

NC

SOUTHERN RAILWAY SYSTEM

EASTERN LINES

Winston-Salem Division

TIME TABLE No.

96

**Effective 12:01 A.M. (Eastern Time)
MONDAY, APRIL 29, 1963**

FOR THE GOVERNMENT OF EMPLOYEES ONLY

D. D. STRENCHGeneral Manager
H. L. STUART, Jr.....Asst. General Manager
D. E. PETERSON, Jr.....Superintendent

Miles from Pomona	Station Nos.	TIME TABLE NO. 96 Effective April 29, 1963	FIRST CLASS			THIRD CLASS	
			15 Daily		21 Daily	71 Ex. Sun.	
		STATIONS					
.....	284	WYX... GREENSBORO...Lv. 2.8 N	A.M. 3 00		A.M. 7 05	A.M.	
0.0	287	X { WYOB..POMONA.....N 1.2	3 05		7 10	10 20	
1.2	K 4	{ TERRA COTTA..... 2.2	3 07		7 12	10 25	
3.4	K 7	X { GUILFORD COLLEGE...D 3.3	3 11		7 17	10 30	
6.7	K 10	{ FRIENDSHIP..... 7.7	3 16		7 23	10 45	
14.4	K 17	X.... KERNERSVILLE....D	3 26		7 34 ⁷⁰	11 05	
19.4		8.0 GUTHRIE.....	3 33		7 45	11 15	
23.5		4.1 X { TOB. SALEM YARD....P				11 30	
24.4	K 29	X { W WINSTON-SALEM..PN 0.9 (Union Station) Ar.	\$ 3 40		\$ 7 55		
			A.M. Daily 15		A.M. Daily 21	A.M. Ex. Sun. 71	

Time shown between Pomona and Greensboro is for information only; the time table, 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. 96 Effective April 29, 1963	EASTBOUND	
3rd CLASS		Siding	Other				3rd CLASS	
65 Ex. Sun.						STATIONS	64 Ex. Sun.	
A. M. 6 35				25.9	K 30	Lv. WINSTON JUNCTION .....Ar. 3.4 P	P.M. 2 55	
				75	29.3	X { ALSPAUGH..... 3.7		
6 55			7	33.0	K 36	X..... BETHANIA.....	2 40	
7 15			37	38.3	K 41	X..... RURAL HALL.....D	2 25	
7 30			9	42.9	K 46	..... TOBACCOVILLE..... 4.8	2 10	
7 40			19	47.5	K 51	..... DONNAHA..... 10.2	1 55	
8 00			40	57.7	K 61	..... SILOAM..... 6.7	1 35	
8 20			10	64.4	K 67	..... ROCKFORD..... 5.9	1 20	
8 40			17	70.3	K 73	X..... CRUTCHFIELD.....D	1 05	
9 30			90	80.7	K 84	X..... ELKIN.....D	12 30	
9 50			10	86.6	K 90	X..... RONDA.....D	12 10	
10 05			20	90.8	K 94	..... ROARING RIVER..... 4.2	11 50	
10 30 A.M.			222	100.1	K 103	X..... NORTH WILKESBORO.....D Ar. Lv.	11 30 A.M.	
Ex. Sun. 65							Ex. Sun. 64	

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

WINSTON-SALEM—CHARLOTTE—SOUTHBOUND

Miles from Winston-Salem	Station Nos.	TIME TABLE NO. 96 Effective April 29, 1963 STATIONS	FIRST CLASS				THIRD CLASS			
			15 Daily		21 Daily	59 Daily	53 Daily	65 Ex. Sun.	69 Ex. Sun.	
		Lv. P.N.	A.M.		A.M.	P.M.	P.M.	A.M.	A.M.	
.....	K 29	W... WINSTON-SALEM (Union Station) 0.1	3 50	.....	8 30	.....	9 20	6 30 ⁶⁹	6 00 ⁶⁵
0.1	.....	X { W. S. S. B. CROSSING 1.4							
1.5	K 80	..... WINSTON JUNCTION P 3.5	3 54		8 35		9 25	6 35	6 05
5.0	L 8	..... HANES 1.8			8 41			A.M.	
6.5	L 5	..... FRONTIS 7.4	4 02		8 43		9 40		6 15
18.9	L 12	X..... CLEMMONS..... D 4.2	4 15		8 55		9 55		6 30	
18.1	L 17	..... ADVANCE 2.8	4 22		9 02		10 04		6 40
20.9	L 20	X..... BIXBY 1.7	4 26		9 06		10 10		6 45	
22.6	L 21	..... CORNATZER 8.1			9 10		10 15		6 50
27.7	L 27	X..... MOCKSVILLE D 8.0	4 39		9 21		10 30		7 15	
32.7	L 31	X..... COOLEEMEE JCT. 3.1	4 46		9 33		10 42		7 45	
35.8	L 34	X { WOODLEAF D 0.4	4 51		9 40		10 49		8 00	
36.2	.....	..... HARDAWAY QUARRY 4.8							
41.0	S 11	YX..... BARBER N 4.3	5 05		9 55		11 10 ⁵⁹		8 50	
45.8	L 44	..... BEAR POPLAR 2.8	A.M.		A.M.				9 00
47.9	L 47	X..... MT. ULLA 7.1					11 25		9 10	
55.0	O 29	X { Y..... MOORESVILLE JCT. 0.8					10 20 ⁵²		9 30	
55.8	O 28	..... MOORESVILLE D 3.7					10 23		9 45
59.5	O 25	..... MOUNT MOURNE 3.1					10 33		11 59
62.6	O 22	X { DAVIDSON D 1.3					10 43		10 00	
68.9	O 21	..... CORNELIUS 2.7					10 48		10 10 ⁶⁸
66.6	O 18	..... CALDWELL 2.8					10 55		12 22
69.2	O 15	X..... HUNTERSVILLE D 5.1					11 01		12 30	
74.8	O 10	X..... CROFT 4.5					11 10		12 40	
78.8	O 5	..... DERITA 2.8					11 18		12 50
81.4	.....	X { ATANDO JCT. 1.8					11 25		1 00
83.5	.....	BYO..... AIR LINE JCT. N 2.1					11 30		1 10
88.5	.....	..... S.A.L.R.R. CROSSING 0.8							
84.1	880	W..... CHARLOTTE (Trade St.) N Ar.	A.M.		A.M.		P.M.	A.M.	A.M.	
			Daily 15		Daily 21		Daily 59	Daily 53	Ex. Sun. 65	Ex. Sun. 69

