

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 SALISBURY, N. C., AND MONROE, VA., VIA DOUBLE TRACK ROUTE; BETWEEN GREENSBORO AND GOLDSBORO, N. C.; AND BETWEEN UNIVERSITY AND CHAPEL HILL, N. C.

EQUIPMENT	TYPE	CLASS	TOTAL WEIGHT
Pacific Engines	4-6-2	232	(e) 232,000
Mikado Engines	2-8-2	292	(e) 292,000
Consolidation Engines	2-8-0	---	(e) 246,000
Mallet Engines	2-8-8-2	---	(a) (b) (d) 469,000
Santa Fe Engines	2-10-2	378	(a) (b) (c) (d) 378,000
Mountain Engines	4-8-2	327	(a) 327,000
Mikado Engines	2-8-2	330	(b) 329,500
Pacific Engines	4-6-2	305	306,000
Loaded Cars	4 wheel trucks	---	(e) 210,000
Loaded Cars	6 wheel trucks	---	270,000

(a) Must not be operated between Selma and Goldsboro.

(b) Must not be handled over side or industrial tracks containing open deck trestles.

(c) Must not be operated coupled to each other between Greensboro and Selma but may be operated coupled to engines weighing 292,000 pounds (light Mikado) or less between these points.

(d) Must not be operated coupled to each other or to any other engine between Salisbury and Monroe but must be separated from any engine by at least three cars having a gross weight not exceeding 169,000 pounds each.

(e) May be operated between University and Chapel Hill. Engines permitted on this line may be operated coupled.

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.

All system derricks may be operated, except that derricks D-70, D-71, D-72, D-73, D-74 and D-5989 must not be operated over side tracks containing open deck trestles.

Derricks D-1, D-22, D-30 and D-40 must not exceed a speed of twenty miles per hour; other derricks twenty-five miles per hour.

Only Derricks D-1, D-24, D-27, D-29, D-30 and D-58 may be operated on S. U. Railroad, at a speed not exceeding fifteen miles per hour.

NOTE: Other derricks not listed above must not be operated without permission of the Chief Engineer.

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

BETWEEN	Mikado	Mikado
	27 in. x 32 in.	26 in. x 30 in.
North or Eastbound	All Classes	All Classes
Spencer and Pomona	2900	2400
Pomona and Dundee	2600	2000
Dundee and Hurt	2375	1950
Hurt and Montview	2600	2200
Montview and Monroe	3500	3200
Pomona and Durham	2600	2200
Durham and Selma	2500	2100
South or Westbound		
Monroe and Montview	2300	2000
Montview and Pomona	2000	1800
Pomona and Spencer	2400	1900
Selma and Raleigh	2200	1850
Raleigh and Pomona	2100	1750

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

In making computation less than 1,000 lbs. will be dropped—1,000 lbs. will be counted one ton.

SOUTHERN RAILWAY SYSTEM

EASTERN LINES

Danville Division

TIME TABLE No.

17

Effective 3.00 P. M. (Eastern Time)

SUNDAY, MAY 4, 1941

FOR THE GOVERNMENT OF EMPLOYEES ONLY

G. W. ADAMS _____ General Manager
 T. C. BLACKWELL, Gen'l Superintendent Transportation
 C. W. ASHBY _____ Superintendent

MONROE - SALISBURY—Southbound

DANVILLE 3

TIME TABLE NO. 17

FIRST CLASS

Miles from Washington	Station Nos.	TIME TABLE NO. 17 In effect May 4, 1941 STATIONS	FIRST CLASS							
			11 Daily A.M.	25 Daily A.M.	135 Daily P.M.	35 Daily P.M.	17 Daily P.M.	37 Daily P.M.	31 Daily P.M.	
165.1	165	WYTC.. MONROE .....N 3.0		11 50		2 30 ⁵⁵	6 00	9 20	10 42	11 20
168.1	168	..... LEFTWICH 4.4		11 54		2 35	6 05	9 24	10 46	11 24
172.5	172	..... LYNCHBURG ....P		12 01 12 10		s 2 40 2 55	s 6 13 6 20	s 9 32 9 50	s 11 02	s 11 40
178.5	173	..... DURMID .....P 1.0		12 11		2 58	6 22	9 52	11 04	11 42
176.6	176	WY... MONTVIEW .....N 3.1		12 15		3 02	6 25	9 55	11 07	11 46
183.8	184	..... PACOMAN .....P 7.2		P.M.		3 12	6 34	P.M.	11 16	11 56
186.8	187	..... EVINGTON .....P 3.0				f 3 18	6 37		11 19	11 59
193.1	193	..... CLARION .....P 6.3				f 3 28	6 45		11 26	12 07
195.8	196	..... ALTA VISTA .....N 2.7				s 3 38	s 6 51		11 30	y 12 10
198.8	197	..... HURT .....P 1.0				f 3 40				
200.3	200	..... MOTLEY 3.5				f 3 47	6 57		11 36	12 17
208.3	208	W..... GREтна .....D 8.0				s 4 01	7 05		11 44	12 27
213.3	213	..... WHITTLE 5.0				f 4 08	7 12		11 49	12 32
218.2	218	..... CHATHAM .....D 4.9				s 4 18	f 7 20		11 54	12 39
225.8	226	..... WHITE OAK .....P 7.6				4 29	7 29		12 03	12 48
235.0	235	WYC... DUNDEE .....N 9.2	A.M.			4 40	7 39		12 13	12 58
235.8	236	W..... DANVILLE .....N 0.8	10 45			s 4 42 5 05	s 7 40 7 50		s 12 15 12 20	s 1 00 1 10
238.7	239	..... JAFFA .....P 2.9	10 50			5 11	7 56		12 25	1 17
241.1	241	..... STOKESLAND ....P 2.4	f 10 55			5 15	8 00		12 30	1 20
244.3	244	W..... PELHAM .....P 3.2	f 11 00			f 5 22	8 06		12 35	1 25
257.7	258	..... PENNINGTON ....P 13.4	11 18			5 40	8 24		12 50	1 43
259.9	260	..... REIDSVILLE .....N 2.2	s 11 25			s 5 50	f 8 29		12 53	y 1 46
272.4	272	W..... BROWN SUMMIT ..D 12.5	f 11 39			f 6 05	8 42		1 06	2 01
277.8	278	..... BUSICK .....P 5.4	11 49			6 13	8 50		1 12	2 08
283.9	284	WY.. GREENSBORO .....N 6.1	12 05 12 20			s 6 20 6 50	s 8 58 9 15		s 1 25	s 2 17 2 35 ⁴⁷
286.7	287	WYTC.. POMONA .....N 2.8	12 25 ⁶³			6 55	9 20 ⁵⁵ ₂₅₅		1 30	2 41
290.5	290	..... HILL TOP .....P 3.8	12 30			7 00	9 25		1 35	2 46
299.2	299	..... HIGH POINT .....N 8.7	s 12 50			s 7 25	s 9 41		y 1 47	s 3 00
306.0	306	..... THOMASVILLE ...D 6.8	s 1 00			s 7 40	f 9 53		1 55	3 10
312.0	312	..... LAKE .....P 6.0	1 06			7 48	10 00		2 01	3 17
316.8	317	..... LEXINGTON .....N 4.8	s 1 15			s 8 03	f 10 08		2 06	3 24
323.0	323	..... LINWOOD .....P 6.2	f 1 25			8 13	10 15		2 13	3 31
328.3	328	..... YADKIN 3.3	1 31			8 19	10 22		2 19	3 37
331.1	332	WTC... SPENCER .....N 2.8	s 1 45 ⁵¹			s 8 27	s 10 30		2 24	s 3 50
333.7	334	WY.... SALISBURY .....N 2.6	s 1 55 P.M. Ar.	P.M.		s 8 35 P.M.	s 10 40 P.M.	P.M.	s 2 30 A.M.	s 4 00 A.M.
			Daily 11	Daily 25		Daily 135	Daily 35	Daily 17	Daily 37	Daily 31

