

### HOURS OF SERVICE TELEGRAPH OFFICES

STATION	WEEK DAY	SUNDAY
Concord	7:45 A.M. to 11:45 P.M.	Same
Air Line Jct.	Continuous	Continuous
Belmont	7:45 A.M. to 4:45 P.M.	Closed
Cramerton	7:45 A.M. to 4:45 P.M.	Closed
Lowell	7:45 A.M. to 4:45 P.M.	Closed
Gastonia	7:30 A.M. to 1:30 A.M.	Same
Bessemer City	8:00 A.M. to 5:00 P.M.	Closed
Kings Mountain	8:00 A.M. to 5:00 P.M.	Closed
Grover	8:00 A.M. to 5:00 P.M.	Closed
Blacksburg	6:30 A.M. to 3:00 P.M.	Same
Gaffney	8:00 A.M. to 5:00 P.M.	6:15 A.M. to 3:15 P.M.
Cowpens	8:00 A.M. to 5:00 P.M.	Closed
Converse	8:00 A.M. to 5:00 P.M.	Closed
Spartanburg	Continuous	Continuous
Hayne	Continuous	Continuous
Wellford	8:00 A.M. to 5:00 P.M.	Closed
Lyman	8:00 A.M. to 5:00 P.M.	Closed
Greer	8:00 A.M. to 5:00 P.M.	Same
Taylor	8:00 A.M. to 5:00 P.M.	Closed
Greenville	Continuous	Continuous
Easley	8:00 A.M. to 5:00 P.M.	8:00 A.M. to 5:30 P.M.
Liberty	8:00 A.M. to 5:30 P.M.	Closed
Norris	7:00 A.M. to 4:00 P.M.	Closed
Central	8:00 A.M. to 5:00 P.M.	Closed
Calhoun	8:00 A.M. to 5:00 P.M.	Closed
Seneca	9:15 A.M. to 5:15 P.M.	
	8:30 P.M. to 4:30 A.M.	Same
Westminster	8:00 A.M. to 5:00 P.M.	Closed
Toccoa	12:01 A.M. to 9:30 P.M.	Same
Cornelia	7:15 A.M. to 9:30 P.M.	
		10:30 A.M. to 2:30 P.M. 3:30 P.M. to 6:00 P.M.
Alto	8:00 A.M. to 5:00 P.M.	Closed
Lula	6:30 A.M. to 3:30 P.M.	Closed
Gainesville	5:00 A.M. to 1:00 P.M.	Same
	2:30 P.M. to 10:30 P.M.	
Duluth	7:00 A.M. to 4:00 P.M.	Closed
Norcross	7:00 A.M. to 4:00 P.M.	Closed
Chamblee	7:15 A.M. to 4:15 P.M.	Closed
Lavonia	8:00 A.M. to 5:00 P.M.	Closed
Bowersville	7:30 A.M. to 4:30 P.M.	Closed
Royston	8:00 A.M. to 5:00 P.M.	Closed
Bowman	8:00 A.M. to 5:00 P.M.	Closed
Elberton	8:00 A.M. to 5:00 P.M.	Closed
Maysville	7:30 A.M. to 4:30 P.M.	Closed
Commerce	7:45 A.M. to 4:45 P.M.	Closed
Athens	8:00 A.M. to 5:00 P.M.	Closed

# SOUTHERN RAILWAY SYSTEM

## EASTERN LINES

### Charlotte Division

### TIME TABLE No.

# 96

Effective 3:00 P. M. (Eastern Time)

SUNDAY, MAY 4, 1941

Eastern Standard Time on pages 8, 9, 10 and 11 between Armour, Atlanta and Inman Yard is shown as information only; Atlanta Terminal time table governs between those points.

FOR THE GOVERNMENT OF EMPLOYEES ONLY

G. W. ADAMS ..... General Manager  
 T. C. BLACKWELL ..... Gen. Superintendent Transportation  
 W. H. CHENEY ..... Superintendent

CHARLOTTE 2

SALISBURY—GREENVILLE—SOUTHBOUND

Capacity of Tracks in Cars		Miles from Wash'n	Station Nos.	TIME TABLE NO. 96 In effect May 4, 1941 STATIONS	FIRST CLASS					
Siding	Other				37 Daily	47 Daily	31 Daily	39 Daily	Ashe. Div. 9 Daily	29 Daily
.....	Yard	333.7	334	W..... SALISBURY .....Lv. N	A.M. 2 35	A.M. 3 37	A.M. 4 05	A.M. 9 00	A.M. 8 30	A.M. 11 05 <sup>61</sup>
.....		334.7		1.0 ..... YADKIN JCT. ....	2 36	3 38	4 06	9 01	8 31	11 06
.....	11	343.1	343	8.4 ..... CHINA GROVE.....	2 45	3 46	4 16	f 9 11	8 40	11 15
.....	15	345.0	346	2.5 ..... LANDIS .....				f 9 16	8 44	
.....	120	348.9	349	3.3 ..... KANNAPOLIS .....	2 52		h 4 24	s 9 25	f 8 50	h11 22
S125		351.0	351	2.1 ..... GLASS .....	2 54 <sup>55</sup>	3 54	4 26	9 28	8 53	11 24
.....	57	356.4	356	5.4 W..... CONCORD .....N	3 01	4 00	s 4 34	s 9 40	s 9 02	f11 31
S 95		358.2	358	1.8 ..... ROCKY RIDGE.....	3 03	4 02	4 36	9 42	9 04	11 33
.....		367.5	368	9.3 ..... HAHN .....	3 13	4 12	4 46	9 52		11 43
S110	Yard	375.2	375	7.7 WCY. AIR LINE JUNC....N	3 21	4 21 <sup>55</sup>	4 56	10 02	9 24	11 53
.....	Yard	377.7	378	2.5 W.... CHARLOTTE .....N	s 3 35	s4 27	s 5 10 A.M.	10 15 s10 30	s9 35 s9 40	s12 10
S120	14	389.1	389	11.4 ..... BELMONT.....	3 48	4 38		s10 45	h 9 54	12 23
.....	15	391.3	391	2.2 ..... CRAMERTON .....				f10 51	9 57	
.....	40	394.1	394	2.8 ..... LOWELL .....	3 54	4 44		f10 57	10 01	12 31
.....	29	399.3	399	5.2 W..... GASTONIA .....N	s 4 04	s4 52		s11 15	s10 10	s12 39
S 95		401.1	401	1.8 ..... ARLINGTON .....	4 06	4 54		11 17	10 12	12 41
.....	21	406.0	406	4.9 ..... BESSEMER CITY .....	4 12	4 59		s11 25	10 18	12 47
.....	21	410.6	411	4.6 ..... KINGS MOUNTAIN .....	4 18	5 05		s11 35	h10 25 <sup>63</sup>	12 53
.....		416.4	416	5.8 ..... ARCHDALE .....	4 24	5 11		11 42	10 32	12 59
.....	26	418.9	419	2.5 ..... GROVER .....				f11 46	10 35	1 02
.....	24	423.9	424	5.0 W... BLACKSBURG ...N	4 33	5 20		s12 00	s10 44	1 09
.....	40	432.4	432	8.5 W..... GAFFNEY .....	4 43	5 29		s12 15 <sup>63</sup>	h10 55	1 20
S 94		434.0	434	1.6 ..... JERRY .....	4 45	5 31		12 17	10 57	1 22
S 94	20	443.4	443	9.4 ..... COWPENS .....	4 57	5 40		f12 30	11 10	1 35
.....	50	445.1	445	1.7 ..... CLIFTON .....				f12 33		
.....	4	446.1	446	1.0 ..... CONVERSE .....				f12 35	A.M.	
.....	Yard	452.0	453	6.5 W... SPARTANBURG ...N	s 5 10	s5 55		s12 50 1 00	8 25	s11 30 s 1 52
.....	Yard	454.3	454	1.7 WCY.... HAYNE .....N	5 15 <sup>65</sup>	5 59		1 05	8 30	11 35 1 57 <sup>63</sup>
.....	10	457.3	457	3.0 ..... FAIR FOREST .....				f 1 10	A.M. 11 39	2 01
.....	15	463.0	463	5.7 ..... WELLFORD .....	5 27	6 09		f 1 19	11 46	2 09
S 95	4	465.0	465	2.0 ..... LYMAN .....	5 29	6 11 <sup>65</sup>		f 1 22	11 48	2 11
.....	17	466.2	466	1.2 ..... DUNCAN .....				f 1 24	11 50	2 13
.....	33	471.0	471	4.8 ..... GREER .....	5 38	6 17		s 1 33	h11 58	2 19
.....		472.4	472	1.4 ..... MAPLE .....	5 40	6 18		1 35	12 00	2 21
.....	10	475.7	476	3.3 ..... TAYLOR .....				f 1 40	h12 05	2 26
.....	Yard	484.1	484	8.4 WC.. GREENVILLE ...N Ar.	s 6 00 A.M.	s6 35 A.M.	A.M.	s 1 55 <sup>52</sup> P.M.	A.M. s12 25 P.M.	s 2 40 P.M.

