

SOUTHERN RAILWAY SYSTEM

EASTERN LINES

Winston-Salem Division

TIME TABLE No.

98



Effective 12:01 A.M. (Eastern Time)
SUNDAY, NOVEMBER 17, 1963

FOR THE GOVERNMENT OF EMPLOYEES ONLY

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

WINSTON-SALEM 2

POMONA—WINSTON-SALEM—WESTBOUND

Miles from Pomona	Station Nos.	TIME TABLE NO. 98 Effective November 17, 1963	FIRST CLASS				THIRD CLASS	
				15 Daily A.M. 2 00		21 Daily A.M. 7 05		71 Ex. Sun. A.M.
		STATIONS						
		Lv. N						
.....	284	WYX... GREENSBORO..... 2.8						
0.0	287	X { WYOB.. POMONA N 1.2		2 05		7 10	10 20	
1.2	K 4	{ TERRA COTTA 2.2		2 07		7 12	10 25	
3.4	K 7	X { GUILFORD COLLEGE... D 3.3		2 11		7 17	10 30	
6.7	K 10	{ FRIENDSHIP 7.7		2 16		7 23	10 45	
14.4	K 17	X KERNERSVILLE D		2 26		7 34 ⁷⁰	11 05	
19.4		6.0 GUTHRIE		2 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 (Union Station) Ar.		2 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. 98 Effective November 17, 1963	EASTBOUND	
3rd CLASS							3rd CLASS	
65 Ex. Sun.							64 Ex. Sun.	
A. M.							P. M.	
6 35				25.9	K 30	Lv. Ar. X { WINSTON JUNCTION P	2 55	
				75	29.3	{ ALSPAUGH 3.4		
6 55			40	33.0	K 36	X BETHANIA 3.7	2 40	
7 15			37	38.3	K 41	X RURAL HALL D 8.3	2 25	
7 30			9	42.9	K 46	..... TOBACCOVILLE 4.6	2 10	
7 40			19	47.5	K 51	..... DONNAHA 4.6	1 55	
8 00			40	57.7	K 61	..... SILOAM 10.2	1 35	
8 20			10	64.4	K 67	..... ROCKFORD 8.7	1 20	
8 40			17	70.3	K 73	X CRUTCHFIELD D 5.9	1 05	
9 30			90	80.7	K 84	X ELKIN D 10.4	12 30	
9 50			10	86.6	K 90	X RONDA D 8.9	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 9.3 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. 98 Effective November 17, 1963 STATIONS	FIRST CLASS				THIRD CLASS	
			15 Daily	21 Daily	59 Daily	53 Daily	65 Ex. Sun.	69 Ex. Sun.
		Lv. PN	A.M.	A.M.	P.M.	P.M.	A.M.	A.M.
.....	K 29	W... WINSTON-SALEM (Union Station) PN	2 50	8 30	.....	9 20	6 30 ⁶⁹	6 00 ⁶⁵
0.1	.....	0.1 W. S. S. B. CROSSING	.....	.....	.....	.....	.....	.....
1.5	K 30	X { 1.4 WINSTON JUNCTION P	2 54	8 35	.....	9 25	6 35	6 05
5.0	L 8	3.5 HANES	.....	f 8 41	.....	.....	A.M.	.....
6.5	L 5	1.5 FRONTIS 7.4	3 02	8 43	.....	9 40	.....	6 15
13.9	L 12	X CLEMMONS D	3 15	s 8 55	.....	9 55	.....	6 30
18.1	L 17	4.2 ADVANCE	3 22	f 9 02	.....	10 04	.....	6 40
20.9	L 20	X BIXBY D	3 26	9 06	.....	10 10	.....	6 45
22.6	L 21	1.7 CORNATZER	.....	f 9 10	.....	10 15	.....	6 50
27.7	L 27	X MOCKSVILLE D	3 39	s 9 21	.....	10 30	.....	7 15
32.7	L 31	X COOLEEMEE JCT.	3 46	s 9 33	.....	10 42	.....	7 45
35.8	L 34	X { WOODLEAF D	3 51	s 9 40	.....	10 49	.....	8 00
36.2	.....	0.4 HARDAWAY QUARRY	.....	.....	.....	.....	.....	.....
41.0	S 11	4.5 YX BARBER N	4 05	s 9 55	.....	11 10 ⁵⁹	.....	8 50
45.3	L 44	4.3 BEAR POPLAR 2.0	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. ....	.....	.....	P.M.	10 20 ⁵²	.....	9 30
55.8	O 28	0.8 MOORESVILLE D	.....	.....	10 23	11 50	.....	9 45
59.5	O 25	3.7 MOUNT MOURNE	.....	.....	10 33	11 59	.....	.....
62.8	O 22	3.1 DAVIDSON D	.....	.....	10 43	12 10	.....	10 00
63.9	O 21	X { 1.3 CORNELIUS 2.7	.....	.....	10 48	12 15	.....	10 10 ⁶⁹
66.6	O 18	..... CALDWELL	.....	.....	10 55	12 22	.....	A.M.
69.2	O 15	X HUNTERSVILLE D	.....	.....	11 01	12 30	.....	.....
74.3	O 10	X CROFT 5.1	.....	.....	11 10	12 40	.....	.....
78.8	O 5	4.5 DERITA	.....	.....	11 18	12 50	.....	.....
81.4	.....	2.0 ATANDO JCT. ....	.....	.....	11 25	1 00	.....	.....