SALISBURY-MONROE—Northbound

FIRST CLASS

Miles from Washington	TIME TABLE NO. 17 In effect May 4, 1941 STATIONS		FIRST CLASS						D. & W.
			48 Daily	30 Daily	18 Daily	36 Daily	136 Daily	26 Daily	104 Ex. Sun.
165.1	WYTC.....	MONROE .....N	Ar. A.M. s 6 15 ⁵⁸	A.M. s 8 00	A.M. s 8 10	P.M. s 2 15 ⁵⁶	P.M. s 3 10 ⁶²	P.M. s 8 05	P.M.
168.1	.....	LEFTWICH 3.0	6 06	7 51	8 01	2 06	3 01	7 55	.....
172.5	.....	LYNCHBURG .....P	s 6 00	s 7 45	s {7 55 7 50	s {2 00 1 55	s {2 55 2 40	s {7 48 7 40	.....
173.5	.....	DURMID .....P	.....	7 32	7 49	1 53	2 37	7 38	.....
176.6	WY.....	MONTVIEW .....N	5 54	7 29 ¹⁸	7 46 ³⁰	1 49	2 33	7 35	.....
183.8	.....	PACOMAN .....P	5 46	7 19	A.M.	1 40	2 21	P.M.	.....
186.8	.....	EVINGTON .....P	.....	7 14	.....	1 35	s 2 16	.....	.....
193.1	.....	CLARION .....P	5 37	7 06	.....	1 26	f 2 05	.....	.....
195.8	.....	ALTA VISTA .....N	5 34	h 6 59	.....	s 1 20	s 2 00	.....	.....
196.8	.....	HURT .....P	.....	.....	.....	1 17 ⁶²	f 1 54	.....	.....
200.3	.....	MOTLEY .....P	5 29	6 53	.....	1 12	f 1 49	.....	.....
208.3	W.....	GRETNA .....D	5 20	6 44	.....	f 1 02	s 1 39	.....	.....
213.8	.....	WHITTLE .....P	5 14	6 38	.....	12 55	f 1 29	.....	.....
218.2	.....	CHATHAM .....D	5 08	h 6 31	.....	s 12 45	s 1 22	.....	.....
225.8	.....	WHITE OAK .....P	5 00	6 21	.....	12 35	1 09	.....	.....
235.0	WYC.....	DUNDEE .....N	4 49	6 06	.....	12 24	12 57	.....	P.M.
235.8	W.....	DANVILLE .....N	s {4 48 4 42	s {6 05 5 55	.....	s 12 22 12 14	12 55 s 12 38	.....	5 00
238.7	.....	JAFFA .....P	.....	5 51	.....	12 09	12 30	.....	4 50
241.1	.....	STOKESLAND .....P	4 34	5 48	.....	12 06	12 26	.....	4 44
244.8	W.....	PELHAM .....P	4 31	5 44	.....	12 02	f 12 21	.....	P.M.
257.7	.....	PENNRINGTON .....P	4 15	5 27	.....	11 45	12 02	.....	.....
259.9	.....	REIDSVILLE .....N	4 12	5 23	.....	s 11 42	s 11 58	.....	.....
272.4	W.....	BROWN SUMMIT .....D	3 59	5 10	.....	11 28	s 11 38	.....	.....
277.8	.....	BUSICK .....P	3 53	5 03	.....	11 22	11 30	.....	.....
283.9	WY.....	GREENSBORO .....N	s 3 45	s 4 55	.....	s 11 15 ¹³⁶ 11 05	11 20 ³⁶ 11 00	.....	.....
286.7	WYTC....	POMONA .....N	3 38	4 38	.....	10 57	10 49	.....	.....
290.5	.....	HILL TOP .....P	3 34	4 34	.....	10 52	10 44	.....	.....
299.2	.....	HIGH POINT .....N	f 3 25	s 4 24	.....	s 10 40	s 10 31	.....	.....
306.0	.....	THOMASVILLE .....D	3 16	4 13	.....	s 10 27	s 10 16	.....	.....
312.0	.....	LAKE .....P	3 09	4 05	.....	10 16	10 04	.....	.....
316.8	.....	LEXINGTON .....N	3 04	4 00	.....	s 10 10	s 9 58	.....	.....
323.0	.....	LINWOOD .....P	2 58	3 54	.....	10 00	9 49	.....	.....
328.3	.....	YADKIN .....P	.....	3 48	.....	9 53	9 43	.....	.....
331.1	WTC.....	SPENCER .....N	2 49	s 3 45	.....	s 9 50	s 9 40	.....	.....
333.7	WY.....	SALISBURY .....N	2 45 A.M.	3 35 A.M.	A.M.	9 40 A.M.	9 30 A.M.	P.M.	P.M.
			Daily 48	Daily 30	Daily 18	Daily 36	Daily 136	Daily 26	Ex. Sun. 104

