

HOSPITALS

Charlotte Memorial Hospital.....Charlotte, N. C.
Good Samaritan Hospital (Colored).....Charlotte, N. C.
Wealey Long Hospital (White Only)Greensboro, N. C.
L. Richardson Memorial (Colored Only).....Greensboro, N. C.
Martin HospitalMt. Airy, N. C.
Iredell Memorial Hospital, Inc.Statesville, N. C.
City Memorial HospitalWinston-Salem, N. C.
Kate Bitting Reynolds Memorial Hospital (Colored) Winston-Salem, N. C.
North Carolina Baptist HospitalWinston-Salem, N. C.

LOCAL SURGEONS

O. L. Miller (Consultant Orthopedist).....Charlotte, N. C.
Harry Winkler (Assoc. Consultant Orthopedist).....Charlotte, N. C.
Julian E. Jacobs (Asst. Orthopedist).....Charlotte, N. C.
Thomas D. Sparrow.....Charlotte, N. C.
J. W. Gibbon (Asst.).....Charlotte, N. C.
Hugh D. Verner (Asst.).....Charlotte, N. C.
C. Lowery Pressley (Asst.).....Charlotte, N. C.
James D. Stratton (Oculist).....Charlotte, N. C.
Harry L. Johnson.....Elkin, N. C.
R. N. Harden.....Greensboro, N. C.
E. W. Vaughan (Asst.).....Greensboro, N. C.
Shahane R. Taylor (Oculist).....Greensboro, N. C.
Horace G. Strickland (Oculist)Greensboro, N. C.
R. H. Whitaker.....Kernersville, N. C.
L. P. MartinMocksville, 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.
Thomas V. Goode III.....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 (Asst.).....Winston-Salem, N. C.
Henry L. Valk (Consultant Physician).....Winston-Salem, N. C.
L. Byerly Holt (Oculist).....Winston-Salem, N. C.
B. N. Jones (Asst.).....Winston-Salem, N. C.
Robert A. Moore (Consultant Orthopedist).....Winston-Salem, N. C.

SOUTHERN RAILWAY SYSTEM

EASTERN LINES

Winston-Salem Division
TIME TABLE No.

86

Effective 12:01 A.M. (Eastern Time)
WEDNESDAY, AUGUST 1, 1956

FOR THE GOVERNMENT OF EMPLOYEES ONLY

J. A. RUST General Manager
F. S. WORTHINGTON Gen. Supt. Transportation
B. L. STANFIEL..... Superintendent

POMONA—WINSTON-SALEM—WESTBOUND

Miles from Pomona	Station Nos.	TIME TABLE NO. 86 In effect August 1, 1956	FIRST CLASS				THIRD CLASS	
			15 Daily A.M. 2 30		21 Daily A.M. 7 05		71 Ex. Sun. A.M.	73 Daily P.M.
.....	284	WYX... GREENSBORO... ^{Lv.} N 2.6						
0.0	287	X { WYOB.. POMONA ^N 1.2	2 35		7 10	10 20	8 45	
1.2	K 4	{ TERRA COTTA 2.2	2 37		7 12	10 25	8 50	
3.4	K 7	X { GUILFORD COLLEGE... ^D 3.3	2 41		f 7 17	10 30	8 56	
6.7	K 10	{ FRIENDSHIP 7.7	2 46		7 23	10 45	9 08 ¹⁶	
14.4	K 17	X... KERNERSVILLE ... ^D 5.0	2 57		s 7 34 ⁷⁰	11 05	9 30	
19.4	.....	..... GUTHRIE 4.1	3 03		7 45	11 15	9 43
23.5	.....	X { TOB. SALEM YARD ... ^P 0.9	3 09		7 52	11 30	10 00
24.4	K 29	{ W WINSTON-SALEM ... ^{PN} (Union Station) Ar.	s 3 10		s 7 55			
			A.M. Daily 15		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		Capacity of Tracks in Cars	Miles from Pomona	Station Nos.	TIME TABLE NO. 86 In effect August 1, 1956	EASTBOUND	
3rd CLASS	65 Ex. Sun.					3rd CLASS	64 Ex. Sun.
	A. M. 7 10		25.9	K 30	Lv. { WINSTON JUNCTION ^P 3.4		P.M. 3 00
	7 20		29.3	.....	X { ALSPAUGH 3.7		2 50
	7 30		33.0	K 36	..... BETHANIA 5.3		2 40
	7 50		37	K 41	X RURAL HALL ^D 4.6		2 25
	8 00		9	K 46	..... TOBACCOVILLE 4.6		2 10
	8 12		19	K 51	..... DONNAHA 10.2		1 55
	8 40		40	K 61	..... SILOAM 6.7		1 35
	8 55		10	K 67	..... ROCKFORD 6.9		1 20
	9 10		17	K 73	X CRUTCHFIELD ^D 2.7		1 05
	9 18		26	K 76	..... ABOLEE 7.7		12 50
	9 35		90	K 84	X ELKIN ^D 5.9		12 30
	9 50		10	K 90	X RONDA ^D 4.2		12 10
	10 05		20	K 94	..... ROARING RIVER 6.3		11 50
	10 30 A.M.		222	K 103	X NORTH WILKESBORO ^D Ar.		11 30 A.M.
	Ex. Sun. 65						Ex. Sun. 64

