

*Safety*



*First*

**SEABOARD  
COAST LINE  
RAILROAD**

---

**ATLANTA DIVISION**

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**2**

**TIME TABLE No. 2**

IN EFFECT

Friday, December 11, 1970

At 12:01 A.M.

SUPERSEDING TIME TABLE NO. 1

DATED APRIL 26, 1970

**EASTERN STANDARD TIME**  
(EXCEPT CENTRAL STANDARD TIME IS IN EFFECT  
BETWEEN BIRMINGHAM AND PARKWOOD)

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**FOR THE GOVERNMENT OF  
EMPLOYEES ONLY**

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D. C. HASTINGS, Vice President-Operations

L. T. ANDREWS, General Manager-Transportation

J. W. THOMAS, Superintendent





SECOND CLASS			FIRST CLASS	Station Numbers	Distance from Atlanta (Howell's Yard)	TIME TABLE NO. 2 IN EFFECT December 11, 1970	Scales, Wyes, Car Capacity	SECOND CLASS				
297	583	227	215					298	228	586	216	
Through Freight	Through Freight	Through Freight	Through Freight	Through Freight	Through Freight	Through Freight	Through Freight	Through Freight	Through Freight			
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily			
P. M.	A. M.	A. M.	A. M.					A. M.	A. M.	P. M.	P. M.	
130	1000	715	130	SG575		L T	ATLANTA (Howell's Yard) ® A X-SCL	YARD O Y	700	1055	1159	1130
				SG580	5.2		EDNA	73P				
				SG586	11.2		FLOYD	73P 4				
				SG591	16.2		POWDER SPRINGS	162P 14				
210	1140	800	215	SG602	27.2		DALLAS	83P 10	535	1015	1015	1035
				SG608	33.0		HANLIN	73P				
				SG613	37.6		DIVIDE	41P				
235	105	825	240	SG619	43.4		ROCKMART	78P O YARD Y	509	950	950	957
				SG624	48.6		FISH	74P				
300	230	845	301	SG631	56.2		CEDARTOWN X CofG	YARD O Y	444	930	915	935
				SG633	57.6		E AND W SIDING	74P				
				SG641	65.7		ESOM	93P				
				SG645	69.2		PALESTINE	73P				
340	310	920	335	SG655	79.8		PIEDMONT	134P 55	359	850	815	855
				SG663	87.6		MAXWELLBORN X SOU	72P				
				SG668	92.2		ANDERSON	97P				
410	410	935	359	SG673	98.0		WELLINGTON X L&N	87P 46	314	815	730	820
				SG681	105.3		OHATCHEE	78P 23				
440	510	1001	425	SG691	115.2		RAGLAND	98P 99	249	750	700	750
				SG700	124.1		WATTSVILLE	72P 20				
				SG709	133.2		ODENVILLE	84P 27				
520	538	1035	505	SG714	138.8		SANIE	73P	200	700	330	710
				SG723	147.4		ROPER	73P 8				
				SG731	155.6		IRONDALE	74P 58				
600	830	1145	600	SG737	161.2	T X SOU A X SOU-A.G.S.	BIRMINGHAM (32nd St. Yard) X SSS&I-L&N	YARD O Y	130	630	300	630
P. M.	P. M.	A. M.	A. M.						A. M.	A. M.	P. M.	P. M.
Daily	Daily	Daily	Daily						Daily	Daily	Daily	Daily

## CATAWBA SUBDIVISION

Westward SECOND CLASS	Station Numbers	Distance from Catawba	TIME TABLE NO. 2  IN EFFECT December 11, 1970  STATIONS	Scales, Wyes, Car Capacity	Eastward
511					THIRD CLASS
Local Freight					512
Ex. Sun.					Local Freight
A. M.				Ex. Sun.	P. M.
1100	SG331		L T ® CATAWBA A	134P 31 Y	300
1140	SGA342	11.9	T FT. LAWN	7	210
1230	SGA353	22.2	A GREAT FALLS L	85	130
P. M.					P. M.
Ex. Sun.					Ex. Sun.

## CARTERSVILLE SUBDIVISION

Westward SECOND CLASS	Station Numbers	Distance from Cartersville	TIME TABLE NO. 2  IN EFFECT December 11, 1970  STATIONS	Scales, Wyes, Car Capacity	Eastward
513					THIRD CLASS
Local Freight					514
Ex. Sun.					Local Freight
A. M.				Ex. Sun.	P. M.
900	SGC641		L T CARTERSVILLE A	YARD Y	800
935	SGC633	7.5	7.5 STILESBORO	YARD	730
950	SGC627	13.8	6.3 TAYLORSVILLE	12	700
1010	SGC623	18.7	4.9 ARAGON	63	645
1030	SG619	22.7	T A ROCKMART L	YARD O Y	630
A. M.					A. M.
Ex. Sun.					Ex. Sun.

## SOUTHWARD

## ELYTON SUBDIVISION

## NORTHWARD

THIRD CLASS	SECOND CLASS		Station Numbers	Distance from Freight Yd. Jct.	TIME TABLE NO. 2  IN EFFECT December 11, 1970  STATIONS	Scales, Wyes, Car Capacity	THIRD CLASS		FOURTH CLASS	
501	565	509					566	508	502	
W. I. CO.	Local Freight	Local Freight					Local Freight	Local Freight	W. I. CO.	
Daily	Ex. Sun.	Daily					Ex. Sun.	Daily	Daily	
P. M.	A. M.	A. M.				P. M.	P. M.	P. M.		
		730			L T CST BIRMINGHAM A (Boyles Yard) CST	YARD O		245		
	L 900	Via	SG737		T BIRMINGHAM (32nd St. Yard)	YARD O Y	A 230	Via		
	Via L&N 3.4 Miles	L&N 5.7 Miles					Via L&N 3.4 Miles	5.7 Miles		
	915				13TH STREET TOWER 1.0		135			
	925	755	ANJ984	1.0	ELYTON 5.6	53	130	205		
	945	815	ANJ978	6.6	BRADSHAW 2.9	82	115	150		
L 300	1000	840	ANJ976	9.5	WOODWARD 1.0	Y	105	141	A 630	
310	A 1005	850	ANJ975	10.5	BESSEMER YARD 0.8	44P YARD	L 100	135	625	
315		855	ANJ974	11.3	T BESSEMER X-SOU X-L&N	15P YARD		130	620	
A 330		915	ANJ971	13.9	PURSER 3.8			105	L 600	
		940 1040	ANJ968	17.7	CST A EST PARKWOOD EST L	68P		1255 155		
P. M.	A. M.	A. M.						P. M.	P. M.	P. M.
Daily	Ex. Sun.	Daily						Ex. Sun.	Daily	Daily

**SOUTHWARD**

**LINEVILLE SUBDIVISION**

**NORTHWARD**

**5**

**SECOND CLASS**

**TIME TABLE NO. 2**

**SECOND CLASS**

**IN EFFECT**

December 11, 1970

**STATIONS**

SECOND CLASS							Station Numbers	Distance From Boyles	TIME TABLE NO. 2 IN EFFECT December 11, 1970 STATIONS							Scales, Wyes, Car Capacity	SECOND CLASS						
347	309	319	333	509	587	307			334	320	308	588	508	348	310								
L&N Freight	Through Freight	Through Freight	Through Freight	Local Freight	Local Freight	Through Freight			Through Freight	Through Freight	Local Freight	Local Freight	L&N Freight	Through Freight									
Ex. Sat.	Daily	Daily	Daily	Daily	Ex. Sun.	Daily			Daily	Daily	Ex. Sun.	Daily	Ex. Sun.	Daily									
P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	A. M.																	
	700	300	200			330			<b>L BIRMINGHAM</b>	<b>A</b>	<b>YARD</b>	500	800	1159			100						
									<b>T CST (Boyles Yard) CST</b>														
									<b>16.3</b>			VIA L&N 16.3 Miles	VIA L&N 16.3 Miles	VIA L&N 16.3 Miles			VIA L&N 16.3 Miles						
									<b>VIA L&amp;N</b>														
L 845 945	740 840	345 445	245 345	940 1040		410 510	ANJ968	16.3	<b>CST PARKWOOD CST</b>	<b>EST</b>		305 405	655 755	930 1030		1255 A 155	800 A 900	1205 105					
									<b>7.9</b>														
									<b>T PELHAM</b>	<b>®</b>	192P 22	340	740	1005		140							
									<b>20.7</b>														
1030	925	530	430	1201		555	ANJ939	44.9	<b>WESTOVER</b>	<b>®</b>	119P	310			110	820	1140						
									<b>12.7</b>														
									<b>COOSA PINES</b>		97P YARD Y	250	655	920		1240							
									<b>12.8</b>														
									<b>SHOCCO</b>		120P												
									<b>3.2</b>														
A 1115	1005	610	510			630	ANJ910	73.6	<b>T TALLADEGA</b>	<b>® X-SOU X-L&amp;N</b>	42P YARD	225	630	855		L 730	945						
									<b>6.1</b>														
									<b>CARARA</b>		81P												
									<b>8.0</b>														
									<b>WEATHERS</b>		84P												
									<b>14.6</b>														
	1059	700	600			710	ANJ882	102.3	<b>LINEVILLE</b>	<b>®</b>	139P YARD	135	545	810			905						
									<b>0.0</b>														
									<b>CRAGFORD</b>		85P 9												
									<b>15.6</b>														
									<b>WADLEY</b>		86P 56	1253	510	735	A 830		805						
									<b>5.0</b>														
									<b>BLAKE</b>		120P												
									<b>8.5</b>														
									<b>ROANOKE</b>	<b>®</b>	85P YARD Y	1235	430	705	800		735						
									<b>0.3</b>														
									<b>STANDING ROCK</b>		84P 16												
									<b>8.8</b>														
									<b>PYNE</b>		130P 17												
									<b>6.3</b>														
									<b>LAGRANGE</b>	<b>®</b>	YARD O												
									<b>2.5</b>														
									<b>SOUTH LAGRANGE</b>		102P YARD	1150	340	620	700		645						
									<b>11.1</b>														
									<b>STOVALL</b>		100												
									<b>8.1</b>														
									<b>CAMP GROUND</b>		125P 11												
									<b>3.3</b>														
									<b>WARM SPRINGS</b>		45												
									<b>5.5</b>														
									<b>T MANCHESTER</b>	<b>® EST L</b>	124P YARD O Y	1100	300	530	600		600						
									<b>EST</b>														
<b>P. M.</b>	<b>A. M.</b>	<b>P. M.</b>	<b>P. M.</b>	<b>P. M.</b>	<b>P. M.</b>	<b>A. M.</b>						<b>P. M.</b>	<b>A. M.</b>	<b>A. M.</b>	<b>A. M.</b>	<b>P. M.</b>	<b>P. M.</b>	<b>P. M.</b>					
Ex. Sat.	Daily	Daily	Daily	Daily	Ex. Sun.	Daily						Daily	Daily	Daily	Ex. Sun.	Daily	Ex. Sun.	Daily					

