15	12 34	f 6 33	9 24	11 30	10 20 ⁸
14.4	K 17	KERNERSVILLE D 5.0	7	10	s 7 25	12 44	s 6 42	s 9 34	11 45	10 35
19.4		... GUTHRIE ... 4.1	8	9	f 7 41	12 54	6 50	9 41	11 55	10 45
23.5		... SALEM YARD ... 0.9			7 48 ⁶⁵	1 01	6 59 ⁷²	9 49	12 10	10 55
24.4	K 29	WC WINSTON-SALEM N (Union Station) Ar.	2	3	s 7 50 ¹³	1 02	7 00	9 50 ⁵³		
					A.M. Daily 1	P.M. Daily 21	P.M. Daily 3	P.M. Daily 5	P.M. Ex. Sun. 71	P.M. Daily 73

WINSTON JUNCTION—NORTH WILKESBORO

WESTBOUND				Capacity of Tracks in Cars	Miles from Pomona	Station Nos.	TIME TABLE NO. 59 In effect March 19, 1939	Minimum Time in min. bet'n Stations	EASTBOUND		
3rd CLASS	1st CLASS								1st CLASS		
65 Ex. Sun. A. M. 8 15 ¹³	13 Daily A. M. 8 03 ⁶⁵								14 Daily P. M. 4 40 ²²		64 Ex. Sun. P. M. 12 47
8 23	f 8 09		75	25.9	K 30	... WINSTON JUNCTION ... Lv. Ar.	6 7	f 4 32			12 40
8 31	f 8 14		15	29.3		... ALSPAUGH ... 3.4	5 8	f 4 23			12 31
8 40	s 8 28		61	33.0	K 36	... BETHANIA ... 3.7	8 10	s 4 13			12 20
8 49	f 8 35		11	38.3	K 41	... RURAL HALL ... D 5.3	7 9	f 3 58			12 05
9 15	s 8 43		28	42.9	K 46	... TOBACCOVILLE ... 4.6	7 9	s 3 48			11 55
9 30	f 8 59		53	47.5	K 51	W... DONNAHA ... D 10.2	15 21	s 3 30			11 30
9 59	s 9 09		22	57.7	K 61	... SILOAM ... D 6.7	9 13	s 3 19			11 15
10 09	f 9 20		17	64.4	K 67	W... ROCKFORD ... 5.9	8 12	s 3 07			11 00
10 30 ⁶⁴	s 9 50 ⁶⁴		90	70.3	K 73	... CRUTCHFIELD ... D 10.4	15 21	s 2 45			10 30 ¹³ 8 45 ⁶⁵
10 45	s 10 02		10	80.7	K 84	W... ELKIN ... D 5.9	9 12	s 2 26			8 30
11 01	s 10 10		22	86.6	K 90	... RONDA ... 4.2	6 9	s 2 18			8 20
11 10	f 10 17		22	90.8	K 94	... ROARING RIVER ... D 4.0	5 8	f 2 11			8 11
11 30 A. M.	10 30 A. M.		222	94.8	K 98	... QUARRY ... 5.3	9 11	2 00 P. M.			8 00 A. M.
Ex. Sun. 65	Daily 13			100.1	K 103	W. NORTH WILKESBORO D Ar. Lv.		Daily 14			Ex. Sun. 64

