

SOUTHERN RAILWAY SYSTEM

WESTERN LINES

BIRMINGHAM DIVISION

TIME TABLE No.

6

Effective 12:01 A. M. (Central Time)

SUNDAY JULY 12, 1942

**Central Standard Time on Pages 2, 3, 4 and 5
between Austell, Inman and Atlanta is for
information only; Atlanta Terminal Time Table
governs between those points.**

SOUTHERN RAILWAY SYSTEM
FOR THE GOVERNMENT OF EMPLOYEES ONLY

WESTERN LINES
CLARK HUNGERFORD - - - - - General Manager
R. D. TOBIEN - - - - - Assistant General Manager
L. M. TRIPLETTE - General Superintendent Transportation
W. W. SIMPSON - - - - - Superintendent

BETWEEN AUSTELL AND BIRMINGHAM—WESTBOUND

TIME TABLE No. 6 EFFECTIVE JULY 12, 1942					FIRST CLASS								
STATIONS		7 Daily	47 Daily	39 Daily	11 Daily		A. G. S. 43 Daily	C. of Ga. 23 Daily	C. of Ga. 9 Daily	A. G. S. 17 Daily	C. of Ga. 77 Ex. Sun.	C. of Ga. 1 Daily	A. G. S. 41 Daily
Lv.		A. M.	A. M.	P. M.	P. M.		A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.
..... ATLANTA ...N		7 00	8 55	4 15	11 15	.....	.....	.....	.....	.....	.....	.....	.....
... INMAN YARD .N		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
W... AUSTELL ...N	f 7 30	9 18	f 4 45	f 11 45 58	.....	.....	.....	.....	.....	.....	.....	.....	.....
P LITHIA SPRINGS ..	2.2 7 35	9 22	4 50 56	f 11 51	.....	.....	.....	.....	.....	.....	.....	.....	.....
P DOUGLASVILLE D	6.2 a 7 45	9 29	f 5 00	s 12 01 AM	.....	.....	.....	.....	.....	.....	.....	.....	.....
P... CARROLL	6.1 7 55	9 38	5 10	12 14	.....	.....	.....	.....	.....	.....	.....	.....	.....
.... VILLA RICA .N	4.9 a 8 03	9 44 66	f 5 18	f 12 22	.....	.....	.....	.....	.....	.....	.....	.....	.....
WP.. CLEGG	8.6 8 10	9 50	5 24	12 33	.....	.....	.....	.....	.....	.....	.....	.....	.....
P.... TEMPLE ....D	8.7 a 8 17	9 55	f 5 30	f 12 39	.....	.....	.....	.....	.....	.....	.....	.....	.....
P... MORGAN	8.0 8 23	10 00 54	5 35 8	f 12 48	.....	.....	.....	.....	.....	.....	.....	.....	.....
Y... BREMEN ...N	4.8 s 8 40	10 07 66	5 46	f 1 05	.....	.....	.....	.....	.....	.....	.....	.....	.....
P... WACO	2.9 8 45	10 13	a 5 52 48	f 1 15	.....	.....	.....	.....	.....	.....	.....	.....	.....
W.. TALLAPOOSA .N	7.3 s 8 55	10 22	s 6 02	s 1 25 52	.....	.....	.....	.....	.....	.....	.....	.....	.....
P.. HOOVER, GA....	4.6 9 08 54	10 28	6 16	1 38	.....	.....	.....	.....	.....	.....	.....	.....	.....
P.. MUSCADINE	2.2 9 13	10 33 40	6 20	f 1 42	.....	.....	.....	.....	.....	.....	.....	.....	.....
P EDWARDSVILLE ..	8.4 9 24	10 44	6 31	f 1 55	.....	.....	.....	.....	.....	.....	.....	.....	.....
W... HEFLIN ...N	6.1 s 9 34	10 53 65	f 6 40	f 2 05	.....	.....	.....	.....	.....	.....	.....	.....	.....
P... CLEBURNE	2.5 9 41	10 57	6 45	2 20 12	.....	.....	.....	.....	.....	.....	.....	.....	.....
P... IRON CITY	8.0 9 47	11 01	6 50	f 2 27	.....	.....	.....	.....	.....	.....	.....	.....	.....
P CHOCCOLOCCO ..	2.8 9 54 40	11 04	6 54	f 2 32	.....	.....	.....	.....	.....	.....	.....	.....	.....
P De ARMANVILLE ..	8.4 10 00	11 08 68	6 59	f 2 38	.....	.....	.....	.....	.....	.....	.....	.....	.....
CWY ANNISTON .N	6.8 s 10 25	s 11 23	s 7 20	s 3 05	.....	.....	.....	.....	.....	.....	.....	.....	.....
P... TARSUS	6.1 10 36 68	11 32	7 30 58	3 18	.....	.....	.....	.....	.....	.....	.....	.....	.....
P... BYNUM ...N	8.2 10 41	11 36	7 35	3 23	.....	.....	.....	.....	.....	.....	.....	.....	.....
P.. EASTABOGA	8.5 10 46	11 40	7 40	f 3 28	.....	.....	.....	.....	.....	.....	.....	.....	.....
P.. LINCOLN ...D	6.0 10 55	11 47	a 7 49	f 3 37	.....	.....	.....	.....	.....	.....	.....	.....	.....
WP RIVERSIDE	5.1 11 02	11 53	7 58	f 3 50	.....	.....	.....	.....	.....	.....	.....	.....	.....
.... PELL CITY .N	5.4 f 11 09	11 59	f 8 06	f 3 57	.....	.....	.....	.....	.....	.....	.....	.....	.....
P... ROBERTS	4.7 11 18	12 05 PM	8 14	4 12	.....	.....	.....	.....	.....	.....	.....	.....	.....
P COOK SPRINGS ..	2.7 11 23	12 09	8 20	f 4 19	.....	.....	.....	.....	.....	.....	.....	.....	.....
P.. BROMPTON	4.9 11 30	12 16 56	8 28	f 4 27	.....	.....	.....	.....	.....	.....	.....	.....	.....
W... LEEDS ...N	4.7 11 37	12 22	8 35	f 4 40	.....	.....	.....	.....	.....	.....	.....	.....	.....
P... BAINES	8.3 11 42	12 27	8 40	4 46	.....	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.
.... WEEMS ...N	5.4 11 52 56	12 35 181	8 50 52	4 57 54	.....	.....	6 58	11 04	.....	6 00	7 38	.....	.....
WOODLAWN JCT.N	6.8 12 02	12 44 181	9 00 41	5 07	.....	6 36 138	7 07	11 15	12 40	6 12	7 50 44	8 31 52	.....
... BIRMINGHAM .N	2.6 12 15	12 55	9 15 41	5 30 78	.....	7 00 23	7 18 40	11 30	12 50	6 25	8 05	8 45 39	.....
Ar.	P. M.	P. M.	P. M.	A. M.	.....	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.
(Birm.)	Daily 7	Daily 47	Daily 39	Daily 11		Daily 43	Daily 23	Daily 9	Daily 17	Ex. Sun. 77	Daily 1	Daily 41	
						A. G. S.	C. of Ga.	C. of Ga.	A. G. S.	C. of Ga.	C. of Ga.	A. G. S.	

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BETWEEN AUSTELL AND BIRMINGHAM—WESTBOUND

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Capacity of Track in Cars		Station Nos.	Miles from Washington	TIME TABLE No. 6 EFFECTIVE JULY 12, 1942 STATIONS	SECOND CLASS		THIRD CLASS						
Other Tracks	Single				53 Daily		65 Mon. Wed. Fri.	67 Tue. Thur. Sat.	C. of Ga. 155 Daily	C. of Ga. 133 Daily	C. of Ga. 181 Ex. Su.	C. of Ga. 129 Daily	
				Lv.	P. M.		A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	
		637	637.5	ATLANTA ..N									
		148H		INMAN YARD N	9 00		5 45						
20	46	650	650.5	W. AUSTELL ..N	9 25		6 20						
18	69	653	652.7	PLITHIA SPRINGS	9 30		6 30						
20	78	659	658.9	DOUGLASVILLE D	9 41		7 05						
	73	665	665.0	P. CARROLL	9 52		7 20						
35	79	670	669.9	VILLA RICA ..N	10 01		7 35						
	51	673	673.5	WP. CLEGG	10 07		7 45						
30	77	677	677.2	P. TEMPLE ..D	10 13		7 55						
6	57	680	680.2	P. MORGAN	10 21 58		8 05						
55	E38 W100	685	685.0	Y. BREMEN ..N	10 30		8 40 7						
3	83	688	687.9	P. WACO	10 37		8 50						
50	152	695	695.2	W. TALLAPOOSA N	10 55		9 20 54						
10	54	700	699.8	P. HOOPER, GA. ...	11 06		9 31						
7	83	702	702.0	P. MUSCADINE ...	11 11		9 35						
12	90	710	710.4	P. EDWARDSVILLE	11 26		10 19 40	A. M.					
45	119	716	716.5	W. HEFLIN ...N	11 37		10 35 47	5 00					
	52	719	719.0	P. CLEBURNE	11 42		A. M.	5 15					
10	72	722	722.0	P. IRON CITY	11 48			5 30					
20	77	725	724.8	P. CHOCOLOCCO ...	11 53 52			5 40					
24	70	728	728.2	P. DEARMANVILLE	11 59			5 50					
Yard		735	735.0	CWY ANNISTON N	12 35 AM			6 15					
	62	741	741.1	P. TARSUS	12 50			6 30 54					
8	72	744	744.3	P. BYNUM ..N	12 55			6 50					
10	70	748	747.8	P. EASTABOGA ...	1 10 12			7 00					
15	54	754	753.8	P. LINCOLN ..D	1 20			7 20					
18	58	759	758.9	WP. RIVERSIDE ...	1 29			7 40					
30	101	764	764.3	P. PELL CITY ..N	1 38			8 10					
4	75	769	769.0	P. ROBERTS	1 46			8 20					
12	54	772	771.7	P. COOK SPRINGS	1 52			8 33 40					
8	65	777	776.6	P. BROMPTON ..	2 00			8 50					
40	60	781	781.3	W. LEEDS ...N	2 08			9 20					
	51	785	784.6	P. BAINES	2 14			9 40	A. M.	A. M.	P. M.	P. M.	
	59	790	790.0	WEEMS ...N	2 25			10 00	1 40	9 32	12 40 47	3 12	
Yard		796	796.3	WOODLAWN JCT. N	2 40			10 10	2 00	9 52	12 55 47	3 32	
Yard		799	798.9	BIRMINGHAM N	5 00			10 20					
				Ar.	A. M.		A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	
					Daily 53		Mon. Wed. Fri. 65	Tue. Thur. Sat. 67	Daily 155 C. of Ga.	Daily 133 C. of Ga.	Ex. Sun. 181 C. of Ga.	Daily 129 C. of Ga.	