CHARLOTTE—WINSTON-SALEM—NORTHBOUND

Capacity of Tracks in Cars		TIME TABLE NO. 96 Effective April 29, 1963 STATIONS	FIRST CLASS				THIRD CLASS	
Siding	Other		22 Daily	16 Daily	58 Daily	52 Daily	64 Ex. Sun.	68 Ex. Sun.
		W. WINSTON-SALEM .. Ar. (Union Station) .. PN	P.M. \$ 5 10	P.M. \$ 7 20	P.M.	A.M. 12 55	P.M. 3 00 ⁶⁸	P.M. 2 40 ⁶⁴
		0.1 W. S. S. B. CROSSING .. X						
		1.4 WINSTON JUNCTION .. P	5 02	7 14		12 45	2 55	2 24
	11	3.5 HANES ..	f 4 52				P.M.	
51		1.5 FRONTIS ..	4 50	7 05		12 38		2 14
		7.4						
	40	X..... CLEMMONS .....D	\$ 4 40	6 55		12 22		2 00
	12	4.2 ADVANCE ..	f 4 31	6 48		12 10		1 50
	18	X..... BIXBY ..	4 25	6 44		12 02		1 44
	7	1.7 CORNATZER ..	f 4 21			11 55		1 38
45	62	X..... MOCKSVILLE .....D	\$ 4 12	6 34		11 42		1 25
	47	X..... COOLEEMEE JCT.....	f 4 00	6 27		11 30		1 10
	8	X{..... WOODLEAF .....D	\$ 3 54	6 22		11 22		1 00
	35	X{..... HARDAWAY QUARRY ..						
	55	YX..... BARBER .....N	\$ 3 45	6 15		{11 10 10 50 ⁵³		12 45
	6	..... BEAR POPLAR.....	P.M.	P.M.				
	37	X..... MT. ULLA ..				10 32		12 30
		7.1						
		{Y.. MOORESVILLE JCT.			P.M.			
	25	X{..... MOORESVILLE .....D			8 50	10 15 ⁵⁹		{12 15 ⁶¹ 11 20 ⁶²
	8	3.7 MOUNT MOURNE ..			8 48	10 10		11 15
	38	X{..... DAVIDSON .....D			8 42	9 53		
	2	X{..... CORNELIUS ..			8 36	9 47		10 45
		2.7			8 31	9 42		10 30 ⁶⁹
	10	..... CALDWELL ..			8 25	9 36		A.M.
	20	X..... HUNTERSVILLE .....D			8 20	9 30		
	75	X..... CROFT ..			8 10	9 20		
	20	..... DERITA ..			7 55	9 11		
		2.8 ATANDO JCT.			7 50	9 05		
	Yard	X{BYO.. AIR LINE ..JCT. .N			7 45	9 00		
		2.1 S. A. L. R. R. CROSSING ..						
		0.8 W..... CHARLOTTE .....N						
		(Trade St.) .....Lv.	P.M.	P.M.	P.M.	P.M.	P.M.	A.M.
		No. 15 is superior to No. 52, Winston-Salem to Barber. No. 69 is superior to No. 68, Winston-Salem to Cornelius.	Daily 22	Daily 16	Daily 58	Daily 52	Ex. Sun. 64	Ex. Sun. 68