No. 65 is Superior to No. 64 Winston-Salem to North Wilkesboro.

WINSTON-SALEM—POMONA—EASTBOUND

WINSTON-SALEM 3

Capacity of Tracks in Cars		TIME TABLE NO. 86 In effect August 1, 1956		FIRST CLASS				THIRD CLASS	
				STATIONS		22 Daily		16 Daily		70 Ex. Sun.	72 Daily
Siding	Other								
		WYX.. GREENSBORO.....N	Ar.	P.M. 6 15		P.M. 9 25		A.M.	P.M.
		2.8							
	Yard	X{ WYOB. POMONA.....N		6 07		9 18		8 30	8 05
	10	X{ ... TERRA COTTA.....		6 04		9 16		8 25	7 59
	8	X{ ... GUILFORD COLLEGE...D		5 59		9 13		8 20	7 54
58	8	X{ ... FRIENDSHIP.....		5 54		9 08 ⁷³		8 00	7 46
50	15	X... KERNERSVILLE...D		5 44		8 58		7 34 ²¹	7 26
		5.0							
43		GUTHRIE.....		5 36		8 52		6 55	7 13
	Yard	X{ TOB.. SALEM YARD...P		5 31		8 46		6 45	7 00
		X{ W.. WINSTON-SALEM...N		5 30		8 45			
		0.9							
		(Union Station)	Lv.	P.M.		P.M.		A.M.	P.M.
				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				TIME TABLE NO. 86 In effect August 1, 1956				NORTHBOUND				
THIRD CLASS		First Class	Capacity of Tracks in Cars		Miles from Charlotte	Station Nos.	STATIONS		FIRST CLASS		THIRD CLASS	
61 Ex. Sun.		59 Daily	Siding	Other			Lv.	Ar.	58 Daily		62 Ex. Sun.	
P.M. 12 01		P.M. 10 15		71	44.0	S 26	WYXB... STATESVILLE.....N	P.M. 9 20			A.M. 11 15	
12 15				4	39.8	O 40	... BARIUM SPGS.....				11 02	
		10 30		10	38.3	O 38	X... TROUTMAN.....	9 10			10 55	
12 40		10 55			29.1	O 29	YX... MOORESVILLE JCT.....	8 50			10 30	
P.M.		P.M.					Ar. Lv.	P.M.			A.M.	
Ex. Sun. 61		Daily 59						Daily 58			Ex. Sun. 62	

CLIMAX—RAMSEUR

WESTBOUND				TIME TABLE NO. 86 In effect August 1, 1956				EASTBOUND			
THIRD CLASS		Capacity of Tracks in Cars		Miles from Climax	Station Nos.	STATIONS				THIRD CLASS	
75 Ex. Sun.		Siding	Other			Lv.	Ar.			74 Ex. Sat.	
A.M. 12 15 ⁷⁴			34	18.7	CR 19	X... RAMSEUR.....			P.M. 11 55 ⁷⁵		
12 20			25	16.2	CR 16	... FRANKLINVILLE.....			11 50		
12 25			9	14.1	CR 14	... CEDAR FALLS.....			11 43		
12 40			18	9.5	CR 10	... MILLBORO.....			11 30		
1 05 A.M.			19	0.0	CF 82	X... CLIMAX.....			11 05 P.M.		
Ex. Sun. 75						Ar. Lv.			Ex. Sat. 74		

