

**ATLANTA AND WEST
POINT RAILROAD
THE WESTERN RAILWAY
OF ALABAMA
GEORGIA RAILROAD**

**TIME
TABLE**

No.

2

**Taking Effect at 12:01 A.M.
SUNDAY, APRIL 22, 1979
EASTERN STANDARD TIME**

**FOR THE GOVERNMENT
OF EMPLOYEES ONLY**

DESTROY TIMETABLES OF PREVIOUS DATES

M. S. JONES, JR.—President-General Manager
T. O'BRIEN—General Superintendent-Chief Engineer
E. J. HALEY—Chief Mechanical Officer
J. L. WILSON—Superintendent Transportation

STANDARD CLOCKS

Augusta-Harrisonville, Camak, Union Point, Macon, Atlanta Yard,
Atlanta Shop, Opelika, Chester, Selma.

TRACK SCALES

Location	Capacity	Length
Harrisonville	150 Ton	50 Ft.
Camak	100 "	50 "
Camak Quarry	125 "	50 "
Atlanta	125 "	50 "
Montgomery	150 "	50 "
Selma	125 "	50 "

SPEED TABLE

This table is for information in determining speed per mile and in no way affects rules governing speed of trains.

Miles per Hour	1 Mile In		Miles per Hour	1 Mile In		Miles per Hour	1 Mile In	
	Min.	Sec.		Min.	Sec.		Min.	Sec.
6	10		28	2	8	45	1	20
8	7	30	29	2	4	46	1	18
10	6		30	2		47	1	16
12	5		31	1	56	48	1	15
15	4		32	1	52	49	1	13
16	3	45	33	1	49	50	1	12
17	3	31	34	1	45	51	1	10
18	3	20	35	1	42	52	1	9
19	3	9	36	1	40	53	1	7
20	3		37	1	37	54	1	6
21	2	51	38	1	34	55	1	5
22	2	43	39	1	33	56	1	4
23	2	36	40	1	30	57	1	3
24	2	30	41	1	27	58	1	2
25	2	24	42	1	25	59	1	1
26	2	18	43	1	23	60	1	
27	2	13	44	1	21			

**2 WESTWARD
BETWEEN ATLANTA AND MONTGOMERY**

FOURTH CLASS	THIRD CLASS	SECOND CLASS		Station Numbers	Distance from Atlanta	Capacity of sidings based on 50 ft. cars plus allowance for three engines and one caboose
		213	215			
7 Sou.	211	213	215			Yard
Daily Except Sunday	Daily	Daily	Daily			
	P. M. 300	P. M. 100	A. M. 500	0		
				2	2.12	
				4	4.35	
				6	5.61	
				7	6.55	
				10	9.95	
				12	11.78	P 124
				23	22.22	P 45
				29	28.60	P 200
	500	320	645	43	42.48	P 125
	520	340	700	54	54.36	P 50
	530 208	350 214	710	61	61.08	P 119
	550	410	730	75	74.27	P 220
	610	430 208	800 212	90	89.52	P 97
P. M.	625	445	815	100	99.90	P 54
400	640	500	830		108.54	
410	645	505	835	111	110.96	P 133
P. M.	653	515	845	118	117.22	
	709	535	901	130	129.65	P 29
	719	545	911	137	136.10	P 71
	735	602	928	148	147.68	P 83
	752	619	945	161	160.77	P 200
				172	171.53	
	830	645	1030	175	172.72	
				175	175.00	
7	211	213	215			
Daily Except Sunday	Daily	Daily	Daily			

**EASTWARD 3
BETWEEN ATLANTA AND MONTGOMERY**

TIME TABLE No. 2 Taking Effect 12:01 A. M., APRIL 22, 1979			SECOND CLASS		THIRD CLASS	FOURTH CLASS
STATIONS			212	214	208	8 Sou.
			Daily	Daily	Daily	Daily Except Sunday
L T	ATLANTA	A	A. M. 1130	P. M. 700	P. M. 900	
	2.12					
	ORMEWOOD					
	2.23					
	LAKEWOOD					
	1.26					
	L. & N. JUNCTION					
	Double Track Commences					
	.94					
	OAKLAND JCT. x-SOU.					
	Double Track Ends					
	3.40					
	EAST POINT					
	1.83					
T	COLLEGE PARK					
	10.44					
	FAIRBURN					
	6.38 DD					
	PALMETTO					
	13.88					
T	NEWMAN x-SOU.		915	420	600	
	11.88					
	GRANTVILLE		855	412	540	
	6.72 DD					
	HOGANSVILLE		840	350 213	530 211	
	13.19					
T Y	LA GRANGE		820	330	500	
	15.25 DD					
T Y	WEST POINT		800 215	300	430 213	
	10.38					
	CUSSETA		745	245	345	P. M.
	8.64					
	ROANOKE JCT.		735	235	335	310
	2.42					
T Y	OPELIKA x-SOU.		730	230	330	300
	6.26					
	AUBURN		720	220	320	P. M.
	12.43 DD					
	NOTASULGA		700	200	300	
	6.45					
	CHEHAW		648	148	248	
	11.48 DD					
	MILSTEAD		634	134	234	
	13.09					
	MOUNT MEIGS		618	118	218	
	10.76					
	BOYLSTON					
	1.19					
A T Y	CHESTER	L	600	100	200	
	2.54					
	MONTGOMERY	X-S.C.I.	A. M.	P. M.	P. M.	
			212	214	208	8
			Daily	Daily	Daily	Daily Except Sunday

SELMA-SUBDIVISION WESTWARD

SECOND CLASS		Car capacity of sidings based on 50 ft. per car.	Station Numbers	Distance from Atlanta
41	43			
Daily Except Saturday	Daily			
P. M. 330	A. M. 300	Yard	175	175.00
340	310			175.70
408	338	Spur West 9	190	189.25
428	358	P 53	200	199.80
440	410	O 14	207	206.20
450	420	O 15	213	212.80
505	435		222	222.00
530 P. M.	500 A. M.			
41	43			
Daily Except Saturday	Daily			

Trains Nos. 40, 41, 42, 43, will not protect against following extra trains between M. & M. Junction and Western Junction.

Trains Nos. 40 and 42 are authorized to leave Selma without Clearance Form "A".

No. 42 is superior to No. 43 Western Junction to M. & M. Junction.

EASTWARD SELMA-SUBDIVISION

TIME TABLE No. 2 Taking Effect 12:01 A. M., April 22, 1979		THIRD CLASS	
STATIONS		40	42
		Daily	Daily Except Saturday
L T	MONTGOMERY A	A. M. 800	P. M. 900
Double Track Commences 0.70			
M. AND M. JUNCTION		732	802
Double Track Ends 13.84			
BURKEVILLE		708	738
10.40			
WHITEHALL		647	717
6.52 DD			
BENTON		635	705
5.24			
TYLER		625	655
7.88			
WESTERN JUNCTION		610	640
A T	SELMA R B L	600 A. M.	630 P. M.
		40	42
		Daily	Daily Except Saturday

TONNAGE RATING

From	To	GP-7 Class Diesel	GP-9 Class Diesel	GP-40 Class Diesel
			530-531 1040 1041 1042	
Atlanta	East Point	1800	2100	2400
East Point	Opelika	2000	2350	2800
Opelika	Montgomery	3000	3500	4000
Montgomery	Opelika	1800	2100	2400
Opelika	Atlanta	2100	2450	2650
Selma Branch		3300	3850	4500

Cars from Selma for Craig Field will be handled in addition to regular tonnage.

Add 1000 tons to all engines from Cantelou and Reeses to Montgomery.

When locomotive consist is made up of units of various types, the unit reaching its maximum continuous and short-time rating first will govern for the entire consist. In normal operation, this will probably occur first on GP-40 class locomotive.

**6 WESTWARD
BETWEEN ATLANTA AND AUGUSTA**

THIRD CLASS			SECOND CLASS		Station Numbers	Distance from Augusta	Capacity of sidings based on 50 ft. cars plus allowance for three engines and one caboose.
31	51	25	277	103			
Daily Except Saturday	Daily Except Sunday	Daily Except Sunday	Daily	Daily			
A. M.	A. M.		P. M.	A. M.			
L 900	L 600		L 800	L 800	2	3.75	Yard
925	625		825	F 825	15	15.05	P 181
940	640		840	F 840	25	24.55	
946	646		847	F 847	29	28.87	P 132
958	715		901	F 901	37	37.34	P 122
A 1015	A 745 108		916	F 920 108	47	46.85	P 67 & 176
A. M.	A. M.		921	F 925	51	50.55	O 27
			931	F 935	58	57.95	P 60
			941	F 945	64	64.43	P 131
			956	F 1000	76	76.10	P 125
			1006	F 1010	83	83.19	P 66
			1026	F 1030	96	95.66	P 190
			1036	F 1040	103	103.31	P 94
			1047	F 1051	112	112.21	P 34
			1100	F 1101	119	119.38	P 133
				F 1116	130	129.96	P 87
		P. M.		F 1131	140	140.40	P 70
		L 101		F 1145	146	146.83	P 170
				F 1201	155	155.33	P 55
				1211	163	162.46	P 72
				F 1216	165	164.76	O 18
					171	170.87	
			A 200	A 1230	169	168.97	Yard
		P. M.		P. M.			
			A 200 A. M.				
31	51	25	277	103			
Daily Except Saturday	Daily Except Sunday	Daily Except Sunday	Daily	Daily			

Time of westward trains at Harrisonville applies at White Switch. Time of eastward trains applies at north siding and westward trains at south siding at Camak.

Schedules of trains shown in manual block territory for information only and confer no time table authority.