SANFORD—MT. AIRY—WESTBOUND

Miles from Mt. Airy	Station Nos.	TIME TABLE NO. 96 Effective April 29, 1963 STATIONS	THIRD CLASS								
			75 Ex. Sun.			79 Ex. Sun.		81 Ex. Sun.			
180.1	CF130	YX..... SANFORD Lv. D	A.M.			A.M.		A.M. 11 20			
123.6	CF124	..... CUMNOCK 6.5						11 35			
120.8	CF121	X..... GULF 2.3 D						11 45			
117.2	CF117	X..... GOLDSTON 3.5 D						12 01			
113.3	CF118	..... BEAR CREEK 3.9						12 12			
110.7	CF111	X..... BONLEE 2.5						12 20			
104.7	CF105	X..... SILER CITY 6.0 D						12 50			
97.2	CF 97	..... STALEY 7.5 D						1 10			
92.7	CF 93	X..... LIBERTY 4.5 D						1 30			
85.6	CF 86	..... JULIAN 7.1	A.M.					1 45			
82.2	CF 82	X..... CLIMAX 3.4 D	12 45					1 55			
77.3	CF 77	X.. PLEASANT GARDEN D 3.5	1 00					2 10			
73.7	CF 74	..... VANDALIA 4.5	1 10			A.M.		2 25			
69.4	CF 70	BOWYX GREENSBORO PN 6.2	1 20			8 30		2 50			
63.2	CF 63	.... BATTLE GROUND 5.7	1 40			9 00		P.M.			
57.5	CF 58	..... SUMMERFIELD 6.2	2 00			9 15					
51.3	CF 51	X... STOKESDALE ....D 5.2	2 15			9 30					
46.1	CF 46	.... BELEWS CREEK 6.0	2 30			9 55					
40.1	CF 40	X.. WALNUT COVE ...D 5.5	2 45 ⁷⁶			10 25 ⁷³					
34.5	CF 35	X... GERMANTON 4.5	A.M.			10 45					
29.9	CF 80	X... RURAL HALL ....D 4.5				11 00					
25.1	CF 25	X..... KING 6.0				11 15					
19.1	CF 19	X..... PINNACLE 4.7				11 35					
14.4	CF 14	X.. PILOT MOUNTAIN ..D 6.0				11 50					
8.4	CF 8	..... ARARAT 8.4				12 10					
0.0	CF 0	BX..... MT. AIRY Ar. D	A.M.			12 30 ⁷³ P.M.		P.M.			
			Ex. Sun. 75			Ex. Sun. 79		Ex. Sun. 81			

MT. AIRY—SANFORD—EASTBOUND

Capacity of Tracks in Cars		TIME TABLE NO. 96 Effective April 29, 1963		THIRD CLASS								
Siding	Other	STATIONS		74 Ex. Sat.	76 Ex. Sun.		78 Ex. Sun.	80 Ex. Sun.				
			Ar. D	P.M.	A.M.		P.M.	A.M.				
	Yard	YX	SANFORD					10 25				
	14		CUMNOCK					10 07				
	38	X	GULF					9 55				
	30	X	GOLDSTON					9 45				
	19		BEAR CREEK					9 30				
	27	X	BONLEE					9 20				
	54	X	SILER CITY					9 00				
	20		STALEY					8 35				
50	28	X	LIBERTY					8 20				
	13		JULIAN		P.M.			7 55				
	19	X	CLIMAX		11 00			7 40				
	14	X	PLEASANT GARDEN		10 50			7 25				
	11		VANDALIA		10 40	A.M.	P.M.	7 15				
	Yard	BOWYX	GREENSBORO PN		10 30	4 15	4 40	7 00				
	17		BATTLE GROUND		P.M.	4 00	4 20	A.M.				
	26		SUMMERFIELD			3 45	4 01					
	22	X	STOKESDALE			3 30	3 40					
	8		BELEWS CREEK			3 15	3 10					
	90	X	WALNUT COVE			3 00 ⁷⁵	2 55					
	19	X	GERMANTON			A.M.	2 20					
	61	X	RURAL HALL				2 05					
	19	X	KING				1 50					
18		X	PINNACLE				1 30					
	26	X	PILOT MOUNTAIN				1 15					
	17		ARARAT				12 55					
	Yard	BX	MT. AIRY		P.M.	A.M.	12 30 ⁷⁹ P.M.	A.M.				
					Ex. Sat.	Ex. Sun.	Ex. Sun.	Ex. Sun.				
			No. 75 is superior to No. 76 Greensboro to Walnut Cove, No. 79 is superior to No. 78 Greensboro to Mt. Airy.		74	76	78	80				

SPECIAL INSTRUCTIONS
CONSULT BULLETIN BOOKS RULE 707

ALL REGULAR NORTH AND EASTBOUND TRAINS are superior to trains of the same class moving in the opposite direction in accordance with 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 Cornelius, No. 65 is superior to No. 64 Winston Salem to North Wilkesboro, No. 75 is superior to No. 76 Greensboro to Walnut Cove, and No. 79 is superior to No. 78 Greensboro to Mt. Airy.

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

(Rules 4 and 83(c))

A train must receive a clearance card before leaving its initial station. Except trains originating Greensboro, No. 75 Ramseur and No. 76 Walnut Cove, No. 64 North Wilkesboro Saturday, No. 78 Mt. Airy Saturday, No. 68 Cornelius, No. 61 Barium Springs.

Trains must receive a clearance card before leaving:

Pomona—trains originating Greensboro.
Winston-Salem Union Station, and Barber.