WINSTON-SALEM—CHARLOTTE—SOUTHBOUND

Miles from Winston-Salem	Station Nos.	TIME TABLE NO. 86 In effect August 1, 1956 STATIONS	FIRST CLASS				THIRD CLASS		
			15	21	59	53	65	69	61
			Daily	Daily	Daily	Daily	Ex. Sun.	Ex. Sun.	Ex. Sun.
.....	K 29	W... WINSTON-SALEM (Union Station) .....Lv. PN	A.M.	A.M.	P.M.	P.M.	A.M.	A.M.	P.M.
0.1	.....	0.1 W. S. S. B. CROSSING	3 20	9 45	.....	9 20	7 00 ⁶⁹	7 30 ⁶⁵	.....
1.5	K 30	X{ 1.4 WINSTON JUNCTION .....P	3 24	9 50	.....	9 30	7 10	7 40	.....
5.0	L 3	3.5 HANES .....	.....	f 9 56	.....	.....	A.M.	.....	.....
6.5	L 5	1.5 FRONTIS .....7.4	3 32	9 58	.....	9 40	.....	7 50	.....
13.9	L 12	..... CLEMMONS.....D	3 45	.....	.....	9 55	.....	8 05	.....
18.1	L 17	4.2 ADVANCE	3 52	f10 17	.....	10 04	.....	8 14	.....
20.9	L 20	2.8 BIXBY	3 56	f10 21	.....	10 10	.....	8 20	.....
22.6	L 21	1.7 CORNATZER.....	.....	f10 25	.....	10 15	.....	8 25	.....
27.7	L 27	X{ 5.1 MOCKSVILLE .....D	4 09	s10 36	.....	10 30	.....	8 50	.....
32.7	L 31	X{ 5.0 COOLEEMEE JCT.	4 16	s10 48	.....	10 42	.....	9 15	.....
35.8	L 34	X{ 3.1 WOODLEAF .....D	4 21	s10 55	.....	10 49	.....	9 27	.....
36.2	.....	0.4 HARDAWAY QUARRY .....	.....	.....	.....	.....	.....	.....	.....
41.0	S 11	YX{ 4.8 BARBER .....N	4 30	s11 10 ⁶⁸	.....	11 10 ⁵²	.....	9 50	.....
45.3	L 44	4.3 BEAR POPLAR	A.M.	A.M.	.....	.....	.....	A.M.	.....
47.9	L 47	2.8 MT. ULLA .....D	.....	.....	.....	11 25	.....	.....	.....
55.0	O 29	X{ Y... MOORESVILLE JCT. ....	.....	.....	.....	10 55	11 45	.....	12 40
55.8	O 28	X{ 0.8 MOORESVILLE .....D	.....	.....	.....	10 58	11 50	.....	12 50
59.5	O 25	3.7 MOUNT MOURNE .....	.....	.....	.....	11 08	11 59	.....	12 58
62.6	O 22	X{ 3.1 DAVIDSON .....D	.....	.....	.....	11 18	12 10	.....	1 10
63.9	O 21	X{ 1.3 CORNELIUS .....	.....	.....	.....	11 23	12 15	.....	1 19
66.6	O 18	2.7 CALDWELL .....	.....	.....	.....	11 30	12 22	.....	1 25
69.2	O 15	X{ 2.8 HUNTERSVILLE .....D	.....	.....	.....	11 36	12 30	.....	1 34
74.8	O 10	5.1 CROFT .....	.....	.....	.....	11 48	12 40	.....	1 45
78.8	O 5	4.5 DERITA .....	.....	.....	.....	11 58	12 50	.....	1 56
81.4	.....	2.8 ATANDO JCT. ....	.....	.....	.....	12 10	1 00	.....	2 04
.....	.....	1.8 BYO... AIR LINE JCT. ....N	.....	.....	.....	12 20	1 10	.....	2 10
83.5	.....	X{ 2.1 S.A.L.R.R. CROSSING .....	.....	.....	.....	.....	.....	.....	.....
84.1	380	0.6 W... CHARLOTTE .....N (Trade St.) .....Ar.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.
			Daily 15	Daily 21	Daily 59	Daily 53	Ex. Sun. 65	Ex. Sun. 69	Ex. Sun. 61

