

*Safety*



*First*

**SEABOARD  
COAST LINE  
RAILROAD**

---

**ATLANTA DIVISION**

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**1**

**TIME TABLE No. 1**

IN EFFECT

Monday, February 26, 1973

At 12:01 A.M.

SUPERSEDING TIME TABLE NO. 2

DATED DECEMBER 17, 1971

**EASTERN STANDARD TIME**

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**FOR THE GOVERNMENT OF  
EMPLOYEES ONLY**

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D. C. HASTINGS, Vice President-Operations

C. F. KELLY, General Manager-Transportation

J. W. THOMAS, Superintendent

**CATAWBA SUBDIVISION**

Westward SECOND CLASS	Station Numbers	Distance from Catawba	TIME TABLE NO. 1 IN EFFECT February 26, 1973			Scales, Wyes, Car Capacity	Eastward
<b>511</b>			<b>512</b>				
Local Freight			Local Freight				
Ex. Sun. <b>P. M.</b>			Ex. Sun. <b>P. M.</b>				
330	SG331		L T	® CATAWBA A	134P 31 Y	700	
410	SGA342	11.9	T	11.9 FT. LAWN	7	610	
500	SGA353	22.2	A	10.3 GREAT FALLS L	95	530	
<b>P. M.</b>						<b>P. M.</b>	
Ex. Sun.						Ex. Sun.	

**CARTERSVILLE SUBDIVISION**
**1**

WESTWARD				Station Numbers	Distance from Cartersville	TIME TABLE NO. 1 IN EFFECT February 26, 1973			Scales, Wyes, Car Capacity	EASTWARD	
SECOND CLASS		THIRD CLASS				SECOND CLASS	THIRD CLASS				
<b>801</b>	<b>513</b>	<b>802</b>	<b>514</b>								
L&N Freight	Local Freight	L&N Freight	Local Freight								
Daily	Ex. Sun.	Daily	Ex. Sun.	<b>A. M.</b>	<b>A. M.</b>						
<b>P. M.</b>	<b>A. M.</b>	<b>P. M.</b>	<b>A. M.</b>								
700	900	SGC641		L T	CARTERSVILLE A	YARD Y	700	800			
740	935	SGC633	7.5		7.5 STILESBORO	YARD	540	730			
830	950	SGC627	13.8		6.3 TAYLORSVILLE	12	522	700			
845	1010	SGC623	18.7		4.0 ARAGON	63	510	645			
900	1030	SG619	22.7	T A	4.0 ROCKMART L	YARD O Y	500	630			
<b>P. M.</b>	<b>A. M.</b>						<b>A. M.</b>	<b>A. M.</b>			
Daily	Ex. Sun.						Daily	Ex. Sun.			

**ELYTON SUBDIVISION**

Southward	Station Numbers	Distance from Freight Yd. Jct.	TIME TABLE NO. 1 IN EFFECT February 26, 1973			Scales, Wyes, Car Capacity	Northward
SECOND CLASS			<b>509</b>	<b>508</b>			
Local Freight			Local Freight				
Daily			Daily				
<b>A. M.</b>	<b>A. M.</b>	<b>P. M.</b>					
730			L T CST	BIRMINGHAM A (Boyles Yard) CST	YARD O	245	
Via L&N 5.7 Miles	SG737		T	BIRMINGHAM (32nd St. Yard)	YARD C Y	Via L&N 5.7 Miles	
				13TH STREET TOWER 1.0			
755	ANJ984	1.0		ELYTON	63	205	
815	ANJ978	6.6		BRADSHAW 2.0	82	150	
840	ANJ976	9.5		WOODWARD 1.0	Y	141	
850	ANJ975	10.5		BESSEMER YARD 0.8	44P YARD	135	
855	ANJ974	11.3		BESSEMER X-SOU X-L&N	15P YARD	130	
915	ANJ971	13.9		PURSER 3.8		105	
940 1040	ANJ968	17.7	CST A	EST PARKWOOD EST L	CST 68P	1255 155	
<b>A. M.</b>						<b>P. M.</b>	
Daily						Daily	

## WESTWARD

## ABBEVILLE SUBDIVISION

FOURTH CLASS		THIRD CLASS		SECOND CLASS				FIRST CLASS			Station Numbers	Distance from Monroe	TIME TABLE NO. 1 IN EFFECT February 26, 1973  STATIONS	
567	364	573	518	371	285	297	227	275	215	392				
CN & L Freight	Through Freight	Local Freight	Local Freight	CN & L Freight	Through Freight	Through Freight	Through Freight	Piggyback Special	Through Freight	Through Freight				
Ex. Sat.	Daily	Daily	Ex. Sun.	Daily	Daily	Daily	Daily	Daily	Daily	Daily				
P. M.	P. M.	A. M.	A. M.	P. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.				
		800 <sup>216</sup>			735 <sup>230</sup>	515	1045	800	645		SG306		L T	MONROE
		810			745 <sup>210</sup>	525	1055 <sup>228</sup>	810 <sup>674</sup>	652		SG311	5.0	⊗	HOUSTON
		820			755	535	1105	820	702		SG319	12.6		WAXHAW
		835			825	550	1117	833	715		SG331	24.3	T ⊗	CATAWBA
		850			835	557	1125 <sup>276</sup>	840	722 <sup>674</sup>		SG336	29.6		MANNEY
											SG338	31.3	T	EDGEMOOR
		859			845	610 <sup>230</sup>	1135	850	730		SG342	36.2		RODMAN
		909			853	620	1144	900	737		SG349	42.8		LANDRUM
		915			858	625	1150	903	740		SG351	44.9	T ⊗	CHESTER X SOU X C&NW
		925			906	635 <sup>216</sup>	1158	909 <sup>228</sup>	745		SG356	49.7		WILKES
		940			916	645	1208	917	753		SG363	57.2		LEEDS
		1005			923	653	1214	925	759		SG368	62.0	T	CARLISLE
		1020			933	703	1224	935	807		SG376	69.4	⊗	DELTA
		1030			940	710	1230	942	812		SG380	73.7		WHITMIRE
		1052			948	717	1237	949	818 <sup>228</sup>		SG386	79.4		GARLINGTON
		1110			959	727	1246	959 <sup>276</sup>	827		SG393	86.5		SHANDS
L 115		1113		L 530	1003	730	1249	1005	830		SG395	88.8		DOVER
A 120		1120		A 535	1006	733	1253	1008	835		SG397	90.8	T ⊗	CLINTON
		1130			1013	738	1258	1013	842		SG401	95.1	⊗	FULLER
		1156			1030	748	108	1023	853		SG411	104.8		CROSS HILL
		1210			1045	800	119	1034	904		SG421	114.9		McDOWELL
	L 1110	1213	L 810		1050	802	121	1036	906	L 130	SG422	116.0		PARKE JCT.
	1115	1217	815		1100	805	124	1039	910	135	SG425	118.8	⊗	GREENWOOD
	1130	1235	820		1105	808	150	1055	917	200	SG425	121.4		MAXWELL
	A 1133	1237	A 823		1107	810	152	1057	919	A 203	SG428	122.4		SALAK
		100			1130 <sup>286</sup>	850	230 <sup>230</sup>	1120	936		SG440	133.8	T A ⊗	ABBEVILLE
P. M.	P. M.	P. M.	A. M.	P. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.				
Ex. Sat.	Daily	Daily	Ex. Sun.	Daily	Daily	Daily	Daily	Daily	Daily	Daily				