Daily 37 Daily 47 Daily 31 Daily 39 Daily 9 Daily 29 Daily 33

SALISBURY—GREENVILLE—SOUTHBOUND

CHARLOTTE 3

Capacity of Tracks in Cars		Miles from Wash'n	Station Nos.	TIME TABLE NO. 96 In effect May 4, 1941 STATIONS	FIRST CLASS				
Siding	Other				Ashe. Divn. 27 Daily P.M.	11 Daily P.M.	135 Daily P.M.	35 Daily P.M.	
	Yard	333.7	334	W... SALISBURY ...Lv. 1.0 YADKIN JCT. ...N		2 30	8 50	10 45	
		334.7		8.4 CHINA GROVE. ....		2 32	8 51	10 46	
	11	343.1	343	2.5 LANDIS .....		s 2 44	f 9 02	10 55	
	15	345.6	346	3.3 KANNAPOLIS .....		s 3 01	s 9 13	11 02	
S 125		351.0	351	2.1 GLASS .....		f 3 04	9 16	11 04	
	57	356.4	356	5.4 W... CONCORD ...N		s 3 17	s 9 30	s 11 11	
S 95		358.2	358	1.8 ROCKY RIDGE .....		3 20	9 32	11 13	
		367.5	368	9.3 HAHN .....		f 3 32	9 42	11 23	
S 110	Yard	375.2	375	7.7 WCY. AIR LINE JUNC...N		3 43	9 50	11 32	
	Yard	377.7	378	2.5 W... CHARLOTTE ...N		s { 3 50 4 20	10 00 s 10 35	11 45 s 11 55	
S 120	14	389.1	389	11.4 BELMONT .....		s 4 34	f 10 49	12 09	
	15	391.3	391	2.2 CRAMERTON .....		s 4 38	f 10 53		
	40	394.1	394	2.8 LOWELL .....		s 4 43	f 10 58	12 16	
	29	399.3	399	5.2 W... GASTONIA ...N		s 4 55	s 11 18	s 12 27	
S 95		401.1	401	1.8 ARLINGTON .....		4 58	11 20	12 29	
	21	406.0	406	4.9 BESSEMER CITY .....		s 5 06	f 11 26	12 35	
	21	410.6	411	4.6 KINGS MOUNTAIN .....		s 5 15	s 11 34	12 41	
		416.4	416	5.8 ARCHDALE .....		f 5 23	11 40	12 47	
	26	418.9	419	2.5 GROVER .....		s 5 28	f 11 43	12 50	
	24	423.9	424	5.0 W... BLACKSBURG ...N		s 5 42	s 11 55	12 57	
	40	432.4	432	8.5 W... GAFFNEY .....		s 6 00	s 12 10	f 1 08	
S 94		434.0	434	1.6 JERRY .....		6 03	12 12	1 10	
S 94	20	443.4	443	9.4 COWPENS .....		s 6 18	f 12 25	1 22	
	50	445.1	445	1.7 CLIFTON .....		f 6 21			
	4	446.1	446	1.0 CONVERSE .....		P.M. f 6 23			
	Yard	452.6	453	6.5 W... SPARTANBURG ...N		3 35 <sup>12</sup>	s { 6 35 6 45	s { 12 50 1 10	s { 1 35 1 40
	Yard	454.3	454	1.7 WCY... HAYNE ...N		3 40	6 50	1 15	1 45
	10	457.3	457	3.0 FAIR FOREST .....		P.M. f 6 54	1 19	1 49	
	15	463.0	463	5.7 WELLFORD .....		s 7 02	1 26	1 56	
S 95		465.0	465	2.0 LYMAN .....		s 7 05	1 29	1 58	
	17	466.2	466	1.2 DUNCAN .....		s 7 08	1 31		
	33	471.0	471	4.8 GREER .....		s 7 16 <sup>73</sup>	f 1 38	2 06	
		472.4	472	1.4 MAPLE .....		7 19	1 40	2 08	
	10	475.7	476	3.3 TAYLOR .....		s 7 24			
	Yard	484.1	484	8.4 WC.. GREENVILLE ...N Ar.		P.M. s 7 40	s 2 00 A.M.	s 2 35 A.M.	
						Daily 27	Daily 135	Daily 35	

CHARLOTTE 4

GREENVILLE—SALISBURY—NORTHBOUND

Capacity of Tracks in Cars		Miles from Washington	Station Nos.	TIME TABLE NO. 96 In effect May 4, 1941 STATIONS	FIRST CLASS				
Siding	Other				136 Daily	36 Daily	Ashe. Div. 28 Daily	34 Daily	12 Daily
.....	Yard	333.7	334	W.... SALISBURY .....N	Ar. A.M. s 9 10 <sup>36</sup>	s 9 35 <sup>136</sup>	P.M.	P.M. s 5 00 <sup>58</sup>	P.M. s 7 25 <sup>52</sup>
.....		334.7	.....	..... YADKIN JCT .....	1.0 9 08	9 25	.....	4 56	7 05
N 86	11	343.1	343	..... CHINA GROVE .....	8.4 f 9 00	f 9 15	.....	4 47	s 6 53
.....	15	345.6	346	..... LANDIS .....	2.5 f 8 55	f 9 09	.....	.....	s 6 45
.....	120	348.4	349	..... KANNAPOLIS .....	3.3 s 8 48	s 9 03	.....	f 4 38	s 6 38
N 83	.....	351.0	351	..... GLASS .....	2.1 8 38	8 57	.....	4 34	f 6 28
.....	57	356.4	356	W.... CONCORD .....N	5.4 s 8 30	s 8 50	.....	s 4 27 <sup>62</sup>	s 6 20
N 95	.....	358.2	358	..... ROCKY RIDGE .....	1.8 8 15	8 45	.....	4 23	6 16
.....	.....	367.5	368	..... HAHN .....	9.3 8 04	8 34	.....	4 13	f 6 05
N 130	Yard	375.2	375	WCY. AIR LINE JUNC .N	7.7 7 55	8 25	.....	4 04	5 55
.....	Yard	377.7	378	W.... CHARLOTTE .....N	2.5 s { 7 50 7 25	s { 8 20 8 10	.....	s { 4 00 3 50	s { 5 50 5 30
N 95	14	389.1	389	..... BELMONT .....	11.4 s 7 10	s 7 50	.....	h 3 34	s 5 15
.....	15	391.3	391	..... CRAMERTON .....	2.2 7 07	f 7 46	.....	3 31	s 5 05
.....	40	394.1	394	..... LOWELL .....	2.8 7 04	f 7 42	.....	3 28	s 4 57
.....	29	399.3	399	W.... GASTONIA .....N	5.2 s 6 55	s 7 35	.....	s 3 22	s 4 50
N 95	.....	401.1	401	..... ARLINGTON .....	1.8 6 46	7 27	.....	3 16	4 44
.....	21	406.0	406	..... BESSEMER CITY .....	4.9 s 6 38	f 7 20	.....	3 11	s 4 38
.....	21	410.6	411	..... KINGS MOUNTAIN .....	4.6 s 6 25	s 7 11	.....	f 3 05	s 4 30
.....	.....	416.4	416	..... ARCHDALE .....	5.8 6 11	7 03	.....	2 58	f 4 21
.....	26	418.9	419	..... GROVER .....	2.5 s 6 08	f 6 59	.....	2 55	s 4 18
N 100	24	423.9	424	W... BLACKSBURG ...N	5.0 f 6 00	s 6 50	.....	2 48	s 4 10
.....	40	432.4	432	W.... GAFFNEY.....	8.5 f 5 35	s 6 30	.....	f 2 37	s 4 00
N 100	.....	434.0	434	..... JERRY .....	1.6 5 28	6 25	.....	2 34	3 52
N 95	20	443.4	443	..... COWPENS .....	9.4 f 5 15	f 6 13	.....	2 22	s 3 40
.....	50	445.1	445	..... CLIFTON .....	1.7 .....	.....	.....	.....	f 3 37
.....	4	446.1	446	..... CONVERSE .....	1.0 5 10	.....	P.M.	.....	f 3 36
.....	Yard	452.6	453	W... SPARTANBURG ...N	6.5 s 5 00	s { 5 58 5 50	1 35	s 2 10	s { 3 27 3 05 <sup>27</sup>
.....	Yard	454.3	454	WCY.... HAYNE .....N	1.7 4 37	5 42 <sup>64</sup>	1 30 <sup>54</sup> 52	1 57 <sup>28</sup> 52	s 3 00
.....	10	457.3	457	..... FAIR FOREST .....	3.0 4 32	5 37	P.M.	.....	f 2 55
.....	15	463.0	463	..... WELLFORD .....	5.7 4 23	5 29	.....	1 46	s 2 47
N 93	.....	465.0	465	..... LYMAN .....	2.0 4 20 <sup>66</sup>	5 26	.....	1 44	s 2 44
.....	17	466.2	466	..... DUNCAN .....	1.2 4 18	5 24	.....	.....	f 2 42
.....	33	471.0	471	..... GREER .....	4.8 f 4 12	s 5 18	.....	k 1 36	s 2 35
N 94	.....	472.4	472	..... MAPLE .....	1.4 4 05	5 14	.....	1 34	2 32
.....	10	475.7	476	..... TAYLOR .....	3.3 .....	.....	.....	.....	s 2 28
.....	Yard	484.1	484	WC.... GREENVILLE ...N	8.4 Lv. 3 50 A.M.	5 00 <sup>54</sup> A.M.	P.M.	1 20 P.M.	2 15 P.M.
					Daily 136	Daily 36	Daily 28	Daily 34	Daily 12