CHARLOTTE—WINSTON-SALEM—NORTHBOUND

Capacity of Tracks in Cars		TIME TABLE NO. 86 In effect August 1, 1956 STATIONS	FIRST CLASS				THIRD CLASS		
Siding	Other		22 Daily	16 Daily	58 Daily	52 Daily	64 Ex. Sun.	68 Ex. Sun.	62 Ex. Sun.
		W. WINSTON-SALEM .. Ar. (Union Station) .. PN	P.M. s 5 10	P.M. s 8 35	P.M.	A.M. 12 55	P.M. 3 10	P.M. 1 20	A.M.
		0.1 W. S. S. B. CROSSING .. X							
		1.4 WINSTON JUNCTION .. P	5 02	8 28		12 45	3 00	1 10	
	11	3.5 HANES ..	f 4 52				P.M.		
	51	1.5 FRONTIS ..	4 50	8 21		12 38		12 55	
		7.4							
	40	CLEMMONS .. D	s 4 40	8 11		12 22		12 34	
	12	4.2 ADVANCE ..	f 4 31	8 04		12 10		12 22	
	25	2.8 BIXBY ..	f 4 25	7 59		12 02		12 15	
	7	1.7 CORNATZER ..	f 4 21			11 55		12 08	
	48	5.1 MOCKSVILLE .. D	s 4 12	7 49		11 42		11 55	
	47	8.0 COOLEEMEE JCT. .. X	s 4 00	7 42		11 30		11 40	
	8	3.1 WOODLEAF .. D	s 3 54	7 37		11 22		11 30	
	35	0.4 HARDAWAY QUARRY .. X							
	55	4.8 BARBER .. N	s 3 45	7 30		11 10		11 15 ²¹	
	6	4.3 BEAR POPLAR ..	P.M.	P.M.		10 50 ⁵²		A.M.	
	37	2.6 MT. ULLA .. D				10 32			
		7.1							A.M.
						P.M.			A.M.
	25	0.8 MOORESVILLE JCT. .. X			8 50	10 15			10 30
		3.7 MOORESVILLE .. D			8 48	10 10			10 26
	8	3.1 MOUNT MOURNE ..			8 42	9 53			10 18
	38	1.3 DAVIDSON .. D			8 36	9 47			10 08
	2	2.7 CORNELIUS .. X			8 31	9 42			10 02
	10	CALDWELL ..			8 25	9 36			9 52
	20	2.6 HUNTERSVILLE .. D			8 20	9 30			9 43
	75	5.1 CROFT ..			8 10	9 20			9 28
	20	4.5 DERITA ..			7 55	9 11			9 15
		2.8 ATANDO JCT. ..			7 50	9 05			9 08
	Yard	1.8 BYO.. AIR LINE JCT. .. N			7 45	9 00			9 00
		2.1 S. A. L. R. R. CROSSING .. X							
		0.8 W. CHARLOTTE .. N							
		(Trade St.) .. Lv.	P.M.	P.M.	P.M.	P.M.	P.M.	A.M.	A.M.
		No. 15 is superior to No. 52, Winston-Salem to Barber.	Daily 22	Daily 16	Daily 58	Daily 52	Ex. Sun. 64	Ex. Sun. 68	Ex. Sun. 62
		No. 69 is superior to No. 68, Winston-Salem to Barber.							

