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Safety



First

ATLANTIC COAST LINE RAILROAD

WESTERN DIVISION

BIRMINGHAM AND BRUNSWICK DISTRICTS

TIME TABLE No. 2

TO TAKE EFFECT

FRIDAY, DECEMBER 16, 1949

AT 12:01 A. M.

SUPERSEDING TIME TABLE NO. 1
DATED APRIL 24, 1949

EASTERN STANDARD TIME

FOR THE GOVERNMENT OF
EMPLOYEES ONLY

L. S. JEFFORDS, Vice-President and General Manager

C. G. SIBLEY, Asst. Vice-President

L. T. ANDREWS, General Supt. Transportation

G. E. ROLLINS, General Superintendent

Main Line — Southbound — BETWEEN BIRMINGHAM AND LINEVILLE — Northbound — Birmingham District

FOURTH CLASS	THIRD CLASS		FIRST CLASS	Distance from Birmingham	TIME TABLE NO. 2 IN EFFECT Dec. 16, 1949	Capacity of Sidings	FOURTH CLASS	THIRD CLASS		FOURTH CLASS		
	509	207	213				123	122	208	210	508	
Local Frt.	Through Freight	Through Freight	Passenger	STATIONS	Passenger	Through Freight	Through Freight	Local Frt.				
Daily Ex. Sun.	Daily	Daily	Daily						Daily	Daily	Daily	Daily Ex. Sun.
A. M.	P. M.	A. M.	A. M.		P. M.	P. M.	A. M.	P. M.				
				0.0								
					BIRMINGHAM	Yard						
				1.1	1.1 ELYTON	W A Yard	S	10.30	1.00	5.30	4.00	
9.30	4.30	10.00	9.00	6.7	5.6 BRADSHAW	85 P		10.16	12.46	5.10	3.40	
9.42	4.45	10.12	9.10	9.6	2.9 WOODWARD	X-WICO Y		10.12	12.41	5.04	3.30	
9.48	4.51	10.18	9.14	10.6	1.0 BESSEMER YARD	W 49 Yard	P	10.10	12.39	5.00	3.25	
9.50	5.00	10.22	9.16	11.2	0.8 BESSEMER	X-Sou X-L.&N. X-B.E.Co. 17 Yard	S	10.05 10.00	12.34	4.50	3.15	
9.55	5.05	10.26	s 9.20 9.25	13.8	2.8 PURSER	W. I. Co.		9.54	12.27	4.40	3.05	
10.06	5.16	10.33	9.30	17.6	3.8 PARKWOOD	88 P	f	9.47	12.19	4.30	2.55	
10.20	5.25	10.40	f9.37	25.5	7.9 MP NJ 981.2 X-L&N PELHAM	W 35 62 P	f	9.32	12.01	4.09	2.30	
10.40	5.45	10.57	f9.50	29.1	3.8 DEERHURST	42 P		9.26	11.53	4.00	2.15	
10.50	5.54	11.04	9.56	35.4	8.3 WATKINS	85 P		9.16	11.40 ⁵⁰⁹	3.45	2.00	
11.05 ²¹³ 11.40 ²⁰⁸	6.10	11.17 ⁵⁰⁹	10.07	39.9	4.5 CHELSEA	38 13 P	S	9.08	11.30 ²¹³	3.35	1.50	
11.55	6.20	11.30 ²⁰⁸	s10.15	46.2	6.3 WESTOVER	41 P	f	8.58	11.15	3.19	1.35	
12.10	6.35	11.41	f10.25	55.5	9.3 ARKWRIGHT	41 P	f	8.41	10.55	2.59	1.15	
12.30	6.55	11.56	f10.39	58.9	3.4 COOSA PINES	58 58 Y P	f	8.34	10.45 ¹²³	2.50	12.55 ⁵⁰⁹	
12.55 ⁵⁰⁸	7.05	12.03	f10.45 ²⁰⁸	65.4	6.5 ST. IVES	42 P	f	8.24	10.24	2.35	12.40	
1.10	7.18	12.14	f10.56	71.7	6.3 SHOCCO	42 P		8.12	10.11	2.20	12.26 ²¹³	
1.25	7.31	12.26 ⁵⁰⁸	11.08	74.9	3.2 TALLADEGA	X-Sou X-L&N W 44 Yard Y P	S	8.00 ²⁰⁷	10.00	2.05	12.05	
1.45 3.00	8.00 ¹²²	12.37	s11.18 11.25	81.0	6.1 MP NJ 907.8 X-L.&N. CARARA	35 P		7.45	9.45	1.47	11.45 ¹²³	
3.20	8.20	12.52	11.45 ⁵⁰⁸	89.0	8.0 WEATHERS	85 5 P W	f	7.30	9.29	1.31	11.20	
3.40	8.40	1.10	f11.57	97.9	8.9 PYRITON	10	S	7.12	9.12	1.13	11.00	
4.00	9.00	1.27	s12.12	98.9	1.0 HIGHLAND	40 P		7.08	9.10	1.11	10.57	
4.05	9.02	1.29	12.15	103.6	4.7 LINEVILLE	L 85 Yard Y P W		7.00	9.00	1.01	10.45	
4.15	9.15	1.40	s12.25									
P. M.	P. M.	P. M.	P. M.		All trains and engines move between station at Bessemer and south wye switch at Woodward prepared to stop within one-half the range of vision.		P. M.	A. M.	A. M.	A. M.		
Daily Ex. Sun.	Daily	Daily	Daily			Daily	Daily	Daily	Daily Ex. Sun.			
509	207	213	123				122	208	210	508		

Main Line — Southbound — BETWEEN LINEVILLE AND MANCHESTER — Northbound — Birmingham District