**GREENVILLE—SALISBURY—NORTHBOUND**

CHARLOTTE 5

Capacity of Tracks in Cars		Miles from Wash'n	Station Nos	TIME TABLE NO. 96 In effect May 4, 1941 STATIONS	FIRST CLASS					
Siding	Other				38 Daily P.M.	Ashe. Div. 10 Daily P.M.	32 Daily P.M.	40 Daily P.M.	30 Daily A.M.	48 Daily A.M.
	Yard	333.7	334	W..... SALISBURY .....N	8 55		9 15	10 05	3 25 <sup>56</sup>	2 45
		334.7		..... YADKIN JCT. ....	8 50		9 11	10 00	3 21	2 35
N 80	11	343.1	343	..... CHINA GROVE ..... 2.5	8 40		9 01	9 51	3 11	2 25 <sup>56</sup>
	15	345.6	346	..... LANDIS .....						
	120	348.9	349	..... KANNAPOLIS .....			8 52	9 43		
N 83		351.0	351	..... GLASS .....	8 29		8 49	9 38	3 01	2 16
	57	356.4	356	W..... CONCORD .....N	8 22		8 41	9 30	2 51	2 10
N 95		358.2	358	..... ROCKY RIDGE .....	8 19		8 39	9 24	2 46	2 08
		367.5	368	..... HAHN .....	8 09		8 29	9 14	2 34	1 58
N 130	Yard	375.2	375	WCY.. AIR LINE JUNC ..N	8 00		8 19	9 05	2 25	1 50
	Yard	377.7	378	W..... CHARLOTTE .....N	7 55 <sup>32</sup>		8 15 <sup>38</sup>	9 00 8 50	2 20 2 15	1 45
N 95	14	389.1	389	..... BELMONT .....	7 31			8 26	1 51	1 29
	15	391.3	391	..... CRAMERTON .....						
	40	394.1	394	..... LOWELL .....	7 25			8 19	1 43	1 23
	29	399.3	399	W..... GASTONIA .....N	7 18			8 12	1 35	1 18
N 95		401.1	401	..... ARLINGTON .....	7 14			8 04	1 27	1 15
	21	406.0	406	..... BESSEMER CITY .....	7 08			7 58	1 21	1 08
	21	410.6	411	..... KINGS MOUNTAIN .....				7 52	1 15	1 00
		416.4	416	..... ARCHDALE .....	6 55			7 45	1 09	12 55
	26	418.9	419	..... GROVER .....						
N 100	24	423.9	424	W.... BLACKSBURG .....N	6 45			7 35	1 00	12 49
	40	432.4	432	W..... GAFFNEY .....	6 35			7 18	12 49	12 41
N 100		434.0	434	..... JERRY .....	6 33			7 14	12 46	12 39
N 95	20	443.4	443	..... COWPENS .....	6 21			7 02	12 34	12 29
	50	445.1	445	..... CLIFTON .....						
	4	446.1	446	..... CONVERSE .....						
	Yard	452.6	453	W... SPARTANBURG .....N	6 10 <sup>10</sup>		P.M. <sup>39</sup> 6 35 <sup>40</sup>	6 50 <sup>10</sup>	12 20 <sup>48</sup>	12 20 <sup>30</sup>
	Yard	454.3	454	WCY... HAYNE.....N	5 57 <sup>10</sup>		6 25 <sup>38</sup> 40	6 35 <sup>10</sup>	12 07	12 13
	10	457.3	457	..... FAIR FOREST .....	5 52		P.M.	6 30	12 03	12 10
	15	463.0	463	..... WELLFORD .....						
N 93		465.0	465	..... LYMAN .....	5 44			6 20	11 54	12 02
	17	466.2	466	..... DUNCAN .....						
	33	471.0	471	..... GREER .....	5 36			6 11	11 46	11 56
		472.4	472	..... MAPLE .....	5 34			6 09	11 44	11 54
	10	475.7	476	..... TAYLOR .....						
	Yard	484.1	484	WC... GREENVILLE .....N Lv.	5 20 P.M.		P.M.	5 55 <sup>56</sup> P.M.	11 30 P.M.	11 40 P.M.
					Daily 38		Daily 10	Daily 32	Daily 40	Daily 30
									Daily 48	

SALISBURY—GREENVILLE—SOUTHBOUND

Capacity of Tracks in Cars		TIME TABLE NO. 96 In effect May 4, 1941	SECOND CLASS				THIRD CLASS			
Siding	Other		55 Daily A.M.	53 Daily P.M.	253 Daily P.M.	57 Daily P.M.	65 Ex. Sun. A.M.	63 Ex. Sun. A.M.	61 Ex. Sun. A.M.	73 Ex. Sun. P.M.
	Yard	W.... SALISBURY .....N	2 10	1 35	3 45	5 30			11 30 <sup>83</sup>	
		1.0 ..... YADKIN JCT .....								
	11	8.4 ..... CHINA GROVE .....	2 30	1 50	4 05	5 50			11 50	
	15	2.5 ..... LANDIS .....							12 05	
	120	3.3 ..... KANNAPOLIS .....							12 30	
S125		2.1 ..... GLASS .....	2 54 <sup>87</sup>	2 02	4 25	6 10			12 48	
	57	5.4 W.... CONCORD .....N	3 20	2 10	4 40	6 25			1 30	
S 95		1.8 ..... ROCKY RIDGE .....	3 25	2 13	4 45	6 30			1 45	
		9.3 ..... HAHN .....	3 45	2 25	5 05	6 45		A.M.	2 10	
S110	Yard	7.7 WCY. AIR LINE JUNC .N	4 21 <sup>47</sup>	2 45 <sup>61</sup>	5 30	7 15		6 30	2 30 <sup>53</sup>	
	Yard	2.5 W.... CHARLOTTE .....N	4 30	2 55	P.M.	7 20		6 40	P.M.	
S120	14	11.4 ..... BELMONT .....	4 50	3 10		7 40		7 30		
	15	2.2 ..... CRAMERTON .....								
	40	2.8 ..... LOWELL .....						8 06		
	29	5.2 W.... GASTONIA .....N	5 15	3 30		8 05		8 30		
S 95		1.8 ..... ARLINGTON .....	5 20	3 35		8 10		8 35		
	21	4.9 ..... BESSEMER CITY .....						9 00		
	21	4.6 ..... KINGS MOUNTAIN .....						9 50 <sup>29</sup> 10 50		
		5.8 ..... ARCHDALE .....	5 45	3 50		8 40		11 05		
	26	2.5 ..... GROVER .....						11 20		
	24	5.0 W... BLACKSBURG ...N	6 05	4 05		8 55		11 40		
	40	8.5 W..... GAFFNEY .....						12 15 <sup>39</sup>		
S 94		1.6 ..... JERRY .....	6 25	4 20		9 15		12 35		
S 94	20	9.4 ..... COWPENS .....	6 45	4 35		9 35		1 00		
	50	1.7 ..... CLIFTON .....						1 10		
	4	1.0 ..... CONVERSE .....						1 20		
	Yard	6.5 W... SPARTANBURG ...N	7 05	4 50		9 55	A.M.	1 40		P.M.
	Yard	1.7 WCY.... HAYNE .....N	8 00	5 05		10 25	5 15 <sup>37</sup>	1 50 <sup>93</sup>		6 00
	10	3.0 ..... FAIR FOREST .....					5 20	P.M.		6 10
	15	5.7 ..... WELLFORD .....					5 40			6 33
S 95		2.0 ..... LYMAN .....	8 30	5 25		10 50	6 11 <sup>47</sup>			6 45
	17	1.2 ..... DUNCAN .....					6 25			7 00
	33	4.8 ..... GREER .....					6 40			7 16 <sup>11</sup>
		1.4 ..... MAPLE .....	9 00	5 40		11 05	6 45			7 35
	10	3.3 ..... TAYLOR .....					6 50			8 00
	Yard	8.4 WC.. GREENVILLE .....N Ar.	10 00 A.M.	6 00 P.M.	P.M.	11 45 P.M.	7 30 A.M.	P.M.	P.M.	8 30 P.M.
			Daily 55	Daily 53	Daily 253	Daily 57	Ex. Sun. 65	Ex. Sun. 63	Ex. Sun. 61	Ex. Sun. 73

GREENVILLE—SALISBURY—NORTHBOUND

CHARLOTTE 7

Miles from Wash'n	Station Nos.	TIME TABLE NO. 96 In effect May 4, 1941 STATIONS	SECOND CLASS					THIRD CLASS			
			54 Daily A.M. 10 35	256 Daily A.M. 11 00	58 Daily P.M. 4 30 <sup>34</sup>	52 Daily P.M. 7 15 <sup>12</sup>	56 Daily A.M. 3 15 <sup>30</sup>	62 Ex. Sun. P.M. 6 00	66 Ex. Sun. A.M.	64 Ex. Sun. P.M.	74 Ex. Sun. P.M.
333.7	334	W.... SALISBURY .....N									
334.7		1.0 ..... YADKIN JCT. ....						5 50			
343.1	343	8.4 ..... CHINA GROVE .....	10 15	10 45	4 10	6 35	2 20 <sup>48</sup>	5 35			
345.6	346	2.5 ..... LANDIS .....						5 20			
348.9	349	3.3 ..... KANNAPOLIS .....				6 25		5 00			
351.0	351	2.1 ..... GLASS .....	10 00	10 30	3 50	6 15	1 45	4 50			
356.4	356	5.4 W.... CONCORD .....N	9 50	10 20	3 30	6 05	1 30	4 27 <sup>34</sup>			
358.2	358	1.8 ..... ROCKY RIDGE .....	9 45	10 15	3 20	5 50	1 20	3 55			
367.5	368	9.3 ..... HAHN .....	9 30	10 00	2 45	5 30	12 55	3 40			
375.2	375	7.7 WCY.. AIR LINE JUNC ..N	9 15 <sup>256</sup>	9 45 <sup>54</sup>	2 10	5 20	12 30	3 25		P.M. 12 01	
377.7	378	2.5 W.... CHARLOTTE .....N	8 55	A.M.	1 10	5 00	11 10	P.M.		11 45	
389.1	389	11.4 ..... BELMONT .....	8 35		12 40	4 45	10 40			11 30	
391.3	391	2.2 ..... CRAMERTON .....								10 45	
394.1	394	2.8 ..... LOWELL .....								10 25	
399.3	399	5.2 W.... GASTONIA .....N	8 15		12 10	4 25	10 10			10 00	
401.1	401	1.8 ..... ARLINGTON .....	8 10		11 57	4 15	10 00			9 15	
406.0	406	4.9 ..... BESSEMER CITY .....								9 00	
410.6	411	4.6 ..... KINGS MOUNTAIN .....				3 55				8 30	
416.4	416	5.8 ..... ARCHDALE .....	7 40		11 17	3 45	9 25			8 05	
418.9	419	2.5 ..... GROVER .....								8 00	
423.9	424	5.0 W.... BLACKSBURG .....N	7 25		10 53	3 30	9 00			7 40	
432.4	432	8.5 W.... GAFFNEY .....	7 10 <sup>64</sup>		10 25	3 15	8 35			7 10 <sup>54</sup>	
434.0	434	1.6 ..... JERRY .....	7 05		10 20	3 10	8 30			6 50	
443.4	443	9.4 ..... COWPENS .....	6 50		9 55	2 50	8 05			6 30	
445.1	445	1.7 ..... CLIFTON .....								6 25	
446.1	446	1.0 ..... CONVERSE .....								6 20	
452.0	453	6.5 W... SPARTANBURG ....N	6 30		9 10	2 35	7 40		A.M.	6 10	
454.3	454	1.7 WCY... HAYNE .....N	6 25		9 00	1 57 <sup>28</sup> <sub>34</sub>	7 30		4 55	6 00 <sup>36</sup>	
457.3	457	3.0 ..... FAIR FOREST .....						4 45	A.M.	4 05	
463.0	463	5.7 ..... WELLFORD .....						4 30		3 50	
465.0	465	2.0 ..... LYMAN .....	5 55		8 20	1 30	6 50		4 20 <sup>136</sup>	3 45	
466.2	466	1.2 ..... DUNCAN .....							4 10	3 40	
471.0	471	4.8 ..... GREER .....			8 00	1 15	6 35		4 00	3 30	
472.4	472	1.4 ..... MAPLE .....	5 40		7 55	1 10	6 30		3 55	3 25	
475.7	476	3.3 ..... TAYLOR .....				1 05			3 50	3 20	
484.1	484	8.4 WC... GREENVILLE .....N Lv.	5 15 <sup>36</sup> A.M.	A.M.	7 30 A.M.	12 50 <sup>39</sup> P.M.	6 10 <sup>40</sup> P.M.	P.M.	3 30 A.M.	A.M.	
			Daily 54	Daily 256	Daily 58	Daily 52	Daily 56	Ex. Sun. 62	Ex. Sun. 66	Ex. Sun. 64	
										Ex. Sun. 74	