SALISBURY - MONROE—Northbound

DANVILLE 5

Capacity of Tracks in Cars		Miles from Washington	Station Nos.	TIME TABLE NO. 17 In effect May 4, 1941 STATIONS	FIRST CLASS								
S'd'g	Other				34 Daily	12 Daily	38 Daily	32 Daily	42 Daily	40 Daily	140 Ex. Sun.		
....	1000	165.1	165	WYTC... MONROE Ar. N s	P.M. 9 30	.....	P.M. 1 10	s 1 55	s 2 05	s 2 55	s 3 50	
....	8	168.1	168	..... LEFTWICH 3.0	9 21	.....	12 55	1 41	1 56	2 48	3 41
....	30	172.5	172	..... LYNCHBURG P s 4.4	9 15	.....	s 12 50	s 1 35	s 1 50	s 2 40	s 3 35 3 20
....	10	173.5	173	..... DURMID P 1.0	9 01	.....	12 43	1 23	1 29	2 25	3 13
n69	200	176.6	176	WY..... MONTVIEW N 3.1	8 58	.....	12 40	1 20 ⁴²	1 25 ³²	2 21	3 10	
n66	4	183.8	184	..... PACOMAN P 7.2	8 47	.....	12 30	1 09	A.M.	2 11	3 00
....	20	186.8	187	..... EVINGTON P 3.0	8 43	.....	12 27	1 04	.....	2 07	2 56
n66	10	193.1	193	..... CLARION P 6.3	8 35	.....	12 19	12 56	.....	2 00	2 47
....	14	195.8	196	..... ALTA VISTA N 2.7	8 30	.....	12 15	12 52	.....	1 55	2 42
....	90	196.8	197	..... HURT P 1.0	.....	.....	.....	.....	.....	.....	.....
n80	15	200.3	200	..... MOTLEY 3.5	8 24	.....	12 09	12 47	.....	1 49	2 35
....	40	208.3	208	W..... GRETNA D 8.0	8 15	.....	11 59	12 37	.....	1 39	2 25
n94	12	213.3	213	..... WHITTLE 5.0	8 09	.....	11 54	12 30	.....	1 33	2 18
....	135	218.2	218	..... CHATHAM D 4.9	8 03	.....	11 48	12 24	.....	1 26	2 12
n85	....	225.8	226	..... WHITE OAK P 7.6	7 53	.....	11 38	12 15	.....	1 16	2 02
n86	Yd	235.0	235	WYC..... DUNDEE N 9.2	7 41	.....	P.M. 11 26	12 01	.....	1 02	1 47
....	Yd	235.8	236	W..... DANVILLE N 0.8	7 40 7 32	.....	s 11 05 ³⁸	s 11 25 s 11 15 ¹²	.....	1 00 s 12 50	s 1 45 1 20
....	....	238.7	239	..... JAFFA P 2.9	7 24	.....	10 56	11 11	11 46	12 37	1 15
....	3	241.1	241	..... STOKESLAND P 2.4	7 21	.....	10 52	11 08	11 43	12 33	1 10
n75	25	244.3	244	W..... PELHAM P 3.2	7 17	.....	f 10 47	11 04	11 39	12 29	1 05	
n72	....	257.7	258	..... PENNINGTON P 13.4	7 01	.....	10 29	10 47	11 22	12 12	12 48
....	145	259.9	260	..... REIDSVILLE N s 2.2	6 58	.....	s 10 25	m 10 44	q 11 19	r 12 08	12 45
n79	15	272.4	272	W..... BROWN SUMMIT D 12.5	6 44	.....	f 10 09	10 30	11 05	11 54	12 30	
n91	....	277.8	278	..... BUSICK P 5.4	6 38	.....	9 58	10 24	10 58	11 48	12 23
....	Yd	283.9	284	WY..... GREENSBORO N 6.1	6 30 6 20	.....	s 9 45 s 9 20	10 15 s 10 05	s 10 50 10 40	11 40 s 11 30	s 12 15 11 54	
....	Yd	286.7	287	WYTC... POMONA N 2.8	6 13	.....	9 10	9 57 ²⁵²	10 35	11 23	11 45	
....	....	290.5	290	..... HILL TOP P 3.8	6 09	.....	9 05	9 53	10 30	11 17	11 40
n92	200	299.2	299	..... HIGH POINT N s 8.7	6 00	.....	s 8 54	s 9 40	s 10 20	s 11 07	s 11 30
n122	75	306.0	306	..... THOMASVILLE D 6.8	f 5 48	.....	s 8 34	9 31	q 10 10	r 10 54	11 14
n67	....	312.0	312	..... LAKE P 6.0	5 39	.....	8 20	9 25	9 59	10 46	11 04
n69	75	316.8	317	..... LEXINGTON N s 4.8	5 33	.....	s 8 12	9 20	q 9 54	r 10 41	10 59
....	15	323.0	323	..... LINWOOD P 6.2	5 25	.....	f 8 00	9 13	9 45	10 34	10 49
....	....	328.3	328	..... YADKIN 5.3	5 19	.....	7 53	9 07	9 38	10 28	10 43
....	Yd	331.1	332	WTC... SPENCER N 2.8	5 15	.....	s 7 50	9 04	s 9 35	s 10 25	s 10 40	
....	Yd	333.7	334	WY..... SALISBURY N 2.6	5 05 P.M.	.....	7 40 P.M.	9 00 P.M.	9 25 P.M.	A.M. 10 15 P.M.	10 30 P.M.	
					Daily 34			Daily 12	Daily 38	Daily 32	Daily 42	Daily 40	Ex. Sun. 140

Capacity of Tracks in Cars		Miles from Washington	TIME TABLE NO. 17 In effect May 4, 1941 STATIONS		SECOND CLASS							THIRD CLASS		
S'dg	Other		Lv.	Ar.	57 Daily A.M. 2 00	253 Daily A.M. 2 05	D. & W. 121 Ex. Sun. A.M. 2 00	51 Daily A.M. 7 15 ³³	53 Daily A.M. 7 30	55 Daily P.M. 3 00 ¹³⁵	255 Daily P.M. 3 00	63 Ex. Sun. A.M. 6 00	61 Ex. Sun. P.M. 6 00	
.....	1000	165.1	WYTC..	MONROE	N	2 00	2 05	.....	7 15 ³³	7 30	3 00 ¹³⁵	.....	6 00	.....
.....	8	168.1	.....	LEFTWICH	.....	2 05	.....	.....	7 20	7 38	3 05	.....	6 05	.....
.....	30	172.5	.....	LYNCHBURG	P	2 15	.....	.....	7 30	7 48	3 15	.....	6 14	.....
.....	10	173.5	.....	DURMID	P	2 17	.....	.....	7 32	7 50	3 17	.....	6 16	.....
s75	200	176.8	WY...	MONTVIEW	N	2 25	.....	.....	7 36	7 55	3 30	.....	6 28	.....
s66	4	183.8	.....	PACOMAN	P	2 39	.....	.....	7 50	8 05	3 45	.....	6 39	.....
.....	20	186.8	.....	EVINGTON	P	2 44	.....	.....	7 55	8 09	3 50	.....	6 43	.....
.....	10	193.1	.....	CLARION	P	2 55	.....	.....	8 05	8 17	4 02	.....	6 52	.....
.....	14	195.8	.....	ALTA VISTA	N	3 00	.....	.....	8 11	8 21	4 07	.....	6 56	.....
s53	90	196.8	.....	HURT	P	.....	.....	.....	8 13	8 23	4 09	.....	7 00	.....
s63	15	200.3	.....	MOTLEY	.....	3 10	.....	.....	8 18	8 29	4 17	.....	7 10	.....
.....	40	203.3	W.....	GRETNA	D	3 28	.....	.....	8 30	8 42	4 32	.....	7 25	.....
s87	12	213.3	.....	WHITTLE	.....	3 35	.....	.....	8 38	8 49	4 42	.....	7 32	.....
.....	135	218.2	.....	CHATHAM	D	3 41	.....	.....	8 46	8 56	4 51	.....	7 38	.....
s89	.....	225.8	.....	WHITE OAK	P	4 06 ³⁹	.....	.....	9 09 ⁵³	9 09 ⁵¹	5 05	.....	8 09 ³³	.....
s85	Yd	285.0	WYC...	DUNDEE	N	4 45 ¹³⁹ 5 50 ²⁹	.....	A.M.	9 40	9 30	5 40	.....	9 10	.....
.....	Yd	235.8	W.....	DANVILLE	N	5 53 ¹⁰³	.....	8 55 ³³	.....	.....	.....	.....	9 15 ¹²¹	.....
s54	.....	233.7	.....	JAFFA	P	6 00	.....	9 05	9 52	9 42	5 52	.....	9 30	.....
.....	3	241.1	.....	STOKESLAND	P	6 07	.....	9 10	9 58	9 47	6 00	.....	9 40	.....
s82	25	244.8	W.....	PELHAM	P	6 16	.....	A.M.	10 06	9 53	6 10	.....	9 45	.....
s75	.....	257.7	.....	PENNRINGTON	P	6 40	.....	.....	10 30	10 16 ⁶³	6 45	.....	10 16 ⁵³	.....
.....	145	259.9	.....	REIDSVILLE	N	6 45	.....	.....	10 35 ⁶³	10 20	6 50	.....	10 35 ⁵¹	.....
s70	15	272.4	W	BROWN SUMMIT	D	7 10	.....	.....	10 55	10 48	7 12	.....	11 10	.....
.....	.....	277.8	.....	BUSICK	P	7 20	.....	.....	11 05	10 58	7 25	.....	11 25	.....
.....	Yd	283.9	WY..	GREENSBORO	N	7 30	A.M.	9 20	11 16	11 10	7 40	P.M.	8 10	11 40
.....	Yd	286.7	WYTC..	POMONA	N	7 45	9 40 ³³ 10 45	.....	11 40	11 28	7 50 ³⁵ 9 25 ²⁵⁵	8 20 ³⁵ 10 00 ⁵⁵	12 01 ¹¹	.....
s70	.....	290.5	.....	HILL TOP	P	7 55	10 50	.....	11 46	11 38	9 35	10 10	P.M.	.....
s90	200	299.2	.....	HIGH POINT	N	8 00	11 10	.....	12 03	11 55	9 55	10 35	.....	P.M.
s115	75	306.0	.....	THOMASVILLE	D	8 20	11 20	.....	12 15	12 07	10 15	10 52	.....	2 00
.....	.....	312.0	.....	LAKE	P	8 30	11 30	.....	12 24	12 15	10 27	11 02	.....	2 10
s67	75	316.8	.....	LEXINGTON	N	8 38	11 40	.....	12 32	12 22	10 40	11 10	.....	2 40
s77	15	323.0	.....	LINWOOD	P	8 50	11 50	.....	12 42	12 30	10 53	11 22	.....	2 50
.....	.....	328.3	.....	YADKIN	.....	9 05	12 01	.....	12 50	12 38	11 01	11 30	.....	3 00
.....	Yd	331.1	WTC...	SPENCER	N	9 30	12 30 ⁵³	.....	1 25 ¹¹	12 45 ²⁵³	11 15	11 45	.....	3 15
.....	Yd	333.7	WY.....	SALISBURY	N	A.M.	P.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
					Ar.	Daily 57	Daily 253	Ex. Sun. 121	Daily 51	Daily 53	Daily 55	Daily 255	Ex. Sun. 63	Ex. Sun. 61