ABBEVILLE SUBDIVISION

EASTWARD

TIME TABLE NO. 1 IN EFFECT February 26, 1973  STATIONS		Scales, Wyes, Car Capacity	FIRST CLASS		SECOND CLASS				THIRD CLASS		FOURTH CLASS			
			397	276	363	230	216	296	286	228	574	372	517	568
			Through Freight	Piggyback Special	Through Freight	Through Freight	Through Freight	Through Freight	Through Freight	Through Freight	Local Freight	CN & L Freight	Local Freight	CN & L Freight
			Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Ex. Sat.	Ex. Sun.
			A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	
T	MONROE	A												
	5.0	YARD		1230		735 <sup>286</sup>	800 <sup>673</sup>	230	330	1130	830			
®	HOUSTON	141P		1153		700	745 <sup>285</sup>	217	315	1055 <sup>227</sup>	810 <sup>275</sup>			
	7.6	11												
	WAXHAW	80P		1145		650	735	206	307	1030	755			
	11.7	10												
T	® CATAWBA	134P		1132		627	720	151	255	1010	735			
	5.3	YARD Y												
	MANNEY	80P		1125 <sup>227</sup>		620	710	143	247	955	722 <sup>216</sup>			
	1.7													
T	EDGEMOOR	37												
	4.9													
	RODMAN	80P		1113		610 <sup>297</sup>	700	135	239	940	710			
	6.6													
	LANDRUM	80P		1105		555	650	127	230	932	701			
	2.1													
T	® CHESTER	73P	X SOU X C&NW	1100		550	645	122	225	925	640			
	4.8	71												
	WILKES	80P		1052		535	635 <sup>297</sup>	114	218	909 <sup>275</sup>	630			
	7.5													
	LEEDS	87P		1042		520	615	105	208	855	620			
	4.8	8												
T	CARLISLE	80P		1035		510	605	1257	202	848	601			
	7.4	39												
	DELTA	80P		1024		455	553	1247	153	838	548			
	4.3	28												
	WHITMIRE	80P		1019		445	542	1240	147	830	540			
	5.7	20												
	GARLINGTON	75P		1010		435	533	1233	140	818 <sup>215</sup>	525			
	7.1													
	SHANDS	78P		959 <sup>275</sup>		422	521	1223	130	759	417			
	2.3													
	DOVER	3		952		410	515	1220	125	755	413	A 812	A 700	
	2.0													
T	CLINTON	217		949		400	510	1216	115	750	410	L 807	L 655	
	4.3													
	FULLER	141P		942		340	445	1208	107	743	357			
	8.7													
	CROSS HILL	141P		930		328	430	1156	1255	730	345			
	10.1	27												
	MCDOWELL	138P		918		308	415	1145	1240	715	331			
	1.1													
	PARKE JCT.		A 725	915	A 125	305	410	1142	1235	713	328		A 945	
	2.6													
®	GREENWOOD	125P	YARD Y	720	910	120	300	400	1100	1230	710	325	940	
	2.6													
	MAXWELL	160P	YARD	715	900	115	255	350	1050	1159	650	315	935	
	1.0													
	SALAK		L 712	858	L 1253	253	348	1048	1157	648	230		L 918	
	11.4													
T	® ABBEVILLE	111P	YARD Y		845		230 <sup>227</sup>	330	1030	1130 <sup>285</sup>	630	200		
			A. M.	P. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	A. M.	A. M.	
			Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Ex. Sat.	Ex. Sun.	



SECOND CLASS				FIRST CLASS	Station Numbers	Distance from Howell's Yard (Howell's Yard)	TIME TABLE NO. 1 IN EFFECT February 26, 1973 STATIONS	Scales, Wyes, Car Capacity	SECOND CLASS									
801	297	583	227	215					296	802	228	586	216					
L&N Freight	Through Freight	Local Freight	Through Freight	Through Freight														
Daily	Daily	Daily	Daily	Daily														
P. M.	P. M.	A. M.	A. M.	A. M.														
	130	1000	715	130	SG575		L T	ATLANTA (Howell's Yard) ® A X-SCL	YARD O Y	530		230	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	63P 10	435		150	1015	1035				
					SG608	33.0		HANLIN	73P									
L 900	235	105	825	240	SG619	43.4		ROCKMART	78P O YARD Y	357	A 500	125	950	957				
					SG624	48.6		FISH	180P									
	930	300	230	301	SG631	56.2		CEDARTOWN X CofG	YARD O Y	335		430	105	915	935			
					SG633	57.6		E AND W SIDING	74P									
					SG641	65.7		ESOM	93P									
	1015	340	310	920	SG655	79.8		PIEDMONT	134P 55	255		345	1225	815	855			
					SG668	92.2		ANDERSON	97P									
A 1059	410	410	935	359	SG673	98.0		WELLINGTON X L&N	67P 46	220	L 300	1150	730	820				
					SG681	105.3		OHATCHEE	185P 23									
	440	510	1001	425	SG691	115.2		RAGLAND	99P 99	150		1125	700	750				
					SG700	124.1		WATTSVILLE	72P 20									
					SG709	133.2		ODENVILLE	84P 27									
	520	538	1035	505	SG714	138.8		SANIE	180P	110		1035	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.	X BELT LINE BIRMINGHAM (32nd St. Yard) X L&N	YARD O Y	1230		1001	300	630				
P. M.	P. M.	P. M.	A. M.	A. M.						A. M.	A. M.	A. M.	P. M.	P. M.				
Daily	Daily	Daily	Daily	Daily						Daily	Daily	Daily	Daily	Daily				