SANFORD—MT. AIRY—WESTBOUND

Miles from Mt. Airy	Station Nos.	TIME TABLE NO. 86 In effect August 1, 1956 STATIONS	THIRD CLASS							
			75 Ex. Sun.			79 Ex. Sat.	81 Ex. Sun.			
		Lv.	A.M.			A.M.	A.M.			
130.1	CF130	YX..... SANFORD .....D					11 00			
		6.5								
123.6	CF124	..... CUMNOCK					11 15			
		2.8								
120.8	CF121	XY..... GULF .....D					11 25			
		3.6								
117.2	CF117	X..... GOLDSTON .....D					11 40			
		8.9								
113.3	CF113	..... BEAR CREEK					11 50			
		2.6								
110.7	CF111	..... BONLEE .....D					11 57			
		8.0								
104.7	CF105	X..... SILER CITY .....D					12 30			
		7.5								
97.2	CF 97	..... STALEY .....D					12 50			
		4.5								
92.7	CF 93	X..... LIBERTY .....D					1 05			
		7.1								
85.6	CF 86	..... JULIAN	A.M.				1 20			
		3.4								
82.2	CF 82	X..... CLIMAX	1 10				1 30			
		4.9								
77.3	CF 77	X.. PLEASANT GARDEN ..	1 20				1 40			
		3.6								
73.7	CF 74	..... VANDALIA	1 30			A.M.	1 55			
		4.3								
69.4	CF 70	BOWYX GREENSBORO PN	1 40			8 30	2 20			
		6.2								
63.2	CF 63	.... BATTLE GROUND	2 00			9 00	P.M.			
		5.7								
57.5	CF 58	..... SUMMERFIELD	2 20			9 15				
		6.2								
51.3	CF 51	..... STOKESDALE .....D	2 40			9 30				
		5.2								
46.1	CF 46	.... BELEWS CREEK	2 55			9 55				
		6.0								
40.1	CF 40	X.. WALNUT COVE ...D	3 10 ⁷⁶			10 25				
		5.6								
34.5	CF 35	..... GERMANTON	A.M.			10 45 ⁷⁸				
		4.6								
29.9	CF 30	X.... RURAL HALL .....D				11 00				
		4.8								
25.1	CF 25	..... KING				11 15				
		6.0								
19.1	CF 19	..... PINNACLE				11 35				
		4.7								
14.4	CF 14	... PILOT MOUNTAIN .D				11 50				
		6.0								
8.4	CF 8	..... ARARAT				12 10				
		8.4								
0.0	CF 0	BX..... MT. AIRY .....D				12 30				
		Ar.	A.M.			P.M.	P.M.			
			Ex. Sun.			Ex. Sat.	Ex. Sun.			
			75			79	81			

MT. AIRY—SANFORD—EASTBOUND

Capacity of Tracks in Cars		TIME TABLE NO. 86 In effect August 1, 1956		THIRD CLASS								
Siding	Other	STATIONS		74 Ex. Sat.	76 Ex. Sun.	80 Ex. Sun.	78 Ex. Sun.					
			Ar. D	P.M.	A.M.	A.M.	P.M.					
	Yard	YX....	SANFORD			10 15						
			6.5 CUMNOCK			9 53						
	38	XY.....	GULF	D		9 45						
	30	X....	GOLDSTON	D		9 37						
	19		3.9 BEAR CREEK			9 27						
	27		2.6 BONLEE	D		9 20						
	54	X....	8.0 SILER CITY	D		9 00						
	20		7.5 STALEY	D		8 40						
50	28	X....	4.5 LIBERTY	D		8 20						
	13		7.1 JULIAN		P.M.	8 00						
	19	X....	3.4 CLIMAX		11 00	7 50						
	14	X....	8.6 PLEASANT GARDEN		10 50	7 30						
	11		3.6 VANDALIA		10 40	A.M. 7 15	P.M.					
	Yard	BOWYX	4.8 GREENSBORO PN		10 30	4 50	7 00	1 10				
	17		6.2 BATTLE GROUND		P.M.	4 32	A.M. 12 40					
	26		5.7 SUMMERFIELD			4 20	12 20					
	22		6.2 STOKESDALE	D		4 00	12 03					
	8		5.2 BELEWS CREEK			3 45	11 35					
	90	X...	6.0 WALNUT COVE	D		3 30 ⁷⁵	11 10					
	19		5.6 GERMANTON			A.M.	10 45 ⁷⁹					
	61	X....	4.6 RURAL HALL	D			10 30					
	19		4.8 KING				10 15					
18			6.0 PINNACLE				9 55					
	26		4.7 PILOT MOUNTAIN	D			9 40					
	17		6.0 ARARAT				9 25					
	Yard	BX....	8.4 MT. AIRY	D Lv.	P.M.	A.M.	A.M. 9 00 A.M.					
					Ex. Sat.	Ex. Sun.	Ex. Sun.	Ex. Sun.				
					74	76	80	78				

SPECIAL INSTRUCTIONS
CONSULT BULLETIN BOOKS DAILY

ALL REGULAR NORTH AND EASTBOUND TRAINS are superior to trains of the same class moving in the opposite direction in accordance with General Rule S-72: Except No. 15 is superior to No. 52 Winston Salem to Barber, No. 69 is superior to No. 68 Winston Salem to Barber and No. 65 is superior to No. 64 Winston Salem to North Wilkesboro.

