

# SOUTHERN RAILWAY SYSTEM

## EASTERN LINES

### Winston-Salem Division TIME TABLE No.

# 76

Effective 12.01 P. M. (Eastern Time)

**SUNDAY, OCTOBER 23, 1949**

FOR THE GOVERNMENT OF EMPLOYEES ONLY

G. W. ADAMS.....General Manager  
T. C. BLACKWELL, Gen. Superintendent Transportation  
B. L. STANFIEL.....Superintendent

**POMONA—WINSTON-SALEM—WESTBOUND**

Miles from Pomona	Station Nos.	TIME TABLE NO. 76 In effect October 23, 1949	FIRST CLASS					THIRD CLASS	
			15 Daily	1 Daily	21 Daily	5 Daily	71 Ex. Sun.	73 Daily	
.....	284	WYX... GREENSBORO...Lv. 2.0	A.M. 1 55	A.M. 7 05	A.M. 10 00 <sup>10</sup>	.....	P.M. 9 45 <sup>16</sup>	A.M. .....	P.M. .....
0.0	287	X { WYTCO POMONA .....N 1.2	2 00	f 7 10	10 05 <sup>71</sup>	.....	f 9 50	10 20 <sup>21</sup>	8 30 <sup>72</sup>
1.2	K 4	X { ..... TERRA COTTA ..... 2.2	2 02	f 7 12	10 08	.....	f 9 53	10 25	8 35
3.4	K 7	X { GUILFORD COLLEGE...D 3.3	2 06	f 7 17	f 10 12	.....	f 9 57	10 30	8 40
6.7	K 10	X { ..... FRIENDSHIP ..... 7.7	2 11	f 7 23	10 17	.....	f 10 02	10 45	9 00 <sup>16</sup>
14.4	K 17	X ..... KERNERSVILLE ...D	2 22	s 7 34 <sup>70</sup>	s 10 28	.....	s 10 13	11 05	9 33
19.4	.....	..... GUTHRIE ..... 4.1	2 28	f 7 45	10 36	.....	10 22 <sup>8</sup>	11 15	9 43
23.5	.....	X { WCTO SALEM YARD ....P 0.9	2 34	7 52	10 43	.....	10 28 <sup>73</sup>	11 30	10 00 <sup>8</sup>
24.4	K 29	X { P. WINSTON-SALEM ...N (Union Station) Ar.	s 2 35	7 55 <sup>13</sup>	s 10 45	.....	10 30	.....	.....
			A.M. Daily 15	A.M. Daily 1	A.M. Daily 21		P.M. Daily 5	A.M. Ex. Sun. 71	P.M. Daily 73

The schedule figures between Pomona and Greensboro are for information only; the time tables, rules and regulations of the Danville Division will govern.

**WINSTON JUNCTION—NORTH WILKESBORO**

WESTBOUND			Capacity of Tracks in Cars Siding Other	Miles from Pomona	Station Nos.	TIME TABLE NO. 78 In effect October 23, 1949	EASTBOUND		
3rd CLASS	1st CLASS	1st CLASS					3rd CLASS		
65 Ex. Sun.	13 Daily	14 Daily				STATIONS	14 Daily	64 Ex. Sun.	
A.M. 7 25	A.M. 8 23	P.M. 4 33 <sup>22</sup>		25.9	K 30	Lv. { ..... WINSTON JUNCTION .....P 3.4	.....	P.M. 2 10	.....
7 32	f 8 29	f 4 23	75	29.3	.....	X { ..... ALSPAUGH ..... 3.7	.....	2 00	.....
7 40	f 8 34	f 4 16	7	33.0	K 36	..... BETHANIA ..... 5.3	.....	1 50	.....
8 00	s 8 48	s 4 06	37	38.3	K 41	X ..... RURAL HALL .....D	s 4 06	1 35	.....
8 10	f 8 55	f 3 56	9	42.9	K 46	..... TOBACCOVILLE ..... 4.6	f 3 56	1 05	.....
8 20	s 9 03	s 3 48	19	47.5	K 51	WX ..... DONNAHA ..... 10.2	s 3 48	12 50	.....
8 45	f 9 19	s 3 30	40	57.7	K 61	..... SILOAM .....D 6.7	s 3 30	12 30	.....
9 00	s 9 29	s 3 19	10	64.4	K 67	..... ROCKFORD ..... 5.9	s 3 19	12 15	.....
9 15	f 9 40	s 3 07	17	70.3	K 73	X ..... CRUTCHFIELD .....D 10.4	s 3 07	12 00	.....
{ 9 35 <sup>13</sup> 10 30 <sup>64</sup>	s 10 10 <sup>65</sup>	s 2 45	90	80.7	K 84	WX ..... ELKIN .....D 5.9	s 2 45	{ 11 30 <sup>13</sup> 9 45 <sup>65</sup>	.....
10 45	s 10 22	s 2 26	10	86.6	K 90	X ..... RONDA .....D 4.2	s 2 26	9 30	.....
11 00	s 10 30	s 2 18	20	90.8	K 94	..... ROARING RIVER .....D 4.0	s 2 18	9 10	.....
11 10	f 10 37	f 2 11	38	94.8	K 98	..... QUARRY ..... 5.3	f 2 11	8 56	.....
11 30 A.M.	10 50 A.M.	2 00 P.M.	222	100.1	K 103	WXT NORTH WILKESBORO ...D Ar.	2 00 P.M.	8 45 A.M.	.....
Ex. Sun. 65	Daily 13	Daily 14					Daily 14	Ex. Sun. 64	