**EASTWARD 7
BETWEEN ATLANTA AND AUGUSTA**

TIME TABLE No. 2 Taking Effect 12:01 A.M., APRIL 22, 1979	SECOND CLASS		THIRD CLASS	FOURTH CLASS	
	108	278	24	50	30
	Daily	Daily	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday
STATIONS	A. M.	P. M.		P. M.	P. M.
AUGUSTA					
3.75					
TY HARRISONVILLE R	A 1145	A 330		A 230	A 330
12.88					
Y GROVETOWN	F 1103	305		155	255
9.50					
HARLEM	F 1048	250		140	240
4.32 DD					
DEARING	1042	243		130	230
8.47					
T THOMSON	F 1030	230		118	218
9.51					
TY CAMAK R C	F 1015 51-103	215		L 100	L 200
3.70					
NORWOOD	915	208		P. M.	P. M.
7.40 DD					
BARNETT	F 905	158			
6.48					
CRAWFORDVILLE	F 855	148			
11.67					
T UNION POINT R C	F 840	133			
7.09 DD					
T GREENSBORO	F 828	123			
12.47					
BUCKHEAD	F 805	100			
7.64					
MADISON	F 755	1250			
8.90 DD					
RUTLEDGE	F 740	1235			
7.17					
T SOCIAL CIRCLE R C	F 730	1225			
10.58					
T COVINGTON	F 710				
10.44					
CONYERS	F 655		A. M.		
6.43 DD					
T LITHONIA R	F 645		830		
8.50					
STONE MOUNTAIN	F 630				
7.13					
SCOTSDALE	620				
2.30					
T DECATUR R	F 615				
Double Track Ends					
4.21					
TY ATLANTA YARD R B	L 600	1101	L 715		
1.90					
ATLANTA	A. M.		A. M.		
Double Track Commences					
TILFORD		L 930 A. M.			
	108	278	24	50	30
	Daily	Daily	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday

Schedules of trains shown in manual block territory for information only and confer no time table authority.

SECOND CLASS	BETWEEN SOCIAL CIRCLE AND MONROE			THIRD CLASS
81			TIME TABLE No. 2 Taking Effect 12:01 A. M., APRIL 22, 1979	82
Daily Except Sunday	Station No.	Distance from Social Circle	STATIONS	Daily Except Sunday
A. M. 945			L T SOCIAL CIRCLE R C A —10.13—	A. M. 1115
1015 A. M.	R 129	10.13	A MONROE L	1045 A. M.
81				82
Daily Except Sunday	No. 81 is authorized to leave Social Circle and No. 82 is authorized to leave Monroe without Clearance Form "A". Nos. 81 and 82 will not protect against following extra trains between Social Circle and Monroe.			Daily Except Sunday

MACON — SUBDIVISION

WESTWARD

EASTWARD

SECOND CLASS	BETWEEN CAMAK AND MACON			SECOND CLASS
31			TIME TABLE No. 2 Taking Effect 12:01 A. M., APRIL 22, 1979	30
Daily Except Saturday Mixed	Station No.	Distance from Camak	STATIONS	Daily Except Sunday Mixed
A. M. 1045			L T Y CAMAK R C A —2.00—	P. M. 100
1050		2.00	Sou. Rwy. JUNCTION —1.50—	1241
F 1055	M 51	3.50	WARRENTON —9.13—	F 1236
F 1118	M 60	12.71	MAYFIELD —8.99 DD—	F 1211
F 1145 30	M 69	21.70	GRANITE HILL —2.14—	F 1145 31
F 1150	M 71	23.84	T SPARTA —7.92—	F 1125
F 1210	M 79	31.76	DEVEREUX —4.01—	F 1105
F 1220	M 83	35.77	CARRS —9.52—	F 1055
S 100	M 93	45.29	T MILLEDGEVILLE R X-Sou. —12.96—	S 1030
F 140	M 106	58.25	HADDOCK —10.35—	F 845
F 210	M 116	68.60	POSTELL —5.33—	F 815
F 225	M 121	73.93	MOGUL —4.04—	F 800
235	M 125	78.00	MACON	750
300 P. M.			A T BROSNAN YARD L	745 A. M.
31				30
Daily Except Saturday Mixed	Nos. 30 and 31 will not protect against following extra trains between Milledgeville and Mogul.			Daily Except Sunday Mixed

WASHINGTON — SUBDIVISION

WESTWARD

EASTWARD

SECOND CLASS	BETWEEN BARNETT AND WASHINGTON			THIRD CLASS
11			TIME TABLE No. 2 Taking Effect 12:01 A. M., APRIL 22, 1979	12
Daily Except Sunday Mixed	Station No.	Distance from Barnett	STATIONS	Daily Except Sunday Mixed
A. M. 830			L BARNETT A —4.86—	A. M. 1015
F 840	W 62	4.21	SHARON —5.48—	F 958
F 852	W 68	9.80	FICKLEN —7.79—	F 946
915 A. M.	W 76	17.63	A T WASHINGTON L	930 A. M.
11				12
Daily Except Sunday Mixed	No. 11 is authorized to leave Barnett and No. 12 is authorized to leave Washington without Clearance Form "A". Nos. 11 and 12 will not protect against following extra trains between Barnett and Washington.			Daily Except Sunday Mixed

ATHENS — SUBDIVISION

WESTWARD

EASTWARD

SECOND CLASS	BETWEEN UNION POINT AND ATHENS			SECOND CLASS
71			TIME TABLE No. 2 Taking Effect 12:01 A. M., APRIL 22, 1979	70
Daily Except Sunday Mixed	Station No.	Distance from Union Point	STATIONS	Daily Except Sunday Mixed
A. M. 1100			L T Y UNION POINT R C A —4.72—	A. M. 900
F 1112	A 81	4.72	WOODVILLE —7.76—	F 838
F 1132	A 89	12.48	MAXEYS —3.10—	F 818
F 1140	A 92	15.58	STEPHENS —6.49—	F 810
F 1201	A 98	22.07	CRAWFORD —4.28—	P 22 F 750
F 1215	A 103	26.35	ARNOLDSVILLE —5.40—	Spur West 5 F 735
F 1230	A 108	32.07	WINTERVILLE —7.35—	O 15 F 720
100 P. M.	A 116	39.42	A ATHENS L	Yard 700 A. M.
71				70
Daily Except Sunday Mixed	No. 71 is authorized to leave Union Point without Clearance Form "A". Nos. 70 and 71 will not protect against following extra trains between Union Point and Athens.			Daily Except Sunday Mixed

ABBREVIATIONS

B—Base radio station—L&N frequency
 C—Base radio station—dispatcher control
 DD—Defect detector
 O—Track other than siding
 R—Base radio station

PIGGYBACK RAMP

Location	Trailer must be pointed
Union Point	East
Lithonia	East
Atlanta	West
LaGrange	West
Montgomery	West

HOW TO JUDGE IMPACT FORCE AND SPEED OF FREIGHT CARS

For the benefit of those engaged in train or yard service, there is shown below the impact force at various speeds, together with methods of calculating speed of 40-foot car. This information should enable switching crews to couple cars at proper speed, thereby reducing damage to lading and subsequent claim payments.

The factor behind damage resulting from rough coupling of cars is; impact delivered by coupled cars increases in proportion to square of the speed. In other words, a car coupled at 8 miles per hour delivers 16 times as much impact force as a car coupled at 2 miles per hour.

The coupling speed of a 40-foot car may be determined by sighting the vertical end of car against some stationary object like a telegraph pole, switch stand or crosstie and noting the seconds it takes to pass. Speed in miles per hour is shown below. (A good way to count seconds without using a stop watch is to count "one hundred and thirty-one, one hundred and thirty-two" and so on as the car passes a stationary point.)

Seconds	Figuring Speed of 40-Foot Car		Impact Forces at Striking Speeds	
	Miles Per Hour	Car Coupled at	Units of Destructive Force	
1	28	1 mph	1	
2	14	2 mph	4	
3	9.3	3 mph	9	
4	7	4 mph	16	
5	5.6	5 mph	25	
6	4.7	6 mph	36	
7	4	7 mph	49	
8	3.5	8 mph	64	
9	3.1	9 mph	81	
10	2.8	10 mph	100	
11	2.5			
12	2.3			
13	2.15			
14	2			

A safe range of speed is a brisk walk, which is about 4 miles per hour.

SPECIAL INSTRUCTIONS — GENERAL JOINT A & WP - W of A - GA RR — ATLANTA YARD

PRECEDENCE BY DIRECTION AND SIGNAL INDICATION

1. Eastward trains are superior to trains of the same class in the opposite direction unless otherwise specified by train order or special instructions.
2. All trains and engines have equal authority, on both main tracks in either direction, between Central Avenue and East Lake Drive, Atlanta, and must move at yard speed between these points.

DOUBLE TRACK

3. Double track extends from East Lake Drive Decatur to Piedmont Avenue, Atlanta, and from L&N Junction to Oakland Junction.

AUTOMATIC BLOCK SIGNALS

4. Automatic block signals are in effect between M.P. 2.5 Harrisonville Yard, Augusta, and M.P. 164.8 Decatur, and between Atlanta Yard and Oakland Junction, and between East Point and Boylston.—M.P. 171.8.

JOINT TRACK

5. Employees engaged in operations at any station where use of facilities of other lines is involved in interchange movements will be governed by time-tables, rules and instructions of those lines.
6. Trains and engines using facilities of any other railroad, terminal company or rail carrier will be governed by rules and instructions of that railroad, terminal company or rail carrier. Trains and engines of other railroads, terminal companies or rail carriers using facilities of our railroad will be governed by our rules and instructions.