SECOND CLASS							Station Numbers	Distance From Boyles	TIME TABLE NO. 1 IN EFFECT February 26, 1973			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	Through Freight		Local Freight	Local Freight	L&N Freight	Through Freight			
Ex. Sat.	Daily	Daily	Daily	Daily	Ex. Sun.	Daily			Daily	Daily	Daily		Ex. Sun.	Daily	Ex. Sun.	Daily			
P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	A. M.													
	800	300	200			330			L T	BIRMINGHAM CST (Boyles Yard) CST	A O	YARD	500	900	1159			100	
	VIA L&N 16.3 Miles	VIA L&N 16.3 Miles	VIA L&N 16.3 Miles			VIA L&N 16.3 Miles				16.3 VIA L&N			VIA L&N 16.3 Miles	VIA L&N 16.3 Miles	VIA L&N 16.3 Miles			VIA L&N 16.3 Miles	
L 845 945	840 940	345 445	245 345	940 1040		410 510	ANJ968	16.3	CST EST	PARKWOOD 7.9	CST EST	68P	305 405	755 855	930 1030		1255 A 155	800 A 900	1205 105
		456	356	1100			ANJ960	24.2	T	PELHAM 20.7	®	182P 22	340	840	1005		140		
1030	1025	530	430	1201		555	ANJ939	44.9		WESTOVER 12.7	®	119P	310				110	820	1140
		545	445	A1230			ANJ926	57.6		COOSA PINES 12.8		97P YARD Y	250	755	920		L1240		
							ANJ914	70.4		SHOCCO 3.2		120P							
A 1115	1125	610	510			630	ANJ910	73.6	T	TALLADEGA 1.5	® X-SOU	42P YARD	225	730	855			L 730	945
							ANJ909	75.1		BAMA JCT. 4.6									
							ANJ904	79.7		CARARA 8.0		81P							
							ANJ896	87.7		WEATHERS 14.6		84P							
	1230	700	600			710	ANJ882	102.3		LINEVILLE 9.0	®	128P YARD	135	645	810				905
							ANJ873	111.3		CRAGFORD 15.6	®	84P 8							
	100	733	633		L 900	745	ANJ857	126.9		WADLEY 5.6		85P 56	1253	610	735	A 830			805
							ANJ852	132.5		BLAKE 8.5		120P							
	130	755	655		1030	810	ANJ843	141.0		ROANOKE 9.3	®	85P YARD Y	1235	530	705	800			735
							ANJ834	150.3		STANDING ROCK 8.3		84P 16							
							ANJ825	159.1		PYNE 6.3		130P 17							
	235	840	740		1230		ANJ819	165.4		LAGRANGE 2.5	®	YARD O							
						910	ANJ816	167.9		SOUTH LAGRANGE 11.1		102P YARD	1150	440	620	700			645
							ANJ805	179.0		STOVALL 8.1		90							
							ANJ797	187.1		CAMP GROUND 3.3		125P 11							
							ANJ794	190.4		WARM SPRINGS 5.5		45							
	345	940	840		130	1030	ANB788	195.9	T A	MANCHESTER EST EST	®	124P YARD O Y	1100	400	530	600			600
P. M.	A. M.	P. M.	P. M.	P. M.	P. M.	A. M.							P. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.
Ex. Sat.	Daily	Daily	Daily	Daily	Ex. Sun.	Daily							Daily	Daily	Daily	Ex. Sun.	Daily	Ex. Sun.	Daily

SECOND CLASS				FIRST CLASS		Station Numbers	Distance From Atlanta (Tilford Yard)	TIME TABLE NO. 1 IN EFFECT February 26, 1973 STATIONS	Scales, Wyes, Car Capacity	First Class	SECOND CLASS					
301	589	501	385	381	395					394	322	502	380	590	312	
Through Freight	Local Freight	Local Freight	Through Freight	Piggyback Special	Piggyback Special					Piggyback Special	Through Freight	Local Freight	Through Freight	Local Freight	Through Freight	
Daily	Daily	Daily	Daily	Daily	Daily					Daily	Daily	Daily	Daily	Daily	Daily	
P. M.	A. M.	A. M.	A. M.	P. M.	P. M.				P. M.	A. M.	A. M.	A. M.	P. M.	P. M.		
	1100					SG575		L T	ATLANTA (Howell's Yard) X-SCL ® A X-L&N					115		
L1201	Via L&N 2.8 Miles	L 800	L 230	L1100	L 800	ANB865		T	ATLANTA (Tilford Yard) ®	YARD O Y A 930	A 600	A 1000	A 930	Via L&N 2.8 Miles A 930		
	1120					ANB862	3.3	2 Trucks {	SOUTH BELLWOOD 3.3 3.5					1245		
						ANB859	6.8		STRATFORD 3.4	13						
1225	1135	825	255	1120	815	ANB855	10.2		FULCO JCT. 2.5	YARD	845	515	810	815	1232	720
						ANB853	12.8		BEN HILL 8.7	84P 18						
						ANB844	21.5		UNION CITY 8.8	121P 25						
						ANB835	30.3		TYRONE ® 7.3	78P 15 O Y						
105	1210	925	335	1155	850	ANB828	37.6		PEACHTREE CITY 5.0	120P 81	725	440	710	730	1155	620
						ANB822	43.2		SENOIA X-C. of Ga. 5.5	35P 19						
						ANB817	48.7		HARALSON ® 9.8	80P 18						
150	1240	1030	420	1230	935	ANB807	58.5		GAY 8.8	124P 31	655	410	630	650	1125	530
						ANB798	67.3		WOODBURY X-SOU 10.2	34P 43						
230	400	1159	500	100	1000	ANB788	77.5	T A	MANCHESTER ® L	144P YARD O Y	630	345	600	615	1100	500
P. M.	P. M.	A. M.	A. M.	A. M.	P. M.						P. M.	A. M.	A. M.	A. M.	A. M.	P. M.
Daily	Daily	Daily	Daily	Daily	Daily						Daily	Daily	Daily	Daily	Daily	Daily

## ALMA SUBDIVISION

Southward	Station Numbers	Distance From Sessoms	TIME TABLE NO. 1 IN EFFECT February 26, 1973 STATIONS	Scales, Wyes, Car Capacity	Northward
Second Class					Third Class
543					544
Local Freight					Local Freight
Ex. Sun.					Ex. Sun.
A. M.					A. M.
815	ANB613		L	SESSOMS A 4.0 148P 41	1000
835	A0B617	4 0		GUYSIE 3.5	950
850	A0B621	7.5	T A	ALMA L 37	930
A. M.					A. M.
Ex. Sun.					Ex. Sun.