WINSTON-SALEM—POMONA—EASTBOUND

Capacity of Tracks in Cars		TIME TABLE NO. 59 In effect March 19, 1939	Minimum Time in min. bet'n Stations	FIRST CLASS					THIRD CLASS	
Siding	Other			STATIONS	10 Daily	22 Daily	6 Daily	8 Daily	70 Ex. Sun.	72 Daily
		Ar. WYC.GREENSBORO..N 2.6								
	Yard	WYC...POMONA...N 1.2	2	3	11 04 ⁷¹	5 40	8 30 ⁷²	10 32	9 45	8 05 ⁶
	10	TERRA COTTA... 2.2	3	5	11 02	5 37	8 26	10 29	9 40	7 59
	10	GUILFORD COLLEGE D 3.3	4	7	10 57	5 32	8 21	10 25	9 35	7 54
55	9	FRIENDSHIP... 7.7	9	15	10 52	5 27	8 16	10 20 ⁷³	9 25	7 46
53	22	KERNERSVILLE..D 5.0	7	10	10 41	5 16	8 06	10 10	9 10	7 26
	45	GUTHRIE... 4.1	6	9	10 33	5 09	7 58	10 03	8 40	7 13
	Yard	SALEM YARD... 0.9	2	3	10 26	5 01	7 51	9 56	8 30	7 00 ^s
		WC WINSTON-SALEM N (Union Station) Lv.	2	3	10 25	5 00	7 50	9 55 ^s		
					A.M. Daily 10	P.M. Daily 22	P.M. Daily 6	P.M. Daily 8	A.M. Ex. Sun. 70	P.M. Daily 72

MOORESVILLE JCT.—TAYLORSVILLE

SOUTHBOUND				TIME TABLE NO. 59 In effect March 19, 1939				NORTHBOUND			
THIRD CLASS	FIRST CLASS	Capacity of Tracks in Cars		Miles from Charlotte	Station Nos.	STATIONS	Minimum Time in min. bet'n Stations	FIRST CLASS		THIRD CLASS	
59 Daily	Mixed 15 Ex. Sun.	Siding	Other					Passr	Frgh	Mixed 12 Ex. Sun.	58 Daily
A.M.	P.M. 5 00		51	64.4	O 64	Lv. WY... TAYLORSVILLE ...D	10	13	P.M. 4 15	P.M.	
	5 15		19	59.4	O 59	HIDDENITE	8	10	3 48		
A.M.	5 25		25	55.4	O 55	STONY POINT	23	28	3 38	P.M.	
1 00	6 31		71	44.0	S 26	WY... STATESVILLE ...N	6	9	3 08 2 20	10 25	
	6 40		4	39.8	O 40	BARIUM SPGS. 1.5	2	3	1 55		
1 15	6 43		10	38.3	O 38	TROUTMANS	8	13	1 50	10 10	
1 25	6 53		10	32.2	O 32	SHEPHERDS	4	7	1 30	9 57	
1 35	6 59			29.1	O 29	WY... MOORESVILLE JCT. ...Lv.			1 22	9 50	
A.M.	P.M.								P.M.	P.M.	
Daily 59	Ex. Sun. 15 Mixed								Ex. Sun. 12 Mixed	Daily 58	

