

SOUTHERN RAILWAY SYSTEM

CENTRAL LINES

ATLANTA DIVISION

TIME TABLE No.

10

EFFECTIVE { 12:01 A. M. Central Time
1:01 A. M. Eastern Time

SUNDAY, AUGUST 6, 1939

Central Standard Time will govern between Chattanooga and Constitution, between Forrestville and Attalla, between Cohutta and Cleveland, between Roseland and Fort Valley and between McDonough and Columbus.

Eastern Standard Time will govern between Constitution and Brunswick and between Cochran and Hawkinsville.

Eastern Standard Time shown on pages 6 and 7 between Atlanta and Constitution and on pages 8 and 9 between South Inman and Constitution as information only; Atlanta Terminal Time Table governs between those points.

FOR THE GOVERNMENT OF EMPLOYEES ONLY

O. B. KEISTER - - - - - General Manager
S. S. BROOKS - - - General Superintendent Transportation
W. F. COOPER - - - - - Superintendent

2 BETWEEN CHATTANOOGA AND ATLANTA—SOUTHBOUND (Central Standard Time)

Capacity of Tracks in Cars		Station Nos.	Miles from Chattanooga	TIME TABLE No. 10 EFFECTIVE AUGUST 6, 1939	Minimum time in minutes between stations	FIRST CLASS						
Other Tracks	Sidings					Passenger	31 Daily	1 Daily					3 Daily
				Lv.		A. M.	A. M.	P. M.				
			0.0	CHATTANOOGA .N		3 10	6 00	4 20				
				W } 2.1 TT } CITICO .N CY } 12.9	3							
37	103	227A	15.0	W... OOLTEWAH .N	15	f 3 35	6 25	s 4 43				
7		20H	19.6	4.6 ... APISON .P	5	f 3 41	6 31	4 53				
7	103	22H	21.9	2.3 ... HOWARDVILLE .D	3	f 3 45	6 35	4 57				
110	129	27H	26.7	4.8 ... COHUTTA, GA .D	5	f 3 52	6 42	5 02				
4	90	31H	30.9	4.2 W... VARNELL .P	4 1/2	f 3 58	6 47	5 07 32				
				4.0	4							
5	65	35H	34.9	... WARING .D		f 4 03	6 52	5 11				
159	E 35 W 98	40H	40.1	5.2 ... DALTON .N	6	s 4 09	s 6 58	s 5 17				
4	100	45H	45.1	5.0 ... PHELPS .D	5	f 4 22	7 09	5 29				
3	104	53H	52.5	7.4 ... HILL CITY .D	8	f 4 32	7 18	5 37				
16	119	55H	55.3	2.8 W. SUGAR VALLEY .D	3	s 4 37	7 21	5 40				
4	75	61H	60.6	5.3 ... OOSTANAULA .P	5 1/2	f 4 44	7 27 52	5 46				
				5.7	6							
36	85	66H	66.3	... PLAINVILLE .D		f 4 54	7 34	5 53				
10	93	71H	71.1	4.8 ... SHANNON .D	5	s 5 02	7 39	5 58				
32	54	78H	78.2	7.1 ... FORRESTVILLE .D	7	f 5 10	7 46	6 06				
726	79	80H	79.9	1.7 WY... ROME .D	2	s 5 25	s 7 55	s 6 20				
	70	81H	80.5	0.6 ... K TOWER .N	1	5 27	7 57	6 22				
165	90	82H	82.2	1.7 WC ATLANTA JCT. .D	2	5 29	7 59	6 24				
162		84H	84.0	1.8 ... LINDALE .D	2	f 5 33						
3	113	85H	85.4	1.4 ... SILVER CREEK .D	2	f 5 36	8 04	6 30				
7	93	91H	90.7	5.3 ... BRICE .D	7	f 5 44	8 11	6 38				
16	83	94H	93.9	3.2 ... SENEY .D	3 1/2	f 5 49	8 15	6 43				
				4.6	5							
90	87	99H	98.5	... ARAGON .D		f 5 56	8 20	6 49				
54	106	102H	101.8	3.3 W... ROCKMART .N	4	s 6 06 52	d 8 25 62 d	6 55				
23	111	108H	108.2	6.4 ... BRASWELL .P	8	f 6 16	8 37	7 10 2				
12	E 68 W 34	113H	113.2	5.0 ... McPHERSON .D	7	f 6 26	8 46	7 18				
35	E 34 W 112	119H	118.8	5.6 W... DALLAS .D	8	s 6 36	9 00 4	7 27				
25	70	125H	124.8	6.0 ... HIRAM .D	7	s 6 46	9 11	7 35				
54	103	130H	129.9	5.1 ... POWDER SPRINGS .D	6	s 6 54	9 18	7 41				
12	103	135H	134.7	4.8 W... AUSTELL .N (No. End Double Track)	5	s 7 02 62	9 24	7 46 85				
				13.2	14							
		148H	147.9	W } TT } INMAN YARDS .N CY } 4.8	10							
		153H	152.7	... ATLANTA .N (Terminal Station)		7 45	10 00	8 20				
				Ar.		A. M.	A. M.	P. M.				
					Passenger	Daily 31	Daily 1	Daily 3				

(Atlanta)

BETWEEN CHATTANOOGA AND ATLANTA—NORTHBOUND (Central Standard Time) 3

Capacity of Tracks in Cars		Station No.	Miles from Chattanooga	TIME TABLE No. 10 EFFECTIVE AUGUST 6, 1939	Minimum time in minutes between stations	FIRST CLASS						
Other Tracks	Sidings					Passenger	4 Daily	32 Daily	2 Daily			
				Ar.		A. M.		P. M.	P. M.			
			0.0	CHATTANOOGA N		11 55		6 10	10 00			
				W } CITICO N	3							
				TT } CY } OOLTEWAH N	15	s 11 25		s 5 35	9 30			
37	103	227A	15.0	W } APISON P	5	11 16		f 5 26	9 24			
7		20H	19.6	W } HOWARDVILLE	3	11 13		f 5 22	9 20			
7	103	22H	21.9	W } COHUTTA, GA D	5	11 07		s 5 15	9 14			
110	129	27H	26.7	W } VARNELL P	4 1/2	11 02		f 5 07 3	9 09			
4	90	31H	30.9	W } WARING	4							
5	65	35H	34.9	W } DALTON N	6	10 58		f 4 58	9 04			
159	E 85 W 98	40H	40.1	W } PHELPS	5	s 10 50		s 4 50	s 8 56 51			
4	100	45H	45.1	W } HILL CITY	3	10 40		f 4 36	8 45			
3	104	53H	52.5	W } W. SUGAR VALLEY	3	10 32		s 4 26	8 36			
16	119	55H	55.3	W } OOSTANAULA P	5 1/2	10 29		s 4 21	8 33			
4	75	61H	60.6	W } PLAINVILLE D	6	10 23 55		f 4 13 85	8 27			
36	85	66H	66.3	W } SHANNON D	5	10 16		s 4 05	8 20			
10	93	71H	71.1	W } FORRESTVILLE	7	10 11		s 3 56	8 14			
32	54	78H	78.2	W } ROME	2	10 03		f 3 46	8 05			
726	79	80H	79.9	W } K TOWER N	1	s 10 00		s 3 42	s 8 01			
	70	81H	80.5	W } WC ATLANTA JCT	2	9 53		3 33	7 50			
165	90	82H	82.2	W } LINDALE	2	9 51		3 31	7 48			
162		84H	84.0	W } SILVER CREEK	2	9 47 63		f 3 25	7 44			
3	113	85H	85.4	W } BRICE	7	9 40		f 3 17	7 36			
7	93	91H	90.7	W } SENEY	3 1/2	9 36 62		f 3 13	7 32			
16	83	94H	93.9	W } ARAGON D	5							
90	87	99H	98.5	W } ROCKMART N	4	9 30		s 3 06	7 26			
54	106	102H	101.8	W } BRASWELL P	8	d 9 25		s 2 59	d 7 20			
23	111	108H	108.2	W } McPHERSON	7	9 17		f 2 51	7 10 3			
12	E 68 W 84	113H	113.2	W } DALLAS D	8	9 09		f 2 42	7 00			
5	E 84 W 112	119H	118.8	W } HIRAM	7	9 00 1		s 2 33	6 52 85			
25	70	125H	124.8	W } POWDER SPRINGS	6	8 52		s 2 23	6 44			
54	103	130H	129.9	W } AUSTELL N (No. End Double Track)	5	8 46		s 2 15	6 38			
12	103	135H	134.7	W } INMAN YARDS N (Terminal Station)	14	8 40		s 2 08	6 32			
		148H	147.9	W } ATLANTA N (Terminal Station)	10							
		153H	152.7			8 15		1 40	6 08			
				Lv.		A. M.		P. M.	P. M.			
					Passenger	Daily 4		Daily 32	Daily 2			

(Atlanta)

4 BETWEEN CHATTANOOGA AND ATLANTA—SOUTHBOUND (Central Standard Time)

Capacity of Tracks in Cars		Station Nos.	Miles from Chattanooga	TIME TABLE No. 10 EFFECTIVE AUGUST 6, 1939	Minimum Time in minutes between stations	SECOND CLASS			THIRD CLASS		
Other Tracks	Sidings					STATIONS	55 Daily	51 Daily	59 Daily	63 Ex. Sun.	85 Daily
					Freight						
				Lv.		A. M.		P. M.	P. M.	A. M.	P. M.
			0.0	CHATTANOOGA N							
				W } 2.1 TT } CITICO N CY } 12.9		8 30		7 30	10 10		
37	103	227A	15.0	W... OOLTEWAH N	25	9 00 ⁵²		8 00	10 40		
7		20H	19.6	4.6 APISON P	7	9 07		8 07	10 48		
7	103	22H	21.9	2.8 ... HOWARDVILLE	4	9 12		8 11	10 54		P. M.
110	129	27H	26.7	4.8 ... COHUTTA, GA D	7	9 20		8 18	11 02		2 45
4	90	31H	30.9	4.2 W... VARNELL P 4.0	6	9 30		8 30	11 15		2 57
				..... WARING	6						
5	65	35H	34.9	5.2 DALTON N	8	9 36		8 37	11 23		3 10 ⁵⁴
159	E 35 W 98	40H	40.1	5.0 PHELPS	8	9 44		8 56 ²	11 33		3 30
4	100	45H	45.1	7.4 HILL CITY	11	9 54		9 06	11 42		3 39
3	104	53H	52.5	2.8 W. SUGAR VALLEY	4	10 05		9 17	11 53		3 50
16	119	55H	55.3	5.3 ... OOSTANAULA P 5.7	8	10 09		9 21	11 57 ⁸⁶		3 55
4	75	61H	60.6	..... PLAINVILLE D	9	10 23 ⁴		9 29	12 05 ^{AM}		4 13 ³²
				4.8 SHANNON D	7	10 33		9 38	12 14 ⁵⁰		4 25
10	93	71H	71.1	7.1 ... FORRESTVILLE	11	10 40		9 45	12 21		4 40
32	54	78H	78.2	1.7 WY... ROME	3	10 51		9 56	12 32	A. M.	4 51
726	79	80H	79.9	0.6 ... K. TOWER N	2	10 55		9 59	12 36	9 00	4 55
		70	81H	1.7 WC ATLANTA JCT	2	10 57 ⁶²		10 01	12 38	9 10	5 00
165	90	82H	82.2	1.8 LINDALE	3	11 08		10 15 ⁸⁶	12 50	9 25	5 30
162		84H	84.0	1.4 ... SILVER CREEK	2						
3	113	85H	85.4	5.3 BRICE	9	11 14		10 22	12 57	9 47 ⁴	5 38
7	93	91H	90.7	8.2 SENEY	5	11 25		10 35	1 10	10 05 ⁶²	5 50
16	83	94H	93.9	4.6 ARAGON D	7	11 30		10 40	1 15	10 15	5 55
				8.8 W... ROCKMART N	5	11 37		10 47 ⁵⁰	1 22	10 30	6 02
54	106	102H	101.8	6.4 ... BRASWELL P	10	11 43		10 53	1 28	10 55	6 08
23	111	108H	108.2	5.0 ... McPHERSON	9	11 58		11 10	1 45	11 24	6 25
12	E 68 W 84	113H	113.2	5.6 W... DALLAS D	10	12 08 ^{PM}		11 22	1 57	11 45	6 35
35	E 84 W 112	119H	118.8	6.0 HIRAM	10	12 20		11 40	2 12	12 05 ^{PM}	6 52 ²
25	70	125H	124.8	5.1 ... POWDER SPRINGS	8	12 30 ⁵⁴		11 50	2 22	12 30 ⁵⁵	7 05
54	103	130H	129.9	4.8 W... AUSTELL N (No. End Double Track)	7	12 42		11 59	2 31	12 45	7 15
12	103	135H	134.7	13.2 INMAN YARDS N	20	12 50		12 10 ^{AM}	2 40	1 00	7 30 ³
		148H	147.9	W } TT } INMAN YARDS N CY } 4.8		1 30		2 00	3 40	2 00	9 30
		153H	152.7	..... ATLANTA N (Terminal Station)							
				Ar.		P. M.		A. M.	A. M.	P. M.	P. M.
				Freight		Daily 55		Daily 51	Daily 59	Ex. Sun. 63	Daily 85