CAUTION AND MISCELLANEOUS

7. Trains must stop at unprotected railroad crossings within 50 feet in Georgia and 100 feet in Alabama, and then may proceed if the way is clear. (A&WP-WofA trains may proceed only under flag protection by member of the crew.)
8. Flat cars loaded with any commodity that may shift must not, if practicable, be handled next to engine or caboose.
9. Open-top trailers loaded on piggyback flats with commodities loaded above top of sides or ends of trailers that are liable to shift must not be handled next to passenger cars on passenger trains, nor next to engine, caboose, occupied camp cars or cars placarded "DANGEROUS" or "EXPLOSIVES" on freight trains.
10. All trains and engines will not exceed speed of five miles per hour between shop tracks and crossover at Powell Street, Atlanta Joint Terminal.
11. All trains and engines have equal authority between Atlanta Yard and beginning of double track at L&N Junction and on both tracks in either direction between L&N Junction and Oakland Junction. Local freight trains and engines must ascertain location of superior trains and must not unnecessarily delay these trains.
12. When authorized and instructed by Operator Inman Yard to use eastward main track for westward movement Oakland Junction to East Point, you will be governed by the following procedure.
 1. After movement has been authorized, open metal box attached to signal case at opposing home signal. (This is the same case that button is located in that is operated to unlock switch for eastward movement.)
 2. Pull knife switch inside this case. If you get a green light push button, leave knife switch open.
 3. If you do not get green light, push button and wait four minutes and proceed with following instructions.
 4. Proceed to switch, unlock case that contains lever to unlock switch, reverse this lever and unlock and throw switch.
 5. After movement has been completed, line and lock switch for Southern Railway main line movement and restore lock lever to normal position and lock case.
 6. Proceed to signal case at opposing home signal, close knife switch and lock metal case.
13. Attention is specifically directed to "Hours of Service" law, excerpts

**SPECIAL INSTRUCTIONS — GENERAL JOINT
A & WP - W of A - GA RR — ATLANTA YARD**

from which are as follows:

"Sec. 2. That it shall be unlawful for any common carrier, its officers or agents . . . to require or permit any employee subject to this Act to be or remain on duty for a longer period than twelve consecutive hours; and whenever any such employee . . . shall have been continuously on duty for twelve hours he shall be relieved and not required or permitted again to go on duty until he has had at least ten consecutive hours off duty**; and no such employee who has been on duty twelve hours in the aggregate in any twenty-four hour period* shall be required or permitted to continue or again go on duty without having had at least eight consecutive hours off duty; Provided, that no operator, train dispatcher, or other employee who dispatches, reports, transmits, receives or delivers orders pertaining to or affecting train movements shall be required or permitted to be or remain on duty for a longer period than nine hours in any twenty-four hour period in all towers, offices, places and stations continuously operated night and day, nor for a longer period than thirteen hours in all towers, offices, places and stations operated only during the daytime, except in case of emergency, when the employee named in this proviso may be permitted to be and remain on duty for four additional hours in a twenty-four hour period or not exceeding three days, in any week; Provided, further The Federal Railroad administration may after full hearing in a particular case and for cause shown extend the period within which a common carrier shall comply with the provisions of this proviso as to such case."

—*Such twenty-four hour period will be counted as beginning from the time when said employee went on duty and after last having had eight hours off duty.

—**Such ten hours off duty will not commence until employee arrives terminal, tie-up point, or motel.

"Sec. 3. . . . Provided, that the provisions of this Act shall not apply in any case of casualty or unavoidable accident or the Act of God; nor where the delay was a result of a cause not known to the carrier or its officer or agent in charge of such employee at the time said employee left a terminal and which could not have been foreseen . . . Provided further, that the provisions of this Act shall not apply to the crews of wrecking and relief trains."

HOT BOX DETECTORS

14. Hot box detectors are located as listed by subdivisions on which located and by special instructions.

As train approaches the hot box detector location, the engineer will alert the rear end crew via radio so that a member of the crew will be in position to observe the display board. In the event of a radio failure, such crew members will not be relieved of their responsibilities to be in position to observe the display board and take the necessary action in accordance with these instructions.

After train passes the detector location, and if a hot box has been detected, one or more of the top lights will be flashing and the display board will be automatically actuated and illuminated to indicate the location of the hot box and will remain on for approximately 90 seconds.

In the event no hot boxes are detected, the top lights will be dark and the display board will be illuminated and indicate "000."

If a train passes a detector location and the display board is dark, train will be stopped immediately and all journals inspected for hot box.

Trains passing hot box detector at speed less than ten miles

**SPECIAL INSTRUCTIONS — GENERAL JOINT
A & WP - W of A - GA RR — ATLANTA YARD**

per hour will not receive proper inspection, train will be stopped immediately and all journals inspected for hot box even though the display board is illuminated and indicate "000."

Located above the display board you will observe three (3) alarm lights. In the event of a hot box, the alarm light on the side of the overheated journal will begin flashing and the display board will give location of the hot box in terms of axle count from the hot box to the rear of the train. Do not overlook counting the cab and any 6 or 8 wheel trucks when inspecting train for the detected hot box.

If more than one (1) hot box is detected on the same side, the center alarm light will flash and it will be required to make a manual inspection of the train from the location of the first hot box, indicated by numbers displayed, to the rear of the train.

If both north and south alarm lights are flashing but not the center one, this indicates a hot box has been detected on each side of the train. The numbers on the display board indicate the location of the first hot box detected only. It will be required to make an inspection of the designated car to determine on which side of the train the first detection occurred and then make a manual inspection on the opposite side of the train from location of the first hot box to the rear of the train.

In the event all three alarm lights are flashing, this indicates that one or more hot boxes have been detected on each side of the train. As explained before, the display board numbers indicate the location of the first hot box detected only. It will then be required to make an inspection of the designated car to determine on which side of the train the first detection occurred and then make a manual inspection of both sides of the train from the first hot box detected to the rear of the train.

If any of the above conditions exist, a member of the crew on the rear will immediately record, on the proper form, all the information exactly as it appears on the display board and will notify the engineer accordingly so that the train may be stopped immediately and an inspection made. In addition, the dispatcher will be notified that the train has been stopped for inspection.

A member of the crew on the rear must communicate via radio with the engineer immediately after passing the detector regardless of the indication. Example—after proper identification is made—"No hot box at Palmetto detector" or "All clear on the hot box detector at Palmetto." In the event of a hot box indication and a malfunction in the radio equipment, the conductor and/or flagman will be responsible to stop the train so that the proper inspection can be made.

The journal or journals indicated by the detector must be thoroughly inspected including the utilization of the Tempilstik and appropriate action taken. If the hot journal is not found on the car registered by the detector, crew member must inspect

SPECIAL INSTRUCTIONS — GENERAL JOINT A & WP - W of A - GA RR — ATLANTA YARD

two cars immediately ahead and two cars immediately behind the one registered for hot journal and the information must be entered on the printed form and furnished to the Superintendent of Transportation.

When a train has been stopped by hot box detector and this is the second time train has been stopped with hot box indication on the same car, this car will be set out for inspection by Mechanical Department.

MANUAL BLOCK SYSTEM

15. Trains or engines will not enter the limits of the manual block system without authority from the operator. The authority to use these blocks will be for continuous straight-away movement in one direction and follow up movements for trains moving in the same direction with spacing being provided by Single Track Automatic Block System being permissible.

The train dispatcher will issue Form MBC-1 Rev. to the operator who will repeat information shown thereon and the train dispatcher will underscore each word and figure as repeated by the operator. The operator will transmit Form MBC-1 Rev. to the train addressed and employee receiving same on the train will repeat Form MBC-1 Rev. to the operator with each party giving his name to the other. The train addressed will retain Form MBC-1 Rev. until completion of tour of duty. The Conductor and Engineman are both responsible for knowing authority has been obtained before entering the block.

This manual block system is in addition to the Automatic Block Signal System and all automatic block system rules are in effect.

Authority to occupy these blocks supercedes the superiority of trains and takes the place or train orders except Form "W", slow and bulletin orders but does not supercede the Automatic Block Signal System Rules. Clearance Card, Form "A", except when required with Form "W", slow and bulletin orders will not be required to use a manual block.

After train or engine clears the block, conductor or engineman will immediately report "Clear" to the operator who will record the time on his copy of Form MBC-1 Rev. and so notify the train dispatcher. If main track is cleared at an intermediate point within the block, "Clear" must not be reported until switch has been secured in the normal position. Train or engine must not re-enter the block after reporting "Clear" until authority has again been secured from the operator.

All other applicable rules and/or special instructions not inconsistent with the above remain in effect.

SAFETY FIRST

Safety is of the first importance in the discharge of duty.
Alert today alive tomorrow.

Failure to comply with rules leads to disaster.

Everybody for safety for everybody.

Think and be safe.

You are not employed to take unnecessary chances.

Furnish your train proper protection at all times.

Inattention to duty causes accidents.

Remember accident prevention is part of your job.

Safety prolongs human life.

The right way is the safe way.

ALWAYS BE CAREFUL

14

SPECIAL INSTRUCTIONS A & WP - W of A RAILROADS

PRECEDENCE BY DIRECTION AND SIGNAL INDICATION

1. Eastward trains are superior to trains of the same class in the opposite direction unless otherwise specified by train order or special instructions.

2. All trains and engines have equal authority between East Point and M. P. 12.5, and must move at yard speed between these points regardless of signal indication. (Rule 291 must be observed.)

DOUBLE TRACK

3. Double track extends between Montgomery Union Station and M. and M. Junction.

CAUTION

4. Flat cars with depressed centers must not be handled through crossover on west end of scale track at West Point.

JUNCTIONS

Location	Lined for
5. Oakland Junction (Southern)	Southern Rwy.
East Point (Southern)	Southern Rwy.
Roanoke Junction (Southern)	W. Ry of Ala.
Montgomery (2) (L&N)	L. & N. R.R.
Western Junction (L&N)	W. Ry. of Ala.

YARD LIMITS

6. Atlanta Yard, Atlanta Yard-Oakland Junction, East Point-M. P. 12.5, Newnan, LaGrange, West Point, Opelika, Montgomery-Boylston (including Chester and Reeses), 2,000 feet east of Western Junction to Selma (on L&N R.R. from Western Junction to Selma).

BULLETIN BOOKS

7. Atlanta Yard, College Park, LaGrange, West Point, Opelika, Chester and Selma.

REGISTER STATIONS

8. Atlanta Yard, Roanoke Junction (for eastward trains to Southern Rwy.), Opelika, Chester, Selma.

9. At Opelika, trains originating and terminating will register; other trains will use Form 2318. Where use of Form 2318 is authorized, it must be delivered to operator, who will inscribe the necessary information on train register and retain the form on file.

