

**HOURS OF SERVICE TELEGRAPH OFFICES**

Station	Weekdays	Sat. & Sun.
Greensboro	Continuous	Continuous
Pomona	Continuous	Continuous
Gulford College	8:00 AM to 5:00 PM	Closed
Kernersville	7:15 AM to 5:15 PM	Closed
Winston-Salem	Continuous	Continuous
Rural Hall	8:00 AM to 5:00 PM	Closed
Siloam	7:00 AM to 4:00 PM	Closed
Crutchfield	8:00 AM to 5:00 PM	Closed
Elkin	8:00 AM to 5:00 PM	Closed
Ronda	7:00 AM to 4:00 PM	Closed
Roaring River	7:30 AM to 4:30 PM	Closed
North Wilkesboro	8:00 AM to 5:00 PM	Closed
Statesville	Continuous	Closed 12:01 AM to 8:00 AM Sun. and Mon.
Clemmons	8:00 AM to 5:00 PM	Closed
Mocksville	7:30 AM to 4:30 PM	Closed
Woodleaf	8:00 AM to 5:00 PM	Closed
Barber	Continuous	Continuous
Mt. Ulla	8:00 AM to 5:00 PM	Closed
Mooreville	7:00 AM to 10:00 PM	Closed
Davidson	7:00 AM to 5:00 PM	Closed
Cornelius	8:00 AM to 5:00 PM	Closed
Huntsville	7:30 AM to 4:30 PM	Closed
Airline Junction	Continuous	Continuous
Charlotte	Continuous	Continuous
Mt. Airy	8:00 AM to 5:00 PM	Closed
Pilot Mountain	8:00 AM to 5:00 PM	Closed
Walnut Cove	7:45 AM to 4:45 PM	Closed
Stokesdale	7:45 AM to 4:45 PM	Closed
Liberty	8:00 AM to 5:00 PM	Closed
Staley	8:00 AM to 5:00 PM	Closed
Siler City	7:30 AM to 5:30 PM	Closed
Bonlee	7:30 AM to 4:30 PM	Closed
Goldston	7:30 AM to 4:30 PM	Closed
Gulf	7:55 AM to 4:55 PM	Closed
Sanford	7:00 AM to 7:30 PM 7:30 AM to 11:30 AM Sat.	Closed Sun.
Franklinville	7:30 AM to 4:30 PM	Closed
Ramseur	8:00 AM to 5:00 PM	Closed

**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. Blacklock	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 (Oculist)	Charlotte, N. C.
James D. Stratton (Assistant Oculist)	Charlotte, 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	Mooreville, N. C.
M. S. Martin	Mt. Airy, N. C.
F. C. Hubbard	N. Wilkesboro, N. C.
T. V. Goode	Statesville, N. C.
F. L. Knight	Sanford, N. C.
W. L. Patman	Siler City, N. C.
A. de T. Valk	Winston-Salem, N. C.
Howard M. Starling (Assistant)	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.