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BETWEEN BIRMINGHAM AND AUSTELL—EASTBOUND

TIME TABLE No. 6 EFFECTIVE JULY 12, 1942		FIRST CLASS										
STATIONS		40 Daily	8 Daily	48 Daily	12 Daily	C. of Ga. 78 Ex. Sun.	A. G. S. 42 Daily	C. of Ga. 2 Daily	A. G. S. 18 Daily	C. of Ga. 10 Daily	A. G. S. 44 Daily	C. of Ga. 22 Daily
Ar.	P. M.	P. M.	P. M.	A. M.		A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.
..... ATLANTA ... N	12 45	7 10	7 20	5 55	.....	.....	.....	.....	.....	.....	.....	.....
... INMAN YARD ... N	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
W... AUSTELL ... N	12 10	a 6 30	6 46	f 5 15	.....	.....	.....	.....	.....	.....	.....	.....
P LITHIA SPRINGS ...	12 06 PM	6 25	6 42	5 08	.....	.....	.....	.....	.....	.....	.....	.....
P DOUGLASVILLE D	11 56	a 6 15	6 35	s 4 55	.....	.....	.....	.....	.....	.....	.....	.....
P... CARROLL ...	11 46	6 05	6 26	4 40	.....	.....	.....	.....	.....	.....	.....	.....
... VILLA RICA ... N	11 38	a 5 58	6 19	f 4 30	.....	.....	.....	.....	.....	.....	.....	.....
WP... CLEGG ...	11 32	5 50	6 13	4 18	.....	.....	.....	.....	.....	.....	.....	.....
P... TEMPLE ... D	11 25	a 5 42	6 08	f 4 11	.....	.....	.....	.....	.....	.....	.....	.....
P... MORGAN ...	11 20	5 35 39	6 03	4 00	.....	.....	.....	.....	.....	.....	.....	.....
Y... BREMEN ... N	11 12	s 5 29	5 57	f 3 52	.....	.....	.....	.....	.....	.....	.....	.....
P... WACO ...	11 00	5 20	5 52 39	f 3 37	.....	.....	.....	.....	.....	.....	.....	.....
W... TALLAPOOSA ... N	10 50	s 5 10	5 42	s 3 25	.....	.....	.....	.....	.....	.....	.....	.....
P... HOOVER, GA. ...	10 37	4 59	5 33	3 06	.....	.....	.....	.....	.....	.....	.....	.....
P... MUSCADINE ...	10 33 47	4 56	5 30	f 3 00	.....	.....	.....	.....	.....	.....	.....	.....
P EDWARDSVILLE ...	10 19 65	4 45	5 19	f 2 45	.....	.....	.....	.....	.....	.....	.....	.....
W... HEFLIN ... N	10 10	s 4 35	5 10	f 2 32	.....	.....	.....	.....	.....	.....	.....	.....
P... CLEBURNE ...	10 05	4 30	5 07	2 20 11	.....	.....	.....	.....	.....	.....	.....	.....
P... IRON CITY ...	10 00	4 25	5 02	f 2 14	.....	.....	.....	.....	.....	.....	.....	.....
P CHOCOLOCCO ...	9 54 7	4 22	4 59	f 2 08	.....	.....	.....	.....	.....	.....	.....	.....
P De ARMANVILLE ...	9 49	4 18	4 55	f 2 01	.....	.....	.....	.....	.....	.....	.....	.....
CWY ANNISTON ... N	s 9 40	s 4 10	s 4 47	s 1 50	.....	.....	.....	.....	.....	.....	.....	.....
P... TARSUS ...	9 16	3 50	4 37	1 21	.....	.....	.....	.....	.....	.....	.....	.....
P... BYNUM ... N	9 12	3 46	4 33	1 16	.....	.....	.....	.....	.....	.....	.....	.....
P... EASTABOGA ...	9 08	3 42	4 29	f 1 10 53	.....	.....	.....	.....	.....	.....	.....	.....
P... LINCOLN ... D	9 00	3 35	4 22	f 1 00	.....	.....	.....	.....	.....	.....	.....	.....
WP RIVERSIDE ...	8 53	3 28	4 16	f 12 50 41	.....	.....	.....	.....	.....	.....	.....	.....
... PELL CITY ... N	a 8 45 68	s 3 20	4 10	f 12 42	.....	.....	.....	.....	.....	.....	.....	.....
P... ROBERTS ...	8 38	3 14	4 04	12 31	.....	.....	.....	.....	.....	.....	.....	.....
P COOK SPRINGS ...	8 33 67	3 10	4 00	f 12 25	.....	.....	.....	.....	.....	.....	.....	.....
P... BROMPTON ...	8 26	3 04	3 53	f 12 18	.....	.....	.....	.....	.....	.....	.....	.....
W... LEEDS ... N	8 20	2 58	3 47	f 12 10	.....	.....	.....	.....	.....	.....	.....	.....
P... BAINES ...	8 14	2 53	3 43	12 02 AM	.....	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.
... WEEMS ... N	8 05	2 45	3 35	11 52	.....	6 20	.....	8 19	.....	4 53	.....	10 23
WOODLAWN JCT. N	7 55 42	2 35	3 26 18	11 40	.....	6 07	7 39 40	8 07 42	3 37 48	4 43	7 24 1	10 14
... BIRMINGHAM ... N	7 45 22 42	2 25	3 20 18	11 30	.....	6 00 11	7 30 2 40	8 00 42	3 30 48	4 35	7 15	10 07
Lv.	A. M. 23	P. M.	P. M.	P. M.	.....	A. M.	A. M. 23	A. M.	P. M.	P. M.	P. M.	P. M.
(Birm.)	Daily 40	Daily 8	Daily 48	Daily 12		Ex. Sun. 78 C. of Ga.	Daily 42 A. G. S.	Daily 2 C. of Ga.	Daily 18 A. G. S.	Daily 10 C. of Ga.	Daily 44 A. G. S.	Daily 22 C. of Ga.

