BUSINESS TRACKS AND STATIONS NOT SHOWN ON TIME TABLE

Between Salisbury and Asheville

Name		Location	Name		Location
Buffalo	**Mile**	**S 35:3**	Graphite	Mile	S117:9
Yount Mill	"	S 49:0	Grove Stone	"	S128:0
General Electric Co.	"	S 52:1	**Wilson**	**"**	**S131:6**
Icard	**"**	**S 65:6**	**Fairview**	**"**	**S136:8**
Brinkley	"	S 73:0	**Brown**	**"**	**S136:9**
Bernard	**"**	**S 96:0**	**Sayles**	**"**	**S137:6**
Clinchfield Mill	**"**	**S 98:3**			

Between Asheville and Hayne

Skyland	**Mile**	**W 7:2**	Majo Corporation	"	W 46:1
Brickton	**"**	**W 12:6**	Landrum Mills	"	W 46:8
Mountain Home	**"**	**W 15:5**	**Mascot**	**"**	**W 53:3**
Hillgirt	"	W 16:1	Prince	"	W 57:7
General Electric Co.	"	W 24:1	**Campton**	**"**	**W 57:9**

Between Hendersonville & Rosman

Horseshoe	**Mile**	**TR 7:0**	**Davidson River**	**Mile**	**TR18:1**
Etowah	"	TR10:0	**Cherryfield**	**"**	**TR28:7**
Penrose	**"**	**TR15:0**			

Between Murphy Junction & Murphy

Emma	Mile	T 1:0	Beta	"	T 48.7
Sulphur Springs	"	T 4:3	Wesser	"	T 79:9
Candler	"	T 8:7	Hewitt	"	T 84:4
Wilson	"	T 24:0	Graham Co., R.R. Jct.	"	T 88:9
Saunook	"	T 32:0	Tarazzo	"	T108:5
Hall	"	T 39:5	Regal	"	T110:7

VETERINARIANS

E. L. Shuford—**Asheville, N. C.**
M. M. Leonard—**Asheville, N. C.**
O. C. Lynch—Statesville, N. C.
J. E. Hollis—Salisbury, N. C.
M. R. Blackstock—Spartanburg, S. C.

HOSPITALS

Aston Park Hospital, Asheville, N. C.
St. Joseph's Hospital, Asheville, N. C.
Memorial Mission Hospital, Asheville, N. C.
Hickory Memorial Hospital, Hickory, N. C.
Patton Memorial Hospital, Hendersonville, N. C.
Grace Hospital—Morganton, N. C.
Murphy General Hospital, Murphy, N. C.
Rowan General Hospital, Salisbury, N. C.
Mary Black Clinic, Spartanburg, S. C.
Iredell Memorial Hospital, Inc. **Statesville, N. C.**
C. J. Harris Community Hospital, Sylva, N. C.

WATCH INSPECTORS

Roy B. Kneeburg—34 Biltmore Ave., Asheville, N. C.
Dewey D. Parker—131 Third Ave., West, Hendersonville, N. C.
Bisinor Co.—Hickory, N. C.
L. D. Green—Marion, N. C.
L. T. Holshouser—Salisbury, N. C.
Winfred Linder—Spartanburg, S. C.
J. Frank Cudd—150 Dunbar St., Spartanburg, S. C.

LOCAL SURGEONS

John S. Rodda—Andrews, N. C.
Chas. O. VanGorder, Andrews, N. C.
C. C. Swann, Oculist—Asheville, N. C.
E. E. Moore, Ass't Oculist, Asheville, N. C.
W. H. McCall, Ass't Oculist, Asheville, N. C.
C. S. Norburn—Asheville, N. C.
R. L. Norburn—Asheville, N. C.
Logan T. Robertson, Asheville, N. C.
Bernard Smith, Cons't'g Surg., Asheville, N. C.
F. Webb Griffith—Asheville, N. C.
William E. Mitchell—Bryson, N. C.
Jas. E. Oliver—Bryson, N. C.
J. M. Russell—Canton, N. C.
V. H. Duckett, Ass't—Canton, N. C.
W. H. Brewton—Enka, N. C.
C. L. Walton—Glen Alpine, N. C.
E. M. Salley Hendersonville, N. C.
N. M. Fortescue, Ass't, Hendersonville, N. C.
Dan. N. Stewart, Asst. Hickory, N. C.
R. T. Hambrick, Ass't—Hickory, N. C.
S. J. Morrow—Inman, S. C.
G. C. Rowe, Marion, N. C.
G. M. Billings, Oculist, Morgantown, N. C.
Edward W. Phifer—Morganton, N. C.
John W. Irwin—Morganton, N. C.
Jas. Taylor Vernon, Ass't Morganton, N. C.
Bryan W. Whitfield—Murphy, N. C.
Glenn Long—Newton, N. C.
L. M. Caldwell, Assistant, Newton, N. C.
F. B. Marsh—Salisbury, N. C.
Frank McCutchan, Oculist, Salisbury, N. C.
B. W. McKenzie—Salisbury, N. C.
T. V. Goode—Statesville, N. C.
T. V. Goode, III—Statesville, N. C.
R. G. Anderson, Oculist, Spartanburg, S. C.
I. H. Trincher, Ass't Oculist Spartanburg, S. C.
J. R. Sparkman—Spartanburg, S. C.
S. O. Black—Spartanburg, S. C.
E. D. Cochran, Ass't, Spartanburg, S. C.
J. L. Smith, Jr.—Spencer, N. C.
D. D. Hooper—Sylva, N. C.
Thomas D. Slagle—Sylva, N. C
Newton F. Lancaster Waynesville, N. C.
J. Z. Preston—Tryon, N. C.
Yates S. Palmer—Valdese, N. C.

SOUTHERN RAILWAY SYSTEM

CENTRAL LINES

Asheville Division

TIME TABLE No.

20

Effective 12.01 A. M. Eastern Time

Wednesday, August 1, 1956

FOR THE GOVERNMENT OF EMPLOYEES ONLY

W. H. OGLESBY.....General Manager
F. M. HAIR.....General Superintendent Transportation
E. R. OLIVER, JR.....Superintendent

ASHEVILLE 2

SPENCER—ASHEVILLE—Westbound

TIME TABLE NO. 20
In effect
August 1, 1956

Capacity of Tracks in Cars. Siding	Other	STATIONS	FIRST CLASS 15 Daily	21 Daily	SECOND CLASS 51 Daily	53 Daily	55 Daily	59 Daily	61 Ex. Sun.	65 Ex. Sun.
			Lv. A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	A.M.	A.M.
.....	Yard	BTWYOX SPENCER ....N	.....	.....	2 00[54]	1 00	6 15[52]	.....	.....	.....
		4.7 ..... MAJOLICA ....P (West End Double Track)	..... A.M.	..... A.M.	2 12	1 10	6 30[52]	.....	.....	.....
		9.3								
150	140	YX.... BARBER .....PN	4 35	s{11 10 / 11 15	2 28	1 28	6 50	.....	.....	.....
		2.0								
.....	16	..... CLEVELAND .....P	4 37	b11 19	.....	.....	.....	.....	.....	.....
		5.0								
55	13	..... ELMWOOD .....P	4 45	11 26	2 44	1 53	7 10[16]	P.M.	.....	.....
		7.2								
53	160	YXB . STATESVILLE ..PN	s 4 53	s11 35	2 58	2 07[52]	7 30	11 00	A.M.	.....
		7.2								
160	6	..... EUFOLA .....P	5 10	11 55	3 13	2 20	7 45	11 13	9 00[60]	.....
		5.6								
73	14	..... CATAWBA .. PD	5 18	f12 05 PM	3 26	2 30	8 00	11 29	9 15	.....
		4.1								
56	8	..... CLAREMONT .. P	5 24	f12 13	3 37	2 42[22]	8 07	11 41[54]	9 30	.....
		5.7								
59	40	X{ .... NEWTON ...PD	s 5 36[50]	s12 25	3 58	3 11	8 19	11 55	9 45	.....
		1.7								
.....	10	X{ .... CONOVER.....	b 5 39	s12 28	.....	.....	.....	.....	.....	.....
		4.1								
160	.....	..... OYAMA .....P	5 46	12 35[52]	4 12	3 26	8 31[56]	12 07 AM	10 00	.....
		3.6								
.....	187	XBW... HICKORY ...PN	s 6 00	s12 55	4 20	3 41	8 41	12 15	10 10	.....
		4.7								
65	7	..... HILDEBRAN ..PD	6 07	f 1 05	4 28	3 56	8 54[58]	12 25	10 25	.....
		5.6								
150	38	..... CONNELLY SPRINGS .PD	b 6 15	f 1 15	4 38[50]	4 05	9 09	12 37	10 45	.....
		3.0								
.....	19	..... VALDESE	s 6 20	s 1 25	.....	.....	.....	.....	.....	.....
		3.1								
61	10	..... DREXEL ....PD	6 25	s 1 36[22]	4 48	4 28	9 19	12 50	11 17	.....
		4.5								
14	160	X.... MORGANTON...PN	s 6 34[60]	s 1 45	4 58	4 55	9 30	12 59	11 30[52]	.....
		6.0								
54	20	..... GLEN ALPINE . PD	b 6 44	s 2 01	5 08	5 08	9 45[54]	1 12	A.M.	.....
		4.9								
160	20	.... BRIDGEWATER ...P	6 53	2 12	5 19	5 27[16]	10 06	1 21	.....	.....
		4.9								
.....	8	..... NEBO	7 01	b 2 21	.....	.....	.....	.....	.....	.....
		3.5								
150	60	X{ ...CLINCHCROSS ....P	7 06	2 31	5 33	5 41	10 22	1 35	.....	.....
		1.9								
52	124	X{ B.... MARION . .PNC	s 7 13	s 2 41	5 39	5 47	10 36	1 44	.....	.....
		5.7								
64	12	..... GREENLEE .... P	7 22	2 51	5 50	5 56	10 46	1 53	.....	A.M.
		5.7								
170	245	..YX.. OLD FORT .. PN	s 7 32	s 3 02	6 15	6 06[56]	11 04	2 31[50]	.....	11 00[64/52]
		3.9								
80	.....	..... DENDRON .... P	7 42	3 12	6 30	6 18	11 16	2 48	.....	11 15
		4.2								
120	3	..... COLEMAN ... P	7 53	3 22	6 45	6 41[58]	11 32	3 05	.....	11 30
		4.0								
53	18	YX.... RIDGECREST....P	bc8 04	s 3 32	7 01	6 55	11 46	3 21	.....	11 45
		1.9								
55	5	... BLACK MOUNTAIN P	s 8 10	s 3 38	7 06	7 05	11 51	3 25	.....	11 59[22]
		4.7								
91	64	X.... SWANNANOA ..PD	s 8 21	s 3 46	7 16	7 15[54]	12 04 AM	3 40	.....	12 20 PM
		4.5								
49	15	..... AZALEA ... PD	g 8 32	f 4 01[16]	7 28	7 27	12 13	3 55	.....	12 30
		4.7								
.....	Yard	BILTMORE (East End Double Track)	s 8 45	s 4 10	.....	.....	.....	.....	.....	.....
.....	Yard	X{ ... B. I. TOWER N (West End Double Track)	8 47[64/52]	4 11	8 00[151]	9 00[155]	1 00[50]	4 30	.....	1 00
		1.5								
.....	Yard	BWYO ASHEVILLE . N	9 00	4 30[27]	.....	.....	.....	.....	.....	.....
		Ar.	A.M.	P.M.	A.M.	P.M.	A.M.	A.M.	A.M.	P.M.
			Daily 15	Daily 21	Daily 51	Daily 53	Daily 55	Daily 59	Ex. Sun. 61	Ex. Sun. 65