WINSTON-SALEM—POMONA—EASTBOUND

Capacity of Tracks in Cars		TIME TABLE NO. 76 In effect October 23, 1949		FIRST CLASS						THIRD CLASS	
Siding	Other	STATIONS		10 Daily	22 Daily	16 Daily	8 Daily			70 Ex. Sun.	72 Daily
		Ar.	A.M.	P.M.		P.M.	P.M.			A.M.	P.M.
		WYX.. GREENSBORO.....N	9 30 <sup>21</sup>	6 15		9 15 <sup>5</sup>	11 00				
		2.6									
	Yard	X { WYTCO POMONA .....N	f 9 22	6 07		9 10	10 52			8 30	8 05 <sup>73</sup>
	10	1.2	f 9 20	6 04		9 08	10 50			8 25	7 59
	8	2.2	X { GUILFORD COLLEGE...D	s 9 15	s 5 59		9 05	f 10 45		8 20	7 54
	58	3.3	X { FRIENDSHIP .....D	f 9 10	5 54		9 00 <sup>73</sup>	f 10 40		8 00	7 46
	50	7.7	X ..... D	s 8 59	s 5 44		8 49	s 10 29		7 34 <sup>1</sup>	7 26
		6.0									
		GUTHRIE .....D	f 8 52	5 36		8 42	10 22 <sup>5</sup>			6 55	7 13
	Yard	4.1	X { WCTO SALEM YARD ....P	8 46	5 31		8 36	10 16 <sup>73</sup>		6 45	7 00
		0.9	X { WINSTON-SALEM ...N	8 45	5 30		8 35	10 15			
		(Union Station)	Lv.	A.M.	P.M.		P.M.	P.M.		A.M.	P.M.
			Daily	Daily		Daily	Daily			Ex. Sun.	Daily
			10	22		16	8			70	72

The schedule figures between Pomona and Greensboro are for information only; the time tables, rules and regulations of the Danville Division will govern.

MOORESVILLE JCT.—STATESVILLE

SOUTHBOUND				Capacity of Tracks in Cars				TIME TABLE NO. 76 In effect October 23, 1949				NORTHBOUND			
THIRD CLASS		Siding	Other	Miles from Charlotte	Station Nos.	STATIONS		THIRD CLASS		Siding	Other	Miles from Charlotte	Station Nos.		
59 Daily	61 Ex. Sun.					Lv.	Ar.								
P.M. 10 15	P.M. 2 30		71	44.0	S 26	WYX..... STATESVILLE .....N			62 Ex. Sun.				58 Daily		
	2 38		4	39.8	O 40	..... BARIUM SPGS. ....			1 11						
10 25	2 41		10	38.3	O 38	X..... TROUTMANS .....			1 06				9 10		
10 45	3 03			29.1	O 29	WYX.. MOORESVILLE JCT. ....			12 40				8 50		
P.M.	P.M.					Ar.	Lv.		P.M.				P.M.		
Daily 59	Ex. Sun. 61								Ex. Sun. 62				Daily 58		