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BETWEEN BIRMINGHAM AND AUSTELL—EASTBOUND

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Capacity of Tracks in Cars		Station Nos.	Miles from Washington	TIME TABLE No. 6 EFFECTIVE JULY 12, 1942 STATIONS	SECOND CLASS				THIRD CLASS					
Other Tracks	Sidings				54 Daily	56 Daily	58 Daily	52 Daily	66 Tue. Thur. Sat.	68 Mon. Wed. Fri.	C. of Ga. 134 Daily	C. of Ga. 138 Daily	C. of Ga. 182 Ex. Sun.	C. of Ga. 146 Daily
				Ar.	A. M.	P. M.	A. M.	A. M.	P. M.	A. M.	A. M.	A. M.	A. M.	P. M.
		637	637.5	ATLANTA ..N										
		148H		INMAN YARD N	11 59	7 00	1 30	5 00	12 30					
20	46	650	650.5	W. AUSTELL ..N	10 59	4 55	11 20 11	2 50	11 10					
18	69	653	652.7	P LITHIA SPRINGS	10 52 66	4 50 39	11 13	2 44	10 52 54					
20	78	659	658.9	P DOUGLASVILLE	10 41	4 34	11 02	2 33	10 30					
	73	665	665.0	P. CARROLL	10 30	4 16	10 51	2 22	10 06					
35	79	670	669.9	... VILLA RICA ..N	10 21	4 07	10 42	2 13	9 44 47					
	51	673	673.5	WP. CLEGG	10 15	4 01	10 36	2 07	9 16					
30	77	677	677.2	P. TEMPLE ..D	10 09	3 56	10 30	2 01	9 07					
6	57	680	680.2	P. MORGAN	10 00 47	3 50	10 21 53	1 53	8 57					
55	E38 W100	685	685.0	Y. BREMEN ..N	9 40	3 41	10 10	1 45	8 40 7					
3	83	688	687.9	P. WACO	9 35	3 36	10 05	1 40	8 05					
50	152	695	695.2	W. TALLAPOOSA N	9 20 65	3 21	9 50	1 25 11	7 30					
10	54	700	699.8	P. HOOPER, GA ..	9 08 7	2 56	9 20	12 43	6 50					
7	83	702	702.0	P. MUSCADINE ..	8 40	2 51	9 15	12 38	6 40					
12	90	710	710.4	P. EDWARDSVILLE	8 25	2 36	9 00	12 23	6 20	A. M.				
45	119	716	716.5	W. HEFLIN ...N	8 14	2 25	8 49	12 12	6 00	11 50				
	52	719	719.0	P. CLEBURNE	8 09	2 20	8 44	12 07 AM	A. M.	11 40				
10	72	722	722.0	P. IRON CITY ...	8 00	2 10	8 35	11 58		11 30				
20	77	725	724.8	P. CHOCOLOCCO ..	7 55	2 05	8 30	11 53 53		11 20				
24	70	728	728.2	P. DEARMANVILLE	7 49	1 59	8 24	11 44		11 08 47				
Yard		735	735.0	CWYANNISTON N	7 35	1 45	8 10	11 30		10 50				
	62	741	741.1	P. TARSUS	6 30 67	1 20	7 30 39	10 43		10 36 7				
8	72	744	744.3	P. BYNUM ..N	6 25	1 14	7 10	10 38		10 00				
10	70	748	747.8	P. EASTABOGA ...	6 19	1 08	7 00	10 32		9 32				
15	54	754	753.8	P. LINCOLN ..D	6 09	12 58	6 50	10 22		9 20				
18	58	759	758.9	WP RIVERSIDE ...	5 59	12 49	6 40	10 13		9 00				
30	101	764	764.3	... PELL CITY ..N	5 49	12 39	6 30	10 04		8 45 40				
4	75	769	769.0	P. ROBERTS	5 40	12 30	6 20	9 55		8 19				
12	54	772	771.7	P. COOK SPRINGS	5 34	12 24	6 10	9 49		7 59				
8	65	777	776.6	P. BROMPTON ...	5 26	12 16 47 PM	6 00	9 40		7 35				
40	60	781	781.3	W. LEEDS ...N	5 18	11 52	5 50	9 32		7 20				
	51	785	784.6	P. BAINES	5 12	11 46	5 41	9 26		7 10	A. M.	A. M.	A. M.	P. M.
	59	790	790.0	... WEEMS ...N	5 01 11	11 35 7	5 30	9 15 39		6 50	1 16	6 35	6 59	9 46
Yard		796	796.3	WOODLAWN JCT. N	4 40	11 10	5 10	8 55 41		6 30	1 00	6 20 43	6 40 43	9 30
Yard		799	798.9	.. BIRMINGHAM N	4 30	11 00	5 00	8 45		6 00				
				Lv.	A. M.	A. M.	P. M.	P. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.
				(Birm.)	Daily 54	Daily 56	Daily 58	Daily 52	Tue. Thur. Sat. 66	Mon. Wed. Fri. 68	Daily 134 C. of Ga.	Daily 138 C. of Ga.	Ex. Sun. 182 C. of Ga.	Daily 146 C. of Ga.

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Capacity of Tracks in Cars		Station Nos.	Miles from Washington	TIME TABLE No. 6 EFFECTIVE JULY 12, 1942	FIRST CLASS		SECOND CLASS				THIRD CLASS	
Other Tracks	Slidings				11		51	G.M.&O. 59	57	53	63 Mon. Wed. Fri	
				STATIONS	Daily		Daily	Daily	Daily	Daily		
				Lv.	P. M.		A. M.	A. M.	A. M.	P. M.	A. M.	
.....		799	798.9	... BIRMINGHAM .N 2.5	4 00			3 00				
Yard		58A		CW... FINLEY ....N 1.8			1 05		9 30	9 00		
Yard		801	801.1	Y. N. BIRMINGHAM... 6.1	4 10		1 25	3 20	9 50	9 15		
150		807	807.2	WY. COALBURG ...N 4.9	4 26		1 45	3 45	10 15 ¹⁶ ₅₂	9 40		
30	100	812	812.1	P.. BROOKSIDE ..D 1.5	4 40		1 57	3 57	10 28	9 53		
35		814	813.6	P... JEFFERSON 5.5	4 45		2 02	4 03	10 33	9 58		
125	42	819	819.1	WY. LITTLETON ...N 3.2	4 57		2 17	4 19	10 51	10 15		
10	70	822	822.3	P.... BRYAN 8.0	5 04		2 27	4 29	11 01	10 25		
8	32	825	825.3	P.. BURNWELL..... 3.9	5 12		2 36	4 38	11 10	10 34		
	47	829	829.2	P WARRIOR SIDING .. 3.7	5 21		2 47	4 48	11 22	10 45		
30	90	833	832.9	WP.. CORDOVA ...N 4.5	5 32		2 58	5 00 ⁵⁴	11 33	10 55		
11		837	837.4	... AMERICA JCT. ... 2.1	5 40						A. M.	
225	24	840	839.5	WY.. PARRISH ....N 6.7	5 45		3 30	5 20	11 59	11 30	6 00	
13	35	846	846.2	YP.. OAKMAN ....D 6.2	6 04		3 50	A. M.	A. M.	P. M.	6 25	
25	42	852	852.4	P.... CORONA..... 5.9	6 17		4 10				6 50 ⁵²	
22	27	858	858.3	 ALTA 4.5	6 30		4 30				7 10	
15	30	863	862.8	 BERRY ....D 5.2	6 40		4 50				7 25	
20	38	868	868.0	 BANKSTON..... 4.6	6 50		5 05				7 45 ¹⁶	
28		873	872.6	 STOUGH 6.0	6 58		5 20				8 11	
35	30	879	878.6	W.... FAYETTE ....D 3.9	7 08		5 40 ⁵²				9 30	
45	25	883	882.5	 COVIN..... 9.4	7 23		5 55				9 50	
35		892	891.9	 KENNEDY ...D 5.9	7 39		6 20				10 25	
47		898	897.8	 MILLPORT ...D 4.1	7 50		6 50 ¹⁶				10 45	
15	70	902	901.9	 FERNBANK..... 10.1	7 59		7 10				11 05	
35		912	912.0	... STEENS, MISS ... 8.7	8 17		7 35 ⁶⁴				11 40	
Yard		920	920.7	CWY COLUMBUS .N (Seventh Ave.) 0.3	8 33		8 15				12 30 ^{PM}	
		921	921.0	 COLUMBUS (Passenger Station)	8 45							
				Ar.	P. M.		A. M.	A. M.	A. M.	P. M.	P. M.	
					Daily		Daily	Daily	Daily	Daily	Mon. Wed. Fri.	
					11		51	59	57	53	63	
				(Birm.)			1 05	G.M.&O.	9 30	9 00		

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Capacity of Tracks in Cars		Station No.	Miles from Washington	TIME TABLE No. 6 EFFECTIVE JULY 12, 1942	FIRST CLASS		SECOND CLASS				THIRD CLASS	
Other Tracks	Sidings				16 Daily		54 Daily	52 Daily	G. M. & O. 58 Daily	56 Daily	64 Tues. Thur. Sat.	
STATIONS				Ar.	A. M.							
		799	798.9	... BIRMINGHAM .N 2.5	10 30					4 55		
Yard		58A		CW... FINLEY ....N 1.8					7 20	11 00		9 15
Yard		801	801.1	Y. N. BIRMINGHAM .. 6.1	10 05				6 37	10 25	4 15	8 45
150		807	807.2	WY. COALBURG ...N 4.9	9 52 57				6 17	10 06 57	3 55	8 22
30	100	812	812.1	P.. BROOKSIDE ..D 1.5	9 39				6 06	9 54	3 45	8 10
35		814	813.6	P... JEFFERSON 5.5	9 34				6 01	9 49	3 41	8 05
125	42	819	819.1	WY. LITTLETON ...N 8.2	9 23				5 44	9 36	3 28	7 50
10	70	822	822.3	P.... BRYAN 8.0	9 17 52				5 34	9 17 16	3 18	7 40
8	32	825	825.3	P... BURNWELL 8.9	9 11				5 23	8 57	3 10	7 27
	47	829	829.2	P WARRIOR SIDING 8.7	9 03				5 12	8 45	3 00	7 15
30	90	833	832.9	WP. CORDOVA ...N 4.6	8 53				5 00 59	8 30	2 50	7 00
11		837	837.4	... AMERICA JCT. ... 2.1	8 45							P. M.
225	24	840	839.5	WY.. PARRISH ...N 6.7	8 40				4 30	7 55	2 30	6 30
18	35	846	846.2	YP .. OAKMAN ....D 6.2	8 24				A. M.	7 05	P. M.	P. M.
25	42	852	852.4	P.... CORONA 5.9	8 13					6 50 63		
22	27	858	858.3	 ALTA 4.6	8 02					6 32		
15	30	863	862.8	 BERRY ....D 5.2	7 53					6 20		
20	38	868	868.0	 BANKSTON 4.8	7 45 63					6 08		
28		873	872.6	 STOUGH 6.0	7 35					5 55		
35	30	879	878.6	W.... FAYETTE ....D 8.9	7 25					5 40 51		
45	25	883	882.5	 COVIN..... 9.4	7 14					5 30		
35		892	891.9	 KENNEDY ....D 5.9	7 00					5 10		
47		898	897.8	 MILLPORT ....D 4.1	6 50 51					4 55		
15	70	902	901.9	 FERNBANK 10.1	6 42 51					4 45 51		
35		912	912.0	... STEENS, MISS ... 8.7	6 23					4 20		
Yard		920	920.7	CWY COLUMBUS .N (Seventh Ave.) 0.8	6 07					4 00		
		921	921.0	 COLUMBUS (Passenger Station) Lv.	6 00							
					A. M.				A. M.	A. M.	P. M.	P. M.
					Daily				Daily	Daily	Daily	Daily
					16				54	52	58	56
									7 20	11 00	G. M. & O.	9 15
				(Birm.)								