SALISBURY- MONROE—NORTHBOUND

DANVILLE 7

Capacity of Tracks in Cars		TIME TABLE NO. 17		SECOND CLASS					THIRD CLASS			
In effect May 4, 1941		STATIONS		58	56	254	D. & W. 122	54	52	252	60	62
S'd'g	Other	Ar.	N	Daily A.M.	Daily P.M.	Daily A.M.	Ex. Sun. A.M.	Daily P.M.	Daily P.M.	Daily P.M.	Ex. Sun. A.M.	Ex. Sun. P.M.
1000	WYTC	MONROE	N	6 00 ⁴⁸	2 00 ³⁶			5 00	5 45			2 40 ¹³⁶
8		LEFTWICH		5 45	1 30			4 52	5 32			2 30
30		LYNCHBURG	P	5 33	1 20			4 41	5 22			2 20
10		DURMID	P	5 30	1 15			4 38	5 20			2 15
n69 200	WY	MONTVIEW	N	5 25	1 10			4 33	5 15			2 10
n66 4		PACOMAN	P	5 12	12 45			4 22	5 03			1 50
20		EVINGTON	P	5 06	12 30			4 18	4 58			1 45
n66 10		CLARION	P	4 56	12 10			4 10	4 48			1 38
14		ALTA VISTA	N	4 51	11 55			4 05	4 43			1 30
90		HURT	P	4 48	11 50			4 03	4 41			1 17 ³⁶
n80 15		MOTLEY		4 41	11 40			3 57	4 35			11 55
40	W	GRETNA	D	4 27	11 20			3 44	4 21			11 40
n94 12		WHITTLE		4 18	10 55			3 35	4 13			11 00
135		CHATHAM	D	4 08	10 42			3 25	4 03			10 50
n85		WHITE OAK	P	3 53	10 25			3 10	3 48			10 30
n86 Yd	WYC	DUNDEE	N	3 35	10 00 ⁵²		A.M.	2 55	3 30			10 00 ⁵⁶
Yd	W	DANVILLE	N				10 30					
		JAFFA	P	3 13	9 15		10 18	2 31	3 09			8 45
3		STOKESLAND	P	3 08	9 10		10 13	2 26	3 04			8 41
n75 25	W	PELHAM	P	3 02	9 00		A.M.	2 20	2 58			8 36
n72		PENNRINGTON	P	2 39	8 30			1 54	2 35			8 16
145		REIDSVILLE	N	2 35	8 25			1 50	2 31			8 07
n79 15	W	BROWN SUMMIT	D	2 15	8 01			1 30	2 11			7 00
n91		BUSICK	P	2 06	7 52	A.M.		1 21	2 02			6 51
Yd	WY	GREENSBORO	N	1 55	7 40	10 10		1 10	1 51	P.M. 10 10		6 40
Yd	WYTC	POMONA	N	1 45	7 15	10 00		1 00	1 41	9 57 ³⁸		6 30
		HILL TOP	P	1 25	6 44	9 15		12 37	1 25	9 35		A.M.
n92 200		HIGH POINT	N	1 08	6 27	8 55		12 19	1 08	9 20	A.M.	
n122 75		THOMASVILLE	D	12 56	6 15	8 35		12 06	12 56	9 08	8 00	
n87		LAKE	P	12 46	6 03	8 15		11 58	12 46	8 57	7 40	
n69 75		LEXINGTON	N	12 38	5 55	8 05		11 51	12 38	8 50	7 30	
15		LINWOOD	P	12 28	5 43	7 45		11 42	12 28	8 42	7 10	
		YADKIN		12 20	5 35	7 35		11 35	12 20	8 35	6 55	
Yd	WTC	SPENCER	N	12 15	5 30	7 30		11 30	12 15	8 30	6 50	
Yd	WY	SALISBURY	N Lv.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	A.M.	A.M.
				Daily 58	Daily 56	Daily 254	Ex. Sun. 122	Daily 54	Daily 52	Daily 252	Ex. Sun. 60	Ex. Sun. 62