FOURTH CLASS		THIRD CLASS		FIRST CLASS	Distance from Lineville	TIME TABLE NO. 2		Capacity of Sidings	FIRST CLASS	THIRD CLASS		FOURTH CLASS
507	207	213	123	122		208	210		506			
Local Frt.	Through Freight	Through Freight	Passenger	Passenger	L T	A W	Dec. 16, 1949	S P	Through Freight	Through Freight	Local Frt.	
Tue. Thurs. Sat.	Daily	Daily	Daily	Daily					Daily	Daily	Mon. Wed. Friday	
A. M.	P. M.	P. M.	P. M.	P. M.	STATIONS			P. M.	A. M.	A. M.	P. M.	
10.30	9.15	1.40	12.30	0.0	L T	LINEVILLE	85 Yard Y	s 6.55	9.00	1.01	2.30	
10.55	9.33	1.55 ⁵⁰⁶	12.48	9.0	T	CRAGFORD	85 10 P	s 6.37	8.36	12.41	1.55 ²¹³	
11.15	9.52	2.12	1.03	18.2		MALONE	48 P	s 6.19	8.17	12.22	1.26	
11.30	10.05	2.24	1.13 ⁵⁰⁶	24.6	T	WADLEY	85 62 P	s 6.08	8.04	12.09	1.13 ¹²³	
11.40	10.13	2.31	1.19	28.5		ABANDA	11 P	f 6.01	7.54	12.01	12.50	
11.45	10.17	2.34	1.22	30.2		BLAKE	42 P	5.58	7.50	11.57	12.45	
12.05 ¹²³ 1.50	10.37	2.50	1.38 ⁵⁰⁷	38.7	T	ROANOKE	44 Yard Y	s 5.45 s 5.40	7.33	11.40	12.25 10.55	
2.10	11.06 ²¹⁰	3.08	1.55	48.0		STANDING ROCK	85 12 P	s 5.25	7.12	11.06 ²⁰⁷	10.31	
2.21	11.19	3.18	2.05	53.1		ABBOTTSFORD	8 P	f 5.16	6.59	10.55	10.20	
2.30	11.27	3.26	2.12	56.8		PYNE	42 2 P	5.10	6.51	10.45	10.10	
2.50	12.10	3.42	2.25 2.30	63.1	T	LA GRANGE	Yard Y	5.00 s 4.55	6.36	10.15	9.55	
2.55	12.15	3.50	2.35	63.6		LA GRANGE YARD	42 Yard P	4.50	6.33	10.12	9.50	
3.10	12.30	4.05	2.45	69.7		KNOTT	37 P	4.41	6.18	9.54	9.20	
3.30	12.45	4.30 ¹²²	2.57	76.7		STOVALL	85 10 P	s 4.30 ²¹³	6.03	9.39	9.00	
3.43	1.00	4.40	3.05	82.4		DURAND	12 P	f 4.20	5.53	9.25	8.45	
3.55	1.10	4.50	3.16	88.1		WARM SPRINGS	9 P	s 4.10	5.43	9.13	8.29	
4.08 ¹²²	1.12	4.53	3.20	88.5		BULLOCHVILLE	32 29 P	4.08 ⁵⁰⁷	5.42	9.12	8.27	
4.30	1.30	5.05	3.30	93.6	A T	MANCHESTER	L Yard Y	4.00	5.30	9.00	8.15	
P. M.	A. M.	P. M.	P. M.	P. M.				P. M.	A. M.	P. M.	A. M.	
Tue. Thurs. Sat.	Daily	Daily	Daily	Daily				Daily	Daily	Daily	Mon. Wed. Friday	
507	207	213	123				122	208	210	506		

Main Line — Southbound — BETWEEN ATLANTA AND MANCHESTER — Northbound — Birmingham District

THIRD CLASS		FIRST CLASS		Distance from Atlanta	TIME TABLE NO. 2 IN EFFECT Dec. 16, 1949 STATIONS	Capacity of Sidings	FIRST CLASS		THIRD CLASS	
211	209	101	5				6	102	214	212
Through Freight	Through Freight	Passenger	Dixie Flagler				Dixie Flagler	Passenger	Through Freight	Through Freight
Daily	Daily	Daily	Daily				Daily	Daily	Daily	Daily
P. M.	P. M.	A. M.	A. M.			A. M.	P. M.	A. M.	P. M.	
		9.15	3.00	0.0	ATLANTA (Union Station)	Yard	s3.00	s6.00		
		9.22	3.07	1.8	BELLWOOD TOWER		2.48	5.49		
9.50	3.35	9.24	3.09	2.5	BELLWOOD	Yard	2.45	5.47	5.50	11.00
9.52	3.37	9.26	3.14	2.8	L. & N. JUNCTION		2.41	5.45	5.35	10.45
10.04	3.49	9.34	3.20	7.7	STRATFORD	10 18 P	2.35	5.37	5.26	10.35
10.20 ²¹²	3.59	f 9.43	3.28	13.7	BEN HILL	85 7 P	2.27	f5.28	5.16	10.20 ¹¹
10.36	4.15	f 9.57	3.40	22.4	UNION CITY	33 15 P	2.15	f5.16	5.02	10.01
10.41	4.20	f10.02	3.44	25.5	FIFE	46 P	2.11	f5.11	4.57	9.55
10.50	4.29	f10.11	3.51	31.2	TYRONE	41 8 P	2.04	f5.04	4.48	9.43
10.57	4.36	f10.18	3.56	35.5	ABERDEEN	26 P	1.59	f4.57	4.41	9.34
11.02	4.53 ¹⁰²	f10.22	4.00	38.5	CLOVER	97 P	1.55	f4.53 ²⁰⁹	4.36	9.28
11.13	5.05	s10.33	4.07	44.1	SENOIA	44 21 P	1.48	s4.44	4.27	9.16
11.23	5.16	f10.42	4.15 ²¹⁴	49.6	HARALSON	35 16 P	1.39	f4.33	4.15 ⁵	9.05
11.30	5.23	f10.49	4.20	53.9	ALVATON	18	1.34	f4.25	3.58	8.56
11.39	5.35	s10.58	4.28	59.4	GAY	85 50 P	1.26	s4.16	3.49	8.45
11.47	5.42	f11.06	4.34	64.3	IMLAC	40 P	1.20	f4.08	3.42	8.33
11.54	5.49	s11.14	4.40	68.2	WOODBURY	55 39 P	1.14	s4.02	3.36	8.24
12.05	6.00	f11.22	4.47	73.8	PERSICO	42 25 P	1.07	f3.52	3.26	8.12
12.20	6.15	s11.30	s 4.55	78.4	MANCHESTER	Yard Y	1.00	3.45	3.15	8.00
A. M.	P. M.	A. M.	A. M.				A. M.	P. M.	A. M.	P. M.
Daily	Daily	Daily	Daily				Daily	Daily	Daily	Daily
211	209	101	5				6	102	214	212

The time of southbound first class trains at Bellwood applies at the freight house lead switch.

Trains 5 and 6 will run wye at Bellwood and operate backing up between Bellwood and Atlanta Union Station, and will not use main track between wye switches at Bellwood without special authority.

Trains will operate between Bellwood Tower and Atlanta Union Station under time table and rules of the NC&StL Railway.