ASHEVILLE—SPENCER—Eastbound

TIME TABLE NO. 20
In effect
August 1, 1956

Miles from Salisbury	Station Nos.	STATIONS	FIRST CLASS 22 Daily	FIRST CLASS 16 Daily	SECOND CLASS 50 Daily	SECOND CLASS 52 Daily	SECOND CLASS 56 Daily	SECOND CLASS 58 Daily	SECOND CLASS 54 Daily	SECOND CLASS 60 Ex. Sun.	SECOND CLASS 64 Ex. Sun.
			Ar.								
2.6	332	BTWYOX **SPENCER** ....N	.....	.....	7 15	7 45[55]	12 30AM	.....	2 00[51]	.....	.....
		4.7									
2.1	S 2	..... **MAJOLICA** ....P	.....	.....	6 55	4 00[55]	10 45	.....	1 20	.....	.....
		(West End Double Track)									
		9.3	P.M.	P.M.							
11.4	S 11	YX.... **BARBER** ....PN	s 3 40	7 30	6 40	3 15	10 20	.....	12 55	.....	.....
		2.0									
13.4	S 13	..... **CLEVELAND** ....P	b 3 33	7 18	.....	.....	.....	.....	.....	.....	.....
		5.0									
18.4	S 18	..... **ELMWOOD** ....P	3 25	7 10[55]	6 30	2 25	10 05	P.M.	12 40	.....	.....
		7.2									
25.6	S 26	YXB. **STATESVILLE** ..PN	s 3 12	s 7 02	6 20	2 07[53]	9 45[58]	10 05[56]	12 25	A.M.	.....
		7.2									
32.8	S 33	..... **EUFOLA** .....P	2 58	6 52	6 10	1 45	9 25	9 52	12 02AM	9 00[61]	.....
		5.6									
38.4	S 38	..... **CATAWBA** ...PD	f 2 49	6 45	6 01	1 30	9 10	9 41	11 50	8 45	.....
		4.1									
42.5	S 43	..... **CLAREMONT** ....P	f 2 42[53]	6 40	5 50	1 15	8 59	9 32	11 41[59]	8 38	.....
		5.7									
48.2	S 48	X .... **NEWTON** ...PD	s 2 30	s 6 30	5 36[15]	12 55	8 45	9 22	11 20	8 20	.....
		1.7									
49.9	S 50	X .... **CONOVER**	f 2 27	b 6 27	.....	.....	.....	.....	.....	.....	.....
		4.1									
54.0	S 54	..... **OYAMA** .....P	2 22	6 22	5 25	12 35[21]	8 31[55]	9 11	11 05	8 05	.....
		3.6									
57.6	S 58	XBW...**HICKORY** ....PN	s 2 15	s 6 15	5 15	12 25	8 18	9 03	10 50	7 55	.....
		4.4									
62.3	S 62	..... **HILDEBRAN** ..PD	f 2 04	6 07	4 50	12 10PM	8 07	8 54[55]	10 35	7 45	.....
		5.6									
67.9	S 68	... **CONNELLY SPR'GS**....PD	f 1 50	b 5 59	4 38[51]	11 59	7 55	8 43	10 25	7 30	.....
		3.0									
70.9	S 71	..... **VALDESE**	s 1 44	b 5 55	.....	.....	.....	.....	.....	.....	.....
		3.1									
74.0	S 74	..... **DREXEL** .... PD	s 1 36[21]	5 50	4 15	11 45	7 40	8 31	10 10	7 10	.....
		4.5									
78.5	S 79	X. **MORGANTON** ....PN	s 1 26	s 5 41	3 59	11 35[61]	7 30	8 22	10 01	7 00[15]	.....
		6.0									
84.5	S 85	..... **GLEN ALPINE** ..PD	s 1 17	b 5 34	3 45	11 25	7 18	8 10	9 45[55]	A.M.	.....
		4.9									
89.4	S 89	... **BRIDGEWATER** ...P	1 10	5 27[53]	3 30	11 15	7 05	8 01	9 28	.....	.....
		4.9									
94.3	S 94	..... **NEBO**	f 1 03	5 19	.....	.....	.....	.....	.....	.....	.....
		3.5									
97.8	S 98	X ...**CLINCHCROSS** ..P	f12 58	5 14	2 57	10 58	6 45	7 47	9 18	.....	.....
		1.9									
99.7	S 100	B... **MARION** ...PNC	s12 51	s 5 08	2 50	10 53	6 35	7 37	9 13	.....	.....
		5.7									
105.4	S 105	..... **GREENLEE** ....P	12 44	4 59	2 40	10 43	6 21	7 25	9 03	.....	A.M.
		5.7									
111.1	S 111	YX... **OLD FORT** ....PN	s12 35	s 4 52	2 31[59]	10 33[64/65]	6 06[53]	7 14	8 50	.....	10 45[52/65]
		3.9									
115.0	S 115	..... **DENDRON** .....P	12 25	4 43	2 16	10 16[64]	5 51	6 59	8 11	.....	10 30[52]
		4.2									
119.2	S 119	..... **COLEMAN** ....P	12 15	4 33	2 00	10 00[64]	5 33	6 41[53]	7 52	.....	10 15[52]
		4.0									
123.2	S 123	YX .. **RIDGECREST** .....P	f12 05PM	c 4 23	1 45	9 45[64]	5 18	6 25	7 38	.....	10 00[52]
		1.9									
125.1	S 125	.... **BLACK MOUNTAIN** P	s11 59[65]	s 4 16	1 35	9 35[64]	5 12	6 20	7 29	.....	9 40[52]
		4.7									
129.8	S 130	X.. **SWANNANOA** ..PD	s11 50	s 4 09	1 25	9 25[64]	5 03	6 10	7 15[53]	.....	9 30[52]
		4.5									
134.3	S 134	..... **AZALEA** ....PD	f11 42	g 4 01[21]	1 15	9 10[64]	4 54	5 50	7 01	.....	9 15[52]
		4.7									
138.9	S 139	.... **BILTMORE**	s11 30	s 3 50	.....	.....	.....	.....	.....	.....	.....
		(East End Double Track)									
139.1	S 139	X B. I. TOWER ... N	11 28[9/28]	3 49	1 00[55]	9 00[15/64]	4 45[27]	5 30[150/10]	6 45	.....	9 05[15/52]
		(West End Double Track)									
		1.5									
141.0	S 141	BWYO **ASHEVILLE** ..N	11 25[9/28]	3 45	.....	.....	.....	.....	.....	.....	.....
		Lv.	A.M.	P.M.	A.M.	A.M.	P.M.	P.M.	P.M.	A.M.	A.M.
			Daily 22	Daily 16	Daily 50	Daily 52	Daily 56	Daily 58	Daily 54	Ex. Sun. 60	Ex. Sun. 64