BETWEEN SHEFFIELD AND PARRISH—SOUTHBOUND

Capacity of tracks in Cars		Station No.	Miles from Sheffield	TIME TABLE No. 6 EFFECTIVE JULY 12, 1942		FIRST CLASS				SECOND CLASS					THIRD CLASS
Other Tracks	Stings			STATIONS	1	9	5			71	59	77	75	53	61
					Daily	Daily	Daily			Daily	Daily	Daily	Daily	Daily	Ex. Sun.
				Lv.	A. M.	P. M.	P. M.			A. M.	A. M.	P. M.	P. M.	P. M.	A. M.
				CW SHEFFIELD . . N	5 00									10 30	6 00
				1.9 TUSCUMBIA . N	5 06										
		406A		0.5 Y. FIFTH STREET . .	5 09										
		NA4	4.1	2.9 NORALA . . P	5 16	54								10 45	6 15
		50	NA8	7.8	3.7 JAMES	5 22								10 55	6 30
20		47	NA14	14.2	6.4 LITTLEVILLE P	5 35								11 15	6 50
		30	NA18	17.9	8.7 GOOD SPRINGS .	5 41								11 27	7 02
102		50	NA21	21.2	8.8 WY. RUSSELLVILLE D	5 55								11 50	7 35
30		NA25	24.8	9.6 ISBELL . . . P	6 03									12 01 AM	7 45
11		75	NA30	30.1	5.8 SPRUCE PINE D	6 18								12 25	8 05
31		71	NA34	33.5	5.4 PHIL CAMPBELL D	6 26								12 37	8 18
		10	30	NA39	39.8		P. M.	P. M.		A. M.	A. M.	P. M.	P. M.	12 51	8 35
10		28	NA46	45.7	8.4 HALEYVILLE . N	6 55	1 45	7 22		11 30	11 42	2 45 10	10 30 76	1 08	9 30 62
42	N 58	52	NA50	50.0	4.3 DELMAR . . P	7 04	1 52	7 30 2		11 42	11 54	3 00	10 45	1 23	10 00
20	N 58	52	NA57	56.7	6.7 NATURAL BRIDGE P	7 17	2 03	7 43		11 58	12 10 PM	3 20	11 03	1 48 54	10 29 6
26	N 48	60	NA62	61.6	4.9 LYNN . . . D	7 28	2 17 10	7 55		12 15 PM	12 27	3 37	11 18	2 03	10 45
35	N 61	51	NA68	68.0	6.4 W. . . NAUVOO . . N	7 39	2 28	8 05		12 31	12 43	3 52	11 35	2 20	11 05
3	N 62	50	NA73	73.4	5.4 PROSPECT . . P	7 50	2 39	8 15		12 45	12 55	4 04	11 49	2 35	11 20
15			NA77	77.2	8.8 SARAGOSSA P	7 56	2 46	8 22		12 53	1 03	4 13	11 58	2 44	11 30
	N 70	50	NA80	80.2	5.8 GAMBLE . . . P	8 04	2 52	8 28 76		12 59	1 32 10	4 21	12 05 AM	2 51	11 38
121	26	NA86	86.0	2.8 W. . . JASPER . . N	8 16		3 05	8 40		1 20 10	1 47	4 40	12 25 84	3 10 72	12 05 PM
	75	NA88	88.3	7.8 NORVELL	8 22						2 00			3 25	12 20
36		NA96	95.6	7.8 PARRISH . . . N	8 35						2 25			4 30	12 50
				Ar.	A. M.	P. M.	P. M.			P. M.	P. M.	P. M.	A. M.	A. M.	P. M.
					Daily	Daily	Daily			Daily	Daily	Daily	Daily	Daily	Ex. Sun.
					1	9	5			71	59	77	75	53	61
					Daily	Daily	Daily			Daily	Daily	Daily	Daily	Daily	Ex. Sun.

(Birm.)

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(Birm.)

BETWEEN BIRMINGHAM AND BURSTALL

SOUTHBOUND				Capacity of Tracks in Cars		Station Nos.	Miles from Birmingham	TIME TABLE No. 6 EFFECTIVE JULY 12, 1942		NORTHBOUND			
SECOND CLASS				Other Tracks	Sidings			STATIONS		SECOND CLASS			
	Mob. Div.	Mob. Div.						Lv.	Ar.	Mob. Div.	Mob. Div.		
	181 Daily	151 Daily								152 Daily	180 Daily		
	P. M. 9 30	A. M. 9 00	Yard			798		BIRMINGHAM. (37th Street Yard)		A. M. 10 35	P. M. 2 00		
	10 00	9 30	Yard			5SA	4.9	4.9 CW.. FINLEY ....N		10 10	1 05		
			72			7SA	6.3	1.4 THOMAS					
	10 18	10 05	215			9SA	8.9	2.6 ENSLEY .....D		10 05	12 55		
						11SA	10.7	1.8 FAIRFIELD					
	10 40	10 15	45			15SA	14.8	4.1 WOODWARD		9 55	12 30		
	10 50	10 25	Yard			17SA	17.5	2.7 W VALLEY CREEK JCT. ...		9 45	12 20		
	11 05 P. M.	10 45 A. M.				35R	20.2	2.7 BURSTALL ...N		9 35	12 10		
								Ar.	Lv.	A. M.	P. M.		
	Daily 181	Daily 151								Daily 152	Daily 180		
	Mob. Div.	Mob. Div.								Mob. Div.	Mob. Div.		

SPECIAL INSTRUCTIONS

CONSULT BULLETIN BOARDS AND SPECIAL ORDER BOOKS DAILY

- ALL REGULAR WESTBOUND Trains are superior to trains of the same class moving in the opposite direction, in accordance with General Rule 72.
- ALL REGULAR NORTHBOUND Trains from Parrish to Norala are superior to trains of the same class moving in the opposite direction, in accordance with General Rule 72.
- ALL REGULAR SOUTHBOUND Trains from Birmingham to Burstall are superior to trains of the same class moving in the opposite direction, in accordance with General Rule 72.

SPECIAL INSTRUCTIONS

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

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

A train must receive a clearance card before leaving its initial station.

In addition all trains must receive clearance card before leaving Anniston, Finley, Jasper and Sheffield. (Trains may receive a clearance card at Finley by telephone located at each end of yard.)

Eastbound trains before leaving Weems and westbound trains before leaving Coalburg.

Westbound trains leaving 37th Street Yard, Birmingham, Ala., for points west of North Birmingham must receive telephone block clearance card Form 886 before leaving 37th Street Yard.

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

Atlanta,
Inman Yard,
Anniston,
Birmingham,
Finley,
Coalburg,
Littleton,

Parrish,
Columbus,
Jasper,
Haleyville,
Russellville,
Sheffield.

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

Austell, (c)
Anniston, (g)
Weems, (c)
37th Street, Birmingham,
Birmingham,
Finley,
North Birmingham, (d)
Burstall, (h)

Coalburg, (a) (b)
Parrish,
Columbus, (a)
Jasper, (e)
Haleyville, (f)
Norala,
Sheffield.

- (a) First class westbound trains may register by ticket Form No. 721.
- (b) Eastbound trains may register by ticket Form No. 721.
- (c) All trains may register by ticket Form No. 721.
- (d) Only first class westbound trains.
- (e) I. C. trains Nos. 5 and 9 may register by ticket form 721 or I. C. form 905, at Jasper.
- (f) Trains Nos. 1 and 2 and I. C. trains Nos. 6 and 10 may register by ticket form 721 or I. C. form 905, at Haleyville.
- (g) Trains Nos. 47 and 48 may register by Ticket Form 721.
- (h) All southbound AGS trains via Finley may register by Ticket Form No. 721.