LEAVING TERMINALS

10. All trains must obtain a Clearance Form "A" at Atlanta Yard, Chester and Selma (unless otherwise provided).

Trains originating at Opelika will secure Clearance Form "A".

15

**SPECIAL INSTRUCTIONS
A & WP - W of A RAILROADS**

11. CLEARANCES

**CARS EXCEEDING THE FOLLOWING MEASUREMENTS MUST
BE CLEARED BY THE GENERAL SUPERINTENDENT:**

ATLANTA AND WEST POINT RAILROAD:

Location	Height above top of rail	Width in excess of
Main Line -----	18' 0"	12' 0"
Main Line -----	19' 4"	8' 6"

THE WESTERN RAILWAY OF ALABAMA:

Main Line -----	18' 0"	12' 0"
Main Line -----	19' 4"	8' 6"
Selma Subdivision -----	17' 3"	11' 0"

Piggybacks and tri-level automobiles measuring 19' 2" above top of rail, 8' 6" wide, may be handled between Montgomery and Atlanta via the Belt Line, Circle Track, or Spring Track.

Plate "B, C, E, and F" cars not exceeding 50' in length may be handled without restrictions.

12. MANUAL BLOCK SYSTEM

Block S - Between Mile Post 12.5 and east switch siding Fairburn.

Block M - Between east switch siding Fairburn and east switch siding Palmetto.

Block L - Between east switch siding Palmetto and east yard limit board Newnan.

Westward Trains -

1. Authority to occupy Block S must be received by train prior to departure from end of double track East Point.
2. Unless authorized to proceed by train order or time-table authority, westward trains will enter east switch to siding at Newnan.
3. Extra trains will use manual block and applicable rules and/or special instructions to operate between Atlanta Yard and Newnan and/or intermediate points and will be operated as "Extra" or "Work Extra" from Newnan.

Eastward Trains -

1. Authority to occupy main track between east switch to side track Newnan and east yard limit board Newnan will be conferred to train at same time authority is granted to occupy "Block L".
2. Extra trains will be operated as "Extra" or "Work Extra" between Montgomery and/or intermediate points and Newnan and will use manual block and applicable rules and/or special instructions to operate between Newnan and Atlanta Yard and/or intermediate points.

**SPECIAL INSTRUCTIONS
A & WP - W of A RAILROADS**

13. MUNICIPAL ORDINANCES

Atlanta:	25 miles per hour.
East Point:	30 miles per hour.
College Park:	40 miles per hour.
Union City:	35 miles per hour.
Newnan:	25 miles per hour.
Moreland:	30 miles per hour.
Grantville:	35 miles per hour over Main St. crossing.
Hogansville:	35 miles per hour.
LaGrange:	35 miles per hour, east city limit to Render Street. 25 miles per hour, Render Street to Handley Street. 35 miles per hour, Handley Street to west city limit.
West Point:	25 miles per hour.
Opelika:	20 miles per hour over Seventh, Eighth and Ninth Streets.
Auburn:	25 miles per hour.
Boylston:	30 miles per hour over Lower Wetumpka Road.
Selma:	20 miles per hour preceded at least 20 feet by flagman with red signal over Water Avenue, Alabama Avenue, Selma Avenue, Range Street, Lapsley Street and Mechanic Street crossing between Water Avenue and Alabama Avenue.

14. SPEED RESTRICTIONS

Between Mile Post	Miles Per Hour
85.7 and 86.2	25

15. WATCH INSPECTORS

Rosen Jewelry Company -----	Montgomery, Ala.
Walton Jewelers -----	Atlanta, Ga.
Travis Harbin Jewelers -----	College Park, Ga.
B. T. Ogletree -----	LaGrange, Ga.
Norman Anderson -----	Selma, Ala.

16. HOT BOX DETECTOR LOCATION

M.P. 26.5	—SOUTH SIDE
M.P. 59.2	—NORTH SIDE
M.P. 80.2	—NORTH SIDE
M.P. 119.1	—SOUTH SIDE
M.P. 143	—NORTH SIDE
M.P. 202.5	—NORTH SIDE

**SPECIAL INSTRUCTIONS
A & WP - W of A RAILROADS**

**17. NON-AGENCY AND BUSINESS TRACKS
Outside of City Limits of Governing Agency**

Name	Sta. No.	Mile	Car Cap.	Opens	Governing Agency
West Spur.....	12	11.8	4	East...	College Park
Red Oak.....	16	12.3	22	West...	College Park
Richmond Lbr. Co.....		16.1	8	East...	College Park
Union City.....	21	17.2	12	West...	College Park
Miller Lumber Company.....		22.6	3	West...	College Park
Mooradian Pulpwood & Timber Co.....		22.7	12	West...	College Park
Fairburn.....	23	22.2		Both...	College Park
Owens Corning.....	23	24.2		Both...	College Park
Palmetto Mfg. Co.....		24.8	12	West...	College Park
Palmetto.....		25.2		Both...	College Park
Pulpwood Yard-Tuloma Gas.....		40.8	12	West...	Newnan
Newnan Corp.....		41	20	East...	Newnan
Phillips Pet.-Millard Farmer.....		41.2	30	East...	Newnan
Grantville.....		51.3	32	West...	Newnan
Hogansville.....	61	61.1			LaGrange
George Evans Corp.....		59.2	7	West...	LaGrange
Southern Paper Co.....		63.5	8	East...	LaGrange
Kraft Spur.....	67	67.3	11	West...	LaGrange
Rubber Maid.....		73.5	20	West...	LaGrange
General Fibre.....		73.7	4	West...	LaGrange
Peabody Mfg. Co.....	85	85.3	18	West...	West Point
Ga.-Ala. Supply.....	85	85.4	8	West...	West Point
Cusseta.....		98.5	7	West...	Opelika
Lee Timber.....	111	107.5		West...	Opelika
Auburn.....		117.2		West...	Opelika
Loachapoka.....		123.2	7	East...	Opelika
Notasulga Team-Gas.....		128.9	7	East...	Opelika
Alabama Wood Products.....		129.2	8	East...	Opelika
Union Camp Pulpwood.....		130.1	15	East...	Opelika
Chehaw.....	137	136.1		Both...	Opelika
Franklin.....	141	141.0	18	East...	Opelika
Milstead.....		147.5		West...	Montgomery
Sharpe Sand & Gravel.....		148.8	20	East...	Montgomery
Vulcan Materials.....		151.6	44	West...	Montgomery
Shorters.....	152	152.3	25	Both...	Montgomery
Southern Car Service.....		152.6	49	East...	Montgomery
Tysonville.....	155	154.3	22	East...	Montgomery
Waugh Sand & Gravel.....		156	27	oth...	Montgomery
Mt. Meigs.....		160.7	1	East...	Montgomery
Madison.....	168	168.1	26	East...	Montgomery
Boylston.....		171.5	Yard		Montgomery
Cantelou.....		183.5	2	East...	Montgomery
Burkeville.....		189.3	8	West...	Montgomery
Whitehall.....		199.1	62	Both...	Montgomery
Laneville.....		203.4	32	West...	Selma
Benton.....		206.1	16	Both...	Selma
Dan River.....		207.1	108	East...	Selma
Tyler.....		212.6	16	West...	Selma
Craig Field Runaround.....		220.1	25	Both...	Selma
Alamet.....		220.2		East...	Selma
Craig Field.....		220.4	10	East...	Selma

**SPECIAL INSTRUCTIONS
GEORGIA RAILROAD**

DOUBLE TRACK

1. Double track extends from East Lake Drive, Decatur to Piedmont Avenue, Atlanta.

JOINT TRACKS AND FACILITIES

2. Trains and engines must be governed by Southern Railway timetable, rules and special instructions beginning at CTC signals located at clearance point west end, near Southern Railway M.P. 186 to Macon, including Brosnan yard and Terminal tracks. Southern Railway timetable, rules, special instructions between Southern Railway interchange track (Georgia Railroad Mile Post M-46) and plant Harlike Branch, Eatonton District, and between Southern Railway Mile Post A-185.3 and Southern Railway Mile Post A-190. Yard limit boards are located at A-188.5 and A-190.

3. Rules of Augusta and Summerville Railway Company, Augusta, Ga., are:

- (1) Principal tracks are as follows:
 - (a) Reynolds Street, via Sixth Street, to Sou. Rwy. Junction crossing located near Gwinnett Street.
 - (b) Sixth Street, from Junction near Calhoun Street, to junction with Georgia Railroad track at Seventh Street.
 - (c) Twiggs Street, via Fenwick Street to Eleventh Street.
- (2) Crews of all trains of all classes, yard engine movements, and light engines must move over these tracks, as well as other tracks, at yard speed, not to exceed speed of 15 miles an hour. In case of accident, the responsibility will rest with the approaching train or engine.
- (3) Crews of all trains and engines must move prepared to stop short of any switch not properly lined.
- (4) In the event any two or more train or engine movements conflict at any point on these tracks, the train or engine that can be cleared with the least delay must take steps promptly to do so.
- (5) The General Notice, General Rules and all operating and special rules and special instructions of each tenant line will govern where applicable and not in conflict with the rules and instructions of Augusta and Summerville Railroad Company. Attention is directed to General Rule "F." Reports required thereby or otherwise should be made promptly to Georgia Railroad trainmaster, Augusta. This officer is authorized to issue special instructions.

4. Trains and engines of Southern Railway will ascertain from Georgia Railroad operator at Camak, location of Georgia Railroad trains before occupying Georgia Railroad tracks at Southern Railway Junction near Ga. R.R. M.P.M. 2.5 and departure from Camak.

SPECIAL INSTRUCTIONS GEORGIA RAILROAD

CAUTION

5. Eastward trains on Washington Subdivision must approach Barnett at yard speed expecting to find Washington Subdivision main line occupied.

6. All trains and engines have equal authority between White Switch (Harrisonville) and Eleventh Street, Augusta, and must run at yard speed between these points.