(Atlanta)

BETWEEN CHATTANOOGA AND ATLANTA—NORTHBOUND (Central Standard Time) 5

Capacity of Tracks in Cars		Station Nos.	Miles from Chattanooga	TIME TABLE No. 10 EFFECTIVE AUGUST 6, 1939 STATIONS	Minimum Time in minutes between stations	SECOND CLASS			THIRD CLASS				
Other Tracks	Sidings					52 Daily	54 Daily	50 Daily	62 Ex. Sun.	86 Daily	Freight	52 Daily	54 Daily
				Ar.		A. M.		P. M.	A. M.		A. M.		A. M.
			0.0	CHATTANOOGA .N									
				W } 2.1 TT } CITICO .N		10 30		5 00	3 30				
37	103	227A	15.0	W } 12.9 CY } W. OOLTEWAH .N	25	8 55 ⁵⁵		3 47	2 00				
7		20H	19.6	4.6 APISON .P	7	8 45		3 40	1 51				
7	103	22H	21.9	2.3 HOWARDVILLE	4	8 40		3 36	1 46				A. M.
110	129	27H	26.7	4.8 COHUTTA, GA .D	7	8 31		3 29	1 38				1 30
4	90	31H	30.9	4.2 W. VARNELL .P	6	8 25		3 23	1 30				1 15
				4.0 WARING	6	8 13		3 10 ⁸⁵	1 15				12 55
159	E 35 W 98	40H	40.1	5.2 DALTON .N	8	8 05		3 01	1 05				12 45
4	100	45H	45.1	5.0 PHELPS	8	7 52		2 50	12 50				12 25
3	104	53H	52.5	7.4 HILL CITY	11	7 41		2 39	12 39				12 10 ^{AM}
16	119	55H	55.3	2.8 W. SUGAR VALLEY	4	7 37		2 35	12 35				11 57 ⁵⁹
4	75	61H	60.6	5.3 OOSTANAULA .P	8	7 27 ¹		2 28	12 26				11 25
				5.7 PLAINVILLE .D	9	7 14		2 19	12 14 ^{AM 59}				11 10
10	93	71H	71.1	4.8 SHANNON .D	7	7 07		2 12	11 57				10 55
32	54	78H	78.2	7.1 FORRESTVILLE	11	6 56		2 01	11 45				10 35
726	79	80H	79.9	1.7 WY. ROME	3	6 53		1 57	11 40				10 30
	70	81H	80.5	0.6 K TOWER .N	2	6 50		1 55	11 35				10 25
165	90	82H	82.2	1.7 WC ATLANTA JCT	2	6 48		1 53	11 30				10 57 ⁵⁵
162		84H	84.0	1.8 LINDALE	3								10 50
3	113	85H	85.4	1.4 SILVER CREEK	2	6 35		1 43	11 10				10 15
7	93	91H	90.7	5.3 BRICE	9	6 25		1 33	11 00				9 55
16	83	94H	93.9	3.2 SENEY	5	6 20		1 28	10 55				10 05 ⁶³
				4.6 ARAGON .D	7	6 13		1 21	10 47 ⁵¹				9 15
90	87	99H	98.5	3.3 W. ROCKMART .N	5	6 06 ³¹		1 16	10 34				9 33
54	106	102H	101.8	6.4 BRASWELL .P	10	5 54		1 04	10 22				8 25 ¹
23	111	108H	108.2	5.0 McPHERSON	9	5 44		12 53	10 10				8 07
12	E 68 W 34	113H	113.2	5.6 W. DALLAS .D	10	5 44		12 53	10 10				7 57
35	E 34 W 112	119H	118.8	6.0 HIRAM	10	5 32		12 40	9 57				7 45
25	70	125H	124.8	5.1 POWDER SPRINGS	8	5 22		12 30 ^{55 63}	9 45				7 20
54	103	130H	129.9	4.8 W. AUSTELL .N (No. End Double Track)	7	5 13		12 20	9 33				7 10
12	103	135H	134.7	13.2 W. INMAN YARDS .N	20	5 05		12 12 ^{PM}	9 25				7 02 ³¹
		148H	147.9	4.8 ATLANTA .N (Terminal Station)		4 45		11 50	9 00				6 30
		153H	152.7	Lv									8 00
						A. M.		A. M.	P. M.				A. M.
						Daily		Daily	Daily				Daily
					Freight	52		54	50			Ex. Sun.	62
													86

(Atlanta)

BETWEEN ATLANTA AND MACON—SOUTHBOUND (Eastern Standard Time)

Capacity of Tracks in Cars				FIRST CLASS											
Other Tracks	Sidings	Station Nos.	Miles from Chattanooga	TIME TABLE No. 10 EFFECTIVE AUGUST 6, 1939			Min'm time in min's bet'n sta'ns	Pass'r	27 Daily	1 Daily	49 Daily	7 Daily	3 Daily		
				Lv.	Ar.	Ar.									
		648	152.7	ATLANTA (Terminal Station) N	8.1	8 00		11 10	6 15	9 25	9 40				
		156H	155.8	ROSELAND N	8.1	f 8 08		11 18	f 6 23	9 33	9 48				
4	130	159H	158.9	CONSTITUTION (So. End Double Track)	6.7	f 8 14	65	11 23	f 6 28	9 37	9 53				
6	N 103 S 89	166H	165.6	ELLENWOOD	5.9	f 8 28	4	11 33	f 6 39	9 46	10 02				
16	N 108 S 102	172H	171.5	STOCKBRIDGE D	5.5	s 8 42		11 40	s 6 50	9 54	10 10				
5	N 110 S 112	177H	177.0	FLIPPEN	4.0	f 8 50		11 48	f 6 59	10 02	10 18				
195	N 119 S 100	181H	181.0	WY. McDONOUGH N	7.2	s 8 58	64	11 56	s 7 06	10 09	10 25				
25	N 110 S 102	188H	188.2	LOCUST GROVE	4.9	s 9 08	54	12 04	PM	P. M.	10 17	10 32			
6	N 103 S 126	193H	193.1	JENKINSBURG	5.4	f 9 17		12 11		10 24	10 38				
135	N 109 S 114	199H	198.5	JACKSON	7.1	s 9 27		12 19		f 10 32	10 45				
	N 103 S 109	205H	205.6	SANDY	6.9	9 40		12 27		10 42	10 53				
10	N 102 S 102	213H	212.5	BERNER	4.5	f 9 52		12 37		10 52	11 02				
	N 124 S 79	216H	216.3	W JULIETTE BLOCK N	0.7	9 57		12 43		10 57	11 07				
50		217H	217.0	JULIETTE	7.6	s 9 59				d 10 58					
27	N 102 S 100	225H	224.6	DAMES FERRY	7.3	f 10 12		12 55		11 09	11 18				
10	N 120 S 110	232H	231.9	HOLTON	7.9	f 10 22		1 03		11 17	11 26				
		239H	239.8	SPRING STREET	0.7	10 34		1 13	50	11 27	11 36	7			
		240H	240.5	MACON (Terminal Station) N		10 45		1 20		11 35	11 40				
				(Terminal Station) Ar.		A. M.		P. M.		P. M.	P. M.				
						Pass'r		Daily		Daily	Daily				
								27		1	49				

Eastern Standard Time shown on this page between Atlanta and Constitution as information only; Atlanta Terminal Time Table governs between those points.

BETWEEN COCHRAN AND HAWKINSVILLE (Eastern Standard Time)

SOUTHBOUND				Capacity of Tracks in Cars		TIME TABLE No. 10 EFFECTIVE AUGUST 6, 1939				NORTHBOUND				
2nd CLASS		FIRST CLASS		Other Tracks	Sidings	Station Nos.	Miles from Cochran	S.T.	Ar.	Minimum time in minutes between stations	FIRST CLASS		SECOND CLASS	
Ex. Sun.	Mixed	Ex. Sun.	Mixed								Ex. Sun.	Mixed	Ex. Sun.	Mixed
123	125	127	101								122	126	124	104
Ex. Sun.	Ex. Sun. Mixed	Ex. Sun. Mixed	Ex. Sun. Mixed							Passenger	Ex. Sun. Mixed	Ex. Sun. Mixed	Ex. Sun.	Ex. Sun. Mixed
A. M.	P. M.	P. M.	A. M.								P. M.	P. M.	A. M.	P. M.
8 45	2 45	12 15		130	60	279H	0.0	W YC}	COCHRAN D	12	12 01	2 30	8 15	
	f 2 59	f 12 29					5.3		MOBLEYS CROSSING	10	f 11 46	f 2 16		
	9 10	3 10	12 40				9.9		W. & T. JUNC.	1	11 35	2 05	7 50	1 55
							10.0		OCMULGEE RIVER DRAW					
9 15	3 15	12 45	11 00	130		10L	10.1	W TT}	HAWKINSVILLE D	1	11 30	2 00	7 45	1 50
A. M.	P. M.	P. M.	A. M.						Ar.		A. M.	P. M.	A. M.	P. M.
Ex. Sun.	Ex. Sun. Mixed	Ex. Sun. Mixed	Ex. Sun. Mixed							Passenger	Ex. Sun. Mixed	Ex. Sun. Mixed	Ex. Sun.	Ex. Sun. Mixed
123	125	127	101								122	126	124	104
			W. & T.											W. & T.