2. BULLETIN BOOKS

(Rules 707, 856, 1011, 1052 and 1076)

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

3. TRAIN REGISTERS

(Rules 83, 83(a) and 83(b))

Pomona (a), Salem Yard, Winston-Salem Union Station, Winston Junction (b), Air Line Jct., Mooresville Jct., Barber, Statesville, Cooleemee Jct. (c), Mt. Airy, Climax (d), and Sanford.

- (a) First class trains will register with Form 721.
- (b) Trains Nos. 15 and 21 only will register.
- (c) Train No. 21 only will register.
- (d) Ramseur line trains only will register.

4. STANDARD CLOCKS

(Rule 3)

Greensboro (Dispatchers' Office), Salem Yard, Winston-Salem (Dispatchers' Office), and Air Line Jct.

5. RAILROAD CROSSINGS AT GRADE

Interlocked (Rules 98, 281 to 296, 505 to 671)

Winston-Salem, N. C. ----- W.S.S.B. Ry. Note 1
Barber, N. C. ----- Asheville Div. Note 2
Walnut Cove, N. C. ----- N. & W. Ry. Note 3

Not Interlocked (Rule 98)

Charlotte, N. C. ----- S. A. L. Ry. Note 4
Gulf, N. C. ----- N. S. Ry.
Sanford, N. C. ----- S. A. L. Ry. Note 5

Note 1. Trains and engines must not exceed a speed of fifteen (15) miles per hour through WSSB interlocking limits at Winston-Salem.

Note 2. Trains and engines must not exceed a speed of twenty (20) miles per hour approaching home signal and through interlocking limits at Barber.

Note 3. 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 when no operator is on duty 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. All trains reduce speed to twenty (20) miles per hour approaching home signal and through interlocking limits Walnut Cove.

Note 4. The movement of trains and engines 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.

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

Note 5. The SAL crossing at Sanford is protected by derrails equipped with an electric locking device. Before removing derrails call SAL Dispatcher on telephone located in booth adjacent to SAL freight station and be governed by his instructions.

6. JUNCTIONS

Interlocked (Rules 98, 281 to 296, 505 to 671)

Pomona, N. C. ----- Danville Div. Note 1
Walnut Cove, N. C. ----- N. & W. Ry.

Not Interlocked (Rule 98)

Winston-Salem Union Passenger Station ----- Norfolk and Western Rwy. Note 2.
Winston-Junction, N. C. ----- Wilkesboro & Charlotte Lines Note 3.
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. Note 2.
Atando Junction, N. C. ----- Cut off.
Greensboro, N. C. ----- Danville Division. Note 2.
Climax, N. C. ----- Ramseur Branch. Note 4.
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.

Note 1. Eastbound trains will not exceed fifteen (15) miles per hour through the interlocking limits at Pomona.

Note 2. Trains and engines entering station tracks at Winston-Salem, Greensboro and Charlotte will do so at restricted speed expecting to find tracks occupied.

Note 3. Normal position of junction switch at Winston Jct. is set for Charlotte Line.

Note 4. Normal position of junction switch at Climax is set for the Sanford Line.

8. TWO OR MORE TRACKS

(Rules 5, S-89(c), 98, D-151 to D-153, 251, 281 to 296, 505 to 671)

Two Tracks extend between:

Pomona Mile 286.7 and Greensboro Passenger Station Mile 283.9.

Charlotte (Trade Street) Mile 377.7 and Ninth Street Crossing Mile 377.2.

ENDS OF TWO OR MORE TRACKS:

Interlocked

Pomona, N. C. Mile 286.7.

Not Interlocked

Air Line Jct., N. C. Mile 375.2.
Charlotte, N. C. (9th St.) Mile 377.7.

9. AUTOMATIC BLOCK AND TRAIN STOP SYSTEMS
(Rules 281 to 296 and 401 to 522)

Automatic block signal rules are effective between Greensboro and Pomona and automatic block signal rules and automatic train stop system are effective between Air Line Jct. and Charlotte.

10. TRAIN MOVEMENTS

(Rules 5 and 82 to 671)

Rule 251

Between Pomona Mile 286.7 and Greensboro passenger station Mile 283.9 and Charlotte (Trade Street) Mile 377.7 and Ninth Street Crossing Mile 377.2 trains and engines will run with the current of traffic by block signals whose indications will supersede the superiority of trains. See Rules D-151 to D-153.

ADDITIONAL YARD LIMITS

Nos. 58 and 59 will move within Yard Limits at Air Line Jct. Mooresville and Statesville at Yard Speed. Nos. 52 and 53 will move between Salem Yard and Winston Jct. and within Yard Limits at Barber, Mooresville and Air Line Jct. at Yard Speed.

TRAIN ORDER SIGNALS

(Rules 221 and 221(a))

Three position train order signal will govern at Pomona. Two position train order signals will govern at all other train order offices.

TRAIN MARKERS

(Rules 19 and 19(a))

Foreign line trains using Winston-Salem Division tracks will use their own markers displaying red to rear when on main track and changed to show yellow or green to rear when clear of main track.

11. SPRING SWITCHES

(Rules 104(b), 104(c) and 517)

Spring switches are located as follows:

East end Lead track Salem Yard.

12. ENTRANCE SWITCH TO SIDINGS

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

Unless otherwise provided, enter at first switch of first siding.