THIRD CLASS		SECOND CLASS					FIRST CLASS		Station Numbers	Distance From Manchester	TIME TABLE NO. 1	
505	507	319	333	301	307	385	395	381			IN EFFECT	
Local Freight	Local Freight	Through Freight	Through Freight	Through Freight	Through Freight	Through Freight	Piggyback Special	Piggyback Special			February 26, 1973	
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	500	1000	100	ANB788		<b>L</b> <b>T</b> MANCHESTER ®	
									ANB780	7.8	7.8 WOODLAND	
									ANB770	17.9	10.1 TALBOTTON	
									ANB762	26.0	8.1 JUNCTION CITY	
1255		1045	945	315	1220	610	1040	140	ANB760	28.5	2.5 BROWNSAND	
									ANB745	43.1	14.6 RUPERT ®	
									ANB738	50.4	7.3 IDEAL	
140		1125	1025	405	110	720	1120	225	ANB728	60.2	9.8 OGLETHORPE X-C. of Ga.	
									ANB726	62.0	1.8 MONTEZUMA ®	
									ANB718	70.3	8.3 DOOLING	
									ANB715	72.7	2.4 BYROMVILLE	
240									ANB711	77.5	4.8 LILLY	
									ANB705	83.6	6.1 VIENNA	
									ANB699	89.1	5.5 ROSS	
335		1205	1105	455	210	825	1159	310	ANB695	93.1	4.0 CORDELE X-G. S. & F. X-SCL. ®	
									ANB684	104.5	11.4 HATLEY	
420		1230	1130	525	240	900	1221	332	ANB674	114.5	10.0 REBECCA ®	
A 530	L 400	1250	1150	545	310	940	1240	350	ANB659	128.9	14.4 T FITZGERALD ®	
	420								ANB649	139.2	10.3 OSIERFIELD	
									ANB641	147.2	8.0 AMBROSE	
	515								ANB632	156.0	8.8 UPTON	
	600	135	1235	645	400	1040	130	440	ANB629	158.9	2.9 DOUGLAS ®X-G. & F.	
									ANB620	167.9	9.0 SAGINAW	
	730								ANB616	172.0	4.1 NICHOLLS ®	
	800	200	100	710	430	1115	200	500	ANB613	175.0	3.0 SESSOMS	
									ANB602	186.1	11.1 BOLEN	
	A1050	A 300	145	740	A 530	A1155	315	630	AP589	200.9	14.8 LANG	
			200	830			320	635	AN587	201.9	1.0 T A WAYCROSS	
P. M.	A. M.	A. M.	A. M.	P. M.	P. M.	A. M.	A. M.	A. M.				
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	300-324, 1275-1277, 1700-1799, 1800-1855, 3200-3224	75
600-620, 1003-1050, 1053-1065, 1300-1308, 1400-1405, 1500-1514, 1566-1599, 1600-1656, 1900-1923, 1950-1970, 2000-2044	71	500-524, 2100-2124, 2200-2213	70
		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.

## OPERATION ROAD MATE UNITS

4—Road MATE units in series 3200-3224 when coupled with G. E. U-36-B diesel units series 1803-1812 and 1835-1855 will be operated in freight service only under the following arrangements:

Units 3200-3209 will only operate single ended. They will accept power from only one U-36-B unit, but one U-36-B unit and its MATE will operate in multiple with other units. The combination of one MATE and one U-36-B unit produces high tractive effort for starting but the tractive effort developed by the MATE decreases as speed increases until it ceases to produce tractive effort at speed of 30 M.P.H.

MATE units 3210-3224 will operate double or single ended. One MATE can be coupled between two U-36-B units and will accept power from both units. This combination of units produces tractive effort up to maximum authorized speeds. Two U-36-B units with a MATE between them will operate in multiple with other units. This series of MATES can also be operated single ended with one U-36-B unit, but when so operated the tractive effort developed by the MATE will decrease as speed increases until it ceases to produce tractive effort at 30 M.P.H.

## 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 other equipment.

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 blocks of thirty (30) or more cars of COAL, PHOSPHATE, AGGREGATES (including LIMEROCK); or 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;

FLAT CARS—Loaded with machines of pivot or swinging type such as cranes, etc., where practicable, when boom is attached, must be handled near head of train with boom trailing;

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.

In addition trains handling any of the following equipment or cars will be further restricted as follows:

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.

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. Must be Handled Near Head of Train.

PILE DRIVER—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 cars 771815, 771816, 771817, and 771818 at maximum speed allowed freight trains and next behind locomotive. Scale test cars except 771815, 771816, 771817 and 771818 must not be handled in yard or road movement when coupled to car exceeding 45 feet in length.

LOADED COVERED HOPPER, "TANK TYPE" CARS, in series:

SAL FORMER NUMBERS	SCL NUMBERS
7050-7099	747050-747099
7145-7179	747145-747179

must not exceed 45 M.P.H.

LOADED AND EMPTY AADX HOPPER CARS, in series: AADX 22008-22123, 23001-23125 and 24180-24962, must be handled in local freight train service or equivalent and must not exceed 35 M.P.H.

Any equipment (loads or empties) which requires a speed restriction below authorized time table speeds as set forth herein must be handled on train order authority at such speeds as may be approved by proper authority.

## 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: 765157, 765160, 765161, 765250, 765251, 765252, 771153, 771154, 771200, 771201, 771202, 771203, 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, 765460, 765463, 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 caboose 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.

### TRAIN 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, Douglas, Waycross (passenger station, yard office, shops), Monroe, Catawba, Maxwell, Abbeville, Athens, Winder, Tucker, Rockmart and Cedartown.