WINSTON-SALEM—CHARLOTTE—SOUTHBOUND

Miles Winston-Salem	Station Nos.	TIME TABLE NO. 59 In effect March 19, 1939 STATIONS	Minimum Time in min. bet'n Stations		FIRST CLASS				THIRD CLASS				
			Passr	Frgh't	1	13	21	Mixed 15	59	65	69	53	
					Daily	Daily	Daily	Ex. Sun.	Daily	Ex. Sun	Ex. Sun.	Daily	
	K 29	WC... WINSTON-SALEM ...N (Union Station)	Lv.	2	3	A.M. 8 50	A.M. 8 00 ⁶⁵	P.M. 1 15 ⁶⁴	P.M.	A.M. 8 10 ¹³	A.M. 7 30	A.M. 9 20 ⁵	
0.1		0.1 W. S. S. B. CROSSING		3	4								
1.5	K 30	1.4 WINSTON JUNCTION		6	8	8 53	8 03	1 20		8 15	7 35	9 25	
5.0	L 3	3.5 HANES		2	3	8 59	A.M.	1 27		A.M.			
6.5	L 5	1.5 FRONTIS		3	5	9 01		1 29			7 40	9 35	
8.9	L 7	2.4 ATWOOD		2	3	9 04							
10.5	L 10	1.6 MUDDY CREEK		5	7	9 07							
13.9	L 12	3.4 CLEMMONS ...D		6	10	9 12		1 41 ⁶⁸			7 55	9 50	
18.1	L 17	4.2 ADVANCE		6	10	9 19		1 49			8 05	10 01	
20.9	L 20	2.8 BIXBY		6	10	9 25		1 54			8 12	10 08	
22.6	L 21	1.7 CORNTZER		8	11	9 29		1 57			8 25	10 12	
27.7	L 27	5.1 MOCKSVILLE ...D		7	10	9 38		2 05			8 45	10 30	
32.7	L 31	5.0 W... COOLEEMEE JCT.		4	7	9 45		2 12			9 10	10 42	
35.8	L 34	3.1 WOODLEAF ...D		7	10	9 56		2 24			9 25	10 49	
36.2		0.4 HARDAWAY QUARRY		4	7								
40	S 11	4.8 WY... BARBER ...N		6	9	10 15 ⁶⁹		2 35 ²² 3 00			10 00 ¹	11 40	
45.3	L 44	4.3 BEAR POPLAR		4	6	10 22		3 06			A.M.		
47.9	L 47	2.6 MT. ULLA ...D		6	8	10 26		3 10				11 55 ⁵²	
51.8		3.9 MAZEPPA		6	10	10 32		3 16	P.M.	A.M.			
55.0	O 29	3.2 WY... MOOREVILLE JCT...		5	8	10 38		3 22	6 59	1 35		12 05	
55.8	O 28	0.8 MOOREVILLE ...N		4	6	10 42		3 25	7 01	1 40		12 40	
59.5	O 25	3.7 MOUNT MOURNE		4	6	10 47		3 30	7 06	1 50		12 50	
62.6	O 22	3.1 W... DAVIDSON ...D		6	10	10 52		3 35	7 11	2 00		1 10	
64.0	O 21	1.4 CORNELIUS ...D		4	6	10 55		3 38	7 13	2 04		1 25	
66.7	O 18	2.7 CALDWELL		4	6	10 59		3 42	7 17	2 10		1 32	
69.4	O 15	5.1 HUNTERSVILLE ...D		7	10	11 03		3 46	7 21	2 18		1 45	
74.5	O 10	4.4 CROFT		6	9	11 10		3 53	7 28	2 28		1 55	
75.9	O 5	2.6 DERITA		4	6	11 17		3 59	7 34	2 38		2 05	
81.5		1.2 ATANDO JCT.		3		11 23		4 05	7 38	2 45		2 15	
		2.0 WC... AIR LINE JCT. ...N		4						2 50		2 20	
83.5		0.8 S.A.L.R. CROSS.		2		11 29		4 10	7 42				
84.3	380	0.8 W... CHARLOTTE ...N (Trade St.) ...Ar.				11 35 A.M.		4 15 P.M.	7 50 P.M.	A.M.	A.M.	A.M.	A.M.
						Daily 1	Daily 13	Daily 21	Ex. Sun. 15 Mixed	Daily 59	Ex. Sun. 65	Ex. Sun. 69	Daily 53