7. Trains or engines using switch to SCL main track at 11th Street, Augusta, will secure permission from Yardmaster, Harrisonville Yard, and the yardmaster will check with SCL Yard and Southern Railroad Yard and obtain block before allowing this switch to be used by Georgia Railroad. This switch will be left lined for SCL main line movement.

8. Hand operated switch type movable point frog connected with crossing gate and indication lights govern the Southern Railway and Georgia R.R. crossing Mile Post M-46. All movements must approach this crossing prepared to stop and must stop if indication light is displaying red and gate is set against movement. After crew has lined movable frog and gate for their movement and indication light is displaying YELLOW (proceed at restricted speed) and crossing is known to be clear, movement may proceed at restricted speed over crossing without stopping. The movable point frog may be left in the position used.

JUNCTIONS

Location	Lined for
9. Camak	Augusta-Atlanta Line
Barnett	Augusta-Atlanta Line
Union Point	Augusta-Atlanta Line
Social Circle	Augusta-Atlanta Line

YARD LIMITS

10. Augusta-Harrisonville, Thomson, Camak, Union Point, Social Circle, Covington, Lithonia, Decatur, Atlanta Yard, Washington, Athens, Milledgeville and Mogul.

TONNAGE RATING

From	To	GP-7 Class Diesel	GP-9 Class Diesel 530-531 1040-1041 1042	GP-40 Class Diesel
Atlanta	Union Point	2300	2700	3200
Union Point	Augusta	3000	3500	3800
Augusta	Camak	1700	2000	3000
Camak	Union Point	3000	3500	3700
Union Point	Lithonia	2100	2450	2900
Lithonia	Atlanta	3000	3500	3700
Macon	Sparta	1600	1900	2400
Sparta	Camak	2300	2600	2800
Camak	Granite Hill	2000	2350	2700
Granite Hill	Milledgeville	2400	2700	2900
Milledgeville	Macon	2200	2500	2700
Athens Subdivision (Deduct 500 tons Athens to Winterville)		2600	3050	3200
Washington Branch		1800	2100	2400

When locomotive consist is made up of units of various types, the unit reaching its maximum continuous and short-time rating first will govern for the entire consist. In normal operation, this will probably occur first on GP-40 class locomotive.

SPECIAL INSTRUCTIONS GEORGIA RAILROAD

REGISTER STATIONS

11. Harrisonville, Camak (for Macon Subdivision trains), Barnett (for Washington Subdivision trains), Union Point (for Athens Subdivision trains), Social Circle (for Monroe Subdivision trains), Atlanta Yard and Macon.

LEAVING TERMINALS

12. Trains leaving Atlanta will obtain Clearance Form "A" at A.Y. Trains leaving Augusta-Harrisonville will obtain Clearance Form "A" at N.Y.

Macon Subdivision trains are authorized to leave Camak without Clearance Form "A" between the hours 10:00 P.M. and 6:00 A.M., daily except Sunday and between the hours 10:00 P.M. and 7:00 A.M. Sunday, during other hours trains operating on the Macon Subdivision will secure Clearance Form "A" at Camak.

BULLETIN BOOKS

13. Atlanta Yard, Decatur, Lithonia, Social Circle, Harrisonville, Camak, Union Point and Macon (yard office and shop).

14. WATCH INSPECTORS

Augusta	-----	Bryan Jewelry
Thomson	-----	Wall's Jewelry Shop
Covington	-----	Lindy's
Decatur	-----	Moody's Fine Jewelry
Atlanta	-----	Walton Jewelers
Milledgeville	-----	J. C. Grant Co.
Macon	-----	The Treasury Chest
Washington	-----	W. W. Maxwell Jewelry Co.

15. HOT BOX DETECTOR LOCATION

M.P. 25.6	—NORTH SIDE
M.P. 53.4	—NORTH SIDE
M.P. 80.3	—NORTH SIDE
M.P. 108.7	—SOUTH SIDE
M.P. 143.8	—NORTH SIDE
M.P. M-19.5	—NORTH SIDE

16. CLEARANCES

CARS EXCEEDING THE FOLLOWING MEASUREMENTS MUST BE CLEARED BY THE GENERAL SUPERINTENDENT:

GEORGIA RAILROAD:

Location	Height above top of rail	Width in excess of
Main Line -----	18' 9"	12' 0"
Macon Subdivision -----	18' 9"	12' 0"
Monroe Subdivision -----	16' 3"	12' 0"
Athens Subdivision -----	20' 0"	12' 0"
Washington Subdivision -----	20' 0"	12' 0"
Central Ave. Atlanta -----	19' 4"	12' 0"

Plate "B, C, E and F" cars not exceeding 50' in length may be handled with no restrictions except plate "F" cars cannot be handled on Monroe Branch.

**SPECIAL INSTRUCTIONS
GEORGIA RAILROAD**

17. MANUAL BLOCK SYSTEM

- Block 12 - Between west yard limit board Social Circle and west switch siding Covington.
 Block 13 - Between west switch siding Covington and east switch siding Conyers.
 Block 14 - Between east switch siding Conyers and east yard limit board Lithonia.
 Block 15 - Between west yard limit board Lithonia and east switch siding Stone Mountain.
 Block 16 - Between east switch siding Stone Mountain and east yard limit board Scottdale.

WESTWARD TRAINS —

1. Authority to occupy main track between east switch siding Social Circle and west yard limit board Social Circle will be conferred to train at same time authority is granted by train dispatcher to occupy Block 12.

2. Trains not receiving authority to occupy "Block 12" will enter east switch siding at Social Circle.

3. Authority to occupy main track between east yard limit board Scottdale and end of double track Decatur will be conferred to train at same time authority is granted by train dispatcher to occupy "Block 16."

4. Extra trains will be operated as "Extra" between Augusta, Camak or other points to "Social Circle" and will use manual block and applicable rules and/or special instructions between Social Circle and Atlanta Yard.

EASTWARD TRAINS —

1. Authority to occupy main track between end of double track Decatur and east yard limit board Scottdale will be conferred to train at same time authority is granted by train dispatcher to occupy "Block 16."

2. Authority to occupy main track between west yard limit board Social Circle and east switch to side track Social Circle will be conferred to train at same time authority is granted by train dispatcher to occupy "Block 12."

3. Extra trains will be operated as "Extra" from Social Circle and will use manual block and applicable rule and/or special instructions to operate between Atlanta Yard and/or Decatur to Social Circle.

18. MUNICIPAL ORDINANCES

- | | |
|-----------------|---|
| Grovetown: | 40 miles per hour. |
| Harlem: | 35 miles per hour. |
| Dearing: | 45 miles per hour. |
| Thomson: | 30 miles per hour. |
| Camak: | 25 miles per hour. |
| Norwood: | 40 miles per hour. |
| Crawfordville: | 40 miles per hour. |
| Union Point: | 35 miles per hour. |
| Buckhead: | 40 miles per hour. |
| Madsion: | 20 miles per hour over West Jefferson St. |
| Rutledge: | 35 miles per hour. |
| Conyers: | 30 miles per hour over street crossings in city limits. |
| Lithonia: | 30 miles per hour over Cagle, Main and Cemetery Street crossings. |
| Stone Mountain: | 25 miles per hour. |
| Decatur: | 25 miles per hour. |
| Warrenton: | 35 miles per hour. |
| Milledgeville: | 10 miles per hour over Jefferson and Wayne Streets. |
| Athens: | 5 miles per hour over Elbert Street (Winterville Road). |

**SPECIAL INSTRUCTIONS
GEORGIA RAILROAD**

**19. NON-AGENCY AND BUSINESS TRACKS
Outside of City Limits of Governing Agency**

Name	Sta. No.	Mile	Car Cap.	Opens	Governing Agency
Wheless					Augusta
Barton Chapel.....	7	7½	ML	3 West...	Augusta
Grovetown.....					Augusta
Fort Gordon.....					Augusta
Harlem.....	25	24.55	ML		Thomson
Harlem Wood Yard.....	26	25.5	ML	8 East...	Thomson
Dearing.....				6 West...	Thomson
Temple Ind.....		36.3	ML	6 West...	Thomson
Appling.....		39.6	ML	8 West...	Thomson
Dixie Wood Preserving.....		39.7	ML	4 West...	Thomson
Knox Homes-Uniroyal.....	40	40	ML	80 West...	Thomson
Wisham & Hall.....		41	ML	6 East...	Thomson
Joe Thomas Lbr. Co.....		41.7	ML	5 West...	Thomson
Barnett.....					Both... Crawfordville
Crawfordville Lbr. Co.....		63.9	ML	7 West...	Crawfordville
T. L. Timberman, Inc.....		67	ML	12 East...	Union Point
Roper.....	77	77½	ML	9 West...	Union Point
Alma Plastic.....		80.7	ML	12 West...	Greensboro
Greensboro Lbr. Co.....		81	ML	5 West...	Greensboro
Eighty-one Mile.....	81	81	ML	14 West...	Greensboro
Georgia Kraft.....	82	81.8	ML	10 West...	Greensboro
Keystone Mfg. Co.....		85.1	ML	11 East...	Greensboro
Buckhead.....		95.4	ML	6 East...	Greensboro
Stewart.....	102	102.2	ML	16 Both...	Greensboro
Madison.....	103	103.31	ML		Greensboro
Madison Oil Mill.....	104	104¼	ML	25 East...	Greensboro
4-S Lumber Co.....		109.1	ML	2 East...	Social Circle
Rutledge.....		112	ML	30 Both...	Social Circle
Spartan Grain.....		113.6	ML	8 West...	Social Circle
John Deere.....		136.2	ML	13 West...	Lithonia
Gibson Homans.....		138.6	ML	3 West...	Lithonia
Sweetheart Plastics.....		139.0	ML	63 West...	Lithonia
Conyers.....	140	140.40	ML		Lithonia
Bio-Lab.....	142	142	ML	12 & 10 East...	Lithonia
Lifetime Foam Products.....		142.08	ML	12 West...	Lithonia
Lewis Business Forms.....		142.6	ML	50 West...	Lithonia
US Rubber-C&D Battery.....		142.6	ML	50 West...	Lithonia
U. S. Plywood.....	143	143.1	ML	18 West...	Lithonia
Southern Cross-Armco.....		143.2	ML	24 West...	Lithonia
Cash & Carry.....		145.6	ML	8 East...	Lithonia
SE DeKalb Ind. Park.....		148.5	ML		West... Lithonia
Stone Mountain.....		155	ML	35 East...	Decatur
Union Camp.....		156.4	ML	8 West...	Decatur
Pattillo (Ind. Pk.).....		157.9	ML		West... Decatur
Clarkston.....		160.1	ML	2 East...	Decatur
Scott Furn. Ind.....	161	161.4	ML	4 East...	Decatur
Jackson's Concrete.....		162.25	ML	6 West...	Decatur