13. SPEED RESTRICTIONS

(Rules 109 and 1012)

Where not otherwise restricted, the following maximum speed of trains is authorized:

Between	MPH Passenger	MPH Freight
Pomona and Winston Junction.....	55	45
Winston Junction and Barber.....	50	40
Barber and Air Line Jct. ....	..	40
Winston Junction and North Wilkesboro.....	..	30
Mooresville Jct. and Statesville .....	..	40
Mt. Airy and Sanford .....	..	35
Climax and Ramseur .....	..	25

Fifteen (15) miles per hour through wye tracks at Barber, Mooresville Jct., Statesville and Greensboro.

Twenty (20) miles per hour over trestle Mulberry Creek Mile K-97.2.

Speed of 15 miles per hour must not be exceeded while entering or leaving sidings or moving through crossovers or turnouts; except when crossover or turnout is equipped with No. 20 turnout with 39 foot curved switch points, where speed of 45 miles per hour must not be exceeded.

The maximum speed of freight trains handling flat cars loaded with creosoted poles, will be forty (40) miles per hour, except Mt. Airy, Sanford Line—thirty-five (35) miles per hour; Ramseur Line—fifteen (15) miles per hour; North Wilkesboro Line—thirty (30) miles per hour.

SPEED RESTRICTIONS OVER STREET CROSSINGS

Charlotte—fifteen (15) miles per hour except as follows: Ten (10) miles per hour over North Tryon Street crossing.

Double track—

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

Kernersville—twenty-five (25) miles per hour over Main and Bodenheimer Street crossing.

Mooresville—twenty-five (25) miles per hour.

Statesville—twenty (20) miles per hour.

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

SPEED RESTRICTIONS ON CURVES

POMONA-WINSTON JUNCTION

Between MP	Miles per hour	
	Passenger	Freight
K- 2.0 & K- 2.6	50	40
K- 3.0 & K- 3.4	45	35
K-10.8 & K-11.2	50	40
K-20.1 & K-20.6	50	40
K-22.0 & K-22.4	50	40
K-24.0 & K-26.0	25	20

WINSTON-SALEM 10

SPEED RESTRICTIONS ON CURVES

WINSTON JUNCTION-BARBER	Miles per hour	
	Passenger	Freight
Between MP L- 0.0 & L- 1.4	25	25
L- 1.7 & L- 2.7	35	30
L- 8.6 & L- 9.1	45	40
L-10.2 & L-11.0	40	35
L-13.8 & L-15.5	30	30
L-19.6 & L-21.7	35	30
L-22.2 & L-24.4	35	30
L-34.8 & L-35.4	40	35

WINSTON JUNCTION-NORTH WILKESBORO

Between MP	Freight
K-26.0 & K-31.0	25
K-43.7 & K-43.9	25
K-46.8 & K-47.2	25
K-52.8 & K-53.0	25
K-70.7 & K-71.1	25
K-83.7 & K-84.0	25
K-93.2 & K-93.4	25

MT. AIRY-SANFORD

Between MP	Freight	Between MP	Freight
CF- 2.7 & CF- 3.0	20	CF- 34.4 & CF- 34.6	25
CF- 3.9 & CF- 4.3	15	CF- 35.0 & CF- 35.2	20
CF- 5.1 & CF- 5.4	15	CF- 37.9 & CF- 38.1	25
CF- 6.4 & CF- 6.6	20	CF- 40.1 & CF- 41.9	20
CF- 7.1 & CF- 7.5	15	CF- 45.5 & CF- 45.7	25
CF- 9.3 & CF- 9.4	20	CF- 46.3 & CF- 47.3	25
CF-11.3 & CF-11.5	20	CF- 53.4 & CF- 53.6	25
CF-12.3 & CF-12.4	15	CF- 54.2 & CF- 54.4	25
CF-13.3 & CF-13.9	20	CF- 60.3 & CF- 60.6	25
CF-15.3 & CF-15.7	20	CF- 99.9 & CF-100.2	30
CF-19.7 & CF-20.5	20	CF-103.1 & CF-103.4	30
CF-21.5 & CF-21.8	15	CF-109.5 & CF-109.7	20
CF-28.0 & CF-28.2	25	CF-114.3 & CF-114.5	30
CF-30.0 & CF-30.2	20	CF-117.9 & CF-118.1	30
CF-31.1 & CF-31.3	20		

CLIMAX-RAMSEUR

Between MP	Freight
CR- 9.7 & CR- 9.8	15
CR-12.7 & CR-14.1	15
CR-14.5 & CR-14.9	15
CR-15.3 & CR-15.4	15
CR-15.9 & CR-16.4	15
CR-17.8 & CR-18.2	15

14. DIESEL UNIT RATING IN TONS OF 2000 POUNDS

	1600 H. P. Road Switcher
Winston-Salem to Donnahaha	1375
Donnahaha " Elkin	2400
Elkin " N. Wilkesboro	1500
N. Wilkesboro " Elkin	1800
Elkin " Donnahaha	2400
Donnahaha " Rural Hall	1375
Rural-Hall " Winston-Salem	1475
Winston-Salem " Friendship	2100
Friendship " Pomona	2700
Pomona " Friendship	2600
Friendship " Winston-Salem	2100
Winston-Salem " Mocksville	1500
Mocksville " Barber	2000
Barber " Mooresville	2300
Mooresville " Air Line Jct.	3500
Mooresville " Statesville	1775
Statesville " Mooresville	2600
Air Line Jct. " Barber	2000
Barber " Mocksville	2000
Mocksville " Winston-Salem	1400
Mt. Airy " Greensboro	1000
Greensboro " Mt. Airy	1000
Greensboro " Sanford	1500
Sanford " Liberty	1500
Liberty " Greensboro	1650
Climax " Ramseur	1400
Ramseur " Climax	1200

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 written 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.