CHARLOTTE—WINSTON-SALEM—NORTHBOUND

Capacity of Tracks in Cars		TIME TABLE NO. 59 In effect March 19, 1939	Minimum Time in min. bet'n Stations	FIRST CLASS				THIRD CLASS						
Siding	Other			STATIONS	Passr	Frghr	4	Mixed	22	14	64	68	58	52
							Daily	Ex. Sun.	Daily	Daily	Ex. Sun.	Ex. Sun.	Daily	Daily
		Ar				A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	A.M.	
		WC WINSTON-SALEM N (Union Station)	2	3		11 35		4 30	4 45	12 52 ²¹	2 15		3 40	
		0.1 W. S. S. B. CROSSING												
		1.4 WINSTON JUNCTION	3	3		11 29		4 25 ¹⁴	4 40 ²²	12 47	2 10		3 35	
	43	3.5 HANES	6	7		11 22		4 15	P.M.	P.M.				
	51	1.5 FRONTIS	2	3		11 19		4 13			1 56		3 25	
		2.4 ATWOOD	3	5		11 15								
		1.8 MUDDY CREEK	2	3		11 12								
	29	3.4 CLEMMONS D	5	7		11 08		4 03			1 41 ²¹		3 00	
	14	4.2 ADVANCE	6	9		11 01		3 55			1 10		2 50	
	28	2.8 BIXBY	6	8		10 56		3 49			1 01		2 40	
	18	1.7 CORNATZER	8	10		10 53		3 45			12 55		2 35	
	56	5.1 MOCKSVILLE D	7	10		10 45		3 35			12 40		2 20	
	63	5.0 W COOLEEMEE JUNC.	7	10		10 35		3 24			12 10		2 05	
	8	3.1 WOODLEAF D	4	7		10 30		3 20			11 50		1 55	
	35	0.4 HARDAWAY QUARRY	7	10										
	53	4.8 WY... BARBER N	6	9		10 15 ¹ ₆₉		3 10 2 30 ²¹			11 30 A.M.		1 40	
	8	4.3 BEAR POPLAR	4	6		10 05		2 21						
	40	2.6 MT. ULLA D	6	8		10 01		2 17					11 55 ⁵³	
	6	3.9 MAZEPPA	6	8		9 55	P.M.	2 11				P.M.		
		3.2 WY. MOOREVILLE JUNC.	6	10		9 47	1 22	2 06				9 50	11 35	
	25	0.8 MOOREVILLE N	5	8		9 45	1 20	2 04				9 44	11 30	
	8	3.7 MOUNT MOURNE	4	6		9 32	1 01	1 55				9 32	10 52	
	64	3.1 W... DAVIDSON D	4	6		9 28	12 55	1 51				9 22	10 46	
	30	1.4 CORNELIUS D	6	10		9 25	12 48	1 48				9 19	10 42	
	75	2.7 CALDWELL	4	6		9 19	12 42	1 43				9 13	10 36	
	39	2.7 HUNTERSVILLE D	7	10		9 15	12 35	1 39				9 07	10 30	
	75	5.1 CROFT	6	9		9 08	12 22	1 31				9 01	10 20	
	75	4.4 DERITA	4	6		9 01	12 12	1 25				8 56	10 11	
		2.6 ATANDO JCT.	4	6		8 56	12 05	1 20				8 50	10 05	
Yard		1.2 WC AIR LINE JCT. N	4	3			11 55					8 45	10 00	
		2.0 S. A. L. R. R. CROSS	4	3		8 50		1 14						
		0.8 W... CHARLOTTE N (Trade St.) Lv.	2	3		8 45 A.M.	11 45 A.M.	1 10 P.M.	P.M.	P.M.	A.M.	P.M.	P.M.	
						Daily 4	Ex. Sun. 12 Mixed	Daily 22	Daily 14	Ex. Sun. 64	Ex. Sun. 68	Daily 58	Daily 52	

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. 13 has right over No. 14 Winston-Salem to North Wilkesboro.

No. 3 has right over No. 6 Pomona to Winston-Salem Union Station.

No. 5 has right over No. 8 Pomona to Winston-Salem Union Station.

No. 69 has right over No. 68 Winston-Salem to Barber.

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, Taylorsville and Cooleemee Jct.

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. ----- Asheville 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, Donnoha, 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 0-20.8, 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 minimum time between stations 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 shown 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.

Between Charlotte Passenger Station, Ninth Street Crossing and the crossover north of Airline Junction.

The movement of trains over grade crossings of SAL and Southern Railway, Charlotte Division main tracks, and SAL Railway and Winston-Salem Division main tracks at Charlotte will be governed by gates placed across these tracks.

These gates 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 gates will be set across the Southern Railway tracks.

Red lights will be displayed on the gates at night to the track blocked by the gates.

Southern Railway engines and trains must approach these crossings under control and prepared to stop unless the gates are set against the SAL and way is clear to proceed.

