

On May 18, 1891, Col. **A. B. Andrews**, President of N. C. Midland R. R. Co. a division of the Southern Railroad System, wrote to the Board:

"I desire to notify you, officially, that the North Carolina Midland Railroad Company completed its road and had cars running across the Yadkin River into Davie County and a regular freight and passenger service established on this road on May 8, 1891, and I respectfully request that you have this fact entered upon your records and do whatever else may be necessary to show that we have completed that portion of the contract made with your city in regard to building the North Carolina Midland Railroad."

Board of Commissioners, Town of Winton: 1870-1879 Government Meeting Notes.

The railroad entered Davie County, NC in the Shady Grove township area and the first train stopped in Davie County at the Advance Depot on May 8, 1891. Four passenger trains ran daily, Northbound at 8AM and 2PM, and Southbound at 10AM and 4PM. In addition, freight trains usually came twice a day, Northbound in the morning and Southbound in the evening.

The first depot agent for Advance was **Gus Allison** who worked from 1891-1905 then transferred to Mocksville, NC to be that station's depot agent. **Alex Kimbrough** became the ticket agent and telegraph operator at the Advance depot from 1905 for several years until **Gus Allison** returned to work a second term. **Jack Felker** followed Allison as Advance depot agent, and then **Eddie Morrison**, who was known for his telegraphing skill. **Frank F. Kerner** took the Advance depot agent position after Morrison. The last two agents were **Sarah Haire** and **Mary Lethia Vogler** before Midland Railroad closed the Advance depot and it torn down in 1953.

Advance historian **Edith Zimmerman**, traveled many years on the train to her work in Winston-Salem. She remembers the depot as the commercial hub for merchants and a social gathering place especially on Sunday afternoon as shown in her picture taken in the early 1900s. Products were loaded from wagons, livestock were shipped from the depot corral, coal was sold from a coal bin near the side track for freight cars. Today freight trains and an occasional excursion train travel on the tracks but do not stop at Advance.



Typical weekend at the Advance Depot in the 1900s



Advance Depot shortly before being torn down in 1953