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

2. ADDITIONAL INITIAL AND CLEARANCE
CARD STATIONS
(Rules 4 and 83-C)

A train must receive a clearance card before leaving its initial station. Except No. 75 Ramseur and No. 76 Walnut Cove, No. 64 North Wilkesboro Saturday.

Trains must receive clearance cards at additional stations as follows:

- Winston-Salem Union Station, all trains.
- Barber, all trains.

3. BULLETIN BOOKS
(Rules 707, 856, 1011, 1052 and 1076)

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

4. TRAIN REGISTERS
(Rules 83, 83A and 83B)

Pomona, Salem Yard, Winston-Salem Union Station, Winston Junction, North Wilkesboro, Air Line Jct., Mooresville Jct., Barber, Statesville, Cooleemee Jct., Mt. Airy, Greensboro Telegraph and Old A & Y Dispatcher Office, Climax, Ramseur, and Sanford.

- Train No. 21 will register at Winston Jct.
- First class trains will register at Pomona with Form 721.

5. STANDARD CLOCKS
(Rule 3)

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

6. RAILROAD CROSSINGS AT GRADE
Interlocked (Rules 98, 281 to 296, 505 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.

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

All trains reduce speed to twenty (20) miles per hour approaching home signal and through interlocking plant at Barber and Walnut Cove.

The N&W Interlocking Plant at Walnut Cove is controlled by N&W Operator 7:30 A.M. to 4:30 P.M. Monday through

Saturday. Southern trains arriving there before or after these hours or on Sunday will find home signals in stop position. To clear signals for movement through the interlocking open the cabinet located on signal mast and push the button in the cabinet. If signals do not clear up, communicate with the N&W Dispatcher by telephone located adjacent to the N&W home signals and be governed by his instructions.

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.

7. JUNCTIONS

Interlocked (Rules 98, 281 to 296, 505 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 Jctn., N. C. ----- Statesville Branch.
Air Line Jctn., N. C. ----- Charlotte Division.
Charlotte, N. C. (9th St.) ----- Charlotte Division.
Atand 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.

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.

9. ENDS OF TWO OR MORE TRACKS
Interlocked (Rules 281 to 296, 505 to 671)

Pomona, N. C.

Not Interlocked (Rule 98)

Airline Jct.
Charlotte, N. C. (9th St.).

10. TWO OR MORE TRACKS

(Rules 85, 98, D 151 to D 153, 251, 281 to 296)

Two Tracks extend between:

Pomona and Greensboro Passenger Station.

Charlotte Passenger Station and Ninth Street Crossing, Charlotte.

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.

11. TRAIN MOVEMENTS

(Rules 5, 82 to 671)

Nos. 58 and 59 will observe Yard Limit Rule 93 at Air Line Jct. and at Statesville. Nos. 52 and 53 will observe Yard Limit Rule 93 between Salem Yard and Winston Junction, and at Barber and at Air Line Jct.

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

(Rules 19 & 19(a))

Foreign lines operating trains over our lines may use their train markers, displaying red to rear when on main track and yellow when clear of main track in lieu of reflectorized discs.

13. SPRING SWITCHES

(Rules 104C and 517)

Spring switches are located as follows:

East end Lead track Salem Yard—

14. ENTRANCE SWITCH TO SIDINGS

(Rules S-88, S-89, S-89(a))

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.

15. SPEED RESTRICTIONS

(Rules 109 and 1012)

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

Freight trains 35 miles per hour.

Between Mooresville Junction and Statesville

All trains 40 miles per hour.

Between Mt. Airy and Sanford

All trains 35 miles per hour.

Between Climax and Ramseur

All trains 25 miles per hour.

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

All Trains reduce speed to 25 miles per hour over highway underpass Mile 0.20.8.