Trains and engines will not exceed a speed of five miles per hour over the crossings.

15. ADDITIONAL FLAG STOPS

Colfax	-----	Nos. 1, 3, 5, 6 and 10	Idols	-----	Nos. 1 and 4
Boyden	-----	Nos. 13 and 14	Scotts	-----	Nos. 12 and 15
Limerock	-----	Nos. 13 and 14	Jopler	-----	Nos. 1, 21, 22 and 4
Childrens Home	-----	Nos. 1 and 4	Loray	-----	Nos. 12 and 15
Shoal	-----	Nos. 13 and 14	Oswalt	-----	Nos. 12 and 15
Burch	-----	Nos. 13 and 14			

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 opera-

tion of a train with two or more engines, including air brake handling, will govern.

17. SPRING SWITCHES

When any part of a train is moving through a spring switch the speed must not exceed fifteen miles per hour, except at the ends of double track where speed must not exceed twenty miles per hour.

Spring switches are located as follows:

East end Lead track Salem Yard—

Trailing movements may be made through these switches without opening or closing by hand, but in case a train is stopped before passing entirely through the switch, it must not be backed, unless switch is opened or set to siding by hand.

"S S" signs are located adjacent to spring switches, and will also, when practicable, indicate the location of clearance point for adjacent track, unless "Clear This Post" sign is used.

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

Train No.	Wait At	For	Time
1	Greensboro	Danville Div.	29 1 hour
3	Greensboro	Dan. Div. 17,34,135	20 minutes Note 2
4	Charlotte	Columbia Div.	24 30 minutes Note 2
4	Charlotte	Charlotte Div.	36 30 minutes Note 2
5	Greensboro	Danville Div.	35 20 minutes
21	Barber	Asheville Div.	22 1 hour 30 minutes
			Note 2
21	Greensboro	Danville Div.	45 15 minutes Note 2

Note 2—When passengers are reported.

- O. B. KEISTER, JR., Trainmaster ----- Winston-Salem
- G. G. REEVES, Dispatcher ----- Winston-Salem
- H. W. GOSWICK, Dispatcher ----- Winston-Salem
- P. C. POOLE, Dispatcher ----- Winston-Salem
- C. D. KENDALL, Dispatcher ----- Winston-Salem

THE NAMES AND LOCATIONS OF LOCAL SURGEONS ARE:

- O. L. Miller (Orthopedic) ----- Charlotte, N. C.
- 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.
- J. H. Tucker (Oculist) ----- Charlotte, N. C.
- J. G. Johnston (Assistant) ----- 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.
- H. G. Strickland (Asst. Oculist) ----- Greensboro, N. C.
- R. N. Harden ----- Greensboro, N. C.
- J. R. Paddison ----- Kernersville, N. C.
- G. W. Taylor ----- Mooresville, N. C.
- F. C. Hubbard ----- N. Wilkesboro, N. C.

WINSTON-SALEM 7

- T. V. Goode (Asst. Surgeon) ----- Statesville, N. C.
- James W. Davis (Consulting Surgeon) ----- 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.
- Beverly N. Jones (Assistant Oculist) ----- Winston-Salem, N. C.
- Leater P. Martin ----- Mocksville, N. C.

VETERINARIANS

- W. A. Hornaday ----- Greensboro, N. C.
- W. H. Kern ----- Winston-Salem, N. C.

HOSPITALS

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

WATCH INSPECTORS

- H. J. H. Begg ----- Charlotte, N. C.
- Southern Jewelry Co. ----- Greensboro, N. C.
- Eugene Fink ----- Mooresville, N. C.
- W. T. Vogler & Son ----- Winston-Salem, N. C.
- Carl W. Steele ----- N. Wilkesboro, N. C.