### STANDARD CLOCKS

10—Central Standard Time, Birmingham (Boyles Yard, office and shop), 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, Howells dispatcher's office) Fulco Freight Agency, Fitzgerald, Waycross (dispatcher's office, passenger station, yard office and shop), Monroe, Catawba, Maxwell, Abbeville, Athens and Tucker.

### SPECIAL RULES

11—Rules of The Operating Department are amended or revised as follows:

Paragraph 4 of Rules 1108 and 1119 is amended as follows: When necessary to make emergency repairs to tracks, bridges or other structures which create an obstruction to the passage of trains, roadway forces are permitted to make such repairs without flag protection provided the foreman communicates with the dispatcher and obtains permission for the use of the track to make the repairs. It must be understood that when repairs are not completed within 15 minutes of the time the dispatcher has

given for the repairs to be complete full flag protection against the train or trains approaching the point of work must be afforded until repairs are completed or until the dispatcher has given more time for accomplishing the work.

Paragraph 3 of Rule 1220 is amended as follows: On a freight train, when locomotive is to be detached to set off or pick up cars, engineman will reduce brake pipe pressure to 20 lbs. above zero pressure with the automatic brake valve. When this reduction has been completed and the exhaust of the brake valve stops blowing, engineman will indicate to trainman that reduction has been completed by one short blast of the engine horn. Trainman will then observe that the air brake is applied on the first car of the train section to be left standing, slowly close angle cock on the rear of train section to be moved with the locomotive, and leave angle cock open on train section to be detached and left standing. After recoupling and opening angle cock and before proceeding, it must be known that the brake pipe pressure is being restored as indicated by the caboose gauge and that the rear brakes are released.

Rule 1224 is revised as follows: On freight trains, upon arrival in the yard at terminal, and yard movements being handled with air brakes operating, engineman will reduce brake pipe pressure to 20 lbs. above zero pressure with the automatic brake valve. When this reduction has been completed and the exhaust of the brake valve stops blowing, engineman will indicate to trainman that reduction has been completed by one short blast of the engine horn. Trainman will then observe that the air brake is applied on the first car of the train section to be left standing, slowly close angle cock on the rear of train section to be moved with the locomotive, and leave angle cock open on train section to be detached and left standing.

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 Form 11 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 immediately 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 temperature at 219°F and higher for testing roller bearing temperatures.

Temperature of suspected overheated roller bearings will be tested by making a mark approximately three inches long on outside face of bearing adapter located above bearing between bearing and truck frame. If material forming mark melts, bearing is not in condition to run.

## TONNAGE RATING

Engine Numbers	700- 1002, 1119- 1201, 1250- 1259	675- 698	300- 324, 1003- 1065, 1202- 1239	500- 524, 600- 620, 1275- 1277, 1300- 1343, 1400- 1415, 1500- 1599, 1600- 1656, 1700- 1799, 1800- 1855, 1950- 1970, 3200- 3224	203- 222, 1100- 1117	1900- 1923, 2100- 2110, 2114- 2120	2000- 2044	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
Ocella 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, 1600-1656, 1700-1799 and 1800-1855 will handle 2250 tons, in series 1300-1343 will handle 1800 tons.

Line	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		
	Line Capacity (Lbs.) 4-Axle Cars	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, 1119-1199, 1200-1259	300-324, 500-524, 675-698, 1275-1300, 1400, 1500, 1600, 1700, 1800, 3200	600-620, 1900, 2000, 2100, 2200	765250, 765251, 765252, 771200, 771201, 771202, 771203, 771253, 771264, 771255, 771256, 771257	765157, 765160, 765161, 771153, 771154, W of A5 GA1901		765100, 765151, A&WP2 GA1, GA-1900	765445, 765448, 765449, 765458, 765459, 765460, 765463, 771927, 771929, 771994, 771995, 771996, 771997
Monroe to Atlanta .....	270,000	70	60	50	.....	.....	.....	.....	.....	.....	.....	.....	40	40	40	25
Catawba to MP 348.0 .....	220,000	.....	20	20	BARRED	BARRED	BARRED	BARRED	Note A	BARRED	BARRED	BARRED	BARRED	15	15	15
MP 348.0 to Great Falls .....	220,000	.....	10	10	BARRED	BARRED	BARRED	BARRED	Note A	BARRED	BARRED	BARRED	BARRED	10	10	10
Atlanta to Birmingham ...	270,000	60	60	50	.....	.....	.....	.....	.....	.....	.....	.....	35	35	35	25
Cartersville to Rockmart. .	270,000	.....	35	35	.....	.....	.....	.....	.....	.....	.....	.....	25	25	25	25
Manchester to Parkwood ..	270,000	.....	55	50	.....	.....	.....	.....	.....	.....	.....	.....	30	30	35	25
Parkwood to Elyton .....	270,000	.....	30	30	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	25
Manchester to Atlanta ....	270,000	60	55	50	.....	.....	.....	.....	.....	.....	.....	.....	35	35	35	25
Fulco Junction to Fulco ...	270,000	.....	30	30	.....	.....	.....	.....	.....	.....	.....	.....	25	25	.....	25
Waycross to Manchester ..	270,000	60	60	50	.....	.....	.....	.....	.....	.....	.....	.....	35	35	35	25
Ocilla Spur .....	210,000	.....	20	20	BARRED	BARRED	BARRED	BARRED	Note A	BARRED	BARRED	BARRED	BARRED	10	10	10
Sessoms to Alma .....	270,000	.....	30	30	.....	25	15	10	25	20	.....	.....	20	15	25	25

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

## Elyton Subdivision

### CLEARANCE CARDS

1—No. 508 will leave Parkwood 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—Between Mile Posts	All Trains M.P.H.
973.4 and 973.7.....	20

### 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, 4th Avenue, 3rd Avenue, Center Street, 8th Street and 18th Street must be preceded by member of crew with stop signal.

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. Trains and engines must stop before crossing 19th Street.

### 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—Trains and engines have equal authority and will operate at yard speed between L&N junction switch M.P. 967.4 and M.P. 969.0 at Parkwood.

12—Nos. 508 and 509 will not protect against following extra trains between Elyton 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.

Trains originating at Atlanta (Tilford Yard) en route to Abbeville Subdivision will obtain clearance card passing Howells Yard.

## WHERE TIME APPLIES

2—Time of trains at Howells Yard applies at East switch, M. P. 573.9.