## SOUTHWARD

## FITZGERALD SUBDIVISION

THIRD CLASS		SECOND CLASS					FIRST CLASS		Station Numbers	Distance From Manchester	TIME TABLE NO. 2	
505	507	319	333	301	307	321	395	381			IN EFFECT	
Local Freight	Local Freight	Through Freight	Through Freight	Through Freight	Through Freight	Through Freight	Piggyback Special	Piggyback Special			December 11, 1970	
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily			STATIONS	
P. M.	A. M.	P. M.	P. M.	P. M.	A. M.	A. M.	P. M.	A. M.				
1201		1000	900	230	1130	830	1000	100	ANB788		<b>L</b> <b>T</b> <b>MANCHESTER</b> ®	
									ANB780	7.8	7.8 <b>WOODLAND</b>	
									ANB770	17.9	10.1 <b>TALBOTTON</b>	
									ANB762	26.0	8.1 <b>JUNCTION CITY</b>	
1255		1045	945	315	1220	935	1040	140	ANB760	28.5	2.5 <b>BROWNSAND</b>	
									ANB745	43.1	14.6 <b>RUPERT</b> ®	
									ANB738	50.4	7.3 <b>IDEAL</b>	
140		1125	1025	405	110	1030	1120	225	ANB728	60.2	9.8 <b>OGLETHORPE</b> X-C. of Ga.	
									ANB726	62.0	1.8 <b>MONTEZUMA</b> ®	
									ANB718	70.3	8.3 <b>DOOLING</b>	
									ANB715	72.7	2.4 <b>BYROMVILLE</b>	
240									ANB711	77.5	4.8 <b>LILLY</b>	
									ANB705	83.6	8.1 <b>VIENNA</b>	
									ANB699	89.1	5.5 <b>ROSS</b>	
335		1205	1105	455	210	1130	1159	310	ANB695	93.1	4.0 <b>CORDELE</b> X-G. S. & F. X-SCL ®	
									ANB684	104.5	11.4 <b>HATLEY</b>	
420		1230	1130	525	240	1200	1221	332	ANB674	114.5	10.0 <b>REBECCA</b> ®	
A 530	L 400	1250	1150	545	310	1230	1240	350	ANB659	128.9	14.4 <b>FITZGERALD</b> ®	
	420								ANB649	139.2	10.3 <b>OSIERFIELD</b>	
									ANB641	147.2	8.0 <b>AMBROSE</b>	
	515								ANB632	156.0	8.8 <b>UPTON</b>	
	600	135	1235	645	400	115	130	440	ANB629	158.9	2.0 <b>DOUGLAS</b> ® X-G. & F.	
									ANB620	167.9	9.0 <b>SAGINAW</b>	
	730								ANB616	172.0	4.1 <b>NICHOLLS</b> ®	
	800	200	100	710	430	145	200	500	ANB613	175.0	3.0 <b>SESSOMS</b>	
									ANB602	186.1	11.1 <b>BOLEN</b>	
	A1050	A 300	145	740	A 530	A 230	315	630	AP589	200.9	14.8 <b>LANG</b>	
			200	830			320	635	AN587	201.9	1.0 <b>WAYCROSS</b>	
<b>P. M.</b>	<b>A. M.</b>	<b>A. M.</b>	<b>A. M.</b>	<b>P. M.</b>	<b>P. M.</b>	<b>P. M.</b>	<b>A. M.</b>	<b>A. M.</b>				
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily				







## DIVISION

### PRECEDENCE BY DIRECTION

1—Unless otherwise provided, northward or eastward trains are superior to trains of the same class in opposite direction.

### SPEED RESTRICTIONS

2—Following engines must not be operated in excess of speed shown:

Series	MPH	Series	MPH
1309-1343, 1406-1415, 1515-1565	77	2100-2124, 2200-2213	70
1275-1277, 1700-1799, 1800-1813	75		
1003-1050, 1053-1065, 1300-1308, 1400-1405, 1500-1514, 1566-1599, 1600-1632, 1900-1923, 2000-2023	71	309, 317, 389-413, (392B-394B), (396B-403B), 700-1002, 1051-1052, 1100-1199, 1200-1211, 1250-1259	65

3—Switch engines in 10-230 series must not be operated in excess of 60 M.P.H. when used in service or tow and must be handled near head end of train.

#### 4—Trains Handling:

Ribbon rail cars loaded, 45 M. P. H. on main track and 10 M. P. H. through other than main track turnouts and must be handled on head end of trains; when empty will be handled on rear of train separated from caboose by three empty cars.

Air dump cars 45 M. P. H. and when loaded must be handled in local freight or work trains when practicable. Jordan ditchers 40 M. P. H. and pile drivers 20 M. P. H. must be handled near head of train. (Pile drivers on Catawba Subdivision 15 M.P.H.). Scale test cars 25 M.P.H. next ahead of caboose except car 771815 at maximum speed allowed freight trains and next behind locomotive. Scale test cars except 771815 must not be handled in yard or road movement when coupled to car exceeding 45 feet in length.

#### PIGGYBACK, UNRESTRICTED AND RESTRICTED TRAINS

5—Piggyback train is a train handling only piggyback cars (empty piggyback flat cars, trailers or containers on proper designed piggyback flat cars, or multi-level automobile rack cars). Should any other type of freight car be included in the train, it would then become a regular freight train, either unrestricted or restricted type, depending upon the equipment.

Piggyback trains will observe freight train speed in non-signalized territory. In signalized territory, piggyback trains or passenger trains handling piggyback cars will observe passenger train speed not exceeding 70 M.P.H., but when handling other unrestricted freight equipment will not exceed 60 M.P.H.

Unrestricted freight train is a train handling regular unrestricted freight cars, both piggyback and box car type equipment or other type freight cars which are permitted to be operated without restrictions.

Restricted freight train is a train handling one or more restricted cars.

Restricted cars include:

**Work Equipment Cars** — All work equipment cars will be considered restricted cars;

**Pulpwood Flat Cars** — Loaded with pulpwood;

**Flat Cars** — Loaded with logs or poles, machines of pivot or swinging type such as cranes, etc.;

**Flat Cars** — Loaded with oversize shipment(s) or twin or triple loaded cars when in the judgment of local forces such loads should be restricted;

Gondolas — Loaded with stump wood. When loaded with oversize or overhanging shipments when in the opinion of local forces such loads should be restricted;

**Any Car** — Which in the judgment of local forces should be restricted because of some unusual condition or because of special instructions.

#### SPACING WRECKERS AND LOCOMOTIVE CRANES

6—For line of road movement, the following wreckers must be preceded and followed by at least one car not exceeding 100,000 pounds gross weight and must be separated from any other wrecker or locomotive crane by at least two cars not exceeding 100,000 pounds gross weight: 765152, 765157, 765160, 765161, 765250, 765251, 765252, 771153, 771154, 771155, 771253, 771254, 771255, 771256, 771257, WofA 5 and GA 1901.

Where practicable, cranes on their own wheels, whether boom is detached or not (Both commercial shipments and SCL-owned cranes), should be handled in line-of-road movement in trains with counterbalance end forward. SCL locomotive cranes: 765445, 765448, 765449, 765458, 765459, 771927, 771929, 771994, 771995, 771996 and 771997 must be preceded and followed by at least one car not exceeding 100,000 pounds gross weight.

Speed restrictions on SCL locomotive cranes listed herein are carried in the current issues of the time tables under the Speed Charts for each Division. On all other cranes, the speed restrictions should be established with each movement by qualified Mechanical representative before they leave originating points or terminals.

Wreckers and locomotive cranes must be handled near head end of train.

#### CAR CAPACITY FORMULAS

7—Capacity of sidings is based on average overall length of 50 feet per car. Diesel units and cabooses cars must be counted as cars, as they are not included in car capacity, but an allowance of 200 feet has been made for stopping.

Capacity of other tracks is based on average overall length of 50 feet per car.

#### RAIL DETECTOR CARS

8—Rail detector cars of other than Company ownership must not pass over highway or street crossings protected by automatic light signals, or signals and gates until it is known that automatic protection is functioning properly or flag protection has been afforded. At railroad crossings protected by interlockings such cars must stop clear of the crossing and must not proceed over the crossing until proper protection has been afforded.

#### BULLETIN BOOKS

9—Birmingham (Boyles Yard shop, 32nd St. Yard office), Woodward Iron Co. office, Coosa Pines, Lineville, LaGrange (for yard crews), Manchester, Fulco, Atlanta (Tilford Yard shop, Howells Yard, yard office and shop), Cordele, Fitzgerald, Waycross (passenger station, yard office, shops), Monroe, Catawba, Maxwell, Abbeville, Athens, Lawrenceville, Tucker, Rockmart and Cedartown.