GOLDSBORO - GREENSBORO—Westbound

Miles from Greensboro	Station Nos.	TIME TABLE NO. 17 In effect May 4, 1941 STATIONS	FIRST CLASS				SECOND CLASS		THIRD CLASS		
			21 Daily A.M.	15 Daily P.M.	13 Daily P.M.	111 Daily P.M.	253 Daily A.M.	255 Daily P.M.	65 Ex. Mon. A.M.	67 Tue.Thur.Sat. A.M.	
129.7	H 130	WY.. GOLDSBORO YD 0.6	Lv. 6 15			3 30	9 05			5 25 ¹¹²	
129.1		GOLDSBORO (Union Station)	N s 7 00			4 15	9 50				
128.7	H 124	ROSE 5.4	7 10			f 4 27	f 9 58			5 40	
117.7	H 118	PRINCETON 6.0	D s 7 19			s 4 37	f10 06			5 50	
111.9	H 112	PINE LEVEL 5.8	f 7 28			s 4 46	f10 16 ²²	A.M.	P.M.	6 00	
109.2	H 109	WYC... SELMA 2.7	N s 7 43			s 4 59	s10 36	3 35	2 30	6 20	
108.7	H 104	WILSON MILLS 5.5	f 7 50			f 5 08 ²⁵⁴	10 45	3 55 ¹¹²	2 40	6 30	
100.0	H 100	POWATAN 3.7	7 55			5 12	10 50	4 07	2 47	6 37	
98.1	H 96	CLAYTON 3.9	D s 8 02 ⁶⁴			s 5 17	s10 57	4 19	2 55	6 45	
90.1	H 90	AUBURN 6.0	8 09			f 5 25	11 05	4 31	3 04	6 54	
86.9	H 87	GARNER 3.2	D s 8 13	P.M.		f 5 29	f11 11	4 40	3 10	7 00	
81.2	H 81	WT.... RALEIGH 5.7 (East End Double Track)	N s 8 25 8 35	3 15 ²⁵⁵		s 5 45 6 05	s 11 35 11 55	5 12	3 35 ²⁵ 3 54	7 20 ⁶⁴	
78.0		FETNER 8.2 (West End Double Track)	N 8 47 ¹⁴	3 27 ²⁵⁴		6 18	12 07	5 38	3 50	7 50	
72.8	H 78	CARY 0.2	s 8 49	s 3 28		s 6 20	12 08	5 39	3 51	7 51	
68.7	H 69	MORRISVILLE 4.1	8 54	3 34		f 6 26	12 13	5 49	3 58	7 58	
65.0	H 65	CLEGG 3.7	P 8 59	3 38		6 31	12 19	5 59	4 05	8 05	
60.7	H 61	BRASSFIELD 4.3	9 04	3 43		6 36	12 24 ²⁵²	6 08 ⁶⁴	4 14	8 32 ¹⁴	A.M.
56.7	H 57	WYC.. EAST DURHAM... 4.0	N 9 08	3 48		6 41	12 30	6 40	4 40	8 40	6 00 ⁶⁴
55.0	H 55	DURHAM 1.7	s 9 20	s 4 00		s 7 00	s12 40	6 45	5 00	8 50	6 10
54.0	H 54	WEST DURHAM 1.0	9 23	4 03		7 04	12 43	6 50	5 05	9 10	6 15
49.2	H 49	FUNSTON 4.8	P 9 28 ⁶⁵	4 09		7 10	12 49	6 58	5 15	{ 9 23 ²¹ 9 38	6 30
46.4	H 46	WY... UNIVERSITY 2.8	D s 9 31	s 4 12		7 13	12 52	7 03	5 21	9 54 ⁶⁶	6 45
40.9	H 41	W.... HILLSBORO 5.5	D s 9 44 ⁶⁶	s 4 22		s 7 22	1 00	7 25	5 30	10 05	7 00
37.0	H 37	EFLAND 3.9	P f 9 50	f 4 28		7 31 ²³	1 06	7 41 ¹⁴	5 36	10 20	7 15
31.7	H 32	MEBANE 5.3	D s10 00	s 4 38		s 7 39	s 1 16 ¹¹²	7 50	5 45	10 35	7 33 ¹⁴
25.8	H 26	HAW RIVER 5.9	D s10 10	f 4 46		7 49	1 24	8 02 ⁶⁷	5 55	10 50	{ 7 52 ²⁵³ 8 12
23.1	H 23	GRAHAM 2.7	D s10 15	s 4 51		s 7 54	1 27	8 10 ⁶⁶	6 00	11 00	8 20
21.4	H 21	W.... BURLINGTON 1.7	N s10 25	s 5 02		s 8 07	s 1 33	8 30	6 10	11 25 ²⁵⁴	9 00
16.7	H 17	ELON COLLEGE 4.7	D s10 32	s 5 09		f 8 15	1 40	8 40	6 25	11 35	9 30
14.7	H 15	GIBSONVILLE 2.0	D s10 37	s 5 13		f 8 19	1 43	8 45	6 49 ²²	11 52 ¹⁶	10 02
8.0	H 8	MCLEANSVILLE 6.7	f10 47 ²⁵⁴	f 5 22		8 29	1 52	8 57	7 20	12 10	{ 10 37 ²⁵⁴ 10 57 ²¹
4.0	H 4	FOUR MILE 4.0	P 10 55	5 27		8 37	1 58	9 05	7 50	12 20	11 09
0.0	284	WY.. GREENSBORO ... 4.0 Ar.	N s11 10 ¹⁶ A.M.	5 40 P.M.		8 50 P.M.	2 10 A.M.	9 20 A.M.	8 10 P.M.	12 35 P.M.	11 20 ¹⁶ A.M.
			Daily 21	Daily 15		Daily 13	Daily 111	Daily 253	Daily 255	Ex. Mon. 65	Tue.Thur.Sat. 67

GREENSBORO-GOLDSBORO—Eastbound

DANVILLE 9

Capacity of Tracks in Cars		TIME TABLE NO. 17 In effect May 4, 1941 STATIONS	FIRST CLASS				SECOND CLASS		THIRD CLASS		
Siding	Other		112 Daily A.M.	14 Daily A.M.	16 Daily P.M.	22 Daily P.M.	252 Daily A.M.	254 Daily P.M.	64 Ex. Sun. P.M.	66 Mon.Wed.Fri. P.M.	
	164	WY.. GOLDSBORO YARD.....Ar.	5 25 ⁶⁵	11 05		10 55					
	40	0.6 GOLDSBORO .....N s	5 20 5 10	11 00		10 50					
	20	5.4 ROSE .....f	4 53	10 42		10 36			11 40		
	26	6.0 PRINCETON .....D f	4 42	10 34		10 28			11 20		
	27	5.8 PINE LEVEL .....f	4 33	10 25		10 16 ¹¹¹	A.M.	P.M.	11 00		
	350	2.7 WYC... SELMA .....N s	4 15	10 15 ⁶⁴		10 08	2 30	5 30	10 25 ¹⁴ 9 40		
79	12	5.5 WILSON MILLS .....f	3 55 ²⁵³	9 50		9 50	1 50	5 08 ¹³	9 25		
58	8	3.7 POWHATAN .....f	3 45	9 45		9 45	1 43	4 40	9 10		
80	24	3.9 CLAYTON .....D s	3 32	9 36		9 36	1 35	4 30	8 02 ²¹		
50	10	6.0 AUBURN .....f	3 26	9 30		9 30	1 25	4 15	7 40		
60	10	3.2 GARNER .....D f	3 18	9 23		P.M. 9 18	1 20	4 00	7 33		
100	650	5.7 WT... RALEIGH .....N s	3 10 2 50	9 15 9 00		2 05 8 57	1 10	3 35 ²⁵⁵	7 20 ⁶⁵		
	81	8.2 FETNER .....N	2 31	8 47 ²¹		1 48 8 43	12 50	3 07 ¹⁵	6 31		
	54	0.2 CARY .....f	2 30	8 46		1 47 8 42	12 49	3 05	6 30		
26	18	4.1 MORRISVILLE .....s	2 23	8 41		1 35 8 35	12 39	2 50	6 22		
90	35	3.7 CLEGG .....P	2 18	8 37		1 30 8 30	12 32	2 34	6 15		
76	8	4.3 BRASSFIELD .....f	2 13	8 32 ⁶⁵		1 23 8 24	12 24 ¹¹¹	2 15	6 08 ²⁵³	P.M.	
96	58	4.0 WYC... EAST DURHAM .....N	2 08	8 28		1 16 ²⁵⁴ 8 18	12 05	1 26 ¹⁶ 1 10 ⁶⁶	5 50 ⁶⁷	12 55 ²⁵⁴ 16	
	240	1.7 DURHAM .....s	2 03	8 25 8 20		1 10 8 12	12 00	12 57	5 40	12 45	
72		1.0 WEST DURHAM .....f	1 46	8 08		1 00 7 55	11 55	12 50	5 37	12 35	
78	8	4.8 FUNSTON .....P	1 41	8 00		12 55 7 50	11 46	12 41	5 29	12 20	
55	28	2.8 WY... UNIVERSITY.....D	1 38	7 55		12 51 7 46	11 41	12 35	5 25	9 54 ⁶⁵	
84	113	5.5 W... HILLSBORO .....D s	1 27	7 45		12 39 7 35	11 30	12 25	5 15	9 44 ²¹	
81	18	3.9 EFLAND .....P	1 23	7 41 ²⁵³		12 35 7 31 ¹³	11 24	12 15	5 09	9 25	
145	41	5.3 MEBANE .....D s	1 16 ¹¹¹	7 33 ⁶⁷		12 28 7 24	11 15	12 03	5 00	9 15	
34	45	5.9 HAW RIVER .....D s	1 00	7 22		12 18 7 14	11 05	11 51	4 51	8 25	
79	142	2.7 GRAHAM .....D	12 53	7 15		12 11 7 08	11 00	11 37	4 45	8 10 ²⁵³	
59	267	1.7 W... BURLINGTON .....N s	12 50	7 12		12 08 7 05	10 55	11 25 ⁶⁵	4 40	7 50	
47	12	4.7 ELON COLLEGE .....D f	12 34	6 58		11 57 6 52	10 38	11 10	4 26	7 30	
83	50	2.0 GIBSONVILLE .....D f	12 30	6 53		11 52 ⁶⁵ 6 49 ²⁵⁵	10 34	11 05	4 23	7 15	
81	4	6.7 MCLEANSVILLE .....f	12 21	6 43		11 43 6 41	10 24	10 47 ⁶⁷ 21	4 13	7 05	
84	45	4.0 FOUR MILE .....P	12 16	6 38		11 38 6 36	10 17	10 23	4 07	6 55	
	Yard	4.0 WY... GREENSBORO .....N	12 10 A.M.	6 30 ⁶⁶ A.M.		11 30 ⁶⁷ A.M.	6 30 P.M.	10 10 A.M.	10 15 A.M.	4 00 A.M.	6 45 ¹⁴ A.M.
			Daily 112	Daily 14		Daily 16	Daily 22	Daily 252	Daily 254	Ex. Sun. 64	Mon.Wed.Fri. 66