WINSTON-SALEM—CHARLOTTE—SOUTHBOUND

Miles from Winston-Salem	Station Nos.	TIME TABLE NO. 76 In effect October 23, 1949 STATIONS	FIRST CLASS			THIRD CLASS				
			15 Daily	13 Daily	21 Daily	59 Daily	65 Ex. Sun.	69 Ex. Sun.	61 Ex. Sun.	53 Daily
			A.M.	A.M.	A.M.	P.M.	A.M.	A.M.	P.M.	P.M.
.....	K 29	..... WINSTON-SALEM ..... (Union Station)	2 45 <sup>52</sup>	8 20 <sup>1</sup>	11 00	.....	7 15 <sup>69</sup>	7 30 <sup>65</sup>	.....	9 20
0.1	.....	0.1 W. S. S. B. CROSSING								
1.5	K 30	1.4 ..... WINSTON JUNCTION ..... 3.5	2 50	8 23	11 05		7 25	7 40		9 30
5.0	L 8	..... HANES		A.M.	11 12		A.M.			
6.5	L 5	1.5 ..... FRONTIS ..... 7.4	2 57		11 14			7 50		9 40
13.9	L 12	..... CLEMMONS ..... 4.2	3 11		11 26			8 05		9 55
18.1	L 17	..... ADVANCE	3 18		11 33			8 14		10 04
20.9	L 20	2.8 ..... BIXBY	3 22		11 37			8 20		10 10
22.6	L 21	1.7 ..... CORNATZER			11 41			8 25		10 15
27.7	L 27	5.1 X ..... MOCKSVILLE ..... 5.0	3 35		11 52			8 50		10 30
32.7	L 31	..... COOLEEMEE JCT.	3 42		12 05 <sup>68</sup>			9 15		10 42
35.8	L 34	3.1 X ..... WOODLEAF ..... 0.4	3 47		12 15			9 27		10 49
36.2	.....	..... HARDAWAY QUARRY								
41.0	S 11	4.8 WYX ..... BARBER ..... 4.3	3 55		12 40 1 00			9 50		11 40 <sup>52</sup>
45.8	L 44	..... BEAR POPLAR ..... 2.6	A.M.		1 06			A.M.		
47.9	L 47	..... MT. ULLA ..... 3.9			1 10					11 55
51.8	.....	..... MAZEPPA			1 16	P.M.			P.M.	
55.0	O 29	3.2 X WY.. MOORESVILLE JCT.			1 21	10 45 <sup>52</sup>			3 03 <sup>22</sup>	12 05
55.8	O 28	0.8 ..... MOORESVILLE ..... 3.7			1 26	10 49			3 15	12 40
59.5	O 25	..... MOUNT MOURNE			1 31	10 56			3 21	12 50
62.6	O 22	3.1 X ..... DAVIDSON ..... 1.3			1 36	11 03			3 35	1 10
63.9	O 21	..... CORNELIUS ..... 2.7			1 39	11 06			3 45	1 25
66.6	O 18	..... CALDWELL			1 43	11 12			3 55	1 32
69.2	O 15	2.6 X ..... HUNTERSVILLE ..... 5.1			1 48	11 17			4 05	1 45
74.8	O 10	..... CROFT			1 58	11 28			4 15	1 55
78.8	O 5	4.5 ..... DERITA			2 11	11 38			4 22	2 05
81.4	.....	2.6 ..... ATANDO JCT.			2 15 <sup>22</sup>	11 45			4 28	2 15
83.5	.....	2.1 X WCTYO AIR LINE JCT. .... 0.6			2 24	11 55			4 40	2 20
84.1	380	..... S.A.L.R.R. CROSSING			2 30					
		0.6 W ..... CHARLOTTE ..... (Trade St.)	A.M.	A.M.	P.M.	P.M.	A.M.	A.M.	P.M.	A.M.
			Daily 15	Daily 13	Daily 21	Daily 59	Ex. Sun. 65	Ex. Sun. 69	Ex. Sun. 61	Daily 53