#### STANDARD CLOCKS

10—Central Standard Time, Birmingham (Boyles Yard, office and shop), Bessemer, Eastern Standard Time, Birmingham (32nd St. Yard office), Manchester (dispatcher's office and yard office), Atlanta (Tilford Yard shop, Howells Yard, telegraph office and yard office, Howell's dispatcher's office), Fitzgerald, Waycross (dispatcher's office, passenger station, yard office and shop), Monroe, Catawba, Maxwell, Abbeville, Athens and Tucker.

#### EMERGENCY WATER & FUEL STATIONS

11—Manchester, Rockmart, Cedartown and water only at: Monroe, Greenwood, Abbeville and Athens.

#### SPECIAL RULES

12—Trains and engines of foreign lines will be governed by S. C. L. time tables, rules and special instructions while on S. C. L. tracks at all points. S. C. L. trains and engines will be governed by time tables, rules and special instructions of foreign lines while on their tracks at all points.

13—Signal houses located at each end of siding, etc., are equipped with outside white light which burns continuously. When this light is not burning, member of crew of train

stopped on red or dark signal or train performing work over power switches in hand-throw position will contact dispatcher immediately.

14—Engines or cars must not be detached and left standing entirely between the opposing home signals governing movement over a railroad crossing at grade nor entirely between derrails protecting such crossings.

### DEFECT DETECTORS

15—Defect detectors are located as listed by subdivisions on which located and by special instructions.

Approaching and passing such locations a member of engine and rear train crew must listen for radio report or instructions and must be in position to check Indicator Lights where provided and member of rear train crew must notify engine crew the indication after rear of train passes Defect Detector and engineman must acknowledge.

Personnel assigned to read charts of defect detectors must notify train crews and designated person at once of defects indicated. Train crews upon receiving such notice by radio or information from other sources must make the required inspections and take appropriate action. Except for an emergency, or to comply with Operating Rules, train brakes should not be applied until rear of train passes Defect Detector to avoid undesired indications of the Defect Detector.

When stop is made or there is evidence that a Defect Detector is not working properly, a prompt report must be made orally to the dispatcher or operator when communications are

available and by wire at first open office using Defect Detector Form "DD-1" giving complete applicable information called for on form.

### AT ALL DEFECT DETECTORS:

When instructions are received from dispatcher that a Defect Detector has been removed from service and only running inspection is necessary, a close running inspection of both sides of the train must be made passing Defect Detector location from both head end and rear end of train. Conductors and enginemen will be responsible for having running inspection made and your attention is directed to Operating Rule 110.

If red, or "D" light is illuminated, train must be stopped and inspection made, being governed by voice instructions from defect detector or those received from personnel reading chart as to location and type of defect. If defect is not found at location indicated, three cars on each side of reported defect must be inspected. If not radio equipped, voice instructions not understood, or unable to contact personnel reading charts, entire train must be inspected.

If white light or red light is burning, or radio of the voice type is reporting before the train reaches a point 200 feet in advance of Defect Detector, the train must be stopped and entire train inspected.

Of the voice type, if neither white light nor red light is illuminated, train must be stopped for complete inspection, unless a clear and unmistakable voice message is received that indicates that no defects were found.

Of the non-voice type, if white light fails to light immedi-

### TONNAGE RATING

Engine Numbers	389-413 (A or B), 700-1002, 1119-1201, 1250-1259	675-698	309, 317, 1003-1065, 1202-1239	600-620, 1275-1277, 1300-1343, 1400-1415, 1500-1599, 1600-1632, 1700-1799, 1800-1813	203-222, 1100-1117	1900-1923, 2100-2110, 2114-2120	2000-2023	2111-2113, 2200-2210	2121-2124, 2211-2213
Monroe and Howells Yd.....	1650	1300	1800	*2000	1100	2550	3000	2900	3150
Howells Yd. and Birmingham.....	1700	1350	1850	2050	1100	2650	3100	3000	3200
Rockmart and Cartersville.....	2500	2000	2750	3000	1650	3900	4550	4350	4750
Birmingham and Bessemer..... (via Frisco Rwy.)	1650	1300	1800	2000	1100	2550	3000	2900	3150
Catawba and Great Falls.....	.....	.....	.....	.....	1300	.....	.....	.....	.....
Waycross and Fitzgerald.....	2400	1900	2650	2850	1550	3700	4350	4200	4550
Fitzgerald and Oglethorpe.....	2000	1600	2200	2400	1300	3100	3650	3500	3800
Oglethorpe and Manchester.....	1700	1350	1850	2050	1100	2600	3100	2950	3200
Ocala Spur.....	.....	.....	.....	.....	1100	.....	.....	.....	.....
Manchester to S. LaGrange.....	2100	1650	2300	2500	1400	3250	3800	3650	4000
S. LaGrange to Bessemer.....	1700	1350	1850	2050	1100	2600	3100	2950	3200
Bessemer and Birmingham..... (via L&N)	2500	2000	2750	3000	1650	3850	4550	4350	4750
Bessemer to Pelham.....	1800	1450	1950	2150	1200	2800	3300	3150	3400
Pelham to Lineville.....	1700	1350	1850	2050	1100	2600	3100	2950	3200
Lineville to Roanoke.....	1900	1500	2100	2250	1250	2950	3450	3300	3600
Roanoke to Manchester.....	1700	1350	1850	2050	1100	2600	3100	2950	3200
Manchester to Bellwood.....	1700	1350	1850	2050	1100	2600	3100	2950	3200
Bellwood and Rockspur Wye.....	1700	1350	1850	2050	1100	2600	3100	2950	3200
Rockspur Wye to Senoia.....	2700	2150	2950	3250	1750	4150	4900	4700	5100
Senoia to Manchester.....	1700	1350	1850	2050	1100	2600	3100	2950	3200

\*Engines, in series 1500-1599, 1600-1632, 1700-1799 and 1800-1813 will handle 1250 tons, in series 1300-1343 will handle 1800 tons.

ately after engine passes, personnel reading charts must be contacted for instructions. If chart indicates proper inspection has been received and if no defect is indicated, personnel will allow train to proceed.

Road conductors and trainmen are required to have in their possession while on duty a temperature testing stick, which will

melt at temperatures at 200°F and higher for testing roller bearing temperatures.

Temperature of suspected overheated journal will be tested by making a check mark two or three inches long on bearing housing proper (not on bearing end cap). If material forming check mark melts, bearing is not in condition to run.

Line	Line Capacity (Lbs.) 4-Axle Cars	Speed Limit (M.P.H.) Unless Further Restricted By Engine, Equipment In Consist Or Special Instructions.				Restricted speed (M.P.H.) as shown below for certain equipment										Locomotive Cranes				
		Psg. Trains	Piggy-back Trains	Unrestricted Freight Trains	Restricted Freight Trains	Cars weighing				Engines in series				Wrecker Nos.						
						220,001 to 240,000 Lbs.	240,001 to 251,000 Lbs.	251,001 to 263,000 Lbs.	263,001 to 270,000 Lbs.	700,800, 900,1000, 1119-1200	500, 656-671	675-698, 1300, 1400, 1500, 1600, 1700, 1800	600-620, 1900, 2000, 2100, 2200	765250, 765251, 765252, 771253, 771254, 771255, 771256, 771257	765152, 765157, 765160, 765161, 771153, 771154, 771155, W of A5 GA1901		765100, 765120, 765151	GA1 GA1900		
Monroe to Atlanta	270,000	70	70	60	50											40	40	40	40	25
Catawba to MP 348.0 MP 348.0 to Great Falls	220,000 220,000			20 10	20 10	BARRED	BARRED	BARRED	BARRED	Note A Note A	BARRED	BARRED	BARRED	BARRED	BARRED	15 10	15 10	15 10	15 10	15 10
Atlanta to Birmingham	270,000	60	60	60	50											35	35	35	35	25
Cartersville to Rockmart	270,000			35	35											25	25	25	25	25
Manchester to Parkwood	270,000	55		55	45											30	30	35	35	25
Parkwood to Elyton	270,000	30		30	30															25
Manchester to Atlanta	270,000	60	60	55	45											35	35	35	35	25
Fulco Junction to Fulco	270,000			30	30											25	25			25
Weycross to Manchester Ocilla Spur	270,000 210,000	60	60	60 20	50 20	BARRED	BARRED	BARRED	BARRED	Note A	BARRED	BARRED	BARRED	BARRED	BARRED	35 10	35 10	35 10	35 10	25 10
Sesoms to Alma	270,000			30	30		25	15	10	25		20				20	15	25	25	25

NOTE A - Restricted to engines in series 10-19 and 1100-1117.

### Elyton Subdivision

#### CLEARANCE CARDS

1—No. 501 will leave Woodward and No. 502 will leave Purser without clearance card.

No. 508 will leave Parkwood and No. 566 will leave Bessemer Yard without clearance card.

#### REGISTER STATIONS

2—Birmingham Boyles Yard (Shops), Birmingham 32nd Street Yard and Bessemer.

#### YARD LIMITS

3—Bessemer-Woodward, Elyton-Birmingham.

#### JUNCTION SWITCHES

4—Purser, M. P. 971.4, lined for movements on Elyton Subdivision.

Woodward, M. P. 975.3, lined for movements on Elyton Subdivision.

#### SPEED RESTRICTIONS

5—City Ordinance Speed Restrictions:

Birmingham, 20 M.P.H. when approaching within 150 feet of and over Center St. and 8th St. SW: 30 M.P.H. when approaching within 250 feet of and over all crossings south of 8th St., SW crossing. Movements over 1st Avenue-Cotton, 2nd Avenue-Tuscaloosa, 9th Avenue, 8th Avenue, 6th Avenue, 5th Avenue-Graymont Avenue, 4th Terrace, 3rd Street, Center Street, 8th Street and 18th Street must be preceded by member of crew with stop signals.