**SOUTHERN RAILWAY SYSTEM**

**EASTERN LINES**

**Winston-Salem Division  
TIME TABLE No.**

**81**

**Effective 12:01 P.M. (Eastern Time)**

**SATURDAY, SEPTEMBER 1, 1951**

**FOR THE GOVERNMENT OF EMPLOYEES ONLY**

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

## WINSTON-SALEM 2

## POMONA—WINSTON-SALEM—WESTBOUND

Miles from Pomona	Station Nos.	TIME TABLE NO. 81 In effect September 1, 1951	FIRST CLASS			THIRD CLASS		
			15 Daily	1 Daily	21 Daily	71 Ex. Sun.	73 Daily	
.....	284	WYX... GREENSBORO.....N 2.6	Lv. A.M. 2 40	A.M. 7 05	A.M. 10 00 <sup>10</sup>	.....	.....	.....
0.0	287	X { WYTCO POMONA .....N 1.2	2 45	f 7 10	10 05 <sup>71</sup>	.....	10 20 <sup>21</sup>	8 45
1.2	K 4	{ ..... TERRA COTTA..... 2.2	2 47	f 7 12	10 08	.....	10 25	8 50
3.4	K 7	X { ..... GUILFORD COLLEGE...D 3.3	2 51	f 7 17	f 10 12	.....	10 30	8 56
6.7	K 10	{ ..... FRIENDSHIP ..... 7.7	2 56	f 7 23	10 17	.....	10 45	9 08 <sup>16</sup>
14.4	K 17	X { ..... KERNERSVILLE ....D 8.0	3 07	s 7 34 <sup>70</sup>	s 10 28	.....	11 05	9 30
19.4	.....	..... GUTHRIE ..... 4.1	3 13	f 7 45	10 36	.....	11 15	9 43
23.5	.....	X { WCTO SALEM YARD ....P 0.9	3 19	7 52	10 43	.....	11 30	10 00
24.4	K 29	{ .. WINSTON-SALEM ..PN (Union Station) Ar.	s 3 20	7 55 <sup>13</sup>	s 10 45	.....	.....	.....
			A.M. Daily 15	A.M. Daily 1	A.M. Daily 21		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				TIME TABLE NO. 81 In effect September 1, 1951				EASTBOUND			
3rd CLASS	1st CLASS	Capacity of Tracks in Cars		Miles from Pomona	Station Nos.	STATIONS	1st CLASS			3rd CLASS	
		Siding	Other				14 Daily				
65 Ex. Sat.	13 Daily					Lv. Ar.	P.M.		P.M.		
A. M. 7 25	A.M. 8 23			25.9	K 30	X { ..... WINSTON JUNCTION .....P 3.4	4 33 <sup>22</sup>		2 10		
7 32	f 8 29		75	29.3	.....	{ ..... ALSPAUGH ..... 3.7	f 4 23		2 00		
7 40	f 8 34		7	33.0	K 36	{ ..... BETHANIA ..... 5.3	f 4 16		1 50		
8 00	s 8 48		37	38.3	K 41	X { ..... RURAL HALL .....D 4.8	s 4 06		1 35		
8 10	f 8 55		9	42.9	K 46	{ ..... TOBACCOVILLE ..... 4.6	f 3 56		1 05		
8 20	s 9 03		19	47.5	K 51	W { ..... DONNAHA ..... 10.2	f 3 48		12 50		
8 45	f 9 19		40	57.7	K 61	{ ..... SILOAM .....D 8.7	s 3 30		12 30		
9 00	s 9 29		10	64.4	K 67	{ ..... ROCKFORD ..... 8.9	s 3 19		12 15		
9 15	f 9 40		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>		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		10	86.6	K 90	X { ..... RONDA .....D 4.2	s 2 26		9 30		
11 00	s 10 30		20	90.8	K 94	{ ..... ROARING RIVER .....D 4.0	s 2 18		9 10		
11 10	f 10 37			94.8	K 98	{ ..... QUARRY ..... 5.3	f 2 11		8 56		
11 30 A.M.	10 50 A.M.		222	100.1	K 103	WXT { ..... NORTH WILKESBORO .....D Ar. Lv.	2 00 P.M.		8 45 A.M.		
Ex. Sat. 65	Daily 13						Daily 14		Ex. Sun. 64		

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

## WINSTON-SALEM—POMONA—EASTBOUND

WINSTON-SALEM 3

Capacity of Tracks in Cars		TIME TABLE NO. 81 In effect September 1, 1951		FIRST CLASS				THIRD CLASS	
Siding	Other			10 Daily	22 Daily	16 Daily	70 Ex. Sun.	72 Daily	
		Ar.							
		WYX.. GREENSBORO.....N	A.M. 9 30 <sup>21</sup>	P.M. 6 15	P.M. 9 25	A.M.	P.M.		
		2.6							
	Yard	X { WYTCOPOMONA.....N	9 22	6 07	9 18	8 30	8 05		
		1.2							
	10	X { ..... TERRA COTTA.....D	9 20	6 04	9 16	8 25	7 59		
		2.2							
	8	X { ..... GUILFORD COLLEGE.....D	9 15	5 59	9 13	8 20	7 54		
		3.3							
	58	X { ..... FRIENDSHIP.....D	9 10	5 54	9 08 <sup>73</sup>	8 00	7 46		
		7.7							
	50	X { ..... KERNERSVILLE.....D	8 59	5 44	8 58	7 34 <sup>1</sup>	7 26		
		5.0							
	43	..... GUTHRIE.....D	8 52	5 36	8 52	6 55	7 13		
		4.1							
	Yard	X { WCTOSALEM YARD.....P	8 46	5 31	8 46	6 45	7 00		
		0.9							
		..... WINSTON-SALEM.....N	8 45	5 30	8 45				
		(Union Station)							
		Lv.	A.M.	P.M.	P.M.	A.M.	P.M.		
			Daily 10	Daily 22	Daily 16	Ex. Sun. 70	Daily 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		Miles from Charlotte		Station Nos.		TIME TABLE NO. 81 In effect September 1, 1951				NORTHBOUND	
THIRD CLASS		Siding	Other							STATIONS		THIRD CLASS			
59 Daily	61 Ex. Sun.												62 Ex. Sun.	58 Daily	
P.M. 10 15	P.M. 12 01			71	71	28	28	Lv.	WYX..... STATESVILLE.....Ar.				A.M. 11 15	P.M. 9 20	
	12 15			6	6	29	29		..... BARIUM SPGS. 4.2				11 02		
10 36	12 20			28	28	30	30	X	..... TROUTMANS 1.8				10 55	9 10	
11 10	12 40			28.1	28.1	30	30	WYX..	MOORESVILLE JCT. 0.2				10 30	8 50	
P.M. 59	P.M. 61							Ar.					A.M. 62	P.M. 58	
Daily	Ex. Sun.							Lv.					Ex. Sun.	Daily	