## REGISTER STATIONS

3—Monroe, Abbeville and Howells Yard.

## YARD LIMITS

4—Monroe, Abbeville, Athens-Fowler Jct., Tucker and Atlanta (Tilford Yard).

## 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	573.9 and 575.3	20
434.8 and 439.9	50	Both Tracks:	
439.9 and 440.2	30	575.3 and 575.6	20

## 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; Whitmire, 25 M.P.H.; 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 interlocking:

Chester, M. P. 350.2, Sou. and CN&W.

7—Protected by electrically locked derails:

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; between East Switch, Emory, M. P. 567.9 and W. & A. Jct., M. P. 575.6 and on Short Yard Lead between East Switch, Howells Yard, M. P. 573.9 and M. P. 574.7.

## 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 siding.

Oglesby, east and west 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. 575.3 and W. & A. Jct. M. P. 575.6.

**JOINT TRACKS**

- 12—CN&L Railroad trains will operate between CN&L connection track switches at Dover and Clinton.
- 13—Florence Division trains of the Spartanburg Subdivision will operate between Parke Junction and Salak.
- 14—Florence Division trains of the Piedmont Subdivision will operate from connection track switch at Greenwood to and from Maxwell Yard.
- 15—Southern Railway will operate from connection track switch to and from CofGa tracks at Greenwood.
- 16—Gainesville Midland Railroad trains will operate between G.M. connection track switch at Fowler Junction and C. of Ga. crossing Athens.
- 17—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**

18—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.
Rodman M. P. 343.8	Single track, both directions. Hot box and dragging equipment.	Indicators north side, M. P. 343.8. Voice instructions.
Leeds M. P. 363.9	Single track, both directions. Hot box and dragging equipment.	Indicators north side, M. P. 363.9. Voice instructions.
Whitmire M. P. 379.9	Single track, both directions. Hot box and dragging equipment.	Indicators north side, M. P. 379.9. Voice instructions.
Fuller M. P. 402.2	Single track, both directions. Hot box and dragging equipment.	Indicators north side, M. P. 402.2. 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.
Abbeville M. P. 442.8	Single track, both directions. Hot box and dragging equipment.	Indicators north side, M. P. 442.8. 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.
Howie M. P. 484.6	Single track, both directions. Hot box and dragging equipment.	Indicators north side, M. P. 484.6. Voice instructions.
Athens M. P. 509.9	Single track, both directions. Hot box and dragging equipment.	Indicators north side, M. P. 509.9. 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. 522.4	Single track, both directions. Hot box and dragging equipment.	Indicators south side, M. P. 522.4. Voice instructions.

**SPECIAL RULES**

- 19—Trains and engines will approach and move at yard speed between M. P. 305.7 at Monroe and underpass, M. P. 306.8 (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.
- 20—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.
- 21—The use of whistle is prohibited within city limits of Greenwood, Abbeville, Elberton and Athens, except for necessary signals.

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

23—Trains and engines moving from Abbeville Subdivision to Birmingham Subdivision through south wye switch, M. P. 575.1 or east wye switch, M. P. 574.9 will be governed by Birmingham Subdivision special instructions.

24—Trains and engines using Short Yard Lead between M. P. 573.9, East Switch Howells Yard and M. P. 574.7 will not exceed 20 M.P.H.

25—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.

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.

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.

26—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.

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.
- Mountville Team Track, M. P. 406.6.
- Lota Team Track, M. P. 416.3.
- 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.
574.9 and 575.1	15	641.9 and 647.0	50
575.1 and 575.5	20	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
630.5 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 Special 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. 737.1, A. G. S. 20 M.P.H.\*

When authorized by Control Station to proceed by "Stop" indication, a member of crew will determine that there is no train or engine on conflicting route and signals on conflicting route indicate "Stop" before movement fouls railroad crossing.

## 4—Protected by Automatic Interlockings:

Birmingham, M. P. 736.6, S.C.L. (Belt Line).  
Birmingham, M. P. 737.0, Southern, 20 M.P.H.\*

## 5—Protected by electrically locked gates:

Maxwellborn, M. P. 662.7, Sou. Normally clear S. C. L.

## 6—Protected by non-electrically locked gates:

Birmingham, 39th Street, M. P. 736.0, Southern. Normally clear S.C.L.

## 7—Protected by attended gates:

Birmingham, M. P. 737.2, L. & N. 20 M.P.H.\*

\*Until engine reaches crossing.

## BLOCK SIGNAL SYSTEMS

8—Traffic Control System is in service between East Wye Switch, Howells M. P. 574.0 and 5th Avenue Lead, Birmingham, M. P. 734.7.

## SIGNALLED SIDINGS

9—Powder Springs.

## JOINT TRACKS

10—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

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

## SPECIAL RULES

12—Trains and engines moving from Birmingham Subdivision to Abbeville Subdivision tracks through south wye switch, M. P. 575.1, or east wye switch, M. P. 574.9 will be governed by Abbeville Subdivision special instructions.

13—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.

14—Trains and engines will approach and move between M. P. 733.9 and M. P. 737.2 (L&N 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 bi-level and tri-level automobile racks and trailers in TOFC service with combined height of flat car and trailer exceeding 16 feet 9 inches must not be moved through 22nd and 21st Street overpass, Mile Post 737.8, Birmingham.

17—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.  
Lowes Company Inc., M. P. 580.9.  
Colonial Pipeline Co., M. P. 588.9.

Kerr McGee Co., M. P. 590.6.  
Thompson Hayward Co., M. P. 593.6.  
Eagle-Picher, M. P. 631.1.  
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.

#### SPEED RESTRICTIONS

3—Yard speed will be observed 7:01 A.M. to 3:30 P.M.

between Catawba and Great Falls daily, except Saturday and Sunday. During these hours motor cars may be operated without line-up.

#### SPECIAL RULES

4—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 line clearance point of Georgia Power Company switch M. P. 633.2 at Stilesboro and clearance point SCL main track switch to new L&N Stilesboro Spur, M. P. 638.6, on main track of the Cartersville Subdivision. This Absolute Block will be under control of L&N-SCL operator located at Junta Interlocking Tower, Cartersville, under direction of the dispatcher.

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.