HAYNE—ASHEVILLE—Westbound

Miles from Biltmore	Station Nos.	TIME TABLE NO. 20 In effect August 1, 1956 STATIONS	FIRST CLASS 9 Daily	FIRST CLASS 27 Daily	THIRD CLASS				151 Daily	155 Daily		
		Lv.	A.M.	P.M.					A.M.	P.M.		
67.4	452	.. SPARTANBURG N	8 25	2 15	.....	.....	.....	.....	.....	.....	.....	.....
		1.5										
65.9	454	BWYO HAYNE N	8 35	2 30	.....	.....	.....	.....	2 00	4 30[154]	.....	.....
		0.4										
65.5	.....	X (E. End Double Track)	8 36	2 31	.....	.....	.....	.....	.....	.....	.....	.....
		3.5										
62.0	W 62	..SIGSBEE ....P (W. End Double Track)	8 41	2 36	.....	.....	.....	.....	2 20	4 45	.....	.....
		6.4										
55.6	W 56	X.... INMAN ...PD	s 8 51	s 2 45	.....	.....	.....	.....	2 35	4 55	.....	.....
		3.4										
52.2	W 52	.... GRAMLING .. P	f 8 56	2 49	.....	.....	.....	.....	.....	.....	.....	.....
		2.9										
49.3	W 49	CAMPOBELLO PD	s 9 02[152]	2 53	.....	.....	.....	.....	2 55[156]	5 05	.....	.....
		4.9										
44.4	W 44	.... LANDRUM PD	s 9 09	s 2 59[154]	.....	.....	.....	.....	3 20	5 15	.....	.....
		3.6										
40.8	W 41	..... TRYON...PD	s 9 20	s 3 08	.....	.....	.....	.....	3 35	5 25	.....	.....
		5.8										
35.0	W 35	X MELROSE...P	9 32	3 20	.....	.....	.....	.....	3 55	5 40	.....	.....
		3.1										
31.9	W 32	X SALUDA ..PN	s 9 47	s 3 35	.....	.....	.....	.....	4 55	6 25	.....	.....
		5.3										
26.6	W 27	..... TUXEDO .PD	s 9 58	b 3 46	.....	.....	.....	.....	5 25	6 43[10]	.....	.....
		3.3										
23.3	W 23	.... FLAT ROCK PD	s10 05	s 3 53	.....	.....	.....	.....	5 40	6 59[150]	.....	.....
		3.5										
19.8	W 20	X HENDERSONV'LE PNC	s10 25	s 4 10	.....	.....	.....	.....	6 10	7 10	.....	.....
		2.4										
17.4	W 17	X .. SMYTH .PD	f10 30	4 14	.....	.....	.....	.....	6 25	7 15	.....	.....
		3.2										
14.2	W 14	..... NAPLES ...P	f10 35	4 19	.....	.....	.....	.....	6 40[152]	7 20	.....	.....
		2.7										
11.5	W 12	... FLETCHER PD	s10 45	a 4 23	.....	.....	.....	.....	7 00	7 25	.....	.....
		2.8										
8.7	W 9	..... ARDEN ..P	f10 53	4 28	.....	.....	.....	.....	7 15	7 30	.....	.....
		5.6										
3.1	W 3	...BUENA VISTA .P	f11 03	4 37	.....	.....	.....	.....	7 30	7 40	.....	.....
		3.1										
0.0	S 139	BILTMORE	s11 13	s 4 43	.....	.....	.....	.....	.....	.....	.....	.....
		0.1 (E. End Double Track)										
0.2	S 139	X B. I. TOWER .N	11 14[22,28]	4 44[56]	.....	.....	.....	.....	8 00[51]	8 30[53]	.....	.....
		0.4 (W. End Double Track)										
2.1	S 141	1.5 BWYO ASHEVILLE N	11 30[28,22]	5 00[21]	.....	.....	.....	.....	.....	.....	.....	.....
		Ar	A.M.	P.M.					A.M.	P.M.		
			Daily 9	Daily 27					Daily 151	Daily 155		

ASHEVILLE—HAYNE—Eastbound

Capacity of Tracks in Cars		Miles from Biltmore	TIME TABLE NO. 20 In effect August 1, 1956	FIRST CLASS			SECOND CLASS					
Siding	Other		STATIONS	28 Daily	10 Daily		156 Daily	152 Daily	154 Daily	150 Daily		
			Ar.	P.M.	P.M.		A.M.	A.M.	P.M.	P.M.		
.....	165	67.4	...SPARTANBURG N	1 55	8 25	.....	.....	.....	.....	.....	.....	.....
			1.5									
.....	Yard	65.9	BWYO HAYNE N	1 45	8 15	.....	4 30	11 30	4 30[155]	11 30	.....	.....
			0.4									
.....	.....	65.5	X E. END DOUBLE TRACK	1 32	7 57	.....	.....	.....	.....	.....	.....	.....
			3.5									
.....	16	62.0	SIGSBEE ...P (W. End Double Track)	1 26	7 53	.....	3 30	9 59	3 35	10 00	.....	.....
			6.4									
E 96 W125	Yard	55.6	X.... INMAN...PD	s 1 18	s 7 45	.....	3 10	9 20	3 22	9 10	.....	.....
			3.4									
17	Yard	52.2	.... GRAMLING . P	1 10	f 7 38	.....	.....	.....	.....	.....	.....	.....
			2.9									
53	32	49.3	.. CAMPOBELLOPD	h 1 06	s 7 33	.....	2 55[151]	9 02[9]	3 12	9 00	.....	.....
			4.9									
E 36 W 34	52	44.4	.... LANDRUM PD	s12 59	s 7 25	.....	2 45	8 50	2 59[27]	8 52	.....	.....
			3.6									
41	22	40.8	..... TRYON...PD	s12 54	s 7 19	.....	2 35	8 40	2 35	8 42	.....	.....
			5.8									
37	12	35.0	X MELROSE ...P	12 42	7 08	.....	2 15	8 25	2 15	8 20	.....	.....
			3.1									
87	15	31.9	SALUDA . PN	s12 27	s 6 53	.....	1 40	7 45	1 40	7 21	.....	.....
			5.3									
39	16	26.6	.... TUXEDO PD	f12 17	s 6 43[155]	.....	1 13	7 16	1 13	7 10	.....	.....
			3.3									
E 41 W42	18	23.3	... FLAT ROCK PD	s12 10 PM	s 6 36	.....	1 05	7 10	1 05	6 59[155]	.....	.....
			3.5									
51	Yard	19.8	X HENDERSONV'LE PNC	s11 57	s 6 23	.....	12 55	6 59	12 55	6 50	.....	.....
			2.4									
55	25	17.4	. SMYTH ..PD	11 53	f 6 19	.....	12 46	6 46	12 46	6 40	.....	.....
			3.2									
E 57 W42	57	14.2	.... NAPLES ...P	11 49	f 6 15	.....	12 40	6 40[151]	12 40	6 35	.....	.....
			2.7									
32	30	11.5	... FLETCHER PD	b11 45	s 6 11	.....	12 35	6 35	12 35	6 30	.....	.....
			2.8									
43	14	8.7	..... ARDEN ....P	11 41	f 6 06	.....	12 30	6 30	12 30	6 25	.....	.....
			5.6									
44	7	3.1	... BUENA VISTA. P	11 33	f 5 58	.....	12 15	6 15	12 15	6 12	.....	.....
			3.1									
.....	Yard	0.0	...BILTMORE ..	s11 27	s 5 52	.....	.....	.....	.....	.....	.....	.....
			0.1 (E. End Double Track)									
.....	Yard	0.2	X 0.1 B. I. TOWER N 0.4 (W. End Double Track)	11 24[9] 22	5 50[150] 58	.....	12 01	6 00	12 01	6 00[10] 58	.....	.....
			1.5									
.....	Yard	2.1	BWYO ASHEVILLE N	11 20[9] 22	5 45	.....	.....	.....	.....	.....	.....	.....
			Lv.	A.M.	P.M.		A.M.	A.M.	P.M.	P.M.		
				Daily 28	Daily 10		Daily 156	Daily 152	Daily 154	Daily 150		