STATE UNIVERSITY RAILROAD

SOUTHBOUND TRAINS		Miles from University	Station Nos.	TIME TABLE NO. 17 In effect May 4, 1941		NORTHBOUND TRAINS	
SECOND CLASS				STATIONS		THIRD CLASS	
Capacity Tracks in Cars	167 Mon., Wed., Fri.					166 Mon., Wed., Fri.	
Siding	Other	A. M.		Lv.	Ar.	P. M.	
..... 25		10 30	0.0	H 46	W UNIVERSITY D	12 01	
..... 40		11 00¹⁶⁶	10.2	J 10	. . . . . CHAPEL HILL D	11 30¹⁶⁷	
		A. M.			Ar.	Lv.	A. M.
		Mon., Wed., Fri.					Mon., Wed., Fri.
		167					166

SPECIAL INSTRUCTIONS

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

2. SUPERIOR DIRECTION

ALL REGULAR NORTH AND EASTBOUND TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS MOVING IN THE OPPOSITE DIRECTION IN ACCORDANCE WITH RULE 72.

3. JOINT TRACKAGE

Trains and engines of Danville Division will use the tracks of other Railroads or Divisions in accordance with their time tables, rules, and regulations as follows:

Between R. R. or Division
Raleigh and Fetner S. A. L. Ry.

4. ADDITIONAL INITIAL AND CLEARANCE CARD STATIONS

(Rules 4, 1141 and 1301)

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

Trains must receive clearance cards at additional stations as follows:

- Dundee—Freight trains only.
- Selma—All trains.
- Raleigh—All trains.
- East Durham—All trains.

5. BULLETIN BOARDS AND SPECIAL ORDER BOOKS

(Rules 1142 and 1302)

Monroe,	East Durham Yard,
Danville,	Selma Yard Office,
Greensboro,	Goldsboro Union Station,
Spencer,	governing Station
Salisbury,	movements only

6. TRAIN REGISTERS

(Rules 83, 222 and 1143)

Monroe	Spencer "g"	Raleigh "c"
Montview "d"	Salisbury	Selma "d"
Danville "b"	Burlington "e"	Goldsboro, U. Sta.
Greensboro "h"	Durham "b"	Goldsboro, Frt. Sta.
Pomona "a"	East Durham "c", "g"	University "f"
		Chapel Hill "f"

"a" For Winston-Salem Div. trains (First Class, form 721).

"b" Trains originating and terminating.

"c" Trains may register by ticket form 721.

"d" Only trains 18, 26, 252 and 42 register by ticket form 721.

"e" Only trains 111, 112 and 14 will register.

"h" For N. C. Line.

"g" Second and inferior class trains and extras.

"f" S. U. Line trains only.

7. STANDARD CLOCKS

(Rule 3)

Monroe	Greensboro	E. Durham, Y'd Office
Dundee	Spencer	Selma, Yard Office
Danville	Salisbury Pass. Sta.	Goldsboro, U. Sta.

8. RAILROAD CROSSINGS AT GRADE

Interlocked (Rules 98, 601 to 671)

Lynchburg, Va. (Old Line) N. & W. Ry.

Selma, N. C.	A. C. L. R. R.
Raleigh, N. C.	S. A. L. Ry., N. S. R. R.
Fetner, N. C.	S. A. L. Ry.
East Durham, N. C.	D. & S. Ry.

Not Interlocked (Rule 98)

Lynchburg, Va. (Old Line)	C. & O. Ry.
Mile H-129.1 (Goldsboro)	A. C. L. R. R.
Mile H-128.8 (Goldsboro)	A. C. L. R. R.

9. JUNCTIONS

Interlocked (Rules 98, 601 to 671)

Lynchburg, Va.	N. & W. Ry.
Montview, Va.	N. & W. Ry.
Dundee, Va.	Richmond Division
Pomona, N. C.	Winston-Salem Div.
Raleigh, N. C.	N. S. R. R.

Not Interlocked (Rule 98)

Lynchburg, Va.	C. & O. Ry.
Durmid, Va.	Old and New Line
Danville, Va.	D. & W. Ry.
Stokesland, Va.	D. & W. Ry.
Greensboro, N. C.	A. & Y. Ry.
High Point, N. C.	H. P. R. A. & S. R. R.
High Point, N. C.	H. P. T. & D. R. R.
Thomasville, N. C.	H. P. T. & D. R. R.
Lexington, N. C.	W. S. S. B. Ry.
Salisbury, N. C.	Asheville Div., Yadkin R. R.
Goldsboro, N. C.	A. C. L. R. R., A. & E. C. R. R.
Selma, N. C.	Richmond Division, A. C. L. R. R.
Raleigh, N. C.	S. A. L. Ry.
East Durham, N. C.	Richmond Division
Durham, N. C.	S. A. L. Ry., N. & W. Ry., N. S. R. R., D. & S. Ry.
University, N. C.	S. U. R. R.

10. ENDS OF DOUBLE TRACK

(Rules 98, 601 to 683)

Monroe, Salisbury, Raleigh and Fetner.

11. DOUBLE TRACK

(Rules 98, 151, 152 and 153)

Double track extends from Monroe to Salisbury, from Raleigh to Fetner.

Trains or engines must keep to the right.

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

Trains moving on double track are not required to stop at Durmid if the way is known to be clear.

12. TRAIN MOVEMENTS

(Rules 251 to 254)

As shown below, trains and engines may run with the current of traffic, by interlocking signals or block signals, whose indication will supersede time table superiority; inferior trains must not delay superior trains:

- Between Durmid and Montview.
- Between Dundee and Stokesland.
- Between Greensboro Passenger Station and Pomona.
- Between Spencer and Salisbury.