## CLIMAX—RAMSEUR

WESTBOUND				Capacity of Tracks in Cars		Miles from Climax		Station Nos.		TIME TABLE NO. 81 In effect September 1, 1951				EASTBOUND	
THIRD CLASS		Siding	Other							STATIONS		THIRD CLASS			
	77 Ex. Sun.												76 Ex. Sun.		
	A.M. 9 20 <sup>76</sup>			34	34	18.7	18.7	CR 19	Lv.	TX..... RAMSEUR.....Ar.			A.M. 8 50 <sup>77</sup>		
	9 30			25	25	16.2	16.2	CR 16		..... FRANKLINVILLE.....D			8 40		
	9 38			9	9	14.1	14.1	CR 14	W.....	CEDAR FALLS			8 35		
	9 50			18	18	9.5	9.5	CR 10		MILLBORO 4.8			8 20		
	10 20 A.M.			19	19	0.0	0.0	CF 82	X.....	CLIMAX 0.5			7 50 A.M.		
	Ex. Sun. 77								Ar.				Ex. Sun. 76		
									Lv.						

## WINSTON-SALEM—CHARLOTTE—SOUTHBOUND

Miles from Winston-Salem	Station Nos.	TIME TABLE NO. 81 In effect September 1, 1951 STATIONS	FIRST CLASS			THIRD CLASS				
			15 Daily	13 Daily	21 Daily	59 Daily	65 Ex. Sat.	69 Ex. Sun.	61 Ex. Sun.	53 Daily
.....	K 29	..... WINSTON-SALEM ..... Lv. (Union Station) PN	A.M.	A.M.	A.M.	P.M.	A.M.	A.M.	P.M.	P.M.
0.1	.....	0.1 ..... W. S. S. B. CROSSING .....	3 30	8 20 <sup>1</sup>	11 00	.....	7 15 <sup>65</sup>	7 30 <sup>69</sup>	.....	9 20
1.5	K 30	X { 1.4 ..... WINSTON JUNCTION ..... P	3 34	8 23	11 05	.....	7 25	7 40	.....	9 30
5.0	L 8	3.5 ..... HANES .....	.....	A.M.	11 12	.....	A.M.	.....	.....	.....
6.5	L 5	1.5 ..... FRONTIS ..... 7.4	3 42	.....	11 14	.....	.....	7 50	.....	9 40
13.9	L 12	..... CLEMMONS ..... D	3 55	.....	11 26	.....	.....	8 05	.....	9 55
18.1	L 17	4.2 ..... ADVANCE .....	4 02	.....	11 33	.....	.....	8 14	.....	10 04
20.9	L 20	2.8 ..... BIXBY .....	4 06	.....	11 37	.....	.....	8 20	.....	10 10
22.6	L 21	1.7 ..... CORNATZER .....	.....	.....	11 41	.....	.....	8 25	.....	10 15
27.7	L 27	X { 5.1 ..... MOCKSVILLE ..... D	4 19	.....	11 52	.....	.....	8 50	.....	10 30
32.7	L 31	5.0 WX ..... COOLEEMEE JCT. ....	4 26	.....	12 05 <sup>59</sup>	.....	.....	9 15	.....	10 42
35.8	L 34	X { 3.1 ..... WOODLEAF ..... D	4 31	.....	12 15	.....	.....	9 27	.....	10 49
38.2	.....	0.4 ..... HARDAWAY QUARRY .....	.....	.....	.....	.....	.....	.....	.....	.....
41.0	S 11	4.8 WYX ..... BARBER ..... N	4 40	.....	12 40	.....	.....	9 50	.....	11 40 <sup>53</sup>
45.3	L 44	4.3 ..... BEAR POPLAR .....	A.M.	.....	P.M.	.....	.....	A.M.	.....	.....
47.9	L 47	2.8 ..... MT. ULLA ..... D 7.1	.....	.....	.....	.....	.....	.....	.....	11 55
55.0	O 29	..... WY.. MOOREVILLE JCT. ....	.....	.....	.....	P.M.	.....	.....	P.M.	.....
55.8	O 28	X { 0.8 ..... MOOREVILLE ..... NC	.....	.....	.....	11 10	.....	.....	12 40	12 05
59.5	O 25	3.7 ..... MOUNT MOURNE .....	.....	.....	.....	11 13	.....	.....	12 50	12 40
62.6	O 22	3.1 ..... DAVIDSON ..... D	.....	.....	.....	11 27	.....	.....	12 58	12 50
63.9	O 21	X { 1.3 ..... CORNELIUS ..... D	.....	.....	.....	11 38	.....	.....	1 10	1 10
66.6	O 18	2.7 ..... CALDWELL .....	.....	.....	.....	11 43	.....	.....	1 19	1 25
69.2	O 15	X { 2.8 ..... HUNTERSVILLE ..... D	.....	.....	.....	11 53	.....	.....	1 25	1 32
74.3	O 10	5.1 ..... CROFT .....	.....	.....	.....	12 03	.....	.....	1 34	1 45
78.8	O 5	4.5 ..... DERITA .....	.....	.....	.....	12 22	.....	.....	1 45	1 55
81.4	.....	2.6 ..... ATANDO JCT. ....	.....	.....	.....	12 40	.....	.....	1 56	2 05
83.5	.....	X { 1.8 ..... WCTYO AIR LINE JCT. .... N	.....	.....	.....	12 50	.....	.....	2 04	2 15
84.1	380	2.1 ..... S.A.L.R.CROSSING .....	.....	.....	.....	1 00	.....	.....	2 10	2 20
84.1	.....	6.8 W ..... CHARLOTTE ..... N (Trade St.) Ar.	A.M.	A.M.	P.M.	A.M.	A.M.	A.M.	P.M.	A.M.
			Daily 15	Daily 13	Daily 21	Daily 59	Ex. Sat. 65	Ex. Sun. 69	Ex. Sun. 61	Daily 53

