

**BUSINESS TRACKS AND STATIONS NOT SHOWN
AS STATIONS ON TIME TABLE**

Between Salisbury and Asheville

Name	Location	Name	Location
Buffalo	Mile S 35.8	Graphite	Mile S 117.9
Icard	" S 65.6	Grove Stone	" S 123.0
Bernard	" S 96.0	Wilson	" S 131.6
Beaman	" S 97.7	Fairview	" S 136.8
Clinchfield Mill	" S 98.3	Brown	" S 136.9
		Sayles	" S 137.0

Between Asheville and Hayne

Shehan	Mile W 10.8	Rockcliff	" W 36.1
Sherrell	" W 12.5	Finger	" W 45.2
Brickton	" W 12.6		

Between Murphy Junction and Murphy, N. C.

Emma	Mile T 1.0	Governors Island	Mile T 61.4
Sulphur Springs	" T 4.3	Epps Springs	" T 68.5
Acton	" T 4.9	Forney	" T 73.4
Candler	" T 8.7	Judson	" T 80.0
Luthers	" T 11.0	Fry	" T 85.5
Turnpike	" T 12.8	Wesser	" T 88.2
Wilson	" T 24.0	Hewitt	" T 92.7
Saunook	" T 32.0	Graham Co. R. R.	" T 97.1
Hall	" T 39.5	Coalville	" T 110.9
Foster	" T 43.0	Tarrazzo	" T 111.8
Beta	" T 43.7	Maltby	" T 115.3
Barker's Creek	" T 50.8	Regal	" T 119.0
Wilmot	" T 53.5		

Between Hendersonville and Lake Toxaway

Davis	Mile TR 3.0	Davidson River	Mile TR 18.1
Yale	" 5.1	Calvert	" 29.7
Cannon	" 8.0	Reid	" 38.9
Blantyre	" 12.4		

Between Bushnell and Fontana

Collinwood	Mile TA 3.2	Hubbard	Mile TA 7.0
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**THE NAMES AND LOCATIONS OF LOCAL
SURGEONS**

C. C. Swann, Oculist, Asheville, N. C.	Glenn Long, Newton, N. C.
F. Webb Griffith, Asheville, N. C.	D. M. McIntosh, Old Fort, N. C.
W. P. Herbert, Asheville, N. C.	C. Z. Candler, Sylva, N. C.
J. T. Sevier, Ass't Surgeon, Asheville, N. C.	D. D. Hooper, Asst. Surgeon, Sylva, N. C.
I. J. Archer, Black Mountain, N. C.	W. C. Slate, Spencer, N. C.
D. R. Bryson, Bryson, N. C.	H. L. Monk, Salisbury, N. C.
J. M. Russell, Canton, N. C.	F. B. Marsh, Salisbury, N. C.
G. M. Fleming, Cleveland, N. C.	Frank McCutchan, Oculist, Salisbury, N. C.
W. A. Brewton, Enka, N. C.	B. W. McKenzie, Surgeon, Salisbury, N. C.
B. L. Long, Glen Alpine, N. C.	H. F. Long, Surgeon, Statesville, N. C.
A. B. Drafts, Hendersonville, N. C.	J. W. Davis, Consulting Surg., Statesville, N. C.
E. M. Salley, Hendersonville, N. C.	T. V. Goode, Asst. Surgeon, Statesville, N. C.
H. C. Menzies, Hickory, N. C.	N. T. Clark, Oculist, Spartanburg, S. C.
R. T. Hambrick, Asst. Surgeon, Hickory, N. C.	J. T. Carter, Asst. Oculist, Spartanburg, S. C.
S. J. Morrow, Inman, S. C.	H. R. Black, Spartanburg, S. C.
B. L. Ashworth, Marion, N. C.	S. O. Black, Assistant, Spartanburg, S. C.
G. S. Kirby, Asst., Marion, N. C.	Earle Grady, Tryon, N. C.
W. Vernon, Morganton, N. C.	S. L. Stringfield, Asst. Surg., Waynesville, N. C.
J. J. Kirsey, Surgeon, Morganton, N. C.	
John W. Erwin, Surgeon, Morganton, N. C.	
S. C. Heighway, Murphy, N. C.	
J. N. Hill, Murphy, N. C.	

VETERINARIANS

E. L. Shuford, Asheville, N. C.	J. E. Hollis, Salisbury, N. C.
M. M. Leonard, Asheville, N. C.	M. R. Blackstock, Spartanburg, S. C.
O. C. Lynch, Statesville, N. C.	R. E. Taylor, Hendersonville, N. C.
E. J. McCoy, Hickory, N. C.	

HOSPITALS

Mission Hospital, Asheville, N. C.	Grace Hospital, Morganton, N. C.
Biltmore Hospital, Biltmore, N. C.	Rowan General Hospital, Salisbury, N. C.
Hickory Memorial Hospital, Hickory, N. C.	Mary Black Clinic, Spartanburg, S. C.
Patton Memorial Hospital, Hendersonville, N. C.	Doctor Long's Private Hosp., Statesville, N. C.

WATCH INSPECTORS

The Watch Shop, Asheville, N. C.	L. D. Green, Marion, N. C.
W. H. Hawkins & Son, Hendersonville, N. C.	C. S. Noblitt, Old Fort, N. C.
George E. Bisanar, Hickory, N. C.	L. T. Holsouser, Salisbury, N. C.
	J. T. Booth, Spartanburg, S. C.

SOUTHERN RAILWAY SYSTEM

CENTRAL LINES

**Asheville Division
TIME TABLE No.**

89

Effective { 1.01 A. M. Eastern Time
12.01 A. M. Central Time

SUNDAY, DEC. 18, 1938

Central Standard Time will govern between Asheville and Murphy, Bushnell and Fontana.

Eastern Standard Time will govern between Salisbury and Asheville, Hayne and B. I. Tower, Hendersonville and Lake Toxaway.

FOR THE GOVERNMENT OF EMPLOYEES ONLY

O. B. KEISTER - General Manager
S. S. BROOKS - General Superintendent Transportation
W. H. CHENEY - Superintendent

Capacity of Tracks in Car		Miles from Salisbury	Station Nos.	TIME TABLE NO. 89 In effect Dec. 18, 1938		Minimum Time in minutes between Stations	FIRST CLASS				
Siding	Other			STATIONS			Passenger	15 Daily	11 Daily	C. & N. W. 101 Ex. Sun.	21 Daily	35 Daily
	Yard	0.0	334	WY ...	SALISBURY	Lv. N	A.M. 4 55 ⁵⁰	A.M. 9 55 ³⁶	A.M.	P.M. 2 05	P.M. 11 00
56	4	5.0	S 5		MAJOLICA		5 05	10 05		2 15 ⁵⁴	11 10
					(West End Double Track)						
65	140	11.4	S 11	WY ...	BARBER	N	5 15	10 15		2 25	11 20
38	11	13.4	S 13		CLEVELAND		5 18	10 20 ⁵²		2 45	11 23
E 65 } W 60 }	16	18.4	S 18		ELMWOOD		5 26	10 30		2 50 ²²	11 30
62	180	25.6	S 26	WY ..	STATESVILLE	N	5 35	10 40 ⁶⁴		2 57	11 39
53	9	32.8	S 33		EUFOLA		5 46	10 55		3 06	11 50
62	10	38.4	S 38		CATAWBA	D	5 54	11 05		3 16	11 58
66	15	42.5	S 43		CLAREMONT		5 59	11 15	A.M.	3 24	12 04
75	40	48.2	S 48	W	NEWTON	N	6 07	11 25 ¹⁰¹	A.M. 11 20 ⁶⁵	3 30	12 05 ⁵⁸
	10	49.9	S 50		CONOVER		6 10	11 30		3 39	12 18
91		54.0	S 54		OYAMA		6 15	11 37		3 42	12 25
70	126	57.6	S 58		HICKORY	N	6 25	11 50 ¹⁰¹	A.M. 11 40 ⁶⁴	3 47	12 35
80	7	62.3	S 62		HILDEBRAN	D	6 32	11 57		4 00	12 45 ⁵⁰
E 70 } W 74 }	45	67.9	S 68	WYC.	CONNELLY SP'GS	N	6 42 ⁶¹	12 10		4 08	12 55
	23	70.9	S 71		VALDESE		6 48	12 15		4 18	1 00
70	12	74.0	S 74		DREXEL	D	6 53	12 22		4 23	1 05
66	120	78.5	S 79		MORGANTON	N	7 00 ⁵²	12 32		4 28	1 15
67	20	84.5	S 85		GLEN ALPINE		7 15 ³⁶	12 40		4 37 ¹²	1 25
79	21	89.4	S 89	W...	BRIDGEWATER	D	7 23	12 48 ²²		4 45	1 35
65	8	94.3	S 94		NEBO		7 30	12 58		4 52	1 43
	52	97.8	S 98		CLINCHCROSS		7 35	1 03		4 59	1 48
60	124	99.7	S 100	Y.....	MARION	N	7 40	1 15		5 04	2 00
71	16	105.4	S 105		GREENLEE		7 48	1 23 ⁸¹		5 08 ⁵⁶	2 08
E 78 } W 64 }	45	111.1	S 111	WY ...	OLD FORT	N	8 00 ⁶⁰	1 35		5 15	2 20 ⁵⁹
90		115.0	S 115		DENDRON		8 12	1 45		5 25	2 30
E 95 } W 70 }	12	119.2	S 119		COLEMAN		8 25	1 55		5 35	2 42
60	23	123.2	S 123	WYC.	RIDGECREST	N	8 36 ⁵⁴	2 05		5 44	2 55
69	15	125.1	S 125		BLACK MOUNTAIN		8 42	2 10		5 54 ¹⁶	3 00
E 60 } W 68 }	26	129.8	S 130	W....	SWANNAOA	D	8 50	2 18		6 01	3 08
60	15	134.3	S 134		AZALEA	D	8 57	2 25		6 08	3 15
	Yard	139.0	S 139	Y.....	BILTMORE		9 06	2 35		6 15	3 22
	Yard	139.1	S 139		B. I. TOWER	N	9 07	2 36 ⁶¹		6 22 ²⁷	3 23 ⁵²
	Yard	141.0	S 141	WC ...	ASHEVILLE	N Ar.	9 15 ⁵⁵	2 45 ⁶¹	A.M. C. & N. W.	6 30 ²⁷	3 30 ⁵²