5. STANDARD CLOCKS

(Rule 3)

Anniston,
Weems,
37th Street, Birmingham,
Birmingham,

Finley,
Coalburg,
Parrish,
Columbus,

Jasper,
Haleyville,
Sheffield.

(Birm.)

6. RAILROAD CROSSINGS AT GRADE

(Rules 98, 601 to 683)

Interlocked —

Birmingham, Ala., 14 St. L. & N. R. R.
 Birmingham, Ala., 14 St. A. G. S. R. R.
 N. Birmingham, Ala. Frisco Ry.
 N. Birmingham, Ala. Belt R. R.
 E. Birmingham, Ala. L. & N. R. R.
 M. P. 820.1. L. & N. R. R.

Not Interlocked —

Bremen, Ga. C. of Ga. Ry.
 Anniston, Ala. Mobile Division.
 Anniston, Ala. L. & N. R. R.
 Letcher, Ala. L. & N. R. R.
 Pell City, Ala. S. A. L. Ry.
 Birmingham, Ala., 32 St. Belt R. R.
 Birmingham, Ala., 27 St. S. S. S. & I. Co.
 Birmingham, Ala., 27 St. L. & N. R. R.
 Birmingham, Ala., 9th Ave. C. of Ga. Ry.
 Birmingham, Ala., 10th Ave. Belt R. R.
 Woodlawn Junction, Ala. A. G. S. R. R.
 Woodlawn Junction, Ala. B. E. Co.
 Woodlawn Junction, Ala. C. of Ga. Ry.
 E. Birmingham, Ala. B. E. Co.
 E. Birmingham, Ala. Mary Lee Co.
 N. Birmingham, Ala. Southern Main.
 N. Birmingham, Ala. S. S. S. & I. Co.
 N. Birmingham, Ala. L. & N. R. R.
 N. Birmingham, Ala. Belt R. R.
 Thomas, Ala. B. S. R. R.
 Thomas, Ala. B. E. Co.
 Thomas, Ala. L. & N. R. R.
 Pratt City, Ala. Frisco Ry.
 Pratt City, Ala. B. E. Co.
 Ensley, Ala. B. S. R. R.
 M. P. 10.5 SA. B. S. R. R.
 Woodward, Ala. W. I. Co.
 Valley Creek Junction, Ala. A. B. & C. R. R.
 N. Birmingham, Ala. L. & N. R. R.
 M. P. 803. R. I. & S. Co.
 Columbus, Miss. Frisco Ry.
 Jasper, Ala. Frisco Ry.

At L. & N. crossing M. P. 820.1 normal position of distant and home signals located on either side of crossing is for movement on Southern tracks. When L. & N. trains are to take movement over this crossing distant and home signals on Southern track will be displayed at stop position. Trains must know that the way is clear before passing home signal and must not exceed a speed of eight (8) miles per hour over this crossing.

Hand operated gates connected with automatic block signal 7371 westbound and 7372 eastbound govern train and engine movement over L. & N. R. R. crossing at Letchers, M. P. 737— and one connected with signals 7359 westbound and 7360 eastbound govern movement over L. & N. R. R. crossing Anniston, M. P. 736.

Normal position of gates—Against L. & N. trains.

Crews of L. & N. trains or engines will operate gates.

Southern Ry. trains and engines using either passenger or freight main track will approach crossing prepared to stop.

If signal shows STOP indication, must stop and not proceed until it is known crossing is clear.

If signal shows CAUTION or PROCEED indication and gate in normal position, first class trains may proceed over crossing without stopping not to exceed speed twenty (20) miles per hour.

Second and inferior class and extra trains and engines proceed over crossing without stopping in accordance with yard limit rules.

7. JUNCTIONS

(Rules 98, 601 to 683)

Interlocked —

Austell, Ga. Atlanta Division.
 Birmingham, Ala., 2nd Ave.
 and 27th St. Birm. Term. Co.
 E. Birmingham, Ala. L. & N. R. R.

Not Interlocked —

Bremen, Ga. C. of Ga. Ry.
 Anniston, Ala. L. & N. R. R.
 Anniston, Ala. Mobile Division.
 Pell City, Ala. S. A. L. Ry.
 Weems, Ala. C. of Ga. Ry.
 Woodlawn Junction, Ala. C. of Ga. Ry.
 Woodlawn Junction, Ala. A. G. S. R. R.
 Ensley, Ala. L. & N. R. R.
 Ensley, Ala. B. S. R. R.
 Cordova, Ala. Frisco Ry.
 Fayette, Ala. M. & G. R. R.
 Columbus, Miss. C. & G. R. R.
 Columbus, Miss. G. M. & O. R. R.
 Columbus, Miss. Frisco Ry.
 Jasper, Ala. Frisco Ry.
 Jasper, Ala. A. C. R. R.
 Haleyville, Ala. (2) I. C. R. R.
 Norala, Ala. Memphis Div.

8. DRAWBRIDGES

(Rules 98, 601 to 683)

Riverside, Ala. Coosa River (758.6)
 All trains must approach this bridge with caution prepared to stop and must stop if the way is not found to be clear.
 Must not exceed forty (40) miles per hour over this bridge.

9. DOUBLE TRACK

(Rules 151 to 153)

Double track extends from:

Weems to Coalburg.

North Birmingham to Finley.

Trains or engines must keep to the left.

10. TRAIN MOVEMENTS

(Rules 251 to 283)

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

All westbound trains except first class, will head in at Lardent and use right hand track to Anniston.

All eastbound trains except first class, will head in west of Letcher and use right hand track to Anniston.

All westbound trains will use right hand track Anniston to Letcher.

Between Weems and Birmingham trains or engines will run with the current of traffic by block or automatic color light signals whose indications will supersede time table superiority. Inferior trains must not delay superior trains.

Trains and engines between Coalburg and North Birmingham may run on double track between those points with the current of traffic without orders.

All trains, including first class trains, or engines, must move under control between Woodlawn Jct., Birmingham Terminal Station and North Birmingham. The provisions of Rule 93 to apply to first class trains as well as to second and inferior class and extra trains, or engines, but inferior trains or engines must not delay first class trains.

The movement of trains and engines including yard engines in reverse direction on double track, Birmingham Terminals between Woodlawn Junction and North Birmingham, North Birmingham and Finley, Woodlawn Junction and 14th Street Interlocking Plant must be made only under proper protection according to Rule 99 or under instructions from the Superintendent of the Terminal or his representative who must first protect the movement by yardmen or other employees with flagman's signal, located at the switches of the crossover or other points between which the movements are to be made. The flagman's instructions to Enginemen and Trainmen must be respected.

Movement against the current of traffic between Puzzle Switches (27th Street) and entrance to Terminal Station (2nd Avenue) may be made on signal from the switch tender at 27th Street or signal indication given by the towerman at south end of the Terminal Station.

Trains between Southern and Frisco depots at Jasper must move with caution.

Unless otherwise instructed northbound second and inferior class I. C. trains will use siding between Frisco connection and Southern depot at Jasper.

(Birm.)

SPECIAL INSTRUCTIONS—Continued

Birmingham Division second class and inferior trains will use Memphis Division track between Norala and Sheffield in accordance with rules 281 to 283, inclusive, being governed north or westbound by signal NA 39, located about 1500 feet west of Norala crossing.

If the switch indicator located at the switch is in the clear position the switch may be lined for movement to Sheffield Yard and if signal NA 39 is in the "Proceed" position train may proceed after waiting two minutes (Rule 514).

Switch must not be thrown when indicator displays "Stop".

Southbound Birmingham Division second class and inferior trains will be governed by signal NA 24.

Trains and engines of the Birmingham Division will use the tracks of other railroads or other Divisions in accordance with their time tables, rules and regulations as follows:

Atlanta Terminal—Between Austell and Atlanta.

Columbus and Greenville Railroad Co. between Columbus Freight Yard and Columbus Passenger Station.

Memphis Division between Sheffield and 5th Street, Tuscumbia, and between Sheffield and Norala.

Seaboard Air Line trains will use Southern Railway tracks between Powell Avenue and the connection with Birmingham Terminal Company tracks near Second Avenue on 27th Street, Birmingham.

Inbound Seaboard trains and engines must stop in the clear of Southern Railway tracks and not proceed until flagman properly lines switches and gives signals. Flagman must not give proceed signal until he knows that the way is clear. Outbound trains will be governed by interlocking signal at 2nd Avenue and 27th Street interlocking plant.

Passenger leads of the Frisco and Southern Railway connection with the Terminal Station tracks will be operated as single track between crossover near 9th Avenue and Terminal connection.

Passenger trains leaving Terminal Station will be governed by indication of dwarf signal located on Southern Railway passenger lead between Central of Georgia Railway crossing and 10th Avenue.

Freight trains or engines using Southern Railway main track will be governed by indications of dwarf signals located on west side of 9th Avenue.

The movement of trains or engines over crossing or through the cross-over of Central of Georgia track west of 9th Avenue will be governed by indication of dwarf signal on west side of 9th Avenue on Southern Railway freight main track and by the indication of dwarf signal on passenger lead at cross-over east of 9th Avenue.

