

SOUTHERN RAILWAY SYSTEM

CENTRAL LINES

ATLANTA DIVISION

TIME TABLE No.

11

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

SATURDAY, DECEMBER 16, 1939

Central Standard Time will govern between Chattanooga and Constitution, between Forrestville and Attalla, between Cohutta and Cleveland, between Williamson 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 racks in Cars		Station Nos.	Miles from Chattanooga	TIME TABLE No. 11 EFFECTIVE DECEMBER 16, 1939		Minimum time in minutes between stations	FIRST CLASS							
Other racks	Sidings			STATIONS			Passenger	31 Daily	1 Daily	5 Daily	3 Daily			
				Lv.			A. M.		1 A. M.	5 P. M.	3 P. M.			
			0.0	CHATTANOOGA . N			3 20		6 00	2 50	4 10			
				W } 2.1 TT } CITICO . . . N CY } 12.9	3									
37	103	227A	15.0	W. OOLTEWAH . . N	15		f 3 45		6 25	3 13	s 4 33			
2		20H	19.6	APISON	5		f 3 51							
7	103	22H	21.9	HOWARDVILLE . P	3		f 3 55		6 35	3 22	4 46			
110	129	27H	26.7	COHUTTA, GA . . D	5		f 4 02		6 42	3 27 ⁵⁴	4 51			
4	90	31H	30.9	W. VARNELL . . . P	4 1/2		f 4 08		6 47	3 32	4 56			
				4.0	4									
5	65	35H	34.9	WARING			f 4 13		6 52	3 36	5 00 ³²			
159	E 35 W 98	40H	40.1	DALTON N	6		s 4 19		s 6 58	3 42	s 5 06			
4	100	45H	45.1	PHELPS	5		f 4 32		7 09	3 50	5 17			
3	104	53H	52.5	HILL CITY	8		f 4 42		7 18	3 58	5 25			
16	119	55H	55.3	W. SUGAR VALLEY .	3		s 4 47		7 21	4 01 ⁸⁵	5 28			
10	75	61H	60.6	OOSTANAULA . . P	5 1/2		f 4 54		7 27 ⁵²	4 06	5 34			
				5.7	6									
15	85	66H	66.3	PLAINVILLE . . D			f 5 04		7 34	4 13 ³²	5 41			
10	93	71H	71.1	SHANNON D	5		s 5 12		7 39	4 18	5 46			
32	54	78H	78.2	FORRESTVILLE .	7		f 5 20		7 46	4 25	5 53			
728	79	80H	79.9	WY. ROME	2		s 5 35		s 7 55	4 28	s 6 02			
	70	81H	80.5	K TOWER N	1		5 37		7 57	4 29	6 04			
165	90	82H	82.2	WCATLANTA JCT . .	2		5 39		7 59	4 36	6 06			
16		84H	84.0	LINDALE	2		f 5 43							
3	113	85H	85.4	SILVER CREEK . . .	2		f 5 46		8 04	4 42	6 12			
7	93	91H	90.7	BRICE	7		f 5 54		8 11	4 49	6 19			
10	83	94H	93.9	SENEY	3 1/2		f 5 59		8 15	4 53	6 23			
				4.6	5									
	87	99H	98.5	ARAGON D			f 6 06		8 20	4 58	6 28			
54	106	102H	101.8	W. ROCKMART . . N	4		s 6 15 ⁵²		d 8 25 ⁶²	5 03	d 6 33			
23	111	108H	108.2	BRASWELL . . . P	8		f 6 25		8 37	5 13	6 45			
12	E 68 W 84	113H	113.2	McPHERSON . . .	7		f 6 35		8 46	5 21	6 52			
35	E 84 W 112	119H	118.8	W. DALLAS . . . D	8		s 6 45		9 00 ⁴	5 31	7 02 ^{2 85}			
25	70	125H	124.8	HIRAM	7		s 6 55		9 11	5 39	7 11			
54	103	130H	129.9	POWDER SPRINGS .	6		s 7 02		9 18	5 46	7 18			
25	103	135H	134.7	W. AUSTELL . . . N	5		s 7 10 ⁶²		9 24	5 51	7 24			
				(No. End Double Track) 13.2	14									
		148H	147.9	W } INMAN YARDS . N TT } CY }	10		7 50		10 00	6 20	8 00			
		153H	152.7	ATLANTA N										
				(Terminal Station) Ar.			A. M.		A. M.	P. M.	P. M.			
							Daily 31		Daily 1	Daily 5	Daily 3			
				(Atlanta)	Passenger									

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

Capacity of Tracks in Cars		Station Nos.	Miles from Chattanooga	TIME TABLE No. 11 EFFECTIVE DECEMBER 16, 1939		FIRST CLASS						
Other Tracks	Sidings			STATIONS		Minimum time in minutes between stations	4 Daily		6 Daily	32 Daily	2 Daily	
				Ar.			A. M.		P. M.	P. M.	P. M.	
			0.0	CHATTANOOGA .N			11 55		2 00	6 10	10 00	
				W } 2.1 TT } CITICO .N	3							
				CY } 12.9	15							
37	103	227A	15.0	W. OOLTEWAH .N	5		11 25		1 33	5 35	9 30	
2		20H	19.6	4.6 APISON .	3					5 26		
7	103	22H	21.9	2.3 HOWARDVILLE .P	5		11 13		1 25	5 22	9 20	
110	129	27H	26.7	4.8 COHUTTA, GA .D	4 1/2		11 07		1 19	5 15	9 14	
4	90	31H	30.9	4.2 W. VARNELL .P	4		11 02		1 14	5 07	9 09	
				4.0								
5	65	35H	34.9	WARING .	6		10 58		1 10	5 00 s	9 04	
159	E 35 W 98	40H	40.1	5.2 DALTON .N	5		10 50		1 04	4 52	8 56 s1	
4	100	45H	45.1	5.0 PHELPS .	8		10 40		12 54	4 45	8 45	
3	104	53H	52.5	7.4 HILL CITY .	3		10 32		12 46	4 35	8 36	
16	119	55H	55.3	2.8 W. SUGAR VALLEY .	5 1/2		10 29		12 43	4 30	8 33	
10	75	61H	60.6	5.8 OOSTANAULA .P	6		10 23 55		12 37	4 22 85	8 27	
				5.7								
15	85	66H	66.3	4.8 PLAINVILLE .D	5		10 16		12 30	4 13 s	8 20	
10	93	71H	71.1	7.1 SHANNON .D	7		10 11		12 25	3 59	8 14	
32	54	78H	78.2	1.7 FORRESTVILLE .	2		10 03		12 17	3 49	8 06	
728	79	80H	79.9	0.6 WY. ROME .	1		10 00		12 15	3 45	8 03	
	70	81H	80.5	1.7 K TOWER .N	2		9 53		12 09	3 33	7 54	
165	90	82H	82.2	1.8 WC ATLANTA JCT. .	2		9 51		12 07	3 31	7 52	
162		84H	84.0	1.4 LINDALE .	7					3 28		
3	113	85H	85.4	5.3 SILVER CREEK .	3 1/2		9 47 63		12 03	3 25	7 48	
7	93	91H	90.7	3.2 BRICE .	5		9 40		11 56	3 17	7 41	
10	83	94H	93.9	4.6 SENEY .	4		9 36 62		11 52	3 13	7 38	
	87	99H	98.5	8.3 ARAGON .D	8		9 30		11 46	3 06	7 33	
54	106	102H	101.8	6.4 W. ROCKMART .N	7		9 25		11 42 55	2 59	7 27	
23	111	108H	108.2	5.0 BRASWELL .P	8		9 17		11 34 63	2 51	7 19	
12	E 68 W 34	113H	113.2	5.8 McPHERSON .	7		9 09		11 25	2 42	7 11	
35	E 34 W 112	119H	118.8	6.0 W. DALLAS .D	6		9 00 1		11 16	2 33	7 02 85 3	
25	70	125H	124.8	5.1 HIRAM .	5		8 52		11 08	2 23	6 49	
54	103	130H	129.9	4.8 POWDER SPRINGS .	14		8 46		11 01	2 15	6 41	
25	103	135H	134.7	18.2 W. AUSTELL .N (No. End Double Track)	10		8 40		10 55	2 08	6 35	
				4.8 W. INMAN YARDS .N								
		143H	147.9	4.8 CY } ATLANTA .N			8 15		10 30	1 40	6 10	
		153H	152.7	(Terminal Station) Lv.			A. M.		A. M.	P. M.	P. M.	
					Passenger		Daily 4		Daily 6	Daily 32	Daily 2	
				(Atlanta)								