# CHARLOTTE—WINSTON-SALEM—NORTHBOUND

WINSTON-SALEM 5

Capacity of Tracks in Cars		TIME TABLE NO. 81 In effect September 1, 1951		FIRST CLASS			THIRD CLASS				
Siding	Other	STATIONS	14 Daily	22 Daily	16 Daily	64 Ex. Sun.	68 Ex. Sun.	62 Ex. Sun.	58 Daily	52 Daily	
		Ar. PN	P.M. 4 40	P.M. 5 10	P.M. 8 35	P.M. 2 20	P.M. 2 00	A.M.	P.M.	A.M. 2 20	
			Winston-Salem (Union Station) 0.1								
	X		W. S. S. B. CROSSING 1.4								
			Winston Junction 3.5	4 33 <sup>23</sup>	5 02 <sup>14</sup>	8 28	2 10 <sup>23</sup>	1 47 <sup>24</sup>		2 10	
	11		Hanes 1.5	P.M.	4 52		P.M.				
	51		Frontis 7.4		4 50	8 21		1 32		1 55	
			Clemmons 4.2		8 40	8 11		1 12		1 35	
	12		Advance 2.8		4 31	8 04		12 56		1 25	
	25		Bixby 1.7		4 25	7 59		12 48		1 15	
	7		Cornatzer 5.1		4 21			12 42		1 10	
	56	X	Mocksville 5.0		4 12	7 49		12 30		12 55	
	47	WX	Cooleemee Jct. 3.1		4 00	7 42		12 05 <sup>21</sup> 11 35		12 40	
	8	X	Woodleaf 0.4		3 54	7 37		11 20		12 30	
	35		Hardaway Quarry 4.8								
	53	WYX	Barber 4.3		3 45	7 30		11 00		12 10 10 50 <sup>53</sup>	
	6		Bear Poplar 2.8		P.M.	P.M.		A.M.			
	37		Mt. Ulla 7.1							10 32	
			WY Mooreville Jct. 8.8					A.M.	P.M.		
	25	X	Mooreville 3.7					10 30	8 50	10 15	
	8		Mount Mourne 2.1					10 26	8 48	10 10	
	38	X	Davidson 1.3					10 18	8 42	9 53	
	24		Cornelius 2.7					10 08	8 36	9 47	
			Caldwell 2.8					10 02	8 31	9 42	
	10		Huntersville 5.1						9 52	8 25	
	20	X	Croft 4.5					9 43	8 20	9 30	
	75		Derita 2.8					9 28	8 10	9 20	
	69		Atando Jct. 1.8					9 15	7 55	9 11	
		Yard	WCTYO Air Line Jct. 2.1					9 08	7 50	9 05	
		X	S. A. L. R. R. Crossing 0.8					9 00	7 45	9 00	
			Charlotte (Trade St.)		P.M.	P.M.		P.M.	A.M.	P.M.	
					P.M.	P.M.		A.M.	A.M.	P.M.	
			No. 69 is superior to No. 68, Winston-Salem to Barber.	Daily 14	Daily 22	Daily 16	Ex. Sun. 64	Ex. Sun. 68	Ex. Sun. 62	Daily 58	
										Daily 52	