Main Line — Southbound — BETWEEN MANCHESTER AND WESTWOOD — Northbound — Brunswick District

FOURTH CLASS 505	THIRD CLASS		FIRST CLASS		Distance from Manchester	TIME TABLE NO. 2 IN EFFECT Dec. 16, 1949 STATIONS		Capacity of Sidings	FIRST CLASS		THIRD CLASS		FOURTH CLASS		
	209	211	101	5		102	6		212	214	504				
Local Frt. Tue, Thur. and Sat.	Through Freight Daily	Through Freight Daily	Passenger Daily	Dixie Flagler Daily				Passenger Daily	Dixie Flagler Daily	Through Freight Daily	Through Freight Daily	Local Frt. Mon, Wed. and Fri.			
A. M.	P. M.	A. M.	A. M.	A. M.			P. M.	A. M.	P. M.	A. M.	P. M.	P. M.			
	6.30		11.37	5.00	0.0	L T	MANCHESTER	A W	Yard Y	s 3.38	s12.55		3.10		
L 8.00	6.32	L1.55	11.39	5.02	0.1		MANCHESTER YARD		Yard	3.36	12.53	A 7.00	3.07	A 3.20	
8.20	6.45 ²¹²	2.10	s11.50	5.11	7.8	T	WOODLAND		85 15	P	s 3.26	12.41	6.45 ²⁰⁹	2.52	3.00
8.45	7.01	2.36 ²¹⁴	s12.08	5.23	17.9	T	TALBOTTON		85 39	P	s 3.11	12.28	6.24	2.36 ²¹¹	2.35
9.05	7.13	2.50	s12.19	5.32	26.0	T	JUNCTION CITY		20	P	s 2.59	12.19	6.11	2.24	2.10
9.15	7.20	2.55	12.23	5.35	28.5		BROWSAND		85 15	P	2.55	12.16	6.04	2.20	2.00
9.25	7.25	3.05	f12.29	5.41	38.6	T	MAUK	W	95 34	P	f 2.48	12.10	5.54	2.12	1.45
9.35	7.32	3.14	f12.36	5.46	38.0		CHARING		18	P	f 2.40	12.04	5.42	2.02	1.30
9.46	7.39	3.25	f12.43	5.52	43.1		RUPERT		64 5	P	f 2.33	11.57	5.32	1.52	1.15
9.55	7.45	3.34	12.48	5.57	47.3		SOUTHLAND		65	P	2.27	11.52	5.22	1.45	1.05
10.02	7.50	3.40	s12.53 ⁵⁰⁴	6.01	50.4	T	IDEAL		85 10	P	s 2.22	11.48	5.17	1.40	12.53 ¹⁰¹
10.25 10.45	8.05	4.00	s 1.12	6.12	60.2	T	OGLETHORPE	W	107 Yard Y	P	s 2.03	11.38	5.00	1.24	12.25 12.00
11.00	8.10	4.05	s 1.18	6.15	62.0	T	MONTEZUMA		20 Yard	P	s 1.57	11.33	4.50	1.17	11.32
11.10	8.16	4.14	1.24	6.20	65.4		FIELDS		56 25	P	1.50	11.28	4.41	1.09	11.20
11.20	8.23	4.22	f 1.30	6.26	70.3		DOOLING		32	P	f 1.44	11.23	4.34	1.01	11.10
11.26	8.27	4.27	s 1.38 ¹⁰²	6.30	72.7	T	BYROMVILLE		61 50	P	s 1.38 ¹⁰¹	11.20	4.30	12.57	11.05
11.36	8.34	4.35	s 1.45	6.36	77.5		LILLY		85 24	P	s 1.32	11.15	4.22	12.50	10.50
12.01	8.43	4.45	s 1.56	6.43	83.6	T	VIENNA		18 60	P	s 1.23	11.08	4.12	12.41	10.34
12.15	8.51	4.55	2.04	6.49	89.1		ROSS		95	P	1.15	11.02	4.02	12.33	10.14
12.30	9.01	5.05	s 2.17	f6.56	93.1	T	CORDELE	X-G.S.& F. X-S.A.L.	Yard Y	P	s 1.00	f10.54	3.54	12.25	10.00
12.35	9.05	5.20	2.20	6.58	93.8		CORDELE YARD	W	55 Yard	P	12.58	10.52	3.51	12.23	9.56
12.52 ¹⁰²	9.13	5.30	2.27	7.03	98.2		MUSSELWHITE		55	P	12.52 ⁵⁰⁵	10.47	3.42	12.15	9.36
1.05	9.22	5.42	f 2.36	7.10	104.5		HATLEY		85 11	P	f12.43	10.40	3.32	12.06	9.23
1.15	9.29	5.50	f 2.42	7.15	109.1		DOUBLE RUN		62	P	f12.37	10.35	3.24	12.00	9.13
1.30	9.37	6.00	s 2.49	7.21	114.5	T	REBECCA		51 38	P	s12.30	10.29	3.15	11.52	9.02
1.50	9.49	6.15	f 3.00 ²¹²	7.30	122.7		ABBA		85 24	P	f12.15	10.20	3.00 ¹⁰¹	11.40	8.45
2.15	10.00	6.30	3.15	7.38	128.9	A T	WESTWOOD	L W	Yard Y	P	11.59	10.12	2.35	11.30	8.30
P. M.	P. M.	A. M.	P. M.	A. M.							A. M.	P. M.	P. M.	P. M.	A. M.
Tue, Thur. and Sat.	Daily	Daily	Daily	Daily							Daily	Daily	Daily	Daily	Mon, Wed. and Fri.
505	209	211	101	5							102	6	212	214	504

Main Line — Southbound — BETWEEN WESTWOOD AND WAYCROSS — Northbound — Brunswick District