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

All trains will approach and move between the following points under control:

- Chapel Hill Street Underpass (MP H-54.7) and East Durham Tower (MP H-56.7).
- Pinners Point Lead Crossover, Selma Yard (MP H-109.2).
- Goldsboro Union Station (MP H-129.1) and Goldsboro Yard (MP H-129.7).

13. YARD LIMITS
(Rule 93)

Monroe	Reidsville	East Durham	Greensboro
Lynchburg	Goldsboro	Durham	High Point
Montview	Princeton	University	Thomasville
Hurt	Pine Level	Chapel Hill	Lexington
Gretna	Selma	Mebane	Spencer
Dundee	Clayton	Graham	Salisbury
Danville	Raleigh	Burlington	

14. ENTRANCE SWITCH TO SIDINGS AND OTHER TRACKS
(Rules 88, 89 and 90)

Unless otherwise provided enter at first switch of first siding. When a train which is to hold the main track is first to arrive at meeting point, fixed by train order, switch must be properly set for opposing train to enter siding.

15. SPEED RESTRICTIONS
(Rules 108 and 1327)

BETWEEN MONROE AND SALISBURY

Passenger trains hauled by passenger type steam locomotives, 70 miles an hour; hauled by diesel-electric locomotives, 80 miles an hour.

Freight trains hauled by Mikado, diesel-electric or passenger type steam locomotives, 60 miles an hour; other locomotives, 50 miles an hour.

BETWEEN GREENSBORO AND SELMA

Passenger trains, 65 miles an hour; freight trains, 55 miles an hour.

BETWEEN SELMA AND GOLDSBORO

Passenger trains, 55 miles an hour; freight trains, 45 miles an hour.

STATE UNIVERSITY RAILROAD

All trains 20 miles an hour.

Engines without cars will not exceed the above speeds.

ADDITIONAL SPEED RESTRICTIONS

Lynchburg (new main line)	30	miles	per	hour
Lynchburg (old main line)	10	"	"	"
Altavista Southbound	20	"	"	"
Altavista Northbound	30	"	"	"
Gretna (all except mail trains)	5	"	"	"
Danville (Pass. and Frt.)	15	"	"	"
Danville (Other trains and engines)	8	"	"	"
Reidsville	15	"	"	"
Princeton	25	"	"	"
Clayton (6 a.m. to 10 p.m.)	15	"	"	"
Raleigh	15	"	"	"
Durham	20	"	"	"
Mebane	15	"	"	"
Burlington	15	"	"	"
High Point	10	"	"	"
Thomasville (Passenger)	30	"	"	"
Thomasville (Freight)	25	"	"	"

When passenger trains haul freight cars, or when freight engines haul either freight or passenger cars, maximum speed of freight trains to govern.

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

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

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

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

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

16. AUTOMATIC BLOCK
(Rules 501 to 520)

Automatic Block Rules are in effect between Monroe and Salisbury, and between Raleigh and Fetner; Train Control between Salisbury and Spencer.

17. TRAIN ORDER SIGNALS
(Rules 221 and 221a)

Rules 221A will govern at following train order offices:

Montview,	Brown Summit,	High Point,
Altavista,	Reidsville,	Thomasville,
Gretna,	Pomona,	Lexington.

Danville "h",
"h" Passenger trains only.

Rule 221 will govern at all other train order offices.

18. ADDITIONAL FLAG STOPS

Odd-Fellows Orphanage	Nos. 135 and 136
Lawyers	Nos. 135 and 136
Sycamore	Nos. 135 and 136
Dry Fork	Nos. 135 and 136
Blair	Nos. 135 and 136
City Farm	Nos. 135 and 136
Ruffin	Nos. 11, 12, 135 and 136
Jamestown	No. 11
Glen Raven	No. 16
Asbury	Nos. 13 and 16
Whitley	Nos. 13, 14, 22, 111 and 112
Asylum	Nos. 13, 14 and 21

19. 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 North of Danville, and receive revenue passengers for Salisbury and beyond.

(h) Discharge revenue passengers from Charlotte and beyond and receive revenue passengers for Lynchburg and beyond.

(m) Receive revenue passengers for points north of Washington.

(q) Discharge revenue passengers from south of Charlotte via Columbia Division and receive revenue passengers for Washington, Norfolk, Richmond and beyond.

(y) Discharge revenue passengers from Washington or Richmond and beyond and receive revenue passengers for Charlotte and beyond.

20. 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 handle 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 the air brake handling, will govern.

21. SPRING SWITCHES

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

Spring switches are located at end of all southbound sidings, *except*:

Hurt	Jaffa	Linwood
Dundee	High Point	

Spring switches are located at end of all northbound sidings, *except*:

Lake	High Point	Busick
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Trailing movements may be made through these switches without opening or closing by hand, but in case a train is stopped before passing entirely through the switch, it must not be backed, unless switch is opened or set to siding by hand.

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

DANVILLE 12

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
11	Greensboro	Danville Div.	21 15 minutes
12	Salisbury	Asheville Div.	12 30 minutes
13	Raleigh	N. S.	1 10 minutes Note 1
14	Greensboro	Danville Div.	39 2 hours, 30 minutes
15	Durham	N. & W.	35 5 minutes Note 2
17	Lynchburg	Danville Div.	34 10 minutes Note 2
18	Lynchburg	N. & W.	18 Indefinitely
22	Greensboro	W. Salem Div.	22 Indefinitely
22	Greensboro	Danville Div.	34 1 hour, 30 minutes
26	Lynchburg	N. & W.	26 Indefinitely
31	Greensboro	Danville Div.	111 30 minutes
32	Salisbury	Asheville Div.	16 2 hours
33	Lynchburg	N. & W.	18 10 minutes
34	Greensboro	W. Salem Div.	22 30 minutes
35	Danville	Richmond Div.	7 30 minutes Note 2
36	Salisbury	Asheville Div.	36 15 minutes Note 2
36	Greensboro	Danville Div.	21 10 minutes Note 2
36	Lynchburg	N. & W.	24 10 minutes Note 2
42	Lynchburg	N. & W.	42 Indefinitely
111	Goldsboro	A. C. L.	42 30 minutes Note 2
135	Lynchburg	N. & W.	24 10 minutes Note 2

Note 1—When Passengers are reported for Greensboro and beyond.

Note 2—When Passengers are reported.

DIVISION OFFICERS

R. G. CLAIBORNE , Supt. of Terminals	Salisbury, N. C.
E. E. BROWN , Trainmaster	Danville, Va.
R. F. LOGAN , Trainmaster	Greensboro, N. C.
C. K. CARTER, Jr. , Trainmaster	Greensboro, N. C.
E. H. GATEWOOD , Chief Dispatcher	Greensboro, N. C.
R. W. CABLE , Night Chief Dispatcher	Greensboro, N. C.
N. S. BAXTER , Dispatcher	Greensboro, N. C.
R. T. BAXTER , Dispatcher	Greensboro, N. C.
C. F. SMITH , Dispatcher	Greensboro, N. C.
F. H. ALTICE , Dispatcher	Greensboro, N. C.
C. D. KENDALL , Dispatcher	Greensboro, N. C.
C. B. NETTLES , Dispatcher	Greensboro, N. C.