**SPECIAL INSTRUCTIONS
GEORGIA RAILROAD**

Name	Sta. No.	Mile	Car Cap.	Opens	Governing Agency
Scottdale Mills.....		162.35 ML	14	West...	Decatur
Magbee Brothers.....		162.5 ML	12	East...	Decatur
Steel, Inc.....		162.55 ML	7	West...	Decatur
GA Duck & Cordage.....		163.2 ML	7	East...	Decatur
Kraft Lead.....		163.3 ML			Decatur
Sou. Iron & Equip. Co.....		167 ML	10	West...	Decatur
Jebco, Inc.....	M52	M4 MB	10	West...	Warrenton
Mayfield.....		M12.5 MB	30	Both...	Warrenton
Culverton.....		M18.8 MB	8	West...	Sparta
Granite Hill.....		M21.4 MB	114	Both...	Sparta
Edwards Lbr. Co.....		M21.9 MB	6	East...	Sparta
MidGa Land & Timber.....		M21.9 MB	12	East...	Sparta
Sparta Wood Yard (East).....		M22.8 MB	12	East...	Sparta
Sparta Wood Yard (West).....		M24.4 MB	10	West...	Sparta
Armstrong Cork.....		M25.5 MB	13	West...	Sparta
Hancock Wood Yard.....	M77	M28¼ MB	12	West...	Sparta
Devereux.....		M31.6 MB	15	Both...	Sparta
Carrs.....		M35.6 MB	19	West...	Milledgeville
Forty-seven Mile Spur.....	M94	M47 MB	4	West...	Milledgeville
Blandy.....		M48 MB	10	East...	Milledgeville
Allstate Homes Inc.....		M48.7 MB		West...	Milledgeville
Cherokee Spur.....	M104	M56.8 MB	15	West...	Milledgeville
Haddock.....	M106	M58.25			Milledgeville
Postell.....		M68 MB	76	Both...	Milledgeville
Mogul.....					Milledgeville
C. E. Min., (Little River).....		W10.8 WB	8	East...	Washington
Ga. Kraft.....		W15 WB	12	West...	Washington
Continental Can Co.....		W15.2 WB	30	East...	Washington
Porta Build-Combustion Chemicals.....		W15.3 WB	18	West...	Washington
Union Camp.....		W15.3 WB	14	West...	Washington
Burt Lumber Co.....		W15.4 WB	11	East...	Washington
Wilhoit Gas.....		W15.6 WB	2	East...	Washington
Union Camp.....		W15.7 WB	13	East...	Washington
Stewart.....	A78	A 2.0 AB	16	West...	Union Point
Maxeys Wood Yard.....	A90	A13.6 AB	10	East...	Union Point
Stephens.....		A15.4 AB	17	Both...	Union Point
Kimberly-Clark.....		A21.3 AB	16	East...	Union Point
Crawford.....					Union Point
Pyrofax Spur.....	A102	A24.9 AB	4	East...	Athens
Arnoldsville.....		A26.3 AB	8	West...	Athens
Winterville.....		A32 AB	12	Both...	Athens
Royster.....		A37.4 AB		West...	Athens
Liggett and Platt.....		R0.25 MB	7	East...	Social Circle
Ronthor Reiss.....	R120	R1 MB	10	East...	Social Circle
Continental Can.....		R6.0 MB	10	East...	Social Circle
Arnold Fertz.....		R8.4 MB	10	East...	Social Circle
Amoco Plastics.....		R8.6	20	East...	Social Circle
Farmers Mutual.....		R8.8	6	East...	Social Circle
Monroe.....	R129	R10.13			Social Circle

**A & WP - W of A - Ga RR
ATLANTA YARD**

DIVISION OFFICERS

A. M. Hicks	Trainmaster, A&WP-WofA Atlanta, Ga.
F. J. Wiley	Trainmaster, Georgia RR Atlanta, Ga.
H. S. Sanders	Terminal Trainmaster Atlanta, Ga.
W. K. Cleghorn	Terminal Trainmaster Montgomery, Ala.
F. M. Reddish	General Yardmaster Augusta, Ga. Road Foreman of Engines, A&WP-WofA-GaRR Atlanta, Ga.
N. A. McNeill, Jr.	Asst. Supt. Trans. A&WP-WofA-GaRR Atlanta, Ga.

SURGICAL DEPARTMENT

Dr. Lamar F. Glass	Chief Surgeon Office: 25 Prescott St., N.E., Atlanta, Ga., Telephone 522-4393
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COMPANY SURGEONS

Dr. M. H. Wylie	Augusta, Ga.
Dr. E. J. Maxwell, Jr.	Thomson, Ga.
Dr. C. E. Willis, Jr.	Washington, Ga.
Dr. Geo. F. Greene	Sparta, Ga.
Dr. Wilbur M. Scott	Milledgeville, Ga.
Dr. Wm. H. Rhodes, Jr.	Union Point, Ga.
Dr. H. E. Talmage	Athens, Ga.
Dr. Lee Parker	Greensboro, Ga.
Dr. W. C. McGearry, Jr.	Madison, Ga.
Dr. J. W. Purcell	Covington, Ga.
Dr. G. G. Tuck	Covington, Ga.
Dr. A. H. Hunt	Conyers, Ga.
Dr. Z. V. Morgan	Decatur, Ga.
Dr. J. M. Bryant, Jr.	Newnan, Ga.
Dr. J. S. Holder	LaGrange, Ga.
Dr. Lewis G. Norman	Lanett, Ala.
Dr. B. F. Thomas	Auburn, Ala.
Dr. B. F. Thomas, Jr.	Acburn, Ala.
Dr. John A. Martin	Montgomery, Ala.
Dr. Robert M. Lightfoot	Montgomery, Ala.
Dr. Clyde B. Cox, Jr.	Selma, Ala.
Dr. Samuel O. Moseley, Jr.	Selma, Ala.

COMPANY OCULIST AND AURIST

Dr. G. E. Wadsworth	Atlanta, Ga.
Dr. Hobt. Leonard	Augusta, Ga.
Dr. Braswell Collins	Macon, Ga.
Dr. Dillard L. Nix	Athens, Ga.
Dr. Charles W. Farmer	Newnan, Ga.
Dr. Aubrey L. Huskey	Opelika, Ala.
Dr. John Allen Jones	Montgomery, Ala.
Dr. Eugene Callaway	Selma, Ala.
Dr. Richard Grayson	Selma, Ala.
Atlanta Eye Clinic, 705 Juniper St., S.E. 404-872-4701	Atlanta, Ga.

A & WP - W of A - Ga RR ATLANTA YARD

HOSPITALS FOR COMPANY CASES

Atlanta ----- Crawford W. Long Memorial
35 Linden Ave., N.E., Phone 992-4411

Augusta ----- University Hospital
1350 Walton Way, Phone 724-7171

AMBULANCE SERVICE

Atlanta ----- Metro Ambulance
Phone 521-3661

Decatur ----- DeKalb Amb. Emergency
Phone 911

Augusta ----- AAA Amb. Service
Phone 722-2243

CLAIMS DEPARTMENT

Georgia RR — Atlanta and West Point RR

R. W. Williams ----- District Claims Agent
Atlanta, Ga. (404) 352-1298

Joe S. Gaston, Jr. ----- Claims Agent
Atlanta, Ga. (404) 352-1298

Western Railway of Alabama

R. D. Pilgrim ----- District Claims Agent
Birmingham Ala. (205) 849-7446

P. J. Ballard ----- Claims Agent
Montgomery Ala. (205) 263-6090

Ben Barker ----- Claims Agent
Montgomery, Ala. (205) 263-1851

In the absence of the Claims Agent the District Claims Agent should be notified.

SPEED AND WEIGHT RESTRICTIONS

LINE	LINE CAPY (LBS) 4-AXLE CAR	SPEED LIMITS Unless Further Restricted by Diamond Speed Restriction Boards Freight	DERRICKS						
			GA 1901 Atlanta	A&WP 2 Montgomery W of A 5 Augusta	SCL 771202 Atlanta SCL 771255 Savannah	SCL 765251 Florence SCL 771256 Manchester	A&WP 8302 Tender	Jordan Ditcher	
GEORGIA RR									
Main Track									
MP 0 - MP 3.1	263000	25	25	25	25	25	25	25	25
MP 3.1 - MP 4.7	263000	40	30	30	25	25	25	30	30
MP 4.7 - MP 155	263000	50	30	30	30	30	30	30	30
MP 155 - MP 163	263000	45	30	30	25	25	25	30	30
MP 163 - MP 170	263000	25	25	25	25	25	25	25	25
MP 89.6 Oconee River		50	30	30	30	30	30	30	30
MP 124.6 Alcovy River		35	25	30	10	10	10	30	30
MP 125.1 Cornish Creek		35	25	30	10	10	10	30	30
MP 133.1 Yellow River		35	30	30	10	10	10	30	30
Macon Subdivision									
MP M-0 - MP M-4.6.2	263000	25	25	25	25	25	25	25	25
MP M-4.6.2 - MP M-7.4	263000	25	25	25	Barred	Barred	Barred	25	25
MP M-3.9 Underpass		25	25	25	25	10	10	25	25
MP M-4.1, M-5.6, M-5.8, M-9.8 Trestles		25	10	25	10	Barred	Barred	10	25
MP M-12.5 Ogeechee River		25	10	10	10	Barred	Barred	10	25
MP M-15.0, M-20.7, M-39.4 Trestles		25	10	25	10	Barred	Barred	10	25