(Atlanta)

BETWEEN ATLANTA AND MACON—SOUTHBOUND (Eastern Standard Time)

Capacity of Tracks in Cars		Station Nos.	Miles from Chattanooga	TIME TABLE No. 10 EFFECTIVE AUGUST 6, 1939	Minimum Time in min- utes between stations	SECOND CLASS			THIRD CLASS	
						59 Daily	55 Daily	57 Daily	161 Ex. Sun.	65 Mon. Wed. Fri.
Other Tracks	Sidings			STATIONS	Freight					
				Lv.						
		147H	147.9	W TT CY } SOUTH INMAN ...		A. M. 5 00	P. M. 3 35	P. M. 6 00	A. M. 6 55	A. M. 8 10
		648	152.7	4.8 ATLANTA ... N (Terminal Station)	10					
				3.1	10					
76		156H	155.8	ROSELAND ... N	5	5 28	3 55	6 28	7 19	8 30
4	130	159H	158.9	3.1 CONSTITUTION ... (So. End Double Track)	5	5 35	4 01 ⁵⁰	6 34 ² ₄₉	7 25 ⁸	8 38 ²⁷ ₄
6	N 103 S 89	166H	165.6	6.7 ELLENWOOD ...	12	5 48	4 14	6 47	7 39	8 52
16	N 103 S 102	172H	171.5	5.9 STOCKBRIDGE ... D	9	6 00	4 23	6 57	7 49	9 05
5	N 110 S 112	177H	177.0	5.5 FLIPPEN ...	9	6 26 ⁸	4 32	7 07	8 15 ⁴	9 14
195	N 119 S 100	181H	181.0	4.0 WY. McDONOUGH ... N	8	6 45	4 47	7 22 ⁴⁹	8 23	9 30 ⁵⁴
				7.2	9					
25	N 110 S 102	188H	188.2	LOCUST GROVE ...	8	6 57	4 58	7 34	A. M.	9 40
6	N 103 S 126	193H	193.1	4.9 JENKINSBURG ...	8	7 08	5 17 ²	7 44		9 50
135	N 109 S 114	199H	198.5	5.4 JACKSON ...	9	7 42 ⁴	5 30	7 56		10 15
	N 103 S 109	205H	205.6	7.1 SANDY ...	10	7 53	5 40	8 16 ²⁶		11 00
10	N 102 S 102	213H	212.5	6.9 BERNER ...	12	8 07 ⁵⁴	5 52	8 32		11 15
				4.5	7					
	N 124 S 79	216H	216.3	W JULIETTE BLOCK N		8 20	6 00	8 45		11 45
50		217H	217.0	0.7 JULIETTE ...	13					
27	N 102 S 100	225H	224.6	7.8 DAMES FERRY ...		8 40	6 15	9 00		12 05 ^{PM}
10	N 120 S 110	232H	231.9	7.3 HOLTON ...	11	8 55	6 27	9 15		12 20
		239H	239.8	7.9 SPRING STREET ...	12	9 10	6 40	9 30		12 40
		240H	240.5	0.7 MACON ... N (Terminal Station)						
Yard		242H	242.2	WY C TT } MACON YARD ... N		9 30	7 00	11 55		1 30
				Ar.		A. M.	P. M.	P. M.	A. M.	P. M.
					Freight	Daily 59	Daily 55	Daily 57	Ex. Sun. 161	Mon. Wed. Fri. 65
				(Atlanta)						

Eastern Standard Time shown on this page between South Inman and Constitution as information only; Atlanta Terminal Time Table governs between those points.

BETWEEN ATLANTA AND MACON—NORTHBOUND (Eastern Standard Time)

Capacity of Tracks in Cars		Station No.	Miles from Chattanooga	TIME TABLE No. 10 EFFECTIVE AUGUST 6, 1939	Minimum Time in minutes between stations	SECOND CLASS			THIRD CLASS	
Other Tracks	Sidings					STATIONS	Freight	52 Daily	54 Daily	50 Daily	64 Tue. Thu. Sat.	162 Ex. Sun.
		147H	147.9	W } SOUTH INMAN Ar. TT } CY }		A. M. 5 00	A. M. 11 30	P. M. 5 30	A. M. 11 00	P. M. 3 00
		648	152.7	4.8 } ATLANTA N (Terminal Station) 3.1 }	10					
76		156H	155.8	3.1 } ROSELAND N	10	4 00	10 35	4 15	10 15	2 15
4	130	159H	158.9	3.1 } CONSTITUTION (So. End Double Track) 6.7 }	5	3 45	10 25	4 01 ⁵⁵	10 05	2 05
6	N 103 S 89	166H	165.6	5.9 } ELLENWOOD	12	3 25	10 07	3 40	9 50	1 50
16	N 103 S 102	172H	171.5	5.5 } STOCKBRIDGE D	9	3 12	9 55	3 30	9 40	1 40
5	N 110 S 112	177H	177.0	4.0 } FLIPPEN	9	3 00	9 42	3 20	9 25	1 30
195	N 119 S 100	181H	181.0	7.2 } WY. McDONOUGH N	8	2 50	9 30 ⁶⁵	3 10	8 58 ²⁷	1 20
25	N 110 S 102	188H	188.2	4.9 } LOCUST GROVE	9	2 30	9 08 ²⁷	2 55	8 10	P. M.
6	N 126 S 109	193H	193.1	5.4 } JENKINSBURG	8	2 20	8 50	2 45	7 55	
135	N 109 S 114	199H	198.5	7.1 } JACKSON	9	2 10	8 40	2 32	7 42 ⁴	59
	N 103 S 109	205H	205.6	6.9 } SANDY	10	1 55	8 27	2 20	7 15	
10	N 102 S 102	213H	212.5	4.5 } BERNER	12	1 35	8 07 ⁵⁹	2 03	7 00	
	N 124 S 79	216H	216.3	0.7 } W JULIETTE BLOCK N	7	1 25	8 00	1 55	6 52	
50		217H	217.0	7.6 } JULIETTE	13					
27	N 102 S 100	225H	224.6	7.3 } DAMES FERRY	11	1 07	7 42	1 37	6 27	
10	N 120 S 110	232H	231.9	7.9 } HOLTON	12	12 55	7 30	1 26	6 15	
		239H	239.8	0.7 } SPRING STREET		12 40	7 15 ⁴	1 13 ¹	6 00	
		240H	240.5	0.7 } MACON N						
Yard		242H	242.2	WY } (Terminal Station) TT } MACON YARD N C }		12 30	7 00	1 00	5 45	
				Lv.		A. M.	A. M.	P. M.	A. M.	P. M.
				(Atlanta)	Freight	Daily 52	Daily 54	Daily 50	Tue. Thu. Sat. 64	Ex. Sun. 162

Eastern Standard Time shown on this page between South Inman and Constitution as information only; Atlanta Terminal Time Table governs between those points.

10 BETWEEN MACON AND BRUNSWICK—SOUTHBOUND (Eastern Standard Time)

Capacity of Tracks in Cars		Station No.	Miles from Chattanooga	TIME TABLE No. 10 EFFECTIVE AUGUST 6, 1939 STATIONS	Minimum time in minutes between stations		FIRST CLASS		SECOND CLASS		THIRD CLASS		
Other Tracks	Sidings				Pass.	Fr't.	7 Daily	27 Daily	55 Daily	69 Mon. Wed. Fri.	67 Mon. Wed. Fri.		
		240H	240.5	Lv. MACON (Terminal Station) N			P. M. 11 40		A. M. 11 00		P. M.	A. M.	
		242H	242.2	WY } MACON YARD N					1 40			6 00	
		243H	243.3	1.1 STRATTON		2	11 52		11 09			6 05	
	50	250H	249.8	6.5 REIDS	7	10	12 01 AM		11 19			6 15	
34	44	257H	256.5	6.7 W. BULLARD	7	10	12 10		11 29			6 25	
15	48	261H	260.5	4.0 ADAM'S PARK	4	6	12 15		11 35			6 32	
19	80	267H	266.6	6.1 WESTLAKE	7	10	12 24		11 45			6 42	
	51	273H	273.2	6.6 McGRIFF	7	10	12 33		11 55			6 52	
130	53	279H	279.2	6.0 WY } COCHRAN D	6	10	12 46		12 10 PM			7 15	
		285H	284.9	5.7 EMPIRE	6	9			12 20			7 25	
4	52	290H	289.5	4.8 GRESSTON	5	7	1 02		12 28			7 35	
50	65	298H	297.8	8.8 W. EASTMAN D	9	13	1 15		12 42			8 00	
51		303H	302.9	5.1 GODWINVILLE	6	8	1 23		12 50			8 10	
27	75	307H	307.4	4.5 CHAUNCEY D	5	7	1 30		12 58			8 20	
6	50	313H	313.2	5.8 ACHORD	6	9	1 37		1 06			8 30	
40	75	316H	316.9	3.2 HELENA N	4	5	1 41 s		1 10			8 45	
30		318H	317.8	1.4 McRAE	2	2	1 52		1 18			9 00	
20	60	323H	322.8	5.0 W. SCOTLAND	6	8	1 59		1 25 26			9 10	
15	35	328H	327.8	5.0 TOWNS	6	8	2 06		1 35 66		P. M.	9 20	
40	72	335H	334.6	6.8 WY LUMBER CITY D	8	11	2 19		1 48		12 25	10 00	
81	42	342H	341.9	7.3 HAZLEHURST D	9	15	2 32		2 00		12 50 26	A. M.	
18	35	348H	348.0	6.1 GRAHAM	7	12	2 41		2 10		1 10		
30		351H	351.3	3.3 PINE GROVE	4	5	2 45		2 15		1 16		
30		355H	354.6	3.3 PRENTISS	4	5	2 49		2 20		1 22		
85	50	358H	357.8	3.2 BAXLEY D	4	5	2 57		2 26		1 50		
18		362H	361.7	3.9 WHEATON	5	6	3 03		2 32		1 57		
15	78	367H	367.3	5.6 W. SURRENCY	6	9	3 11		2 40		2 10		
		375H	375.3	8.0 TETLOW	10	13	3 22		2 51		2 25		
30		378H	378.2	2.9 ODUM D	4	5	3 27		2 56		2 33		
9	43	383H	383.1	4.9 NESBIT	5	8	3 35		3 03		2 43		
200		388H	387.8	4.7 WY } JESUP N	5	8	3 50		3 03		2 43		
30		389H	388.2	0.4 C } MURPHY	4		4 10		3 15		3 00		
	35	398H	397.6	9.4 PENDARVIS	12	18	4 15		3 20		3 05		
14	35	405H	404.6	7.0 MOUNT PLEASANT	10	14	4 35		3 37		3 25		
60		408H	408.3	3.7 W. EVERETT N	6	7	4 50		3 49		3 40		
15	30	418H	418.4	10.1 STERLING	14	20	5 18		3 57 52 69		3 57 27 52		
3		422H	421.9	3.5 SOUTHERN JUNCTION	5	7	5 25		4 20		4 45		
		427H	427.5	6.8 WY } BRUNSWICK N			5 40		4 35		5 15		
				96.0 Ar.			A. M.		P. M.		P. M.	A. M.	
					Pass.	Fr't.	Daily 7		Daily 27		Daily 55	Mon. Wed. Fri. 69	Mon. Wed. Fri. 67