ASHEVILLE—MURPHY

WESTBOUND											EASTBOUND			
THIRD CLASS		SECOND CLASS		Capacity of Tracks in Cars		Miles from Asheville	Station Nos.	TIME TABLE NO. 20 In effect August 1, 1956		THIRD CLASS		SECOND CLASS	
	71 Ex. Sun.	69 Ex. Sun.	67 Sun. Only	Siding	Other			STATIONS		66 Sun. only	68 Ex. Sun.	70 Ex. Sun.	
	A.M.	A.M.	A.M.					Lv. Ar.		P.M.	P.M.	A.M.	
.....	.....	6 15	6 15	.....	Yard	0.0	S 141	BWYO ASHEVILLE N	.....	1 45	1 45	.....	.....
								1.3					
.....	.....	6 20	6 20	.....	.....	1.3	S 142	MURPHY JCT. . . P	.....	1 25	1 20	.....	.....
								2.5					
.....	.....	6 26	6 26	23	41	3.8	T 4	.... BOSWELL	.....	1 17	1 15	.....	.....
								3.5					
.....	.....	6 33	6 33	50	6	7.3	T 7	X.... ENKA	.....	1 10	1 08	.....	.....
								1.5					
.....	.....	6 36	6 36	.....	11	8.8	T 9	..... HOMINY	.....	1 07	1 05	.....	.....
								4.6					
.....	.....	6 46	6 46	46	.....	13.4	T 13	.... COBURN	.....	12 57	12 55	.....	.....
								4.7					
.....	.....	7 15	7 15	.....	Yard	18.1	T 18	X... CANTON ...D	.....	12 45	12 45	.....	.....
								4.4					
.....	.....	7 25	7 25	.....	24	22.5	T 23	..... CLYDE	.....	12 25	12 25	.....	.....
								3.2					
.....	.....	7 32	7 32	28	.....	25.7	T 25	LAKE JUNALUSKA D	.....	12 15	12 15	.....	.....
								2.8					
.....	.....	8 30	7 38	.....	41	28.5	T 28	WAYNESVILLE D	.....	12 05PM	12 05PM	.....	.....
								1.3					
.....	.....	9 15	7 41	.....	34	29.8	T 30	HAZELWOOD ..D	.....	11 45	11 45	.....	.....
								6.4					
.....	.....	9 50	8 00	38	10	36.2	T 36	X BALSAM.....D	.....	11 20	11 20	.....	.....
	A.M.											A.M.	
	68	68									69	68	
.....	10 30 69 70	10 20 70 71	8 40	72	70	43.0	T 43	XY... ADDIE ....D	.....	10 45	10 45 70 71	10 00 69 71	.....
								6.8					
								4.3					
.....	11 00	A.M.	9 02	.....	103	47.3	T 47	X.... SYLVA ....D	.....	10 30	A.M.	9 35	.....
								1.6					
.....	11 10	.....	9 30 66	.....	34	48.9	T 49	.... DILLSBORO ...	.....	10 00 67	.....	9 30	.....
								9.8					
.....	11 35	.....	A.M.	.....	38	58.7	T 59	.... WHITTIER ..D	.....	A.M.	.....	9 05	.....
								6.8					
.....	11 55	.....	.....	46	Yard	65.3	T 65	X..BRYSON .....D	.....	.....	.....	8 45	.....
								12.0					
.....	12 35 PM	.....	.....	.....	12	77.3	T 77	.... ALMOND	.....	.....	.....	7 55	.....
								8.0					
.....	12 55	.....	.....	21	.....	85.3	T 85	TALC MOUNTAIN	.....	.....	.....	7 35	.....
								2.0					
.....	1 05	.....	.....	41	15	87.3	T 87	X. NANTAHALA .D	.....	.....	.....	7 30	.....
								4.1					
.....	1 30	.....	.....	17	3	91.4	T 91	...TOPTON.....	.....	.....	.....	7 06	.....
								8.8					
.....	2 00	.....	.....	.....	Yard	100.2	T 100	X.. ANDREWS ..D	.....	.....	.....	6 40	.....
								5.8					
.....	2 15	.....	.....	.....	7	106.0	T 106	..... MARBLE ...D	.....	.....	.....	6 23	.....
								3.8					
.....	2 25	.....	.....	.....	20	109.8	T 110	.... TOMOTLA	.....	.....	.....	6 15	.....
								5.5					
.....	2 45 P.M.	..... A.M.	..... A.M.	.....	73	115.3	T 115	XOWY MURPHY..D Ar. Lv.	.....	..... A.M.	..... A.M.	6 00 A.M.	.....
	Ex. Sun. 71	Ex. Sun. 69	Sun. Only 67							Sun. Only 66	Ex. Sun. 68	Ex. Sun. 70	

HENDERSONVILLE—ROSMAN

SOUTHBOUND SECOND CLASS				Capacity of Tracks in Cars		Miles from Hendersonville	Station Nos.	TIME TABLE NO. 20 In effect August 1, 1956 STATIONS	NORTHBOUND THIRD CLASS			
	255 Daily			Siding	Other						256 Daily	
	A.M.							Lv. Ar.			A.M.	
.....	6 30	.....	.....	...	Yard	0.0	W 20	X HENDERSONVILLE PNC	.....	.....	11 00	.....
						19.3						
.....	7 20	.....	.....	31	50	19.3	TR 19	X. PISGAH FOREST ..D	.....	.....	9 40	.....
						2.3						
.....	7 30	.....	.....	6	38	21.6	TR 22	X..... BREVARD .....D	.....	.....	9 30	.....
						10.7						
.....	8 15[256] A.M.	.....	.....	15	25	32.3	TR 31	X..... ROSMAN .....D Ar. Lv.	.....	.....	9 00[255] A.M.	.....
	Daily 255										Daily 256	

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. S-72.

2(a) Additional Initial and Clearance Card Stations
(Rules 4, 83, 83(b), 83(c), 83(d), 83(e))

All trains must receive Clearance Card, Form 603, before departing initial stations EXCEPT:

No. 68, Addie, Saturday only.
No. 71, Addie, Saturday only.
No. 70, Murphy, daily except Sunday.
No. 66, Dillsboro, Sunday only.
No. 255, Hendersonville daily.
No. 255, Brevard, Saturday and Sunday only.
No. 256, Rosman, Saturday and Sunday only.
No. 256, Brevard, Saturday and Sunday only.

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	Division
Hayne and Spartanburg	Charlotte
Asheville and Murphy Junction	Knoxville

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

Spencer	Marion	B. I. Tower
Salisbury	Hayne	Telegraph Office X O
Statesville	Hendersonville	Call Office
Hickory	Asheville, viz	Yard Office
	Canton	Engrs. Room, Roundhouse
	Murphy	

5. TRAIN REGISTERS
(Rules 83, 83(a), 83(b), 83(d), S-96)

Spencer, S. U.	Asheville (Telegraph Office X O)
Salisbury, Pass. Sta.	Hayne
B. I. Tower (A)	Hendersonville (B)
A—By register ticket	Murphy

B—Trains Originating and Terminating

6. STANDARD CLOCKS
(Rule 3)

Asheville, viz	B. I. Tower	Spencer
Dispatcher's Office	Marion	Hayne
Telegraph Office X O	Hickory	Canton
Engrs. Room, Roundhouse	Salisbury	Murphy
Hendersonville		

7. RAILROAD CROSSINGS AT GRADES
(Rules 98, 281 to 296 inc., 505 to 671 inc.)

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

8. JUNCTIONS
(Rules 98, 281 to 296 inc., 505 to 671 inc.)

B. I. Tower—Salisbury Line
Barber—Winston-Salem Div.
Murphy Jct.—Knoxville Div.

(Not Interlocked)

Salisbury	Hendersonville
Charlotte & Danville Div.	Transylvania Line
Statesville	Hayne
Winston-Salem Div.	Charlotte & Columbia Div.
Statesville—Alexander R. R.	Asheville—Knoxville Div.
Newton—C.&N.W.Ry. Co.	M.P. T89.9
Hickory—C.&N.W.Ry. Co.	Graham Co. Ry. Co.
Clinchcross—Clinchfield Ry.Co.	Murphy—L. & N. Ry. Co.
Marion—Charleston Div.	

9. AUTOMATIC BLOCK SIGNALS, AUTOMATIC TRAIN STOP SYSTEM, INTERLOCKING SIGNALS, CENTRALIZED TRAFFIC CONTROL AND REMOTE CONTROL SIGNALS.
(Rules 93, 281 to 296 inc., 401 to 671 inc.)

9(a). Automatic Block Signal Rules and Automatic Train Stop System and interlocking Signal Rules are effective:
Between Hayne and Asheville.
Between Salisbury and Asheville.

9(b). CENTRALIZED TRAFFIC CONTROL AND REMOTE CONTROL SYSTEM SIGNAL RULES ARE EFFECTIVE:
Between Mile Posts W-30.6 to W-36.7
(West Saluda to East Melrose)
Between Mile Post S-139.5 (West End Double Track) to Mile Post S-140.7 (Approaching East End Asheville Passenger Station)
Between Mile Posts S-141.5 to T-1.0 (Thru Murphy Junction)

10. At the following interlocking plants the signal governing movements of trains on main track and from siding to main track, in addition to being interlocking signals, are automatic block signals.
Murphy Junction.
B. I. Tower.
Mile Posts W-30.6 to W-36.7.
(West Saluda to East Melrose.)

10(a). Dwarf signals governing the movements of trains out of the following sidings are automatic block signals:

Saluda	East and west end siding.
Melrose	East and west end siding.
Hayne—West Yard	West end siding.
Clinchcross	East and west end siding.
Hickory	East End, C.&N.W. Ry. Co., Main Track.
Newton	West End, C.&N.W. Ry. Co., Crossover.

11. DOUBLE TRACK

(Rules S-89(c), 93, 98, 104(c), D-151 to D-153 inc., 251, 281 to 296 inc.)

Salisbury M. P. 333 to Majolica S-2.1
B. I. Tower M. P. S-139.1 to B. I. Tower M. P. S-139.5
Asheville M. P. S-141.5 to Murphy Jct. M. P. S-142.3
Hayne M. P. W-65.5 to Sigsbee M. P. W-62.0

12. ENDS OF DOUBLE TRACK

(Rules S-89(c), 98, 104(c), 281 to 296 inc.)