Eastbound Southern Railway trains or engines from North Birmingham must approach 11th Avenue with caution and be governed by indication of dwarf signal located west of Frisco connection.

11. HELPING TRAINS.

When it is necessary for a train to push another train on a grade or into a siding, the pusher engine must be detached from its train, after proper measures have been taken for its protection, including setting of hand brakes and such other measures as may be necessary, and after coupling to the rear car of the 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 brake valve closed. This automatically cuts out train control operation on the pusher 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.

12. RULES GOVERNING MOVEMENT OF TRAINS ON BLOSSBURG, FLAT TOP AND HIGH LEVEL BRANCHES

Trains or engines using Blossburg branch must receive clearance card from Operator Brookside, Flat Top branch from Operator Littleton, High Level branch from Operator Parrish.

13. YARD LIMITS (Rule 93)

Austell,	Leeds,	Valley Creek Jc.,	Columbus,
Douglasville,	Woodlawn,	Burstable,	Jasper,
Villa Rica,	Birmingham,	Coalburg,	Nauvoo
Bremen,	N. Birmingham,	Jefferson,	Haleyville,
Tallapoosa,	E. Birmingham,	Littleton,	Isbell,
Heflin,	Finley,	Cordova,	Russellville,
Anniston,	Ensley,	Parrish,	Norala,
Pell City,	Woodward,	Oakman,	Sheffield.
		Fayette,	Tuscumbia.

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.

Trains taking siding at lap sidings enter at the lap. Lap sidings are located at Delmar, Natural Bridge, Lynn, Prospect and Gamble.

Location spring switches.

Lithia Springs, Ga.	East end of siding—West end of siding
Douglasville, Ga.	East end of siding—West end of siding
Carroll, Ga.	East end of siding—West end of siding
Villa Rica, Ga.	East end of siding—West end of siding
Clegg, Ga.	East end of siding—West end of siding
Temple, Ga.	East end of siding—West end of siding
Morgan, Ga.	East end of siding—West end of siding
Bremen, Ga.	East end of westbound siding
Waco, Ga.	East end of siding—West end of siding
Tallapoosa, Ga.	East end of siding
Hooper, Ga.	East end of siding—West end of siding
Muscadine, Ala.	East end of siding—West end of siding
Edwardsville, Ala.	East end of siding—West end of siding
Heflin, Ala.	East end of siding
Cleburne, Ala.	West end of siding—East end of siding
Iron City, Ala.	West end of siding
Choccolocco, Ala.	East end of siding—West end of siding
DeArmanville, Ala.	East end of siding—West end of siding
Tarsus, Ala.	East end of siding—West end of siding
Bynum, Ala.	East end of siding—West end of siding
Eastaboga, Ala.	East end of siding—West end of siding
Lincoln, Ala.	East end of siding—West end of siding
Riverside, Ala.	East end of siding—West end of siding
Pell City, Ala.	East end of siding—West end of siding
Roberts, Ala.	East end of siding—West end of siding
Cook Springs, Ala.	East end of siding—West end of siding
Brompton, Ala.	East end of siding—West end of siding
Leeds, Ala.	East end of siding—West end of siding
Baines, Ala.	West end of siding
Delmar	North end north siding—South end south siding.
Natural Bridge	North and south end north siding—South end south siding.
Lynn	North end north siding—South end south siding.
Nauvoo	North end north siding—South end south siding.
Prospect	North end north siding—South end south siding.
Gamble	North end north siding—South end south siding.

At West end Douglasville

West end Carroll

West end Villa Rica

West end Temple

West end Edwardsville

East end DeArmanville

West end Lincoln

East end Riverside

East and West end Pell City and South end south siding Prospect, there is a small light located opposite switch points as an additional precaution. If this light signal is red switch is not properly set for main track movement, in such case switch should be examined before passing over. Indication of automatic block signal approaching switch also governs movement over switch, rule 509.

Movement may be made through these switches from sidings to main track without opening or closing switch by hand, and movement of entire train must be completed through switch before starting back-up movement. In the event it is found necessary to make back-up movement before completing movement through switches, switch must be properly set by hand before movement is made in reverse direction. (Birm.)

When any part of a train is moving through a spring switch the speed must not exceed fifteen (15) miles per hour, except at spring switches between 44th and 49th Streets, Birmingham, Alabama, speed must not exceed twenty (20) miles per hour.

Sand must not be used while engine is passing over spring switches.

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

15. AUTOMATIC BLOCK

(Rules 501 to 520)

Automatic block signal rules and train control are effective between Austell, Ga., and Birmingham, Ala., and between Jasper, Ala., and Haleyville, Ala.

16. TRAIN ORDER SIGNALS

(Rules 221 and 221a)

Rule 221 will govern at all train order offices.

Train Order — Fixed Signal at Woodlawn Junction East-bound, and at Weems (Westbound) — Upper arm governs Southern Railway trains; lower arm governs Central of Georgia Railway trains.

17. ILLINOIS CENTRAL TRAINS will display red and green markers.

When Necessary, Passenger Trains Will Wait for Connections as Indicated Below. Superintendent or Chief Dispatcher Will Instruct in Cases of Unusual Conditions or Emergencies.

Train No.	Wait at	For	Time
8	Birmingham...	Frisco	105
40	Birmingham...	Frisco	107
			2 Hours
			1 hour and 30 minutes

HOURS TRAIN ORDER OFFICES

STATION	WEEK DAYS	SUNDAYS
Douglasville	7:30 A.M. to 4:30 P.M.	Same as week day.
Villa Rica	Continuous	Same as week day.
Temple	7:00 A.M. to 4:00 P.M.	Same as week day.
Bremen	Continuous	Same as week day.
Tallapoosa	Continuous	Same as week day.
Heflin	Continuous	Same as week day.
Anniston	Continuous	Same as week day.
Bynum	Continuous	Same as week day.
Lincoln	7:30 A.M. to 4:30 P.M.	Same as week day.
Pell City	Continuous	Same as week day.
Leeds	Continuous	Same as week day.
Weems	Continuous	Same as week day.
Woodlawn Jct.	Continuous	Same as week day.
Finley	Continuous	Same as week day.
Ensley	12:01 P.M. to 8:01 P.M.	Same as week day.
Burstable	Continuous	Same as week day.
Coalburg	Continuous	Same as week day.
Brookside	8:00 A.M. to 5:00 P.M.	Closed.
Littleton	1:00 A.M. to 5:00 P.M.	Same as week day.
Cordova	1:00 A.M. to 5:00 P.M.	Same as week day.
Parrish	Continuous	Same as week day.
Oakman	8:00 A.M. to 5:00 P.M.	Closed.
Berry	7:30 A.M. to 4:30 P.M.	Closed.
Fayette	7:00 A.M. to 4:00 P.M.	Same as week day.
Kennedy	6:45 A.M. to 3:45 P.M.	Closed.
Millport	6:45 A.M. to 3:45 P.M.	Closed.
Russellville	5:45 A.M. to 5:45 P.M.	Same as week day.
Spruce Pine	6:15 A.M. to 3:15 P.M.	Closed.
Phil Campbell	6:30 A.M. to 3:30 P.M.	Closed.
Haleyville—Block Office	Continuous	Same as week day.
Lynn	7:15 A.M. to 4:15 P.M.	Same as week day.
Nauvoo	Continuous	Same as week day.
Jasper	Continuous	Same as week day.

THE NAMES AND LOCATIONS OF LOCAL SURGEONS ARE:

N. E. Sellers	Anniston, Ala.
J. D. Martin, Jr.	Atlanta, Ga.
J. B. Baird	Atlanta, Ga.
W. A. Arnold (Asst.)	Atlanta, Ga.
F. P. Calhoun (Oculist)	Atlanta, Ga.
Alton V. Hallum (Asst.)	Atlanta, Ga.
L. G. Garrett	Austell, Ga.
L. G. Garrett, Jr. (Asst.)	Austell, Ga.
O. D. King	Bremen, Ga.
M. C. Ragsdale	Bessemer, Ala.
B. S. Lester	Birmingham, Ala.
C. H. Ford (Asst.)	Birmingham, Ala.
R. C. Woodson (Oculist)	Birmingham, Ala.
J. A. Livingston (Oculist)	Birmingham, Ala.
D. H. Wright	Berry, Ala.
James Andrew	Cordova, Ala.
J. T. Doster, Jr.	Columbus, Miss.
R. E. Hamilton	Douglasville, Ga.
A. C. Branyon	Fayette, Ala.
G. S. Barksdale	Fernbank, Ala.
S. S. Roberts (Oculist)	Florence, Ala.
L. R. Wright	Heflin, Ala.
W. E. Howell	Haleyville, Ala.
A. C. Jackson	Jasper, Ala.
E. J. Clayton	Leeds, Ala.
Gus Colvin	Lincoln, Ala.
H. J. Sankey	Nauvoo, Ala.
M. E. Smith	Parrish, Ala.
R. A. Martin	Pell City, Ala.
W. A. Gresham	Russellville, Ala.
W. H. Blake, Jr.	Sheffield, Ala.
G. F. Littlepage	Sheffield, Ala.
W. E. McGrath (Oculist)	Sheffield, Ala.
W. M. Pierce	Tuscumbia, Ala.
C. R. Whitman	Tuscumbia, Ala.
C. W. Downey	Tallapoosa, Ga.