All Trains reduce speed to 10 miles per hour over trestle Mulberry Creek Mile K 97.2.

Limit speed to 15 miles per hour through all main track turnouts, except No. 20 turnouts equipped with 39 foot curved switch points, where speed should be limited to 45 miles per hour.

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-five (35) miles an hour, Ramseur Branch fifteen (15) miles an hour.

SPEED RESTRICTIONS BY CITY ORDINANCES

Charlotte (all trains) 15 miles per hour except as follows: 10 miles per hour over North Tryon Street crossing.

Double track—

Speed limit at West 5th, West 9th, West 11th and West

Liddell Street crossings shall be ten (10) miles per hour.

Kernersville (all trains) 25 miles per hour over Main and

Bodenheimer Street crossing.

Mooresville (all trains) 10 miles per hour.

Statesville (all trains) twenty (20) miles per hour.

Winston-Salem, all trains, 12 miles per hour over streets at Third, Fourth, Sixth and Seventh.

SPEED RESTRICTIONS ON CURVES

WINSTON JUNCTION-BARBER	Miles per hour	
	Passenger	Freight
Between MP L- 1.0 & L- 1.4	30	15
L-10.2 & L-10.5	45	35
L-13.8 & L-14.9	30	25
L-15.8 & L-15.9	45	35
L-20.5 & L-21.7	35	30
L-23.6 & L-24.4	30	25

WINSTON-SALEM-NORTH WILKESBORO:

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

MT. AIRY-SANFORD

Freight		Freight	
Between MP		Between MP	
CF 2.7 & 3.0	20	CF40.0 & 41.0	20
CF 3.8 & 4.3	15	CF41.2 & 42.0	20
CF 6.4 & 6.8	20	CF45.5 & 46.0	25
CF 7.0 & 7.6	15	CF46.3 & 47.0	25
CF 9.4 & 9.6	20	CF47.3 & 47.8	25
CF10.9 & 11.5	20	CF50.0 & 50.8	20
CF12.4 & 12.5	15	CF53.1 & 53.3	20
CF12.6 & 14.4	25	CF53.8 & 54.4	20
CF15.3 & 16.0	25	CF60.0 & 61.0	20
CF19.7 & 20.2	20	CF61.7 & 62.1	15
CF21.5 & 21.8	15	CF81.5 & 82.0	25
CF27.4 & 27.6	20	CF94.0 & 96.0	25
CF28.0 & 28.4	20	CF98.0 & 98.3	25
CF31.0 & 31.4	20	CF99.5 & 100.5	25
CF34.4 & 34.6	25	CF109.5 & 110.0	25
CF35.0 & 35.2	20	CF114.1 & 114.5	25
CF37.9 & 38.3	20	CF117.6 & 118.1	25

Climax—Ramseur

Between M.P. CR4.7 & 5.2	15
M.P. CR9.2 & 9.8	15
M.P. CR12.7 & 14.0	12
M.P. CR14.5 & 14.9	15

WINSTON-SALEM 10

16. AUTOMATIC BLOCK

(Rules 505 to 522)

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

17. DIESEL UNIT RATING IN TONS OF 2000 POUNDS

		1600 H.P. Road Switcher
N. Wilkesboro	to Elkin	1800
Elkin	" Donnaha	2400
Donnaha	" Rural Hall	1375
Rural Hall	" Winston-Salem	1475
Winston-Salem	" Friendship	1800
Friendship	" Pomona	2400
Mocksville	" Winston-Salem	1800
Barber	" Mocksville	1800
Air Line Jct.	" Barber	2100
Air Line Jct.	" Statesville	1775
Mt. Airy	" Greensboro	1000
Greensboro	" Sanford	1500
Climax	" Ramseur	1400
Pomona	" Friendship	2300
Friendship	" Winston-Salem	1800
Winston-Salem	" Donnaha	1375
Donnaha	" Elkin	2400
Elkin	" N. Wilkesboro	1500
Winston-Salem	" Mocksville	1375
Mocksville	" Barber	1700
Barber	" Mooresville	2100
Statesville	" Mooresville	2600
Mooresville	" Air Line Jct.	3500
Ramseur	" Climax	1200
Sanford	" Liberty	1500
Liberty	" Greensboro	1650
Greensboro	" Mt. Airy	1000

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

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

In making computations less than 1000 pounds will be dropped, 1000 pounds will be counted a ton.