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BETWEEN MACON AND BRUNSWICK—NORTHBOUND (Eastern Standard Time) 11

Capacity of Tracks in Cars		Station Nos.	Miles from Chattanooga	TIME TABLE No. 10 EFFECTIVE AUGUST 6, 1939		Minimum time in minutes between stations	FIRST CLASS		SECOND CLASS		THIRD CLASS		
Other Tracks	Sidings			Pass.	Frnt.		26 Daily	8 Daily	52 Daily	68 Tue. Thu. Sat.	66 Tue. Thu. Sat.		
		240H	240.5	MACON	Ar. N		P. M.		P. M.		A. M.	P. M.	
		242H	242.2	WY CTT } MACON YARD	N		4 00		4 35				
		243H	243.3	1.1 6.5		2	3 38		4 00		11 30	5 30	
	50	250H	249.8	REIDS		7 10	f 3 27		3 48		11 05	5 10	
34	44	257H	256.5	W... BULLARD		4 6	f 3 17		3 37		10 27	4 44	
15	48	261H	260.5	ADAM'S PARK		7 10	f 3 11		3 31		10 19	4 36	
19	80	267H	266.6	WESTLAKE		7 10	f 3 02		3 21		10 08	4 24	
	51	273H	273.2	McGRIFF		6 10	f 2 53		3 10		9 56	4 12	
130	53	279H	279.2	WY C } COCHRAN	D	6 9	s 2 44		s 3 00 ⁵⁵		9 45	4 00	
20	52	285H	284.9	EMPIRE		5 7	s 2 33		f 2 44		9 30	3 40	
4	52	290H	289.5	GRESSTON		9 13	s 2 27		2 35		9 22	3 30	
50	65	298H	297.8	W... EASTMAN	D	6 8	s 2 11		s 2 16		9 08	3 15	
51		303H	302.9	GODWINSVILLE		5 7	f 2 04		2 09		8 58	2 50	
27	75	307H	307.4	CHAUNCEY	D	6 9	s 1 57		f 2 00		8 50	2 35	
6	50	313H	313.2	ACHORD		4 5	f 1 47		1 50		8 40	2 20	
40	75	316H	316.9	HELENA	N	2 2	s 1 43		s 1 41 ⁷		8 34	2 10	
30		318H	317.8	McRAE		6 8	s 1 35		s 1 34		8 30	2 04	
20	60	323H	322.8	W... SCOTLAND		6 8	s 1 25 ²⁷		h 1 25		8 21	1 53	
15	35	328H	327.8	TOWNS		8 11	s 1 18		1 18		8 12	A. M.	
40	72	335H	334.6	WY LUMBER CITY	D	9 15	s 1 03 ⁶⁶		s 1 03		8 00	10 30	
81	42	342H	341.9	HAZELHURST	D	7 12	s 12 50 ⁶⁹		s 12 50		7 35	10 00	
18	35	348H	348.0	GRAHAM		4 5	s 12 39		g 12 39		7 20	9 38	
30		351H	351.3	PINE GROVE		4 5	f 12 35		12 35		7 14	9 32	
30		355H	354.6	PRENTISS		4 5	f 12 30		12 30		7 08	9 26	
35	50	358H	357.8	BAXLEY	D	5 6	s 12 25		s 12 25		7 02	9 20	
18		362H	361.7	WHEATON		6 9	f 12 15		12 15		6 54	8 57	
15	78	367H	367.3	W... SURRENCY		10 13	s 12 07 ^{PM}		f 12 07 ^{AM}		6 44	8 45	
	50	375H	375.3	TETLOW		4 5	11 56		11 56		6 27	8 30	
30		378H	378.2	ODUM	D	5 8	s 11 52		f 11 52		6 22	8 25	
9	43	383H	383.1	NESBIT		5 8	f 11 43		11 44		6 12	8 15 ⁵⁵	
200		388H	387.8	WY C } JESUP	N	4	s 11 35		{ 11 35 s 10 55		{ 6 00 4 42	7 55	
30		389H	388.2	MURPHY		12 18	11 27		10 49		4 37	7 20	
	35	398H	397.6	PENDARVIS		10 14	f 11 12		f 10 34		4 19	7 00	
14	35	405H	404.6	MOUNT PLEASANT		6 7	f 11 00		f 10 22		4 05	6 40	
60		408H	408.3	W... EVERETT	N	14 20	s 10 53		s 10 15		3 57 ²⁷ 69	6 30	
15	30	418H	418.4	STERLING		5 7	f 10 35		f 10 00		3 22	6 08	
3		422H	421.9	SOUTHERN JUNCTION			s 10 29 ⁵⁵		s 9 55		3 15	6 00	
		427H	427.5	W TT Y } BRUNSWICK	N		10 15		9 40		3 00	5 45	
				96.0	Lv.		A. M.		P. M.		P. M.	P. M.	
						Pass. Frnt.	Daily 26		Daily 8		Daily 52	Tue. Thu. Sat. 68	Tue. Thu. Sat. 66

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BETWEEN McDONOUGH AND COLUMBUS (Central Standard Time)

SOUTHBOUND				Capacity of Tracks in Cars		Station Nos.	Miles from McDonough	TIME TABLE No. 10 EFFECTIVE AUGUST 6, 1939		Minimum time in minutes between stations	NORTHBOUND		
SECOND CLASS		FIRST CLASS		Other Tracks	Sidings			STATIONS			Pass.	Fr't.	FIRST CLASS
159 Ex. Sun.	161 Ex. Sun.	49 Daily						Lv.	Ar.		48 Daily	158 Ex. Sun.	162 Ex. Sun.
A. M.	A. M.	P. M.						W. McDONOUGH . . . N			A. M.	P. M.	P. M.
	7 23	6 08		195	135	181H	.0	(Block Office)			9 35		12 10
	7 31	f 6 14		8		4M	3.7	GREENWOOD	5 8	f	9 29		11 50
	7 39	f 6 20		13		8M	7.0	LUELLA	5 8	f	9 23		11 35
	7 45	f 6 27		4		11M	10.5	TOWALAGA	5 8	f	9 16		11 25
		f 6 39		15		17M	17.2	EXPERIMENT	11 16	f	9 05		
	8 06	s 6 49		75		18M	18.5	Y. GRIFFIN N	3 4	s	9 00		11 05
				18		20M	19.3	ENCAMPMENT	2 3				
A. M.	8 19	f 7 01		12		24M	23.8	ROVER	7 10	f	8 49	P. M.	9 45
2 35	8 45 ⁴⁸ ₄₂	s 7 08		27		45FV	26.1	YWCWILLIAMSON . D	4 5	s	8 45 ⁴² ₁₆₁	9 20	9 40
									7 10				
2 45	A. M.	f 7 20		9		31M	30.8	JOLLY	6 8	f	8 36	8 56	A. M.
2 53		s 7 28		30		34M	34.4	CONCORD D	7 11	s	8 30	8 48	
3 04		f 7 36		20		39M	38.8	NEAL	4 7	f	8 22	8 35	
3 11		s 7 42		26		42M	41.5	MOLENA D	8 13	s	8 17	8 28	
3 25		s 7 54		30		47M	47.0	W. WOODBURY . . . D	7 12	s	8 06	8 15	
3 37		f 8 03 ¹⁵⁸		11		52M	51.8	RALEIGH	7 10	f	7 57	8 03 ⁴⁹	
3 50		s 8 12		25		56M	56.0	WARM SPRINGS . D	7 11	s	7 49	7 33	
4 01		f 8 20		12		60M	60.3	W. NEBULA	6 10	f	7 40	7 22	
4 12		s 8 27		25		64M	64.1	SHILOH	9 14	s	7 30	7 12	
									7 12				
4 26		f 8 38		12		70M	70.0	OAK MOUNTAIN	7 12	f	7 19	6 58	
4 38		s 8 47		30		75M	74.5	WAVERLY HALL . D	8 12	s	7 10	6 46	
4 50		s 8 57		25		80M	79.8	W. ELLERSLIE	7 12	f	7 01	6 34	
5 02		s 9 05		7	17	84M	84.3	MIDLAND	5 8	f	6 53	6 22	
5 10		f 9 11		13		88M	87.5	FLAT ROCK	13 19	f	6 47	6 14	
5 30		9 26					96.3	JUNCTION	7 6		6 31	5 55	
5 40				230		98M	98.0	WCY COLUMBUS YD. D			6 25	5 50	
		9 30					97.0	COLUMBUS			6 15		
A. M.	A. M.	P. M.						Ar.	Lv.		A. M.	P. M.	A. M.
Ex. Sun.	Ex. Sun.	Daily								Pass.	Daily	Ex. Sun.	Ex. Sun.
159	161	49									48	158	162

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Train and engine crews of Northbound trains from Williamson-McDonough Line must set their watches ahead one hour at McDonough to conform to Eastern Standard Time and compare time before leaving.

Train and engine crews of Southbound trains to McDonough-Williamson Line must set their watches back one hour at McDonough to conform to Central Standard Time and compare time before leaving.

Trains using freight track between Columbus Yard and Junction must stop before crossing 10th Street, unless crossing is protected by flagman.

Southbound trains or engines must stop before crossing Broad Street, Griffin; northbound trains or engines must not exceed speed of five miles per hour over this street.

BETWEEN ATLANTA AND FORT VALLEY (Central Standard Time)

SOUTHBOUND				Capacity of Tracks in Cars		Station No.	Miles from Atlanta	TIME TABLE No. 10		Minimum time in minutes between stations	NORTHBOUND		
THIRD CLASS	SECOND CLASS	FIRST CLASS		Other Tracks	Sidings			EFFECTIVE	STATIONS		Pass.	Frt.	FIRST CLASS
161 Ex. Sun.	159 Ex. Sun.	43 Daily						Lv.	Ar.		42 Daily	158 Ex. Sun.	162 Ex. Sun.
A. M.	A. M.	P. M.									A. M.	P. M.	A. M.
	12 05					0		SOUTH INMAN		13		11 55	
								4.8 ATLANTA (Terminal Station)					
	12 30			76		156H	3.1	3.1 ROSELAND (End of Double Track)		6 10		11 30	
	12 44			9		10FV	9.5	6.1 HAASVILLE		9 14		11 04	
	12 57			14		15FV	15.3	5.8 RIVERDALE		9 13		10 50	
	1 07			7		20FV	19.6	4.3 KENWOOD		7 10		10 40	
	1 22			39		25FV	24.3	4.7 FAYETTEVILLE	D	8 11		10 28	
	1 42			22		32FV	31.3	7.0 WOOLSEY		11 17		10 09	
								3.5 LOWRY		6 9		10 00	
A. M.	2 05	P. M.		11		41FV	40.4	5.3 ZETELLA		8 14	A. M.	9 46	A. M.
8 45 ⁴⁸ ₄₂	2 20	s 7 08		19		45FV	45.0	4.4 YWCWILLIAMSON	D	7 11	s 8 45 ⁴⁸ ₁₆₁	9 35	9 40
9 00 ¹⁶²	A. M.	s 7 20		13	18	51FV	51.0	6.2 ZEBULON	D	10 15	s 8 29	P. M.	9 00 ¹⁶¹
9 10		s 7 30		27		56FV	55.5	4.5 MEANSVILLE	D	7 11	s 8 21		8 42
9 25		f 7 40		8		61FV	60.9	5.4 PIEDMONT		8 12	f 8 12		8 26
9 37		f 7 48		6		65FV	65.0	4.1 TOPEKA JUNC		7 10	f 8 04		8 15
9 57		s 8 03		34	25	71FV	71.0	6.0 YATESVILLE	D	9 15	s 7 54		7 57
10 12		s 8 13		20		76FV	76.3	5.3 CULLODEN	D	8 12	s 7 44 ¹⁶²		7 44 ⁴²
10 30		s 8 25		13		83FV	82.9	6.6 MUSELLA		10 15	f 7 32		7 20
10 50		s 8 36		25		89FV	89.0	6.1 ROBERTA	D	9 14	s 7 22		7 06
11 02		f 8 44		8		93FV	93.8	4.8 HAMMETT		7 11	f 7 12		6 55
11 12		f 8 47		8		95FV	94.9	1.1 GAILLARD	D	2 3	f 7 05		6 50
11 18		8 49		15		97FV	96.4	1.5 ALLON		3 4			6 35
11 25		f 8 55		18		98FV	98.7	2.3 ZENITH		4 5	f 6 58		6 30
11 30		f 8 58		24		99FV	99.7	1.0 LEE POPE		2 3	f 6 55		6 27
11 55		9 15		25		105FV	105.3	5.6 WC FORT VALLEY	D	9 12	6 45		6 15
A. M.	A. M.	P. M.						Ar.	Lv.		A. M.	P. M.	A. M.
Ex. Sun. 161	Ex. Sun. 159	Daily 43								Pass. Frt.	Daily 42	Ex. Sun. 158	Ex. Sun. 162