## SANFORD—MT. AIRY—WESTBOUND

Miles from Mt. Airy	Station Nos.	TIME TABLE NO. 81 In effect September 1, 1951  STATIONS	THIRD CLASS							
			75 Ex. Sun.	77 Ex. Sun.		79 Ex. Sat. and Sun.	81 Ex. Sun. and Mon.	83 Sat. and Mon only	85 Sat. and Mon only	
130.1	CF130	WYCX. SANFORD ..... Lv. D	A.M.	A.M.		A.M.	A.M. 8 30	P.M. 1 00	A.M.	
123.6	CF124	..... 6.5 CUMNOCK .....					8 45	1 15		
120.8	CF121	XY..... 2.8 GULF ..... D					8 55	1 25		
117.2	CF117	X..... 3.6 GOLDSTON ..... D					9 10	1 40		
113.3	CF113	..... 3.9 BEAR CREEK .....					9 20	1 50		
110.7	CF111	..... 2.6 BONLEE ..... D					9 27 <sup>82</sup>	1 57		
		..... 1.5								
109.2	CF109	W MT. VERNON SPRINGS ..					9 32	2 02		
104.7	CF105	X..... 4.5 SILER CITY ..... D					10 00 <sup>80</sup>	2 30		
97.2	CF 97	..... 7.5 STALEY ..... D					10 15	2 45		
92.7	CF 93	W X..... 4.5 LIBERTY ..... D					10 30	3 00		
85.6	CF 86	..... 7.1 JULIAN .....		A.M.			10 45	3 15		
82.2	CF 82	X..... 3.4 CLIMAX .....		10 20 <sup>81</sup>			10 55 <sup>77</sup>	3 25		
		..... 4.9								
77.3	CF 77	X.. PLEASANT GARDEN ..		10 30			11 05	3 35		
73.7	CF 74	..... 3.6 VANDALIA .....	A.M.	10 40		A.M.	11 15	3 45	A.M.	
69.4	CF 70	..... 4.3 WYCXGREENSBORO .PN.	3 30	10 50		8 30	11 40	4 10	7 30 <sup>76</sup>	
63.2	CF 63	..... 6.2 BATTLE GROUND ....	3 50	A.M.		9 00	A.M.	P.M.	7 59	
57.5	CF 58	..... 5.7 SUMMERFIELD .....	4 00			9 15			8 13	
		..... 6.2								
51.3	CF 51	..... STOKESDALE ..... D	4 15			9 30			8 27	
48.0	CF 48	W..... 3.3 MATA .....	4 25			9 45			8 41	
46.1	CF 46	..... 1.9 BELEWS CREEK ....	4 30			9 55			8 50	
40.1	CF 40	YX.. 6.0 WALNUT COVE ... D	5 00 <sup>76</sup>			10 25			9 19	
34.5	CF 35	..... 5.6 GERMANTON .....	A.M.			10 45 <sup>78</sup>			9 38	
		..... 4.6								
29.9	CF 30	WX.. RURAL HALL ... D				11 10			10 00	
25.1	CF 25	..... 4.8 KING .....				11 25			10 15 <sup>78</sup>	
19.1	CF 19	..... 6.0 PINNACLE .....				11 50			10 40	
14.4	CF 14	... 4.7 PILOT MOUNTAIN .. D				12 10			11 00	
8.4	CF 8	..... 6.0 ARARAT .....				12 30			11 20	
0.0	CF 0	W WYCX MT. AIRY ..... D				12 55 <sup>84</sup>			11 45	
		Ar.	A.M.	A.M.		P.M.	A.M.	P.M.	A.M.	
			Ex. Sun.	Ex. Sun.		Ex. Sat. and Sun.	Ex. Sun. and Mon.	Sat. and Mon only	Sat. and Mon only	
			75	77		79	81	83	85	