THIRD CLASS				FIRST CLASS		Distance from Westwood	TIME TABLE NO. 2 IN EFFECT Dec. 16, 1949	Capacity of Sidings	FIRST CLASS		THIRD CLASS		FOURTH CLASS	
209	245	517	211	101	5				102	6	212	214	516	244
Through Freight	Through Freight	Local Frt.	Through Freight	Passenger	Dixie Flagler				Passenger	Dixie Flagler	Through Freight	Through Freight	Local Frt.	Through Freight
Daily	Daily	Mon. Wed. Friday	Daily	Daily	Daily				Daily	Daily	Daily	Daily	Tues. Thur. Sat.	Daily
P. M.	P. M.	A. M.	A. M.	P. M.	A. M.			A. M.	P. M.	P. M.	P. M.	P. M.		
11.00		10.00	8.30	3.15	7.38	0.0	L NORTH END DOUBLE TRACK WESTWOOD	A Yard Y	11.59	10.12	1.30	11.00	4.30	
11.10		10.10	8.40	s 3.20 3.30	s 7.41 7.46	1.2	T FITZGERALD SOUTH END DOUBLE TRACK	Yard	11.55 s11.45	10.09 s10.05	1.16	10.46	4.15	
11.12		A10.15	8.42	3.32	7.48	1.9	FITZGERALD JCT. X-S.A.L.		11.42	10.03	1.12	10.42	L 4.10	
11.25			8.56	f 3.43	7.59	10.3	8.4 OSIERFIELD	100 P 11	f11.29	9.51	12.59	10.29		
11.33			9.04	f 3.50	8.05	15.2	4.9 WRAY	4	f11.21	9.45	12.51	10.21		
11.39			9.11	s 3.56	8.09	18.3	T 3.1 AMBROSE	56 P 21	s11.15	9.41	12.45	10.15		
11.45			9.18	f 4.03	8.14	22.3	4.0 BUSHNELL	41 P	f11.08	9.36	12.38	10.08		
11.52			9.26	4.10	8.20	27.1	4.8 UPTON	W 113 P	11.01	9.30	12.30	10.00		
12.02			9.36	s 4.20	8.25	30.0	T 2.9 DOUGLAS X-G.& F.	50 P 72	s10.44	9.25	12.24	9.54		
12.15			9.50	4.37	8.36	39.0	9.0 SAGINAW	100 P	10.32	9.13	12.11	9.41		
12.22	L 1.30		9.58	s 4.45	8.41	43.1	T 4.1 NICHOLLS	W 32 P Yard Y	s10.22	9.08	12.03	9.33	A 8.30	
12.30	A 1.40		10.15	f 4.55	8.45	46.1	T 3.0 SESSOMS	W 49 P Yard	f10.15	211 9.04	11.55	9.25	L 8.15	
12.40			10.30	f 5.06	8.54	53.3	7.2 BEACH	16	f10.06	8.54	11.41	9.11		
12.46			10.40	f 5.12	8.59	57.2	3.9 BOLEN	100 P 5	f10.00	8.49	11.35	9.05		
12.56			10.53	5.22	9.08	63.7	6.5 SATILLA	48 P	9.51	8.40	11.25	8.55		
1.10			11.13	5.35	9.18	71.0	7.3 HEBARDVILLE	73 P Y	9.40	8.30	11.13	211 8.43		
1.15			11.16	5.38	9.20	71.7	0.7 WEST DVN. JCT.		9.37	8.27	11.10	8.40		
				s 5.45	s 9.25	72.3	A T 0.6 WAYCROSS (PASSENGER STATION.)	Yard	L 9.35	L 8.25		8.37		
1.30			11.30			72.7	A T 0.4 WAYCROSS (FREIGHT YARD)	L Yard Y			11.00	8.30		
A. M.	P. M.	A. M.	A. M.	P. M.	A. M.				A. M.	P. M.	A. M.	P. M.	P. M.	P. M.
Daily	Daily	Mon. Wed. Friday	Daily	Daily	Daily				Daily	Daily	Daily	Daily	Tue. Thur. Sat.	Daily
209	245	517	211	101	5				102	6	212	214	516	244

Brunswick Bch. — Southbound — BETWEEN SESSOMS AND BRUNSWICK — Northbound — Brunswick District

FOURTH CLASS		THIRD CLASS	TIME TABLE NO. 2.				FOURTH CLASS		
247		245	IN EFFECT				244	246	
Local Freight		Through Freight	Dec. 16, 1949				Through Freight	Local Freight	
Daily		Daily	STATIONS				Daily	Daily	
P. M.	P. M.	Distance from Sessoms				Capacity of Sidings	P. M.	P. M.	
		1.40	0.0	L	SESSOMS	A 49 W Yard	P	8.15	
		1.48	4.0		4.0 GUYSIE	13		8.03	
		2.10	7.5	T	3.5 ALMA	27 24	P	7.55	
		2.18	10.7		3.2 ROCKINGHAM	28	P	7.46	
		2.33	18.2		7.5 COFFEE	17	P	7.30	
		2.42	22.6		4.4 MERSHON	13		7.21	
		2.48	25.4		2.8 BRISTOL	13	P	7.15	
	L10.45	3.30	32.2	T	6.8 OFFERMAN	X-Sou.Dvn. 42 W Y	P	7.00	
		11.10	4.00	42.9	10.7 T HORTENSE	X-Sou.Dvn 28	P	6.36	
		11.20	4.08	46.2	3.3 NEEDMORE	9		6.29	
		11.30	4.18	49.8	3.8 FENDIG	19	P	6.21	
		11.40	4.28	53.4	3.8 BROWNTOWN	16	P	6.13	
		12.10	45.00	59.8	6.4 T THALMANN	X-S.A.L. W Yard	L	6.00	
		12.25		65.0	5.2 ANGUILLA			8.05	
	A 1.20		77.9	T	12.9 GLYNMAR	W Yard Y		L7.10	
			80.5	A T	2.8 BRUNSWICK	L Yard			
A. M.	P. M.	All trains will operate under Southern Division Timetable between Anguilla, Glynmar and Brunswick.						P. M.	P. M.
Daily	Daily							Daily	Daily
247	245							244	246

Thomasville Bch. — Southbound — BETWEEN FITZGERALD JCT. AND THOMASVILLE — Northbound — Brunswick District

FOURTH CLASS		THIRD CLASS	TIME TABLE NO. 2				FOURTH CLASS	
25		517	IN EFFECT				26	516
G. & F. Mixed		Local Frt.	Dec. 16, 1949				G. & F. Mixed	Local Frt.
Daily Ex. Sun.		Mon. Wed. Friday	STATIONS				Daily Ex. Sun.	Tue. Thur. Sat.
P. M.	A. M.	Distance from Fitzgerald Jct.					P. M.	P. M.
		10.15	0.0	FITZGERALD JCT.				4.10
		10.40	8.7	MYSTIC		31 P		3.45
		11.30	25.0	TIPTON	W	X-Sou.Dvn. X-G.S.&F. Yard Y		3.00
		11.55	34.6	OMEGA	T	20 23 P		2.20
		12.05	38.4	CROSLAND		15 P		2.10
		12.15	41.9	NORMAN PARK	T	13 P		2.00
5.45	12.35 28 12.40	49.5		KINGWOOD	W	8 Y	12.35 517	1.40
6.00	1.15	51.8	T	MOULTRIE	X-G.N.	Yard	12.25	1.30
	1.56	65.4	T	COOLIDGE		29 20 P		12.05
	2.08	69.8		MERRILLVILLE		12		11.50
	2.18	73.3		DILLON	M.P. NK-880W	15		11.40
	2.40	80.2	A T	THOMASVILLE	L	Yard Y		11.15
P. M.	P. M.						P. M.	A. M.
G. & F. Daily Ex. Sun.	Mon. Wed. Friday						G. & F. Daily Ex. Sun.	Tue. Thur. Sat.
25	517						26	516

All trains and engines move between Moultrie and Kingwood prepared to stop within one-half the range of vision.

SPECIAL INSTRUCTIONS — ALL DISTRICTS

PRECEDENCE BY DIRECTION

Northbound trains are superior to trains of the same class in opposite direction, except such trains as may be otherwise specified in these special instructions.

CAUTION

Diesel-electric engines must not be operated over track where water is above top of the rail, unless otherwise directed.

Rerailment of Diesel-electric engines must not be attempted by using power of derailed unit.

Flying switches must not be made with Diesel-electric road or switch engines.

Diesel-electric road engines, with or without cars, must stop within ten feet of the car or cars to which coupling is to be made.

When parked, all engines must have wheel chock applied. All passenger cars must have wheel chock applied when parked, in addition to application of hand brakes.

The slipping of driving wheels on engines is prohibited. The handling of the throttle and the use of sand must be so regulated as to prevent slipping.