ASHEVILLE—SALISBURY—Eastbound (Eastern Standard Time)

ASHEVILLE 3

Capacity of Tracks in Cars		Miles from Salisbury	Station Nos.	TIME TABLE NO. 89 In effect Dec. 18, 1938	STATIONS	Minimum Time in minutes between Stations	FIRST CLASS				
Siding	Other						Passenger	36 Daily	22 Daily	C. & N. W. 100 Ex. Sun.	12 Daily	16 Daily
	Yard	0.0	334	Ar.	WY ... SALISBURY ... N		9 40 ¹¹	3 30 ⁵⁴	P.M.	7 30	9 10
56	4	5.0	S 5		MAJOLICA (West End Double Track)	8	9 25	3 20 ⁵⁴		7 10	8 58
65	140	11.4	S 11		WY ... BARBER ... N	8	9 15	3 10 3 00		7 00	8 50
38	11	13.4	S 13		CLEVELAND	9	9 11	2 50 ²¹		6 52	8 47
E 65 W 60	16	18.4	S 18		ELMWOOD	9	9 04	2 42		6 42	8 40
62	160	25.6	S 26		WY ... STATESVILLE ... N	9	8 55 ⁶⁵	2 32		6 30	8 30
53	9	32.8	S 33		EUFOLA	9	8 44 ⁸¹	2 20		6 15 ⁵³	8 21
62	10	38.4	S 38		CATAWBA	8	8 36	2 12		6 05	8 13 ⁵⁶
66	15	42.5	S 43		CLAREMONT	5	8 30	2 07	P.M.	5 55	8 08
75	40	48.2	S 48		W ... NEWTON ... N	7	8 20	2 00 ¹⁰⁰	1 50 ²²	5 45	8 00
	10	49.9	S 50		CONOVER	3	8 16	1 57	1 47	5 40	7 57
91		54.0	S 54		OYAMA	5	8 10	1 52	1 39	5 32	7 52
70	126	57.6	S 58		HICKORY	5	8 00 ⁶⁴	1 42 ¹⁰⁰	1 30 ²²	5 18	7 45 ⁵³
80	7	62.3	S 62		HILDEBRAN	6	7 53	1 35	P.M.	5 10	7 39
E 70 W 74	45	67.9	S 68		WYC. CONNELLY SP'GS ... N	8	7 45 ⁶⁴ 52	1 25 ⁶⁵		5 00	7 30
	23	70.9	S 71		VALDESE	4	7 37	1 19		4 52	7 24
70	12	74.0	S 74		DREXEL	4	7 32 ⁶¹	1 14		4 47	7 20
66	120	78.5	S 79		MORGANTON	6	7 22	1 04		4 37 ²¹	7 10
67	20	84.5	S 85		GLEN ALPINE	7	7 15 ¹⁵	12 56		4 27	7 03
79	21	89.4	S 89		W ... BRIDGEWATER ... D	6	7 07	12 48 ¹¹		4 18	6 56
65	8	94.3	S 94		NEBO	7	7 00	12 40 ⁸¹		4 10	6 49
	52	97.8	S 98		CLINCHCROSS	5	6 55	12 35		4 05	6 43
60	124	99.7	S 100		Y ... MARION ... N	3	6 49	12 28		3 55	6 40
71	16	105.4	S 105		GREENLEE	7	6 42	12 20		3 48	6 31
E 78 W 64	45	111.1	S 111		WY ... OLD FORT ... N	7	6 35	12 12		3 40	6 23
90		115.0	S 115		DENDRON	8	6 23 ⁵⁵	12 01		3 30	6 13
E 95 W 70	12	119.2	S 119		COLEMAN	9	6 14	11 52 ⁶¹		3 21	6 04
60	23	123.2	S 123		WYC. RIDGECREST ... N	8	6 06	11 43		3 13	5 54 ²¹
69	15	125.1	S 125		BLACK MOUNTAIN	3	6 02	11 38		3 08	5 49
E 60 W 66	26	129.8	S 130		W ... SWANNANOA ... D	6	5 54	11 30		3 00 ⁸¹	5 41
60	15	134.3	S 134		AZALEA	7	5 45	11 22		2 51	5 32
	Yard	139.0	S 139		Y ... BILTMORE	7	5 36	11 12		2 42 ¹¹	5 23
	Yard	139.1	S 139		B. I. TOWER ... N (East End Double Track)	1	5 34 ¹⁵²	11 10 ²³		2 40 ⁵⁶ 61	5 20
	Yard	141.0	S 141		WC ... ASHEVILLE ... N Lv.	4	5 30 ⁶⁰ 152	11 05 ²³ A.M.	P.M. C. & N. W.	2 35 ¹¹ 61	5 15 ⁸¹ P.M.

Daily 36 Daily 22 Ex. Sun. 100 Daily 12 Daily 16

SALISBURY—ASHEVILLE—Westbound (Eastern Standard Time)