CHARLOTTE—WINSTON-SALEM—NORTHBOUND

Capacity of Tracks in Cars		TIME TABLE NO. 76 In effect October 23, 1949 STATIONS	FIRST CLASS			THIRD CLASS				
Siding	Other		14 Daily	22 Daily	16 Daily	64 Ex. Sun.	68 Ex. Sun.	62 Ex. Sun.	58 Daily	52 Daily
		Ar. N ... WINSTON-SALEM (Union Station) 0.1	P.M. 4 40	P.M. 5 10	P.M. 8 25	P.M. 2 20	P.M. 2 00			P.M. 2 20 <sup>18</sup>
		X W. S. S. B. CROSSING 1.4								
		P. WINSTON JUNCTION... P 3.5	4 33 <sup>22</sup>	5 02 <sup>14</sup>	8 19	2 10 <sup>68</sup>	1 47 <sup>64</sup>			2 10
	11	HANES 1.5	P.M.	f 4 52		P.M.				
	51	FRONTIS 7.4		4 50	8 10		1 32			1 55
	40	CLEMMONS D 4.2		s 4 40	7 58		1 12			1 35
	12	ADVANCE 2.8		f 4 31	7 50		12 56			1 25
	25	BIXBY 1.7		f 4 25	7 44		12 48			1 15
	7	CORNATZER 5.1		f 4 21			12 42			1 10
	56	X 62 MOCKSVILLE D 5.0		s 4 12	7 28		12 30			12 55
	47	WX COOLEEMEE JCT. 3.1		s 4 00	7 19		12 05 <sup>21</sup> 11 35			12 40
	8	X WOODLEAF D 0.4		s 3 54	7 14		11 20			12 30
	35	X HARDAWAY QUARRY 4.8								
	53	WYX BARBER N 4.3		s 3 45 3 30	7 05		11 00			12 10 10 50 <sup>53</sup>
	6	BEAR POPLAR 2.8		f 3 16	P.M.		A.M.			
	37	MT. ULLA D 3.9		s 3 12						10 32
	6	MAZEPPA 3.2		f 3 07				P.M.	P.M.	
		X WY MOORESVILLE JCT. 0.8		3 03 <sup>61</sup>				12 40	8 50	10 15 <sup>59</sup>
	25	98 MOORESVILLE NC 3.7		s 3 01				12 35	8 48	10 10
	8	MOUNT MOURNE 3.1		f 2 51				12 21	8 42	9 53
	38	X DAVIDSON D 1.3		s 2 46				12 15	8 36	9 47
	24	X CORNELIUS D 2.7		s 2 43				12 00	8 31	9 42
	72	CALDWELL 2.8		f 2 37				11 50	8 25	9 36
	20	X HUNTERSVILLE D 5.1		s 2 33				11 45	8 20	9 30
	75	CROFT 4.5		f 2 26				11 34	8 10	9 20
	69	DERITA 2.8		f 2 19				11 25	7 55	9 11
		ATANDO JCT. 2.1		2 15 <sup>21</sup>				11 20	7 50	9 05
	Yard	X WCTYO AIR LINE JCT. N 0.8						11 10	7 45	9 00
		S. A. L. R. R. CROSSING 0.8		2 07						
		W CHARLOTTE N (Trade St.) Lv.	P.M.	2 00 P.M.	P.M.	P.M.	A.M.	A.M.	P.M.	P.M.
			Daily 14	Daily 22	Daily 16	Ex. Sun. 64	Ex. Sun. 68	Ex. Sun. 62	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, except as follows:

No. 13 is superior to No. 14 Winston-Salem to North Wilkesboro.

**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
Ninth Street and Trade Street, Charlotte	Charlotte

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

(Rules 4, 84, 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 trains.  
Barber, all trains.

**5. BULLETIN BOARDS AND SPECIAL ORDER BOOKS**  
(Rules 111, 1142, 1302 and 1387)

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

**6. TRAIN REGISTERS**  
(Rules 83 and 1143)

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

Wilkesboro Line trains and train No. 21 will register at Winston Jct.

First class trains will register at Pomona with Form 721.

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

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

**8. RAILROAD CROSSINGS AT GRADE**  
Interlocked (Rules 98, 601 to 671)

Winston-Salem, N. C. ----- WSSB.  
Barber, N. C. ----- Asheville Division.

Not Interlocked (Rule 98)

Charlotte, N. C. ----- S. A. L. Ry.

**9. JUNCTIONS**

Interlocked (Rules 98, 601 to 671)

Pomona, N. C. ----- Danville Division.

Not Interlocked (Rule 98)

Winston-Salem Union Passenger Station ----- Norfolk and Western Rwy.  
Winston-Junction, N. C. ----- Wilkesboro & Charlotte Lines  
Rural Hall, N. C. ----- A. & Y. Rwy.  
Statesville, N. C. ----- Asheville Division.  
Mooresville Jctn., N. C. ----- Statesville Branch.  
Air Line Jctn., N. C. ----- Charlotte Division.  
Charlotte, N. C. (9th St.) ----- Charlotte Division.  
Atando Junction, N. C. ----- Cut off.