HOURS OF SERVICE TELEGRAPH OFFICES

STATION	WEEK-DAY	SUNDAY
Guilford College	6:30 A.M. to 3:30 P.M.	Closed
Kernersville	8:00 A.M. to 5:00 P.M.	Closed
Winston-Salem (Dispatchers Office)	Continuous	Continuous
Rural Hall	7:50 A.M. to 4:50 P.M.	8:00 A.M. to 10:00 A.M.
Siloam	7:00 A.M. to 4:00 P.M.	Closed
Crutchfield	8:00 A.M. to 5:00 P.M.	Closed
Elkin	8:00 A.M. to 5:00 P.M.	Closed Sunday
Roaring River	8:00 A.M. to 5:00 P.M.	Closed
North Wilkesboro	8:00 A.M. to 5:00 P.M.	12:30 P.M. to 2:30 P.M.
Clemmons	7:30 A.M. to 4:30 P.M.	Closed
Mocksville	7:00 A.M. to 4:00 P.M.	Same as week day
Woodleaf	7:45 A.M. to 4:45 P.M.	Closed
Barber	Continuous	Continuous
Mt. Ulla	8:00 A.M. to 5:00 P.M.	Closed
Mooresville	6:30 A.M. to 1:30 P.M.	1:30 P.M. to 3:30 P.M.
Davidson	7:00 A.M. to 4:00 P.M.	Closed
Cornelius	7:00 A.M. to 4:00 P.M.	Closed
Huntersville	7:00 A.M. to 4:00 P.M.	Closed
Taylorsville	8:00 A.M. to 5:00 P.M.	Closed

BUSINESS TRACKS AND STATIONS NOT SHOWN AS STATIONS ON TIME TABLE

NAME	Location	NAME	Location
Idols	Mile L 13.6	Haymore	Mile L 45.0
Scotts	Mile O 53.0	Iredell County	
Loray	Mile O 49.9	Home	Mile O 39.3
Oswalt	Mile O 36.0		
Colfax			Mile K 10.6
Tiretown	Mile K 28.3	Byrds Siding	Mile K 59.4
Boyd	Mile K 51.1	Abole	Mile K 73.0
Shoal	Mile K 53.7	Burch	Mile K 74.5

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	1500			
Elkin	" Donnaha	1200	2000			
Donnaha	" Rural Hall	700	1100			
Rural Hall	" Winston-Salem	800	1200			
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	1100			
Donnaha	" Elkin	1200	2000			
Elkin	" Wilkesboro	800	1200			
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. (Continued on page 8)

WINSTON-SALEM 8

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.

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 AND 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.

Derricks D-1, D-30, and D-40 may be operated at a speed not exceeding twenty miles per hour.

Derricks D-24, D-27, D-29, D-32, D-37, D-41, D-58, D-65, D-66, D-67, D-68, D-69, and D-5994 may be operated at a speed not exceeding twenty-five miles per hour.

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. These derricks must not be operated over side tracks containing open deck trestles with 3-ply 7" x 16" stringers where spacing of bents exceed 9 feet.

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

PILE DRIVERS

Pile drivers PD-24, PD-25 and PD-36 may be operated over entire division 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 Driver PD-22 may be operated without restriction.

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

(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.

All System derricks may be operated, except that Derricks D-70, D-71, D-72, D-73, and D-5989 must not be operated over side tracks containing open deck trestles with 3-ply 7" x 16" stringers where spacing of bents exceed 9 feet.

Derricks D-1, 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; except speed of all derricks should not exceed ten miles per hour over highway underpass, Mile O.20.8.

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			210,000 lbs.

(a) Must not exceed a speed of 30 miles per hour. Engines permitted on this line may be operated coupled.

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 AND NORTH WILKESBORO

EQUIPMENT	TYPE	CLASS	TOTAL WEIGHT
Pacific Engs.	4-6-2	232	(b) 232,000
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.

(b) Must not exceed a speed of twenty miles per hour over little Yadkin River Bridge, Mile K-49.2, and a speed of ten miles per hour over the following structures;

- Grassy Creek Bridge mile K-50.8
- Mitchell River mile K-74.6
- Mulberry Creek mile K-97.2

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.