Employees must not ride forward footboard or pilot of engines except when moving short distances at slow speed for the purpose of throwing switches, making couplings, flagging public crossings or similar work. When the necessity exists, only one employee may ride the forward footboard or pilot and he must stand on the extreme outer edge.

Employees must not ride in gangway of steam engines between tender and cab, except when necessary in the performance of their duties.

Engineers on steam engines, by priming injectors, will sprinkle all open deck trestles while passing over them.

Unless otherwise provided, branch line trains before occupying the main line will ascertain from the train dispatcher whether all trains of the same or superior class have arrived or left. In case of failure of communication they will occupy the main line only after providing protection in both directions, as prescribed by Rule 99.

When orders or instructions are obtained by engine or train crews from train dispatchers or operators over the telephone, the instructions must be repeated and a clear understanding reached, each party giving his name to the other, before the orders or instructions are acted upon.

On trains equipped with portable telephone, conductor will communicate immediately with train dispatcher in event of engine failure, accident or other emergency, if no other means of communication is available.

If air brakes become inoperative on any car of a passenger train between terminals, if conditions permit, the crew will work air through such car by coupling signal line with air brake line on each end of defective car and carry car on to next terminal or repair point. If the defective car is on rear of train, when practicable, it must be switched from rear to some other position in train to obtain protection from air brakes on other cars should the defective car become separated.

Where necessary at meeting or waiting points for crews of the standing train to open highway or street crossings to permit vehicular or other traffic to use the crossing while the standing train is waiting for the other train or trains to pass, a member of the

crew of the standing train must be stationed at the crossing to afford protection to highway or street traffic until the crossing is closed.

Head brakeman on freight trains will ride on engines between stations except when handling caboose only.

When using tracks, other than main tracks, over crossings where automatic signaling devices are in use, movements of trains and engines must be preceded by trainman to protect crossing.

In case of accident resulting in personal injury or property damage at crossings protected by flashing light signals, each member of the crew must observe whether the signals are functioning. If train passes through circuit before stopping, it must be backed clear of the circuit and approach the crossing again.

RAILROAD CROSSINGS

Trains and engines must stop at unprotected railroad crossings within:

50 feet in Georgia and 100 feet in Alabama. If the way is clear, they may then proceed.

If a train or engine is stopped by home signal at cabin door interlocking protecting railroad crossing, a trainman must ascertain, where derails are used, that they are set for the safe movement of his train, that the signals on the conflicting route are set in "stop" position and that no one is in the tower. The movement may then be made at restricted speed.

Where gates or signals are set normally clear for Western Division route, trains and engines must approach crossing expecting to find gates or signals displaying "stop" indication, prepared to stop short of crossing, derails or home signals, and may proceed if crossing is seen to be clear and gates or signals are set against conflicting route. Maximum speed at such crossings, 20 miles an hour.

Where gates or signals are set normally against Western Division route, trains and engines must stop short of crossing, derails or home signals. If crossing is seen to be clear, and no approaching conflicting movement is observed, member of crew will set gates or signals against conflicting route and clear for movement to be made. Gates or signals must be restored to normal positions by member of crew after movement has been completed.

SIGNAL OBSERVANCE

On engines equipped to display an emergency red light from front of engine, engineman must immediately display such red light, by day or by night, when the train is disabled or stopped suddenly by an emergency application of the air brakes or other causes. Enginemen of approaching trains and engines, seeing this light displayed, must stop, and proceed only when it is known the route is clear. The operation and use of this signal will not relieve employees from full compliance with Rules 99 and 102.

On trains equipped to display oscillating red light from rear, flagman must immediately display such red light, by day or by night, when train stops or is moving under circumstances in which it may be overtaken by a following train. This red light must not be turned off until the necessity for its display has ceased. Enginemen of approaching trains and engines, seeing this light displayed must proceed only at reduced speed, and be governed by instructions of flagman. The operation and use of this red light will not relieve employees from full compliance with Rules 99 and 102.

SPECIAL INSTRUCTIONS—ALL DISTRICTS (Continued)

SPEED LIMITS

Maximum speed allowed on main lines, except as otherwise provided, is as follows:

Passenger and express trains, 50 miles an hour; when handling box express cars not equipped with passenger trucks or freight car equipment, 45 miles an hour.

Freight trains, 35 miles an hour.

Work trains and trains handling loaded high side coal cars, 30 miles an hour.

Trains handling scale test car, 25 miles an hour. Car must be handled next ahead of caboose.

Trains handling pile driving machines, and rigid wheel base switch engines in tow, 20 miles an hour.

Rigid wheel base switch engines moving under own power on main tracks between terminals, 15 miles an hour.

Steam engines equipped with trailer trucks, backing up under own power or being pulled backward in tow, 25 miles an hour.

Steam engines not equipped with trailer trucks, backing up under own power or being pulled backward in tow, 15 miles an hour.

Trains handling engines in tow with any of the side rods removed, 15 miles an hour.

Engines 2000 to 2019, inclusive, 40 miles an hour.

Trains and engines running against the current of traffic, 10 miles an hour over all protected highway and street crossings.

Trains entering or leaving main line switches, 20 miles an hour, unless otherwise specified.

Speed of trains through spring switches, 20 miles an hour, unless otherwise specified.

Diamond-shape permanent speed restriction boards are located at the beginning and end of curves of certain degrees. Maximum speed of passenger trains is indicated by upper figures and maximum speed of freight trains by lower figures. The speed restrictions indicated by these boards must be strictly observed.

Wreckers and Bridge Department Locomotive Cranes are separated into classes as follows:

Class 3—150-ton wreckers 65229 and 65248.

Class 4—120-ton wrecker 65417 and 100-ton wrecker 65388.

Class 5—75-ton wreckers 65097, 65099, 65155 and 65387.

Class 6—Bridge Department Locomotive Cranes 65332 and 65414.

When handled by engines 2000 to 2019, 7401 to 7403, 7372, 7351 or 7234, steam wreckers and locomotive cranes must be separated from engine by at least one car of not more than 180,000 lbs. gross weight. Otherwise, steam wreckers and locomotive cranes may be operated directly connected to engines of classifications allowed.

Steam wreckers moving in trains must have boom securely lashed in center of car.

Instructions governing the movement of these machines over the several districts will be found in Special Instructions, each district.

SPEED OF ALL TRAINS MUST BE REDUCED TO THAT CONSISTENT WITH SAFETY.

REGISTER STATIONS

Trains will reduce speed and conductors will hand register slip, Form 329½ properly filled out, to operator at register points at which trains do not stop.

BULLETIN BOOKS

Train and engine crews will examine bulletin books before starting on each trip, or commencing the day's work, sign in space provided and show date.

SIGNAL STOPS

Mixed trains and local freight trains will stop on flag at all stations. Private sidings are flag stations for all trains performing local freight work.