**10. YARD LIMITS**  
(Rule 93)

"X" opposite station name indicates yard limits.

**11. ENTRANCE SWITCH TO SIDINGS AND OTHER TRACKS**  
(Rules 88 to 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. MAXIMUM SPEED RESTRICTIONS**  
(Rules 108 and 1305)

Between Pomona and Winston-Salem

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

Between Winston-Salem and Barber

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

Between Barber and Charlotte

Passenger trains 55 miles per hour. Freight trains 40 miles per hour.

Between Winston-Salem and N. Wilkesboro

Passenger trains 45 miles per hour. Freight trains 35 miles per hour.

Between Mooresville Junction and Statesville

Freight trains 40 miles per hour.

These speeds must be further reduced on curves where conditions require it to insure safe and comfortable movement.

The maximum speed of freight trains handling loaded hopper bottom coal cars, or flat cars loaded with creosoted poles, or gondolas loaded with lumber that extends above the sides of the car, will be forty (40) miles an hour.

Engines without cars will be governed by speed according to class of engines.

Trains or engines must not exceed 15 miles an hour entering or leaving sidings or moving through crossovers or turnouts; except where turnout is No. 16 or over, speed of 20 miles an hour must not be exceeded.

Unless otherwise restricted, trains will not exceed maximum speed on curves as shown below:

	Miles per hour	
	Passenger	Freight
<b>WINSTON JUNCTION-BARBER</b>		
Between MP L-1.0 & MP L-1.4	30	15
L-10.2 & MP L-10.5	45	35
L-14.1 & MP L-14.9	30	25
L-15.8 & MP L-15.9	45	35
L-20.5 & MP L-21.7	35	30
L-23.6 & MP L-24.4	30	25

**WINSTON-SALEM-NORTH WILKESBORO:**

Between MP K-43.7 & MP K-43.9	35	30
K-46.8 & MP K-47.2	35	30
K-52.8 & MP K-53.0	35	30
K-70.7 & MP K-71.1	35	30
K-83.7 & MP K-83.9	35	30
K-87.7 & MP K-87.9	35	30
K-93.2 & MP K-93.4	35	30

**ADDITIONAL SPEED RESTRICTIONS:**

Santa Fe engines must not exceed speed of 25 miles per hour at any point.

Within corporate limits of the following towns:

Charlotte (all trains) 15 miles per hour except as follows:  
Double track—

Speed limit at West 5th, West 9th, West 11th and West Liddell Street crossings shall be ten (10) miles per hour.

A. T. & O. (Winston-Salem Division)—  
Speed limit at West 11th, McCall Streets, Morets and Morris Avenues shall be five (5) miles per hour.

Mooresville (all trains) ----- 10 miles per hour.  
Winston-Salem, all trains, 12 miles per hour over streets at grade crossings.

Eastbound trains will not exceed twenty miles per hour between the home signals at Pomona interlocking plant.

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

Trains and engines entering station tracks at Winston-Salem, Greensboro and Charlotte will do so under full control expecting to find tracks occupied.

Trains and engines using other than their regular running track will be governed by the speed restrictions on the track they are using.

All trains reduce speed to twenty (20) miles per hour approaching home signal at Barber.

All trains reduce speed to twenty (20) miles per hour between home signals, Winston-Salem, WSSB interlocking plant.

When passenger engines haul freight cars or when freight engines haul either freight or passenger cars the maximum speed 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.

Permission must be secured from the Train Dispatcher before forwarding locomotives in tow, locomotive cranes on their own wheels, scale test cars, derricks and other roadway equipment, who will designate the train in which these machines are to be handled and will restrict the speed of those trains by '31' train order to twenty-five (25) miles per hour, or less if conditions require. Machines equipped with booms, on own wheels or loaded on open-top equipment, must not be handled in trains unless boom is trailing.

All Southern Railway and a number of foreign line box express cars are equipped for passenger service, but have freight trucks. Cars equipped with freight trucks will be handled on local passenger or mail and express trains observing freight train speed restrictions.

### 13. AUTOMATIC BLOCK (Rules 501a to 522)

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

### 14. TRAIN MOVEMENTS (Rules 82 to 111)

A Diesel locomotive will be identified by the number of the control unit used in operating the locomotive.

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 and Ninth Street Crossing, Charlotte.

The movement of trains over grade crossing of SAL and Southern Railway, 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.