VETERINARIANS

F. R. Butz, Chief Veterinarian	Cincinnati, Ohio
W. D. Staples	Anniston, Ala.
J. L. Hopping	Atlanta, Ga.
K. U. Jones	Birmingham, Ala.
John Oliver, Jr.	Columbus, Miss.
G. D. Ingram	Florence, Ala.
Chas. Thigpen	Tuscumbia, Ala.

LIVE STOCK AGENT

M. G. Ware, Freight Claim Agent	Chattanooga, Tenn.
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HOSPITALS

Garner Hospital	Anniston, Ala.
St. Vincents Hospital	Birmingham, Ala.
Doster Hospital	Columbus, Miss.
Columbus Hospital	Columbus, Miss.
Walker County Hospital	Jasper, Ala.
Colbert County Hospital	Sheffield, Ala.

WATCH INSPECTORS

J. R. Watts & Co.	Atlanta, Ga.
Gunter's Jewelry Co.	Anniston, Ala.
Jobe Rose Jewelry Co.	Birmingham, Ala.
Garfield Goodwin	Bessemer, Ala.
A. J. Rombach	Columbus, Miss.
Campbell Jewelry Co.	Jasper, Ala.
Louis E. Rost	Sheffield, Ala.
Newmann Jewelry Co.	Tuscumbia, Ala.
A. C. Branyon	(Birm.)

SPECIAL INSTRUCTIONS—Continued

LOAD LIMITS—The weight of Engines and Cars is Limited as follows:

Between Birmingham and Atlanta
Between Birmingham and Parrish
Between Woodlawn and Bessemer
Between Jefferson and Blossburg

KIND	Type	Total Weight
Mikado.....	2-8-2	298,000 lbs.
Consolidation.....	2-8-0	216,500 lbs.
*Pacific.....	4-6-2	239,490 lbs.
Diesel-Electric.....	6-6	318,300 lbs.
Mountain.....	4-8-2	334,240 lbs.
Diesel-Electric.....	4-6	229,800 lbs.
Yard.....	0-8-0	214,000 lbs.
(a) Derrick.....		241,000 lbs.
Loaded Cars.....	4-Wheel Truck	210,000 lbs.
Loaded Cars.....	6-Wheel Truck	270,000 lbs.

Note—Engines may be operated coupled.

* Between Atlanta and Parrish Pacific type engines weighing 300,000 lbs. may be operated, only by special authority.

(a) Must be spaced from engines or heavy loads by a car weighing not over 80,000 lbs. Speeds must be reduced to 15 miles per hour over Hardin's Viaduct 818.1 and McCormick's Viaduct 818.6.

Between Austell and trestle 771.7, (Cook Springs) derick weighing 259,200 pounds may be handled, except may not be handled on freight main over trestle 733.7 between Anniston and Lardent or over trestle 771.7.

Between Inman Yard and Birmingham 2-8-8-2 type Mallet locomotives weighing 469,000 pounds may be operated. Between Birmingham and Corona 2-8-8-2 type Mallet locomotives weighing 450,000 may be operated.

Between Weems and Woodlawn Junction, Central of Georgia Railway may operate 2-6-6-2 type Mallet engines weighing 438,000 pounds.

Between Birmingham and Cordova, Frisco Pacific type engines weighing 312,000 lbs. and Mountain type engines weighing 342,200 lbs. may be operated single headed in detour.

Between Columbus and Parrish

KIND	Type	Total Weight
Mikado.....	2-8-2	292,500 lbs.
Consolidation.....	2-8-0	216,500 lbs.
Pacific.....	4-6-2	235,000 lbs.
Mountain.....	4-8-2	315,000 lbs.
Diesel-Electric.....	4-6	229,800 lbs.
Derrick.....		241,000 lbs. with Spacer car at each end
Loaded Cars.....	4-Wheel Truck	210,000 lbs.
Loaded Cars.....	6-Wheel Truck	270,000 lbs.

Between Sheffield and Haleyville and between Jasper and Parrish

KIND	Type	Total Weight
Mikado.....	2-8-2	(a) 292,500 lbs.
Consolidation.....	2-8-0	216,500 lbs.
Mallet.....	2-8-8-2	450,000 lbs.
Mountain.....	4-8-2	(a) 334,240 lbs.
Pacific.....	4-6-2	(a) 278,000 lbs.
Diesel-Electric.....	4-6	229,800 lbs.
	6-6	318,300 lbs.
Derrick.....		241,000 lbs.
Loaded Cars.....	4-Wheel Truck	210,000 lbs.
Loaded Cars.....	6-Wheel Truck	270,000 lbs.

(a) Engines may be operated coupled, with speed reduced to 15 miles per hour over trestles 27.4 and 31.7.

Between Haleyville and Jasper

KIND	Type	Total Weight
Santa Fe.....	2-10-2	382,000 lbs.
Mikado.....	2-8-2	298,000 lbs.
Mallet.....	2-8-8-2	450,000 lbs.
Consolidation.....	2-8-0	216,500 lbs.
Mountain.....	4-8-2	362,500 lbs.
Pacific.....	4-6-2	278,000 lbs.
Diesel-Electric.....	4-6	229,800 lbs.
	6-6	318,300 lbs.
Derrick.....		241,000 lbs.
Loaded Cars.....	4-Wheel Truck	251,000 lbs.
Loaded Cars.....	6-Wheel Truck	300,000 lbs.

Note—Engines may be operated coupled.

LOCOMOTIVE RATING IN TONS OF 2,000 POUNDS (Exclusive of Tender and Caboose)

NORTH OR EASTBOUND

BETWEEN	Mallet 23 x 30 in. Cylinder	Mikado 27 in. x 30 in. Cylinder	Superheated 22 in. x 30 in. Cylinder
Corona and Finley.....	2300	2550	2250
Columbus " Covin.....	2300	1300	1125
Covin " Finley.....	2300	1400	1125
Anniston " Anniston.....	2500	1300	1025
Bremen " Bremen.....	2300	1575	1250
Parrish " Atlanta.....	2850	1400	1125
Delmar " Delmar.....	2250	1650	1400
Phil Campbell " Phil Campbell.....	2550	1750	1450
Spruce Pine " Spruce Pine.....	2650	1925	1625
Good Springs " Good Springs.....	2850	2650	2350

SOUTH OR WESTBOUND

BETWEEN	Mallet 23 x 30 in. Cylinder	Mikado 27 in. x 30 in. Cylinder	Superheated 22 in. x 30 in. Cylinder
Atlanta and Finley.....	1900	1175	1000
Finley " Corona.....	2100	1300	1125
Corona " Alta.....	1275	1275	1050
Alta " Covin.....	1850	1850	1650
Covin " Columbia.....	5050	1100	850
Sheffield " Spruce Pine.....	1800	1300	1100
Spruce Pine " Nauvoo.....	2100	1400	1200
Nauvoo " Gamble.....	2250	1850	1550
Gamble " Jasper.....	2250	1100	850
Jasper " Parrish.....	1800		

The above rating is based on maximum grades and can be increased over certain parts of the line when necessary.

When actual weight of lading cannot be obtained, it must be carefully estimated and when such cars are weighed en-route proper correction must be made. Estimated weight of merchandise house cars will be six tons.

When engines are pronounced incapable of pulling their rating, written explanation from the Enginman will be sent by wire to the Chief Dispatcher. Conductor will make written report upon arrival at terminal.

In making computation less than 1,000 lbs. will be dropped—1,000 lbs. will be counted one ton.

(Birm.)

BUSINESS TRACKS AND STATIONS NOT SHOWN AS STATIONS ON TIME TABLE

Name	Location
Winston	Mile 664.0
Fruithurst, P	" 705.1
780-Mile-Spur	" 730.0
*Lardent	" 733.4
*Letcher	" 736.8
Eden	" 765.9
Carreker	" 771.6
Prescott	" 775.2
Lovick	" 786.5
Irondale	" 793.0
Republic	" 809.2
*Watts, P	" 817.3
*Bibby	" 820.5
*Doliska	" 826.3
*Barney, P	" 830.0
Stephenson Brick Co.	" 834.4
Marietta	" 847.4
Rossland City	" 875.3
884-Mile Spur	" 884.2
Belk	" 886.7
Melbourne	" 905.4
Holcomb	" 908.2
Lees Peer	" 3.0 ES
Stith	" 3.5 ES
High Level	" 7.0 ES
Spring Valley	" NA 9.0
*Wingo	" NA 15.8
*Hargett	" NA 24.1
*Sand Pit	" NA 31.1
*Mascot	" NA 49.2
Glen Mary	" NA 53.9
Calumet, P	" NA 89.8
Bankhead	" NA 91.9

*Have no local team track.

Flag stops to receive or discharge passengers:

No. 11—Winston 664.0, Fruithurst 705.1, Eden 765.9, Wood-lawn 795.8.

No. 12—Irondale 793.0, Fruithurst 705.1.