GREENVILLE—ATLANTA—SOUTHBOUND

Miles from Wash'n	Station Nos.	TIME TABLE NO. 96 In effect May 4, 1941 STATIONS	FIRST CLASS								
			35 Daily	135 Daily		37 Daily	47 Daily	29 Daily	33 Daily	39 Daily	
484.1	484	WC.. GREENVILLE .....Lv.	A.M. 2 40	A.M. 3 30	.....	A.M. 6 05 <sup>67</sup>	A.M. 6 40	P.M. 12 30	P.M. 2 45	P.M. 3 40	.....
492.3	492	..... 8.2 LATHAM .....	2 52	3 40	.....	6 15	6 49	12 40	2 57	f 3 50	.....
495.8	496	..... 3.5 EASLEY .....	2 57	f 3 47	.....	6 20	6 53 <sup>67</sup>	a 12 45	3 02	s 3 55	.....
502.7	503	..... 6.9 LIBERTY .....	3 05	f 3 55	.....	6 27	6 59	12 53	3 09	s 4 05	.....
506.6	507	..... 3.9 NORRIS .....	3 10	4 00	.....	6 31	7 03	12 57	3 14	f 4 11	.....
510.2	510	W..... 3.6 CENTRAL .....	3 15	f 4 05	.....	6 35	7 07	1 02	3 19	f 4 17	.....
514.2	514	..... 4.0 CALHOUN .....	3 20	f 4 10	.....	6 40	7 11	s 1 07	3 24	s 4 24	.....
519.7	520	..... 5.5 COURTENAY .....	3 28	4 17	.....	6 47	7 18	1 16	3 31	f 4 31	.....
522.7	523	WY..... 3.0 SENECA .....N	s 3 40	s 4 40	.....	6 51	7 21	f 1 24	3 36	s 4 40	.....
527.2	527	..... 4.5 RICHLAND .....	.....	.....	.....	.....	.....	.....	.....	f 4 47	.....
529.8	530	..... 2.6 JASON .....	3 55	4 50	.....	7 00	7 29	1 33 <sup>65</sup>	3 45	4 50	.....
531.6	532	..... 1.8 WESTMINSTER .....	3 57	f 4 54	.....	7 02	7 31	a 1 36	3 47	s 4 55	.....
539.0	539	..... 7.4 MADISON .....	4 07	5 04	.....	7 10	7 38	1 45	3 56	f 5 05	.....
541.5	542	..... 2.5 TUGALO .....	.....	.....	.....	.....	.....	.....	.....	f 5 10	.....
547.8	547	WCY... 5.8 TOCCOA .....N	4 20	s 5 30	.....	7 20	7 47	s 1 58	s 4 08	s 5 25	.....
552.2	552	..... 4.9 AYERSVILLE .....	4 29	5 37	.....	7 27	7 52	2 07	4 18	f 5 32	.....
558.4	558	..... 6.2 MOUNT AIRY .....	4 40	f 5 47	.....	7 36	7 59	2 19	4 30	f 5 40	.....
559.9	560	WY... 1.5 CORNELIA .....D	4 43	s 5 59	.....	7 38	8 01	s 2 24	4 35	s 5 50	.....
561.5	562	..... 1.6 BALDWIN .....	.....	f 6 03	.....	.....	.....	.....	.....	f 5 53	.....
564.0	564	..... 2.5 ALTO .....	4 48	s 6 08	.....	7 44	8 06	2 29	4 40	f 5 58	.....
571.4	571	..... 7.4 BELLTON .....	4 57	6 18	.....	7 53	8 15	2 39	4 50	f 6 07	.....
572.2	572	WCY..... 0.8 LULA .....N	4 58	s 6 25	.....	7 54 <sup>71</sup>	8 16 <sup>71</sup>	f 2 42	4 52	s 6 12	.....
581.8	582	..... 9.6 RED LANE .....	5 10 <sup>57</sup>	6 39	.....	8 08	8 27	2 55	5 06	6 26	.....
584.6	585	W... 2.8 GAINESVILLE .....N	s 5 25	s 6 55	.....	s 8 14	8 31	s 3 02	s 5 15	s 6 35	.....
590.3	590	..... 5.7 OAKWOOD .....	5 34	f 7 03	.....	8 23	8 36	3 12	5 23	f 6 44	.....
594.1	594	... 3.8 FLOWERY BRANCH ...	5 39	f 7 08	.....	8 26	8 39	3 17	5 29	s 6 50	.....
600.9	601	..... 6.8 BUFORD .....	5 48	s 7 22	.....	8 34	8 48	f 3 27	5 38	s 7 02	.....
607.0	607	W..... 6.1 SUWANEE .....	5 56	s 7 32	.....	8 41	8 54	3 34	5 45	f 7 11	.....
612.5	612	..... 5.5 DULUTH .....	.....	s 7 39	.....	.....	.....	3 41	5 52	s 7 20	.....
613.8	614	..... 1.3 CAROLINA .....	6 04	7 42	.....	8 49	9 02	3 43	5 54	7 22	.....
618.4	618	..... 4.6 NORCROSS .....	6 10	s 7 50	.....	8 54	9 07	3 51	6 00	s 7 29	.....
624.5	625	W... 6.1 CHAMBLEE .....	6 18	s 7 59	.....	9 01	9 12	4 00	6 08	f 7 41	.....
626.7	627	.. 2.2 OGLETHORPE UNIV ..	6 21	s 8 04	.....	9 05	9 15	4 03	6 12 <sup>55</sup>	f 7 45	.....
632.1	632	..... 5.4 ARMOUR .....	6 30	8 12	.....	9 11	9 21	4 10	6 19	7 53	.....
633.3	633	..... 1.2 PEACHTREE STA .....	s 6 35	s 8 22	.....	s 9 16	9 25	s 4 15	s 6 25	s 8 00	.....
637.5	637	WCY... 4.2 ATLANTA .....N (Terminal Sta.) Ar.	7 00 A.M.	8 40 A.M.	.....	9 40 A.M.	9 45 A.M.	4 30 P.M.	6 40 P.M.	8 15 P.M.	.....
			Daily 35	Daily 135		Daily 37	Daily 47	Daily 29	Daily 33	Daily 39	