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

Capacity of racks in Cars		Station Nos.	Miles from Chattanooga	TIME TABLE No. 11 EFFECTIVE DECEMBER 16, 1939		Minimum Time in min- utes between stations	SECOND CLASS			THIRD CLASS					
Other racks	Sidings			STATIONS	Freight		55 Daily	51 Daily	59 Daily	63 Ex. Sun.	85 Daily				
			0.0	CHATTANOOGA	N			A. M.		P. M.	P. M.	A. M.	P. M.		
				W. } TT } CY }											
37	103	22A	15.0	CITICO	N	2.1 12.9	25	8 30		7 30	10 10				
2		20H	19.6	W. } CY }	N	4.6	7	9 00 52		8 00	10 40				
7	103	22H	21.9	APISON		2.8	4								
110	129	27H	26.7	HOWARDVILLE	P	4.8	7	9 12		8 11	10 54		P. M.		
4	90	31H	30.9	COHUTTA, GA	D	4.2	6	9 20		8 18	11 02		2 45		
				W. } CY }	P	4.0	6	9 30		8 30	11 15		2 57		
5	65	35H	34.9	WARING		5.2	8	9 36		8 37	11 23		3 10 54		
159	E 35 W 98	40H	40.1	DALTON	N	5.0	8	9 44		8 56 2	11 33		3 30		
4	100	45H	45.1	PHELPS		7.4	11	9 54		9 06	11 42		3 39		
3	104	53H	52.5	HILL CITY		2.8	4	10 05		9 17	11 53		3 50		
16	119	55H	55.3	W. SUGAR VALLEY		5.3	8	10 09		9 21	11 57 86		4 01 5		
10	75	61H	60.6	OOSTANAULA	P	5.7	9	10 23 4		9 29	12 05 AM		4 22 32		
15	85	66H	66.3	PLAINVILLE	D	4.8	7	10 33		9 38	12 14 50		4 32		
10	93	71H	71.1	SHANNON	D	7.1	11	10 40		9 45	12 21		4 40		
32	54	78H	78.2	FORRESTVILLE		1.7	3	10 51		9 56	12 32	A. M.	4 51		
726	79	80H	79.9	WY. } ROME		0.6	2	10 55		9 59	12 36	9 00	4 55		
	70	81H	80.5	K. TOWER	N	1.7	2	10 57 62		10 01	12 38	9 10	5 00		
165	90	82H	82.2	WC ATLANTA JCT.		1.8	3	11 08		10 15 86	12 50	9 25	5 30		
16		84H	84.0	LINDALE		1.4	2								
3	113	85H	85.4	SILVER CREEK		5.3	8	11 11		10 22	12 57	9 47 4	5 38		
7	93	91H	90.7	BRICE		3.2	5	11 20		10 35	1 10	10 05 62	5 50		
10	83	94H	93.9	SENEY		4.6	7	11 25		10 40	1 15	10 15	5 55		
	87	99H	98.5	ARAGON	D	8.3	5	11 32		10 47 50	1 22	10 30	6 02		
54	106	102H	101.8	W. } ROCKMART	N	6.4	10	11 42 6		10 53	1 28	10 55	6 08		
23	111	108H	108.2	BRASWELL	P	5.0	9	11 58		11 10	1 45	11 34 6	6 25		
12	E 68 W 34	113H	113.2	McPHERSON		6.8	10	12 08 PM		11 22	1 57	11 45	6 35		
35	E 84 W 112	119H	118.8	W. } DALLAS	D	6.0	10	12 20		11 40	2 12	12 05 PM	7 02 3 2		
25	70	125H	124.8	HIRAM		5.1	8	12 30 54 63		11 50	2 22	12 30 55 54	7 15		
54	103	130H	129.9	POWDER SPRINGS		4.8	7	12 42		11 59	2 31	12 45	7 23		
25	103	135H	134.7	W. } AUSTELL	N	13.2	20	12 50		12 10 AM	2 40	1 00	7 30		
				(No. End Double Track)											
		148H	147.9	W. } TT } CY }	N			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.		
								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 No.	Miles from Chattanooga	TIME TABLE No. 11 EFFECTIVE DECEMBER 16, 1939		SECOND CLASS			THIRD CLASS		
Other Tracks	Siding			STATIONS	Minimum Time in min- utes between stations	52 Daily	54 Daily	50 Daily	62 Ex. Sun.	86 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			
2		20H	19.6	4.6 APISON	7						
7	103	22H	21.9	2.3 HOWARDVILLE P	4	8 40	3 36	1 46			
110	129	27H	26.7	4.8 COHUTTA, GA D	7	8 31	3 27 5	1 38		A. M.	
4	90	31H	30.9	4.2 W. VARNELL P	6	8 25	3 16	1 30		1 30	
				4.0						1 15	
5	65	35H	34.9	WARING	6	8 13	3 10 85	1 15			
159	E 35 W 98	40H	40.1	5.2 DALTON N	2	8 05	3 01	1 05		12 55	
4	100	45H	45.1	5.0 PHELPS	8	7 52	2 50	12 50		12 45	
3	104	53H	52.5	7.4 HILL CITY	11	7 41	2 39	12 39		12 25	
16	119	55H	55.3	2.8 W. SUGAR VALLEY	4	7 37	2 35	12 35		12 10 AM	
10	75	61H	60.6	5.3 OOSTANAULA P	8	7 27 1	2 28	12 26		11 57 59	
				5.7						11 25	
15	85	66H	66.3	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	A. M.	10 35	
726	79	80H	79.9	1.7 WY. ROME	3	6 53	1 57	11 40	11 25	10 30	
	70	81H	80.5	0.6 K TOWER N	2	6 50	1 55	11 35	10 57 55	10 25	
165	90	82H	82.2	1.7 WCATLANTA JCT	2	6 48	1 53	11 30	10 50	10 15 51	
162		84H	84.0	1.8 LINDALE	3						
3	113	85H	85.4	1.4 SILVER CREEK	2	6 40	1 43	11 10	10 15	9 55	
7	93	91H	90.7	5.3 BRICE	8	6 32	1 33	11 00	10 05 63	9 45	
10	83	94H	93.9	3.2 SENEY	5	6 27	1 28	10 55	9 36 4	9 40	
				4.6							
	87	99H	98.5	ARAGON D	7	6 20	1 21	10 47 51	9 15	9 33	
54	106	102H	101.8	3.3 W. ROCKMART N	5	6 15 31	1 16	10 34	8 25 1	9 28	
23	111	108H	108.2	6.4 BRASWELL P	10	6 00	1 04	10 22	8 07	9 16	
12	E 68 W 34	113H	113.2	5.0 McPHERSON	9	5 49	12 53	10 10	7 57	9 06	
35	E 34 W 112	119H	118.8	5.6 W. DALLAS D	10	5 38	12 40	9 57	7 45	8 54	
25	70	125H	124.8	6.0 HIRAM	10	5 28	12 30 55 63	9 45	7 25	8 43	
54	103	130H	129.9	5.1 POWDER SPRINGS	8	5 19	12 20	9 33	7 17	8 34	
25	103	135H	134.7	4.8 W. AUSTELL N (No. End Double Track)	7	5 12	12 12 PM	9 25	7 10 31	8 25	
				13.2							
		148H	147.9	W } TT } INMAN YARDS N	20	4 45	11 50	9 00	6 30	8 00	
		153H	152.7	4.8 CY } ATLANTA N (Terminal Station)							
				Lv		A. M.	A. M.	P. M.	A. M.	P. M.	
					Freight	Daily 52	Daily 54	Daily 50	Ex. Sun. 62	Daily 86	
				(Atlanta)							