Lipscomb, 20 M.P.H. over 5th Street which is the first street north of Woodward Iron Company crossing, until crossing is covered.

Bessemer, 30 M.P.H.

#### RAILROAD CROSSINGS AT GRADE

6—Protected by non-electrically locked gates:

Mulga Spur, M. P. 975.2, Birmingham Southern. Normally clear Birmingham Southern.

7—Protected by "Stop" boards:

Bessemer, M. P. 974.3, L&N-Sou.

#### JOINT TRACKS

8—While using Frisco Rwy. tracks between Birmingham Yard and Bessemer, crews will be governed by Frisco Rwy. rules, special instructions and time table which carries Central Standard Time.

9—While using L&N RR tracks between Birmingham Yard and 13th Street Tower, crews will be governed by L&N RR rules, special instructions and time table.

#### SPECIAL RULES

10—Trains and engines will operate at yard speed not exceeding 15 M.P.H. on Mulga Spur, M. P. 975.2.

11—Nos. 508, 509, 565 and 566 will not protect against following extra trains between Elyton and Woodward. Nos. 508 and 509 will not protect against following extra trains between Purser and Parkwood.

## CLEARANCE CARDS

1—Trains will obtain clearance card at Abbeville and Athens.

Westward trains are authorized to proceed on signal indication at yard speed from Westward Home Signal, east end of siding Abbeville to Train Order office for instructions.

## WHERE TIME APPLIES

2—Time of trains at Maxwell applies at telegraph office.

Time of trains at Howells Yard applies at east end two tracks M. P. 573.9.

## REGISTER STATIONS

3—Monroe, Abbeville and Howells Yard.

## YARD LIMITS

4—Monroe, Abbeville, Athens-Fowler Jct. and Tucker.

## SPEED RESTRICTIONS

5—Between Mile Posts	All Trains M.P.H.	Between Mile Posts	All Trains M.P.H.
306.2 and 307.5	50	440.2 and 441.4	40
314.1 and 314.3	55	441.4 and 446.7	50
316.8 and 318.0	50	446.7 and 447.2	45
318.0 and 321.4	40	451.1 and 452.3	55
324.0 and 324.3	45	454.7 and 456.9	50
324.3 and 327.7	50	456.9 and 458.9	45
331.6 and 333.1	55	458.9 and 463.5	60
338.2 and 341.5	55	463.5 and 464.6	45
343.1 and 344.6	55	464.6 and 467.2	50
349.6 and 351.3	40	469.9 and 471.5	60
351.3 and 353.2	50	471.5 and 472.2	30
356.7 and 363.7	45	474.1 and 478.0	50
365.0 and 365.3	45	478.0 and 479.7	45
365.3 and 368.2	50	479.7 and 481.4	55
368.2 and 370.4	45	481.4 and 484.7	50
370.4 and 373.1	50	484.7 and 485.5	45
373.1 and 373.3	45	489.0 and 491.8	45
373.3 and 374.4	50	491.8 and 493.3	50
374.4 and 375.1	55	500.2 and 500.4	50
375.1 and 377.3	60	505.0 and 506.0	35
377.3 and 378.9	45	506.0 and 512.8	55
378.9 and 383.2	50	512.8 and 514.1	50
383.2 and 385.2	45	524.3 and 525.5	60
390.4 and 391.1	45	525.5 and 531.7	55
391.1 and 411.6	50	537.7 and 544.0	45
411.6 and 413.6	45	544.0 and 544.7	60
413.6 and 417.0	65	547.4 and 547.7	45
419.3 and 419.5	50	547.7 and 548.2	55
419.5 and 423.9	55	556.3 and 558.3	55
423.9 and 424.7	45	558.3 and 558.6	45
424.7 and 425.6	35	558.6 and 560.0	60
425.6 and 426.5	50	563.1 and 563.8	50
426.5 and 427.1	40	565.0 and 565.3	60
427.1 and 430.4	50	566.7 and 573.9	40
430.4 and 434.8	45	Both Tracks:	
434.8 and 439.9	50	573.9 and 575.6	20
439.9 and 440.2	30		

## City Ordinance Speed Restrictions:

Monroe, 25 M.P.H.; Waxhaw, 25 M.P.H. during day, 40 M.P.H. during night; Chester, 15 M.P.H., except 6 M.P.H. over Wiley and 35 M.P.H. over York Streets. Carlisle, 25 M.P.H. during day, 40 M.P.H. during night; Clinton, 25 M.P.H.; Cross Hill, 35 M.P.H. over Main Street; Greenwood, 6 M.P.H. over Maxwell Avenue, 15 M.P.H. over Alliance and Sullivan Streets, 25 M.P.H. over Pressley and East Cambridge Streets and 10 M.P.H. over Oak Street; Elberton, 25 M.P.H., trains standing or those engaged in switching must not obstruct street crossing in excess of five minutes. Comer, 45 M.P.H.; Athens, 20 M.P.H. over Pulaski and Barber Streets and Wynburn Place, except when flasher light signals are not working at Pulaski and Barber Streets, trains will stop and be preceded by a member of crew; Winder, 25 M.P.H.; Tucker (DeKalb County), 45 M.P.H. between M. P. 560.4 and M. P. 561.3 and between M. P. 563.0 and M. P. 564.3; Atlanta, 25 M.P.H.

## RAILROAD CROSSINGS AT GRADE

6—Protected by automatic interlockings:

Chester, M. P. 350.2, Sou. and CN&W.  
Dover, M. P. 395.0, CN&L.

7—Protected by electrically locked derrails:

Athens, M. P. 505.5, C. of Ga. Normally clear S.C.L.

## BLOCK SIGNAL SYSTEMS

8—Single Track Automatic Block System is in service between Monroe, M. P. 306.2 and West Switch, Shands, M. P. 393.3; and between East End Siding, Abbeville, M. P. 439.8 and East Switch, Emory, M. P. 567.9.

9—Traffic Control System is in service between West Switch, Shands, M. P. 393.3 and East End Siding, Abbeville, M. P. 439.8 and between East Switch, Emory, M. P. 567.9 and W. & A. Jct., M. P. 575.6.

## SPRING SWITCHES

10—Following spring switches are in signal territory:

Monroe, west end yard lead.  
Chester, east end siding.  
Carlisle, west end siding.  
Delta, west end siding.  
Whitmire, west end siding.  
Abbeville, west end yard.  
Oglesby, east and west end siding.  
Athens, east end siding.  
Fowler Junction, west end siding.  
Bogart, west end siding.  
Harper, east end siding.  
Lawrenceville, east end siding.

## TWO TRACKS

11—Two tracks extend between M. P. 573.9 and M. P. 575.4.

## JOINT TRACKS

12—Gainesville Midland Railway trains will be operated between G.M. connection track switch at Fowler Junction and C. of Ga. crossing, Athens.

13—Between W. & A. Junction and Atlanta (Terminal Station) trains will use Southern Railway tracks.

14—Crews using Georgia Railroad and/or Atlanta Joint Terminal tracks will be governed by Georgia Railroad rules and instructions; also instructions of the Atlanta Joint Terminal yardmaster. A check on "due or overdue" first class trains on Georgia Railroad tracks must be secured before fouling these tracks.

## DEFECT DETECTORS

15—Location	Protection Provided	Locations of Indicators and Personnel reading charts
Van Wyck M. P. 322.7	Single track, both directions. Hot box and dragging equipment.	Indicators north side, M. P. 322.7. Voice instructions.
Chester M. P. 353.9	Single track, both directions. Hot box and dragging equipment.	Indicators north side, M. P. 353.9. Voice instructions.
Dover M. P. 394.9	Single track, both directions Hot box and dragging equipment.	Indicators north side, M. P. 394.9. Voice instructions.
Greenwood M. P. 422.3	Single track, both directions. Hot box and dragging equipment.	Indicators north side, M. P. 422.3. Voice instructions.
Heardmont M. P. 462.6	Single track, both directions. Hot box and dragging equipment.	Indicators north side, M. P. 462.6. Voice instructions.
Hull M. P. 496.5	Single track, both directions. Hot box and dragging equipment.	Indicators north side, M. P. 496.5. Voice instructions.
Winder M. P. 530.0	Single track, both directions. Hot box and dragging equipment.	Indicators south side, M. P. 530.0. Voice instructions.
Lilburn M. P. 552.4	Single track, both directions. Hot box and dragging equipment.	Indicators south side, M. P. 552.4. Voice Instructions.

## SPECIAL RULES

16—Trains and engines will approach and move at yard speed between M. P. 305.7 at Monroe and underpass, M. P. 306.3 (Abbeville Subdivision). Second and inferior class trains, extra trains and engines may work upon the time of eastward Monroe Subdivision first-class trains within these limits, but they must give way as promptly as practicable.

17—Movements over, Highway 75 on spur track M. P. 312.4, Wylie Street, Chester and Maxwell Avenue, Greenwood, must be preceded by a flagman with "Stop" signal.

18—The use of whistle is prohibited within city limits of Greenwood, Abbeville, Elberton and Athens, except for necessary signals.

19—Trains and engines have equal authority and will operate at yard speed not exceeding 15 M.P.H. on main track of Spartanburg Subdivision between switch to Connie Maxwell spur, M. P. 525.7, and westward home signal Salak, M. P. 523.5.

20—All trains will move at yard speed on the main track between siding switches, Athens.

When time table and/or rights permit, trains approaching Athens will move on main track to Athens telegraph office for further instructions.

21—Trains and engines moving from Abbeville Subdivision to Birmingham Subdivision through south wye switch, M. P. 575.2 or east wye switch, M. P. 574.9 will be governed by Birmingham Subdivision special instructions.