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BETWEEN FORRESTVILLE AND ATTALLA (Central Standard Time)

SOUTHBOUND			Capacity of Tracks in Cars		Station Nos.	Miles from Forrestville	TIME TABLE No. 10 EFFECTIVE AUGUST 6, 1939		Minimum time in minutes between stations	NORTHBOUND	
FIRST CLASS			Other Tracks	Sidings			STATIONS			FIRST CLASS	
		115 Mixed Ex. Sun.					Lv.	Ar.	Pass.	Fr.	116 Mixed Ex. Sun.
		A. M.								P. M.	
		5 45	129		62K	61.2	W) ... ATTALLA ... N			3 20	
		s 5 55	117		59K	58.7	2.4 ... ALABAMA CITY ...	6	6	s 2 58	
		s 6 05	45		56K	56.0	2.7 ... GADSDEN ...	6	7	s 2 50	
		f 6 15	3		52K	51.7	4.3 ... ANDERSON ...	6	8	f 2 32	
		f 6 22	6		48K	48.1	3.4 ... TURKEYTOWN ...	4	7	f 2 25	
		f 6 30	6		46K	45.9	3.4 ... MURRAY CROSS ...	4	7	f 2 17	
		f 6 37	2		43K	42.5	2.9 ... SLACKLAND ...	4	6	f 2 10	
		f 6 44			39K	39.1	2.9 ... MACKEY ...	4	6	f 2 03	
		s 6 50	12		38K	38.1	1.1 ... LEESBURG ...	2	3	s 2 00	
		f 6 57	2		36K	35.3	3.2 ... RICHARDSON ...	4	7	f 1 44	
		s 7 05	11		33K	32.7	2.6 ... W. ROUND MOUNTAIN ...	5	6	s 1 36	
		s 7 20	18		28K	28.0	4.7 ... CEDAR BLUFF ... D	9	11	s 1 25	
		s 7 32	18		23K	23.4	4.7 ... LAWRENCE ...	7	10	s 1 10	
		f 7 38	10		21K	21.0	2.3 ... FARILL, ALA. ...	3	5	f 1 02	
		f 7 45	5		18K	18.3	2.7 ... EARLY, GA. ...	5	6	r 12 56	
		f 7 50	4		16K	16.0	2.3 ... MT. HOPE ...	3	5	r 12 50	
		s 8 05	11		13K	13.2	2.8 ... W. COOSA ...	5	6	s 12 42	
		f 8 12	6		10K	10.4	2.8 ... OREBURG ...	5	6	r 12 32	
		f 8 16			9K	9.0	1.4 ... ROBINSON ...	2	2	r 12 29	
		f 8 23	8		6K	6.1	2.9 ... HUFFAKER ...	4	6	r 12 22	
		f 8 30	15		3K	3.3	2.8 ... FAIRBANKS ...	4	6	r 12 15	
		s 8 45	32	54	78H	0.0	3.3 ... FORRESTVILLE ...	6	10	s 12 05 PM	
		8 55			80H		1.7 ... ROME ... D	2	3	11 55	
		A. M.					Ar.			Lv.	A. M.
		Ex. Sun. Mixed 115						Pass.	Fr.	Ex. Sun. Mixed 116	

(Atlanta)

Figures on this page, between Forrestville and Rome, are for information only and confer no time table superiority. Attalla Branch trains and switch engines will move between Forrestville and Rome by block signals, whose indications will supersede time table superiority and will take the place of train orders. When train or engine is ready to proceed from Forrestville to Rome, if block signal 783-H and the indicator

marked "SB", located in the instrument box near south switch to passing track, are in proceed position, press button then release. When the indicator marked "Block" changes to proceed, the switch may be opened, and, if signal 783-H is still in proceed position, the train or engine may proceed.

Northbound Attalla Branch trains or switch engines will obtain a clearance card before leaving Rome.

SPECIAL INSTRUCTIONS.

CONSULT BULLETIN BOARDS AND SPECIAL ORDER BOOKS DAILY

ALL REGULAR NORTHBOUND Trains are superior to trains of the same class moving in the opposite direction, in accordance with General Rule 72.

1. The Special Instructions do not relieve employees from responsibility for proper protection of the train according to Rule 99.

2. ADDITIONAL INITIAL STATIONS AND CLEARANCE CARD STATIONS (Rules 4, 1141 and 1301)

A train must receive a clearance card before leaving its initial station, except No. 48 at Columbus.

Trains must receive a clearance card before leaving Jesup. Trains must receive a clearance card from Southern Railway at Brunswick in addition to the Atlantic Coast Line Railroad. Trains must receive a clearance card at Williamson when operator is on duty.

Figures are shown at Brunswick as information only, and will not be considered in train operation.

Atlanta and Macon are initial stations for first-class trains. Inman Yards, Citico and Macon Yard are initial stations for all trains except first-class.

3. BULLETIN BOARDS AND SPECIAL ORDER BOOKS (Rules 1142 and 1302)

Chattanooga,	Macon,
Citico,	Macon Yard,
Cleveland,	Cochran,
Attalla,	Lumber City,
Rome,	Jesup,
Inman Engine House,	Brunswick,
Inman Yard Office,	Williamson,
Atlanta Terminal Station,	Fort Valley,
Pine Street, Macon,	Columbus Yard Office,
	Columbus Freight Station.

4. TRAIN REGISTERS (Rules 83, 222 and 1143)

Chattanooga,	Macon, D,
Citico,	Macon Yard,
Ooltewah, B,	Stratton, H,
Cleveland,	Cochran, F,
Forrestville, C,	Jesup,
Attalla,	Southern Junction,
Austell, B,	Brunswick,
Inman Yard,	Hawkinsville,
Atlanta Term. Station, D,	W. & T. Junction,
Roseland, B,	Williamson,
McDonough, E,	Fort Valley,
Cohutta, G,	Columbus.

- B—All trains may register by ticket Form 721.
- C—Only Attalla Branch trains.
- D—Only First-Class trains.
- E—Only trains 48, 49, 161 and 162.
- F—Only Hawkinsville Branch trains.
- G—Only trains 85 and 86.
- H—Only first class trains when instructed by Dispatcher.

5. STANDARD CLOCKS (Rule 3)

Chattanooga,	McDonough,
Citico,	Fort Valley,
Cleveland,	Columbus,
Attalla,	Macon,
Inman Yard,	Macon Yard,
Atlanta Term. Sta.,	Jesup,
Atlanta Disp'r Office,	Brunswick.

6. RAILROAD CROSSINGS AT GRADE (Rules 98, 601 to 683).

Interlocked—

Rome ("K" Tower)	C. of G. Ry.
Silver Creek	C. of Ga. Automatic (See Note 1)
Howell	N. C. & St. L. Ry. (3 Crossings)
Atlanta (Bellw'd Av.)	A. B. & C. R. R.
Griffin	C. of G. Ry.
Macon	M. D. & S. R. R.
Helena	S. A. L. Ry.
Everett	S. A. L. Ry.

Not Interlocked—

Dalton	N. C. & St. L. Ry. (2 Crossings)
Fairbanks	C. of G. Ry.
Gadsden	T. A. & G. R. R.
Gadsden	L. & N. R. R. (2 Crossings)
Atlanta (McD. St.)	Ga. Power Co.
Atlanta (Ridge Ave.)	Ga. Power Co.
Williamson	Fort Valley and Columbus Lines
Woodbury	A. B. & C. R. R. (See Note 5)
Columbus	C. & G. Ry. 6th Ave. and 9th St.
Columbus	C. of G. Ry. 9th Ave. and 10th St. (4 tracks)
Columbus	S. A. L. Ry. 6th Ave. and 6th St.
Topeka Junction	C. of G. Ry.
Vaughn	C. of G. Ry.
Macon	C. of G. Ry. (Terminal Station) (See Note 2)
Macon	C. of G. Ry. (Poplar Street)
Macon	M. D. & S. R. R.
Stratton	G. S. & F. Ry.
Empire	W. & T. R. R. (See Note 3)
Hazlehurst	G. & F. R. R.
Southern Junction	A. B. & C. R. R.
Dock Jct.	A. B. & C. R. R. (See Note 4)
Brunswick	A. B. & C. R. R.

NOTE 1—Central of Georgia crossing at Silver Creek is protected with automatic interlocking signals. Movements over the crossing will be governed by Signals 849-H for southbound and 850-H for northbound trains. Movements northbound from siding will be governed by the three position dwarf signal and to secure proceed indication push button marked "To clear dwarf signal"; when signal clears release button. If movement is then delayed, plant should be restored to main line movement by pushing button marked "Main line". If signals are inoperative the release feature should be used and then if signal fails to clear, movement over the crossing should be preceded by flagman. Trains or engines must approach crossing prepared to stop and must stop unless governing signal is displaying proceed indication.

NOTE 2—Movement over C. of G. Ry. crossing at Macon Terminal Station is controlled by color light dwarf signals located on either side of crossing. Color indication red—stop, yellow—proceed with caution. Signals are not connected with switches and are operated by switch tender. All trains and engines must approach the crossing prepared to stop and must stop unless signals displays a yellow light and a proceed hand signal is given by switch tender. When lights are not burning, all trains and engines will stop and not proceed until it is known that switches are right, and the way is clear.

NOTE 3—Hand operated crossing gate governs movement over W. & T. R. R. crossing at Empire. Normal position is for Southern Railway trains to proceed except when changed for W. & T. R. R. trains to cross. All trains must approach crossing prepared to stop and must stop unless the way is clear.

NOTE 4—Hand operated crossing gate governs movements over A. B. & C. crossing at Dock Junction (Brunswick). Normal position is for Southern Railway trains to proceed except when changed for movements on A. B. & C. tracks. All trains must approach crossing prepared to stop and must stop unless the way is clear.