BETWEEN ATLANTA AND MACON—SOUTHBOUND (Eastern Standard Time)

apacity of ach in Cars				Station Nos.	Miles from Chattanooga	TIME TABLE No. 11 EFFECTIVE DECEMBER 16, 1939		Min'm time in min's bet'n sta no Pass'r	FIRST CLASS							Eastern Standard Time shown on this page between Atlanta and Constitution as information only; Atlanta Terminal Time Table governs between those points.
Siding	STATIONS		27 Daily			1 Daily	49 Daily		7 Daily	5 Daily	3 Daily					
	Lv.	Ar.														
		648	152.7	 ATLANTA ... N (Terminal Station) 8.1	6	8 00	.....	11 10	5 55	7 20	7 25	9 15				
76		156H	155.8	 ROSELAND 8.1	4	8 08		11 18	6 03	7 28	7 33	9 23				
4	130	159H	158.9	... CONSTITUTION N (So. End Double Track) 6.7	8	8 14 65		11 23 48	6 08 57 2	7 31 5	7 37 7	9 27				
6	N 103 S 89	166H	165.6	... ELLENWOOD 6.9	6	8 28 4		11 33	6 19	7 41	7 47	9 36 26				
16	N 103 S 102	172H	171.5	... STOCKBRIDGE D 5.5	7	8 42		11 40	6 29	7 48	7 55	9 45				
5	N 110 S 112	177H	177.0	 FLIPPEN 4.0	6	8 50		11 48	6 37	7 56	8 03	9 53				
195	N 119 S 100	181H	181.0	WY. McDONOUGH N 7.2	6	8 58 64		11 56	6 46	8 03	8 10	10 00				
25	N 110 S 102	188H	188.2	.. LOCUST GROVE .. 4.9	5	9 08 54		12 04 PM	P. M.	8 10	8 18	10 08				
6	N 103 S 126	193H	193.1	... JENKINSBURG 5.4	6	9 17		12 11		8 16	8 24	10 15				
135	N 109 S 114	190H	198.5	 JACKSON 7.1	8	9 27		12 19		8 24 26	8 32 26	10 23				
	N 103 S 109	205H	205.6	 SANDY 6.9	8	9 40		12 27		8 32	8 40	10 31				
10	N 102 S 102	213H	212.5	 BERNER 4.5	5	9 59 6		12 37		8 41	8 50	10 41				
	N 124 S 79	216H	216.3	W JULIETTE BLOCK N 0.7	9	10 04		12 43		8 46	8 55	10 46				
50		217H	217.0	 JULIETTE 7.6	8	10 06						10 47				
27	N 102 S 100	225H	224.6	... DAMES FERRY ... 7.8	9	10 17		12 55		8 58	9 07	10 58				
1	N 120 S 110	232H	231.9	 HOLTON 7.9	2	10 27		1 03		9 06	9 15	11 07				
		239H	239.8	... SPRING STREET ... 0.7	2	10 38		1 13 50		9 16 5 57	9 25 7 57	11 17				
		240H	240.5	 MACON ... N (Terminal Station) Ar.		10 45		1 20		9 20	9 30	11 25				
						A. M.		P. M.		P. M.	P. M.	P. M.				
						Daily 27		Daily 1		Daily 49	Daily 7	Daily 5	Daily 3			

BETWEEN COCHRAN AND HAWKINSVILLE (Eastern Standard Time)

SOUTHBOUND				NORTHBOUND			
FIRST CLASS				FIRST CLASS			
123 Ex. Sun.	125 Ex. Sun. Mixed	127 Ex. Sun. Mixed	W. & T. 101 Ex. Sun. Mixed	122 Ex. Sun. Mixed	126 Ex. Sun. Mixed	124 Ex. Sun.	W. & T. 104 Ex. Sun. Mixed
A. M. 8 45	P. M. 2 40	P. M. 12 10	A. M.	P. M. 12 01	P. M. 2 30	A. M. 8 15	P. M.
	2 54	12 24		11 46	2 16		
9 10	3 05	12 35	10 55	11 35	2 05	7 50	1 55
9 15	3 10	12 40	11 00	11 30	2 00	7 45	1 50
A. M.	P. M.	P. M.	A. M.	A. M.	P. M.	A. M.	P. M.
Ex. Sun. 123	Ex. Sun. Mixed 125	Ex. Sun. Mixed 127	Ex. Sun. Mixed 101	Ex. Sun. Mixed 122	Ex. Sun. Mixed 126	Ex. Sun. Mixed 124	Ex. Sun. Mixed 104
			W. & T.				W. & T.