22—Trains and engines using Portsmouth lead between M. P. 573.9 and M. P. 574.7 will observe yard speed not exceeding 20 M.P.H., and will observe slow speed when using old Birmingham main track between M. P. 574.7 and 575.4.

23—Movements on Inman Park Belt Line tracks between east end siding, Emory, M. P. 567.9 and Hurt Street Yard, M. P. 572.2, will be made at yard speed, not exceeding 20 M.P.H.

Movements over Coventry Road, M. P. 568.8, East Lake Drive, M. P. 569.7 and DeKalb Ave., M. P. 569.8 must be preceded by member of crew with "Stop" signal.

24—Conductors and enginemen of each engine making movements between M. P. 568.2, and Hurt Street Yard must secure authority in writing from the yardmaster at Howells Yard over the signature of the Terminal Trainmaster before such movement is started.

25—Unless otherwise instructed by yardmaster sufficient hand brakes must be applied on west end of trains and cuts of cars being yarded at Howells Yard. When additional cars are placed in any track sufficient additional brakes must be applied. When cars are removed from any track remaining cars must be adequately secured.

26—All movements authorized by "Work Indication" (illuminated "M") on signals at Howells Yard must be made in accordance with Bulletin No. MB-68 dated June 12, 1967, and reissues thereof.

27—Trains or engines must not clear at the following non-electrically locked hand-operated switch locations:

- Catawba Timber Co., M. P. 395.4.
- Lydia Mills, M. P. 398.6.
- East end team track, M. P. 406.4.
- West end team track, M. P. 406.5.
- East end team track, M. P. 416.2.
- West end team track, M. P. 416.5.
- Moore Business Forms, Inc., M. P. 420.0.
- Parke-Davis and Co., M. P. 421.9.
- Dominick team track, M. P. 423.0.
- Cokesbury team track, M. P. 423.8.
- West Chemical Co., M. P. 569.8.

## REGISTER STATIONS

1—Atlanta (Howells yard telegraph office), Birmingham (32nd St. yard office).

## SPEED RESTRICTIONS

2—Between Mile Posts	All Trains M.P.H.	Between Mile Posts	All Trains M.P.H.
574.8 and 575.1	15	641.9 and 647.0	50
575.1 and 575.5	40	649.4 and 650.4	50
575.5 and 576.3	50	662.6 and 662.7	40
576.3 and 578.9	55	670.3 and 671.0	50
578.9 and 581.2	50	682.2 and 684.4	40
581.2 and 583.8	40	690.2 and 692.1	50
586.8 and 587.7	40	692.1 and 695.2	40
587.7 and 589.3	50	695.2 and 701.9	50
593.4 and 594.3	55	701.9 and 704.0	40
597.8 and 598.5	50	704.0 and 705.6	25
598.5 and 611.9	40	705.6 and 712.0	40
611.9 and 612.5	25	712.0 and 717.0	45
612.5 and 619.3	40	717.0 and 729.4	40
619.3 and 619.9	50	729.4 and 731.5	55
621.4 and 621.7	55	731.5 and 731.7	35
626.0 and 628.0	50	731.7 and 733.9	45
630.9 and 631.5	25	733.9 and 736.0	20
631.5 and 633.0	50	736.0 and 737.2	15
639.5 and 639.8	50		

## City Ordinance Speed Restrictions:

Atlanta, 25 M.P.H.; Hiram, 40 M.P.H.; Dallas, 35 M.P.H.; Rockmart, 25 M.P.H.; Cedartown, 25 M.P.H.; Piedmont, 20 M. P. H.; Irondale, 25 M. P. H.; Birmingham, 30 M. P. H.; between the city limits on the east and 33rd Street South, except while approaching within 100 feet of the grade crossing at 50th Street, which must be approached at 20 M. P. H.; and 10 M. P. H., between 33rd Street South and 11th Street; except that all street crossings which cannot be seen for 100 feet must be approached at restricted speed.

## RAILROAD CROSSINGS AT GRADE

3—Protected by remotely controlled interlockings:  
Howells Yard, M. P. 575.0 (on wye between yard tracks).  
Cedartown, M. P. 631.0, C. of Ga.  
Wellington, M. P. 673.4, L. & N.  
Birmingham, M. P. 736.6, S. C. L. (Belt Line).  
Birmingham, M. P. 737.0, Southern. 20 M. P. H.\*  
Birmingham, M. P. 737.1, A.G.S. 20 M. P. H.\*

4—Protected by electrically locked gates:  
Maxwellborn, M. P. 662.7, Sou. Normally clear S. C. L.  
Birmingham, 39th Street, M. P. 736.0, Sou. Normally clear S. C. L.

5—Protected by attended gates:  
Birmingham, between 29th Street and Terminal Station.  
M. P. 737.2, L. & N.-S.S.S. & I. Co. 20 M. P. H.\*

\*Until engine reaches crossing.

## BLOCK SIGNAL SYSTEMS

6—Traffic Control System is in service between East Wye Switch, Howells M. P. 574.9 and 27th St., Birmingham, M. P. 737.0.

## SIGNALLED SIDINGS

7—Powder Springs.

## JOINT TRACKS

8—While using Frisco Rwy. tracks between Birmingham

yard and Bessemer, crews will be governed by Frisco Rwy. rules and time table which carries Central Standard Time.

Movements between 32nd Street Yard, Birmingham, and the Bessemer Branch, including Jim Dandy-Western Grain Company, may be made via L&N 13th Street Interlocking, Elyton Subdivision, and Freight Yard Junction; or may be made via Block 2, Civic Center Bypass, Thomas Junction, and Freight Yard Junction. Trains and engines will not exceed speed of 10 M.P.H. on Civic Center Bypass.

## DEFECT DETECTORS

9—Location	Provided Protection	Locations of Indicators and Personnel reading charts
Hiram M. P. 596.7	Single track, both directions. Hot box and dragging equipment.	Indicators south side, M. P. 596.7. Voice instructions.
Fish M. P. 626.6	Single track, both directions. Hot box and dragging equipment.	Indicators south side, M. P. 626.6. Voice instructions.
Palestine M. P. 643.6	Single track, both directions. Hot box and dragging equipment.	Indicators south side, M. P. 643.6. Voice instructions.
Angel M. P. 669.9	Single track, both directions. Hot box and dragging equipment.	Indicators south side, M. P. 669.9. Voice instructions.
Wattsville M. P. 697.2	Single track, both directions. Hot box and dragging equipment.	Indicators south side, M. P. 697.2. Voice instructions.
Odenville M. P. 710.8	Single track, both directions. Hot box and dragging equipment.	Indicators south side, M. P. 710.8. Voice instructions.

## SPECIAL RULES

10—Trains and engines moving from Birmingham Subdivision to Abbeville Subdivision tracks through south wye switch, M.P. 575.2, or east wye switch, M. P. 574.9 will be governed by Abbeville Subdivision special instructions.

11—Trains and engines will not exceed slow speed on Birmingham Subdivision main track, M. P. 575.6 (overhead bridge Chattahoochee Ave.) and east wye switch, M. P. 574.9.

12—Unless otherwise instructed by yardmaster sufficient hand brakes must be applied on west end of trains and cuts of cars being yarded at Howells Yard. When additional cars are placed in any track sufficient additional brakes must be applied. When cars are removed from any track remaining cars must be adequately secured.

13—All movements authorized by "Work Indication" (illuminated "M") on signals at Howells Yard must be made in accordance with Bulletin No. MB-68 dated June 12, 1967, and reissues thereof.

14—Trains and engines will approach and move between M. P. 733.9 and M. P. 737.2 (L&N-S.S.S.&I. Co. crossing), at yard speed not exceeding 20 M.P.H.

15—Eastern Standard Time must be observed by crews of all lines while using S. C. L. tracks.

16—Loaded or empty tri-level auto racks must not be moved

through Divide Tunnel, M. P. 612.2, College Street overpass, M. P. 631.2, Cedartown, 22nd and 21st Street overpass, M. P. 737.8, Birmingham.

17—Movement of TRAILERS in TOFC service, with combined height of FLAT CAR and TRAILER not exceeding 16-ft. 6 in. may be handled without restriction.

Movement of LOADED BI-LEVEL auto rack cars must be cleared through the CHIEF DISPATCHER'S office.

18—Loaded or empty bi-level auto racks must not be moved through 22nd and 21st Street overpass, M. P. 737.8, Birmingham.

19—Trains or engines must not clear at the following non-electrically locked hand-operated switch locations:

Georgia Foods, Inc., M. P. 578.6.  
Williams Concrete Co., M. P. 579.3.  
Colonial Pipeline Co., M. P. 588.9.  
Towers Co., M. P. 590.6.  
Thompson Hayward Co., M. P. 593.6.  
Borden Springs, M. P. 646.0.  
Miller Poultry & Feed Company, M. P. 656.1.  
Marvel Quilting Co., M. P. 656.3.  
Frame Brick Co., M. P. 660.9.

### Catawba Subdivision

#### CLEARANCE CARDS

1—Rule 83-A will not apply at Great Falls.

#### REGISTER STATIONS

2—Catawba.

#### SPECIAL RULES

3—Loaded or empty tri-level auto racks must not be moved under highway overpass, M. P. 342.6, Fort Lawn, but may be moved under L & C railroad overpass, M. P. 342.5, Fort Lawn, on hand signals or by radio.

### Cartersville Subdivision

#### REGISTER STATIONS

1—Rockmart and Cartersville (Junta Tower).

#### YARD LIMITS

2—Rockmart and Cartersville.

#### SPEED RESTRICTIONS

3—City Ordinance Speed Restrictions:  
Rockmart, 6 M. P. H.  
Cartersville, 15 M. P. H.