(Interlocked)

East End B. I. Tower ..... M. P. S-139.1

Not Interlocked

East End		West End	
Salisbury	M.P. 333	Majolica	M.P. S-2.1
Hayne	M.P. W-65.5	Sigsbee	M.P. W-62.0
Asheville	M.P. S-141.5	B. I. Tower	M.P. S-139.5
		Murphy Jct.	M.P. S-142.3

13. AS SHOWN BELOW, TRAINS AND ENGINES WILL RUN WITH THE CURRENT OF TRAFFIC, BUT INFERIOR TRAINS MUST NOT DELAY FIRST CLASS TRAINS:

(Rules D-151 to D-153 inc., 251)

Between Salisbury M.P. 333 and Majolica M.P. S-2.1.
Between Hayne, M.P. W-65.5 and Sigsbee, M.P. W-62.0.
Between B. I. Tower, M.P. S-139.1 and B. I. Tower M.P. S-139.5.
Between Asheville M.P. S-141.5 and Murphy Jct., M.P. S-142.3.

14. AS SHOWN BELOW, TRAINS AND ENGINES WILL RUN ON SINGLE TRACK AGAINST OPPOSING TRAINS BY INTERLOCKING OR BLOCK SIGNALS WHOSE INDICATIONS WILL SUPERSEDE TIME TABLE SUPERIORITY.

(Rules 261, 281 to 296 inc., 401 to 671 inc.)

M.P. S-139.5 (West End Double Track) to M.P. S-140.7 (Approaching East End Asheville Passenger Station)
West Saluda, M.P. W-30.6 to East Melrose, M.P. W-36.7.
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 train dispatcher.

15. INTERLOCKED SIDING SWITCHES

(Rules 281 to 296 inc., 401 to 671 inc.)

Saluda ..... East and West End
Melrose ..... East and West End

15(a). OTHER INTERLOCKED SWITCHES

Melrose — Safety Track
B. I. Tower
Murphy Junction

15 (b). ELECTRIC LOCKED SWITCHES

Asheville Yard, S.139.6.
East and West End Crossover Main Track to Freight Station
Main Track to Yard Lead
S-58 Hickory C.&N.W. Ry. Co. Main Track
S-48 Newton C.&N.W. Ry. Co. Crossover
S. 11.3. Barber East Wye Switch
S. 3.0 Standard Oil Co.
S. 3.0 American Bitumuls.
Saluda, Cross over Switch, East End
Saluda, Log Track Spur
Melrose, Cross over, East End

16. TRAIN MOVEMENT THRU CENTRALIZED TRAFFIC CONTROL PLANTS, ASHEVILLE M.P. S-139.5 (WEST END DOUBLE TRACK) TO M.P. S-140.7 (APPROACHING EAST END ASHEVILLE PASSENGER STATION), MILEPOSTS W-30.6 to W-36.7, (WEST SALUDA TO EAST MELROSE), M.P. S-141.5 TO T-1.0 (THRU MURPHY JCT.)

(Rules 93, 104, 104(c), D-151 to D-153 inc., 251, 261, 281 to 296 inc., 401 to 671 inc.)

Centralized Traffic Control System, W-30.6 to W-36.7, (West Saluda to East Melrose) will be controlled from Telegraph office, Saluda and will govern movements in both directions.

Reverse movements must not be made without authority from Operators, Saluda.

East and west end siding switches Saluda, east and west end siding switches Melrose and Safety track switch, Melrose are electrically operated.

Telephones are located as follows:

Automatic Block Signal W-30.6.
Saluda, west end siding.
Saluda, east end siding.
Old No. 1 Safety track location.
Melrose, west end siding.
Melrose, east end siding.

When current is off line, or plant is inoperative for any reason and necessary to operate switches manually, authority must be obtained from operator, Saluda, and switches restored to normal position after movement completed.

TO OPERATE MANUALLY—SEE INSTRUCTIONS BELOW

Centralized Traffic Control Plant, Murphy Junction, N. C., Mile Post S-142.3 will be controlled from Telegraph office, Asheville, and will govern movements in direction of current of traffic only.

Reverse movements must not be made without authority from Operator, X.O. Asheville.

East end cross over switch and switch leading to Murphy Line are electrically operated; west end of cross over switch is a spring switch and spring switch rules will govern.

Signal 5A will govern Knoxville Division main track east bound movements.

Signal 5B located at clearance post on Murphy Line will govern east bound main track movements.

Fixed east bound distant signal located at Mile Post T-1, will govern east bound movements approaching Murphy Junction.

Lower arm on westbound home signal at Murphy Jct. governs westbound movement of Murphy line trains only.

Telephones are located; Switchman's shanty, Tannery Bridge West Yard. Conductor's room, Asheville Passenger Station, Asheville, for use Murphy Line crews **only** informing operator that they are leaving the yard; and on north side of track between main line cross over switches, Murphy Junction for use in communicating with operator.

When current is off line, or plant is inoperative for any reason and necessary to operate switches manually, authority must be obtained from operator, and switches restored to normal position after movement completed.

TO OPERATE MANUALLY

Directions required by Trainmen, etc., who may have to manually operate a switch with (dual control) switch machine. Murphy Jct., Saluda, Melrose.

1. Unlock both levers.

2. Operate lever marked POWER to the left as far as it will go so that the word HAND appears.

3. Operate lever marked HAND THROW until it engages mechanism and moves switch points to the desired position. This may occur on first movement of hand throw lever or it may be necessary to move this lever to its extreme opposite position and *back*, depending on whether or not the switch points are resting in a position corresponding with that position in which the hand throw lever was found.

4. Always complete stroke with hand throw lever before permitting train to pass over points.

TO RESTORE SWITCH TO POWER OPERATION

1. Restore hand throw lever to position in which it was found.

2. Operate lever marked HAND THROW to the right as far as it will go so that the word POWER appears. When conditions permit, the machine will automatically operate to the position called for by its control circuit.

3. Lock both the selector lever marked POWER and the lever marked HAND THROW before leaving switch.

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

Rule 221 will govern except at the following stations which will be governed by Rule 221(a).

Black Mountain.
Hendersonville.
Tryon.

18. HAYNE TERMINAL
(Rule 93)

All trains, including first class trains, or engines, must move at YARD SPEED between the East end of Asheville Division double track, Mile Post W-65.5, and junction switch to Charlotte Division, Hayne, the provisions of Rule 93 to apply to first class trains as well as to second and inferior class and extra trains, or engines. Second and inferior class trains or engines must not delay first class trains.

19. ASHEVILLE TERMINAL
(Rule 93)

All trains, including first class trains, or engines, must move at YARD SPEED between Automatic Block Signal S-1407, east Asheville Passenger Station and Automatic Block Signal S-1415, west Asheville Passenger Station, expecting to find switches set against their movement. The provisions of Rule 93 to apply to first class trains as well as to second and inferior class and extra trains, or engines. Second and inferior class and extra trains, or engines must not delay first class trains.

20. SPENCER-SALISBURY TERMINALS
(Rule 93)

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.

Trains or engines clearing main track at Standard Oil Co. spur located at S-3.0 mile post and American Bitumuls Co. spur located 850 feet west of S-3.0 mile post must not again occupy main track without first obtaining authority to do so from Train Dispatcher over booth telephone located at these points.

21. CHARLESTON DIVISION TRAINS, MARION, N. C.
(Rule 93)

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 or Clinchcross 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.

22. DIESEL LOCOMOTIVE

When necessary to operate road switchers with regular road units, they must be placed either on the head end as operating units or, if this is not possible, in the position immediately behind the operating unit and ahead of the remaining road type units.

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

23. SPEED RESTRICTIONS
(Rules 109, 1012)

Trains or engines must not exceed speed fifteen (15) miles per hour entering or leaving sidings or moving thru cross overs or turn outs; except No. 20 turn outs equipped with 39 feet curved switch points, where speed must not exceed forty-five (45) miles per hour.

Diesel yard switchers handled in tow, when operated single, or in multiple control should not exceed 30 miles per hour.

In handling Diesels road switchers in tow on passenger trains, the following speed must not be exceeded:

ALCO road switchers—65 miles per hour.

EMD road switchers—(12 tooth pinion) 50 miles per hour.

Where not otherwise restricted the following maximum speeds are authorized:

Between Asheville and Salisbury

Passenger trains handled by Diesel electric locomotives: seventy (70) miles per hour.

Freight trains handled by Diesel electric locomotives fifty (50) miles per hour; except forty-five (45) miles per hour when handling loaded hopper bottom coal cars, or flat cars loaded with creosoted poles.

Maximum speeds between Ridgecrest and Old Fort: Passenger trains thirty (30) miles per hour; freight trains handled by Diesel locomotives with dynamic brake operative fifteen (15) miles per hour—with dynamic brake inoperative twenty (20) miles per hour.

All trains reduce speed to twenty (20) miles per hour between home signals and over railroad crossing at Barber.