No. 12—Eden 765.9 to discharge pay passengers from Bir-mingham.

Nos. 11 and 16—Republic 809.2, Bivens 811.2 Cardiff 813.3, Lynn Crossing 816.7, Bibby 820.5, Doliska 826.3, Red Star 827.9, Barney 830.0, Big Ridge 836.2, Gayosa, 842.1, Dixie Spring 844.7, Marietta 847.4, Patton Jct. 851.3, Rossland City 875.3, Belk 886.7 and Melbourne 905.4.

Nos. 1 and 2—Spring Valley NA9.0, Glen Mary NA53.9, Mammoth NA78.8, Calumet NA90.3, Bankhead NA91.9.

"a" Stop on signal to receive or discharge revenue pas-sengers.

DIVISION OFFICERS

R. F. Watts	Supt. Terminals
O. K. Cameron	Trainmaster
K. C. Shults	Trainmaster
T. O. Crane	Trainmaster
J. P. Mumford	Assistant Trainmaster
A. T. Seay	Terminal Trainmaster
E. D. Singleton	Chief Dispatcher
C. B. Weiss	Night Chief Dispatcher
P. C. Griffin	Dispatcher
J. E. Chandler	Dispatcher
R. L. Brogden	Dispatcher
E. E. Wade	Dispatcher
J. O. Zellner	Dispatcher
D. G. Sink	Dispatcher
L. I. McNutt	Dispatcher
C. R. Gillespie	Dispatcher
G. P. Odom	Dispatcher
F. W. Sharp	Dispatcher
C. H. Cross	Dispatcher

18. SPEED RESTRICTIONS (Rules 108 and 1327)

When passenger trains handle freight cars the maximum speed of freight trains will govern. When freight locomotives haul either freight or passenger cars the maximum speed of freight locomotives used will govern. Locomotives without cars will not exceed speeds specified for locomotives with cars.

BETWEEN AUSTELL AND BIRMINGHAM.

Where not otherwise restricted, passenger trains hauled by Diesel-Electric or passenger type locomotives, 60 miles per hour.

Where not otherwise restricted freight trains hauled by Mikado, Consolidation, Diesel-Electric, or passenger type loco-motives, 50 miles per hour, Mallet locomotives 45 miles per hour.

BETWEEN BIRMINGHAM AND COLUMBUS:

BETWEEN PARRISH AND SHEFFIELD:

Where not otherwise restricted the following maximum speeds are authorized:

Passenger trains 40 miles per hour except:

Between Parrish and Jasper.....35 miles per hour

Between Lynn and Delmar.....35 miles per hour

Freight trains 30 miles per hour, except that those hauled by Mallet type locomotives where permitted, 25 miles per hour.

INCORPORATED TOWNS

Austell, Ga.15 miles per hour.

Douglasville, Ga.20 miles per hour.

Villa Rica20 miles per hour.

Temple, Ga.20 miles per hour.

Anniston, Ala.Reasonable.

Lincoln, Ala.20 miles per hour.

Leeds, Ala.20 miles per hour.

Irondale, Ala. (City Limits)15 miles per hour.

Woodlawn Junction, Ala.8 miles per hour.

Avondale, Ala. (Spring Street)8 miles per hour.

Columbus, Miss.8 miles per hour.

Tusculum, Ala.15 miles per hour.

Phil Campbell, Ala.20 miles per hour.

Haleyville, Ala.20 miles per hour.

Jasper, Ala.15 miles per hour.

All trains must reduce speed to forty (40) miles per hour over Coosa River Bridge M. P. 758.6.

All Freight trains and trains hauled by Mountain type loco-motives must reduce speed to 25 miles per hour over Cook Springs trestle M. P. 771.7 and over Cahaba River Bridge M. P. 784.9.

Mountain type engines must not exceed speed of thirty-five (35) miles per hour between Parrish and Sheffield.

Trains and Engines must not exceed 15 miles per hour over Blossburg, Flat Top, High Level, Coal Valley, Rockwood and Ensley Branches.

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.

When practicable, an engine in tow must be 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 Dis-patcher must be advised before the train leaves its initial station.

Engines handled in backward motion either under their own power, or in tow, must not exceed a speed of twenty-five (25) miles per hour.

Trains handling steam derricks, ditching machines, pile drivers, steam shovels and revolving cranes on own wheels will not exceed a speed of 25 miles per hour.

Passenger trains 40 miles per hour except:

(Birm.)

SPECIAL INSTRUCTIONS—Concluded

SPEED RESTRICTIONS—Concluded

BETWEEN AUSTELL AND BIRMINGHAM:

Where not otherwise restricted, the following maximum speeds on curves are authorized.

On double track the speed restrictions are the same in both directions.

Between Mile Post and Mile Post			MILES PER HOUR			Between Mile Post and Mile Post			MILES PER HOUR		
			PASSEN- GER TRAINS	FREIGHT TRAINS					PASSEN- GER TRAINS	FREIGHT TRAINS	
				Mikado Consolidation Diesel Electric or Passenger Type Engines	Mallet Engines					Mikado Consolidation Diesel Electric or Passenger Type Engines	Mallet Engines
Austell	650.5					Anniston	735.0				
Curves	650.4	651.3	45	40	35	Curves	732.7	738.1	45	40	35
"	651.3	653.5	50	45	40	"	738.4	741.2	60	50	40
Curve	653.6	654.2	55	50	40	"	742.0	743.6	50	45	40
Curves	654.4	655.0	45	40	35						
"	655.7	657.2	60	50	40	Bynum	744.3				
						Curves	744.4	746.3	55	50	40
Douglasville	658.9					"	746.4	748.5	60	50	40
Curves	657.7	660.4	55	50	40	"	748.7	749.9	55	50	40
"	661.4	662.0	35	30	25	"	750.2	750.9	40	35	25
"	662.0	663.6	40	35	25	"	751.0	751.8	55	50	40
"	663.8	664.5	45	40	35	"	752.5	756.0	60	50	40
"	664.7	666.1	35	30	25	"	756.2	759.8	50	45	40
"	666.8	667.4	50	45	40	"	760.7	761.8	45	40	35
"	667.7	669.0	60	50	40	"	761.8	762.7	40	35	30
						Curve	763.0	763.1	45	40	35
Villa Rica	669.9					Pell City	764.3				
Curves	669.1	671.2	40	35	25	Curve	764.7	764.8	55	50	40
"	671.4	672.5	45	40	25	"	765.0	765.2	40	35	25
"	672.7	673.7	50	45	40	"	765.4	765.9	45	40	35
Curve	674.0	674.3	40	30	25	"	766.4	766.5	50	45	40
Curves	674.3	675.7	45	40	35	Curves	766.7	767.7	45	40	25
Curve	675.9	676.2	45	40	35	Curves	767.9	768.4	60	50	40
Curves	676.5	676.8	55	50	40	Curves	768.8	769.8	50	45	40
						"	769.9	770.4	45	40	35
Temple	677.2					Curve	770.5	770.8	35	30	25
Curve	677.0	677.3	45	40	35	Curves	770.9	773.0	40	35	25
Curves	677.9	678.8	35	30	25	Curve	773.1	773.2	45	40	35
"	678.8	679.6	40	35	30	Curves	773.6	774.5	60	50	40
"	679.7	680.2	45	40	35	Curve	774.9	775.1	45	40	35
"	680.5	681.8	55	50	40	Curves	775.1	775.6	40	35	25
Curve	682.0	682.2	40	35	30	Curves	775.9	776.2	45	40	35
"	682.3	682.6	45	40	35						
Curves	682.7	683.9	50	45	40	Brompton	776.6				
Curve	684.0	684.2	40	35	25	Curves	776.8	779.2	60	50	40
"	684.8	684.9	50	45	40	Curve	779.3	779.5	45	40	35
						Curves	780.0	781.0	50	45	40
Bremen	685.0					Curve	782.3	782.6	45	40	35
Curves	685.9	686.5	40	35	25	Curves	782.7	784.1	40	35	25
"	686.6	687.3	45	40	35	"	784.2	784.6	50	45	40
Curve	687.3	687.5	40	35	25						
Curves	687.5	688.4	45	40	35	Balnes	784.6				
"	688.6	692.4	35	30	25	Curves	784.6	785.1	40	35	25
"	692.5	692.9	40	35	30	"	785.2	785.7	45	40	35
						"	785.7	787.1	40	35	25
Tallapoosa	695.2					"	787.1	788.3	45	40	35
Curves	692.9	696.0	45	40	35	"	788.5	790.0	40	35	25
"	696.1	698.4	35	30	25						
"	698.6	699.2	30	25	20	Weems	790.0				
"	699.2	719.4	45	40	25	Curves	790.0	791.6	40	35	25
"	719.6	720.3	35	30	25	Curve	792.9	793.3	50	45	40
"	720.3	720.7	40	35	25	Curves	793.8	795.2	40	35	25
"	720.9	721.9	45	40	35						
Iron City	722.0										
Curves	722.2	724.6	60	50	40						
"	725.8	726.3	50	45	40						
"	726.5	729.3	55	50	40						
"	730.2	731.3	60	50	40						

(Birmingham)