.....	375	X { 1.0 BYOW.. AIR LINE JCT. } N	.....	.....	11 30	1 10	.....	.....
83.5	.....	2.1 CHARLOTTE	.....	.....	.....	.....	.....	.....
83.6	377.2	0.1 CHARLOTTE (Ninth St.) N Ar.	A.M.	A.M.	P.M.	A.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. 98 Effective November 17, 1963	FIRST CLASS				THIRD CLASS	
Siding	Other		STATIONS	22 Daily	16 Daily	58 Daily	52 Daily	64 Ex. Sun.	68 Ex. Sun.
		Ar. PN W. WINSTON-SALEM (Union Station) 0.1	P.M. s 5 10	P.M. s 7 20	P.M.	A.M. 12 55	P.M. 3 00 ⁶⁸	P.M. 2 40 ⁶⁴
	X	W. S. S. B. CROSSING 1.4						
		WINSTON JUNCTION P 3.5	5 02	7 14		12 45	2 55	2 24
	11	HANES 1.8	f 4 52				P.M.	
	51	FRONTIS 7.4	4 50	7 05		12 38		2 14
	40	X CLEMMONS D 4.2	s 4 40	6 55		12 22		2 00
	12	ADVANCE 2.8	f 4 31	6 48		12 10		1 50
	18	X BIXBY 1.7	4 25	6 44		12 02		1 44
	7	CORNATZER 5.1	f 4 21			11 55		1 38
	45	62 X MOCKSVILLE D 5.0	s 4 12	6 34		11 42		1 25
	47	X COOLEEMEE JCT. 3.1	f 4 00	6 27		11 30		1 10
	8	X WOODLEAF D 0.4	s 3 54	6 22		11 22		1 00
	35	X HARDWAY QUARRY 4.8						
	55	YX BARBER N 4.3	s 3 45	6 15		11 10		12 45
	6	BEAR POPLAR 2.8	P.M.	P.M.		10 50 ⁵³		
	37	X MT. ULLA 7.1				10 32		12 30
					P.M.			
	25	X Y MOORESVILLE JCT. 0.8			8 50	10 15 ⁵⁹		{ 12 15 ⁶¹ 11 20 ⁶²
	25	X MOORESVILLE D 3.7			8 48	10 10		11 15
	8	MOUNT MOURNE 3.1			8 42	9 53		
	38	X DAVIDSON D 1.3			8 36	9 47		10 45
	2	X CORNELIUS 2.7			8 31	9 42		10 30 ⁶⁰
	10	CALDWELL 2.8			8 25	9 36		A.M.
	20	X HUNTERSVILLE D 5.1			8 20	9 30		
	75	X CROFT 4.5			8 10	9 20		
	20	DERITA 2.8			7 55	9 11		
		ATANDO JCT. 1.8			7 50	9 05		
	Yard	X BYOW AIR LINE JCT. N 2.1			7 45	9 00		
		X CHARLOTTE N 0.1						
		CHARLOTTE (Ninth 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. 98 Effective November 17, 1963	THIRD CLASS						
			75			79		81	
		STATIONS	Ex. Sun.			Ex. Sun.		Ex. Sun.	
			A.M.			A.M.		A.M.	
180.1	CF130	YX..... SANFORD ^{Lv.} D						11 20	
		6.5							
128.6	CF124	..... CUMNOCK						11 35	
		2.8							
120.8	CF121	X..... GULF .....D						11 45	
		3.6							
117.2	CF117	X..... GOLDSTON .....D						12 01	
		3.9							
118.3	CF118	..... BEAR CREEK						12 12	
		2.6							
110.7	CF111	X..... BONLEE						12 20	
		8.0							
104.7	CF105	X..... SILER CITY .....D						12 50	
		7.5							
97.2	CF 97	..... STALEY .....D						1 10	
		4.5							
92.7	CF 93	X..... LIBERTY .....D						1 30	
		7.1							
85.6	CF 86	..... JULIAN	A.M.					1 45	
		3.4							
82.2	CF 82	X..... CLIMAX	12 45					1 55	
		4.9							
77.8	CF 77	X..PLEASANT GARDEN D	1 00					2 10	
		3.6							
78.7	CF 74	..... VANDALIA	1 10			A.M.		2 25	
		4.3							
69.4	CF 70	BOWYX GREENSBORO PN	1 20			8 30		2 50	
		6.2							
68.2	CF 63	.... BATTLE GROUND	1 40			9 00		P.M.	
		5.7							
57.5	CF 58	..... SUMMERFIELD	2 00			9 15			
		6.2							
51.3	CF 51	X... STOKESDALE ...D	2 15			9 30			
		5.2							
46.1	CF 46	.... BELEWS CREEK	2 30			9 55			
		6.0							
40.1	CF 40	X.. WALNUT COVE ...D	2 45 ⁷⁶			10 25 ⁷⁸			
		5.6							
34.5	CF 35	X... GERMANTON	A.M.			10 45			
		4.8							
29.9	CF 30	X... RURAL HALL ...D				11 00			
		4.5							
25.1	CF 25	X..... KING				11 15			
		6.0							
19.1	CF 19	X..... PINNACLE				11 35			
		4.7							
14.4	CF 14	X.. PILOT MOUNTAIN ..D				11 50			
		6.0							
8.4	CF 8	..... ARARAT				12 10			
		8.4							
0.0	CF 0	BX..... MT. AIRY ^{Ar.} D	A.M.			12 30 ⁷⁸		P.M.	
			Ex. Sun.			Ex. Sun.		Ex. Sun.	
			75			79		81	