NOTE 5—Hand operated crossing gate governs train movements over A. B. & C. Crossings at Woodbury; and set against movement of Southern Railway trains. Southern Railway train will stop before reaching the crossing, and if A. B. & C. train is not using crossing, position of the gate may be changed, extending across A. B. & C. track; and after train has passed over the crossing, gate is to be returned to its normal position across Southern Railway tracks.

Switch light affixed to mast to which gate is attached, and also on end of the gate.

7. JUNCTIONS (Rules 98, 601 to 683)

Interlocked—

Citico	C. N. O & T P. Ry.
Ooltewah	Knoxville Division.
Austell	Birmingham Division.
McDonough	Columbus Line.

Not Interlocked—

Cleveland	Knoxville Division.
Cohutta	Cleveland Line.
Forrestville	Attalla Line.
Atlanta Junction	Mobile Division.
Birmont	South Inman Cut Off.
Armour	Decatur St. Belt.
Howell	Charlotte Line and Frt. Cut Off.
Roseland	Fort Valley Line.
Stratton	G. S. & F. Ry.
Cochran	Hawkinsville Line.
Hawkinsville	W. & T. R. R.
Jesup	A. C. L. R. R.
Southern Junction	A. C. L. R. R.
Dock Jct.	A. C. L. R. R.
Fort Valley	C. of G. Ry. (Atlanta)

8. DRAWBRIDGES (Rules 98, 601 to 683)

Mile 246.1HOcmulgee River—Interlocked.

Mile 335.7HOcmulgee River—Interlocked.

Mile 10.0LOcmulgee River—Not Interlocked.

Speed limited to thirty (30) miles per hour for passenger trains and twenty (20) miles per hour for freight trains over Ocmulgee River Bridge M. P. 335.7H.

A speed of four (4) miles per hour must be respected over drawbridge Mile 10.0L.

The movement of trains over drawbridge 246.1 and 335.7 will be governed by semaphore signal, with smash board attached, located 500 feet north and south of these bridges.

9. ENDS OF DOUBLE TRACK (Rules 98, 601 to 683)

Interlocked—

CiticoM.P.239.53A.

OoltewahM.P.226.7A.

AustellM.P.134.7H.

Not Interlocked—

No. End Tunnel...M.P.237.26A.

So. End Tunnel...M.P.237.07A.

ConstitutionM.P.158.9H.

Spring St., Macon...M.P.239.8H.

Turpin St., Macon...M.P.241.5H.

10. DOUBLE TRACK (Rules 151 to 153)

Double track extends from:

Chattanooga to Ooltewah (excepting Missionary Ridge Tunnel)

Austell to Constitution.

Spring Street to Turpin Street (Macon).

11. TRAIN MOVEMENTS

(Rules 251 to 254, 261 to 264, 281 to 283, 601 to 683)

Between Chattanooga and Ooltewah, Austell and Constitution, trains or engines will run with the current of traffic by block signals whose indications will supersede time table superiority and will take the place of train orders; inferior trains must not delay superior trains.

Trains will run on single track through Missionary Ridge Tunnel by block signals whose indications will supersede time table superiority and will take the place of train orders.

Signal No. 2369-A governing northbound movement and signal No. 2376-A governing southbound movement through the tunnel are controlled and operated by operator-leverman from Citico Tower. No proceed signal indication will be given for any movement other than for normal direction of traffic. When signal fails to indicate proceed in direction of traffic movement, communicate with operator at Citico Tower by telephone, located in booth on opposite side of track from signal, for authority to pass signal in accordance with Rule 663. In such cases, it must be known the facing point entrance switch to double track is in proper position before proceeding over it.

Spring switches are located at end of double track at each end of Tunnel. Their normal position is set for entering double track. Reverse movement on double track between Missionary Ridge Tunnel and Citico Tower must be made only on authority from Operator at Citico Tower, and in accordance with Rule 262 (a).

Mobile Division engines and trains will move between Atlanta Junction and K Tower by block signal indication but northbound trains must secure permission from the operator at K Tower by telephone at the coal chute to use the main track between Atlanta Junction passing track and K Tower.

First class trains will approach north leg wye, Jesup, under control expecting to find main track occupied.

Trains or engines using double track in reverse direction must approach facing point spring switches under control.

Trains between Austell and Constitution will be governed by Atlanta Terminal Time Table and between Chattanooga and Ooltewah by Chattanooga Terminal Time Table.

Trains and engines of the Southern Railway will use the tracks of other railroads and other divisions in accordance with their time tables, rules and regulations, as follows:

Chattanooga Terminal Station, Atlanta Terminal Station, Macon Terminal Station.

CofGA Railway between Macon Terminal Station and Central Junction.

GS&F Railway between Central Junction and Stratton.

ACL Railroad between Southern Junction and Brunswick and between Jesup and Jacksonville.

12. YARD LIMITS (Rule 93)

Chattanooga,	Round Mt'n.,	Macon,	Everett,	Roberta,
Citico,	Leesburg,	Cochran,	Dock Jct.,	93.9 Fv. to
Ooltewah,	Gadsden,	Hawkinsville,	Brunswick,	97.1 Fv.
Cleveland,	Attalla,	Eastman,	Griffin,	Ft. Valley,
Cohutta,	Rockmart,	Helena to	Williamson,	Concord,
Dalton,	Austell,	McRae,	Fayetteville,	Woodbury,
Silver Creek to	Atlanta,	Lumber City,	Woolsey,	Warm Springs,
Forrestville,	Armour,	Hazlehurst,	Zebulon,	Waverly Hall,
Lawrence,	Roseland,	Baxley,	Yatesville,	Columbus.
Cedar Bluff,	McDonough,	Jesup,	Culoden,	

13. SWITCHES

When any part of a train is moving through a switch the speed must not exceed fifteen miles per hour, except at the end of double track where the speed must not exceed twenty miles per hour.

Trailing movements may be made through spring switches without opening or closing by hand, however, if necessary to stop a train or engine on a spring switch the switch must be set by hand before taking slack or reverse movement is attempted.

Spring switches are located as follows:

No. end Tunnel.....M.P. 237.26A

So. end Tunnel.....M.P. 237.07A

Ooltewah.....So. end siding.

Austell.....No. end siding.

All siding between Ooltewah and

South Switches at Dalton, At-

lanta Junction and Braswell.

Constitution,

So. end double track and

So. end siding.

Spring St.

Northbound Frt. main line and

north end passenger double track.

Stratton.

South end double track and

G. S. & F. Jct.

In addition, spring switches are

also located at the leaving end of all

lap sidings between Constitution and

Spring Street.

"SS" signs are located adjacent to spring switches, and will also, when practicable, indicate location of clearance point for adjacent track, unless "Clear This Post" sign is used.

14. ENTRANCE SWITCH TO SIDINGS (Rules 88, 89 and 90)

Unless otherwise provided enter at first switch of first siding.

When a train which is to hold the main track is first to arrive at meeting point, fixed by train order, switch must be properly set for opposing train to enter siding.

Exception—Between Constitution and Spring St. enter siding at lap. Lap switches at McDonough and Juliette are interlocked.

15. ADDITIONAL SPEED RESTRICTIONS

Santa Fe engines must not exceed twenty-five miles per hour.

Engines 4995, 4996, 4997 and 4999 must not exceed 30 miles per hour.

Coupled engines must not exceed 20 miles per hour over Towalaga bridge, M.P. 9.7-M.

City Ordinance of Atlanta prohibits two trains passing over a street crossing at the same time within the city limits.

When passenger engines haul freight cars or when freight engines haul either freight or passenger cars, the minimum time between stations for freight trains will apply. This does not apply to Mikado or 22-inch freight engine when hauling passenger trains.

Whenever an engine not equipped with leading trucks is being handled in tow the train handling such engine must not exceed speed of fifteen miles per hour.

Whenever an engine has been disabled by having its main rod and side rods removed on one or both sides the train handling such engine in tow must not exceed speed of fifteen miles per hour.

Whenever an engine is being handled in tow and such engine is equipped with main rods and side rods, or with side rods only, the train handling such engine must not exceed speed of twenty-five miles per hour.

An engine in tow must be when practicable handled next to the engine hauling the train, except that an engine of light construction should be handled on rear of train.

Whenever an engine is to be handled in tow the Train Dispatcher must be advised before the train leaves its initial station.

Trains handling scale test car, derricks, pile drivers and similar roadway machines must not exceed speed of 25 miles per hour.

CORPORATE LIMITS OF CHATTANOOGA

Over Broad St., Market St., King St., Cowart St, Thirteenth St., and Rossville Ave., eight miles per hour.

NOTE 1—Unless crossing flagmen are on duty, or other approved signals are used to warn traffic on these Streets, trains and engines before crossing them must stop and be flagged over them by a member of the crew with proper signals.

After the leading engine or car has cleared the crossings named, the speed may be increased not to exceed twenty miles per hour.

(Atlanta)

15. ADDITIONAL SPEED RESTRICTIONS—Continued.

Dalton	15 miles per hour
Forrestville	6 miles per hour
Rome	6 miles per hour
Dallas	15 miles per hour
Hiram (Daylight)	20 miles per hour
Atlanta—When crossing streets	10 miles per hour
Stockbridge	20 miles per hour
McDonough—Over public crossings	15 miles per hour
Locust Grove	25 miles per hour
Macon	15 miles per hour
Macon (Turpin St.)	6 miles per hour
Eastman	10 miles per hour
Chauncey (Daylight)	10 miles per hour
McRae	15 miles per hour
Scotland	15 miles per hour
Towns	12 miles per hour
Baxley	18 miles per hour
Surrency	10 miles per hour
Odum	15 miles per hour
Jesup	15 miles per hour
Brunswick—When crossing streets	4 miles per hour
Hawkinsville	5 miles per hour
Griffin—When crossing streets	6 miles per hour
Roberta	15 miles per hour
Fort Valley	15 miles per hour
Jordan City—Over street crossings	6 miles per hour
Columbus—When crossing streets	6 miles per hour

16. AUTOMATIC BLOCK (Rules 501 to 520)

Automatic Block Signal rules and train control are effective between Chattanooga and Atlanta; Armour and Howell; Fair Street Tower (Atlanta) and Macon.

17. HELPING TRAINS

When it is necessary for a train to push another train on a grade or into a siding, the pusher engine must be detached from its train, after proper measures have been taken for its protection, including setting of hand brakes and such other measures as may be necessary, and after coupling to the rear car of train to be pushed, the air hose must be coupled and the air operated through; the air pressure must be equalized between the pushing engine and the train to be pushed, and the cut out cock under automatic valve closed. This automatically cuts out train control operation of the pushing engine.

When the pusher engine is uncoupled from the train, cut out cock under brake valve must be opened so as to make train control operative.

Position of Brake valve handles on the pushing engine to be the same as the second engine on a double header train, and the instructions in book of rules governing the operation of a train with two or more engines, including air brake handling will govern.