Capacity of Tracks in Cars.		TIME TABLE NO. 89 In effect Dec. 18, 1938	STATIONS	Minimum Time in minutes between Stations	Frght: When handled by other than Santa Fe or Mallet Engs.	SECOND CLASS					
Siding	Other					55 Daily	81 Daily	65 Mon.Wed.Fri.	61 Ex. Sun.	53 Daily	59 Daily
	Yard		WY ... SALISBURY ... N			A.M. 12 50	A.M. 6 45 ⁵⁵	A.M. 7 00 ⁸¹	A.M.	P.M. 3 45 ⁵⁴	P.M.
56	4		5.0 MAJOLICA (West End Double Track)	10		1 05	7 00	7 15		4 00	
65	140		6.4 WY ... BARBER ... N	12		1 20	7 15	7 30		4 30	
38	11		2.0 CLEVELAND	15		1 30	7 20	7 45		5 10	
E 65 W 60	16		5.0 ELMWOOD				1 45	7 35	8 00		5 25	P.M.
62	160		7.2 WY.. STATESVILLE ... N	13		2 00 ⁵⁸	7 50	8 55 ³⁶		5 45	11 00
53	9		7.2 EUFOLA	13		2 15 ⁵⁰	8 44 ³⁶	9 20 ⁵²		6 15 ¹²	11 13
62	10		5.6 CATAWBA ... D	10		2 28	9 05 ⁵²	9 43 ⁶⁴		6 30	11 23
66	15		4.1 CLAREMONT	6		2 38	9 20 ⁶⁴	10 15		6 40	11 32
75	40		5.7 W... NEWTON ... N	9		2 55	9 35	10 30 ¹⁰¹ 11 25 ¹¹		6 55	11 42
	10		1.7 CONOVER	4							
91			4.1 OYAMA	6		3 10	9 48	12 05 ⁶⁴		7 30 ⁵⁶	11 54 ⁵⁸
70	126		3.8 HICKORY ... N	7		3 25	10 00	12 40		7 45 ¹⁶	12 02
80	7		4.7 HILDEBRAN ... D	8		3 40	10 15	1 00	A.M.	7 55	12 15
E 70 W 74	45		5.6 WYC CONNELLY SPRINGS ... N	9		3 55	10 30 ⁶⁰	1 20 ²²	7 00 ¹⁵ 7 00 ⁶⁴	8 10	12 28 ⁵⁰
	23		3.0 VALDESE	5				P.M.			
70	12		3.1 DREXEL ... D	5		4 10	10 50 ⁵⁴		7 25 ³⁶ 7 40 ⁵²	8 25	12 47
66	120		4.5 MORGANTON ... N	7		4 25	11 00		8 30	8 40	12 57
67	20		6.0 GLEN ALPINE	10		4 40	11 15		8 50	8 55	1 09
79	21		4.9 W.. BRIDGEWATER ... D	9		4 55	11 25		9 10 ⁶⁰	9 10	1 19
65	8		4.9 NEBO	9		5 10	12 40 ²²		9 58 ⁵⁴	9 25	1 29
	52		3.5 CLINCHCROSS	8							
60	124		1.9 Y... MARION ... N	5		5 40	1 00		10 35	9 52 ⁵⁸	1 41
71	16		5.7 GREENLEE	10		5 55 ⁵²	1 23 ¹¹		10 50	10 15	1 53
E 78 W 64	45		5.7 WY.. OLD FORT ... N	10		6 07	1 45		11 05	10 35 ⁵⁰	2 20 ³⁵
90			3.9 DENDRON	18		6 23 ³⁶	2 01		11 23	10 51	2 36
E 95 W 70	12		4.2 COLEMAN	17		6 50	2 25		11 52 ²²	11 08	2 53
60	23		4.0 WYC RIDGECREST ... N	16		7 10 ⁶⁰	2 45		1 00	11 24	3 09
69	15		1.9 BLACK MOUNTAIN	5		7 20	2 50		1 08	11 30	3 15
E 80 W 68	26		4.7 W... SWANNANOA ... D	9		7 54 ⁵⁴	3 00 ¹²		1 30	11 40	3 30
60	15		4.5 AZALEA ... D	10		8 10	3 13 ⁵⁶		1 50	11 50	3 52 ⁵²
	Yard		4.7 Y... BILTMORE	10							
	Yard		0.1 B. I. TOWER ... N (East End Double Track)	1		8 25 ¹⁵⁵	4 30		2 10 ¹¹ 2 10 ¹²	12 05	4 05
	Yard		1.9 WC... ASHEVILLE ... N Ar.	6		8 50 ¹⁵ A.M. ¹⁵⁵	4 45 ¹⁶	P.M.	2 20 ¹¹ 2 20 ¹²	12 15 A.M.	4 15 A.M.
						Daily 55	Daily 81	Mon.Wed.Fri. 65	Ex. Sun. 61	Daily 53	Daily 59

ASHEVILLE—SALISBURY—Eastbound (Eastern Standard Time)

ASHEVILLE 5

Miles from Salisbury	Station Nos.	TIME TABLE NO. 89 In effect Dec. 18, 1938		Minimum Time in minutes between Stations	SECOND CLASS						
		STATIONS			52	60	54	64	56	58	50
			Ar.		Daily	Ex. Sun.	Daily	Tues.Thu.Sat.	Daily	Daily	Daily
0.0	S 334	WY..	SALISBURY	N	A.M.	A.M.	P.M. ²²	P.M.	P.M.	A.M.	A.M. ¹⁵
			5.0		10		4 00 ⁵³	12 50	10 00		4 45 ¹⁵
5.0	S 5		MAJOLICA		10 45		2 15 ²²	12 00	9 45		3 40
			(West End Double Track)				21				
11.4	S 11	WY....	BARBER	N	10 30		2 00	11 30	9 30		3 20
			2.0								
13.4	S 13		CLEVELAND		10 20 ¹¹		1 55	11 15	9 20		3 05
			5.0								
18.4	S 18		ELMWOOD		10 08		1 40	11 00	9 10	A.M.	2 50
			7.2								
25.6	S 26	WY..	STATESVILLE	N	9 40		1 25	10 40 ¹¹	8 50	2 00 ⁵⁵	2 35
			7.2								
32.8	S 33		EUFOLA		9 20 ⁶⁵		1 05	10 00	8 30	1 00	2 15 ⁵⁵
			5.6								
38.4	S 38		CATAWBA	D	9 05 ⁸¹		12 50	9 43 ⁶⁵	8 13 ¹⁶	12 45	2 00
			4.1								
42.5	S 43		CLAREMONT		8 54		12 35	9 20 ⁸¹	8 00	12 30	1 45
			5.7								
48.2	S 48	W....	NEWTON	N	8 42		12 20	9 00	7 45	12 15 ³⁵	1 30
			1.7								
49.9	S 50		CONOVER								
			4.1								
54.0	S 54		OYAMA		8 30 ⁶⁴		12 05 ⁶⁵	8 30 ⁵²	7 30 ⁵³	11 54 ⁵⁹	1 10
			3.6								
57.6	S 58		HICKORY	N	8 15		11 50 ¹¹	8 00 ³⁶	7 15	11 40	12 55
			4.4				101				
62.3	S 62		HILDEBRAN	D	8 00	A.M.	11 40	7 45	7 00	11 30	12 45 ³⁵
			5.6					36			
67.9	S 68	WYC.	CONNELLY SPRGS.	N	7 45 ³⁶	10 30 ⁸¹	11 28	7 30 ⁶¹	6 45	11 15	12 28 ⁵⁹
			3.0		64			52			
70.9	S 71		VALDESE					A.M.			
			3.1								
74.0	S 74		DREXEL	D	7 25 ⁶¹	10 10	10 50 ⁸¹		6 25	10 50	12 10
			4.5								
78.5	S 79		MORGANTON	N	7 00 ¹⁵	9 45	10 40		6 00	10 40	11 55
			6.0								
84.5	S 85		GLEN ALPINE		6 47	9 25	10 25		5 45	10 25	11 40
			4.9								
89.4	S 89	W....	BRIDGEWATER	D	6 35	9 10 ⁶¹	10 10		5 30	10 15	11 27
			4.9								
94.3	S 94		NEBO		6 25	8 55	9 58 ⁶¹		5 21	10 04	11 15
			3.5								
97.8	S 98		CLINCHCROSS								
			1.9								
99.7	S 100	Y....	MARION	N	6 12	8 40	9 45		5 08 ²¹	9 52 ⁵³	11 00
			5.7								
105.4	S 105		GREENLEE		5 55 ⁵⁵	8 25	9 35		4 50	9 40	10 48
			5.7								
111.1	S 111	WY..	OLD FORT	N	5 40	8 00 ¹⁵	9 25		4 37	9 28	10 35 ⁵³
			3.9								
115.0	S 115		DENDRON		5 13	7 44	9 09		4 20	9 12	10 19
			4.2								
119.2	S 119		COLEMAN		4 56	7 27	8 52		4 03	8 55	10 02
			4.0								
123.2	S 123	WYC..	RIDGECREST	N	4 40	7 10 ⁵⁵	8 36 ¹⁵		3 47	8 39	9 46
			1.9								
125.1	S 125		BLACK MOUNTAIN		4 30	6 55	8 05		3 37	8 34	9 34
			4.7								
129.8	S 130	W....	SWANNANOA	D	4 15	6 40	7 54 ⁵⁵		3 25	8 25	9 22
			4.5								
134.3	S 134		AZALEA	D	3 52 ⁵⁹	6 25	7 30		3 13 ⁸¹	8 15	9 10
			4.7								
139.0	S 139	Y....	BILTMORE								
			0.1								
139.1	S 139		B. I. TOWER	N	3 40 ³⁵	6 10 ¹⁵²	7 10 ¹⁵⁴		2 55 ¹¹	8 05 ¹⁵⁰	8 55
			(East End Double Track)						12		
141.0	S 141	WC..	ASHEVILLE	N	3 30 ³⁵	6 00 ¹⁵⁴	7 00 ¹⁵⁴		2 45 ¹¹	8 00 ¹⁵⁰	8 45
			1.9	Lv.	A.M.	A.M. ¹⁵²	A.M.	A.M.	P.M. ⁶¹	P.M.	P.M.
					Daily	Ex. Sun.	Daily	Tues.Thu.Sat.	Daily	Daily	Daily
					52	60	54	64	56	58	50