BETWEEN ATLANTA AND MACON—NORTHBOUND (Eastern Standard Time)

7

Capacity of Tracks in Cars		Station Nos.	Miles from Chattanooga	TIME TABLE No. 11 EFFECTIVE DECEMBER 16, 1939		Min'm time in min's bet'n stations	FIRST CLASS								
Full Tracks	Sidings			STATIONS			8 Daily		4 Daily	6 Daily	48 Daily	2 Daily	26 Daily		
		648	152.7	 ATLANTA ... N (Terminal Station) 3.1	.....	Ar.	A. M.		A. M.	A. M.	A. M.	P. M.	P. M.		
							7 20		8 55	11 25	11 35	6 35	10 00		
76		158H	155.8	 ROSELAND 3.1	6		7 01		8 43	11 16	11 25	6 11	9 51		
4	130	159H	158.9	... CONSTITUTION N (So. End Double Track) 6.7	4		6 56 ¹⁶¹		8 38 ⁶⁵	11 12 ¹	11 21 ¹	6 06 ^{49 57}	9 47		
6	N 103 S 89	106H	165.6	... ELLENWOOD 5.9	8		6 45		8 28 ²⁷	11 02	11 10	5 56	9 36 ³		
16	N 103 S 102	172H	171.5	... STOCKBRIDGE D 5.5	6		6 36		8 22	10 54	11 00	5 48	9 22		
5	N 110 S 112	177H	177.0	... FLIPPEN 4.0	7		6 26 ⁵⁹		8 15 ¹⁶¹	10 46	10 52	5 40	9 12		
195	N 119 S 100	181H	181.0	WY. McDONOUGH N 7.2	6		6 17		8 07	10 39 ⁴⁸	10 44 ⁶	5 32	9 03		
25	N 110 S 102	188H	188.2	... LOCUST GROVE ... 4.9	6		6 08		7 58	10 31	A. M.	5 24	8 53		
6	N 103 S 128	193H	193.1	... JENKINSBURG 5.4	5		6 01		7 50	10 25		5 17 ⁵⁵	8 42		
135	N 109 S 114	199H	198.5	... JACKSON 7.1	6		5 52		7 42 ^{59 64}	10 17 ⁶⁵		5 08	8 32 ⁵		
	N 103 S 109	205H	205.6	... SANDY 6.9	8		5 43		7 34	10 09		4 59	8 10 ⁵⁷		
10	N 102 S 102	213H	212.5	... BERNER 4.5	8		5 31		7 24	9 59 ²⁷		4 48	7 58		
	N 124 S 79	216H	216.3	W. JULIETTE BLOCK N 0.7	5		5 25		7 19	9 54		4 43	7 52		
50		217H	217.0	... JULIETTE 7.6	9				7 18				7 50		
27	N 102 S 100	225H	224.6	... DAMES FERRY ... 7.3	8		5 13		7 07	9 42		4 31	7 39		
10	N 120 S 110	232H	231.9	... HOLTON 7.9	9		5 05		6 59	9 34		4 23	7 30		
		239H	239.8	... SPRING STREET ... 0.7	2		4 52		6 47 ⁵⁴	9 22 ⁵⁹		4 12	7 17		
		240H	240.5	... MACON ... N (Terminal Station) Lv.			4 50		6 45	9 20		4 10	7 15		
							A. M.		A. M.	A. M.	A. M.	P. M.	P. M.		
							Daily		Daily	Daily	Daily	Daily	Daily		
							8		4	6	48	2	26		

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

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

BETWEEN COHUTTA AND CLEVELAND (Central Standard Time)

SOUTHBOUND			Capacity of Tracks in Cars		Station Nos.	Miles from Cleveland	TIME TABLE No. 11 EFFECTIVE DECEMBER 16, 1939		Minimum Time in min- utes between stations	NORTHBOUND				
THIRD CLASS			Other Tracks	Sidings			STATIONS			Freight	THIRD CLASS			
		85 Daily					Lv.	Ar.		86 Daily				
		P.M.					W } CY }	CLEVELAND ..N		A.M.				
.....		2 00	41	.....	213A	0.0				2 30	.....			
.....		2 10	2	.....	5 I	5.1		BLUE SPRINGS ...	9	1 50	.....			
.....		2 15	10	.....	8 I	8.1		MARBLE SWITCH ...	5	1 45	.....			
.....		2 19			10 I	10.1		WEATHERLY, TENN..	4	1 40	.....			
.....		2 22	20	.....	12 I	12.1		RED CLAY, GA. ...	3	1 35	.....			
.....		2 35	118	.....	27H	14.5		COHUTTA ...D	4	1 30	.....			
		P.M.					Ar.	Lv.		A.M.				
		Daily 85							Freight	Daily 86				
								(Atlanta)						

BETWEEN ATLANTA AND MACON—SOUTHBOUND (Eastern Standard Time)