ATLANTA—GREENVILLE—NORTHBOUND

CHARLOTTE 9

Miles from Wash'n	Sta. Nos.	TIME TABLE NO. 96 In effect May 4, 1941 STATIONS	FIRST CLASS							
			136 Daily	36 Daily	34 Daily	38 Daily	40 Daily	30 Daily	48 Daily	
484.1	484	WC.. GREENVILLE .....N	A.M. 3 40 <sup>58</sup>	A.M. 4 50	P.M. 1 15	P.M. 5 15	P.M. 5 50	P.M. 11 25	P.M. 11 35	
492.3	492	..... LATHEM ..... 8.2 3.5	3 19	4 30	12 56	4 57	5 32	11 08	11 20	
495.8	496	..... EASLEY ..... 6.9	f 3 14	f 4 25	f 12 52	4 52	f 5 27	s 11 03	11 16	
502.7	503	..... LIBERTY ..... 3.9	f 3 04	f 4 16	12 42	4 44	k 5 17	10 53	11 09	
506.0	507	..... NORRIS ..... 3.6	f 2 57	4 11	12 38	4 40	5 12	10 48	11 04	
510.2	510	W.... CENTRAL ..... 4.0	f 2 51	f 4 06	12 33	4 36	k 5 07	10 43	10 59	
514.2	514	..... CALHOUN ..... 5.5	f 2 44	4 00	f 12 25	4 31	f 5 01	10 37	10 55	
519.7	520	..... COURTENAY ..... 3.0	2 37	3 54	12 18	4 25	4 54	10 29	10 48	
522.7	523	WY... SENECA .....N	s 2 30	s 3 50	s 12 14	4 22	s 4 50	s 10 25	10 45	
527.2	527	..... RICHLAND ..... 2.6								
529.8	530	..... JASON ..... 1.8	2 03	3 30	12 01	4 13	4 35	10 11	10 36	
531.6	532	..... WESTMINSTER ..... 7.4	f 2 01	f 3 28	f 11 57	4 11	s 4 33	a 10 09	10 34	
539.0	539	..... MADISON ..... 2.5	1 53	3 20	11 48	4 03	4 23	10 00	10 26	
541.5	542	..... TUGALO ..... 5.8								
547.8	547	WCY... TOCCOA .....N	s 1 43	s 3 10	s 11 38	3 54	s 4 14	s 9 50	10 18	
552.2	552	..... AYERSVILLE ..... 4.9	f 1 28	2 56	11 26	3 48	4 02	9 39	10 13	
558.4	558	..... MOUNT AIRY ..... 6.2	f 1 21	2 49	11 19	3 41	3 55	9 31	10 07	
559.9	560	WY.. CORNELIA .....D	f 1 17	f 2 46	f 11 16	3 39	s 3 52	s 9 28	10 05	
561.5	562	..... BALDWIN ..... 2.5	f 1 07							
564.0	564	..... ALTO ..... 7.4	f 1 02	2 40	11 07	3 34	3 46	9 20	10 00	
571.4	571	..... BELLTON ..... 0.8	12 54	2 32	10 59	3 26	3 38	9 11	9 53	
572.2	572	WCY... LULA .....N	f 12 53	2 31	f 10 58	3 25	s 3 37	9 10	9 52	
581.8	582	..... RED LANE ..... 2.8	12 40	2 19	10 43	3 13	3 23	8 58	9 39	
584.0	585	W.. GAINESVILLE ...N	s 12 35	s 2 15	s 10 41	s 3 10	s 3 20	s 8 55	9 36	
590.3	590	..... OAKWOOD ..... 5.7	f 12 11	1 58	10 30 <sup>72</sup>	3 01	3 08	8 41	9 31	
594.1	594	..... FLOWERY BRANCH .. 3.8	f 12 06	1 54	10 24	2 56	3 03	8 37	9 27	
600.9	601	..... BUFORD ..... 6.8	f 11 58	s 1 46	s 10 16	2 49	s 2 56	f 8 29	9 18	
607.0	607	W.... SUWANEE ..... 6.1	f 11 48	1 35	10 07	2 42	2 47	8 18	9 12	
612.5	612	..... DULUTH ..... 5.5	f 11 40					a 8 11		
613.8	614	..... CAROLINA ..... 1.3	11 38	1 29	10 00 <sup>56</sup>	2 35	2 40	8 09	9 04	
618.4	618	..... NORCROSS ..... 4.6	f 11 32	1 24	9 55	2 29	2 34	f 8 03	8 59	
624.5	625	W.... CHAMBLEE ..... 6.1	f 11 24	1 17	9 48	2 22	2 27	7 54	8 52	
626.7	627	.. OGLETHORPE UNIV .. 2.2	f 11 21	1 14	9 45	2 19	2 24	7 51	8 50	
632.1	632	..... ARMOUR ..... 5.4	11 14 <sup>54</sup>	1 07 <sup>52</sup>	9 38	2 12	2 17	7 43	8 44 <sup>58</sup>	
633.3	633	..... PEACHTREE STATION . 1.2	s 11 10	s 1 05	s 9 35	s 2 10	s 2 15	s 7 40	8 42	
637.5	637	WCY... ATLANTA .....N (Terminal Sta.) Lv.	11 00 P.M.	12 55 A.M.	9 25 A.M.	2 00 P.M.	2 05 P.M.	7 30 P.M.	8 30 P.M.	
			Daily 136	Daily 36	Daily 34	Daily 38	Daily 40	Daily 30	Daily 48	

GREENVILLE—ATLANTA—SOUTHBOUND

Capacity of Tracks in Cars		Miles from Washington	Station Nos.	TIME TABLE NO. 96 In effect May 4, 1941 STATIONS	SECOND CLASS				THIRD CLASS	
Siding	Other				57 Daily A.M.	55 Daily A.M.	53 Daily P.M.	67 Ex. Sun. A.M.	71 Ex. Sun. A.M.	
.....	Yard	484.1	484	WC..... GREENVILLE .....Lv. N						
.....	5	492.3	492	..... 8.2 LATHAM .....3.5	1 20	11 55	6 30	6 30 <sup>37</sup>		
.....	30	495.8	496	..... 6.9 EASLEY .....3.9				6 53 <sup>47</sup>		
.....	14	502.7	508	..... 3.9 LIBERTY .....3.6				7 30		
S 90	10	506.6	507	..... NORRIS .....4.0	1 50	12 25	6 55	7 45		
.....	26	510.2	510	W..... CENTRAL .....5.5				8 00		
.....	8	514.2	514	..... CALHOUN .....3.0				8 15		
S 93	17	519.7	520	..... COURTENAY .....4.5	2 15	12 45	7 15	8 30		
.....	59	522.7	523	WY..... SENECA .....Lv. N	2 20	12 55	7 20	9 00		
.....	6	527.2	527	..... RICHLAND .....2.6				9 10		
S 93	.....	529.8	530	..... JASON .....1.8	2 35	1 33 <sup>29</sup>	7 30	9 30		
.....	23	531.6	532	..... WESTMINSTER .....7.4				9 45		
S 94	7	539.0	539	..... MADISON .....2.5	2 50	1 55	7 45	10 05		
.....	6	541.5	542	..... TUGALO .....5.8				10 15	A.M.	
S 89	Yard	547.3	547	WCY..... TOCCOA .....Lv. N	3 30	2 30	8 00	10 30	6 00	
.....	8	552.2	552	..... AYERSVILLE .....6.2				A.M.	6 10	
S110	10	558.4	558	..... MOUNT AIRY .....1.5	4 01	3 05	8 30		6 25	
.....	36	559.9	560	WY..... CORNELIA .....Lv. D					6 45	
.....	17	561.5	562	..... BALDWIN .....2.5					6 55	
.....	10	564.0	564	..... ALTO .....7.4					7 05	
S110	13	571.4	571	..... BELLTON .....0.8	4 30	3 30	8 55		7 20	
.....	Yard	572.2	572	WCY..... LULA .....Lv. N	4 45	3 45	9 05		7 30 <sup>37</sup> 8 16 <sup>47</sup>	
S 79	.....	581.8	582	..... RED LANE .....2.8	5 10 <sup>35</sup>	4 10	9 20		8 30	
.....	38	584.6	585	W..... GAINESVILLE .....Lv. N	5 40	4 15	9 25		8 45	
S 90	10	590.3	590	..... OAKWOOD .....3.8	5 55	4 30	9 35		9 00	
.....	26	594.1	594	..... FLOWERY BRANCH .....6.8					9 30	
S 85	37	600.9	601	..... BUFORD .....6.1	6 15	4 50	9 50		9 56	
.....	20	607.0	607	W..... SUWANEE .....5.5					10 20	
.....	20	612.5	612	..... DULUTH .....1.3					10 50	
S 88	.....	613.8	614	..... CAROLINA .....4.6	6 45	5 20	10 10		10 55	
.....	15	618.4	618	..... NORCROSS .....6.1					11 30	
.....	15	624.5	625	W..... CHAMBLEE .....2.2					12 01	
S 83	8	626.7	627	... OGLETHORPE UNIVERSITY ...	7 10	6 12 <sup>33</sup>	10 30		12 15	
.....	Yard	632.1	632	..... ARMOUR .....1.2	7 20	6 30	10 45		12 30	
.....	.....	633.3	633	..... PEACHTREE STATION .....4.2						
.....	Yard	637.5	148 H	WCY..... INMAN YARD .....Lv. N Ar.	8 00 A.M. Daily 57	7 30 P.M. Daily 55	12 01 A.M. Daily 53	A.M. Ex. Sun. 67	1 00 P.M. Ex. Sun. 71	