Where not otherwise restricted the following maximum speeds for passenger and freight trains on curves are authorized:

Between	Mile Location	Passenger Trains Handled by Diesel Electric Locomotives	Freight Trains Handled by Diesel Electric Locomotives
Salisbury and Majolica			
	S- 1.0 to S- 2.1	55	45
Majolica and Catawba			
	S- 2.1 to S- 21.0	50	45
	S- 21.0 to S- 21.4	45	40
	S- 21.4 to S- 30.3	50	45
	S- 30.3 to S- 32.8	45	40
	S- 32.8 to S- 33.0	40	35
	S- 33.0 to S- 37.3	50	45
	S- 37.3 to S- 37.6	25	20
Catawba and Newton			
	S- 37.6 to S- 47.2	50	45
	S- 47.2 to S- 48.1	15	15
Newton and Hickory			
	S- 48.1 to S- 50.1	50	45
	S- 50.1 to S- 50.3	45	40
	S- 50.3 to S- 54.7	50	45
	S- 54.7 to S- 58.0	45	40
Hickory and Morganton			
	S- 58.0 to S- 70.0	50	45
	S- 70.0 to S- 72.0	40	35
	S- 72.0 to S- 75.5	45	40
	S- 75.5 to S- 76.7	40	35
	S- 76.7 to S- 79.0	50	45
Morganton and Glen Alpine			
	S- 79.0 to S- 80.1	50	45
	S- 80.1 to S- 80.9	45	40
	S- 80.9 to S- 83.3	50	45
Glen Alpine and Bridgewater			
	S- 83.3 to S- 85.9	45	40
	S- 85.9 to S- 87.0	40	35
	S- 87.0 to S- 88.4	45	40
	S- 88.4 to S- 89.8	40	35
Bridgewater and Marion			
	S- 89.8 to S- 90.6	25	25
	S- 90.6 to S-100.0	45	40
Marion and Old Fort			
	S-100.0 to S-104.2	45	40
	S-104.2 to S-107.2	50	45
	S-107.2 to S-108.9	40	35
	S-108.9 to S-111.0	50	45

Between	Mile location.	Passenger Trains Handled by Diesel Electric Locomotives	Freight Trains Handled by Diesel Electric Locomotives
Old Fort and Ridgecrest			
	S-111.0 to S-112.2	30	15
	S-112.2 to S-113.8	25	15
	S-113.8 to S-115.3	30	15
	S-115.3 to S-121.8	25	15
	S-121.8 to S-123.0	30	15
Ridgecrest and Biltmore			
	S-123.0 to S-128.3	50	45
	S-128.3 to S-129.5	45	40
	S-129.5 to S-134.8	40	35
	S-134.8 to S-136.2	45	40
	S-136.2 to S-136.6	30	25
	S-136.6 to S-139.0	35	30
Between Biltmore and Murphy Junction			
	S-139.0 to S-140.8	30	Yard Speed
	S-140.8 to S-141.5	Yard Speed	" "
	S-141.5 to S-142.3	30	" "

Between B. I. Tower and Hayne

Passenger trains handled by diesel electric locomotives sixty (60) miles per hour.

Passenger trains will use a minimum of eight (8) minutes (or twenty-two (22) M.P.H.) and freight trains powered by diesel electric locomotives equipped with dynamic brakes, which are operative, twenty-two (22) minutes (or eight (8) M.P.H.) and light engines or trains with cabooses only twelve (12) minutes (or fifteen (15) M.P.H.) between STOP board at crest of mountain, Saluda and Melrose.

Freight trains handled by diesel electric locomotives fifty (50) miles per hour; except forty five (45) miles per hour when handling loaded hopper bottom coal cars, or flat cars loaded with creosoted poles.

Where not otherwise restricted the following maximum speeds for passenger and freight trains on curves are authorized;

Between Asheville and Hayne:

Between	Mile location.	Passenger Trains Handled by Diesel Electric Locomotives	Freight Trains Handled by Diesel Electric Locomotives
Biltmore and Hendersonville			
	W- 0.0 to W- 1.4	40	40
	W- 1.4 to W- 3.2	30	30
	W- 3.2 to W- 6.0	40	40
	W- 6.0 to W- 9.0	50	50
	W- 9.0 to W-10.0	40	40
	W-10.0 to W-16.8	45	45
	W-16.8 to W-17.4	35	35
	W-17.4 to W-21.0	40	40
Between Hendersonville and Saluda			
	W-21.0 to W-22.0	35	35
	W-22.0 to W-24.0	40	40
	W-24.0 to W-32.0	30	30
Between Saluda and Melrose			
	W-32.0 to W-35.0	22	8
Between Melrose and Landrum			
	W-35.0 to W-40.0	35	35
	W-40.0 to W-44.0	40	40
Between Landrum and Hayne			
	W-44.0 to W-62.8	55	50

Between Hendersonville and Rosman.

Freight trains handled by Diesel Electric locomotives thirty five (35) miles per hour.Where not otherwise restricted the following maximum speeds for freight trains on curves are authorized.

Between	Mile location.	Freight Trains Handled by Diesel Electric Locomotives
Hendersonville and Brevard		
	TR- 0.0 to TR- 2.5	Yard Speed
	TR- 2.5 to TR- 3.5	30
	TR- 3.5 to TR- 11.3	35
	TR- 11.3 to TR- 11.6	30
	TR- 11.6 to TR- 13.3	35
	TR- 13.3 to TR- 13.6	30
	TR- 13.6 to TR- 16.3	35
	TR- 16.3 to TR- 16.6	30
	TR- 16.6 to TR- 17.2	35
	TR- 17.2 to TR- 17.5	25
	TR- 17.5 to TR- 18.8	35
	TR- 18.8 to TR- 20.1	30
	TR- 20.1 to TR- 21.6	35
Brevard and Rosman		
	TR- 21.6 to TR- 23.0	35
	TR- 23.0 to TR- 24.1	30
	TR- 24.1 to TR- 24.4	20
	TR- 24.4 to TR- 27.5	35
	TR- 27.5 to TR- 27.9	30
	TR- 27.9 to TR- 30.7	35
	TR- 30.7 to TR- 31.3	25

Between Murphy Junction and Murphy

Freight trains handled by diesel electric locomotives thirty five miles (35) per hour. Where not otherwise restricted the following maximum speeds for freight trains on curves are authorized.

Between	Mile location.	Freight Trains Handled by Diesel Electric Locomotives
Asheville and Balsam		
	T- 0.0 to T- 15.7	35
	T- 15.7 to T- 16.1	20
	T- 16.1 to T- 23.0	35
	T- 23.0 to T- 24.0	30
	T- 24.0 to T- 35.0	35
Balsam and Bryson		
	T- 35.0 to T- 42.0	20
	T- 42.0 to T- 48.9	35
	T- 48.9 to T- 49.8	15
	T- 49.8 to T- 58.9	35
	T- 58.9 to T- 59.8	20
	T- 59.8 to T- 60.1	35
	T- 60.1 to T- 60.9	20
Bryson and Wesser		
	T- 60.9 to T- 64.8	35
	T- 64.8 to T- 65.0	25
	T- 65.0 to T- 67.0	30
	T- 67.0 to T- 74.7	35
	T- 74.7 to T- 75.0	20
	T- 75.0 to T- 77.7	35
	T- 77.7 to T- 78.4	20
Wesser and Topton		
	T- 78.4 to T- 80.2	35
	T- 80.2 to T- 80.6	20
	T- 80.6 to T- 83.1	30
	T- 83.1 to T- 83.7	20
	T- 83.7 to T- 87.0	30
	T- 87.0 to T- 90.7	10
Topton and Murphy		
	T- 90.7 to T- 96.0	20
	T- 96.0 to T-114.0	35

24. ADDITIONAL SPEED RESTRICTIONS

Corporate Limits

Statesville	15 m.p.h.	Hazlewood	15 m.p.h.
Hickory	15 m.p.h.	Asheville	15 m.p.h.
Morganton	15 m.p.h.	Inman	15 m.p.h.
Black Mountain	15 m.p.h.	Hendersonville	15 m.p.h.
Waynesville	15 m.p.h.	Tryon	10 m.p.h.

Trains or engines using C. & N. W. main track at Hickory must approach 4th Street West, 2nd Street Place West and Center Street at speed not exceeding five (5) miles per hour.

25. ENTRANCE SWITCH TO SIDINGS AND OTHER TRACKS

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

Time of a train applies at the switch where an inferior train enters the siding, except:

Time for Trains 15, 16 and 22 at Barber applies at switch where North WYE from Winston-Salem Division main track enters Asheville Division main track.

Unless otherwise provided enter at first switch at first siding, except at stations where there are lap sidings trains will enter sidings at 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 Naples, Flat Rock and Landrum.

26. SPRING SWITCHES

Rules 104(c), 517)

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

Majolica	End of double track
B.I. Tower	West End double track
Hayne	End of double track
Sigsbee	End of double track

Spring switches located at other points are as follows:

Barber	East and west end siding
Elmwood	East and west end siding
Eufola	East and west end siding
Catawba	East and west end siding
Claremont	East and west end siding
Newton	East and west end siding
Oyama	East and west end siding
Hildebran	East and west end siding
Connelly Springs	East and west end siding
Drexel	East and west end siding
Glen Alpine	East and west end siding
Bridgewater	East and west end siding
Clinchcross	East and west end siding
Marion	West end siding
Greenlee	East and west end siding
Old Fort	East and west end siding
Dendron	East and west end siding
Coleman	East and west end siding
Ridgecrest	West end siding
Black Mountain	East and west end siding
Swannanoa	East and west end siding
Azalea	East and west end siding
Buena Vista	East and west end siding
Arden	East and west end siding
Fletcher	East and west end siding
Naples	East end east siding
Naples	West end west siding
Smyth	East and west end siding
Hendersonville	East and west end siding
Flat Rock	East end, east siding
Flat Rock	West end, west siding
Tuxedo	East and west end siding
Tryon	East and west end siding
Landrum	East end east siding
Landrum	West end west siding
Campobello	East and west end siding
Inman	East end west siding
Murphy Junction	West end cross over

27. ADDITIONAL FLAG STOPS

(Rules 16d and 28)

Skyland	No. 28b 9 & 10	Hillgirt	No. 9 and 10
Brickton	No. 9 and 10	Mascot	No. 9
Mount'n Home	No. 9 and 10	Campton	No. 9 and 10

28. 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 Biltmore, Spartanburg, W.-Salem and beyond.