**MT. AIRY—SANFORD—EASTBOUND**

Capacity of Tracks in Cars		TIME TABLE NO. 81 In effect September 1, 1951		THIRD CLASS								
Siding	Other	STATIONS		76 Ex. Sun.	80 Ex. Sat. and Sun.		78 Ex. Sun. and Mon.	82 Sat. and Mon only	84 Sat. and Mon only			
	Yard	WYCX.	SANFORD	Ar. D	A.M.	A.M.	P.M.	A.M.	P.M.			
	14		CUMNOCK			11 15		10 32				
	38	XY	GULF	D		10 55		10 12				
	30	X	GOLDSTON	D		10 45		10 02				
	19		BEAR CREEK			10 37		9 54				
	27		BONLEE	D		10 27		9 44				
			W. MT. VERNON SPRING			10 20		9 27 <sup>51</sup>				
	54	X	SILER CITY			10 15		9 19				
	20		STALEY			10 00 <sup>51</sup>		9 03				
	28	X	LIBERTY			9 40		8 49				
	13		JULIAN			9 20		8 39				
	19	X	CLIMAX			9 01		8 21				
	14	X	PLEASANT			8 50		8 10				
	11		VANDALIA			8 30		7 58				
	Yard	WYCX	GREENSBORO	PN		8 15	P.M.	7 48	P.M.			
	17		BATTLE GROUND			7 30 <sup>76</sup>	1 10	7 30 <sup>80</sup>	5 10			
	26		SUMMERFIELD			6 40	A.M.	12 40	4 40			
	22		STOKESDALE	D		6 20		12 20	4 20			
		W	MATA			6 00		12 03	4 03			
	8		BELEWS CREEK			5 50		11 45	3 45			
	90	YX	WALNUT COVE	D		5 45		11 35	3 35			
	19		GERMANTON			5 30 <sup>75</sup>		11 10	3 10			
	61	WX	RURAL WALL	D		A.M.		10 45 <sup>79</sup>	2 45			
	19		KING					10 30	2 30			
	34		PINNACLE					10 15 <sup>85</sup>	2 15			
	26		PILOT MOUNTAIN	D				9 55	1 55			
	15		ARARAT					9 40	1 40			
	Yard	WYCX.	MT. AIRY	D Lv.				9 25	1 25			
						A.M.		9 00 A.M.	1 00 <sup>78</sup> P.M.			
			No. 85 is superior to No. 84, Greensboro to Mt. Airy.			Ex. Sun. 76	Ex. Sat. and Sun. 80	Ex. Sun. and Mon. 78	Sat. and Mon only 82	Sat. and Mon only 84		

## 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. No. 69 is superior to No. 68 Winston-Salem to Barber. No. 85 is superior to No. 84, Greensboro to Mt. Airy.

### 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. Except No. 14 North Wilkesboro Saturday and Sunday. No. 64 North Wilkesboro Saturday.

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 Telegraph and Call office, Pomona Round house, Salem Yard, Winston-Salem Union Station, N. Wilkesboro, Statesville, Air Line Junction, Mt. Airy and Sanford.

### 6. TRAIN REGISTERS

(Rules 83 and 1143)

Pomona, Salem Yard, Winston-Salem Union Station, Winston Junction, North Wilkesboro, Air Line Jct., Mooresville Jct., Barber, Statesville, Cooleemee Jct., Mt. Airy, Walnut Cove, Greensboro, Climax, Ramseur, and Sanford.

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, and Mt. Airy.

### 8. RAILROAD CROSSINGS AT GRADE

Interlocked (Rules 98, 601 to 671)

Winston-Salem, N. C.	WSSB.
Barber, N. C.	Asheville Division.
Walnut Cove, N. C.	N. & W. Ry.

Not Interlocked (Rule 98)

Charlotte, N. C.	S. A. L. Ry.
Gulf, N. C.	N. S. Ry.
Sanford, N. C.	S. A. L. Ry.

### 9. JUNCTIONS

Interlocked (Rules 98, 601 to 671)

Pomona, N. C.	Danville Division.
Walnut Cove, N. C.	N. & W. Ry.

Not Interlocked (Rule 98)

Winston-Salem Union Passenger Station	Norfolk and Western Rwy.
Winston-Junction, N. C.	Wilkesboro & Charlotte Lines
Rural Hall, N. C.	Wilkesboro and Mt. Airy Lines

Statesville, N. C.	Asheville Division.
Mooresville Jct., N. C.	Statesville Branch.
Air Line Jct., N. C.	Charlotte Division.
Charlotte, N. C. (9th St.)	Charlotte Division.
Atandt Junction, N. C.	Cut off.
Greensboro, N. C.	Danville Division
Climax, N. C.	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.

### 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 Air Line Junction  
All 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  
All trains 40 miles per hour.

Between Mt. Airy and Sanford  
Freight trains 30 miles per hour.

Between Climax and Ramseur  
Freight trains 20 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. Except Mt. Airy, Sanford Line thirty (30) miles an hour, Ramseur Branch fifteen (15) 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