# ATLANTA—GREENVILLE—NORTHBOUND

CHARLOTTE 11

Capacity of Tracks in Cars		Miles from Wash'n	Station Nos.	TIME TABLE NO. 96 In effect May 4, 1941	SECOND CLASS				THIRD CLASS	
					52 Daily	56 Daily	58 Daily	54 Daily	68 Ex. Sun.	72 Ex. Sun.
Siding	Other			STATIONS	A.M.	P.M.	A.M.	A.M.	A.M.	P.M.
	Yard	484.1	484	WC..... GREENVILLE .....N	10 00	4 00	4 00 <sup>136</sup> <sub>54</sub>	4 15 <sup>58</sup>	11 15	
N 92	5	492.3	492	..... LATHEM .....	9 15	3 15	2 20	3 30	10 40	
	30	495.8	496	..... EASLEY .....					10 30	
	14	502.7	503	..... LIBERTY .....					9 50	
N 94	10	506.6	507	..... NORRIS .....	8 15	2 40	1 45	3 10	9 30	
	26	510.2	510	W..... CENTRAL .....					9 15	
	8	514.2	514	..... CALHOUN .....					9 00	
N 94	17	519.7	520	..... COURTENAY .....	7 15	2 00	1 20	2 40	8 40	
	59	522.7	523	WY..... SENECA .....N	7 00	1 40	1 10	2 35	8 30	
	6	527.2	527	..... RICHLAND .....					7 50	
N 97		529.8	530	..... JASON .....	6 10	1 20	12 50	2 20	7 40	
	23	531.6	532	..... WESTMINSTER .....					7 35	
	7	539.0	539	..... MADISON .....	5 30	12 59	12 30	2 05	6 50	
	6	541.5	542	..... TUGALO .....					6 40	P.M.
N110	Yard	547.8	547	WCY..... TOCCOA .....N	5 00	12 35	12 15	1 50	6 30	1 30
	8	552.2	552	..... AYERSVILLE .....					A.M.	1 10
N100	10	558.4	558	..... MOUNT AIRY .....	4 25	12 10	11 40	1 30		12 55
	36	559.9	580	WY..... CORNELIA .....D						12 45
	17	561.5	562	..... BALDWIN .....						12 15
	10	564.0	564	..... ALTO .....						12 01
N 94	13	571.4	571	..... BELLTON .....	3 55	11 45 <sup>72</sup>	11 15	1 05		11 45 <sup>56</sup>
	Yard	572.2	572	WCY..... LULA .....N	3 45	11 40	11 10	1 00		11 35
N 82		581.8	582	..... RED LANE .....	3 15	11 10	10 40	12 45		11 00
	38	584.6	585	W..... GAINESVILLE .....N	3 10	11 05	10 35	12 40		10 50
N 95	10	590.3	590	..... OAKWOOD .....	2 55	10 50	10 25	12 30		10 30 <sup>34</sup>
	26	594.1	594	..... FLOWERY BRANCH .....						10 15
N 99	37	600.9	601	..... BUFORD .....	2 35	10 30	10 10	12 15		9 52
	20	607.0	607	W..... SUWANEE .....						9 00
	20	612.5	612	..... DULUTH .....						8 45
N 89		613.8	614	..... CAROLINA .....	2 10	10 00 <sup>34</sup>	9 40	11 50		8 38
	15	618.4	618	..... NORCROSS .....	2 00	9 45	9 25	11 40		8 20
	15	624.5	625	W..... CHAMBLEE .....						7 45
N 82	8	626.7	627	..... OGLETHORPE UNIVERSITY .....	1 40	9 30	9 10	11 25		7 30
	Yard	632.1	632	..... ARMOUR .....	1 25 <sup>36</sup>	9 15	9 00 <sup>48</sup>	11 15 <sup>136</sup>		7 20
		633.3	633	..... PEACHTREE STATION .....						
	Yard	637.5	148 H	WCY..... INMAN YARD .....N Lv.	1 01 A.M.	9 00 A.M.	8 40 P.M.	11 00 P.M.	A.M.	7 00 A.M.
					Daily 52	Daily 56	Daily 58	Daily 54	Ex. Sun. 68	Ex. Sun. 72

**TOCCOA—ELBERTON**

SOUTHBOUND				Capacity of Tracks in Cars		Miles from Toccoa	Station Nos.	TIME TABLE NO. 96		NORTHBOUND	
FIRST CLASS				Siding	Other			In effect May 4, 1941		FIRST CLASS	
	Mixed 3									STATIONS	
	Ex. Sun.							Lv. WCY	Ar. N	Ex. Sun.	
	A.M. 6 55			Yard	0.0	547		TOCCOA		P.M. 1 25	
					4.7	P 5		HAYES CROSSING		f 1 06	
	f 7 08			4	7.2	P 7		EASTANOLLEE		f 1 01	
	f 7 16			8	11.1	P 11		AVALON		f 12 53	
	f 7 20			18	12.1	P 12		MARTIN		f 12 50	
	s 7 35			15	18.5	P 19	W	LAVONIA	D	s 12 35	
	s 8 00		17	9	24.0	P 24	Y	BOWERSVILLE	D	s 12 15	
	f 8 15			8	26.4	P 26		CANON		f 12 10	
	s 8 40			14	30.8	P 31		ROYSTON	D	s 12 01	
	f 8 50				34.3	P 34		VANNA		f 11 45	
	f 9 00			15	38.3	P 38	W	BOWMAN	D	f 11 35	
	f 9 10				40.9	P 41		HARPER		f 11 25	
	f 9 15				42.1	P 42		HARDCASH		f 11 20	
	f 9 20			9	48.9	P 44		DEWEY ROSE		f 11 15	
	f 9 25			6	46.4	P 46		GOSS		f 11 10	
	10 00 A.M.			Yard	50.4	P 50		ELBERTON	D	11 00 A.M.	
	Ex. Sun. 3						Ar.		Lv.	Ex. Sun. 4	

**LULA—ATHENS**

SOUTHBOUND				Capacity of Tracks in Cars		Miles from Lula	Station Nos.	TIME TABLE NO. 96		NORTHBOUND	
FIRST CLASS				Siding	Other			In effect May 4, 1941		FIRST CLASS	
	Mixed 5									STATIONS	
	Ex. Sun.							Lv. WCY	Ar. N	Ex. Sun.	
	A.M. 6 45			Yard	0.0	572		LULA		P.M. 12 30	
	f 7 00				7.3	NE 7		GILLSVILLE		f 11 55	
	f 7 15			30	13.1	NE 13		MAYSVILLE	D	f 11 33	
	f 7 22				15.6	NE 16		WILSONS CHURCH		f 11 05	
	s 8 05			22	20.5	NE 21	W	COMMERCE	D	s 10 45	
	f 8 20			4	27.4	NE 27		NICHOLSON		f 10 22	
	f 8 35			38	31.6	NE 32		CENTER		f 10 10	
	f 8 40				32.8	NE 33		JUNIOR STATE		f 10 05	
	9 00 A.M.			Yard	33.9	NE 39	WCY	ATHENS	D	9 50 A.M.	
	Ex. Sun. 5						Ar.		Lv.	Ex. Sun. 6	

# SPECIAL INSTRUCTIONS

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

## 2. SUPERIOR DIRECTION

ALL REGULAR NORTHBOUND TRAINS ARE SUPERIOR TO TRAINS OF SAME CLASS MOVING IN THE OPPOSITE DIRECTION IN ACCORDANCE WITH RULE NO. 72. EXCEPT AS FOLLOWS:

- No. 3 has right over No. 4 from Tocca to Elberton.
- No. 5 has right over No. 6 from Lula to Athens.

## 3. JOINT TRACKAGE

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

Between	Division
Salisbury and Spencer	Danville
Armour, Atlanta Terminal Station and Inman Yard	Atlanta Terminal

## 4. ADDITIONAL INITIAL AND CLEARANCE CARD STATIONS

(Rules 4, 1141 and 1301)

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

Trains must receive clearance cards at additional stations as follows:

- Greenville—All trains.
- Charlotte—First class trains and extra passenger trains starting from Charlotte.
- Air Line Jctn. and Hayne—Second Class and inferior trains.
- Air Line Jctn. is an initial station for Columbia and Winston-Salem Division second class and inferior trains.

## 5. BULLETIN BOARDS AND SPECIAL ORDER BOOKS

(Rules 1142 and 1302)

Spencer, Salisbury, Air Line Jct., Charlotte, Hayne, Greenville, Toccoa, Lula, Atlanta (Terminal Station) and Inman Yard.

## 6. TRAIN REGISTERS

(Rules 83, 222 and 1143)

Air Line Junction, Spartanburg, Hayne, Greenville, Atlanta (Terminal Station) and Inman Yard.

Spencer, second class and inferior trains.  
Salisbury and Charlotte, first class and extra passenger trains.

- Toccoa and Elberton for Elberton branch trains.
- Lula and Athens for Athens branch trains.
- Trains may register by ticket form 721 as follows:  
Charlotte Nos. 47 and 48.
- Greenville Nos. 37 and 38. Conductors must deliver Form 721 in person to Operators and obtain clearance card Form 603 and train orders.

Spartanburg and Hayne—All trains.  
The operator at Air Line Jct. and Hayne will register first class trains on information given by train dispatchers.

## 7. STANDARD CLOCKS

(Rule 3)

Spencer, Salisbury, Charlotte, Air Line Jct., Spartanburg, Hayne, Greenville, Toccoa, Lula, Atlanta (Terminal Station) and Inman Yard.

## 8. RAILROAD CROSSINGS AT GRADE

Interlocked (Rules 98, 601 to 671)

Gainesville, Ga.	G. M. Ry.
Not Interlocked (Rule 98)	
Air Line Jct.—Columbia Line	SAL & NS Ry.
Charlotte	SAL Ry.
Gastonia	C&NW Ry.

## 9. JUNCTIONS

Not Interlocked (Rule 98)

Salisbury, N. C.	Yadkin Railroad
Air Line Jct., N. C.	Winston-Salem Division
Charlotte, N. C.	Winston-Salem Division
Charlotte, N. C.	Columbia Division
Gastonia, N. C.	C&NW Railway
Blacksburg, S. C.	Charleston Division
Spartanburg, S. C.	Columbia Division

Spartanburg, S. C.	CC&O RR.
Hayne, S. C.	Asheville Division
Greenville, S. C.	Columbia Division
Easley, S. C.	Pickens Railroad
Seneca, S. C.	Blue Ridge Railway
Cornelia, Ga.	Tallulah Falls Railway
Bowersville, Ga.	Hartwell Railway
Athens, Ga.	Central of Georgia Ry.

Third class trains may run ahead of second class trains and extras ahead of second and third class trains on double track.

## 12. TRAIN MOVEMENTS

(Rules 251 to 254—261 to 264—281 to 283)

As shown below, trains and engines may run with the current of traffic, by interlocking signals or block signals, whose indications will supersede time table superiority; inferior trains must not delay superior trains:

- Between Spencer and Salisbury.
- Between Salisbury and Yadkin R. R. Jct.
- Between Charlotte passenger station, Ninth Street Crossover and the crossover north of Air Line Jct.
- Between Spartanburg and Hayne.
- From C. & G. Jct. to Greenville.
- Between Greenville and crossover just north of Paris.
- Columbia Division trains leaving Greenville passenger station or freight yard must be protected while using Charlotte Division northbound main track against the current of traffic to C. & G. Junction, by flagman preceding train to C. & G. Junction at least ten minutes. Flagman will set C. & G. Junction switch to C. & G. line and protect train in accordance with rule 99. Westbound Columbia Division trains using Charlotte Division main tracks between C. & G. Junction and yard or Greenville passenger station will be governed by automatic block rules.

The movement of trains over grade crossings of SAL and Southern Railway, Charlotte Division main tracks, SAL Railway and Winston-Salem Division main tracks at Charlotte, and C&NW Railway and Southern Railway main tracks at Gastonia will be governed by gates placed across these tracks.