NAMES AND LOCATIONS OF LOCAL SURGEONS ARE:

W. O. Smith	Altavista, Va.
Paul Kent, Assistant	Altavista, Va.
George L. Carrington	Burlington, N. C.
C. D. Bennett, Assistant	Chatham, Va.
G. V. Thompson, Assistant	Chatham, Va.
B. A. Hocutt	Clayton, N. C.
E. Howe Miller	Danville, Va.
Clyde L. Bailey, Assistant	Danville, Va.
M. H. Watson, Oculist	Danville, Va.
Foy Roberson	Durham, N. C.
Hunter Sweaney, Assistant	Durham, N. C.
B. W. Fassett, Oculist	Durham, N. C.
J. S. Irvine	Evington, Va.
Donnell B. Cobb, Assistant	Goldsboro, N. C.
R. N. Harden	Greensboro, N. C.
H. H. Ogburn, Consultant	Greensboro, N. C.
Shahane R. Taylor, Oculist	Greensboro, N. C.
Horace G. Strickland, Oculist	Greensboro, N. C.
O. L. Ramsey	Gretna, Va.
R. W. Bennet, Assistant	Gretna, Va.
H. L. Brockman	High Point, N. C.
D. A. Stanton	High Point, N. C.
D. E. Forrest, Surgeon	Hillsboro, N. C.
W. B. Hunt	Lexington, N. C.
Fred M. Morrison, Assistant Oculist	Lynchburg, Va.
D. M. Thomasson, Assistant	Lynchburg, Va.
William T. Pugh, Assistant	Lynchburg, Va.
W. W. Tyson	Mebane, N. C.
H. A. Royster	Raleigh, N. C.
Henry G. Turner, Assistant	Raleigh, N. C.
Louis N. West, Oculist	Raleigh, N. C.
J. W. McGehee	Reidsville, N. C.
B. F. Cozart, Assistant	Reidsville, N. C.
C. R. Wharton	Ruffin, N. C.
Frank McCutchan, Oculist	Salisbury, N. C.
Frank B. Marsh	Salisbury, N. C.
B. W. McKenzie	Salisbury, N. C.
H. L. Monk	Salisbury, N. C.
V. A. Davidian	Smithfield, N. C.
W. C. Slate	Spencer, N. C.
R. K. Farrington	Thomasville, N. C.
P. M. Sherrill	Thomasville, N. C.

VETERINARIANS

W. A. Robbins	Danville, Va.
Cary L. Bell	Durham, N. C.
T. A. Monk	Goldsboro, N. C.
P. M. Abernathy	Burlington, N. C.
W. A. Hornaday	Greensboro, N. C.

G. C. Monroe	Greensboro, N. C.
A. C. Jones	High Point, N. C.
Leroy E. Bowen	Lynchburg, Va.
L. F. Koonce	Raleigh, N. C.
George A. Ferguson	Reidsville, N. C.
J. E. Hollis	Spencer, N. C.

LIVESTOCK AGENTS

N. Moore, General Livestock Agent	Atlanta, Ga.
J. H. White, Livestock Agent	Columbia, S. C.
M. G. Ware, General Freight Claim Agent	Chattanooga, Tenn.

HOSPITALS

Danville Memorial Hospital	Danville, Va.
Lincoln Hospital (colored only)	Durham, N. C.
Watts Hospital (white only)	Durham, N. C.
Goldsboro Hospital	Goldsboro, N. C.
Wesley Long	Greensboro, N. C.
St. Leo's Hospital	Greensboro, N. C.
Guilford General Hospital	High Point, N. C.
High Point Hospital	High Point, N. C.
Lynchburg Hospital	Lynchburg, Va.
Rowan Memorial Hospital	Salisbury, N. C.

WATCH INSPECTORS

Hodnett Spear Co.	Danville, Va.
J. P. Ferrell	Durham, N. C.
Hugh Blackmon	Goldsboro, N. C.
Neesse's Jewelry Co.	Greensboro, N. C.
Perkinson's, Inc.	High Point, N. C.
Buckingham & Filppin	Lynchburg, Va.
A. W. Gholson	Raleigh, N. C.
E. D. Bangert	Raleigh, N. C.
L. T. Holshouser	Salisbury, N. C.
A. L. Langley	Selma, N. C.
Spencer Jewelry Co.	Spencer, N. C.

HOURS OF SERVICE TELEGRAPH OFFICES

STATION	WEEK-DAY	SUNDAY
Montview	Continuous	Continuous
Evington	6:00 A.M. to 3:00 P.M.	Closed
Altavista	8:00 A.M. to 12:00 M.N.	Same as week-days
Gretna	8:00 A.M. to 5:00 P.M.	Same as week-days
Chatham	8:00 A.M. to 5:00 P.M.	Same as week-days
Dry Fork	8:00 A.M. to 5:00 P.M.	
Dundee	Continuous	Continuous
Danville	Continuous	Continuous
Ruffin	8:00 A.M. to 6:00 P.M.	Closed
Reidsville	(7:45 A.M. to 3:45 P.M.—Same as week-days 4:45 P.M. to 12:45 A.M.—Same as week-days)	
Brown Summit	7:00 A.M. to 4:00 P.M.	Closed
Pomona Tower	Continuous	Continuous
Jamestown	8:00 A.M. to 5:00 P.M.	Closed
High Point	(6:00 A.M. to 2:00 P.M.—Same as week-days 4:00 P.M. to 12:00 M.N.)	
Thomasville	6:50 A.M. to 3:50 P.M.	Closed
Lexington	7:00 A.M. to 11:00 P.M.	Same as week-days
Spencer	Continuous	Continuous
Salisbury	Continuous	Continuous
Gibsonville	8:00 A.M. to 5:00 P.M.	Closed
Elon College	8:00 A.M. to 5:00 P.M.	Closed
Burlington	(9:10 A.M. to 5:10 P.M.—Same as week days 6:00 P.M. to 2:00 A.M.)	
Graham	8:00 A.M. to 5:00 P.M.	Closed
Haw River	6:50 A.M. to 3:50 P.M.	Closed
Mebane	8:00 A.M. to 5:00 P.M.	Closed
Hillsboro	7:30 A.M. to 4:30 P.M.	Same as week-days
University	7:20 A.M. to 4:20 P.M.	Closed
East Durham	Continuous	Continuous
Fetner	Continuous	Continuous
Garner	7:30 A.M. to 4:30 P.M.	Closed
Clayton	8:00 A.M. to 5:00 P.M.	Closed
Selma	Continuous	Continuous
Princeton	8:00 A.M. to 5:00 P.M.	Closed
Goldsboro	(5:00 A.M. to 1:00 P.M.—Same as week-days 2:30 P.M. to 10:30 P.M.—Same as week-days)	

BUSINESS TRACKS AND STATIONS NOT SHOWN AS STATIONS ON TIME TABLE

NAME	LOCATION	Mile	H
Between Greensboro and Goldsboro			
Glen Raven			19.2
Miles		"	H 84.1
Ocoonecchee		"	H 41.8
Bilboa		"	H 59.4
Burke-Goldston Lbr. Co.		"	H 76.6
Method		"	H 77.9
Green		"	H 107.1
Asylum		"	H 126.6
Between University and Chapel Hill			
Shield		"	J 2.4
Blackwood		"	J 4.0
Eubank		"	J 5.4
Between Monroe and Spencer			
Montrose		Mile	167.3
Orphanage		"	174.6
City Farm		"	178.5
Lawyer		"	180.7
Otter River		"	190.8
Sycamore		"	203.2
Ward Springs		"	207.2
Galveston		"	211.2
Dry Fork		"	222.9
Blairs		"	228.4
Ruffin		"	250.7
Stacy		"	253.5
Benaja		"	268.8
Rudd		"	276.2
Jamestown		"	294.2