HAYNE—B. I. TOWER—Westbound (Eastern Standard Time)

Miles from Biltmore	Station Nos.	TIME TABLE NO. 89 In effect Dec. 18, 1938	Minimum Time in minutes between Stations	FIRST CLASS			SECOND CLASS		
				9 Daily	27 Daily	155 Daily	57 Daily	153 Daily	
		Lv.		A.M.	P.M.	A.M.	A.M.	P.M.	
67.4	452	W SPARTANBURG N		8 25	3 35				
65.9	454	WYC HAYNE ...N		8 30	3 45	4 30	10 40 ¹⁵⁴	6 15 ¹⁰	
65.5		(E.End Double Track)	7	8 31	3 46				
62.0	W 62	SIGSBEE (W.End Double Track)		f 8 38	3 51	4 45	10 55	6 45 ¹⁰	
57.9	W 58	W. CAMPTON	5	f 8 45					
55.6	W 56	INMAN ...D	3	s 8 52 ¹⁵²	s 4 01	5 00	11 15	7 00 ¹⁵⁶	
53.3	W 53	MASCOTT	3	f 8 55					
52.2	W 52	GRAMLING	2	f 8 57	f 4 06				
49.3	W 49	CAMPOBELLO D	4	s 9 01	f 4 11	5 15	11 30	7 15	
44.4	W 44	LANDRUM ...D	6	s 9 12	s 4 20	5 25	11 55	7 25	
40.8	W 41	TRYON ...D	6	s 9 22 ¹⁵⁴	s 4 30	5 35	12 37 ²⁸	7 35	
35.0	W 35	WC. MELROSE ...N	11	s 9 39	4 47	6 00	1 10	8 00	
31.9	W 32	SALUDA ...N	8	s 9 51	s 5 00 ¹⁰	6 20	1 35	8 20	
26.6	W 27	TUXEDO ...D	8	s 10 00	b 5 10 ¹⁵⁶	6 35	1 50	8 31	
23.3	W 23	FLAT ROCK ...D	6	s 10 06	s 5 16	6 50 ¹⁵²	2 00	8 40	
19.8	W 20	WY.HENDERSONVILLE.N	5	s 10 15	s 5 26 ⁶	7 05	2 10	8 50	
17.4	W 17	SMYTH ...D	4	f 10 20	5 30	7 13	2 20	8 58	
16.1	W 16	HILLGIRT	2	f 10 23					
15.5	W 15	MOUNTAIN HOME	1	f 10 25					
14.2	W 14	NAPLES	2	f 10 27	5 35	7 22	2 35	9 10 ¹⁵⁰	
11.5	W 12	FLETCHER ...D	4	s 10 33	a 5 39	7 30 ¹⁵⁴	2 45	9 20	
8.7	W 9	ARDEN	4	s 10 37	5 43	7 38	2 55	9 45	
7.2	W 7	SKYLAND	2	f 10 39	a 5 45				
6.1	W 6	BUSBEE	2	f 10 41					
3.1	W 3	BUENA VISTA	4	f 10 46	5 52	7 50	3 18	10 00	
0.0	S 139	Y. BILTMORE	5	s 10 53	s 6 02				
0.1	S 139	B. I. TOWER .N (East End Double Track)	1	10 54 ²² ₂₈	6 03 ²¹	8 05 ⁵⁵	3 35 ¹⁰ ₁₅₆	10 15	
2	S 141	WC.ASHEVILLE .N Ar.	4	11 05 ²² ₂₈ A.M.	6 10 ²¹ P.M.	8 30 ⁵⁵ A.M.	4 00 ¹⁰ ₁₅₆ P.M.	10 30 P.M.	
				Daily 9	Daily 27	Daily 155	Daily 57	Daily 153	

B. I. TOWER—HAYNE—Eastbound (Eastern Standard Time)

Capacity of Tracks in Cars		Miles from Biltmore	TIME TABLE NO. 89 In effect Dec. 18, 1938	STATIONS	Minimum Time in minutes between Stations		FIRST CLASS				SECOND CLASS			
Siding	Other				Passr	Frght: When handled by other than Santa Fe or Mallet Engrs.	28 Daily	10 Daily	152 Daily	154 Daily	156 Daily	150 Daily		
	165	67.4	Ar.	W SPARTANBURG N			P.M.		P.M.	A.M.				
	Yard	65.9	1.5	WYC HAYNE N			1 35		6 35	9 30	10 30 ⁵⁷	7 30	12 01	
		65.5	0.4	EAST END DOUBLE TRACK	7	10	1 20		6 20					
40		62.0	3.5	SIGSBEE (West End Double Track)			1 14		6 15 ¹⁵³	9 20	10 15	7 15	11 49	
	12	57.9	4.1	W.. CAMPTON	5	8			6 08					
53	35	55.6	2.3	INMAN D	3	5	1 05		6 04	8 52 ⁹	10 00	7 00 ¹⁵³	11 34	
	20	53.3	2.3	MASCOTT	3	5								
	12	52.2	1.1	GRAMLING	2	3			5 54					
66	28	49.3	2.9	CAMPOBELLO D	4	6	12 53		5 48	8 30	9 45	6 35	11 19	
			4.9		6	9								
E 44 W 40	8	44.4	3.6	LANDRUM D	6	9	12 45		5 39	8 20	9 35	6 22	11 10	
51	22	40.8	5.8	TRYON D	11	24	12 37 ⁵⁷		5 29	8 10	9 22 ⁹	6 10	11 00	
34	12	35.0	3.1	WC.. MELROSE N	8	20	12 21		5 13	7 40	8 55	5 45	10 30	
75	15	31.9	5.3	SALUDA N	8	11	12 10		5 00 ²⁷	7 15	8 32	5 25	10 10	
50	16	26.6		TUXEDO D	8	11	11 56		4 46	7 00	8 21	5 10 ²⁷	9 55	
			3.3		6	9								
E 50 W 52	11	23.3	3.5	FLAT ROCK D	5	9	11 50		4 39	6 50 ¹⁵⁵	8 12	5 00	9 45	
88	Yard	19.8	2.4	WY.. HENDERSONVILLE N	4	8	11 42 ⁵		4 28 ⁶	6 40	8 03	4 50 ⁶	9 35	
63	25	17.4	1.3	SMYTH D	2	3	11 38		4 24	6 31	7 49	4 40	9 20	
	5	16.1	0.6	HILLGIRT	1	2			4 20					
		15.5	1.3	MOUNTAIN HOME	2	3								
E 57 W 50		14.2	2.7	NAPLES	4	6	11 33		4 16	6 22	7 36	4 30	9 10 ¹⁵³	
41	30	11.5	2.8	FLETCHER D	4	6	11 29		4 12	6 15	7 30 ¹⁵⁵	4 20	9 00	
48	40	8.7	1.5	ARDEN	2	3	11 25		4 07	6 07	7 20	4 12	8 51	
	3	7.2	1.1	SKYLAND	2	3	11 23		4 04					
	3	6.1	3.0	BUSBEE	4	6								
45	7	3.1	3.1	BUENA VISTA	5	10	11 17		3 58	5 55	7 00	4 00	8 39	
	Yard	0.0		Y.. BILTMORE			11 08		3 48					
	Yard	0.1	0.1	B. I. TOWER N (East End Double Track)	1	1	11 05 ²²		3 45 ¹⁵⁶	5 40 ³⁶	6 45 ⁵⁴	3 50 ¹⁰	8 15 ⁵⁸	
	Yard	2.0	1.9	WC ASHEVILLE N Lv.	4	6	11 00 ²²		3 40 ⁵⁷	5 30 ⁶⁰	6 30 ⁶⁰	3 30 ¹⁰	8 00 ⁵⁸	
							A.M. ⁹		P.M. ¹⁵⁶	A.M. ³⁶	A.M. ⁵⁴	P.M. ¹⁰	P.M. ⁵⁸	
							Daily 28		Daily 10	Daily 152	Daily 154	Daily 156	Daily 150	

ASHEVILLE—MURPHY

(Central Standard Time)