Capacity of Cocks in Cars		Station Nos.	Miles from Chattanooga	TIME TABLE No. 11 EFFECTIVE DECEMBER 16, 1939		Minimum Time in min- utes between stations	SECOND CLASS					THIRD CLASS	
ther- ac	Sidings			STATIONS	Freight		153 Ex. Sun.		59 Daily	55 Daily	57 Daily		161 Ex. Sun.	65 Mon. Wed. Fri.
				Lv.									
		147H	147.9	W TT CY } SOUTH INMAN ...		A. M. 12 01		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) 3.1	10								
					10								
76		156H	155.8	ROSELAND ...	5	12 20		5 28	3 55	6 28		7 19	8 30
4	130	159H	158.9	3.1 CONSTITUTION N (So. End Double Track)	12	12 25		5 35	4 01 50	6 34 49		7 25 8	8 38 27 4
6	N 103 S 59	166H	165.6	6.7 ELLENWOOD ...	9	12 40		5 48	4 14	6 47		7 39	8 52
16	N 103 S 102	172H	171.5	5.9 STOCKBRIDGE D	9	12 50		6 00	4 23	6 57		7 49	9 05
5	N 110 S 112	177H	177.0	5.5 FLIPPEN ...	8	1 00		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 7.2	9	1 10		6 45	4 47	7 22		8 23	9 30 54
25	N 110 S 102	188H	188.2	LOCUST GROVE ...	8	A. M.		6 57	4 58	7 33		A. M.	9 40
6	N 103 S 126	193H	193.1	4.9 JENKINSBURG ...	9			7 08	5 17 2	7 42			9 50
135	N 109 S 114	199H	198.5	5.4 JACKSON ...	10			7 42 4 64	5 30	7 52			10 17 6
	N 103 S 109	205H	205.6	7.1 SANDY ...	12			7 53	5 40	8 10 26			11 00
10	N 102 S 102	213H	212.5	6.9 BERNER ... 4.5	7			8 07 54	5 52	8 22			11 15
	N 124 S 79	216H	216.3	W JULIETTE BLOCK N				8 20	6 00	8 29			11 45
50		217H	217.0	0.7 JULIETTE ...	13								
27	N 102 S 100	225H	224.6	7.6 DAMES FERRY ...	11			8 40	6 15	8 43			12 05 PM
10	N 120 S 110	232H	231.9	7.3 HOLTON ...	12			8 55	6 27	8 54			12 20
		239H	239.8	7.9 SPRING STREET ...				9 10 6	6 40	9 06 7 5			12 40
		240H	240.5	0.7 MACON ... N									
Yard		242H	242.2	WY C TT } (Terminal Station) MACON YARD ... N				9 30	7 00	10 30			1 30
				Ar.		A. M.		A. M.	P. M.	P. M.		A. M.	P. M.
					Freight	Ex. Sun. 153		Daily 59	Daily 55	Daily 57		Ex. Sun. 161	Mon. Wed. Fri. 65
				(Atlanta)									

(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) 9

Capacity of Tracks in Cars		Station Nos.	Miles from Chattanooga	TIME TABLE No. 11 EFFECTIVE DECEMBER 16, 1939		Minimum Time in min- utes between stations	SECOND CLASS				THIRD CLASS		
Other Tracks	Sidings			STATIONS			Freight	52 Daily		54 Daily	50 Daily	158 Ex. Mon.	64 Tue. Thu. Sat.	162 Ex. Sun.
		147H	147.9	W TT CY	SOUTH INMAN Ar.		A. M. 5 00		A. M. 11 30	P. M. 5 30	A. M. 1 15	A. M. 11 00	P. M. 3 00
		648	152.7		ATLANTA N (Terminal Station) 3 1	10							
76		156H	155.8		ROSELAND	10	3 40		10 35	4 15	11 58	10 15	2 15
4	130	159H	158.9		CONSTITUTION N (So. End Double Track) 6 7	5	3 25		10 25	4 01 55	11 50	10 05	2 05
6	N 103 S 89	166H	165.6		ELLENWOOD	12	3 05		10 07	3 40	11 38	9 50	1 50
16	N 103 S 102	172H	171.5		STOCKBRIDGE D	9	2 55		9 55	3 30	11 28	9 40	1 40
5	N 110 S 112	177H	177.0		FLIPPEN	9	2 45		9 42	3 20	11 18	9 25	1 30
195	N 119 S 100	181H	181.0		WY. McDONOUGH N 4 0	8	2 35		9 30 65	3 10	11 08	8 58 27	1 20
25	N 110 S 102	188H	188.2		LOCUST GROVE	9	2 21		9 08 27	2 55	P. M.	8 10	P. M.
6	N 123 S 109	193H	193.1		JENKINSBURG	8	2 13		8 50	2 45		7 55	
135	N 109 S 114	199H	198.5		JACKSON	9	2 00		8 40	2 32		7 42 4 59	
	N 103 S 109	205H	205.6		SANDY	10	1 47		8 27	2 20		7 15	
10	N 102 S 102	213H	212.5		BERNER	12	1 32		8 07 59	2 03		7 00	
	N 124 S 79	216H	216.3		W JULIETTE BLOCK N	7	1 25		8 00	1 55		6 52	
50		217H	217.0		JULIETTE	13							
27	N 102 S 100	225H	224.6		DAMES FERRY	11	1 07		7 42	1 37		6 27	
10	N 120 S 110	232H	231.9		HOLTON	12	12 55		7 30	1 26		6 15	
		239H	239.8		SPRING STREET		12 40		7 15 4	1 13 1		6 00	
		240H	240.5		MACON N								
Yard		242H	242.2	WY TT C	MACON YARD N		12 30		7 00	1 00		5 45	
					Lv.		A. M.		A. M.	P. M.	P. M.	A. M.	P. M.
						Freight	Daily 52		Daily 54	Daily 50	Ex. Sun. 158	Tue. Thu. Sat. 64	Ex. Sun. 162
(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 MACON AND BRUNSWICK—SOUTHBOUND (Eastern Standard Time)