THE NAMES AND LOCATIONS OF LOCAL SURGEONS:

J. D. Martin, Jr.	Atlanta, Ga.
Jas. B. Baird, for DeKalb Co.	Atlanta, Ga.
W. A. Arnold, Assistant	Atlanta, Ga.
Dr. Chas. R. Hancock, Assistant	Atlanta, Ga.
F. P. Calhoun, Oculist	Atlanta, Ga.
Alvin V. Hallum, Assistant Oculist	Atlanta, Ga.
E. K. Hanby	Attalla, Ala.
L. G. Garrett	Austell, Ga.
E. J. Overstreet	Baxley, Ga.
J. B. Avera	Brunswick, Ga.
J. W. Gambling	Centre, Ala.
J. C. Woolridge	Columbus, Ga.
C. A. Peacock, Oculist	Columbus, Ga.
R. A. Mallory	Concord, Ga.
Newell and Newell	Chattanooga, Tenn.
E. C. Johnston, Assistant	Chattanooga, Tenn.
J. Marsh Frere	Chattanooga, Tenn.
Willard Steele, Oculist	Chattanooga, Tenn.
W. H. Schultz	Cleveland, Tenn.
W. H. Pirkle	Cochran, Ga.

THE NAMES AND LOCATIONS OF LOCAL SURGEONS—Continued:

J. G. McAfee	Dalton, Ga.
Trammell Starr, Assistant	Dalton, Ga.
J. I. Mathews	Dallas, Ga.
J. C. Wall	Eastman, Ga.
E. C. Seawright	Fayetteville, Ga.
C. L. Guice	Gadsden, Ala.
J. Render Anthony	Griffin, Ga.
T. I. Hawkins, Assistant	Griffin, Ga.
E. C. Brown	Hawkinsville, Ga.
S. W. Martin	Hazlehurst, Ga.
J. E. Woods	Jackson, Ga.
B. F. Akin	Jenkinsburg, Ga.
Thos. Ritch, Assistant	Jesup, Ga.
W. J. Smith	Juliette, Ga.
J. T. Colvin	Jesup, Ga.
E. G. Colvin	Locust Grove, Ga.
C. R. Youmans	Lumber City, Ga.
Harry Moses	Macon, Ga.
J. C. Anderson, Assistant	Macon, Ga.
J. H. Hall, Orthopedic Surgeon	Macon, Ga.
T. I. Hall, Oculist	Macon, Ga.
H. C. Ellis	McDonough, Ga.
W. H. Born	McRae, Ga.
Frank R. Mann	McRae, Ga.
F. P. Lindley	Powder Springs, Ga.
T. E. McBryde	Rockmart, Ga.
R. M. Harbin, Jr.	Rome, Ga.
J. E. L. Johnson	Roberta, Ga.
F. C. Stinson	Waverly Hall, Ga.
Neal Kitchens	Warm Springs, Ga.
L. B. Howard	Williamson, Ga.
V. L. Brown	Ft. Valley, Ga.
R. C. Smisson	Ft. Valley, Ga.
W. M. Head	Zebulon, Ga.
D. L. Head	Zebulon, Ga.

VETERINARIANS

F. R. Butz, Chief Veterinarian	Cincinnati, O.
J. L. Happing	Atlanta, Ga.
W. L. Boone	Baxley, Ga.
B. W. Murray	Brunswick, Ga.
C. P. Hatchett	Chattanooga, Tenn.
D. L. Davis	Eastman, Ga.
E. L. Jarvis	Macon, Ga.
T. E. Lindsay	Rome, Ga.

HOSPITALS

Emory University Hospital (white)	Atlanta, Ga.
W. A. Harris Memorial (colored)	Atlanta, Ga.
Erlanger Hospital (white and colored)	Chattanooga, Tenn.
Hamilton Memorial Hospital	Dalton, Ga.
Columbus City Hospital (white or colored)	Columbus, Ga.
Brunswick Hospital	Brunswick, Ga.
Drs. Colvin and Ritch Sanitarium	Jesup, Ga.
Macon City Hospital (white and colored)	Macon, Ga.
Harbin Hospital (white and colored)	Rome, Ga.

WATCH INSPECTORS

Julius R. Watts Co.	Atlanta, Ga.
R. L. Cunningham	Brunswick, Ga.
A. F. Steinhofel	Chattanooga, Tenn.
W. O. Horner	Cleveland, Tenn.
Robert A. Harrell	Cochran, Ga.
R. W. Montgomery	Jesup, Ga.
A. H. Kirkland	Columbus, Ga.
D. S. Davies & Son	Dalton, Ga.
R. H. Matthews, Inc.	Macon, Ga.
Hardy Jewelry Co.	Rome, Ga.

(Atlanta)

SPECIAL INSTRUCTIONS—Concluded

BUSINESS TRACKS AND STATIONS NOT SHOWN
AS STATIONS ON TIME TABLE

Name	Location
East Chattanooga	Mile 237.7A
McCarty	" 235.8A
Jersey	" 234.5A
Tyner	" 232.1A
Collegedale	" 17.3H
Carbondale	" 49.1H
Reeves	" 62.1H
Pinson	" 69.6H
*Berwin	" 75.1H
*Chambers	" 86.2H
*Byrd	" 92.2H
Ravenel	" 96.7H
*Coal Chute Track	" 99.3H
Mableton	" 137.9H
*Oakdale	" 143.7H
Chattahoochee	" 145.1H
Conley	" 162.4H
Rex	" 167.4H
Mahers Quarry	" 172.9H
Flovilla	" 203.5H
Cork	" 206.8H
*Popes Ferry	" 227.0H
*Water Works	" 237.0H
Ocmulgee	" 246.1H
Bonds	" 249.4H
Huber	" 251.3H
Ainslie	" 269.1H
Rock Quarry	" 269.7H
Magnolia	" 271.0H
Coley	" 275.2H
*Dubois	" 287.9H
Suomi	" 308.9H
*English	" 311.0H
*Jones & Walker	" 332.8H
Brentwood	" 372.7H
Ross	" 373.2H
Whaleys	" 390.5H
Odessa	" 392.7H
Gardi	" 394.4H
Bennetts	" 396.0H
Grangerville	" 400.0H
*Akin	" 402.5H
Belle Vista	" 410.8H
Zuta	" 414.3H
Sawtell	" 4.4FV
Schoen	" 5.0FV
*Cornell	" 6.4FV
Selina	" 17.0FV
Helmer	" 19.0FV
Harp	" 28.0FV
Brown Sand Pit	" 35.9FV
Ackert	" 30.0FV
*Flint River	" 36.0FV
Vaughn	" 38.0FV

BUSINESS TRACKS AND STATIONS NOT SHOWN
AS STATIONS ON TIME TABLE

Name	Location
Atlanta Sand Co.	Mile 95.5FV
Rollo	" 95.9FV
Smiley Sand Pit	" 96.5FV
Grogan	" 100.9FV
Hartleys	" 102.9FV
*Valley View Orchard	" 103.7FV
*Wilson	" 104.0FV
*Westbrook Orchard	" 22.9M
Madden Spur	" 35.5M
Jordan City	" 95.6M

Note—Stations marked thus (*) have no local or team tracks.

When necessary passenger trains will wait for connections as indicated below. Instructions will be issued in cases of unusual conditions.

Train No.	Wait at	For	Time
1	Chattanooga.....	C. N. O. & T. P.	1 Indefinitely
1	Chattanooga.....	Memphis Div.	26 15 minutes Note 2
31	Chattanooga.....	C. N. O. & T. P.	43 1 hour
3	Chattanooga.....	C. N. O. & T. P.	3 Indefinitely
2	Atlanta.....	C. of Ga.	19 10 minutes Note 2
2	Atlanta.....	Char. Div.	33 25 minutes Note 2
7	Atlanta.....	Bham. Div.	7 Indefinitely
4	Atlanta.....	Char. Div.	35 35 minutes Note 2
8	Macon.....	G. S. & F.	4 Indefinitely
2	Macon.....	G. S. & F.	2 Indefinitely
26	Macon.....	G. S. & F.	26 1 hour
48	Columbus.....	C. of Ga.	3 15 minutes Note 2
8	Jesup.....	Columbia Div.	24 Indefinitely
7	Jesup.....	A. C. L.	89 20 minutes Note 2

Note 2—When pay passengers are reported.

DIVISION OFFICERS

B. F. Langford, Asst. Supt.	Atlanta, Ga.
J. R. Crang, Supt. Terminal	Atlanta, Ga.
L. O. Perkins, Trainmaster	Atlanta, Ga.
S. S. Lewis, Trainmaster	Macon, Ga.
W. M. Mosing, Terminal Trainmaster	Macon, Ga.
W. S. Shelton, Chief Dispatcher	Atlanta, Ga.
H. W. Pollock, Night Chief Dispatcher.....	Atlanta, Ga.
A. J. Lemon, Train Dispatcher	Atlanta, Ga.
J. A. Moseley, Train Dispatcher	Atlanta, Ga.
E. S. Youmans, Train Dispatcher	Atlanta, Ga.
D. H. Payne, Train Dispatcher.....	Atlanta, Ga.
J. E. Kytte, Train Dispatcher	Atlanta, Ga.
H. S. Pless, Train Dispatcher	Atlanta, Ga.
L. O. Harris, Train Dispatcher	Atlanta, Ga.
P. J. Lyle, Train Dispatcher	Atlanta, Ga.

(Atlanta)

Locomotive Rating in Tons of 2,000 Pounds Exclusive of Tender and Caboose

NORTH OR EASTBOUND	MIKADO		SANTA FE		CONSOLIDATION		CONSOLIDATION		CONSOLIDATION	
	27 in. x 32 in. Cylinder		27 in. x 32 in. Cylinder		22 in. x 30 in. Cylinder		21 in. x 28 in. Cylinder		20 in. x 24 in. Cylinder	
BETWEEN	Carded	Slow	Carded	Slow	Carded	Slow	Carded	Slow	Carded	Slow
Brunswick and Macon.....	2000	2100	.....	.....	1800	1900	1400	1500	500	500
Hawkinsville and Cochran.....	1950	1950	2100	2100	1250	1350	1050	1150	.....	.....
Macon and Atlanta.....	1700	1800	1800	1800	1150	1200	1000	1000	.....	.....
Atlanta and Rome.....	2200	2200	2300	2300	1500	1550	1250	1350	.....	.....
Rome and Chattanooga.....	3500	3500	3500	3500	2500	2500	.....	.....	.....	.....
Cohutta and Cleveland.....	.....	.....	.....	.....	.....	.....	1100	1100	.....	.....
Attalla and Rome.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

SOUTH OR WESTBOUND										
BETWEEN										
Chattanooga and Dalton.....	2200	2200	2300	2300	1400	1550	1300	1350	.....	.....
Dalton and Rome.....	2500	2500	2600	2600	1700	1750	1350	1450	.....	.....
Cleveland and Dalton.....	3000	3000	3000	3000	2150	2150	1400	1450	1200	1250
Rome and Atlanta.....	1700	1700	1800	1800	1200	1250	1050	1050	.....	.....
Rome and Attalla.....	.....	.....	.....	.....	.....	.....	1100	1100	700	700
Atlanta and McDonough.....	2350	2350	2500	2500	1550	1550	1200	1200	.....	.....
McDonough and Macon.....	3500	3500	3500	3500	2150	2150	1700	1800	.....	.....
Macon and Hazlehurst.....	2200	2200	.....	.....	2000	2000	1800	1800	.....	.....
Hazlehurst and Brunswick.....	4000	4000	.....	.....	3500	3500	2500	2500	.....	.....
Cochran and Hawkinsville.....	.....	.....	.....	.....	.....	.....	.....	.....	500	500

With saturated engines ten per cent. less than above tonnage.