WESTBOUND				Capacity of Tracks in Cars		Miles from Asheville	Station Nos.	TIME TABLE NO. 89 In effect Dec. 18, 1938		Minimum Time in min. bet'n Stations	EASTBOUND			
THIRD CLASS		FIRST CLASS		Siding	Other			Lv.	Ar.		FIRST CLASS		THIRD CLASS	
69 Ex. Sun.	71 Ex. Sun.	17 Daily						STATIONS		Passr	Frght	18 Daily	70 Ex. Sun.	68 Ex. Sun.
A.M.	A.M.	A.M.						WC.. ASHEVILLE..N				P.M.	P.M.	A.M.
.....	7 00	.....		.....	Yard	0.0	S 141	.....	.....	.....	.....	1 00	.....	.....
.....	7 05	8 28		.....	.....	1.3	S 142	MURPHY JUNCTION	.....	.....	.....	12 50	.....	11 45
.....	7 15	f 8 34		30	30	3.8	T 4	BOSWELL	4	8	.....	12 41	.....	11 30
.....	7 25	s 8 40		40	Yard	7.3	T 7	ENKA	5	8	.....	12 33	.....	11 20
.....	7 30	f 8 44		17	12	8.8	T 9	HOMINY	2	4	.....	12 30	.....	11 10
.....	7 45	8 54		45	12	13.4	T 13	W... COBURN	7	10	.....	12 19	.....	10 50
.....	8 10	s 9 10		.....	Yard	18.1	T 18	Y... CANTON	7	18	.....	12 10	.....	10 30
.....	8 22	s 9 18		30	21	22.5	T 23	CLYDE	7	11	.....	11 56	.....	10 05
.....	8 30	s 9 24		20	.....	25.7	T 25	LAKE JUNALUSKA	5	8	.....	11 49	.....	9 55
.....	9 33 ⁷⁰	s 9 33 ⁷¹		50	50	28.5	T 28	W.. WAYNESVILLE	5	8	.....	11 42	.....	9 33 ¹⁷
.....	9 50	s 9 37		23	55	29.8	T 30	HAZELWOOD	3	6	.....	11 35	.....	9 20
.....	10 15	9 52		30	9	35.2	T 35	CLARKS SIDING	8	21	.....	11 23	.....	8 35
.....	10 20	s 9 55		.....	40	36.2	T 36	WCY.. BALSAM	2	4	.....	11 20	.....	8 30
.....	10 35	f 10 05		35	.....	40.1	T 39	WILLITS	8	15	.....	11 02	.....	8 15
.....	10 51 ¹⁸	s 10 16		.....	110	43.0	T 43	WY.. ADDIE	7	12	.....	10 51 ⁷¹	.....	8 00
.....	11 20	s 10 27		.....	100	47.3	T 47	SYLVA	8	10	.....	10 41	.....	7 50
.....	11 50	s 10 35 ¹⁸		60	30	48.9	T 49	W.. DILLSBORO	3	5	.....	10 35 ¹⁷	.....	7 41
.....	12 20	s 10 57		.....	38	58.7	T 59	WHITTIER	15	21	.....	10 10	.....	7 20
.....	12 26	f 11 03		.....	22	60.9	T 61	ELA	4	6	.....	10 03	.....	7 12
A.M. 6 30	1 00 P.M.	s 11 15		.....	Yard	65.2	T 65	WCY. BRYSON	7	12	.....	9 55	.....	7 00
f 6 50	.....	f 11 30		6	10	71.5	T 71	NOLAND	12	15	.....	9 35	.....	A.M.
s 7 10	.....	s 11 45		.....	75	77.4	T 77	BUSHNELL	11	14	.....	9 21	.....	9 50 ¹²²
7 35	.....	s 12 01		25	22	85.3	T 85	ALMOND	14	24	.....	9 01	.....	9 20
8 00	.....	12 18		22	.....	93.3	T 93	TALC MOUNTAIN	14	25	.....	8 41	.....	8 50
8 33 ¹⁸	.....	s 12 26		.....	35	95.9	T 96	NANTAHALA	6	9	.....	8 33 ⁶⁹	.....	8 33 ¹⁸
9 00	.....	s 12 44		.....	30	99.7	T 100	TOPTON	9	15	.....	8 22	.....	7 40
9 30	.....	f 12 52		.....	18	103.1	T 103	W... RHODO	9	13	.....	8 10	.....	7 15
10 00	.....	s 1 06		.....	Yard	108.2	T 107	ANDREWS	10	20	.....	7 59	.....	6 55
10 25	.....	s 1 17		.....	9	114.0	T 115	MARBLE	8	11	.....	7 48	.....	6 25
10 45	.....	f 1 24		.....	20	117.8	T 118	TOMOTLA	6	8	.....	7 41	.....	6 11
11 30 A.M.	P.M.	1 45 P.M.		.....	Yard	123.3	T 124	W Y... MURPHY	8	11	.....	7 30 A.M.	.....	6 00 A.M.
Ex. Sun. 69	Ex.Sun. 71	Daily 17						Ar.				Daily 18	Ex. Sun. 70	Ex. Sun. 68

HENDERSONVILLE—LAKE TOXAWAY

(Eastern Standard Time)

ASHEVILLE 9

Southbound First Class	Capacity of Tracks of Tracks		Miles from Hendersonville	Station Nos.	TIME TABLE No. 89 In effect Dec. 18, 1938	Minimum Time in min. bet'n Stations		Northbound First Class
	Siding	Other				Pass	Frgh	
Mixed 5 Ex. Sun.					STATIONS			Mixed 6 Ex. Sun.
A.M. 11 45 ²⁸	Yard		0.0	W 20	Lv. WY Hendersonville N	Ar. 0.9	2 3	P.M. ¹⁰ 4 30 ¹⁵⁶
1 48			0.9	TR 0	West Hendersonville	6.1	12 15	f 4 14
12 02	7		7.0	TR 7	HORSE SHOE	3.0	4 5	f 3 59
12 10	14		10.0	TR 10	ETOWAH	5.0	10 12	s 3 51
12 22	11		15.0	TR 15	PENROSE	4.3	9 12	f 3 39
12 35	10	50	19.3	TR 19	PISGAH FORESTD	2.3	5 8	s 3 27
12 50	6	38	21.6	TR 22	WY BREVARD D	4.4	8 10	s 3 19
1 00	14		26.0	TR 26	SELICA	2.7	5 7	f 3 09
1 07	9		28.7	TR 28	CHERRYFIELD	2.6	5 8	f 3 02
1 15	15	25	31.3	TR 31	Y. ROSMAN D	4.0	12 12	s 2 54
1 30			35.3	TR 35	QUEBEC	6.7	19 27	f 2 42
2 00 ⁶ P.M.	15		42.0	TR 42	WY Lake Toxaway D			2 15 ⁵ P.M.
Ex. Sun 5 Mixed					Ar. Lv.			Ex. Sun 6 Mixed

CAROLINA AND TENNESSEE SOUTHERN

(Central Standard Time)

BUSHNELL—FONTANA

Westbound Third Class	Capacity of Other Tracks in Cars		Miles from Bushnell.	Station Nos.	TIME TABLE No. 89 In effect Dec. 18, 1938	Minimum Time in min. bet'n Stations		Eastbound Third Class
	Siding	Other				Pass	Frgh	
Mixed 121 Tues. Only					STATIONS			Mixed 122 Tues. Only
A.M. 8 00	75		0.0	T 77	Lv. BUSHNELL D	Ar. 9.0	37 37	A.M. 9 59 ⁶⁸
8 37	10		9.0	TA 9	MARCUS	3.0	12 12	f 9 22
8 50	15		12.0	TA 12	RITTER	1.9	8 8	f 9 10
8 59 ¹²²	18		13.9	TA 14	FONTANA			9 00 ¹²¹
A.M. Tues. Only 121 Mixed					Ar. Lv.			A.M. Tues. Only 122 Mixed

SPECIAL INSTRUCTIONS

1. The Special Instructions do not relieve employees of responsibility for proper protection of the train according to Rule 99.
2. SUPERIOR DIRECTION
ALL REGULAR EASTBOUND AND NORTHBOUND TRAINS ARE SUPERIOR TO TRAINS OF THE SAME

CLASS MOVING IN THE OPPOSITE DIRECTION IN ACCORDANCE WITH RULE NO. 72.

No. 122 must not leave Fontana until No. 121 has arrived.
No. 6 must not leave Lake Toxaway until No. 5 has arrived.

3. JOINT TRACKAGE

Trains and engines of Asheville Division will use tracks of other divisions in accordance with their time tables, rules and regulations as follows:

Between
Hayne and Spartanburg.....Charlotte
Asheville and Murphy Junction.....Knoxville

4. STANDARD TIME

(Rules 1 to 3)

Eastern standard time will be used between Salisbury and Asheville, Hayne and B. I. Tower, and Hendersonville and Lake Toxaway. Central standard time will be used between Asheville and Murphy and Bushnell and Fontana.