These gates will be operated by employees of the SAL Railway and C&NW Railway and will be across the SAL and C&NW tracks at all times, except when the SAL and C&NW tracks are in use, in which case the gates will be set across the Southern Railway tracks.

Red lights will be displayed on these gates at night to the track blocked by the gates.

Southern Railway engines and trains must approach these crossings under control and prepared to stop unless the gates are set against the SAL and C&NW and way is clear to proceed.

Trains and engines will not exceed a speed of five miles per hour over SAL crossing Charlotte and ten miles per hour over C&NW crossing Gastonia.

Movement of trains over grade crossings Piedmont & Northern Railway main track, and Southern Railway industrial or yard tracks will be governed by gates placed across tracks at the following points:

Greenville S. C.	Union Bleachery Spur
Greer, S. C.	Franklin Mill Spur
Tucapau, S. C.	Tucapau Spur

These gates will be operated by employees of Southern Railway and will be across Southern Railway tracks at all times, except when Southern Railway tracks are in use, in which case the gates will be set across the Piedmont & Northern Railway Main Tracks.

Red lights will be displayed on these gates at night to the track blocked by the gates.

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

## BLOCK SYSTEM RULES

Spartanburg and East Spartanburg

Block Limits: Spartanburg and East Spartanburg in charge of the Operator at Spartanburg Passenger Station.

At East Spartanburg, both block and Bell telephones for train and enginemen are located in White Waiting Room. To call operator use one ring on block phone and number 290 on Bell phone.

## CHARLOTTE 14

At Spartanburg telephone is at CC&O Interchange Office.

Trains or engines must not occupy this block without authority, which will be conferred as follows:

At East Spartanburg by proceed train order signal when operator is on duty; by telephone when operator is not on duty.

At Spartanburg by telephone from block operator or by block card, Form 603.

Trains or engines receiving block must clear the block at opposite end and must not again enter the block without permission.

Trains or engines may follow other trains or engines through this block but must receive permission from block operator to do so.

### 13. YARD LIMITS

(Rule 93)

Spencer, Salisbury, Kannapolis, Concord, Air Line Junction, Charlotte, Belmont, Gastonia, Blacksburg, Gaffney, Spartanburg, Hayne, Greer, Greenville, Easley, Seneca, Westminster, Toccoa, Bowersville, Elberton, Cornelia, Lula, Athens, Gainesville, Buford, Chamblee, Armour and Atlanta.

### 14. ENTRANCE SWITCH TO SIDINGS AND OTHER TRACKS

(Rules 88, 89 and 90)

Unless otherwise provided enter at first switch at 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.

### 15. SPEED RESTRICTIONS

(Rules 108 and 1327)

#### BETWEEN SALISBURY AND ATLANTA

Passenger trains hauled by passenger type steam locomotives, 70 miles an hour; hauled by diesel-electric locomotives, 80 miles an hour.

Freight trains hauled by Mikado, diesel-electric or passenger type steam locomotives, 60 miles an hour; other locomotives, 50 miles an hour.

All trains, 30 miles an hour, between Toccoa and Elberton.

All trains, 30 miles an hour, between Lula and Athens.

Engines without cars will not exceed the above speeds.

#### ADDITIONAL SPEED RESTRICTIONS

When passenger trains haul freight cars, or when freight engines haul either freight or passenger cars, maximum speed of freight trains to govern.

Within the corporate limits of the following towns and cities, trains must not exceed rate of speed named:

Charlotte, twenty-five miles per hour except when passing over city streets, reduce speed to ten miles per hour. Trains to stop and be preceded by flagman before crossing Tryon, Mint, Park Ave., East Fifth, East Sixth, East Seventh, and East Ninth Streets, when watchman is not on duty.

Belmont (Passenger Trains).....	25 miles an hour
Belmont (Freight Trains).....	15 " " "
Kings Mountain.....	20 " " "
Blacksburg.....	20 " " "
Gaffney.....	15 " " "

Spartanburg, S. C.: Twenty miles per hour except over street crossings where the speed will be reduced to ten miles per hour.

Duncan (Over Street Crossings at Depot).....	15 miles an hour
Greer.....	15 " " "

Easley (First Crossing North and First Crossing South of Depot).....	15 " " "
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Liberty (Over Street Crossing at Depot).....	20 " " "
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Central.....	15 " " "
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Toccoa.....	25 " " "
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Lavonia (Grogan Street).....	5 " " "
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Bowersville (approach and run through corporate limits under control).

Elberton.....	15 miles an hour
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Cornelia.....	20 " " "
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Commerce.....	15 " " "
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Gainesville.....	15 " " "
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Flowery Branch.....	30 " " "
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Buford.....	25 " " "
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Gastonia: All trains restricted to fifteen miles an hour between first crossing north of C&NW Ry. crossing and the crossing at Water Tank. Outside of these limits and within City Limits, thirty miles an hour.

Spartanburg and Gaffney: Use of engine whistle not permitted.

Atlanta: Two trains are not allowed to pass over a street crossing in the City Limits at the same time. Engine whistle must not be sounded except to avoid an accident.

Whenever an engine not equipped with leading trucks is being handled in tow such engine must not exceed speed of 15 miles an 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 15 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 25 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.

### 16. AUTOMATIC BLOCK

(Rules 501 to 520)

Automatic Block signal rules and train control are effective between Salisbury and Armour.

### 17. TRAIN ORDER SIGNALS (Rules 221 and 221a)

Rule 221 (a) will govern at following train order offices: Concord, Blacksburg, Seneca, Cornelia, Gainesville, Gastonia, Spartanburg, Toccoa, Lula.

Rule 221 will govern at all other train order offices.

### 18. CONDITIONAL STOPS

The following additional signs when placed before the figure of the schedule indicate stops will be made for the purpose shown:

(a) Receive or discharge revenue passengers to or from Greenville or Atlanta and beyond.

(h) Receive or discharge revenue passengers to or from Washington, Richmond, Norfolk, Atlanta and beyond.

(k) Receive revenue passengers for Charlotte and beyond.

(x) Receive revenue passengers for Greensboro and beyond.

### 19. ADDITIONAL FLAG STOPS

Nos. 11 and 12: Sumner, Harrisburg, Newell, North Charlotte, Juneau, Carson, Brickley, Thickety, Zion Hill, Paris, Nos. 5 and 6. Latty, and Brooks Crossing. No. 39: Harrisburg, Newell, Arcadia, Harbin, Crosswell, Raoul. No. 135: Raoul and Doraville. No. 136: Doraville. No. 39 stop regularly at Doraville to receive U. S. Mail.

### 20. 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.

21. SPRING SWITCHES

When any part of a train is moving through a spring switch, the speed must not exceed fifteen miles per hour.

Spring switches are located as follows:

Glass	North end north siding
Glass	South end south siding
Rocky Ridge	South end south siding
Charlotte (junction switch)	"CD" yard
Belmont	South end south siding
Belmont	North end north siding
Arlington	South end south siding
Blacksburg	North end north siding
Cowpens	North end north siding
Cowpens	South end south siding
Hayne	East end, double track, Asheville Div.
Lyman	South end south siding
Latham	North end north siding
Norris	North end north siding
Norris	South end south siding
Courtenay	North end north siding
Courtenay	South end south siding
Jason	North end north siding
Jason	South end south siding
Mt. Airy	North end north siding
Mt. Airy	South end south siding
Bellton	North end north siding
Toccoa	South end south siding
Oglethorpe	North end north siding

"SS" 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.

Trailing movements may be made through these switches without opening or closing by hand, but in case a train is stopped before passing entirely through the switch it must not be backed, unless switch is opened or set to siding by hand.

DIVISION OFFICERS

J. M. PARKER, Trainmaster	Greenville, S. C.
F. A. METLER, Trainmaster	Charlotte, N. C.
N. WHISNANT, Chief Train Dispatcher	Greenville, S. C.
J. F. AYERS, Night Chief Dispatcher	Greenville, S. C.
W. L. IVIE, Train Dispatcher	Greenville, S. C.
H. L. EFIRD, Train Dispatcher	Greenville, S. C.
R. M. ALLEN, Train Dispatcher	Greenville, S. C.
R. L. JOHNSON, Train Dispatcher	Greenville, S. C.

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	Note	
12	Spartanburg	Columbia Div.	27	15 minutes	Note 2
30	Atlanta	Atlanta Div.	2	15 minutes	Note 2
30	Atlanta	C. of G.	17&19	10 minutes	Note 2
30	Atlanta	B'ham Div.	8	15 minutes	Note 2
32	Charlotte	Columbia Div.	32	Indefinitely	
33	Spartanburg	Asheville	28	30 minutes	Note 2
34	Atlanta	A. & W. P.	34	Indefinitely	
34	Spartanburg	Asheville Div.	28	15 minutes	Note 2
35	Salisbury	Asheville Div.	16	10 minutes	
35	Seneca	Blue Ridge	17	25 minutes	
36	Atlanta	A. & W. P.	36	One hour	
36	Atlanta	B'ham Div.	8	One hour	
36	Charlotte	Columbia Div.	24	30 minutes	
38	Atlanta	A. & W. P.	38	Indefinitely	
39	Blacksburg	Cha'st'n Div.	36	15 minutes	Note 2
40	Atlanta	Atlanta Div.	48	20 minutes	
40	Atlanta	B'ham Div.	40	25 minutes	
40	Spartanburg	Asheville Div.	10	15 minutes	Note 2
40	Blacksburg	Char. Div.	35	10 minutes	Note 2
40	Atlanta	A. & W. P.	38	45 minutes	Note 1
11	Charlotte	W.-Salem	21	30 minutes	Note 2
135	Salisbury	Asheville Div.	12	15 minutes	Note 2

Note 1.—If coach passengers are reported.  
Note 2.—If passengers are reported.