**MT. AIRY-SANFORD**

Between MP	CF	Freight
2.7 & 3.0	CF 2.7 & CF 3.0	20
3.8 & 4.3	CF 3.8 & CF 4.3	15
6.4 & 6.8	CF 6.4 & CF 6.8	20
7.0 & 7.6	CF 7.0 & CF 7.6	15
9.4 & 9.6	CF 9.4 & CF 9.6	20
10.9 & 11.5	CF 10.9 & CF 11.5	20
12.4 & 12.5	CF 12.4 & CF 12.5	15
12.6 & 14.4	CF 12.6 & CF 14.4	25
15.3 & 16.0	CF 15.3 & CF 16.0	25
19.7 & 20.2	CF 19.7 & CF 20.2	20
21.5 & 21.8	CF 21.5 & CF 21.8	15
27.4 & 27.6	CF 27.4 & CF 27.6	20
28.0 & 28.4	CF 28.0 & CF 28.4	20
31.0 & 31.4	CF 31.0 & CF 31.4	20
34.4 & 34.6	CF 34.4 & CF 34.6	25
35.0 & 35.2	CF 35.0 & CF 35.2	20
37.9 & 38.2	CF 37.9 & CF 38.2	20
40.0 & 41.0	CF 40.0 & CF 41.0	20
41.2 & 42.0	CF 41.2 & CF 42.0	20
45.5 & 46.0	CF 45.5 & CF 46.0	25
46.3 & 47.0	CF 46.3 & CF 47.0	25
47.3 & 47.5	CF 47.3 & CF 47.5	25
50.0 & 50.0	CF 50.0 & CF 50.0	20
53.1 & 53.1	CF 53.1 & CF 53.1	20
53.8 & 53.8	CF 53.8 & CF 53.8	20
60.0 & 60.0	CF 60.0 & CF 60.0	20
61.7 & 61.7	CF 61.7 & CF 61.7	15
81.5 & 81.5	CF 81.5 & CF 81.5	20
94.0 & 94.0	CF 94.0 & CF 94.0	20
98.0 & 98.0	CF 98.0 & CF 98.0	20
98.5 & 98.5	CF 98.5 & CF 98.5	20
100.0 & 100.0	CF 100.0 & CF 100.0	20
100.0 & 100.0	CF 100.0 & CF 100.0	20
100.0 & 100.0	CF 100.0 & CF 100.0	20

**Climax—**

All trains **20 miles per hour** on all curves.

**Speed Restrictions:**

Trains shall not exceed **25 miles per hour** in the following towns:

Trains shall not exceed **15 miles per hour** except as follows:

Trains shall not exceed **10 miles per hour** at West 5th, West 9th, West 11th and West 12th Street crossings shall be ten (10) miles per hour. **Mooreville** (all trains) 25 miles per hour over Main and Bodenheimer Street crossing.

**Mooreville** (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.

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 and through interlocking plant at Barber and Walnut Cove.

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 END is trailing, even though boom might be detached.

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 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.

Red lights will be displayed on the gate at night.

Southern Railway engines and trains must approach this crossing under control and prepared to 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.

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.

## WINSTON-SALEM 10

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 high-way-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 and 10	Shoal.....	Nos. 13 and 14
Boydton.....	Nos. 13 and 14	Burch.....	Nos. 13 and 14
Limerock.....	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.

## 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.

Locomotives—Brake cylinder pressure on train pulling hard, speed indicator falling below 10 miles per hour, or transmission indicator moving toward the red.

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" 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
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	Mojoson	Mile CF 53.6
Iredell County		Guilquarry	Mile CF 53.7
Home	Mile O39.3	Sears	Mile CF 65.5
Colfax	Mile K10.6	Capyco	Mile CF 96.2
Tiretown X	Mile K28.3	Borens	Mile CF120.0
Shoal	Mile K53.7	Orten	Mile CF120.0
Byrds Siding	Mile K59.4	Womack	Mile CF127.7
Aboleer	Mile K73.0	Pools	Mile CF129.0
Burch	Mile K74.5	Cedar Fall	
		Factory	Mile CR 13.6
		Franklin Cotton House	Mile CR 15.7

## DIVISION OFFICERS

E. E. LOVING, Trainmaster	Winston-Salem
A. H. GRAHAM, Division Engineer	Winston-Salem
E. K. McARTHUR, Asst. Division Engineer	Greensboro
F. J. FELKER, Chief Dispatcher	Winston-Salem
J. T. FOX, Dispatcher	Winston-Salem
W. S. ROTHROCK, Dispatcher	Winston-Salem
H. F. BOUKNIGHT, Dispatcher	Winston-Salem
S. E. ADCOCK, Dispatcher	Winston-Salem
P. MURRAY, Dispatcher	Winston-Salem
R. VANCE DAVIS, General Road Foreman Engs.	Spencer

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

	1500 H.P. Diesel Road Switcher	Mikado 4500-4700 CNO & TP 6200	Mikado 4800-4914		Consolidated 251-556 Inclusive	Superheated Consolidated 567-8338 Inclusive
Greensboro to Elkin	1800			Mt. Airy to Greensboro		750
" " Donnaha	2400			Greensboro " Sanford	990	1200
" " Rural Hall	1875			Climax " Ramseur	800	
" " Winston-Salem	1675					
" " Friendship	1800	1750	2000			
		2300	2600			
		1400				
		1700				
		2000				
Air Line Jet		2000	2500			
Pomona " Friendship		2300	2600	Ramseur " Climax	600	
Friendship " Winston-Salem		1750	2000	Sanford " Liberty		1200
Winston-Salem " Donnaha				Liberty " Greensboro	1120	1300
Donnaha " Elkin				Greensboro " Mt. Airy		750
Elkin " N. Wilkesboro						
Winston-Salem " Mocksville		1200				
Mocksville " Barber		1625				
Barber " Mooresville		2000				
Statesville " Mooresville		2650	3150			
Mooresville " Air Line Jet		3500	4000			

The above rating is based on **gross weight** 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, **TRUCKS** AND OTHER ROADWAY EQUIPMENT AND SYSTEM AND FOREIGN CARS MAY BE OPERATED **UNDER** THESE WEIGHTS AND OTHER RESTRICTIONS SHOWN BELOW ARE NOT EXCEEDED.