Capacity of Tracks in Cars		Station Nos.	Miles from Chattanooga	TIME TABLE No. 11 EFFECTIVE DECEMBER 16, 1939		Minimum time in minutes between stations		FIRST CLASS			SECOND CLASS		THIRD CLASS		
Other Tracks	Sidings			STATIONS		Pass.	Fr't.	3 Daily	27 Daily	55 Daily	69 Mon. Wed. Fri.	67 Mon. Wed. Fri.			
		240H	240.5	.....	MACON	Lv. N		P. M. 11 30		A. M. 11 00		A. M.		P. M.	A. M.
		242H	242.2	WY CTT	(Terminal Station) MACON YARD	N									
		243H	243.3	.....	STRATTON							1 30			6 00
				6.5			7	10	11 42		11 08		1 35		6 05
	50	250H	249.8	.....	REIDS		7	10	11 51		11 18		1 46		6 15
34	44	257H	256.5	W...	BULLARD		4	6	12 01 AM		11 28		1 57		6 25
15	48	261H	260.5	.....	ADAM'S PARK		7	10	12 06		11 34		2 04		6 32
19	80	267H	266.6	.....	WESTLAKE		7	10	12 15		11 43		2 15		6 42
	51	273H	273.2	.....	McGRIFF		7	10	12 24		11 53		2 25		6 52
130	53	279H	279.2	WY C	COCHRAN	D	6	10	12 38		12 06 PM		3 05 s		7 15
				5.7			6	9							
20	52	285H	284.9	.....	EMPIRE		5	7	12 48		12 15		3 14		7 25
4	52	290H	289.5	.....	GRESSTON		9	13	12 54		12 22		3 21		7 35
50	65	298H	297.8	W...	EASTMAN	D	6	8	1 07		12 35		3 34		8 00
51		303H	302.9	.....	GODWINVILLE		5	7	1 15		12 43		3 42		8 10
27	75	307H	307.4	.....	CHAUNCEY	D	6	9	1 22		12 51		3 50		8 20
6	50	313H	313.2	.....	ACHORD		4	5	1 30		12 59		4 02		8 30
40	75	316H	316.9	.....	HELENA	N	2	2	1 34		1 04		4 10		8 45
30		318H	317.8	.....	McRAE		6	8	1 39		1 12		4 20		9 00
20	60	323H	322.8	.....	SCOTLAND		6	8	1 46 s		1 20 26		4 30		9 10
				5.0			6	8							
15	35	328H	327.8	.....	TOWNS		8	11	1 56		1 30 66		4 40	P. M.	9 20
40	72	335H	334.6	WY	LUMBER CITY	D	9	15	2 13		1 40		5 00	12 25	10 00
	42	342H	341.9	.....	HAZLEHURST	D	7	12	2 26		1 50		5 20	12 50 26	A. M.
	35	348H	348.0	.....	GRAHAM		4	5	2 35		2 00		5 35	1 10	
30		351H	351.3	.....	PINE GROVE		4	5	2 39		2 05		5 40	1 16	
30		355H	354.6	.....	PRENTISS		4	5	2 43		2 10		5 45	1 22	
35	50	358H	357.8	.....	BAXLEY	D	5	6	2 51		2 16		6 00	1 50	
18		362H	361.7	.....	WHEATON		6	9	2 57		2 22		6 20	1 57	
15	78	367H	367.3	W...	SURRENCY		9	12	3 05		2 30		6 35	2 10	
				8.0											
	50	375H	375.3	.....	TETLOW		3	5	3 16		2 40		6 50	2 25	
30		378H	378.2	.....	ODUM	D	5	8	3 21		2 45		7 00	2 33	
9	43	383H	383.1	.....	NESBIT		6	8	3 29		2 51		7 10	2 43	
200		388H	387.8	WY C	JESUP	N	4		3 45 4 10		3 02 69		7 30 68	3 02 27	
30		389H	388.2	.....	MURPHY		12	18	4 15		3 07		7 40	3 17	
	35	398H	397.6	.....	PENDARVIS		10	14	4 33		3 22		8 00	3 37	
14	35	405H	404.6	.....	MOUNT PLEASANT		6	7	4 47		3 35		8 15	4 01	
60		408H	408.3	W...	EVERETT	N	14	20	4 54		3 42		8 30	4 16 52	
15	30	418H	418.4	.....	STERLING		5	7	5 13		3 56 52		8 50	4 36	
3		422H	421.9	.....	SOUTHERN JUNCTION				5 20		4 02		9 10	4 45	
				5.6											
		427H	427.5	W TT Y	BRUNSWICK	N			5 40		4 35		10 15	5 15	
					Ar.			A. M.		P. M.		A. M.		P. M.	A. M.
						Pass. Fr't.		Daily 3		Daily 27		Daily 55		Mon. Wed. Fri. 69	Mon. Wed. Fri. 67
(Atlanta)															

(Atlanta)

BETWEEN MACON AND BRUNSWICK—NORTHBOUND (Eastern Standard Time)

Capacity of Tracks in Cars		Station Nos.	Miles from Chattanooga	TIME TABLE No. 11 EFFECTIVE DECEMBER 16, 1933		Minimum time in minutes between stations	FIRST CLASS			SECOND CLASS		THIRD CLASS	
Other Tracks	Sidings			STATIONS			26 Daily	8 Daily	52 Daily	63 Tue. Thu. Sat.	66 Tue. Thu.		
		240H	240.5	.....	MACON	Ar. N	P. M. 4 00	A. M. 4 35		P. M.		A. M.	P. M.
		242H	242.2	WY CTT	(Terminal Station) MACON YARD	N							
		243H	243.3	.....	STRATTON		3 30	4 00		11 30			5 30
	50	250H	249.8	.....	REIDS		7 10	3 19		11 05			5 10
34	44	257H	256.5	W...	BULLARD		7 10	3 09		10 40			4 56
15	48	261H	260.5	.....	ADAM'S PARK		4 6	3 03		10 27			4 44
19	80	267H	266.6	.....	WESTLAKE		7 10	2 54		10 19			4 36
	51	273H	273.2	.....	MCGRIFF		7 10	2 45		10 08			4 24
130	53	279H	279.2	WY C	COCHRAN	D	6 10	2 36	s 3 05 55	9 56			4 12
		284H	284.9	.....	EMPIRE		6 9	2 25		9 45			4 00
20	52	290H	289.5	.....	GRESSTON		5 7	2 18		9 30			3 40
4	52	298H	297.8	W...	EASTMAN	D	9 13	2 03	s 2 32	9 22			3 30
50	65	303H	302.9	.....	GODWINSVILLE		6 8	1 56		9 08			3 15
51		307H	307.4	.....	CHAUNCEY	D	5 7	1 50		8 58			2 50
27	75	313H	313.2	.....	ACHORD		6 9	1 40		8 50			2 35
6	50	316H	316.9	.....	HELENA	N	4 5	1 36	s 2 02	8 40			2 20
40	75	318H	317.8	.....	MURRAE		2 2	1 30	s 1 55	8 34			2 10
30		323H	322.8	.....	SCOTLAND		6 8	1 20 27	h 1 46 3	8 30			2 00
20	60	328H	322.8	.....	SCOTLAND		6 8	1 20 27	h 1 46 3	8 21			1 40
15	35	328H	327.8	.....	TOWNS		6 8	1 13		8 12		A. M.	1 30
40	72	335H	334.6	WY	LUMBER CITY	D	8 11	1 02 66	s 1 17	8 00		10 30	1 12
81	42	342H	341.9	.....	HAZLEHURST	D	9 15	12 50 69	s 1 05	7 35		10 00	P. M.
18	35	348H	348.0	.....	GRAHAM		7 12	12 42	g 12 53	7 20		9 38	
30		351H	351.3	.....	PINE GROVE		4 5	12 37	12 48	7 14		9 32	
30		355H	354.6	.....	PRENTISS		4 5	12 32	12 44	7 08		9 26	
35	50	358H	357.8	.....	BAXLEY	D	4 5	12 28	s 12 39	7 02		9 20	
18		362H	361.7	.....	WHEATON		5 6	12 20	12 31	6 54		8 57	
15	78	367H	367.3	W...	SURRENCY		6 9	12 13	12 23	6 44		8 45	
	50	375H	375.3	.....	TETLOW		9 12	12 03 PM	12 12				
		378H	378.2	.....	ODUM	D	3 5	11 58	f 12 07 AM	6 27		8 30	
30		378H	378.2	.....	ODUM	D	3 5	11 58	f 12 07 AM	6 22		8 25	
9	43	383H	383.1	.....	NESBIT		5 8	11 50	11 59	6 12		8 15	
200		388H	387.8	WY C	JESUP	N	5 8	11 43	11 50	6 00		7 30 55	
		388H	387.8	WY C	JESUP	N	5 8	11 43	s 10 55	5 01		7 30 55	
30		389H	388.2	.....	MURPHY		4	11 35	10 49	4 56		7 15	
	35	398H	397.6	.....	PENDARVIS		12 18	11 22	f 10 34	4 38		6 55	
14	35	405H	404.6	.....	MOUNT PLEASANT		10 14	11 11	f 10 22	4 24		6 40	
60		408H	408.3	W...	EVERETT	N	6 7	11 05	s 10 15	4 16 69		6 30	
15	30	418H	418.4	.....	STERLING		14 20	10 50	f 10 00	3 56 27		6 08	
3		422H	421.9	.....	SOUTHERN JUNCTION		5 7	10 45	s 9 55	3 25		6 00	
		427H	427.5	W TT Y	BRUNSWICK	N		10 15	9 40	3 00		5 45	
					Lv.		A. M.	P. M.		P. M.		A. M.	P. M.
						Pass. Frt.	Daily 26	Daily 8		Daily 52		Tue. Thu. Sat. 68	Tue. Thu. 66
(Atlanta)													