18. LOAD LIMITS AND EQUIPMENT RESTRICTIONS

(Rule 708)

BETWEEN POMONA, WINSTON-SALEM AND BARBER

EQUIPMENT	TYPE	CLASS	TOTAL WEIGHT
Pasgr. Diesel Power Units	6-6		343,000
Freight Diesel Power Units	4-4		245,000
Loaded Cars	4-wheel trucks		210,000
Loaded Cars	6-wheel trucks		270,000

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		324,000 (A) 343,000
Freight Diesel Power Units	4-4		245,000
Loaded Cars	4-wheel trucks		210,000
Loaded Cars	6-wheel trucks		270,000

(a) Must not be operated between Mooresville Jct. and Statesville.

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, 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
1600 HP Diesel Units	4-4		(A) 245,000
Loaded Cars			210,000

(A) 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.
1600 HP Diesel Units	4-4		(a) 242,000
Loaded Cars			210,000

(a) Single units only may be operated between Greensboro and Rural Hall.

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.

BETWEEN CLIMAX AND RAMSEUR

EQUIPMENT	TYPE	CLASS	TOTAL WT.
1600 HP Diesel Units	4-4		(a) 242,000
Loaded Cars			210,000

(a) Single units only may be operated on this line.

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.

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 twenty-five miles an hour; PD-24 and PD-25 twenty 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.

19. PASSENGER TRAIN NOTES

When necessary, passenger trains will wait for connections as indicated below. Instructions will be issued in case of unusual conditions.

Train No.	Wait At	For	Time
15	Greensboro	Danville Div.	47 Indefinitely
15	Greensboro	Danville Div.	111 30 minutes
21	Greensboro	Danville Div.	29 2 hours 30 minutes

DIVISION OFFICERS

E. E. LOVING, Trainmaster ----- Winston-Salem
A. H. GRAHAM, Division Engineer ----- Winston-Salem
R. VANCE DAVIS, General Road Foreman Engs. ----- Spencer
C. W. DUNCAN, Road Foreman Engines ----- Winston-Salem
F. J. FELKER, Chief Dispatcher ----- Winston-Salem

WATCH INSPECTORS

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

VETERINARIANS

George O. McKee, Jr. ----- 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.

HOURS OF SERVICE TELEGRAPH OFFICES

Station	Weekdays	Sat. & Sun.
Greensboro	Continuous	Continuous
Pomona	Continuous	Continuous
Guilford College	7:00 AM to 4:00 PM	Closed
Kernersville	7:15 AM to 5:15 PM	Closed
W-Salem Dspr's Office	Continuous	Continuous
Rural Hall	7:45 AM to 4:45 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
North Wilkesboro	8:00 AM to 5:00 PM	Closed
Statesville	Continuous	Continuous
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
Mooresville	7:30 AM to 5:00 PM	Closed
Davidson	7:00 AM to 5:00 PM	Closed
Huntersville	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	8:00 AM to 5:00 PM	Closed
Bonlee	8:00 AM to 5:00 PM	Closed
Goldston	8:00 AM to 5:00 PM	Closed
Gulf	7:55 AM to 4:55 PM	Closed
Sanford	7:00 AM to 7:30 PM	Closed Sun.
	7:30 AM to 11:30 AM	Closed Sun.

BUSINESS TRACKS AND STATIONS NOT SHOWN AS STATIONS ON TIME TABLE

Name	Location	Name	Location
Muddy Creek	Mile L 8.5	Sears	Mile CF 65.5
Iredell County		Capyco	Mile CF 96.2
Home	Mile O39.3	Borens	Mile CF120.0
Colfax	Mile K10.6	Orten	Mile CF120.0
Tiretown X	Mile K28.3	Fagan	Mile CF 127.0
Shoal	Mile K53.7	Womack	Mile CF127.7
Byrds Siding	Mile K59.4	Pools	Mile CF129.0
Burch	Mile K74.5	Cedar Fall	
Mojoson	Mile CF 53.6	Factory	Mile CR 13.6
Guilquarry	Mile CF 53.7	Franklin Cotton House	Mile CR 15.7