#### OPERATION BETWEEN CARTERSVILLE AND STILESBORO

4—An Absolute Block System is in effect between main track clearance point of Georgia Power Company switch near M. P. 633.2 at Stilesboro and clearance point SCL main track switch entering L&N main track near M. P. 640.7 at Cartersville, on main track of the Cartersville Subdivision. This Absolute Block will be under control of L&N operator located at Junta Interlocking Tower, Cartersville.

Trains and engines will operate at yard speed not exceeding 25 M.P.H. within the limits of the absolute block.

Trains or engines must not enter the absolute block without authority of operator obtained by conductor or engineman orally (if by radio, SCL engines will use channel ONE, L&N engines will use road channel). The authority to use block will only be for continuous straight-away movement in one direction. Conductor or engineman must repeat authority received orally and identify himself to Operator before entering block. It will not be necessary for train or engine to be stopped to receive these instructions. Conductor and engineman are both responsible for knowing authority has been obtained before entering the block.

Authority of operator to occupy this absolute block will supersede superiority of trains and will take the place of train orders except slow and bulletin orders. Clearance Card, except

when required with slow and bulletin orders, will not be required to use the absolute block.

After train or engine clears the block, conductor or engineman will report "Clear" to operator. If main track is cleared at an intermediate point within the block "CLEAR" must not be reported until switch has been secured in normal position. Train or engine must not re-enter the block after reporting "Clear" until authority is again secured from operator.

Normal position of switch to Georgia Power Company, M. P. 633.3, Stilesboro, will be lined for Power Company track, maximum speed of 15 M.P.H. through turnout, and trains or engines must not report "Clear" of block until train or engine is beyond clearance point on this track.

In case of failure of all communications, trains or engines may enter and move through the block at restricted speed only when preceded by a flagman at full flagging distance, and flag protection from the rear must be provided. Except when moving under flag protection as result of failure of all communications, protection will not be required within the absolute block.

Bell telephone will be provided in booth located near clearance point of Georgia Power Company switch, M. P. 633.3, Stilesboro, to be used as instructed by information posted on wall to contact operator at Junta Tower in the event he can not be reached by radio.

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

#### SPECIAL RULES

5—TRAILERS in TOFC service, with combined height of FLAT CAR and TRAILER exceeding 16 ft. 8 in. ABOVE TOP OF RAIL, loaded or empty bi-level and tri-level auto racks, must not be moved under Southern Railway overpass, M. P. 619.1, Rockmart.

### Alma Subdivision

#### CLEARANCE CARDS

1—Rule 83A will not apply at Sessoms and Alma.

#### YARD LIMITS

2—Sessoms.

#### SPEED RESTRICTIONS

3—City Ordinance Speed Restrictions:  
Alma, 10 M.P.H.

#### SPECIAL RULES

4—Nos. 633 and 632 will not protect against following extra trains between Sessoms and Alma.



## CLEARANCE CARDS

1—Trains en route to Lineville Subdivision at Parkwood, will obtain S. C. L. clearance card before leaving, Gate City, L&N R.R. and at Parkwood, will retain identity, proceeding on signal indication and clearance card will not be required.

Trains en route to Birmingham via L&N R.R., at Parkwood, will obtain L&N R.R. clearance card before leaving Manchester and at Parkwood, will retain identity proceeding on signal indication and clearance card will not be required.

No. 508 will leave Coosa Pines and No. 587 will leave Wadley without clearance card.

## REGISTER STATIONS

2—Boyles (shops) and Manchester.

## YARD LIMITS

3—Birmingham.

## SPEED RESTRICTIONS

Between 4—Mile Posts	All Trains M.P.H.	Between Mile Posts	All Trains M.P.H.
788.4 and 788.5	20	890.0 and 892.5	50
788.5 and 790.0	30	892.5 and 893.7	40
793.7 and 794.2	50	893.7 and 896.6	50
807.1 and 808.1	40	896.6 and 897.6	45
808.1 and 817.1	45	897.6 and 903.6	40
817.1 and 821.7	35	910.4 and 910.7	45
830.8 and 831.1	30	914.4 and 914.9	50
833.0 and 833.6	50	914.9 and 916.5	30
837.9 and 838.1	50	916.5 and 917.7	50
840.1 and 840.5	45	934.6 and 935.2	50
843.3 and 845.2	40	935.2 and 936.1	45
854.9 and 855.2	40	936.1 and 938.3	40
855.2 and 859.1	50	938.3 and 939.0	50
859.1 and 860.1	40	942.0 and 944.0	40
860.1 and 862.4	45	944.0 and 947.5	50
864.1 and 865.0	40	947.5 and 947.9	45
866.7 and 868.0	45	957.0 and 957.9	40
868.0 and 868.9	40	957.9 and 961.4	45
868.9 and 871.1	35	961.4 and 963.9	50
871.1 and 878.9	40	963.9 and 966.1	45
878.9 and 881.0	50	966.1 and 967.5	40
886.6 and 890.0	40	967.5 and 967.6	25

M. P. 967.5, through turnout to conn. SCL-L&N main track, 25 M.P.H.

City Ordinance Speed Restrictions:  
Talladega, 25 M.P.H. when approaching and crossing Seventeenth, East, Court, Spring and West Streets.

Roanoke, 25 M.P.H. over Government and Chestnut Street crossings for entire length of train.

LaGrange, 25 M.P.H. over all crossings Barnard Avenue to Park Ave. inclusive and 35 M.P.H. over all other crossings.

## RAILROAD CROSSINGS AT GRADE

5—Protected by automatic interlocking:

Talladega, M. P. 910.9 Sou.

6—Protected by electrically locked derails:

Talladega, M. P. 908.3, L&N. Normally clear S. C. L.

## BLOCK SIGNAL SYSTEMS

7—Traffic Control System is in service between Manchester M. P. 788.3 and Parkwood, M. P. 967.3.

## SIGNALLED SIDINGS

8—Cragford.

## SPRING SWITCHES

9—Following spring switches are identified by "SS" on target, trains and engines approaching these switches must know that points are set in proper position before passing over same:

Manchester, north end siding, normally set yard lead, 15 M. P. H.

## DEFECT DETECTORS

10—Location	Protection Provided	Locations of Indicators and Personnel reading charts
Pelham M. P. 957.4	Single track, both directions. Hot box and drag- ging equipment.	Indicators north side, M. P. 957.4. Voice instructions.
Westover M. P. 937.4	Single track, both directions. Hot box and drag- ging equipment.	Indicators north side, M. P. 937.4. Voice instructions.
Shocco M. P. 915.5	Single track, both directions. Hot box and drag- ging equipment.	Indicators north side, M. P. 915.5. Voice instructions.
Weathers M. P. 892.1	Single track, both directions. Hot box and drag- ging equipment.	Indicators north side, M. P. 892.1. Voice instructions.
Cragford M. P. 871.6	Single track, both directions. Hot box and drag- ging equipment.	Indicators north side, M. P. 871.6. Voice instructions.
Blake M. P. 849.6	Single track, both directions. Hot box and drag- ging equipment.	Indicators north side, M. P. 849.6. Voice instructions.
Pyne M. P. 829.1	Single track, both directions. Hot box and drag- ging equipment.	Indicators north side, M. P. 829.1. Voice instructions.
Stovall M. P. 809.5	Single track, both directions. Hot box and drag- ging equipment.	Indicators north side, M. P. 809.5. Voice instructions.

## SPECIAL RULES

11—Pelham, standing trains or those engaged in switching must not block street or highway crossing in excess of 5 minutes and must arrange to clear crossing at once upon approach of emergency vehicle sounding warning of approach.

12—Trains or engines must not clear at the following non-electrically locked hand-operated switch locations:

Warm Springs House track, M. P. 793.7.

Durand, M. P. 799.7.

Big Springs, M. P. 809.5.

Rawls, M. P. 812.3.

Durand Machinery, Inc., M. P. 815.9.

Industrial Supply Co., M. P. 818.6.

Beer Track, M. P. 819.3.

Redi Mix, M. P. 821.1.

Trammel Lumber Co., M. P. 821.4.

Sims Lumber Co., M. P. 822.0.

Abbottsford (Spur Track), M. P. 828.7.

Raley Poultry Co., M. P. 882.6.

Bama Products Co., M. P. 908.7.

S & R Lumber Company, M. P. 909.2.

Foundry, M. P. 909.3.

## REGISTER STATIONS

1—Fitzgerald, Manchester and Waycross (passenger station for trains routed via passenger yard except Nos. 381 and 395; yard office for trains routed via freight route except enginemen will register at shops).

## YARD LIMITS

2—Waycross.

## SPEED RESTRICTIONS

Between 3—Mile Posts	All Trains M.P.H.	Between Mile Posts	All Trains M.P.H.
588.0 and 588.2	20	Southward Only:	
588.8 and 589.0	30	727.7 and 728.9	30
593.4 and 593.6	50	Both Directions:	
612.8 and 613.0	50	733.5 and 735.4	50
647.7 and 648.0	50	737.4 and 739.3	50
656.9 and 659.0	30	742.7 and 744.4	50
Northward Only:		750.1 and 751.2	50
692.0 and 694.4	50	760.9 and 763.8	45
Both Directions:		763.8 and 765.1	40
694.4 and 695.4	30	766.9 and 768.1	50
Southward Only:		770.7 and 772.3	40
695.4 and 697.0	50	772.3 and 777.0	45
Both Directions:		777.0 and 778.2	40
712.6 and 715.7	50	778.2 and 783.7	50
719.1 and 720.9	50	783.7 and 787.9	30
725.0 and 727.7	30	787.9 and 788.0	20
727.7 R.R. King	20	788.0 and 788.9	30

Maximum speed on siding Talbotton is 20 M.P.H.

## City Ordinance Speed Restrictions:

Nicholls, 40 M.P.H.