MT. AIRY—SANFORD—EASTBOUND

Capacity of Tracks in Cars		TIME TABLE NO. 98 Effective November 17, 1963		THIRD CLASS						
Siding	Other	STATIONS		74 Ex. Sat.	76 Ex. Sun.	78 Ex. Sun.	80 Ex. Sun.			
.....	Yard	YX....	SANFORD 6.5	Ar. D P.M.	A.M.	P.M.	A.M. 10 25			
.....	14	.....	CUMNOCK 2.8				10 07			
.....	38	X.....	GULF 3.6	D			9 55			
.....	30	X....	GOLDSTON 3.9	D			9 45			
.....	19	.....	BEAR CREEK 2.6				9 30			
.....	27	X.....	BONLEE				9 20			
.....	54	X....	SILER CITY 7.5	D			9 00			
.....	20	.....	STALEY 4.5	D			8 35			
50	28	X.....	LIBERTY 7.1	D			8 20			
.....	13	.....	JULIAN 3.4	P.M.			7 55			
.....	19	X.....	CLIMAX 4.9				7 40			
.....	14	X..	PLEASANT GARDEN 3.6	D	10 50		7 25			
.....	11	.....	VANDALIA 4.3		10 40	A.M.	P.M. 7 15			
.....	Yard	BOWYX	GREENSBORO PN 6.2		10 30	4 15	4 40	7 00		
.....	17	....	BATTLE GROUND 5.7		P.M.	4 00	4 20	A.M.		
.....	26	.....	SUMMERFIELD 6.2			3 45	4 01			
.....	22	X....	STOKESDALE 5.2	D		3 30	3 40			
.....	8	....	BELEWS CREEK 6.0			3 15	3 10			
.....	90	X....	WALNUT COVE 5.6	D		3 00 ⁷⁵	2 55			
.....	19	X....	GERMANTON 4.6			A.M.	2 20			
.....	61	X....	RURAL HALL 4.8	D			2 05			
.....	19	X.....	KING 6.0				1 50			
18	.....	X.....	PINNACLE 4.7				1 30			
.....	26	X..	PILOT MOUNTAIN 6.0	D			1 15			
.....	17	.....	ARARAT 8.4				12 55			
.....	Yard	BX....	MT. AIRY	D Lv.	P.M.	A.M.	12 30 ⁷⁹ P.M.	A.M.		
No. 75 is superior to No. 76 Greensboro to Walnut Cove. No. 75 is superior to No. 80 Climax to Greensboro. No. 79 is superior to No. 78 Greensboro to Mt. Airy. No. 81 is superior to No. 74 Climax to Greensboro.				Ex. Sat.	Ex. Sun.		Ex. Sun.	Ex. Sun.		
				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. 75 is superior to No. 80 Climax to Greensboro, No. 79 is superior to No. 78 Greensboro to Mt. Airy and No. 81 is superior to No. 74 Climax to Greensboro.