Normal position of main track switch to L&N Stilesboro Spur, M. P. 638.6, will be lined for Stilesboro Spur, 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 of switch on either 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. 543 and 544 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 Birmingham 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—Birmingham 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	892.5 and 893.7	40
788.5 and 790.0	30	893.7 and 896.6	50
793.7 and 794.2	50	896.6 and 897.6	45
807.1 and 808.1	40	897.6 and 903.6	40
808.1 and 817.1	45	910.4 and 910.7	45
817.1 and 821.7	35	914.4 and 914.9	50
830.8 and 831.1	30	914.9 and 916.5	30
833.0 and 833.6	50	916.5 and 917.7	50
837.9 and 838.1	50	927.7 and 927.9	45
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
890.0 and 892.5	50		

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 Vernon Road (Lee's Crossing) 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.

**BLOCK SIGNAL SYSTEMS**

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

**SIGNALLED SIDINGS**

7—Cragford.

**SPRING SWITCHES**

8—Following spring switch is identified by "SS" on target, trains and engines approaching this switch 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.

**JOINT TRACKS**

9—L&N R.R. trains will operate between Bama Jct., and north leg of wye Talladega.

**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 west side, M. P. 957.4. Voice instructions.
Westover M. P. 937.4	Single track, both directions. Hot box and drag- ging equipment.	Indicators west side, M. P. 937.4. Voice instructions.
Shocco M. P. 915.5	Single track, both directions. Hot box and drag- ging equipment.	Indicators west side, M. P. 915.5. Voice instructions.
Weathers M. P. 892.1	Single track, both directions. Hot box and drag- ging equipment.	Indicators west side, M. P. 892.1. Voice instructions.
Cragford M. P. 871.6	Single track, both directions. Hot box and drag- ging equipment.	Indicators west side, M. P. 871.6. Voice instructions.
Blake M. P. 849.6	Single track, both directions. Hot box and drag- ging equipment.	Indicators west side, M. P. 849.6. Voice instructions.
Pyne M. P. 829.1	Single track, both directions. Hot box and drag- ging equipment.	Indicators west side, M. P. 829.1. Voice instructions.
Stovall M. P. 809.5	Single track, both directions. Hot box and drag- ging equipment.	Indicators west 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.

Riley Poultry Co., M. P. 882.6.

Shaddix Pulpwood Company, M. P. 882.7.

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

Foundry, M. P. 909.3.

Kimberly Clark Corp., M. P. 940.6.

## 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: 727.7 and 728.9	30
588.8 and 589.0	30	Both Directions: 733.5 and 735.4	50
593.4 and 593.6	50	737.4 and 739.3	50
612.8 and 613.0	50	742.7 and 744.4	50
647.7 and 648.0	50	750.1 and 751.2	50
656.9 and 659.0	30	760.9 and 763.8	45
Northward Only: 692.0 and 694.4	50	763.8 and 765.1	40
Both Directions: 694.4 and 695.4	30	766.9 and 768.1	50
Southward Only: 695.4 and 697.0	50	770.7 and 772.3	40
Both Directions: 712.6 and 715.7	50	772.3 and 777.0	45
719.1 and 720.9	50	777.0 and 778.2	40
725.0 and 727.7	30	778.2 and 783.7	50
727.7 R.R. Xing	20	783.7 and 787.9	30
		787.9 and 788.0	20
		788.0 and 788.9	30

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

City Ordinance and 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 must 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 interlocking:  
Oglethorpe, M. P. 727.7, C. of Ga., (see note).

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 Special Interlocking:

Cordele, M. P. 694.9, G. S. & F-S.C.L.

When authorized by Control Station to proceed by "Stop" indication, a member of crew will determine that there is no train or engine on conflicting route and signals on conflicting route indicate "Stop" before movement fouls railroad crossing.

6—Protected by electrically locked derails:

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

7—Protected by non-electrically locked gates:

Waycross, on freight lead, Thomasville Subdivision main track, normally clear freight lead.

## BLOCK SIGNAL SYSTEMS

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

## 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
Woodland M. P. 783.3	Single track, both directions. Hot box and drag- ging equipment.	Indicators west side, M. P. 783.3. Voice instructions.
Junction City M. P. 762.7	Single track, both directions. Hot box and drag- ging equipment.	Indicators west side, M. P. 762.7. Dispatcher, Manchester.
Ideal M. P. 740.8	Single track, both directions. Hot box and drag- ging equipment.	Indicators west side, M. P. 740.8. Dispatcher, Manchester.
Montezuma M. P. 722.5	Single track, both directions. Hot box and drag- ging equipment.	Indicators west side, M. P. 722.5. Dispatcher, Manchester.
Ross M. P. 700.7	Single track, both directions. Hot box and drag- ging equipment.	Indicators west side, M. P. 700.7. Voice instructions.
Hatley M. P. 681.7	Single track, both directions. Hot box and drag- ging equipment.	Indicators west side, M. P. 681.7. Voice instructions.
Fitzgerald M. P. 662.1	Single track, both directions. Hot box and drag- ging equipment.	Indicators west side, M. P. 662.1. Voice instructions.
Ambrose M. P. 641.7	Single track, both directions. Hot box and drag- ging equipment.	Indicators west side, M. P. 641.7. Voice instructions.
Saginaw M. P. 621.4	Single track, both directions. Hot box and drag- ging equipment.	Indicators east side, M. P. 621.4. Voice instructions.
Bolin M. P. 601.0	Single track, both directions. Hot box and drag- ging equipment.	Indicators west side, M. P. 601.0. Voice instructions.

## SPECIAL RULES

11—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.

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

13—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.

14—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.

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

16—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.

17—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 House Track, M. P. 704.5.

Lilly House Track, M. P. 710.4.

Saliba Grain Company, M. P. 715.2.

Byromville Team Track, M. P. 715.3.

Charing Team, M. P. 750.0.

Mauk Team, M. P. 754.2.

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.

Woodland Wood Yard, M. P. 778.6.

#### MOVEMENTS AT WAYCROSS PASSENGER YARD

18—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 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.

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.

A switch indicator light "repeater" located on east side of track just south of Plant Avenue gives the same indication as the indicator light situated just north of Brunel Street indicating position of points of switch from Track 1 to Lang.

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 Miles 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 855.9	30
798.6 R.R. Xing	35	855.9 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 Special Interlocking:

Senoia, M. P. 822.2, C. of Ga.