Douglas, 35 M.P.H., except over and between crossings at Pearl, Peterson and Columbia Avenues, 25 M.P.H. crossings between Gaskin Avenue and College Avenue (both inclusive), must be left unobstructed except when trains are passing over crossings. Unlawful to blow whistle except in emergency or when required by law, or to prevent accident. Peterson and Gaskin Avenue Crossings will be flagged when switching is performed over these crossings.

Fitzgerald, 25 M.P.H. Switch engines and engines in charge of hostlers approach and pass over all crossings at yard speed. All street crossings must be flagged when switching over same.

Cordele, 25 M.P.H. while engine is between First and Fourteenth Streets, inclusive. Switching movements over all street crossings must be protected by member of crew and while switching, crossings must not be blocked longer than five minutes. Cars must not be kicked or dropped over any crossing within city limits. Every effort must be made to avoid operating crossing gates and/or lights unnecessarily.

Vienna, 45 M.P.H.

Montezuma, 10 M. P. H. while engine and 20 M. P. H. while any part of train is passing through Cherry Street.

## RAILROAD CROSSINGS AT GRADE

4—Protected by remotely controlled interlockings: Oglethorpe, M. P. 727.7, C. of Ga., (see note). Cordele, M. P. 694.9, GS&F-S. C. L.

NOTE—Dual control switch machine at south end of siding, Oglethorpe, must not be placed in hand-throw position except in case of emergency. Under such conditions, the C. of Ga. crossing must not be fouled except as provided in Rule 637, as the placing of this switch machine in hand-throw position does not set signals on C. of Ga. in "Stop" position, nor have any effect on those signals.

5—Protected by electrically locked derrails:

Douglas, M. P. 629.4, G&F. Normally clear S. C. L.

6—Protected by non-electrically locked gates: Waycross, on freight lead, Thomasville Subdivision main track, normally clear freight lead.

## BLOCK SIGNAL SYSTEMS

7—Traffic Control System is in effect between Waycross M. P. 587.7 and Manchester M. P. 788.0.

## SPRING SWITCHES

8—Following spring switches are identified by "SS" on target, trains and engines approaching these switches must know that points are set in proper position before passing over same:

Manchester, north end siding, normally set yard lead, 15 M. P. H.

## DEFECT DETECTORS

9—Location	Protection Provided	Locations of Indicators and Personnel reading charts
Brownsand M. P. 757.5	Single track, both directions. Hot box.	Indicators west side, M. P. 757.5. Dispatcher, Manchester.
Dooling M. P. 716.0	Single track, both directions. Hot box.	Indicators west side, M. P. 716.0. Dispatcher, Manchester.
Hatley M. P. 681.7	Single track, both directions. Hot box.	Indicators west side, M. P. 681.7. Dispatcher, Manchester.
Fitzgerald M. P. 654.7	Single track, both directions. Hot box.	Indicators west side, M. P. 654.7. Dispatcher, Manchester.
Ambrose M. P. 641.7	Single track, both directions. Hot box.	Indicators west side, M. P. 641.7. Dispatcher, Manchester.
Saginaw M. P. 621.4	Single track, both directions. Hot box.	Indicators east side, M. P. 621.4. Dispatcher, Manchester.
Bolen M. P. 601.0	Single track, both directions. Hot box.	Indicators west side, M. P. 601.0. Dispatcher, Manchester.

## SPECIAL RULES

10—Manually operated crossing signals have been installed, where lead track serving Georgia Pacific Paper Co., at Vienna crosses U.S. Highway 41.

Member of crew must activate crossings signals with switch key each time a movement is made over crossing and be governed by Rule 102-B.

11—Trains and engines will operate at yard speed on Ocilla Spur not exceeding 20 M.P.H.

12—Trains and engines have equal authority and will operate at yard speed not exceeding 25 M.P.H. between Waycross Passenger Station and yard limit board, M. P. 591.6, Thomasville Subdivision; but inferior trains and engines must give way promptly to avoid delay.

13—Trains and engines using freight lead between Lang and Waycross Yard have equal authority and will operate at yard speed, except will not exceed 10 M.P.H. over Nichols Street, U.S. Highway 84, until engine covers crossing.

14—Movements from Old 97 route must contact dispatcher before removing derailed adjacent to Jenkins Street.

15—Waycross, trains and engines must move between south wye and north end Waycross Passenger Yard at restricted speed but not exceeding 15 M.P.H., expecting to find tracks occupied or conflicting movements.

30 M.P.H. over street crossings Nichols Street to Alice Street.

16—Trains or engines must not clear at the following non-electrically locked hand-operated switch locations:

Justice Brothers Lumber Co., M. P. 616.4.  
 Douglas Wood Yard, M. P. 627.0.  
 Ambrose House Track, M. P. 640.9.  
 Osierfield House Track, M. P. 648.7.  
 Industrial Plastic Corporation, M. P. 656.6.  
 C. P. A. Blending Co., M. P. 690.9.  
 Alexander Pulpwood Yard, M. P. 691.7.  
 Southland Mfg. Co., M. P. 692.5.  
 Helena Chemical Co., M. P. 699.2.  
 F. Moore Pulpwood Yard, M. P. 703.3.  
 Vienna Foundry track, M. P. 705.2.  
 Saliba Grain Company, M. P. 715.2.  
 Byronville Team Track, M. P. 715.3.  
 Charing Team, M. P. 750.0.  
 Junction City House Track, M. P. 762.1.  
 Talbotton Chip Mill, M. P. 768.9.  
 Talbotton Wood Yard, M. P. 769.0.  
 Talbotton House Track, M. P. 770.0.

### MOVEMENTS AT WAYCROSS PASSENGER YARD

17—The following switches at Waycross Passenger Yard are power operated-dual control and will be operated under supervision of Savannah Side dispatcher:

Electric switch machines equipped with key controllers and with cranks padlocked to switch machines:

Switch from north end Track No. 1 to ladder north of Gilmore Street.

Switch from track No. 1 to Lang route just north of Brunel Street.

Switch from track No. 1 to track No. 2 just south of Brunel Street.

South switch from Track No. 2 to ladder near Jenkins Street.

Switch from Thomasville Subdivision main track (Track 1) to ladder at south end passenger yard adjacent to Jenkins Street.

When white light on top of key box near switch machine is burning, employee may handle switch locally, without contacting dispatcher, by inserting switch key in control slot, turn, hold two seconds and release. If light is not burning, employee must not operate switch machine without dispatcher's permission.

In event of power failure, be governed as follows:

(a) Remove switch lock from crank cover.

(b) Insert crank (crank must be inserted at slight angle to

force entry into crank socket and open safety catch). Information on placing crank in socket is stenciled on machine.

(c) Turn crank until switch points are in desired position and continue cranking until unable to turn crank further. Employee must assure himself that switch points are in desired position.

(d) After using same, emergency crank must be removed from socket and safety catch replaced over socket. After this is done, crank must be padlocked to switch machine.

Electro-pneumatic (or electro hydraulic)-dual controlled switches just south and west of Jenkins Street, equipped with hand levers:

Switch from Thomasville Subdivision main track to Jacksonville Wye.

North switch points of double slip switch.

Frog points of double slip switch.

South switch points of double slip switch.

Switch from switching lead to mechanical lead.

These switches must not be hand-thrown without permission of Savannah Side dispatcher. When hand-thrown, employees must see that frog points and switch points are in proper position for their movement. Sometimes it is necessary to adjust the hand-throw lever inward or outward on its shaft in order to properly engage same.

Switch indicator lights used in conjunction with all of above switches indicate position of the switches; i.e., green if set for normal or straight route and lunar white if set for diverging route. If switch indicator light is not lighted, movement must be stopped and switch and/or frog points examined to insure that they are fitting properly, except at double slip switch a single switch indicator light at first point of switch governs movement through switch and other switch indicator lights at this switch will be disregarded. These switches and the associated indicators are not interlocked; the indicators merely reflect position of the switch points and do not afford signal protection.

Track circuits extend approximately 50 feet beyond above named power switches, and dispatcher cannot manipulate the switch if cars or engines are occupying these short track circuits.

Switch indicator signals govern movements of trains and engines in the area just south and west of Jenkins Street. A yellow dwarf signal or a staggered red-over-yellow on the signal mast will indicate a route is lined through the Jenkins Street area. Trains or engines finding red switch indicator signals in this area must stop short of the signal and contact Savannah Side dispatcher for instructions.

## Manchester Subdivision

### REGISTER STATIONS

1—Atlanta (Howells Yard telegraph office and Tilford Yard shop) and Manchester.

### YARD LIMITS

2—Atlanta (Tilford Yard)-South Bellwood.

### SPEED RESTRICTIONS

3—Between Mile Posts	All Trains M.P.H.	Between Mile Posts	All Trains M.P.H.
783.7 and 787.9	30	818.7 and 819.1	45
787.9 and 788.0	20	821.8 and 822.2	45
788.0 and 788.9	30	824.4 and 825.7	40
788.9 and 790.3	40	846.6 and 847.0	45
790.3 and 790.5	45	850.3 and 852.4	50
793.7 and 796.4	50	852.4 and 852.7	45
796.4 and 796.7	40	855.6 and 857.3	40
798.6 R.R. Xing	35	857.3 and 861.6	35
798.6 and 801.5	40	861.6 and 862.1	25
807.6 and 808.7	50	862.1 and 862.5	20
808.7 and 812.0	40		

City Ordinance Speed Restrictions:

Atlanta, 25 M.P.H., north from City Limit Sign located M. P. 857.3.

Senoia, 40 M.P.H. over Seavy and Johnson St. crossings. Crossings must not be blocked longer than 5 minutes.

Woodbury, 35 M. P. H. over all crossings in corporate limits.

### RAILROAD CROSSINGS AT GRADE

4—Protected by remotely controlled interlocking: Senoia, M. P. 822.2, C. of Ga.

5—Protected by electrically locked derails:

Woodbury, M. P. 798.5, Sou. Normally clear S. C. L.