When engines will not handle tonnage rating a wire report must be made to Chief Dispatcher by Engineman. Conductor will make written report to Trainmaster upon arrival at terminal.

NORTH OR EASTBOUND										
BETWEEN	Consolidation 22 in. x 30 in. Cylinder		Consolidation 21 in. x 28 in. Cylinder		Pacific 22 in. x 28 in. Cylinder		Consolidation 20 in. x 24 in. Cylinder		Consolidation 20 in. x 26 in. Cylinder	
	Carded	Slow	Carded	Slow	Carded	Slow	Carded	Slow	Carded	Slow
	Columbus and Warm Springs.....	1150	750	800	500	.....	600
Warm Springs and Atlanta.....	.....	1300	.....	850	.....	900	.....	600	.....	700
Ft. Valley and Atlanta.....	.....	1300	.....	850	.....	.....	.....	600	.....	700
Warm Springs and McDonough.....	.....	1300	.....	850	.....	900	.....	600	.....	700

SOUTH OR WESTBOUND										
BETWEEN	Consolidation 22 in. x 30 in. Cylinder		Consolidation 21 in. x 28 in. Cylinder		Pacific 22 in. x 28 in. Cylinder		Consolidation 20 in. x 24 in. Cylinder		Consolidation 20 in. x 26 in. Cylinder	
	Carded	Slow	Carded	Slow	Carded	Slow	Carded	Slow	Carded	Slow
	McDonough and Columbus.....	1300	850	900	600	.....	700
Atlanta and Ft. Valley.....	.....	1300	.....	850	.....	.....	.....	600	.....	700

The above rating is based on maximum grades and can be increased over certain parts of the line when necessary. In making computation less than 1,000 lbs. will be dropped—1,000 lbs. will be counted one ton.

LOAD LIMITS—The Weight of Engines and Cars are limited as follows:

Between Chattanooga and Macon and Between Cleveland and Cohutta

KIND	Type	Total Weight
Santa Fe Engines.....	2-10-2	378,000 lbs.
Mikado.....	2-8-2	334,000 lbs.
Mountain.....	4-8-2	337,800 lbs.
Pacific.....	4-6-2	300,000 lbs.
Eight wheel switch.....	0-8-0	214,000 lbs.
Loaded cars.....	4 Wh. truck	251,000 lbs.
Loaded cars.....	6 Wh. truck	300,000 lbs.
Derricks.....	.....	264,000 lbs.

NOTE—Between Rome and 2nd Ave. Freight House, speed over Etowah River Bridge must not exceed ten miles per hour. The limit of engines 158,200 lbs. for Consolidation (2-8-0) and ten wheel engines (4-6-0); 132,000 lbs. for six wheel switch engines (0-6-0); for loaded cars 169,000 lbs. (the weight equally distributed on trucks), but cars up to 180,000 lbs. may be handled with one spacer car at each end weighing not over 103,000 lbs. Santa Fe and Heavy Mikado type engine must not go in Westerly Spur.

Engines weighing one hundred tons or more must not go on coal trestle at Southern States Portland Cement Company's power station at their Rockmart plant.

Between Macon and Brunswick

KIND	Type	Total Weight
Mikado Engines.....	2-8-2	(a) 272,900 lbs.
Consolidation Engines.....	2-8-0	216,500 lbs.
Pacific.....	4-6-2	232,000 lbs.
Atlantic.....	4-4-2	192,500 lbs.
Yard.....	0-6-0	131,200 lbs.
Loaded cars.....	.....	210,000 lbs.
Derricks.....	.....	(b) 208,000 lbs.

(a) Mikado type engines must not exceed a speed of 30 miles per hour between Dock Junction, M. P. 424.3-H, and Brunswick.

(b) Between Macon and Dock Junction, M. P. 424.3-H, derricks weighing not exceeding 239,000 pounds may be operated.

(Atlanta)

20 **LOAD LIMITS—The Weight of Engines and Cars are limited as follows—Concluded:**

Between Cochran and Hawkinsville

KIND	Type	Total Weight
Consolidation Engines.....	2-8-0	120,000 lbs.
Ten Wheel Engines.....	4-6-0	128,500 lbs.
Yard Engines.....	0-6-0	102,000 lbs.
Loaded Cars.....		{(a) 103,000 lbs. (b) 150,000 lbs.

(a) Weight distributed equally on trucks.

(b) Cars over 103,000 lbs. up to 150,000 lbs. must have three spacer cars not over 90,000 lbs. each.

Coupled engines may be operated with same spacer car restrictions.

Over iron span Ocmulgee River Bridge M. P. 10.0L, speed of all trains for full length is limited to four miles per hour, and engines must not be operated coupled but spaced by three cars of gross weight not exceeding 90,000 pounds each.

Between Forrestville and Attalla

KIND	Type	Total Weight
Yard Engines.....	0-6-0	102,000 lbs.
Ten Wheel Engines.....	4-6-0	132,000 lbs.
Consolidation Engines.....	2-8-0	153,000 lbs.
Loaded Cars.....		150,000 lbs.

Above weights based on slow order of ten (10) miles per hour over bridges 1.8K and 30.2K.

Engines must not be operated coupled over Bridges 1.8K and 30.2K but must be spaced by three cars of gross weight not exceeding 90,000 lbs. each.

***Between McDonough and Columbus
Between Roseland and Ft. Valley**

KIND	Type	Total Weight
*Pacific Engines.....	4-6-2	239,490 lbs.
Consolidation Engines.....	2-8-0	216,500 lbs.
Yard Engines.....	0-8-0	208,700 lbs.
Loaded Cars.....		210,000 lbs.

*Between McDonough and Williamson Pacific (4-6-2) type engines must not exceed speed of 20 miles per hour over light rail between mile posts 5 M and 14 M.

Assignments of Agents and Operators

STATION	Week Day Assignments	Sunday Assignments
Coltawah, Tenn.	Continuous	Continuous.
Cohutta, Ga.	8:00 A.M. to 5:00 P.M.	3:30 P.M. to 5:30 P.M.
Dalton	Continuous	Continuous.
Plainville	8:00 A.M. to 5:00 P.M.	Closed.
Shannon	8:00 A.M. to 5:00 P.M.	Closed.
Rome	3:30 P.M. to 9:00 P.M.	Same as week day.
Rome (K Tower)	Continuous	Continuous.
Lindale	7:00 A.M. to 5:00 P.M.	Closed.
Aragon	8:00 A.M. to 5:00 P.M.	Closed.
Rockmart	Continuous	Continuous.
Dallas	7:30 A.M. to 4:30 P.M.	Closed.
Austell	Continuous	Continuous.
Cedar Bluff	7:00 A.M. to 4:00 P.M.	Closed.
Roseland	Continuous	Continuous.
Stockbridge	8:00 A.M. to 5:00 P.M.	Closed.
McDonough (Depot)	8:00 A.M. to 6:00 P.M.	Closed.
McDonough (WM Tower)	Continuous	Continuous.
Locust Grove	8:00 A.M. to 5:00 P.M.	Closed.
Jackson	8:00 A.M. to 5:00 P.M.	Closed.
Juliette (ND Tower)	Continuous	Continuous.
Juliette (Depot)	7:30 A.M. to 4:30 P.M.	Closed.
Macon Term.	Continuous	Continuous.
Cochran	7:45 A.M. to 4:45 P.M.	Closed.
Eastman	8:00 A.M. to 5:00 P.M.	Closed.
Chauncey	8:00 A.M. to 5:00 P.M.	Closed.
Helena	Continuous	Continuous.

STATION	Week Day Assignments	Sunday Assignments
Lumber City	7:15 A.M. to 4:15 P.M.	Closed.
Hazlehurst	8:00 A.M. to 5:00 P.M.	Closed.
Baxley	8:00 A.M. to 5:00 P.M.	Closed.
Odum	8:00 A.M. to 5:00 P.M.	Closed.
Jesup	Continuous	Continuous.
Everett	Continuous	Continuous.
Brunswick	5:35 A.M. to 1:35 P.M.	Same as week day.
	2:10 P.M. to 10:10 P.M.	
Hawkinsville	8:00 A.M. to 5:00 P.M.	Same as week day.
Fayetteville	8:00 A.M. to 5:00 P.M.	Closed.
Williamson	7:30 A.M. to 4:30 P.M.	Closed.
Zebulon	7:00 A.M. to 4:00 P.M.	Closed.
Meansville	7:00 A.M. to 4:00 P.M.	Closed.
Yatesville	6:45 A.M. to 3:45 P.M.	Closed.
Culloden	6:30 A.M. to 3:30 P.M.	Closed.
Roberta	6:15 A.M. to 3:15 P.M.	Closed.
Galliard	6:00 A.M. to 3:00 P.M.	Closed.
Ft. Valley	8:00 A.M. to 5:00 P.M.	10:00 P.M. to 6:00 A.M.
	10:00 P.M. to 6:00 A.M.	
Griffin	Continuous	Continuous.
Concord	8:00 A.M. to 5:00 P.M.	Closed.
Molena	8:00 A.M. to 5:00 P.M.	Closed.
Woodbury	7:50 A.M. to 4:50 P.M.	Closed.
Warm Springs	7:30 A.M. to 4:30 P.M.	Closed.
	6:30 P.M. to 3:30 P.M.	
Waverly Hall	7:00 A.M. to 4:00 P.M.	Closed.
Columbus Depot	8:00 A.M. to 5:00 P.M.	Closed.

NOTES

Flag stops to receive or discharge passengers.

Nos. 31 and 32—Byrd's 92.2H, Berwin 75.1H, Pinson 69.6H, Reeves 62.1H, Carbondale 49.1H, Colledale 17.3H.

Nos. 26 and 27—Conley 162.4H, Rex 167.4H, Tunis 175.3H, Flovilla 203.5H, Cork 206.8H, Popes Ferry 227.0H, Huber 251.3H, Ainslie 269.1H, Magnolia 271.0H, Coley 275.2H, DuBols 287.9H, Suomi 308.9H, English 311.0H, Brentwood 372.7H.

Nos. 26, 27, 7 and 8—Odessa 392.7H, Gardi 394.4H, Grangerville 400.0H, Akin 402.5H, Bellevista 410.8H, Hunters 412.5H, Zuta 414.3H, Dock Jct. 424.2H, Arco.

Nos. 48 and 49—Conley 162.4H, Rex 167.4H, Reidsboro 29.6M, Gentian 92.0M, Jordan City 95.6M.

Nos. 42 and 43—Vega 58.0FV.

Conditional Stops:

The following additional signs when placed before the figures of the schedule indicate the following:

"d" Stop on signal to receive or discharge pay passengers.

"g" Stop on signal to receive or discharge pay passengers to or from Macon, Jesup or points beyond.

"h" Stop on signal to receive or discharge pay passengers for Eastman and Lumber City or points beyond.

(Atlanta)

Superintendent: -----1939

I have this day received -----copies

Southern Railway System
Atlanta Division Time Table No. 10

Effective 12:01 A. M. (Central Time)—1:01 A. M. (Eastern Time)

SUNDAY, AUGUST 6, 1939

Signed -----