5. ADDITIONAL INITIAL AND CLEARANCE CARD STATIONS

(Rules 4, 1141 and 1301)

A train must receive a clearance card before leaving its initial station.

6. BULLETIN BOARDS AND SPECIAL ORDER BOOKS

(Rules 1142 and 1302)

Spencer, Salisbury, Barber, Statesville, Newton, Hickory, Connelly Springs, Morganton, Marion, Old Fort, B. I. Tower, Asheville, Hayne, Saluda, Hendersonville, Murphy, Andrews, Bryson, Canton.

7. TRAIN REGISTERS

(Rules 83, 222 and 1143)

Spencer "SU," Salisbury Passenger Depot, B. I. Tower, Asheville, Hayne, Hendersonville, T. R. R. only, Lake Toxaway, Murphy, Bushnell C. and T. S. only, Bryson.

8. STANDARD CLOCKS

(Rule 3)

Asheville Dispatcher's Office, Telegraph Office, Salisbury, Spencer, B. I. Tower, Marion, Hickory, Hayne, Bryson, Murphy.

9. RAILROAD CROSSINGS AT GRADE

(Rules 98, 601 to 683)

Barber—Interlocked.....Winston-Salem Division

10. JUNCTIONS

(Rules 98, 601 to 683)

Salisbury.....Char. & Danville Div.	Hayne.....Char. & Columbia Div.
Barber.....Winston-Salem Div.	Asheville.....Knoxville Div.
Statesville.....Winston-Salem Div.	Sylva.....T. & S. E. Ry.
Newton.....C. & N. W. Ry.	Bushnell.....C. & F. S.
Hickory.....C. & N. W. Ry.	Andrews.....Ritter Lumber Co.
Clinchcross.....Clinchfield R. R.	Andrews.....T. & N. C. R. R.
Marion.....Charleston Div.	Murphy.....L. & N. Ry.
B. I. Tower.....A. & S. Line	Topton.....Graham County R. R.
Hendersonville.....Transylvania	Murphy Jet.....Knoxville Div.

11. ENDS OF DOUBLE TRACK

East End (Rule 98) West End

Salisbury.....333	Majolica.....S 5.0
B. I. Tower.....S 139.1	Craggy.....S 146.0
Hayne.....W 65.5	Sigsbee.....W 62.0

12. DOUBLE TRACK

(Rules 151 to 153)

Double track extends from Salisbury to Majolica, B. I. Tower to Craggy, Mile W-65.5 to Sigsbee.
Trains must keep to the right.

Third class trains may run ahead of second class trains and extras ahead of second and third class trains on double track.

13. TRAIN MOVEMENTS

(Rules 251 to 254—261 to 264—281 to 283)

Trains 17 and 18 must run under full control between Asheville passenger station and automatic signal 1415, just west of Lyman Street, expecting to find main track occupied, and proceed between that point and Murphy Jet., in accordance with signal indications.

On yard track between Salisbury Wye and South end of Spencer Freight Yard, trains and engines must not exceed

eight miles an hour prepared to stop if necessary to prevent accident.

Northbound Charleston Division trains before occupying main track at Junction Switch one-fourth mile east of Marion must ascertain by telephone from the operator at Marion that overdue First Class trains have arrived and departed. Southbound Charleston Division trains before leaving Marion must know the way is clear and that it is proper to proceed.

As shown below, trains and engines will run with the current of traffic, but inferior trains must not delay first class trains: Between Salisbury and Majolica.

Between Mile W-65.5 and Sigsbee.

Between B. I. Tower and Craggy.

As shown below, trains and engines will run on single track against opposing trains by interlocking or block signals whose indications will supercede time table authority, and take the place of train orders:

Between Majolica and Barber WESTBOUND trains only.

EASTBOUND trains must not flag away from Barber and WESTBOUND trains must not flag away from Majolica against automatic block signal without authority from the train dispatcher.

Time shown for Eastbound trains at Marion, Morganton, Drexel, Hickory, Newton, Barber, Hendersonville, Clyde, Lake Junaluska, Dillsboro, Noland, and Almond governs the movement at the siding and not at the station.

Time shown for Westbound trains at Statesville, Hildebran, Enka, and Hazelwood governs the movement at the siding and not at the station.

Trains or engines using double track in reverse direction must approach facing point spring switches under control.

14. YARD LIMITS

(Rule 93)

Salisbury, Barber, Statesville, Newton, Conover, Hickory, Connelly Springs, Morganton, Clinchcross, Marion, Old Fort, Ridgecrest, Swannanoa, Biltmore, Asheville, Hayne, Melrose, Saluda, Hendersonville, Etowah, Lake Toxaway, Rosman, Brevard, Pisgah Forest, Murphy, Andrews, Nantahala, Bushnell, Bryson, Whittier, Sylva, Addie, Balsam, West of Hazelwood, to East of Waynesville, Canton and Enka.

15. ENTRANCE SWITCH TO SIDINGS AND OTHER TRACKS

(Rules 88, 89 and 90)

Unless otherwise provided enter at first switch at first siding, except that at stations where there are lap sidings trains will enter sidings at the lap.

The time of trains at stations where lap sidings are located applies at the lap end and not at the stations or passenger landings.

Lap sidings are located at Connelly Springs, Coleman, Swannanoa, Landrum, Flat Rock and Naples.

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.

16. ADDITIONAL SPEED RESTRICTIONS

Corporate Limits

Statesville—15 miles per hour.	Inman—15 miles per hour.
Hickory—15 miles per hour.	Tryon—10 miles per hour.
Morganton—15 miles per hour.	Hendersonville—15 miles per hr.
Marion—15 miles per hour.	Sylva—10 miles per hour.
Black Mountain	Waynesville—10 miles per hour
15 miles per hour.	over Depot St. crossing.
Asheville—15 miles per hour.	Canton—15 miles per hour.

Spartanburg, S. C.: Twenty miles per hour except over street crossings where the speed will be reduced to ten miles per hour.

All trains or engines must stop and flag the crossing at Main Street, Salisbury; Main Street, Old Fort, and Main Street, Canton.

Santa Fe engines and Simple Mallet engines must not exceed speed of 30 miles per hour and Compound Mallet engines 25 miles per hour at any point except between Ridgecrest and Old Fort where the speed of Santa Fe engines must not exceed 15 miles per hour at any point.

When passenger engines haul freight cars or when freight engines haul either freight or passenger cars the speed restrictions for freight trains will apply.

Trains handling loaded high side coal cars and tank cars will not exceed a speed of 20 miles per hour between Murphy and Murphy Junction and between Hendersonville and Lake Toxaway.

Whenever an engine not equipped with leading trucks is being handled in tow the train handling such engine must not exceed speed of 15 miles per hour.

Whenever an engine has been disabled by having its main rod and side rods removed on one or both sides the train handling such engine in tow must not exceed speed of 15 miles per hour.

Whenever an engine is being handled in tow and such engine is equipped with main rods and side rods, or with side rods only, the train handling such engine must not exceed speed of 25 miles per hour.

An engine in tow must be when practicable handled next to the engine hauling the train, except that an engine of light construction should be handled on rear of train.

Whenever an engine is to be handled in tow the Train Dispatcher must be advised before the train leaves its initial station.

All trains reduce speed to thirty miles an hour over crossing at Barber and six miles an hour over Fulton St. Crossing 1,000 ft. East of M.P. S-1.

17. MANUAL BLOCK SYSTEM

(Rules 301 to 383)

Both Manual Block System Rules 301 to 383 and Automatic Block System Rules 501 to 520 are effective between Saluda and Melrose, except as follows:

Helper engines moving light eastbound, Saluda to Melrose, will be governed by Automatic Block System Rules 501 to 520, except that they will not leave Saluda until first class trains have cleared block at Melrose.

18. AUTOMATIC BLOCK SYSTEM

(Rules 501 to 520)

Automatic Block Signal rules are effective:

Between Hayne and Asheville.

Between Salisbury and Asheville.