NAMES AND LOCATIONS OF LOCAL SURGEONS ARE

J. D. Martin, Jr.	Atlanta, Ga.
F. P. Calhoun, Oculist	Atlanta, Ga.
Alton V. Hallum, Assistant Oculist	Atlanta, Ga.
W. A. Arnold, Assistant	Atlanta, Ga.
J. B. Baird	Atlanta, Ga.
R. M. Goss	Athens, Ga.
John Hunnicutt, Assistant	Athens, Ga.
J. M. Pressly	Belmont, N. C.
G. R. Patrick	Bessemer City, N. C.
T. A. Campbell	Blacksburg, S. C.
W. J. Hutchins	Buford, Ga.
J. D. Bearden	Central, S. C.
R. L. Gibbon	Charlotte, N. C.
J. W. Gibbon, Assistant	Charlotte, N. C.
P. M. King, Assistant	Charlotte, N. C.
J. G. Johnston, Oculist	Charlotte, N. C.
H. C. Neblett, Assistant Oculist	Charlotte, N. C.
O. L. Miller, Consultant Orthopaedist	Charlotte, N. C.
Leatus Sanders	Commerce, Ga.
J. C. Verner, Assistant	Commerce, Ga.
T. H. Brabson	Cornelia, Ga.
R. M. King	Concord, N. C.
M. T. McDaniel	Duluth, Ga.
J. H. Cutchin	Easley, S. C.
B. B. Mattox	Elberton, Ga.
D. N. Thompson, Assistant	Elberton, Ga.
C. W. Wheelchel	Gainesville, Ga.
J. K. Burns	Gainesville, Ga.
E. W. Grove, Assistant	Gainesville, Ga.
J. N. Nesbitt	Gaffney, S. C.
L. N. Glenn	Gastonia, N. C.
Chas. A. Glenn, Assistant	Gastonia, N. C.
C. B. Earle	Greenville, S. C.
Charles O. Bates, Assistant	Greenville, S. C.
W. L. Bates, Assistant	Greenville, S. C.
J. W. Jervey, Oculist	Greenville, S. C.
J. W. Jervey, Jr., Assistant Oculist	Greenville, S. C.
T. B. Reeves, Orthopedic Surgeon	Greenville, S. C.
W. M. Lanford	Greer, S. C.
J. E. Anthony	Kings Mountain, S. C.
P. E. Swords	Liberty, S. C.
Robert B. Grove	Lowell, N. C.
B. K. Blalock	North Charlotte, N. C.
E. L. Ward	New Holland, Ga.
W. W. Puett	Norcross, Ga.
Steuart D. Brown	Royston, Ga.
W. C. Slate, Assistant	Spencer, N. C.
Frank McCutchan, Oculist	Salisbury, N. C.
Frank B. Marsh	Salisbury, N. C.
B. W. McKenzie	Salisbury, N. C.
H. L. Monk, Assistant	Salisbury, N. C.
E. C. Doyle, Assistant	Seneca, S. C.
W. R. Doyle, Assistant	Seneca, N. C.
J. R. Webb, Assistant	Seneca, S. C.
J. N. Sparkman	Spartanburg, S. C.
H. S. Black	Spartanburg, S. C.
S. O. Black	Spartanburg, S. C.
N. T. Clark, Oculist	Spartanburg, S. C.
J. T. Carter, Oculist Assistant	Spartanburg, S. C.
J. H. Terrell	Toccoa, Ga.
William B. Schafer, Assistant	Toccoa, Ga.
W. A. Strickland	Westminster, S. C.
S. B. Moore	Wellford, S. C.

VETERINARIANS

Adam Fisher	Charlotte, N. C.
R. H. Glenn	Concord, N. C.
M. R. Blackstock	Spartanburg, S. C.
J. E. Hollis	Salisbury, N. C.
F. E. Kitchen	Greenville, S. C.

HOSPITALS

Athens General Hospital	Athens, Ga.
Emery University Hospital (white)	Atlanta, Ga.
W. A. Harris Memorial Hospital (colored)	Atlanta, Ga.
Good Samaritan Hospital (colored)	Charlotte, N. C.
Presbyterian Hospital	Charlotte, N. C.
Downey Hospital	Gainesville, Ga.
City Hospital	Gastonia, N. C.
General Hospital	Greenville, S. C.
Rowan Memorial Hospital (white and colored persons)	Salisbury, N. C.
Mary Black Clinic	Spartanburg, S. C.

WATCH INSPECTORS

J. E. Watts & Co.	Atlanta, Ga.
W. A. Capps Co.	Athens, Ga.
H. J. H. Beggs	Charlotte, N. C.
Brock's, Inc.	Greenville, S. C.
L. T. Hoyshouser	Salisbury, N. C.
W. Linder	Spartanburg, S. C.
H. W. Meaders	Toccoa, Ga.
O. K. Belk	Gastonia, N. C.
Jewel Shop	Kannapolis, N. C.

BUSINESS TRACKS AND STATIONS NOT SHOWN AS STATIONS ON TIME TABLE

*Sumner -----Mile	339.0	Thickety -----Mile	438.4	Keowee -----Mile	516.6	Chicopee -----Mile	587.4
Harrisburg -----"	364.1	Zion Hill -----"	448.3	Harbin -----"	535.8	Pittman -----"	615.3
Newell -----"	370.2	*Arcadia Mill -----"	456.3	New Switzerland -----"	556.1	Doraville -----"	623.1
North Charlotte -----"	374.8	Tucapau Mill -----"	462.6	Raoul -----"	566.1	*Latty -----"	NE 3.9
Juneau -----"	382.9	Paris -----"	479.7	*Yonah -----"	568.1	Berta -----"	NE23.0
Carson -----"	387.1	Crosswell -----"	489.2	White Sulphur -----"	578.8	*Brooks Crossing -----"	NE34.8
Brickley -----"	427.7	Beverly -----"	500.4	New Holland -----"	583.0		

Stations marked \* have no local or team tracks.

SYSTEM LOCOMOTIVES, DERRICKS, PILE DRIVERS AND OTHER ROADWAY EQUIPMENT AND SYSTEM AND FOREIGN CARS MAY BE OPERATED PROVIDED WEIGHTS AND OTHER RESTRICTIONS SHOWN BELOW ARE NOT EXCEEDED

BETWEEN SPENCER AND ARMOUR

EQUIPMENT	TYPE	CLASS	TOTAL WEIGHT
Santa Fe Engines	2-10-2	378-A	(a) (b) 378,000
Mikado Engines	8- 8-2	330	(b) 329,500
Pacific Engines	4- 6-2	305	306,000
Mountain Engines	4- 8-2	327	327,000
Mallet Engines	2-8-8-2		(b) 469,000
Loaded Cars			210,000
Loaded Cars	6-wheel trucks		270,000

BETWEEN TOCCOA & ELBERTON & LULA & ATHENS

EQUIPMENT	TYPE	CLASS	TOTAL WEIGHT
Consolidation	2-8-0	205	214,000
Pacific	4-6-2	232	(a) 232,000
10-wheel Passenger	4-6-0		192,000
Loaded Cars			210,000

(a) Engines 1200 to 1365 permitted in detour movement Lula to Athens, (and can be turned on C of G wye at Athens). These engines may be handled in regular service between Toccoa and Elberton.

All engines permitted on these lines may be operated coupled.

Derricks D-1, D-30 and D-40 may be operated at a speed not exceeding fifteen miles per hour. Derricks D-24, D-27, D-29, D-32, D-37, D-41, D-58, D-65, D-66, D-67, D-68, D-69 and D-5994 may be operated at a speed not exceeding twenty miles per hour.

Derricks D-70, D-71, D-72, D-73, D-74, and D-5989 may be operated at a speed not exceeding fifteen miles per hour but must not be operated over side tracks containing open deck trestles.

(a) Must not be operated coupled to each other or to Mallet Engines, but may be operated coupled to 4800 class Mikado Engines or to engines of a lighter or smaller class.

(b) Must not be operated over side tracks containing open deck trestles.

All system derricks may be operated except that Derricks D-70, D-71, D-72, D-73, D-74 and D-5989 must not be handled over side tracks containing open deck trestles.

Derricks D-1, D-30, and D-40 must not exceed a speed of twenty miles per hour, other derricks twenty-five miles per hour.

PILE DRIVERS

Pile drivers PD-24, PD-25 and PD-36 may be operated over entire division with a tender at one end and a tool car weighing not exceeding 90,000 lbs. gross at the other end. Pile driver PD-36 must also have stack removed when in transit. Pile Driver PD-22 may be operated without restriction.

NOTE: The weight of engines shown above is weight exclusive of tender.

NOTE: Other derricks not listed must not be operated without permission of the Chief Engineer.

LOCOMOTIVE RATING IN TONS OF 2,000 POUNDS EXCLUSIVE OF TENDER AND CABOOSE

BETWEEN	NORTH OR EASTBOUND					
	Heavy Mikado 27 in. x 32 in. Cylinder		Mikado 27 in. x 30 in. Cylinder		Consolidated 22 in. x 30 in. Cylinder	
	Carded	Slow	Carded	Slow	Carded	Slow
Atlanta and Greenville	2500	2500	1900	1900	1400	1400
Greenville and Hayne	2500	3000			2000	
Hayne and Charlotte	2600	2600	1800	1800	1300	1300
Charlotte and Spencer	2950	2950	2100	2100	1800	1800
BETWEEN	SOUTH OR WESTBOUND					
	Heavy Mikado 27 in. x 32 in. Cylinder		Mikado 27 in. x 30 in. Cylinder		Consolidated 22 in. x 30 in. Cylinder	
	Carded	Slow	Carded	Slow	Carded	Slow
Spencer and Concord	2800	2800	2300	2300	2000	2000
Concord and Charlotte	2500	2500	2000	2000	1800	1800
Charlotte and Greenville	2000	2000	1650	1650	1200	1200
Greenville and Atlanta	2000	2000	1400	1400	1000	1000

The above rating is based on maximum grades and may 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.