(Atlanta)

BETWEEN McDONOUGH AND COLUMBUS (Central Standard Time)

SOUTHBOUND								NORTHBOUND							
SECOND CLASS		FIRST CLASS		Capacity of Tracks in Cars		Station No.	Miles from McDonough	TIME TABLE No. 11 EFFECTIVE DECEMBER 16, 1939		Minimum time in minutes between stations		FIRST CLASS		SECOND CLASS	THIRD CLASS
153 Ex. Sun.	161 Ex. Sun.		49 Daily	Other Tracks	Sidings			STATIONS	Pass.	Fr't.	48 Daily		158 Ex. Sun.	162 Ex. Sun.	
A. M.	A. M.		P. M.					Lv.	Ar.			A. M.		P. M.	P. M.
12 10	7 23		5 46	195	135	181H	0	W. McDONOUGH	N			9 44		10 08	12 10
								(Block Office)							
	7 31		f 5 52	8		4M	3.7	GREENWOOD		5	8	f 9 39			11 50
12 28	7 39		f 5 58	13		8M	7.0	LUELLA		5	8	f 9 33		9 52	11 35
	7 45		f 6 05	4		11M	10.5	TOWALAGA		5	8	f 9 26			11 25
			f 6 17	15		17M	17.2	EXPERIMENT		11	16	f 9 15			
1 00	8 06		s 6 26	75		18M	18.5	Y. GRIFFIN	N	3	4	s 9 10		9 22	11 05
				18		20M	19.3	ENCAMPMENT		2	3				
1 15	8 19		f 6 37	12		24M	23.8	ROVER		7	10	f 8 59		9 05	9 45
1 40	8 30 ^{48 42}		s 6 44	27		45FV	26.1	YWCWILLIAMSON	D	4	5	s 8 55 ^{42 161}		9 00	9 40
1 50	A. M.		f 6 54	9		31M	30.8	JOLLY		7	10	f 8 46		8 31	A. M.
2 00			s 7 02	30		34M	34.4	CONCORD	D	6	8	s 8 40		8 23	
2 12			f 7 10	20		39M	38.8	NEAL		7	10	f 8 32		8 11	
2 20			s 7 16	26		42M	41.5	MOLENA	D	4	7	s 8 27		8 04	
2 35			s 7 28	30		47M	47.0	W. WOODBURY	D	3	12	s 8 16		7 50	
2 45			f 7 37 ¹⁵⁸	11		52M	51.8	RALEIGH		7	11	f 8 07		7 37 ⁴⁹	
3 00			s 7 46	25		56M	56.0	WARM SPRINGS	D	7	10	s 7 59		7 17	
5			f 7 54	12		60M	60.3	W. NEBULA		7	11	f 7 50		7 06	
3 25			s 8 01	25		64M	64.1	SHILOH		6	10	s 7 40		6 56	
3 40			f 8 12	12		70M	70.0	OAK MOUNTAIN		9	14	f 7 29		6 42	
3 55			s 8 21	30		75M	74.5	WAVERLY HALL	D	7	12	s 7 20		6 31	
4 10			s 8 31	25		80M	79.8	W ELLERSLIE		8	12	f 7 11		6 19	
4 20			s 8 39	7	17	84M	84.3	MIDLAND		7	12	f 7 03		6 07	
4 30			f 8 45	13		88M	87.5	FLAT ROCK		5	8	f 6 57		5 59	
4 55			8 59				96.3	JUNCTION		13	19	6 41		5 40	
5 40				230		98M	98.0	WCY COLUMBUS YD.	D	6	6	6 35		5 30	
			9 05				97.0	COLUMBUS (Union Depot)				6 25			
A. M.	A. M.		P. M.					Ar.	Lv.			A. M.		P. M.	A. M.
Ex. Sun.	Ex. Sun.		Daily							Pass.	Fr't.	Daily		Ex. Sun.	Ex. Sun.
153	161		49									48		158	162

(Atlanta)

(Atlanta)

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 WILLIAMSON AND FORT VALLEY (Central Standard Time)

13

SOUTHBOUND								TIME TABLE No. 11		Minimum time in minutes between stations		NORTHBOUND			
THIRD CLASS		FIRST CLASS		Capacity of Tracks of Trains in Cars	Station Nos.	Mile Post Reference	EFFECTIVE DECEMBER 16, 1939		STATIONS	Pass.	Frt.	FIRST CLASS		THIRD CLASS	
	161 Ex. Sun.		43 Daily				Other Tracks	Sidings						42 Daily		162 Ex. Sun.
	A. M.		P. M.					Lv.	Ar.			A. M.		A. M.	
.....	8 40 ⁴⁸ ₄₂	.....	8 55	19	..	45FV	45.0	YWCWILLIAMSON .D		10	15	8 40 ⁴⁸ ₁₆₁	.....	9 40	
.....	9 00 ₁₆₂	.....	8 06	18	..	51FV	51.0	 ZEBULON ...D		7	11	8 29	.....	9 00 ₁₆₁	
.....	9 10	.....	8 16	27	..	56FV	55.5	 MEANSVILLE ...D		8	12	8 21	.....	8 42	
.....	9 25	.....	8 26	8	..	61FV	60.9	 PIEDMONT		7	10	8 12	.....	8 26	
.....	9 37	.....	8 34	2	..	65FV	65.0	.. TOPEKA JUNC ..		9	15	8 04	.....	8 15	
.....	9 57	.....	8 46	49	..	71FV	71.0	 YATESVILLE ...D		8	12	7 54	.....	7 57	
.....	10 12	.....	8 56	20	..	76FV	76.3	 CULLODEN ...D		10	15	8 44 ₁₆₂	.....	7 44 ₄₂	
.....	10 30	.....	9 08	13	..	83FV	82.9	 MUSELLA		9	14	7 32	.....	7 20	
.....	10 50	.....	9 19	25	..	89FV	89.0	 ROBERTA ....D		7	11	7 22	.....	7 06	
.....	11 02	.....	9 27	8	..	93FV	93.8	 HAMMETT		2	3	7 12	.....	6 55	
.....	11 12	.....	9 33	8	..	95FV	94.9	 GAILLARD ...D		3	4	7 05	.....	6 50	
.....	11 18	.....	9 36	15	..	97FV	96.4	 ALLON		4	5	7 02	.....	6 35	
.....	11 25	.....	9 42	18	..	98FV	98.7	 ZENITH		2	3	6 58	.....	6 30	
.....	11 30	.....	9 45	24	..	99FV	99.7	 LEE POPE		9	12	6 55	.....	6 27	
.....	11 55	.....	9 00	25	..	105FV	105.3	WC FORT VALLEY .D				6 45	.....	6 15	
	A. M.		P. M.					Ar.	Lv.			A. M.		A. M.	
	Ex. Sun. 161		Daily 43							Pass.	Frt.	Daily 42		Ex. Sun 162	
(Atlanta)															