Trains or engines moving against the current of traffic on one of two tracks must approach highway-railroad grade crossings which are protected with automatic flashing signals or bells at reduced speed as these devices do not provide protection for movements on double track in the reverse direction.

When the track is inundated, Diesel electric switch locomotives and Diesel electric road locomotives may be run

through water not in excess of 3 inches over top of rail at a speed not to exceed 3 miles per hour.

Some Diesel locomotives are equipped with oscillating, emergency, red, front-end lights—controlled by switch in cab of the locomotives.

When a train being hauled by one of these locomotives is stopped suddenly by emergency application of air brakes or other causes, this light must be displayed until it is ascertained that adjacent tracks are clear and safe for the movement of trains.

The red aspect must also be displayed when a train crosses over, or is using opposite main track against current of traffic—or on single track when such train fails to clear main track in accordance with the rules.

Opposing trains observing this emergency red light must stop immediately and not proceed until the way is known to be clear.

The red light is an additional precaution and does not relieve train and enginemen from full compliance with Rules 99 and 102.

### Instructions Covering Movement of Sperry and A.A.R. Rail Test Cars.

1. When rail test cars are testing rail, flag protection must be provided to the rear.

2. In territory where trains operate by signal indication in accordance with Rule 261, the dispatcher or operator must be acquainted with proposed movement of a rail test car and not permit an opposing train to enter the block occupied by a rail test car. CTC dispatchers and remote control operators must tag or obstruct levers which govern opposing movement of trains into the block occupied by a rail test car, and the tag or obstructing peg must not be removed until the car is clear of the block.

3. When a rail test car is to test rail within interlocking limits, levermen must be notified of the movement and Rules 616 and 617 complied with so that levers affecting movement of the car will not be manipulated until the car has passed beyond interlocking limits.

4. When testing rail, rail test cars must approach all highway-railroad grade crossings which are protected by flashing light signals or automatic gates prepared to stop unless it is known that such protective devices are operating.

5. When not testing rail, rail test cars must be handled in accordance with rules applying to other train movements.

### 15. ADDITIONAL FLAG STOPS (Rules 16d and 28)

Colfax	Nos. 1, 5, 8 and 10	Burch	Nos. 13 and 14
Boydton	Nos. 13 and 14	Jopler	Nos. 21 and 22
Limerock	Nos. 13 and 14		
Shoal	Nos. 13 and 14		

### 16. HELPING TRAINS (Rule 1657)

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.

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17. AIR BRAKE INSTRUCTIONS TO ENGINEMEN AND TRAINMEN (Rules 1650 to 1675)

When brakes are applied in any manner except by engineer's brake valve, close throttle, place automatic brake valve on lap and allow it to remain on lap until train comes to a stop.

The application of brakes in this manner will be indicated by—Steam Locomotives—Pressure on brake cylinder air gauge, train pulling hard or slowing down.

Diesel-Electric Locomotives—Brake cylinder pressure on air gauge, train pulling hard, speed indicator falling in miles per hour, or transition indicator moving toward the red.

If necessary to prevent sliding of driving wheels, the driving brake cylinder pressure can be graduated with the independent brake valve.

When an emergency application is made, allow automatic brake valve to remain on lap at least two (2) minutes before releasing.

When train is stopped under such circumstances, it must not proceed until proper signal is given.

Before giving signal to proceed, trainmen must know the brakes are released and pressure is being restored.

18. SPRING SWITCHES (Rules 517 and 1642 to 1645)

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.	39 2 hours 30 minutes
5	Greensboro	Danville Div.	35 1 hour Note 2
5	Greensboro	Danville Div.	38 25 minutes Note 2
15	Greensboro	Danville Div.	31 Indefinitely
15	Greensboro	Danville Div.	111 30 minutes
21	Greensboro	Danville Div.	33 15 minutes Note 2

Note 2—When passengers are reported.