SPEED AND WEIGHT RESTRICTIONS

LINE	LINE CAPY (LBS) 4-AXLE CAR	SPEED LIMITS Unless Further Restricted by Diamond Speed Restriction Board's Freight	DERRICKS							
			GA 1901 ATLANTA	A&WP 2 Montgomery W of A 5 Augusta	SCL 771202 Atlanta SCL 771255 Savannah	SCL 765251 Florence SCL 771256 Manchester	A&WP 8302 Tender	Jordan Ditcher		
A&WP - Wofa Main Track										
Atlanta Yard to Oakland Jct	263000	25	20	20	20	20	20	20	25	
Via Belt Line										
Atlanta Yard to Oakland Jct	263000	25	20	20	20	20	20	20	25	
Via Circle Trk	263000	25	20	20	20	20	20	20	25	
Oakland Jct - East Point	263000	25	20	20	20	20	20	20	25	
East Point - MP 8	263000	30	20	20	20	20	20	20	30	
MP 8 - MP 12.5	263000	40	30	30	30	30	30	30	40	
MP 12.5 - MP 17.5	263000	50	30	30	30	30	30	30	40	
MP 85.6 Chattahoochee River		25	10	25	10	10	Barred	10	25	
MP 145.5 Trestle		50	10	30	10	10	Barred	10	40	
MP 153.2 Trestle		50	10	30	10	10	Barred	10	40	
W of A										
Selma Subdivision										
Montgomery - Western Jct	263000	25	25	25	25	25	Barred	25	25	
Western Jct - Selma	263000	25	25	25	25	25	Barred	25	25	
MP 185.0 Trestle		25	25	25	25	25	25	25	25	
MP 190.2 Trestle		25	25	25	25	15	25	25	25	
Alabama River Bridge		10	10	10	10	10	25	10	10	

SPEED AND WEIGHT RESTRICTIONS

LINE	LINE CAPY (LBS) 4-AXLE CAR	SPEED LIMITS Unless Further Restricted by Diamond Speed Restriction Board's Freight	DERRICKS						
			GA 1901 ATLANTA	A&WP 2 Montgomery W of A 5 Augusta	SCL 771202 Atlanta SCL 771255 Savannah	SCL 765251 Florence SCL 771256 Manchester	A&WP 8302 Tender	Jordan Ditcher	
MP W-43.8 Oconee River		25	10	10	10	10	Barred	10	25
MP W-49.0, W-51.4, W-53.8, W-60.6, M-61.6, M-72.5 Trestles		25	10	25	Barred	Barred	Barred	10	25
MP W-74.1 Mogul Interlocking		15	10	15	Barred	Barred	Barred	10	25
Athens Subdivision									
MP A-0 - MP A37.5	263000	25	20	20	20	20	Barred	20	25
MP A-37.5 - MP A-39	263000	25	20	20	20	20	Barred	20	25
MP A-0.2 Underpass		25	10	10	10	10	10	10	10
MP A-38.3 Underpass		10	10	10	10	10	10	10	10
MP A-38.5 Trail Creek		10	10	10	10	10	10	10	10
MP A-38.7 Oconee River		10	10	10	10	10	10	10	10
Washington Subdivision									
MP W-0 - MP W-17	263000	30	30	30	Barred	Barred	Barred	30	30
MP W-10.6 Little River		30	Barred	10	Barred	Barred	Barred	10	10
Monroe Subdivision									
MP R-0 - MP R-5	263000	20	15	15	Barred	Barred	Barred	15	20
MP R-5 - MP R-10.2	263000	10	10	10	Barred	Barred	Barred	10	10

- NOTE 1** Derricks must be operated with boom trailing in all train movements. Derricks must be preceded and followed by at least one car not exceeding 170,000 pounds gross weight and must be separated from any other Derricks, tender, or locomotive by at least two cars not exceeding 170,000 pounds gross weight. Derrick outfits must be handled near head end of train. All movements of foreign line Derricks must be accompanied by a railroad official at all times.
- NOTE 2** A&WP 8302 tender must not be handled with more than one-half (1/2) tank of water and must be separated from locomotives and Derricks by at least two cars not exceeding 170,000 pounds gross weight each.
- NOTE 3** Trains handling pile driver, thirty (30) MPH between Augusta and Atlanta, Atlanta and Montgomery and twenty-five (25) MPH on all other lines. Unless otherwise instructed, pile driver must be handled next to caboose at all times, and must not be handled in through freight trains except on special authority. This machine must not be picked up or otherwise handled in regular train service until roadway representative has checked it and it is properly tied down and safe for movement.
- NOTE 4** Ribbon Rail Cars loaded 45 miles per hour on main track and 10 miles per hour on tracks other than main tracks and turnouts. Must be handled on head end of train. When empty will be handled on rear of train separated from caboose or coach by three (3) empty cars.
- NOTE 5** Trains handling A&WP-WofA Scale Test Car No. 1 will not exceed speed of thirty (30) mile per hour. Will be handled on rear of caboose.
- NOTE 6** SCL Scale Test Cars 771000 series will be handled next to locomotives, no speed restrictions on these scale test cars.
- NOTE 7** Fifteen (15) miles per hour through hand-operated turnouts and crossovers to and from the main track. Ten (10) miles per hour through other hand-operated turnouts and crossovers. Twenty (20) miles per hour when leaving sidings equipped with Spring Switches.
- NOTE 8** Capacity of Derricks:
 A&WP 2, 115 tons (Montgomery)
 WofA 5, 150 tons (Augusta)
 Ga 1901, 160 tons (Atlanta)
 SCL 771202, 200 tons; SCL 765251, 250 tons;
 SCL 771255, 200 tons. SCL 771256, 200 tons.
- NOTE 9** Trains handling WBCX and VULX loaded hopper cars will not exceed speed of ten (10) miles per hour over Chattahoochee River Bidge, M.P. 85.6 These cars will not be handled under load on the Athens Subdivision, Macon Subdivision, Washington Subdivision and Monroe Subdivision.
- NOTE 10** Trains handling 100 ton loaded hopper cars will not exceed speed of thirty (30) miles per hour between Augusta and Mile Post 48 (Georgia RR).
- NOTE 11** Trains with six axle engines in locomotive consist will not exceed speed of ten (10) miles per hour over following bridges:
 Ogeechee River GaRR M.P. M-12.5
 Tallawassie Cr. WofA M.P. 190.2
 Alabama River (Selma)
 Normal speed may be resumed when locomotive consist clears the bridge.
- NOTE 12** Trains handling loaded six axle freight cars on Georgia Railroad will not exceed speed of twenty (20) miles per hour over following bridges:
 Alcovy River M.P. 124.6
 Cornish Creek, M.P. 125.1
 Yellow River M.P. 133

POSITION IN TRAIN OF PLACARDED CARS CONTAINING HAZARDOUS MATERIALS

1	PLACARD APPLIED ON CAR	EXPLOSIVES-A	POISON GAS	POISON GAS	RADIOACTIVE	ANY PLACARDED LOAD OR COMBUSTIBLE OR POISON GAS	OTHER THAN PLACARDED CARS OR COMBUSTIBLE OR POISON GAS	PLACARDED EMPTY EXCEPT COMBUSTIBLE	COMBUSTIBLE	
2	TYPE OF CAR	ANY CARS (inc. flat cars carrying explosives in containers)	TANK CAR	OTHER THAN TANK CAR	ANY CAR	TANK CAR	OTHER THAN TANK CAR	TANK CAR	TANK CAR	
3	RESTRICTIONS									
4	WHEN TRAIN LENGTH PERMITS	MUST NOT BE NEARER THAN 6th FROM ENGINE, OCCUPIED CABOOSE OR PASSENGER CAR	√	√		√				
5	WHEN TRAIN LENGTH DOES NOT PERMIT	MUST BE NEAR MIDDLE OF TRAIN BUT NOT NEARER THAN 2nd FROM ENGINE, OCCUPIED CABOOSE	√	√		√				
6	M U S T N O T B E P L A C A R D E D N E X T T O C A R P L A C A R D E D	LOADED FLATCAR A FLATCAR EQUIPPED WITH PERMANENTLY ATTACHED ENDS OF RIGID CONSTRUCTION IS CONSIDERED TO BE AN OPEN-TOP CAR	√ ^①	√	√	√ ^②				
7		AN OPEN-TOP CAR WHEN ANY OF THE LADING PROTRUDES BEYOND THE CAR ENDS OR WHEN ANY OF THE LADING EXTENDING ABOVE THE CAR ENDS IS LIABLE TO SHIFT SO AS TO PROTRUDE BEYOND THE CARENDS	√	√	√	√				
8		ENGINE	√	√	√	√	√		√	
9		EXCEPT AS PROVIDED IN LINES 10 AND 11, A CAR OCCUPIED BY ANY PERSON OR A PASSENGER CAR OR COMBINATION CAR THAT MAY BE OCCUPIED	√ ^③	√ ^③	√ ^③	√	√	√ ^④	√	
10		OCCUPIED CABOOSE	√ ^③	√ ^③	√ ^③	√	√		√	
11		OCCUPIED GUARD CAR	√ ^②	√ ^②	√ ^②		√			
12		UNDEVELOPED FILM				√				
13		A CAR WITH AUTOMATIC REFRIGERATION OR HEATING APPARATUS IN OPERATION, OR A CAR WITH OPEN-FLAME APPARATUS IN SERVICE, OR WITH AN INTERNAL COMBUSTION ENGINE IN OPERATION	√	√	√		√			
14		A CAR CONTAINING LIGHTED HEATERS, STOVES, OR LANTERNS	√	√	√					
15		EXPLOSIVES A		√	√	√	√	√		
16		POISON GAS	√			√	√	√		
17		LOADED PLACARDED CAR, OTHER THAN A CAR PLACARDED WITH THE SAME PLACARD OR THE "COMBUSTIBLE" PLACARD	√	√	√	√				
18		RADIOACTIVE	√	√	√		√	√		