ABBREVIATIONS

- L. Leave.
- A. Arrive.
- s. Regular stop.
- f. Flag stop to receive or discharge passengers.
- T. Train order office.
- P. Pass track (siding).
- W. Water.
- X. Railroad crossing.
- Y. Wye track.

NOTICE

Attention is specifically directed to the "Hours of Service" law, effective March 4, 1908, excerpts from which are as follows:

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

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

BIRMINGHAM DISTRICT

MAIN LINES:

- Manchester to Atlanta.
- Manchester to Birmingham.

JOINT TRACKS

Engines of foreign lines at Birmingham-Elyton will be governed by A. C. L. time-tables, rules and special instructions while on A. C. L. tracks. A. C. L. engines will be governed by time-tables, rules and special instructions of foreign lines while on their tracks.

Trains and engines of Woodward Iron Company will be governed by A. C. L. time-tables, rules and special instructions while on A. C. L. tracks at Woodward and between Woodward and Purser.

Engines of L&N and Southern Railways will be governed by A. C. L. time-tables, rules and special instructions while on A. C. L. tracks at Talladega.

Engines of W. of A. Railway will be governed by A. C. L. time-tables, rules and special instructions while on A. C. L. tracks at LaGrange.

Engines of foreign lines will be governed by A. C. L. time-tables, rules and special instructions while on A. C. L. tracks at Bellwood and between Bellwood and Bellwood Tower. A. C. L. engines will be governed by time-tables, rules and special instructions of foreign lines while on their tracks.

CAUTION

Northbound freight trains arriving Bellwood will pull down freight house lead and back into yard.

All trains and engines will move between Bellwood and Bellwood tower prepared to stop within one-half the range of vision.

Operators at Bellwood and Bellwood tower will communicate with each other by telephone, and must know that movements authorized between those points have been completed before authorizing opposing movements.

INSTRUCTIONS GOVERNING USE OF BLOCK SIGNALS AT MANCHESTER

RULE ONE: Southbound trains will approach Grade Signal located 500 feet south of Mile Post NB-789 at Restricted Speed. If Board is at 45-degree angle in daytime and "YELLOW" light at night, it indicates track is clear to home signal. If Board is in horizontal position in daytime and "RED" light at night, it indicates main line is occupied or there is a broken rail, open switch or other obstruction and trains will stop, then proceed in accordance with Rules 93 and 509, except tonnage freight trains may proceed at Yard Speed without stopping.

Home signal is located just north of crossover switch from Atlanta main line to the Birmingham main line. Normal position of semaphore at this signal is horizontal in daytime and "RED" light at night. Below semaphore is a color light, the normal aspect of which is "RED." Trains and engines approaching this signal will sound four blasts of whistle and be governed by following signals. When semaphore changes to 45-degree position or "YELLOW" light at night and color light remains "RED" movement is for main line. If semaphore remains in horizontal position or "RED" light at night and color light changes to "GREEN" movement is for crossover. If semaphore is in horizontal position or "RED" light at night and color light remain "RED" trains and engines must stop and wait until the signal changes. In other words, color signals mean:

"RED" over "RED"—"STOP"—Signal must not be passed until changed.

"RED" over "GREEN"—Switch lined for crossover and track clear to dwarf signal opposite yard office. This indication is authority to enter the Birmingham main line without checking register against trains 122 and 123.

"YELLOW" over "RED"—Switch lined for main track and track clear to semaphore signal located at yard office. This indication is authority to use the Atlanta main line to this semaphore signal.

RULE TWO: Semaphore signal governing northbound movement on Atlanta Main Line is located just north of water column. Normal position of this semaphore is in horizontal position with "RED" light at night. Signal must not be passed until changed to 45 degree angle or "YELLOW" light at night which means to proceed with caution.

RULE THREE: Dwarf signal located in front of yard office governs movements to Birmingham Main Line or through crossover to Atlanta Main Line and dwarf signal just north of overhead bridge governs movements of trains and engines into yard from Birmingham Main Line. Normal position of these signals is "STOP" with horizontal position of board in daytime and "RED" light at night. All trains and engines approach signals under full control and not pass until board raises to 45 degree angle in daytime or "YELLOW" light at night, which means proceed with caution. Outbound trains and engines stopped by this signal will stop clear of yard lead switch.

RULE FOUR: Engines using any of the tracks leading into Atlanta Main Line between home signal and distant signal must stop in clear of where rails are insulated and helper or switchman proceed to switch indicator located near switch and press button on indicator and if semaphore hand goes to PERPENDICULAR position it will indicate that main line is not occupied in any way between distant signal and home signal. Helper or switchman will WITHOUT DELAY throw switch and have engine moved to main line. If on punching the button on indicator semaphore hand goes to STOP or HORIZONTAL position they must not throw switch or go on main line until semaphore hand goes to PERPENDICULAR position, unless properly protected by flag.

RAILROAD CROSSINGS

Crossings at points listed below are protected by gates or signals:

Location	Crossing Line	Signals or Gates Normally set Clear for
Woodbury	Southern Ry.	A.C.L.
Talladega	L&N Railroad	A.C.L.
Acton (MP NJ961.2)	L&N Railroad	A.C.L.
Woodward	W. I. Co.	A.C.L.

SPEED LIMITS

Between Manchester and Atlanta, passenger trains, 59 miles an hour; through freight trains handling perishables, 49 miles an hour; other through freight trains, 45 miles an hour when handling UNRESTRICTED equipment, 40 miles an hour when handling RESTRICTED equipment; local freight trains and trains handling loaded high side coal cars, 35 miles an hour.

Between Manchester and Elyton, through freight and mixed trains, 40 miles an hour.

Trains and engines entering, using and leaving north and south legs of wye, Bellwood, 10 miles an hour.

WRECKERS AND LOCOMOTIVE CRANES

Maximum speed allowed: Lines	Class 3	Class 4	Class 5	Class 6
Manchester to Atlanta.....	40	40	40	25
Manchester to Birmingham.....	25	25	25	25

BIRMINGHAM DISTRICT (Continued)

SPEED LIMITS, TOWN AND CITY ORDINANCES:

ATLANTA—City speed limit, 20 miles an hour; 10 miles an hour over all street crossings. Unlawful to blow locomotive whistle except as required by rule or law, or to prevent accident.

BESSEMER—City speed limit 10 miles an hour. Flag 19th and 20th street crossings.

ELYTON-BIRMINGHAM—City speed limit 20 miles an hour when approaching within 150 feet of and over all public crossings south of yard office.

LAGRANGE—City speed limit 8 miles an hour over street crossings at grade. Flag Main Street crossing.

SENOIA—Crossings must not be blocked longer than five minutes.

TALLADEGA—Crossings must not be blocked more than three (3) minutes. Flying switches over crossings prohibited. All trains and engines must come to a complete stop and trainman, with red flag by day or red light by night, must precede movement over East Street (at Passenger Depot) and Court Street (just north of Freight Depot). These crossings must be similarly flagged when partially obstructed until crossings completely cleared.