BUSINESS TRACKS AND STATIONS NOT SHOWN AS STATIONS ON TIME TABLE

NAME	Location	NAME	Location
Muddy Creek	Mile L 8.5	Iredell County	
Colfax	Mile K 10.6	Home	Mile O 39.3
Tiretown X	Mile K 28.3	Byrds Siding	Mile K 59.4
Shoal	Mile K 53.7	Abolee	Mile K 73.0
		Burch	Mile K 74.5

DIVISION OFFICERS

E. E. LOVING, Trainmaster	Winston-Salem
A. H. Graham, Division Engineer	Winston-Salem
F. J. FELKER, Dispatcher	Winston-Salem
J. T. FOX, Dispatcher	Winston-Salem
W. S. ROTHROCK, Dispatcher	Winston-Salem
H. F. BOUKNIGHT, Dispatcher	Winston-Salem
W. S. ANGEL, General Road Foreman Eng.	Spencer

HOURS OF SERVICE TELEGRAPH OFFICES

STATION	WEEK-DAYS	SATURDAYS AND SUNDAYS
Greensboro	Continuous	Continuous
Pomona	Continuous	Continuous
Guilford College	8:00 A.M. to 5:00 P.M.	Closed
Kernersville	7:15 A.M. to 5:15 P.M.	Closed
Winston-Salem (Dispatchers Office)	Continuous	Continuous
Rural Hall	8:00 A.M. to 5:00 P.M.	Closed
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
Ronda	7:00 A.M. to 4:00 P.M.	Closed
Roaring River	7:30 A.M. to 4:30 P.M.	Closed
North Wilkesboro	8:00 A.M. to 5:00 P.M.	Closed
Statesville	Continuous	Continuous
Clemmons	8:00 A.M. to 5:00 P.M.	Closed
Mocksville	7:30 A.M. to 4:30 P.M.	Closed
Woodleaf	8:00 A.M. to 5:00 P.M.	Closed
Barber	Continuous	Continuous
Mt. Ulla	8:00 A.M. to 5:00 P.M.	Closed
Mooresville	6:30 A.M. to 10:00 P.M.	Closed
Davidson	7:00 A.M. to 5:00 P.M.	Closed
Cornelius	8:00 A.M. to 5:00 P.M.	Closed
Huntersville	7:30 A.M. to 4:30 P.M.	Closed
Air Line Junction	Continuous	Continuous
Charlotte	Continuous	Continuous

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

NORTH and EAST		Superheated Consolidated 567-883 Inclusive	Mikado 4500-4700 CNO & TP 6200	Mikado 4800-4914	Santa Fe 5005-5079 Inclusive
N. Wilkesboro to Elkin		1500			
Elkin	Donnaha	2000			
Donnaha	Rural Hall	1100			
Rural Hall	Winston-Salem	1200			
Winston-Salem	Friendship	1450	1750	2000	
Friendship	Pomona	1900	2300	2600	
Mocksville	Winston-Salem	1150	1400		
Barber	Mocksville	1450	1700		
Air Line Jct.	Barber	1650	2000		
Air Line Jct.	Statesville	1650	2000	2500	3000
SOUTH and WEST					
Pomona	Friendship	1900	2300	2600	
Friendship	Winston-Salem	1450	1750	2000	
Winston-Salem	Donnaha	1100			
Donnaha	Elkin	2000			
Elkin	N. Wilkesboro	1200			
Winston-Salem	Mocksville	1125	1800		
Mocksville	Barber	1450	1625		
Barber	Mooreville	1650	2000		
Statesville	Mooreville	1800	2650	3150	3300
Mooreville	Air Line Jct.	2200	3500	4000	4250

The above rating is based on maximum grades and may be increased over certain parts of the line when necessary. In making computation less than 1,000 lbs. will be dropped—1,000 lbs. will be counted one ton.

**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	327,000
Pasgr. Diesel Power Units	6-6		(d) 315,000
Freight Diesel Power Units	4-4		230,000
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 Mooreville 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.

(c) Must not be handled over side or industrial tracks containing open deck trestles.

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-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 20 miles per hour between Pomona and the North end of Cherry Street Underpass, Mile L-0.5, but must not cross this structure, and from Mooreville to the South end of Northwest Blvd. Underpass, Mile L-1.2, but must not cross this structure. These derricks must not be operated over side tracks or industrial tracks containing open deck trestles.

(d) Diesel power units may be operated in detour movement between Charlotte and Greensboro via Winston-Salem at a speed not exceeding 40 miles per hour.

**BETWEEN CHARLOTTE AND STATESVILLE**

EQUIPMENT	TYPE	CLASS	TOTAL WEIGHT
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.

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.

Derricks D-30, D-40, D-70, D-71, D-72, D-73, D-74,

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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 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 Mitchell River, Mile K-74.6, and Mulberry Creek, Mile K-97.2.

(b) Must not exceed a speed of ten miles per hour over the following structures:

Mitchell River mile K-74.6

Mulberry Creek mile K-97.2

System derricks 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.