BETWEEN FORRESTVILLE AND ATTALLA (Central Standard Time)

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

(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.

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,
Constitution, 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, 153, 158, 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.
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.
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 Ga. 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.
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.
Williamson	Fort Valley and Columbus Lines
Fort Valley	C. of G. Ry. (Atlanta)

8. DRAWBRIDGES (Rules 98, 601 to 653)

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
 as 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—	Not Interlocked—
Citico .....M.P.239.53A.	No. End Tunnel...M.P.237.26A.
Ooltewah .....M.P.226.7A.	So. End Tunnel...M.P.237.07A.
Austell .....M.P.134.7H.	Constitution .....M.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 tunnel are controlled and operated by operator-leverman at 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,	Jesup,	Roberta,
Citico,	Leesburg,	Cochran,	Everett,	93.9 Fv. to
Ooltewah,	Gadsden,	Hawkinsville,	Dock Jet.,	97.1 Fv.
Cleveland,	Attalla,	Eastman,	Brunswick,	Ft. Valley,
Cohutta,	Rockmart,	Helena to	Griffin,	Concord,
Dalton,	Austell,	McRae,	Williamson,	Woodbury,
Silver Creek to	Atlanta,	Lumber City,	Zebulon,	Warm Springs,
Forrestville,	Armour,	Hazlehurst,	Yatesville,	Waverly Hall,
Lawrence,	Roseland,	Baxley,	Culloden	Columbus.
Cedar Bluff,	McDonough,			

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	Spring St.
So. end Tunnel.....M.P. 237.07A	Northbound Frt. main line and
Ooltewah.....So. end siding.	north end passenger double track.
Austell.....No. end siding.	Stratton.
All siding between Ooltewah and	South end double track and
Austell except the South Switches	G. S. & F. Jct.
at Dalton, Atlanta Junction and	
Braswell.	In addition, spring switches are
Constitution:	also located at the leaving end of all
So. end siding.	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.

Mikado type engines and diesel units must not exceed speed of 30 miles per hour between Dock Jct., M. P. 424.3-H and Brunswick.

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. (Atlanta)

15. ADDITIONAL SPEED RESTRICTIONS—Continued.

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

Alton	15 miles per hour
Corrville	6 miles per hour
Rome	6 miles per hour
Dallas	15 miles per hour
Hiram (Daylight)	20 miles per hour
Austell	15 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 the 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.
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.
Cecil E. Newell, Assistant	Chattanooga, Tenn.
E. C. Johnston, Assistant	Chattanooga, Tenn.
J. Marsh Frere	Chattanooga, Tenn.

THE NAMES AND LOCATIONS OF LOCAL SURGEONS—Continued:

Willard Steele, Oculist	Chattanooga, Tenn.
W. H. Schultz	Cleveland, Tenn.
W. H. Pirkle	Cochran, Ga.
J. G. McAfee	Dalton, Ga.
Trammell Starr, Assistant	Dalton, Ga.
J. I. Mathews	Dallas, Ga.
J. C. Wall	Eastman, Ga.
C. L. Guice	Gadsden, Ala.
J. Render Anthony	Griffin, Ga.
T. I. Hawkins, Assistant	Griffin, Ga.
A. S. Batts	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)

**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
Atlanta Sand Co.	Mile 95.5FV
Rollo	" 95.9FV
Smiley Sand Pit	" 96.5FV
Grogan	" 100.9FV
Hartleys	" 102.9FV

**BUSINESS TRACKS AND STATIONS NOT SHOWN
AS STATIONS ON TIME TABLE**

Name	(Continued)	Location
*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
5	Chattanooga.....	C. N. O. & T. P.	5 Indefinitely
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
5	Atlanta.....	Bham. Div.	8 10 minutes Note 2
8	Atlanta.....	Char. Div.	35 35 minutes Note 2
4	Macon.....	G. S. & F.	4 Indefinitely
6	Macon.....	G. S. & F.	6 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
3	Jesup.....	A. C. L.	89 1 hour 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.
A. W. St. Clair, 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.
H. S. Love, Train Dispatcher	Atlanta, Ga.

(Atlanta)

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

19

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

SOUTH OR WESTBOUND BETWEEN	MIKADO 27 in. x 32 in. Cylinder		SANTA FE 27 in. x 32 in. Cylinder		CONSOLIDATION 22 in. x 30 in. Cylinder		CONSOLIDATION 21 in. x 28 in. Cylinder		CONSOLIDATION 20 in. x 24 in. Cylinder	
	Carded	Slow	Carded	Slow	Carded	Slow	Carded	Slow	Carded	Slow
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

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.

BETWEEN	NORTH OR EASTBOUND									
	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 Williamson.....		1300	.....	850	.....	.....	.....	600	.....	700
Warm Springs and McDonough.....		1300	.....	850	.....	900	.....	600	.....	700

BETWEEN	SOUTH OR WESTBOUND									
	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
Williamson 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.
Diesel Units D1 to D6 inc.....	Diesel not inc. trailer	230,000 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	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.
Diesel Units D1 to D6 inc.....	Diesel not inc. trailer	230,000 lbs.
Yard.....	0-6-0	131,200 lbs.
Loaded cars.....	.....	210,000 lbs.
Derricks.....	.....	208,000 lbs.

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

(Atlanta)

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	123,500 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 Williamson 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
Ooltewah, 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.
ndale	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.
Constitution	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	8:00 A.M. to 5:00 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.
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	7:00 A.M. to 4:00 P.M.	Closed.
Culloden	7:00 A.M. to 4:00 P.M.	Closed.
Roberta	7:00 A.M. to 4:00 P.M.	Closed.
Gaillard	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.
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, Collegedale 17.3H.

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

Nos. 3 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 59.0FV.

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)