19. ADDITIONAL FLAG STOPS

Icard ....Nos. 11, 12 and 36	Wesser .....Nos. 17 and 18
Graphite ....Nos. 11, 12, 36	Fry .....Nos. 17 and 18
Brickton ....Nos. 9 and 10	Hewitt .....Nos. 17 and 18
Emma .....Nos. 17, 18	Coalville ....Nos. 17 and 18
Sulphur Springs Nos. 17, 18	Maltby .....Nos. 17 and 18
Acton .....Nos. 17, 18	Regal .....Nos. 17 and 18
Luthers .....Nos. 17, 18	Davis .....Nos. 5 and 6
Turnpike .....Nos. 17, 18	Yale .....Nos. 5 and 6
Saunook .....Nos. 17, 18	Cannon .....Nos. 5 and 6
Beta .....Nos. 17, 18	Blantyre .....Nos. 5 and 6
Barker's Creek ..Nos. 17, 18	David's Riv'r. Nos. 5 and 6
Wilnot .....Nos. 17, 18	Calvert .....Nos. 5 and 6
Governors Island Nos. 17, 18	Reid .....Nos. 5 and 6
Epps Springs Nos. 17, 18, 68, 69	Collingwood ..Nos. 121, 122
Forney ...Nos. 17, 18, 68, 69	Hubbard .....Nos. 121, 122

20. CONDITIONAL STOPS

The following additional signs when placed before the figure of the schedule indicate stops will be made for the purpose shown.

(a) Discharge revenue passengers from Spartanburg and beyond.

(b) Receive or discharge revenue passengers to or from Asheville, Biltmore, Spartanburg, Salisbury, W.-Salem and beyond.

(d) Receive or discharge revenue passengers to or from Washington and beyond.

(e) Discharge revenue passengers for W.-Salem Div. No. 4.

(g) Receive or discharge revenue passengers to or from Salisbury, and beyond.

No. 21 stop at Graphite to discharge revenue passengers from east of Statesville.

Candler and Judson are regular stops for trains 17 and 18.

21. HELPING TRAINS

When it is necessary for a train to push another train on a grade or into a siding, the pusher engine must be detached from its train, after proper measures have been taken for its protection, including setting of hand brakes and such other measures as may be

necessary, and after coupling to the rear car of the train to be pushed, the air hose must be coupled and the air operated through; the air pressure must be equalized between the pushing engine and the train to be pushed, and the cut out cock under automatic brake valve closed. This automatically cuts out train control operation on the pusher engine.

When the pusher engine is uncoupled from the train, cut out cock under brake valve must be opened so as to make train control operative.

Position of brake valve handles on the pushing engine to be the same as the second engine on a double header train, and the instructions in book of rules governing the operation of a train with two or more engines, including all brake handling, will govern.

22. SWITCHES

When any part of a train is moving through a switch, the speed must not exceed fifteen miles per hour, except at end of double track, where the speed must not exceed twenty miles per hour.

Trailing movements may be made through spring switches without opening and closing by hand, however, if necessary to stop a train or engine on a spring switch, the switch must be set by hand before taking slack or reverse movement is attempted.

"SS" Signs are located adjacent to spring switches, and will also, when practicable, indicate location of the clearance point for adjacent track, unless "Clear this Post" sign is used.

The ends of double track where spring switches are located are at present as follows:

Majolica ----- End double track. Sigsbee ----- End double track.
Hayne ----- End double track.

Spring switches located at other points are as follows:

Barber ----- West end of siding.	Black Mountain ----- East and west ends of siding.
Elmwood ----- East end of east siding.	Azalea ----- West end of siding.
Statesville ----- West end of siding.	Buena Vista ----- East and west ends of siding.
Eufola ----- East end of siding.	Arden ----- East and west ends of siding.
Catawba ----- West end of siding.	Fletchers ----- East and west ends of siding.
Oyama ----- East and west ends of siding.	Naples ----- East and west ends of west siding.
Hildebran ----- West end of siding.	Smyth ----- East and west ends of siding.
Connelly Springs ----- West end of west siding.	Hendersonville ----- East and west ends of siding.
Drexel ----- East end of siding.	Flat Rock ----- East end of east siding.
Morganton ----- West end of siding.	Flat Rock ----- West end of west siding.
Glen Alpine ----- East and west ends of siding.	Tuxedo ----- East and west ends of siding.
Bridgewater ----- East and west ends of siding.	Saluda ----- West end of siding.
Nebo ----- East and west ends of siding.	Melrose ----- East end of siding.
Marion ----- West end of siding.	Tryon ----- East and west ends of siding.
Greenlee ----- East and west ends of siding.	Landrum ----- East and west ends of west siding.
Old Fort ----- East end of west siding.	Campobello ----- East and west ends of siding.
Dendron ----- East end of east siding.	Inman ----- East end of siding.
Coleman ----- West end of west siding.	
Ridgecrest ----- West end of siding.	

DIVISION OFFICERS

J. D. MOSS, Train Master.....Asheville, N. C.
J. C. MORRIS, Train Master.....Asheville, N. C.
J. W. GREENWOOD, Chief Train Dispatcher, Asheville, N. C.
B. W. WEST, Night Chief Dispatcher.....Asheville, N. C.
L. SUMNER, Train Dispatcher.....Asheville, N. C.
GUY CRAWFORD, Train Dispatcher.....Asheville, N. C.
A. E. HUFFMAN, Train Dispatcher.....Asheville, N. C.
C. E. ABERNETHY, Train Dispatcher.....Asheville, N. C.
R. B. STONE, Train Dispatcher.....Asheville, N. C.
R. E. FRAZIER, Train Dispatcher.....Asheville, N. C.
E. P. FLEMING, Train Dispatcher.....Asheville, N. C.

WHEN NECESSARY, PASSENGER TRAINS WILL WAIT FOR CONNECTIONS AS INDICATED BELOW. SUPERINTENDENT OR CHIEF DISPATCHER WILL INSTRUCT IN CASES OF UNUSUAL CONDITIONS OR EMERGENCIES.

Train No.	Wait At	For	Time
9	Spartanburg..	Cola. Div.	9 Indefinitely
11	Salisbury.....	Char. Div.	36 15 minutes Note 2
11	Barber.....	W.-Salem Div.	1 30 minutes Note 2
11	Hickory.....	C & N. W.	101 20 minutes Note 2
11	Marion.....	Chastn. Div.	36 30 minutes Note 2
12	Asheville.....	Knox. Div.	12 One hour
15	Salisbury.....	Danville Div.	31 Two hours
17	Asheville.....	Asheville Div.	15 30 minutes
21	Barber.....	W.-Salem Div.	21 Indefinitely
21	Salisbury.....	Danville Div.	45 45 minutes Note 2
22	Asheville.....	Knox. Div.	28 One hour
22	Biltmore.....	Asheville Div.	9 15 minutes Note 2
27	Spartanburg..	Columbia Div.	27 Indefinitely
28	Asheville.....	Knox. Div.	28 Indefinitely
35	Salisbury.....	Danville Div.	35 One hour

Note 2—When passengers are reported.

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

BETWEEN	EASTBOUND							
	Consolidated 22 in. x 30 in. Superheated		Mikado 27 in. x 30 in.		Santa Fe 28 in. x 32 in.		Mallet 23 in. x 30 in.	
	Carded	Slow	Carded	Slow	Carded	Slow	Carded	Slow
Asheville and Old Fort	1000	1000	1100	1100	1450	1450	....	....
Old Fort and Connelly Spgs.	1400	1400	1650	1650	2450	2450	....	....
Connelly Spgs. and Salisbury	1750	1750	1800	1800	2500	2500	....	....
Asheville and Hendersonville	1050	1050	1125	1125	....	....	1850	1850
Hendersonville and Hayne	1100	1100	1400	1400	....	....	2350	2350

BETWEEN	WESTBOUND							
	Consolidated 22 in. x 30 in. Superheated		Mikado 27 in. x 30 in.		Santa Fe 28 in. x 32 in.		Mallet 23 in. x 30 in.	
	Carded	Slow	Carded	Slow	Carded	Slow	Carded	Slow
Salisbury and Hickory	1250	1250	1450	1450	1800	1800	....	....
Hickory and Old Fort	1250	1250	1450	1450	1600	1600	....	....
Old Fort and Asheville	550	550	600	600	750	750	....	....
Hayne and Melrose	750	750	1000	1000	....	....	1850	1850
Melrose and Saluda	300	300	350	350	....	....	550	550
Saluda and Asheville	750	750	1150	1150	....	....	2150	2150

BETWEEN	EASTBOUND	
	Consolidated 24 in. x 30 in.	Consolidated 22 in. x 30 in.
Murphy and Andrews	1,000	950
Andrews and Topton	425	400
Topton and Bushnell.....	2,500	2,400
Bushnell and Bryson	1,650	1,600
Bryson and Dillsboro	1,050	1,000
Dillsboro and Addie	1,450	1,400
Addie and Balsam	350	315
Balsam and Waynesville ...	2,050	2,000
Waynesville and Canton ...	950	900
Canton and Asheville	1,850	1,800

BETWEEN	WESTBOUND	
	Consolidated 24 in. x 30 in.	Consolidated 22 in. x 30 in.
Asheville and Canton	800	750
Canton and Waynesville ..	725	625
Waynesville and Balsam ..	500	475
Balsam and Bushnell	2,800	2,700
Bushnell and Nantahala ...	1,100	1,000
Nantahala and Topton	350	300
Topton and Andrews	2,800	2,700
Andrews and Murphy	1,050	1,000

NORTHBOUND

BETWEEN	Consolidated 22 in. x 30 in. Superheated	
	Lake Toxaway and Rosman.	2000
Rosman and Hendersonville.	1000	.....