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

**PILE DRIVERS**

Between Pomona, Winston-Salem and Mooresville, or Charlotte and Statesville, PD-36, PD-24, PD-25 and PD-22 may be operated with tender at one end and tool car weighing not exceeding 90,000 pounds gross at other end, at speed not in excess of the following: PD-36 thirty-five miles an hour; PD-24 and PD-25 twenty-five miles an hour; PD-22 twenty miles an hour. PD-36 must have stack removed in transit.

Between Winston-Salem and North Wilkesboro PD-36, PD-24, PD-25 and PD-22 may be operated with tender at one end and tool car weighing not exceeding 90,000 pounds gross at other end, at speed not in excess of following: PD-36 twenty-five miles an hour; PD-24 and PD-25 twenty miles an hour; PD-22 eighteen miles an hour. PD-36 must have stack removed in transit.

**LOCOMOTIVE CRANES**

LC-5, LC-6 and LC-35 can be handled over all main line and side tracks on entire Division. LC-34 can be handled over main tracks Pomona to Winston-Salem to Charlotte and between Mooresville junction and Statesville, but must not be operated over side or industrial tracks containing open deck trestles.

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

- O. L. Miller (Consultant Orthopedist) -----Charlotte, N. C.
- Thomas D. Sparrow -----Charlotte, N. C.
- R. L. Gibbon (Retired Consultant) -----Charlotte, N. C.
- B. K. Bialock -----North Charlotte, N. C.
- James W. Gibbons (Asst.) -----Charlotte, N. C.
- P. M. King (Asst.) -----Charlotte, N. C.
- J. G. Johnston (Oculist) -----Charlotte, N. C.
- H. C. Neblett (Assistant Oculist) -----Charlotte, N. C.
- J. W. MacConnell -----Davidson, N. C.
- Harry L. Johnson -----Elkin, N. C.
- H. H. Ogburn (Consultant) -----Greensboro, N. C.
- Shahane R. Taylor (Oculist) -----Greensboro, N. C.
- Horace G. Strickland (Oculist) -----Greensboro, N. C.
- R. N. Harden -----Greensboro, N. C.
- E. W. Vaughan (Asst. Surgeon) -----Greensboro, N. C.
- R. H. Whitaker -----Kernersville, N. C.
- L. P. Martin -----Mocksville, N. C.
- G. W. Taylor -----Mooresville, N. C.
- F. C. Hubbard -----N. Wilkesboro, N. C.
- T. V. Goode -----Statesville, N. C.
- A. de T. Valk -----Winston-Salem, N. C.
- Henry L. Valk (Consultant) -----Winston-Salem, N. C.
- T. W. Davis (Oculist) -----Winston-Salem, N. C.
- B. N. Jones (Assistant Oculist) -----Winston-Salem, N. C.
- Robert A. Moore (Consultant Orthopedist) -----Winston-Salem, N. C.

**VETERINARIANS**

- Adam Fisher -----Charlotte, N. C.
- G. C. Monroe -----Greensboro, N. C.
- W. A. Hornaday -----Greensboro, N. C.
- O. C. Lynch -----Statesville, N. C.
- W. H. Kern -----Winston-Salem, N. C.

**HOSPITALS**

- Good Samaritan Hospital (Colored) -----Charlotte, N. C.
- Presbyterian Hospital -----Charlotte, N. C.
- Wesley Long Hospital (White Only) -----Greensboro, N. C.
- St. Leo's Hospital -----Greensboro, N. C.
- L. Richardson Memorial (Colored Only) -----Greensboro, N. C.
- H. F. Long Hospital, Inc. -----Statesville, N. C.
- City Memorial Hospital -----Winston-Salem, N. C.
- Kate Biting Reynolds Memorial Hospital (Colored) Winston-Salem, N. C.

**LIVESTOCK AGENTS**

- N. Moore, General Livestock Agent -----Atlanta, Ga.
- J. H. White, Livestock Agent -----Columbia, S. C.
- M. M. Barber, General Freight Claim Agent -----Chattanooga, Tenn.

**WATCH INSPECTORS**

- A. M. Diggs -----Charlotte, N. C.
- Neese's Jewelry Company -----Greensboro, N. C.
- Eugene Fink -----Mooresville, N. C.
- Byerly and Steele -----Winston-Salem, N. C.
- Carl W. Steele -----N. Wilkesboro, N. C.