(c) Between June 1, to September 15, will stop.

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

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

(h) Receive or discharge only revenue passengers.

29. HIGHWAY AND STREET GRADE CROSSINGS:

Eastbound Passenger Trains must pull eastward sufficient distance to clear viz:

Biltmore Avenue	Biltmore
Seventh Avenue	Hendersonville

All Trains or Engines must flag over the following crossings:

Old Fort	Main Street
Canton	Main Street
Waynesville	Charles Street
Andrews	Cherry Street

30. LOCOMOTIVE RATING IN TONS OF 2,000 POUNDS EXCLUSIVE OF CABOOSE

Between	Diesels			
	12 Tooth Pinion 1 Unit 1500 H.P.	Switcher G.P. 7 1 Unit 1500 H.P.	Switcher Standard 1 Unit 1200 H.P.	Switcher Standard 1 Unit 1000 H.P.
	Eastbound			
Asheville and Old Fort	1025	1025	----	----
Old Fort and Spencer	1625	1625	----	----
Asheville and Hendersonville	1125	1125	----	----
Hendersonville and Saluda	1350	1350	----	----
Saluda and Hayne	1500	1500	----	----
Murphy and Andrews	1250	1250	----	----
Andrews and Topton	650	650	----	----
Topton and Bryson	1750	1750	----	----
Bryson and Dillsboro	1500	1500	----	----
Dillsboro and Addie	2000	2000	----	----
Addie and Balsam	†450	†450	350	350
Balsam and Asheville	1125	1125	1000	1000
	Westbound			
Asheville and Canton	*1125	*1125	----	----
Asheville and Coburn	----	----	925	925
Coburn and Canton	----	----	800	800
Canton and Hazlewood	625	625	----	----
Hazlewood and Balsam	700	700	----	----
Balsam and Bryson	1500	1500	----	----
Bryson and Nantahala	1750	1750	----	----
Nantahala and Topton	450	450	----	----
Topton and Murphy	2000	2000	----	----
Spencer and Old Fort	1150	1150	----	----
Old Fort and Asheville	700	700	----	----
Hayne and Melrose	1500	1500	----	----
Melrose and Saluda	375	375	----	----
Saluda and Asheville	1500	1500	----	----
	Northbound			
Rosman and Hendersonville	1750	1750	----	----
	Southbound			
Hendersonville and Rosman	1750	1750	----	----

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

† Reduce 25 tons in wet weather per unit.

* Reduce 125 tons in wet weather per unit west of Coburn.

31. WHEN NECESSARY, PASSENGER TRAINS WILL **WAIT FOR CONNECTION AS INDICATED BELOW, SUPERINTENDENT OR CHIEF DISPATCHER WILL INSTRUCT IN CASES OF UNUSUAL CONDITION OR EMERGENCY**

Train No.	Wait at	For		Time
9	Spartanburg	Cola. Div.	9	Indefinitely
21	Barber	W.-Salem Div.	21	Indefinitely
22	Asheville	Knox Div.	28	Two hours
27	Spartanburg	Columbia Div.	27	Indefinitely
27	Spartanburg	Char. Div.	33-34	20 minutes
28	Asheville	Knox Div.	28	Indefinitely

32. DIESEL LOCOMOTIVES, SYSTEM 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. (Rule 708)

BETWEEN ASHEVILLE AND SALISBURY

EQUIPMENT	TYPE	UNIT WEIGHT—LBS.
4 Diesel Units	4-4	260,000
4 Diesel Units	6-6	354,000
5 Diesel Units	6-6	354,000
		TOTAL WEIGHT
Loaded Cars	4 wheel trucks	210,000
Loaded Cars	6 wheel trucks	270,000
Derricks		(b) 264,000

(a) 5 Diesel Units may be operated.

(b) 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 open deck trestles in side of industrial tracks. Derricks D-1, 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, PD-34 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.

BETWEEN HENDERSONVILLE AND ROSMAN

EQUIPMENT	TYPE	UNIT WEIGHT—LBS.
Diesel Units	4-4	(a) 250,000
		TOTAL WEIGHT
Loaded Cars		210,000
Derricks		(c) 208,000

(a) 2 Unit Diesel locomotives may be operated except that any unit having a weight of more than 210,000 pounds on a wheel base of less than 35 feet must not be coupled to another such unit.

(b) Pile drivers PD-24, PD-25, PD-34 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.

(c) Derricks 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-26, D-30 and D-8590 must not exceed a speed of twenty miles per hour; other derricks twenty-five miles per hour.

Derrick D-67, and other System derricks, weighing in excess of 208,000 lbs. and not exceeding 241,000 lbs., may be operated with a car weighing not exceeding 90,000 lbs. gross at each end, at a speed not exceeding twenty miles per hour between Hendersonville and Rosman.

BETWEEN ASHEVILLE AND HAYNE

EQUIPMENT	TYPE	UNIT WEIGHT—LBS.
4 Diesel Units	4-4	260,000
4 Diesel Units	6-6	354,000
5 Diesel Units	6-6	354,000
		TOTAL WEIGHT
Loaded Cars	4 wheel trucks	210,000
Loaded Cars	6 wheel trucks	270,000
Derricks		(b) 264,000

(a) 5 Diesel Units may be operated.

(b) 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 open deck trestles in side of industrial tracks. Derricks D-1, 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, PD-34 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 have stack removed when in transit.

BETWEEN ASHEVILLE AND MURPHY

EQUIPMENT	TYPE	UNIT WEIGHT—LBS.
2 Diesel Units	4-4	(a) (b) 254,000
		TOTAL WEIGHT
Loaded Cars		210,000
Derricks		(d) 239,000

(a) 5-Unit diesels may be operated between Asheville and Addie, M.P. T-43, each with maximum gross weight 254,000 pounds on a wheel base of not more than thirty-five (35) feet.

(b) 3-Unit and 4-Unit Diesel locomotives may be operated, except between Canton and Murphy they must not include more than one unit having a weight of more than 210,000 pounds on a wheel base of less than 35 feet.

(c) Units having a weight of more than 210,000 pounds on a wheel base of less than 35 feet must not exceed 15 m.p.h. over First Scotts Creek Bridge, M.P. T-38.5 and Eighth Scotts Creek Bridge, M. P. T-40.5.

Over 13th Valley River Bridge, M.P. T-113.8 no equipment is to be operated in excess of 15 m.p.h.

(d) Derricks 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 20 miles per hour between Asheville and 13th Valley River Bridge, Mile Post T-113.8, but must not cross over this structure.

Pile drivers PD-24, PD-25, PD-34 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.

ASHEVILLE AND CRAGGY MOUNTAIN RAILROAD

Cars weighing not more than 210,000 pounds and single Diesel Units weighing not more than 210,000 pounds may be operated.

33. SPECIAL INSTRUCTIONS GOVERNING THE HANDLING OF TRAINS ON SALUDA MOUNTAIN (Rule 1675)

All East bound passenger trains and freight trains with 85 cars or less will stop just west STOP Board No. 1, located opposite C.T.C. Signal 5R, Clearance Sign, East End Siding and freight trains with more than eighty-five cars going to Saluda to meet West bound trains are authorized to pass STOP Board No. 1 and proceed to STOP Board No. 2, located 765 feet east C.T.C. Signal 5R for necessary brake inspection and turning up retainers.

No train shall be permitted to depart from Stop Board, Saluda, until the brake pipes have been charged to 100 pounds

pressure, and engineer has ascertained from conductor or flagman on caboose by radio or otherwise that air is working thru train.

Before descending the grade all retaining valve handles must be turned up, single pressure valve handles all the way up, and double pressure valve handles up at a 45 degree angle.

As soon as the train begins to move engineers on diesel locomotives equipped with dynamic brakes must apply dynamic brakes in full service application and all engineers will as soon as practical after engine has turned over the crest of grade and without waiting for the train to attain a speed of eight (8) miles per hour make several brake applications, immediately releasing in order to fill the brake cylinders and retaining valve pipes so as to force the shoes against the wheels. Applications thereafter should be made as frequently as necessary in order to keep the speed of the train at all times slow enough that a five to eight pound brake pipe reduction will stop the train.

When an unusual loss of brake pipe or main reservoir pressure occurs due to excessive braking or some unknown cause on any train, the train must be brought to an immediate stop and hand brakes applied on a sufficient number of cars on front end to hold train if descending; on rear if ascending, and they must not be released until the trouble is corrected and air brake pressure is restored to normal on engines and caboose.

Should train be stopped by an emergency action, either descending or ascending, sufficient hand brakes must immediately be set up on both front and rear to hold the train until trouble is found and corrected, and train line and main reservoir air pressures must be restored to normal before hand brakes are released.

East bound freight trains powered by diesel electric locomotives equipped with dynamic brakes must make a running test of dynamic brakes between Tuxedo and Saluda to insure that dynamic brakes are operative, and at same time fireman must check all grid blowers and know that they are operating properly, to be repeated as often as necessary thereafter.

No train powered by diesel electric locomotives equipped with dynamic brakes with dynamic brakes inoperative will go east of clear point, east end siding Saluda and will not be operated Saluda to Melrose without authority.