**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 all trains leaving Pomona, No. 75 Ramseur and No. 76 Walnut Cove, No. 64 North Wilkesboro Saturday, No. 78 Mt. Airy, No. 68 Cornelius, No. 61 Barium Springs.

Trains must receive a clearance card before leaving 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))

Greensboro dispatcher's office, old A&Y dispatchers' office Greensboro (a), Pomona Yard Office (b), Pomona (c), Salem Yard, Winston-Salem Union Station, Winston Junction (d), Cooleemee Junction (e), Barber (f), Mooresville Junction, Statesville, Mount Airy, Climax (g) and Sanford.

- (a) Trains No. 75 and 78 only.
- (b) A&Y trains only (except No. 75).
- (c) First Class trains when directed by train order.
- (d) Trains No. 15 and 21 only.
- (e) Train No. 21 only except Sunday.
- (f) Trains No. 15 and 16 by Forms 721.
- (g) Ramseur line trains only.

4. STANDARD CLOCKS

(Rule 3)

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

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 Passen-
ger 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 Miles 287.1 and Greensboro Passenger Station Mile 283.9.

ENDS OF TWO OR MORE TRACKS:

Interlocked

Pomona, N. C. Mile 287.1.

Not Interlocked

Air Line Jct., N. C. Mile 375.2.
Charlotte, N. C. (9th St.) Mile 377.2.

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

Automatic block signal rules and automatic train stop system are effective between Air Line Jct. and Charlotte. (Mile 375.2-376.0).

10. TRAIN MOVEMENTS

(Rules 5 and 82 to 671)

CENTRALIZED TRAFFIC CONTROL SYSTEM (CTC)

(Rules 261 to 296 and 530 to 560)

Between Pomona (Mile 287.1) and Greensboro Passenger Station (Mile 283.9).

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

(Rule 221)

Two position train order signals will govern at all 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.

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	Miles per hour	
	Passenger	Freight
MP 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-74.2 & K-74.6	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

		2250 H. P.	1600 H. P.	1500 H. P.
		GP 30	Road Switcher	F-7
Winston-Salem to	Donnaha	1720	1375	1275
Donnaha	" Elkin	3000	2400	2250
Elkin	" N. Wilkesboro	1875	1500	1410
N. Wilkesboro	" Elkin	2250	1800	1680
Elkin	" Donnaha	3000	2400	2250
Donnaha	" Rural Hall	1720	1375	1275
Rural-Hall	" Winston-Salem	1840	1475	1380
Winston-Salem	" Friendship	2625	2100	1965
Friendship	" Pomona	3275	2700	2535
Pomona	" Friendship	3250	2600	2430
Friendship	" Winston-Salem	2625	2100	1965
Winston-Salem	" Mocksville	1875	1500	1410
Mocksville	" Barber	2500	2000	1875
Barber	" Mooresville	2875	2300	2145
Mooresville	" Air Line Jct.	4375	3500	3180
Mooresville	" Statesville	2225	1775	1650
Statesville	" Mooresville	3250	2600	2430
Air Line Jct.	" Barber	2500	2000	1875
Barber	" Mocksville	2500	2000	1875
Mocksville	" Winston-Salem	1750	1400	1305
Mt. Airy	" Greensboro	1250	1000	930
Greensboro	" Mt. Airy	1250	1000	930
Greensboro	" Sanford	1875	1500	1410
Sanford	" Liberty	1875	1500	1410
Liberty	" Greensboro	2075	1650	1545
Climax	" Ramseur	1750	1400	1305
Ramseur	" Climax	1500	1200	1125

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

All diesel units permitted may be operated coupled.