When authorized by Control Station to proceed by "Stop" indication, a member of crew will determine that there is no train or engine on conflicting route and signals on conflicting route indicate "Stop" before movement fouls railroad crossing.

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 (Tilford 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 and dragging equipment.	Indicators west side, M. P. 845.8. Dispatcher, Manchester.
Peachtree City M. P. 826.7	Single track, both directions. Hot box and dragging equipment.	Indicators west side, M. P. 826.7. Dispatcher, Manchester.
Gay M. P. 805.1	Single track, both directions. Hot box and dragging equipment.	Indicators west side, M. P. 805.1. 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:

Atlanta Gas Company, M. P. 859.7 (W).

West Lumber Co., Inc., M. P. 859.6 (E).

Ranger Lumber Company, M. P. 853.0.

Lee Lumber Co., M. P. 850.7.

Atlanta Forest Products, Inc., M. P. 843.5.

Amax Aluminum Co., M. P. 829.1.

Ryland Building System, M. P. 828.3.

Esco Lumber and Chip Co., M. P. 817.7.

Jones Bros. Pulpwood Yard, M. P. 812.3.

Carrolls, M. P. 801.2.

Woodbury, Peach Shed, M. P. 798.2.

## ABBEVILLE SUBDIVISION

NAME	Mile Post	Station Nos.	Car Capacity	Openings
Mineral Springs	313.8	SG 314	8	East
E. I. Dupont de Nemours and Co.	325.4	SG 325	9	West
Ashe Brick Company	326.5	SG 327	11	East
Van Wyck	326.7	SG 327	19	East
Cone Mill	366.6	SG 367	98	East
Catawba Timber Company	366.9	SG 367	17	East
Catawba Timber Company	395.4	SG 395	19	East
Mounville	406.6	SG 407	8	West
Lola	416.3	SG 416	26	Both
Chemstrand Company	417.8	SG 418	19	Both
Parks-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
Berkeley	483.4	SG 483	20	East
Athena Park Spur North	502.9	SG 503	Yard	West
Athena Park Spur South	503.0	SG 503	20	East
Sherm Sliding	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
Norcross Supply	552.3	SG 552	7	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

Colonial Pipeline Company	588.9	SG 589	13	East
Kerr McGee 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

L & C RR Conn.	343.0	SGA 342	41	West
Rick	347.8	SGA 348	34	Both

## CARTERSVILLE SUBDIVISION

Lodds	638.0	SGC 638	13	West
Kaiser Farm Market	628.8	SGC 629	5	East
Marquette Cement Mfg. Company	620.1	SGC 620	90	West

## LINEVILLE SUBDIVISION

NAME	Mile Post	Station Nos.	Car Capacity	Openings
Durand	799.7	ANJ 800	12	North
Big Springs	809.5	ANJ 810	11	South
Rawls	812.3	ANJ 812	10	South
Abbotsford	828.7	ANJ 829	9	South
Dickett	849.7	ANJ 850	23	North
Abanda	853.4	ANJ 853	8	South
North Talladega	911.0	ANJ 911	Yard	South
Kimberly Clark Corp.	940.6	ANJ 941	4	South
Chelsea	945.1	ANJ 945	13	South

## FITZGERALD SUBDIVISION

Haywood	599.1	ANB 599	9	South
Sheptaw	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
Skyhawk Homes, Inc.	664.7	SLA 665	14	South
Tankersley Shiver Oil Company	665.0	SLA 665	1	West
Weaver Milling	665.1	SLA 665	21	East
Tallassee Lumber Company	665.9	SLA 666	6	East
Luke Grain Elevator	666.0	SLA 666	14	West
Escambia	666.1	SLA 666	7	West
F. Moore Pulpwood Yard	703.3	ANB 703	20	South
Georgia Pacific	703.4	ANB 703	18	South
Fields	722.7	ANB 723	27	Both
Advance Drainage	723.6	ANB 724	2	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

Carrolls	801.2	ANB 801	5	North
Imlac	802.3	ANB 802	27	North
Edman	802.7	ANB 803	4	North
Alvaton	812.3	ANB 813	21	South
Rock Spur	833.0	ANB 833	110	Both
Akerman	848.0	ANB 848	40	Both
Lee Lumber Company	850.7	ANB 851	2	South
Fulco Spur	855.3	ANB 855	Yard	South
Cash & Carry	859.0	ANB 859	4	South
Gasco	860.0	ANB 860	13	North

## ELYTON SUBDIVISION

Gelowe	969.6	ANJ 970	13	South
Phoenixville	979.0	ANJ 979	60	South
Owens-Corning Fiberglass Corp.	983.2	ANJ 983	16	South

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.....	Atlanta, 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.	C. E. SINGLETON, Roadmaster.....	Talladega, Ala.
E. H. CROOM, 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 Eng. ....	Howells, Ga.	B. A. LASHLEY, Roadmaster.....	Howells, Ga.
B. C. SAXMAN, Road Foreman of Eng. ....	Manchester, Ga.	W. S. McLENDON, Roadmaster.....	Rockmart, Ga.
W. F. TURNER, Road Foreman of Eng. ....	Abbeville, S.C.	O. L. OLIVER, Roadmaster.....	Birmingham, Ala.
E. W. KING, JR., Road Foreman of Eng. ....	Birmingham, Ala.		

## SYSTEM OFFICERS

J. W. THOMPSON, Gen. Supt.-Rules.....	Jacksonville, Fla.	C. F. BELL, Dir. Freight Claims & Prevention.....	Richmond, Va.
W. F. WINGATE, Gen. Supt.-Safety.....	Jacksonville, Fla.	T. H. KING, Aud. Car Service Acct's.....	Richmond, Va.
J. H. INGOLDSBY, Supt. Station Operations.....	Jacksonville, Fla.		

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A. A. CERALDI, M.D.....	Abbeville, S.C.	E. W. TUCKER, M.D., Ophthalmologist.....	Greenwood, S.C.
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B. H. COGDELL, M.D.....	Alma, Ga.	J. S. HOLDER, M.D.....	LaGrange, Ga.
F. GOLDWASSER, M.D.....	Alma, Ga.	G. C. SMITH, M.D.....	Lineville, Ala.
HARRY E. TALMADGE, M.D.....	Athens, Ga.	J. E. COLLINS, M.D.....	Manchester, Ga.
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# ATLANTA DIVISION