In the event that dynamic brakes fail after train leaves top of grade train must be stopped immediately and hand brakes securely applied on fifty per cent (50%) of the cars in train. Hand brakes should be applied on head end of train.

Freight trains powered by diesel electric locomotives equipped with dynamic brakes will not exceed a speed of eight (8) miles per hour between STOP Board, Saluda and Melrose.

At Melrose the retaining valve handles must be turned down and the train inspected for defective brake rigging and wheels. Either Conductor or Flagman, or both unless one is occupied with other duties required by the rules, must watch train as it pulls by for possible detection of some defect not found while train was standing. Engineers will pull train by slow enough for this inspection.

1. Enginemen of East bound trains or engines must give one long sound of whistle (——) at the whistling post one-half mile west sign "Beginning Timing Circuit" to notify the operator, Saluda, of their approach.

2. At the next whistling post 800 feet west of sign "Beginning Timing Circuit", Enginemen will, if their train or engine is under full control, call for the main track by giving one long, one short and one long sounds of the whistle (—— — ——).

3. When hearing this signal the operator, Saluda, will activate code button on Centralized Traffic Control Panel for operating Safety Track switch.

4. Any ascending passenger train stalling or having to stop on the grade for any cause must immediately turn up retainers and notify all members of train and engine crew. No move will be made until engineer has assured conductor that brake pipe is fully charged. In moving backward a speed of not more than ten miles per hour will be exceeded.

5. Light has been installed on main track side of bungalows containing electrical equipment on East and West ends sidings Saluda and Melrose for emergency use only and can be operated only by operator, Saluda, N. C. Any officer or employee of any department or of any train seeing any one of these lights burning will report to operator, Saluda, N. C. by radio or nearest telephone.

34. RULES GOVERNING THE HANDLING OF TRAINS ON OTHER MOUNTAIN GRADES

Between Ridgecrest and Old Fort—Trains handled by Diesel Locomotives not equipped with dynamic brake or Diesel Locomotive with dynamic brake inoperative.
Balsam and Addie.
Topton and Andrews.
Topton and Nantahala.

Descending

A. Air on engine and train must be fully charged.

B. Before beginning the descent, all trains must stop and inspect and test the air brakes except it will not be necessary to inspect and test air brakes before leaving Ridgecrest.

C. A car with defective brakes must be set out and repaired before forwarding.

D. Handles of all retaining valves must be turned up.

E. Upon arrival at foot of grades, a careful inspection of running gear must be made, especially of the wheels for cracked flanges, treads, or other conditions.

F. The inspection and tests prescribed in the preceding paragraphs, will be made by car inspectors when provided, otherwise by trainmen under supervision of conductor.

G. SPECIAL INSTRUCTIONS GOVERNING TRAINS HANDLED BY DIESEL LOCOMOTIVES EQUIPPED WITH DYNAMIC BRAKES BETWEEN ASHEVILLE AND OLD FORT.

On Eastbound freight trains running test of the dynamic brake must be made by the Engineer on descending grade through Swannanoa, at which time the fireman should check the grid blowers in each unit to see that they are operating, and as often as necessary thereafter. If dynamic brake is working properly, it will not be necessary to stop at Ridgecrest and turn up retainers before descending Blue Ridge Mountain. After starting down descending grade East of Ridgecrest engineer should gradually reduce throttle to idling position and when the train speed increases to ten (10) miles per hour, the dynamic brake should be applied and speed of train should be held between ten (10) and fifteen (15) miles per hour, using automatic air brake when necessary to assist in holding the train to maximum speed of fifteen miles per hour.

In order to avoid damage to Diesel units, at any time when a set of units has a unit not equipped with dynamic brake or the dynamic feature inoperative, it will be necessary to turn up retainers before descending mountain grades where retainers are not now used with full dynamic brake.

Should the dynamic brake fail while descending grade from Ridgecrest to Old Fort, the train must be stopped immediately and retainers turned up and train controlled by automatic air brake.

Ascending

A. When helping engines are used, they will be placed as follows:

On the rear of freight and passenger trains on all grades.

B. Air brakes must be working through rear car or engine of train and stop cock beneath engineman's valve on helping pusher engine closed.

C. All test of brakes must be made after helper engines are coupled to train.

D. The cars of all passenger trains must have air brakes in good working order.

Stopping on Grade

Any ascending freight train stalling or having to stop on the grade for any cause must—

1st. Protect train.

2nd. Set hand brakes securely.

3rd. Notify all members of the train and engine crews that the front engine will take forward part of train to top of grade.

4th. Take as many cars from head of train as front engine or engines can pull without taking slack, being sure that the brakes on rear portion are holding train.

5th. Head engine or engines returning for rear portion of train must move under control, couple to train with care, be assured coupling has been made and air brakes tested throughout train before hand brakes released.

6th. Helper Engineer take slack and in doing so close throttle gradually and allow weight of train to force engine back if necessary. Use independent brake to graduate the slack desired, then blow ahead and start train.

Trainmen

Freight trainmen must be in proper position ascending and descending the grades in order to protect the movement.

DIVISION OFFICERS, ASHEVILLE, N. C.

J. D. Moss—Trainmaster
S. S. Lewis—Trainmaster
V. R. Valentine—Trainmaster
W. C. Conner—Terminal Trainmaster
G. W. Autry—Terminal Trainmaster
R. F. Goldston—Terminal Trainmaster
C. W. Sigmon—Division Engineer
H. L. Heinz, Sr.—General Road Foreman of Engines
E. A. Norton—Road Foreman of Engines
I. C. Russell—Road Foreman of Engines
H. S. Green—Road Foreman of Engines
J. C. Bazemore—Road Foreman of Engines
G. G. Snyder—Chief Dispatcher

Hours of Service Telegraph Offices

STATION	ASSIGNMENT	EXCEPTIONS
Asheville	Continuous	None
BI Tower	Continuous	None
Azalea	8:00 a.m. to 5:00 p.m.	Closed Saturday and Sunday
Swannanoa	8:00 a.m. to 5:00 p.m.	Closed Saturday and Sunday
Black Mountain	8:00 a.m. to 5:00 p.m. (Rule 221-a)	Closed Saturday and Sunday
Old Fort	Continuous	None
Marion	7:30 a.m. to 3:30 p.m. 4:00 p.m. to 12:00 m.n.	Closed Sunday Closed Saturday and Sunday
Glen Alpine	8:00 a.m. to 5:00 p.m.	Closed Saturday and Sunday
Morganton	Continuous	None
Drexel	7:30 a.m. to 4:30 p.m.	Closed Saturday and Sunday
Connelly Spgs.	8:00 a.m. to 5:00 p.m.	Closed Saturday and Sunday
Hildebran	8:00 a.m. to 5:00 p.m.	Closed Saturday and Sunday
Hickory	Continuous	None
Newton	8:00 a.m. to 5:00 p.m.	Closed Sunday
Catawba	8:00 a.m. to 5:00 p.m.	Closed Saturday and Sunday
Statesville	Continuous	None
Barber	Continuous	None
Fletcher	8:00 a.m. to 5:00 p.m.	Closed Sunday
Smyth	8:00 a.m. to 5:00 p.m.	Closed Saturday and Sunday
Hendersonville	6:30 a.m. to 4:00 p.m. (Rule 221-a) 4:00 p.m. to 11:59 p.m. (Rule 221(a))	None Closed Sunday
Flat Rock	8:00 a.m. to 5:00 p.m.	Closed Saturday and Sunday
Tuxedo	8:00 a.m. to 5:00 p.m.	Closed Saturday and Sunday
Saluda	Continuous	None
Tryon	8:00 a.m. to 5:00 p.m. (Rule 221-a)	Closed Saturday and Sunday
Landrum	8:00 a.m. to 5:00 p.m.	Closed Saturday and Sunday
Campobello	8:00 a.m. to 5:00 p.m.	Closed Saturday and Sunday
Inman	7:30 a.m. to 4:30 p.m.	Closed Saturday and Sunday
Pisgah Forest	8:00 a.m. to 5:00 p.m.	Closed Saturday and Sunday
Brevard	8:00 a.m. to 5:00 p.m.	Closed Saturday and Sunday
Rosman	8:00 a.m. to 5:00 p.m.	Closed Saturday and Sunday
Canton	7:30 a.m. to 4:30 p.m.	Closed Saturday and Sunday
Lake Junaluska	8:00 a.m. to 5:00 p.m.	Closed Saturday and Sunday
Waynesville	8:00 a.m. to 5:00 p.m.	Closed Sunday
Hazelwood	8:00 a.m. to 5:00 p.m.	Closed Saturday and Sunday
Balsam	8:00 a.m. to 5:00 p.m.	Closed Saturday and Sunday
Addie	8:00 a.m. to 5:00 p.m.	Closed Saturday and Sunday
Sylva	8:00 a.m. to 5:00 p.m.	Closed Saturday and Sunday
Whittier	8:00 a.m. to 5:00 p.m.	Closed Saturday and Sunday
Bryson	8:00 a.m. to 5:00 p.m.	Closed Saturday and Sunday
Nantahala	8:00 a.m. to 5:00 p.m.	Closed Saturday and Sunday
Andrews	7:30 a.m. to 4:30 p.m.	Closed Saturday and Sunday
Murphy	7:30 a.m. to 4:30 p.m.	Closed Saturday and Sunday