WARM SPRINGS (Bullochville)—City speed limit 30 miles an hour over public grade crossings.

YARD LIMITS

Yard limits at the following points will be indicated by signboards marked "YARD LIMIT":

Bellwood, Manchester, LaGrange-LaGrange Yard, Roanoke, Lineville, Talladega, Bessemer-Woodward and Elyton.

LOCATION OF STANDARD CLOCKS

Manchester (Yard Office), Lineville, Bessemer, Elyton (Yard Office and Shop), Bellwood (Yard Office), Atlanta.

REGISTER STATIONS

Manchester, Atlanta, Bellwood, Lineville and Elyton.

BULLETIN BOOKS

Bulletin books are located at the following points:

Atlanta, Bellwood (Yard Office and Shop), Manchester (Yard Office and Shop), LaGrange (for yard crews only), Lineville, Elyton (Yard Office and Shop), Woodward Iron Co. Office.

LEAVING TERMINALS

Trains must not leave the following points without clearance cards:

Elyton, Atlanta, Bellwood and Manchester. Trains originating at Lineville will not leave that point without clearance card.

SIGNAL STOPS

Nos. 122 and 123 at Dickert, Watts Mill, Erin, Clairmont Springs, Chandler, Renfroe, Harpersville, Simmsville and Helena.

PASSENGER TRAIN CONNECTIONS

ATLANTA

No. 5 wait indefinitely for NC&StL No. 11.

ELYTON

No. 123 wait 30 minutes for any connection when passengers are reported.

MANCHESTER

No. 122 wait 1 hour for No. 102 when passengers are reported.
No. 102 wait 30 minutes for No. 123 when passengers are reported.

LOCAL SURGEONS

Arkwright, Ala.....	Dr. J. C. Embry
Atlanta, Ga.....	Dr. B. H. Clifton
Bessemer, Ala.....	Dr. A. W. Davidson
Birmingham, Ala.....	Dr. B. S. Lester
Birmingham, Ala.....	Dr. A. E. Chenoweth
LaGrange, Ga.....	Dr. W. H. Clark
LaGrange, Ga.....	Dr. Enoch Callaway
LaGrange, Ga.....	Dr. B. Hollis Hand
Lineville, Ala.....	Dr. John E. Foster
Lineville, Ala.....	Dr. B. A. Stephens
Manchester, Ga.....	Dr. J. A. Johnson
Manchester, Ga.....	Dr. J. A. Johnson, Jr.
Roanoke, Ala.....	Dr. G. C. Ussery
Senoia, Ga.....	Dr. J. M. Tribble
Talladega, Ala.....	Dr. J. M. Washam

BRUNSWICK DISTRICT

MAIN LINE:

Waycross to Manchester.

BRANCHES:

Brunswick Branch.
Thomasville Branch.

DOUBLE TRACK

Double track extends from Fitzgerald Passenger Station to Westwood.

JOINT TRACKS

Engines of Central of Georgia Railway at Oglethorpe will be governed by A. C. L. time-tables, rules and special instructions while on A. C. L. tracks. A. C. L. engines will be governed by time-tables, rules and special instructions of Central of Georgia Railway while on tracks of that line.

Engines of S. A. L. Railroad at Thalman will be governed by A. C. L. time-tables, rules and special instructions while on A. C. L. tracks. A. C. L. engines will be governed by time-tables, rules and special instructions of the S. A. L. Railroad while on tracks of that line.

Trains and engines of G&F Railroad will be governed by A. C. L. time-tables, rules and special instructions while using A. C. L. tracks between Kingwood and Moultrie.

CAUTION

Northbound Western Division trains will secure permission (clearance card) from train dispatcher before proceeding from Waycross Yard or Passenger Station to Western Division Junction.

Two-arm signal at Western Division Junction governs movement of southbound trains, top arm governing B&W trains, bottom arm Western Division trains. A proceed bottom arm signal will authorize southbound Western Division trains to proceed from Western Division Junction to Passenger Station or Yard.

Train dispatcher, before clearing northbound Western Division trains, will have both signals at Western Division Junction placed in stop position.

All southbound trains finding signals at Western Division Junction in stop position will stop clear of connecting B&W main line and Western Division main line.

Northbound and southbound movements must be protected in accordance with Rule 99.

Operator at Western Division Junction will handle main line switch for Western Division trains.

All trains entering Waycross Passenger Yard will get a hand signal from the switch tender before fouling the Jacksonville, Dupont, or Albany main lines, and will move through the Passenger Yard under full control, expecting to find tracks occupied.

BRUNSWICK DISTRICT (Continued)

RAILROAD CROSSINGS

Location	Crossing Line	Signals or Gates
Fitzgerald Junction	S.A.L. RR.	Normally set Clear for A. C. L.
Tifton	Southern Division	Southern Division
Tifton	GS&F Ry.	GS&F Ry.
Tifton (Armour & Co. siding)	Southern Division	Western Division
Thalman	S.A.L. RR.	S.A.L. RR.

SPEED LIMITS

Between Fitzgerald and Manchester, passenger trains, 59 miles an hour.

Between Waycross and Manchester, through freight trains handling perishables, 49 miles an hour; other through freight trains, 45 miles an hour when handling UNRESTRICTED equipment, 40 miles an hour when handling RESTRICTED equipment; local freight trains and trains handling loaded high side coal cars, 35 miles an hour, except through freight trains between Westwood and Manchester are authorized 40 miles an hour when handling loaded high side coal cars.

Brunswick Branch, passenger trains, 40 miles an hour; freight and mixed trains, 30 miles an hour; trains handling loaded high side coal cars, 25 miles an hour.

Thomasville Branch, passenger trains, 30 miles an hour; freight and mixed trains, 25 miles an hour.

WRECKERS AND LOCOMOTIVE CRANES

Maximum speed allowed:

Lines	Class 3	Class 4	Class 5	Class 6
Waycross to Westwood.....	25	25	25	25
Westwood to Manchester.....	40	40	40	25
Sessoms to Brunswick.....	15	25	25	15
Fitzgerald Jct. to Thomasville.....	15	25	25	15

SPEED LIMITS, TOWN AND CITY ORDINANCES:

ALMA—City speed limit 10 miles an hour.

CORDELE—City speed limit 15 miles an hour. Crossing watchman is stationed at 7th St. Crossing from 7:00 A.M. to 3:00 P.M. Freight trains and switch engines will flag 7th St. Crossing during the hours when crossing watchman is not on duty and will flag 6th and 8th St. Crossings at all times. Passenger trains will flag 7th St. Crossing during hours when crossing watchman is not on duty and will flag 8th St. Crossing at all times. All trains will nag GS&F Rwy. Crossing at Cordele. City ordinance prohibits blocking 7th St. Crossing more than 5 minutes.