## BETWEEN POMONA, WINSTON-SALEM AND BARBER

EQUIPMENT	TYPE	CLASS	TOTAL WEIGHT
Mikado Engines	2-8-2	330	(a) 66,000
Mikado Engines	2-8-2	292	58,400
Pacific Engines	4-6-2	305	(b) 309,000
Mountain Engines	4-8-2	327	327,000
Pasgr. Diesel Power Units	6-6		(c) 315,000
Freight Diesel Power Units	4-4		245,000
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.

(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 Mooresville 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.

## BETWEEN CHARLOTTE AND STATESVILLE AND BETWEEN MOORESVILLE AND BARBER

EQUIPMENT	TYPE	CLASS	TOTAL WEIGHT
Pasgr. Diesel Power Units	6-6		(c) (d) 315,000
Mikado Engines	2-8-2	292	(d) 292,000
Mikado Engines	2-8-2	330	(a) (c) 329,500
Pacific Engines	4-6-2	305	(d) 300,000
Mountain Engines	4-8-2	327	(d) 327,000
Freight Diesel Power Units	4-4		(d) 245,000
Loaded Cars	4-wheel trucks		210,000
Loaded Cars	6-wheel trucks		270,000

(a) May be operated in emergency detour movement between Barber and Mooresville and 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.

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

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,

**WINSTON-SALEM 12**

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
Freight Diesel Power Units	4-4		(b) (c) 245,000
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

(c) May be operated in multiple units between Winston Junction and Elkin only.

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.

**BETWEEN MT. AIRY AND SANFORD**

EQUIPMENT	TYPE	CLASS	TOTAL WT.
Diesel Switch Engs.	4-4		(b) 242,000
Consolidation Engs.	2-8-0	205	(a) 214,000
Consolidation Engs.	2-8-0	170	170,000
Consolidation Engs.	2-8-0	158	158,000
Loaded Cars			210,000

All steam engines permitted on this line may be operated coupled.

(a) Consolidation stoker fired engines not exceeding 228,000 pounds may be operated between Greensboro and Sanford only. System Derricks D-24, D-27, D-29, D-30, D-33 and D-58 may be operated between Mt. Airy and Sanford at a speed not to exceed twenty miles per hour.

(b) Single units only may be operated between Greensboro and Mt. Airy.

**BETWEEN CLIMAX AND RAMSEUR**

EQUIPMENT	TYPE	CLASS	TOTAL WT.
Diesel Switch Engs.	4-4		242,000
Consolidation Engs.	2-8-0	158	158,000
Loaded Cars			210,000

Engines permitted on this line must not be operated coupled.

System Derricks D-24, D-27, D-29, D-30, D-33 and D-58 may be operated at a speed not to exceed fifteen 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 and PD-25 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-36 must have stack removed in transit.

Between Winston-Salem and North Wilkesboro and between Mt. Airy and Sanford including Ramseur Branch PD-36, PD-24 and PD-25 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-36 must have stack removed in transit.

**LOCOMOTIVE CRANES**

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.

**VETERINARIANS**

Cecil W. Parker ----- Charlotte, N. C.  
G. C. Monroe ----- Greensboro, N. C.  
W. A. Hornaday ----- Greensboro, N. C.  
O. C. Lynch ----- Statesville, N. C.  
James T. Dixon ----- Winston-Salem, N. C.

**HOSPITALS**

Charlotte Memorial Hospital ----- Charlotte, N. C.  
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 Bitting Reynolds Memorial Hospital (Colored) ----- Winston-Salem, N. C.  
Martin Hospital ----- Mt. Airy, N. C.

**LIVESTOCK AGENTS**

N. Moore, General Livestock Agent ----- Atlanta, Ga.  
J. H. White, Livestock Agent ----- Columbia, S. C.

**WATCH INSPECTORS**

A. M. Diggs ----- Charlotte, N. C.  
Neese's Jewelry Company ----- Greensboro, N. C.  
Eugene Fink ----- Mooresville, N. C.  
Underwood Jewelers ----- Winston-Salem, N. C.  
Carl W. Steele ----- N. Wilkesboro, N. C.  
C. E. Kneeburg ----- Spencer, N. C.  
L. T. Holshouser ----- Salisbury, N. C.