### BLOCK SIGNAL SYSTEMS

6—Traffic Control System is in service between Manchester M. P. 788.0 and South Bellwood, M. P. 862.7.

### SPRING SWITCHES

7—Following spring switches are identified by "SS" on target, trains and engines approaching these switches must

know that points are set in proper position before passing over same:

Manchester, north end siding, normally set yard lead, 15 M. P. H.

**TWO TRACKS**

8—Two tracks extend between Stratford M. P. 858.4 and South Bellwood M. P. 862.0.

**JOINT TRACKS**

9—Movements between S. C. L.-L & N Junction just north of South Bellwood and Atlanta (Howells Yard), will be made over tracks of L&N RR.

10—Movements between S.C.L.-L&N Junction just north of South Bellwood and Atlanta (Howells Yard), will be made over tracks of L&N R.R., via Abbeville Subdivision main tracks to Howells Yard.

**DEFECT DETECTORS**

11—Locations	Protection Provided	Locations of Indicators and Personnel reading charts
Union City M. P. 845.8	Single track, both directions. Hot box.	Indicators west side, M. P. 845.8. Dispatcher, Manchester.
Haralson M. P. 817.9	Single track, both directions. Hot box.	Indicators west side, M. P. 817.9. Dispatcher, Manchester.

**SPECIAL RULES**

12—Maximum authorized speed through tunnels on L&N Belt between South Bellwood and Atlanta is 10 M.P.H.

13—Trains and engines will operate at yard speed on Fulco Spur not exceeding 30 M. P. H.

14—Movements over Industrial Blvd. on the Peachtree City Spur must be preceded by a flagman.

15—Trains or engines must not clear at the following non-electrically locked hand-operated switch locations:

- West Lumber Co., Inc., M. P. 859.6.
- Gordon Road Industrial Spur, M. P. 859.0.
- Lee Lumber Co., M. P. 850.7.
- Atlanta Forest Products, Inc., M. P. 843.5.
- Amax Aluminum Co., M. P. 829.1.
- Esco Lumber and Chip Co., M. P. 817.7.
- Jones Bros. Pulpwood Yard, M. P. 812.3.
- Carrolls, Peach Shed, M. P. 801.2.
- Woodbury, Peach Shed, M. P. 798.2.

**LOCATION OF PUBLIC AND PRIVATE TRACKS NOT SHOWN IN SCHEDULE PAGES**

ABBEVILLE SUBDIVISION				
NAME	Mile Post	Station Nos.	Car Capacity	Opening
Mineral Springs	313.8	SG 314	8	East
Ashe Brick Company	326.5	SG 327	11	East
Van Wyck	326.7	SG 327	14	East
Cone Mill	366.6	SG 367	98	East
Catawba Timber Company	366.9	SG 367	17	East
Dover	395.0	SG 395	2	East
Catawba Timber Company	395.4	SG 395	19	East
Mountville	406.6	SG 407	8	West
Lota	416.3	SG 416	26	Both
Chemstrand Company	417.8	SG 418	119	Both
Parke-Davis & Company	421.9	SG 422	33	East
General Cable Company	442.0	SG 442	11	West
Catawba Timber Company	442.1	SG 442	15	East
Ethridge	475.9	SG 476	31	West
Granite Spur	481.8	SG 482	17	West
Berkley	483.4	SG 483	20	East
Athens Park Spur North	502.9	SG 503	Yard	West
Athens Park Spur South	503.0	SG 503	20	East
Sherm Siding	508.9	SG 509	24	East
Hogan Bros. Lumber Company	509.1	SG 509	9	West
Cleveland Road Team Track	511.9	SG 512	4	West
Statham	519.1	SG 519	27	Both
Johns-Manville Co.	529.8	SG 530	68	Both
Pelham Mfg. Company	545.5	SG 546	9	East
Tucker Coal and Brick Co.	556.9	SG 557	6	East
Montreal	563.0	SG 563	Yard	Both
DeKalb Board of Education	563.5	SG 564	24	West
E.V. Camp Steel Works	566.1	SG 566	16	East

BIRMINGHAM SUBDIVISION				
NAME	Mile Post	Station Nos.	Car Capacity	Opening
Colonial Pipeline Company	588.9	SG 589	13	East
Towers Company	590.6	SG 591	29	West
Thompson Hayward Co.	593.6	SG 594	16	West
Hiram	596.7	SG 597	10	West
Borden Springs	646.0	SG 646	10	East
Frame Brick Company	660.9	SG 661	4	East
Angel	669.8	SG 670	8	East

CATAWBA SUBDIVISION				
NAME	Mile Post	Station Nos.	Car Capacity	Opening
Landsford	337.0	SGA 337	6	Both
L & C RR Conn.	343.0	SGA 342	41	West
Flick	347.8	SGA 348	34	Both

CARTERSVILLE SUBDIVISION				
NAME	Mile Post	Station Nos.	Car Capacity	Opening
Ladds	638.0	SGC 638	13	West
Marquette Cement Mfg. Company	620.1	SGC 620	90	West

LINEVILLE SUBDIVISION					
NAME	Mile Post	Station Nos.	Car Capacity	Openings	
Durand	799.6	ANJ 780	12	North	
Big Springs	809.5	ANJ 810	11	South	
Rawls	812.3	ANJ 812	10	South	
Abbottsford	828.7	ANJ 829	9	South	
Dickert	849.7	ANJ 850	23	North	
Abanda	853.4	ANJ 853	8	South	
North Talladega	911.0	ANJ 911	Yard	South	
Chelsea	945.1	ANJ 945	13	South	
Phoenixville	979.0	ANJ 979	60	South	

FITZGERALD SUBDIVISION					
NAME	Mile Post	Station Nos.	Car Capacity	Openings	
Haywood	599.1	ANB 599	9	South	
Shoptaw	634.0	ANB 634	20	South	
OCILLA SPUR (8.8 miles)					
Gold Leaf	659.1	SLA 659	4	East	
Lowell Packing Company	659.3	SLA 659	4	East	
Luke Oil Company	659.8	SLA 660	2	East	
Sam Finley, Inc.	662.9	SLA 663	30	Both	
Skylark Homes, Inc.	664.7	SLA 665	14	South	
Tankerley Shiver Oil Company	665.0	SLA 665	1	West	
Weaver Milling	665.1	SLA 665	21	East	
Tallosom Lumber Company	665.9	SLA 666	6	East	
Luke Grain Elevator	666.0	SLA 666	14	West	
Esambia	666.1	SLA 666	7	West	
F. Moore Pulpwood Yard	703.3	ANB 703	20	South	
Fields	722.7	ANB 723	27	Both	
Oakley	723.5	ANB 724	10	South	
Charing Team	750.0	ANB 750	12	South	
Mauk Team	754.2	ANB 754	13	South	
Mauk Storage	754.7	ANB 755	48	North	
Woodland Wood Yard	778.6	ANB 779	7	South	

MANCHESTER SUBDIVISION					
NAME	Mile Post	Station Nos.	Car Capacity	Openings	
Carrolls	801.2	ANB 801	5	North	
Imlac	802.3	ANB 802	27	North	
Edman	802.7	ANB 803	4	South	
Alvaton	812.3	ANB 813	21	South	
Rock Spur	833.0	ANB 833	110	Both	
Lee Lumber Company	850.5	ANB 851	2	South	
Fulco Spur	855.3	ANB 855	Yard	South	
Cash & Carry	859.0	ANB 859	4	North	
Gasco	860.0	ANB 860	13	North	

ELYTON SUBDIVISION					
NAME	Mile Post	Station Nos.	Car Capacity	Openings	
Gelowe	969.6	ANJ 970	13	South	
Owens-Corning Fiberglass Corp.	983.2	ANJ 983	16	South	
Chrysler Air Temp.	983.7	ANJ 984	7	South	

## ATLANTA DIVISION OFFICERS

J. H. HESTER, Asst. Superintendent	Atlanta, Ga.	J. F. DOWNER, JR., Chief Dispatcher	Howells, Ga.
R. L. LIGHTFOOT, Asst. Superintendent	Atlanta, Ga.	A. K. CONNER, Chief Dispatcher	Manchester, Ga.
J. V. VICKERS, Trainmaster	Atlanta, Ga.	A. C. LOW, JR., Division Engineer	Atlanta, Ga.
D. F. ANDREWS, Trainmaster	Howells, Ga.	A. R. KEITH, Master Mechanic	Howells, Ga.
D. W. SPARKS, Trainmaster	Howells, Ga.	R. N. GOODWIN, Supv. Comm. and Signals	Howells, Ga.
H. C. THOMPSON, Trainmaster	Manchester, Ga.	B. W. HILL, Captain of Police	Howells, Ga.
W. K. DAVID, Trainmaster	Cordele, Ga.	H. BASHLOR, Roadmaster	Fitzgerald, Ga.
E. E. LAMBERT, Trainmaster	Birmingham, Ala.	J. W. SHANNON, Roadmaster	Talladega, Ala.
H. A. LANIER, Trainmaster	Abbeville, S. C.	G. W. HENDERSON, Roadmaster	Manchester, Ga.
A. M. HICKS, Terminal Trainmaster	Howells, Ga.	H. V. SAPP, Roadmaster	Clinton, S.C.
C. M. HALE, Terminal Trainmaster	Greenwood, S.C.	R. P. SILCOX, Roadmaster	Athens, Ga.
R. A. WARD, Road Foreman of Engs.	Howells, Ga.	S. H. FOSTER, Roadmaster	Howells, Ga.
D. E. PITTMAN, Road Foreman of Engs.	Manchester, Ga.	W. S. McLENDON, Roadmaster	Rockmart, Ga.
W. F. TURNER, Road Foreman of Engs.	Abbeville, S. C.	O. L. OLIVER, Roadmaster	Birmingham, Ala.
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