15. LOAD LIMITS AND EQUIPMENT RESTRICTIONS (Rule 708)

BETWEEN POMONA AND WINSTON JUNCTION—WINSTON JUNCTION AND MOORESVILLE JUNCTION—STATESVILLE AND CHARLOTTE

EQUIPMENT	TYPE	CLASS	TOTAL WEIGHT IN POUNDS
Psgr Diesel Units	6-6	-----	343,000
Frt. Diesel Units	4-4	-----	(a) 262,000
	6-6	-----	(b) 392,000
Loaded Cars	4-wheel trucks	-----	220,000
	4-wheel trucks	-----	(c) 263,000
	6-wheel trucks	-----	270,000

(a) Must not be operated over open deck trestles in side or industrial tracks unless authorized.

(b) Cannot be operated in side tracks and industrial spurs except where authorized.

(c) Four-wheel truck cars weighing not more than 263,000 lbs. may be operated, provided their coupled length, truck wheelbase and axle spacing conforms to one of Southern Railway Number 1000, 4000, 6000 or 8000 series cars, except they cannot be handled over open deck trestles in side tracks and industrial spurs except where authorized.

Derricks D-1 to D-6, inclusive, may be operated over main track and sidings at maximum authorized freight train speed. Must not be operated over other tracks unless authorized. Derricks D37, D5994, D6470 and D8590 may be operated at speed not exceeding twenty-five (25) miles per hour and Derrick D40 may be operated at speed not exceeding twenty (20) miles per hour. Other System derricks may be operated at a speed not exceeding twenty-five (25) miles per hour, but must not be operated over side tracks or industrial tracks with open deck trestles, except where authorized.

All derricks must have at each end at least one car weighing not more than 90,000 pounds gross.

BETWEEN WINSTON JUNCTION AND NORTH WILKESBORO

EQUIPMENT	TYPE	CLASS	TOTAL WEIGHT IN POUNDS
Frt. Diesel Units	4-4	-----	(a) 262,000
	6-6	-----	(b) 392,000
Loaded Cars	4-wheel trucks	-----	220,000
	4-wheel trucks	-----	(c) 251,000
			(d) 286,000

(a) May be operated in multiple units between Winston Junction and Bridge Big Elkin River Mile K-80.8 only, and must not be operated over open deck trestles in side or industrial tracks unless authorized.

(b) May be operated from Winston Junction to Mulberry Creek Bridge, MP K-97.2 but must not cross this structure.

(c) Four-wheel truck cars weighing not more than 251,000 lbs. may be operated, provided their coupled length, truck wheelbase and axle spacing conforms to one of Southern Railway Number 1000,4000,6000 or 8000 series cars, except they cannot be handled over open deck trestles in side tracks and industrial spurs except where authorized.

(d) Southern Railway 90000 and 115000 series cars weighing 286,000 pounds gross can be handled on main and passing tracks but must be spaced from engine or loaded car weighing in excess of 100,000 pounds gross by at least one car weighing not more than 100,000 pounds gross crossing Ararat River Bridge, MP K 97.2. Spacing restrictions apply to loaded cars only and these cars must not be operated on spur and industrial tracks except where authorized.

System Derricks may be operated at a speed not exceeding twenty (20) miles per hour. Derricks D-1 to D-6, inclusive, D-70 to D-74, inclusive, D-5988, D-5989 and D-6471 may be operated from Winston Junction to Ararat River Bridge, MP K 56.9, but must not cross this structure. Derricks D-65 to D-69, inclusive, D-41, D-5990, D-5991, D-37, D-40, D-5994, D-6470 and D-8590 may be operated from Winston Junction to North Wilkesboro but must not exceed a speed of ten (10) miles per hour across Ararat River Bridge, MP K 56.9, and across Mulberry Creek Bridge, MP K 97.2. These Derricks may not be operated over side tracks or industrial tracks with open deck trestles except where authorized.

All Derricks must have at each end at least one car weighing not more than 90,000 pounds gross.

**BETWEEN MT. AIRY AND SANFORD AND
BETWEEN CLIMAX AND RAMSEUR**

EQUIPMENT	TYPE	CLASS	TOTAL WEIGHT IN POUNDS
Frts. Diesel Units	4-4	-----	(a) 262,000
Frts. Diesel Units	6-6	-----	(b) 392,000
Loaded Cars	4-wheel trucks	-----	220,000
Loaded Cars	4-wheel trucks	-----	(c) 251,000
			(d) 286,000

(a) Single units only may be operated between Climax and Ramseur, and must not be operated over open deck trestles in side or industrial tracks unless authorized.