EQUIPMENT	TYPE	CLASS	TOTAL WEIGHT IN POUNDS
Psg. Diesel Units---	6-6	-----	343,000
Fr. Diesel Units---	4-4	-----	(a) 245,000
-----	-----	-----	(a) 262,000
-----	-----	-----	(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, 4,000, 6000 or 8000 series cars, except they cannot be handled over open deck trestles in side tracks and industrial spurs except where authorized.

BETWEEN WINSTON JUNCTION AND NORTH WILKESBORO

EQUIPMENT	TYPE	CLASS	TOTAL WEIGHT IN POUNDS
Fr. Diesel Units---	4-4	-----	(a) 245,000
-----	-----	-----	(a) 262,000
-----	-----	-----	(b) 392,000
Loaded Cars -----	4-wheel trucks	-----	220,000
-----	4-wheel trucks	-----	(c) 251,000

(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.

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

EQUIPMENT	TYPE	CLASS	TOTAL WEIGHT IN POUNDS
Frts. Diesel Units	4-4	-----	(a) 245,000
Frts. Diesel Units	6-6	-----	(a) 262,000
Loaded Cars	4-wheel trucks	-----	(b) 392,000
Loaded Cars	4-wheel trucks	-----	220,000
			(c) 251,000

(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 between Climax and Ramseur.

(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. Do not use train brakes on Little Yadkin River Bridge, MP CF-21.5, when handling cars conforming to Number 4000 Series Cars.

DERRICKS

(A) General Restrictions

1. Derricks must not be operated coupled to engine or car weighing more than 90,000 lbs.

2. Derricks must not be operated over structures on side or industrial tracks except with specific authorization.

3. Derrick speed shall not exceed the smallest of the following:

a. Authorized freight train speed

b. Derricks D-1 thru D-6, 50 MPH; Derricks D-71, D-73, D-65, D-66 and D-37, 30 MPH; Derrick D-40, 20 MPH; all other derricks, 25 MPH.

c. Speed, if any, given below for line or bridge derrick is being operated over.

(B) Special Restrictions

Group 1	D-1 thru D-6	(250 ton derricks)
Group 2	D-70 thru D-74, D-5988, D-5989, D-6471	(150 " ")
Group 3	D-65 thru D-69 D-41, D-5990, D-5991	(150 " ") (120 " ")
Group 4	D-37, D-40 D-5994, D-6470, D-8590	(120 " ") (100 " ")

Pomona to Winston-Salem No additional restrictions

Charlotte to Statesville " " "

Winston-Salem to Mooresville " " "

Winston Junction to North Wilkesboro

MP K 56.9—Ararat River Groups 1 and 2 cannot be operated over this bridge. Restrict speed to 10 MPH for Groups 3 and 4.

MP K 97.2—Mulberry Creek Restrict speed to 10 MPH for Groups 3 and 4.

Mt. Airy to Sanford

MP CF 3.5—Ararat River Restrict speed to 10 MPH for Groups 1 and 2.

MP CF 21.5—Little Yadkin River Restrict speed to 10 MPH for all derricks. Do not use train brakes while derricks are on bridge.

Entire Line: Restrict speed of all derricks to 20 MPH.

Climax to Ramseur Restrict speed to 15 MPH for all derricks.

PILE DRIVERS

File Driver PD-24 may be operated at a speed not exceeding 20 MPH.

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 Junction 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 Indefinitely
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.

T. M. HARVEY, 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.

D. B. Fox ----- Elkin, N. C.

R. N. Harden ----- Greensboro, N. C.

R. L. Phillips (Neurosurgeon) ----- Greensboro, N. C.

E. W. Vaughan (Asst.) ----- Greensboro, N. C.

A. B. Coggeshall (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.

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.

Frank E. Pollack (Asst.) (Orthopedist) ----- Winston-Salem, N. C.

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. Holshouser Jewelry Company.....Salisbury, N. C.
 Underwood Jewelers.....Winston-Salem, N. C.

ASSIGNMENT OF AGENTS AND OPERATORS

Station	Weekdays	Sat. & Sun.
Guilford College	8:00 AM to 5:00 PM	Closed
Kernersville	8:00 AM to 5:00 PM	Closed
W-Salem Dspr'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
Troutman	8:00 AM to 5:00 PM	Closed
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
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
 Bonlee.....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	12	Both
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
Capycy	Mile CF 96.2	8	West
Bish	Mile CF 101.4	1	East
Routh Mill	Mile CF 111.1	14	Both
B. M. Hancock	Mile CF 111.3	24	Both
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
Lee Cabinet	Mile CF 128.8	6	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