SOUTHBOUND

BETWEEN	Consolidated 22 in. x 30 in. Superheated	
	Rosman and Lake Toxaway.	350
Hendersonville and Rosman.	1050	.....

The above rating is based on maximum grades and may be increased over certain parts of the line when necessary.

ASHEVILLE 12

SYSTEM LOCOMOTIVES, DERRICKS, PILE DRIVERS AND OTHER ROADWAY EQUIPMENT AND SYSTEM AND FOREIGN CARS MAY BE OPERATED PROVIDED WEIGHTS AND OTHER RESTRICTIONS SHOWN BELOW ARE NOT EXCEEDED

BETWEEN ASHEVILLE AND SALISBURY

EQUIPMENT	TYPE	TOTAL WEIGHT
Consolidation Engs..	2-8-0	246,000
Mikado Engines....	2-8-2	(a) (d) 326,000
Santa Fe Engines..	2-10-2	(b) (d) 378,000
Pacific Engines....	4-6-2	306,000
Mountain Engines..	4-8-2	(c) 327,000
Loaded Cars.....	4 wheel trucks.	210,000
Loaded Cars.....	6 wheel trucks.	270,000
Derricks.....		(e) 264,000

(a) Heavy Mikado (converted Santa Fe) engines weighing 329,500 lbs. with rigid wheel base exceeding 16' 6" cannot be operated.

(b) Only Santa Fe engines with floating front drivers and rigid wheel base of 20' 7" or less may be operated. They must not exceed a speed of thirty miles per hour and must not be coupled to each other but must be separated by at least three cars. They may be coupled to other types of engines permitted on this line.

(c) Mountain type engines must not be operated unless equipped with floating front drivers.

(d) Must not be operated over side tracks containing open deck trestles with 3 ply 7" x 16" stringers, where the spacing of the bents exceed nine feet.

(e) All system derricks may be operated except that derricks D-70, D-71, D-72, D-73, D-74, D-5988, D-5989 and D-6471 must not be operated over side tracks containing open deck trestles with 3 ply 7" x 16" stringers where the spacing of the bents exceeds nine feet. Derricks D-1, D-22, D-26, D-30, D-40 and D-8590 must not exceed a speed of 20 miles per hour; other derricks 25 miles per hour.

Pile drivers PD-24, PD-25 and PD-36 may be operated with a tender at one end and a tool car weighing not exceeding 90,000 lbs. gross at the other end. Pile driver PD-36 must also have stack removed when in transit. Pile drivers PD-19 and PD-22 may be operated without restrictions.

BETWEEN HENDERSONVILLE AND LAKE TOXAWAY

EQUIPMENT	TYPE	TOTAL WEIGHT
Consolidation Engs..	2-8-0	(a) 216,000
Pacific Engines ...	4-6-2	(a) 220,560
Loaded Cars.....		210,000
Derricks.....		(b) 208,000

(a) Must not be operated coupled to each other, but may be operated coupled to engines weighing not in excess of 171,600 pounds.

Pile Drivers PD-24, PD-25 and PD-36 may be operated with a tender at one end and a tool car weighing not exceeding 90,000 lbs. gross at the other end. Pile Driver PD-36 must also have stack removed when in transit. Pile Drivers PD-19 and PD-22 may be operated without restrictions.

(b) Derricks D-22, D-30, D-32, D-5993 and other System derricks weighing not in excess of 208,000 lbs. may be operated. Derricks D-1, D-22, D-26, D-30 and D-8590 must not exceed a speed of twenty miles per hour; other derricks twenty-five miles per hour.

BETWEEN ASHEVILLE AND HAYNE

EQUIPMENT	TYPE	TOTAL WEIGHT
Consolidation Engs..	2-8-0	246,000
Mountain Engines..	4-8-2	(a) 327,000
Mikado Engines....	2-8-2	292,500
Mallet Engines....	2-8-8-2	(b) 469,000
Santa Fe Engines..	2-10-2	(c) 378,000
Pacific Engines....	4-6-2	232,000
Loaded Cars.....	4 wheel trucks.	210,000
Loaded Cars.....	6 wheel trucks.	270,000
Derricks.....		(d) 239,000

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

(a) Mountain type engines must not be operated unless equipped with floating front drivers.

(b) Mallet engines of 2-8-8-2 type weighing 469,000 pounds may be operated, but must not be operated coupled to each other or to any other engine, but must be separated from any engine by at least three cars. These engines must not exceed a speed of 15 miles per hour over Cane Creek Bridge, Mile Post W-12.0, or over South Pacolet River Bridge, Mile Post W-48.6.

(c) Only Santa Fe engines having floating front drivers and rigid wheel base of 20' 7" or less may be operated and they may be operated only from Asheville to open deck trestle Mile W-36.6, but must not cross this structure and must not exceed a speed of ten miles per hour over Cane Creek bridge, Mile W-12.0.

(d) Derricks D-30, D-32, D-37, D-65, D-67, D-68 and other system derricks weighing not in excess of 241,000 lbs. may be operated. Derricks D-71, D-73, D-74 and other system derricks weighing more than 241,000 lbs. and not in excess of 264,000 lbs. may be operated from Hayne to East end of open deck trestle at Mile W-58.4 and from Asheville to West end of Cane Creek Bridge Mile W-12.0, but must not cross over these structures. Derricks D-1, D-22, D-26, D-30, D-40 and D-8590 must not exceed a speed of twenty miles per hour; other derricks twenty-five miles per hour.

Pile drivers PD-24, PD-25 and PD-36 may be operated with a tender at one end and a tool car weighing not exceeding 90,000 lbs. gross at the other end. Pile driver PD-36 must also have stack removed when in transit. Pile drivers PD-19 and PD-22 may be operated without restrictions.

BETWEEN ASHEVILLE AND MURPHY

EQUIPMENT	TYPE	TOTAL WEIGHT
Consolidation Engs..	2-8-0	(a) 214,000
Pacific Engines....	4-6-2	(a) 232,000
Mikado Engines....	2-8-2	(b) 292,500
Loaded Cars.....		210,000
Derricks.....		(c) 239,000

(a) When engines in excess of 172,000 lbs. are operated coupled, the speed must not exceed fifteen miles per hour over 13th Valley River Bridge Mile T-121.8.

(b) Mikado engines may be operated only between Asheville and Addie.

(c) Derricks D-22, D-30, D-32 and other system derricks weighing not in excess of 175,000 lbs. may be operated at a speed of twenty miles per hour. Derricks D-65, D-67, D-68 and other system derricks weighing in excess of 175,000 lbs. and not exceeding 241,000 lbs. may be operated with a car weighing not exceeding 90,000 lbs. gross at each end and at a speed not exceeding fifteen miles per hour between Asheville and 13th Valley River Bridge, Mile T-121.8, but must not cross over this structure.

Pile drivers PD-24, PD-25 and PD-36 may be operated with stack removed and with a tender at one end and a car weighing not exceeding 90,000 lbs. gross at the other end provided they are handled carefully through Indian Ridge tunnel Mile T-79.4. Pile drivers PD-19 and PD-22 may be operated without restrictions.

C. & T. S. R. R. BETWEEN BUSHNELL AND FONTANA

EQUIPMENT	TYPE	TOTAL WEIGHT
Consolidation Engs..	2-8-0	214,000
10 wheel passenger engines	4-6-0	127,000
Loaded Cars.....		169,000
Derricks.....		(a) 239,000

Engines permitted on this line may be operated coupled. All system pile drivers may be operated at a speed not to exceed fifteen miles per hour.

(a) Derricks D-22, D-30, D-32 and other System derricks weighing not in excess of 175,000 lbs. may be operated at a speed not exceeding fifteen miles per hour and derrick D-67 weighing not in excess of 239,000 lbs. may be operated at a speed not exceeding ten miles per hour.