(b) Must not be operated between Mt. Airy and Sanford and between Climax and Ramseur.

(c) Southern Railway 8000 series cars weighing 251,000 lbs. gross can be handled on main and passing tracks without restrictions. Southern Railway 1000, 4000 and 6000 series cars weighing 251,000 lbs. gross can be handled on main and passing tracks but must be spaced from engine or car weighing in excess of 210,000 lbs. gross by at least one car weighing not more than 169,000 lbs. gross crossing Little Yadkin River Bridge, MP CF-21.5. Spacing restrictions apply to loaded cars only, and these cars must not be operated on spur and industrial tracks except where authorized.

(d) Southern Railway 90000 and 115000 series cars weighing 286,000 pounds gross can be handled on main and passing tracks but must be spaced from engine or loaded car weighing in excess of 100,000 pounds gross by at least one car weighing not more than 100,000 pounds gross crossing Little Yadkin River Bridge, MP CF 21.5. Spacing restrictions apply to loaded cars only and these cars must not be operated on spur and industrial tracks except where authorized.

System Derricks may be handled at a speed not to exceed twenty (20) miles per hour between Mt. Airy and Sanford but must not exceed a speed of fifteen (15) miles per hour between Climax and Ramseur. Derricks D-1 to D-6, inclusive, D-70 to D-74, inclusive, D-5988, D-5989 and D-6471 must not exceed a speed of ten (10) miles per hour over Ararat River Bridge, MP CF 3.5. All Derricks must not exceed speed of ten (10) miles per hour over Little Yadkin River Bridge, MP CF 21.5, and train brakes must not be used while Derrick is on this bridge.

All Derricks must have at each end at least one car weighing not more than 90,000 pounds gross.

PILE DRIVERS

PD-24 may be operated at speed not in excess of (20) miles per hour.

LOCOMOTIVE CRANES

LC-35 can be handled over all main and side tracks on entire division. LC-34 can be handled over main tracks between Pomona and Mooresville Jct. and between Charlotte and Statesville, but must not be operated over side or industrial tracks containing open deck trestles.

LC-34 and LC-35 must not be handled at speeds exceeding twenty-five (25) miles per hour.

16. 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
21	Greensboro	Danville Div.	29 2 hours 30 minutes

DIVISION OFFICERS

- R. F. LUSBY, Trainmaster ----- Winston-Salem, N. C.
- R. W. FONDREN, Division Engineer -- Winston-Salem, N. C.
- H. E. WARREN, Sys. Gen'l Road
Foreman Engines ----- Atlanta, Ga.
- G. GOLDSTON, General Road
Foreman Engs. ----- Spencer, N. C.
- C. W. DUNCAN, Road Foreman
Engines ----- Winston-Salem, N. C.
- N. S. BAXTER, Jr. Chief Dispatcher --- Winston-Salem, N. C.
- J. A. WHITLER, Gen. Yardmaster --- Winston-Salem, N. C.

LOCAL SURGEONS

- Thomas D. Sparrow ----- Charlotte, N. C.
- Hugh D. Verner (Asst.) ----- Charlotte, N. C.
- C. Lowery Pressley (Asst.) ----- Charlotte, N. C.
- O. L. Miller (Consultant Orthopedist) ----- Charlotte, N. C.
- Harry Winkler (Assoc. Consultant Orthopedist) ----- Charlotte, N. C.
- Julian E. Jacobs (Asst. Orthopedist) ----- Charlotte, N. C.
- Chalmers, R. Carr (Asst. Orthopedist) ----- Charlotte, N. C.
- James D. Stratton (Oculist) ----- Charlotte, N. C.
- Charles W. Tillett (Oculist) ----- Charlotte, N. C.
- Harry L. Johnson ----- Elkin, N. C.
- R. N. Harden ----- Greensboro, N. C.
- E. W. Vaughan (Asst.) ----- Greensboro, N. C.
- W. Ralph Deaton, Jr. (Asst.) ----- Greensboro, N. C.
- Shahane R. Taylor (Oculist) ----- Greensboro, N. C.
- J. Edouard Prefontaine (Oculist) ----- Greensboro, N. C.
- R. H. Whitaker ----- Kernersville, N. C.
- L. P. Martin ----- Mocksville, N. C.
- G. W. Taylor ----- Mooresville, N. C.
- William W. Painter (Asst.) ----- Mooresville, N. C.
- Richard D. Jackson ----- Mt. Airy, N. C.
- B. J. Lawrence (Asst.) ----- Mt. Airy, N. C.
- F. C. Hubbard ----- N. Wilkesboro, N. C.
- Robert E. Lewis (Asst.) ----- N. Wilkesboro, N. C.
- Thomas V. Goode III ----- Statesville, N. C.
- J. S. Holbrook (Asst.) ----- Statesville, N. C.
- F. L. Knight ----- Sanford, N. C.
- A. M. Oelrich (Asst.) ----- Sanford, N. C.
- W. L. Patman ----- Siler City, N. C.
- Howard M. Starling ----- Winston-Salem, N. C.
- Robert L. Means (Asst.) ----- Winston-Salem, N. C.
- Henry L. Valk (Consultant Physician) ----- Winston-Salem, N. C.
- B. N. Jones (Oculist) ----- Winston-Salem, N. C.
- Robert A. Moore (Consultant Orthopedist) ----- Winston-Salem, N. C.