DOUGLAS—City speed limit 15 miles an hour. Crossings between Gaskin Ave. and College Ave. (both inclusive), must be left unobstructed except when trains are passing over crossings. Crossing at passenger station may be blocked a maximum of 5 minutes while passenger trains are doing station work. Unlawful to blow steam whistle except in emergency or when required by law, or to prevent accidents. Trains switching over Peterson or Gaskin Avenues will protect crossings with flag. Approach and pass over Pearl Ave. under control.

FITZGERALD—City speed limit 15 miles an hour. Switch engines and engines in charge of hostlers approach and pass over all crossings under control, and flag all street crossings in city limits when switching over such crossings.

MONTEZUMA—Reduce speed and proceed through Cherry Street at a speed not to exceed 10 miles an hour. Both engineman and fireman will closely observe vehicles parked to see that they are clear of A. C. L. tracks.

MOULTRIE—City speed limit 20 miles an hour. Approach and pass over street crossings north and south of depot under control. Trains switching will flag these crossings.

NICHOLLS—25 miles an hour over Liberty Street, just south of depot.

THOMASVILLE—City speed limit 20 miles an hour. Approach and pass over street crossings between the wye and depot under full control.

TIFTON—Approach and pass over street crossing south of depot under control. Trains switching will flag this crossing.

WAYCROSS—Approach and pass over Albany Ave. and Oak St. under full control.

SPRING SWITCHES

Spring switches are located at south end double track, Fitzgerald, normally set for northward trains, and at north end double track, Westwood, normally set for southward trains.

In case a train or engine trailing through a spring switch is stopped before passing entirely through the switch, the train or engine must not be backed, nor slack taken, until the switch is set by hand for the back-up movement. Use of sand through these switches is prohibited.

YARD LIMITS

Yard limits at the following points will be indicated by sign boards marked "YARD LIMIT":

Manchester, Oglethorpe-Montezuma, Cordele-Cordele Yard, Westwood-Fitzgerald Jct., Nicholls, Sessoms, Waycross-Hebardville, Offerman, Thalman, Brunswick-Glynnmar, Tifton, Kingwood-Moultrie, Thomasville.

LOCATION OF STANDARD CLOCKS

Manchester (Yard Office), Cordele, Westwood, Fitzgerald, Nicholls, Waycross (Passenger Station and Yard), Thomasville.

REGISTER STATIONS

Manchester, Westwood, Fitzgerald (for passenger trains), Nicholls (for trains originating and terminating), Sessoms, Waycross (Passenger Station for passenger trains; Yard for freight trains), Thalman, Anguilla, Thomasville, Moultrie and Kingwood.

BULLETIN BOOKS

Bulletin books are located at following points:

Manchester (Yard Office and Shop), Cordele (for yard crews only), Westwood (Yard Office and Shop), Fitzgerald, Nicholls, Waycross (Passenger Station, Yard Office, Shop Gate), Thomasville.

LEAVING TERMINALS

Trains must not leave following points without clearance card: Manchester, Westwood (for freight trains), Fitzgerald (for passenger trains), Moultrie, Waycross (Passenger Station for passenger trains; Yard for freight trains).

Trains originating at Nicholls, Offerman, Thalman and Thomasville must secure clearance card at originating point.

SIGNAL STOPS

Nos. 101 and 102 at Arp.

Nos. 5 and 6 at Douglas to discharge and receive passengers to or from Atlanta or Jacksonville or beyond.

PASSENGER TRAIN CONNECTIONS

WAYCROSS

No. 102 wait 1 hour for Southern Division No. 18 when passengers are reported.

No. 102 wait 15 minutes for Southern Division No. 189 when passengers are reported.

No. 6 wait indefinitely for Southern Division No. 6.

LOCAL SURGEONS

Alma, Ga.....	Dr. W. W. Sharpe
Brunswick, Ga.....	Dr. J. W. Simmons
Cordele, Ga.....	Dr. Chas. Adams
Douglas, Ga.....	Dr. Dan Jardine
Fitzgerald, Ga.....	Dr. D. B. Ware
Manchester, Ga.....	Dr. J. A. Johnson
Manchester, Ga.....	Dr. J. A. Johnson, Jr.
Montezuma, Ga.....	Dr. J. Fred Adams
Moultrie, Ga.....	Dr. Clem C. Brannen
Moultrie, Ga.....	Dr. Cecil N. Brannen
Moultrie, Ga.....	Dr. W. R. McGinty
Nicholls, Ga.....	Dr. F. Goldwasser
Oglethorpe, Ga.....	Dr. H. C. Derrick
Thomasville, Ga.....	Dr. Chas. H. Watt
Thomasville, Ga.....	Dr. Herbert F. Reading
Tifton, Ga.....	Dr. D. B. Harrel
Tifton, Ga.....	Dr. C. S. Pittman
Vienna, Ga.....	Dr. V. C. Daves
Waycross, Ga.....	Dr. C. A. Witmer
Waycross, Ga.....	Dr. W. P. Stoner

FIRST AID INSTRUCTIONS

In the case of injury to an employee on duty, or to a passenger, call the most available Local Surgeon in the list.

In case no Local Surgeon can be reached in time to respond, secure the services of the most available surgeon in the vicinity, informing him that he is engaged for the emergency or until such time as the Local Surgeon assumes charge of the case.

Before the arrival of a surgeon, it is always important to be sure of two things: First, that there is no obstruction to the breathing; and Second, that there is no excessive bleeding. Of course, no one can live long if he cannot breathe, or if he is losing much blood.

As to breathing, be sure that there is nothing in the mouth or throat to obstruct the passage of air; also that there is nothing constricting the neck, then see if there is anything about the chest which would prevent free movement of the ribs.

If there is severe bleeding from a limb, and if the blood is spurting from the wound, it should be controlled by a tourniquet placed between the body and the wound. This should always be put between the knee or elbow and the body, and should be tightened until the blood stops. If the blood simply flows and does not spurt, it can generally be controlled by making pressure directly upon the wound. If one has a sterile bandage handy, this should be placed directly in the wound and fastened tight.

When bones are broken the fractured ends almost always splinter. These splintered ends may do a great deal of damage to the muscles, blood vessels, etc., in the neighborhood, if great care is not taken in moving the patient. It is better not to move such a patient until a temporary splint has been applied to prevent these splintered ends of the bone doing any more damage.

It is never advisable to try to force a patient to swallow when he is not conscious and evidently unable to swallow. An injured person should be kept warm.

THE COMPANY WILL NOT BE RESPONSIBLE FOR BILLS MADE UNLESS THE PHYSICIAN OR SURGEON IS CALLED BY AN AUTHORIZED AGENT OF THE COMPANY.

SPEED TABLE

Time per Mile		Miles per Hour
Minutes	Seconds	
2	00	30
1	43	35
1	30	40
1	20	45
1	12	50
1	00	60