HOW TO USE THIS CHART:

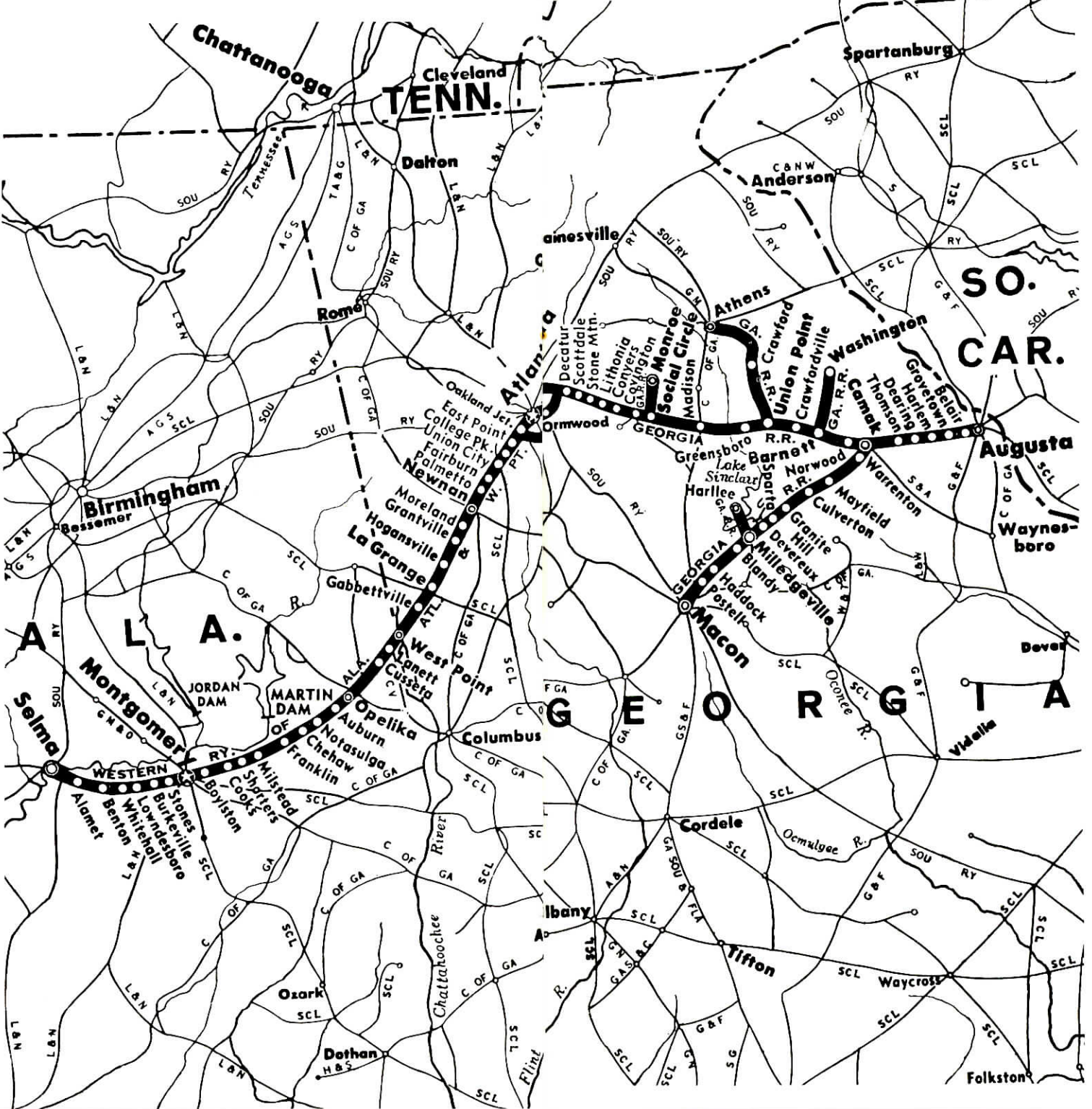
To determine where a placarded car can be placed in a train follow these steps:

- Determine the type of placard that is applied to the car. From Line 1.
- Determine the type of car to which the placard is applied from. Line 2.
- Follow vertically down the chart and note which lines apply.
- The symbol "√" indicates wording at the side that applies.

See footnotes for explanation.

FOOTNOTES:

- ① Loaded cars placarded "EXPLOSIVES A" may be placed next to each other.
- ② A specially equipped car in trailer-on-flatcar or container-on-flatcar service or a flatcar loaded with vehicles secured by means of a device designed for that purpose and permanently installed on the flatcar, and of a type generally accepted for handling in interchange between railroads may be placed next to these placarded loaded tank cars subject to the following: this exception for cars in trailer-on-flatcar service does not apply to loaded flatbed trucks, loaded flatbed trailers, loaded open-top trailers, or loaded trucks or trailers without securely closed doors.
- ③ A rail car placarded "EXPLOSIVES A" or "POISON GAS" in a moving or standing train must be next to and ahead of any car occupied by the guards or technical escorts accompanying this car. However, if a car occupied by guards or technical escorts is equipped with a lighted heater or stove, it must be the fourth car behind any car requiring "EXPLOSIVES A" placards.
- ④ Applies only in mixed train service, see section 174.87.



Chattanooga

Cleveland
TENN.

Spartanburg

Dalton

Anderson

**SO.
CAR.**

Waynesville

Athens

Augusta

Birmingham

Atlanta

GEORGIA

Waynesboro

A L A.

La Grange

Macon

GEORGIA

Selma
Montgomery

Opelika

Columbus

GEORGIA

GEORGIA

Vidalia

WESTERN

Milstead

Notasulga

Franklin

GEORGIA

GEORGIA

GEORGIA

GEORGIA

Alamet

Stonesville

Lowndesboro

Wichhall

Boyston

Cooks

Spartans

Cordele

Cordele

Cordele

Benton

Wichhall

Lowndesboro

Boyston

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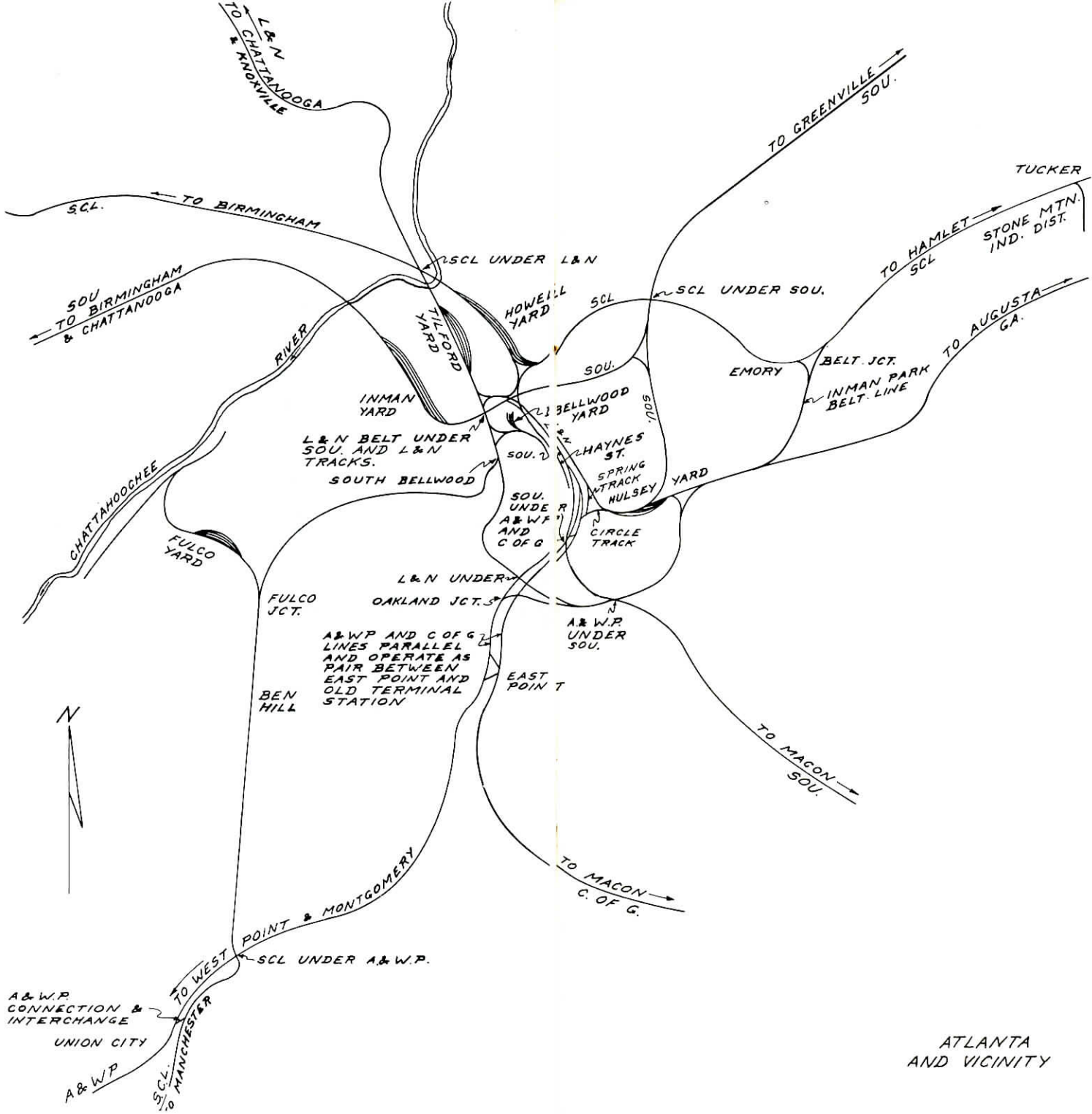
Spartans

Cordele

Cordele

Cordele

Folkston



ATLANTA AND VICINITY