WINSTON-SALEM 12

HOSPITALS

Charlotte Memorial Hospital.....Charlotte, N. C.
 Good Samaritan Hospital (colored).....Charlotte, N. C.
 Wesley Long Hospital (white).....Greensboro, N. C.
 L. Richardson Memorial (colored).....Greensboro, N. C.
 Northern Hospital of Surry County.....Mt. Airy, N. C.
 Iredell Memorial Hospital, Inc.....Statesville, N. C.
 City Memorial Hospital.....Winston-Salem, N. C.
 Kate Bitting Reynolds Memorial Hospital (colored).....Winston-Salem, N. C.
 North Carolina Baptist Hospital.....Winston-Salem, N. C.

VETERINARIANS

George O. McKee, Jr.....Charlotte, N. C.
 G. C. Monroe.....Greensboro, N. C.
 O. C. Lynch.....Statesville, N. C.
 James T. Dixon.....Winston-Salem, N. C.

WATCH INSPECTORS

G. E. Mooney.....Charlotte, N. C.
 Neese's Jewelry Company.....Greensboro, N. C.
 Carl W. Steele.....N. Wilkesboro, N. C.
 C. E. Kneeburg.....Spencer, N. C.
 L. T. Holsouser Jewelry Company.....Salisbury, N. C.
 Underwood Jewelers.....Winston-Salem, N. C.

ASSIGNMENTS OF TELEGRAPH OFFICES

Station	Weekdays	Sat. & Sun.
Pomona	Continuous	Continuous
Gulford College	8:00 AM to 5:00 PM	Closed
Kernersville	8:00 AM to 5:00 PM	Closed
W-Salem Dapr's Office	Continuous	Continuous
Rural Hall	8:00 AM to 5:00 PM	Closed
Crutchfield	8:00 AM to 5:00 PM	Closed
Elkin	8:00 AM to 5:00 PM	Closed
Ronda	8:00 AM to 5:00 PM	Closed
North Wilkesboro	8:00 AM to 5:00 PM	Closed
Statesville	10:15 AM to 6:15 PM 8:00 PM to 4:00 AM	Same
Clemmons	8:00 AM to 5:00 PM	Closed
Mocksville	7:30 AM to 4:30 PM	Closed
Cooleemee	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	8:00 AM to 5:00 PM	Closed
Davidson	8:00 AM to 5:00 PM	Closed
Huntersville	7:30 AM to 4:30 PM	Closed
Air Line 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
 Pleasant Garden.....8:00 AM to 5:00 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
 Goldston.....8:00 AM to 5:00 PM.....Closed
 Gulf.....8:00 AM to 5:00 PM.....Closed
 Sanford.....8:00 AM to 6:30 PM.....
 9:30 AM to 6:30 PM.....Sat. Closed Sun.

BUSINESS TRACKS AND STATIONS NOT SHOWN
 IN STATION COLUMNS

Name	Location	Car Capacity	Open End
Piedmont	Mile L 6.0	12	North
Muddy Creek	Mile L 8.5	5	South
Davie	Mile L 19.0	100	North
Cooleemee Spur	Mile L 31.2	20	North
Colfax	Mile K 10.6	6	East
Whitaker Park	Mile K 28.3	96	Both
Shoal	Mile K 53.7	5	West
Byrds	Mile K 59.4	3	West
Burch	Mile K 74.5	6	West
Brook Cove	Mile CF 37.3	150	East
Mojoson	Mile CF 53.6	10	Both
Guilquarry	Mile CF 53.7	50	West
Sears	Mile CF 65.5	25	Both
Capyco	Mile CF 96.2	8	West
Bish	Mile CF 101.4	1	East
Routh Mill	Mile CF 111.1	6	West
Borens	Mile CF 119.8	16	East
Orten	Mile CF 120.1	12	East
Fagan	Mile CF 127.0	2	East
Fagan	Mile CF 127.0	12	West
Pools	Mile CF 129.0	5	East
Jordan	Mile CR 13.5	3	West
Franklin Cotton House	Mile CR 15.7	5	Both

TABLE FOR DETERMINING TRAIN SPEEDS

Sec. per Mile	Miles per Hour	Sec. per Mile	Miles per Hour	Sec. per Mile	Miles per Hour	Sec. per Mile	Miles per Hour
45	80.0	56	64.3	67	53.7	86	41.9
46	78.3	57	63.2	68	52.9	88	40.9
47	76.6	58	62.1	69	52.2	90	40.0
48	75.0	59	61.0	70	51.4	92	39.1
49	73.5	60	60.0	72	50.0	94	38.3
50	72.0	61	59.0	74	48.6	96	37.5
51	70.6	62	58.1	76	47.4	98	36.7
52	69.2	63	57.1	78	46.2	100	36.0
53	67.9	64	56.2	80	45.0	105	34.3
54	66.7	65	55.4	82	43.9	110	32.7
55	65.5	66	54.5	84	42.9	120	30.0