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Safety



First

# ATLANTIC COAST LINE RAILROAD

## CHARLESTON DIVISION

# 2

## TIME TABLE No. 2

IN EFFECT

Thursday, December 16, 1965

At 12:01 A. M.

SUPERSEDING TIME TABLE NO. 1

DATED APRIL 25, 1965

EASTERN STANDARD TIME

FOR THE GOVERNMENT OF  
EMPLOYEES ONLY

D. C. HASTINGS, Vice-President

L. T. ANDREWS, General Manager

J. J. PEACOCK, General Supt., Transportation

T. D. MOORE, JR., Superintendent

☞ DREW, JACKSONVILLE 870442

## SAFETY FIRST

**S**afety is of the first importance in the discharge of duty.

**A**lert today alive tomorrow.

**F**ailure to comply with rules leads to disaster.

**E**verybody for safety for everybody.

**T**hink and be safe.

**Y**ou are not employed to take unnecessary chances.

**F**urnish your train proper protection at all times.

**I**nattention to duty causes accidents.

**R**emember accident prevention is part of your job.

**S**afety prolongs human life.

**T**he right way is the safe way.

**ALWAYS BE CAREFUL**

## FIRST AID INSTRUCTIONS

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

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

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

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

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

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

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

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

# AVOID DAMAGE SWITCH CUSTOMERS CARS CAREFULLY

## JUDGING SPEED

Accurate judgment of coupling speed depends upon correct timing. An excellent way to get accurate timing without a watch is to count "one hundred and thirty-one, one hundred and thirty-two" and so on as the car passes a stationary point. With a little practice counting can be done at the rate of one a second.

Ability to closely estimate speed at time car strikes is extremely important because impact force builds up as the square of the speed. This means that impact delivered by a car coupled at 8 miles per hour is not four times that at 2 miles per hour, but **16 TIMES AS GREAT**. Damage to freight or car can be avoided by always keeping coupling speed within the safe range — **NOT OVER 4 MILES PER HOUR — A BRISK WALK.**

## IMPACT FORCE AT VARIOUS STRIKING SPEEDS

	Coupled Car at	Units of Destructive Force
Safe	1 mph	1
	2 "	4
	3 "	9
	4 "	16
Damaging	5 "	25
	6 "	36
	7 "	49
	8 "	64
	9 "	81
	10 "	100

## SPEED CARD

### To Find Coupling Speed of 40 Foot and 50 Foot Car

Sight vertical end of car body on a fixed point and note the number of seconds it takes car to pass. Speed in miles per hour is shown opposite.

	40 Foot Car	50 Foot Car
Sec-onds	Miles Per Hour	Miles Per Hour
1.....	28	35
2.....	14	17.5
3.....	9.3	11.6
4.....	7	8.7
5.....	5.6	7
6.....	4.7	5.9
7.....	4	5
8.....	3.5	4.4
9.....	3.1	3.9
10.....	2.8	3.5
11.....	2.5	3.1
12.....	2.3	2.9
13.....	2.15	2.7
14.....	2	2.5

Damage as a result of Rough Handling makes up a large part of the claim bill for Loss and Damage to Freight. From the Railroad standpoint it is the major item in the expense. We all know that Rough Handling can be reduced, often eliminated. It is hoped that this card will be helpful in your efforts to prevent Rough Handling.

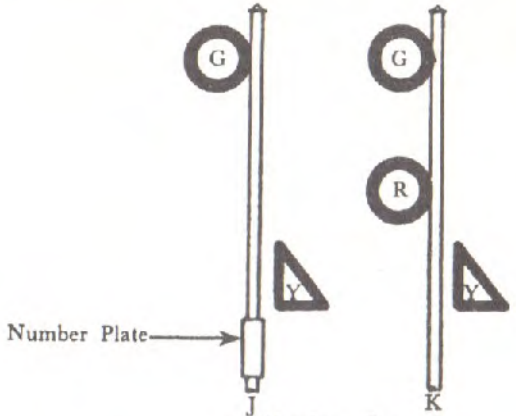
Switch Crews must function as a team. Clear signals properly given are mighty important; talk it over — prevent Rough Handling — it can be done.

### SIGNAL ASPECTS, SIGNAL INDICATIONS AND SIGNAL RULES

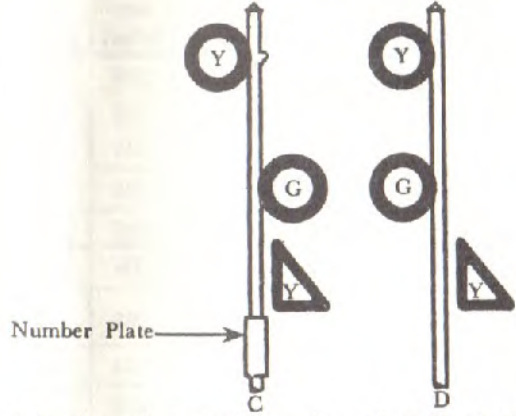
A Yellow Triangular Metal Plate attached to the mast of certain signals located between Florence and Central Junction modifies the indication and name of such signals as indicated below. These aspects are in addition to Signal Rules 281 to 295 inclusive, as shown in the Rule Book, and which remain in full force and effect.

#### RULE 281

#### RULE 281-B



Indication: Proceed.  
Name: Clear.

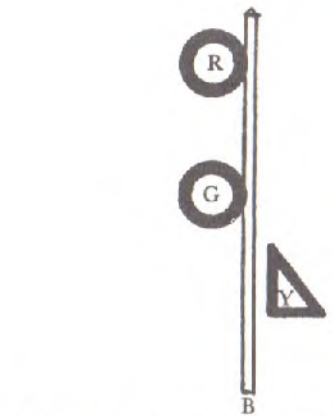


Indication: Proceed Approaching Next Signal At Limited Speed.  
Name: Approach Limited.

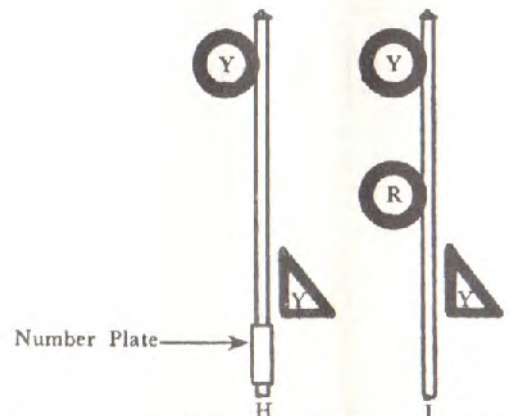
#### Rule 281-C

#### Rule 285

#### Rule 286



Indication: Proceed; Limited Speed Within Interlocking Limits.  
Name: Limited—Clear.



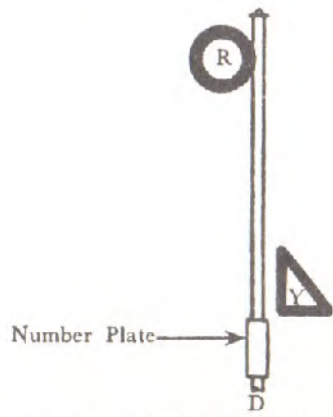
Indication: Proceed Preparing To Stop At Next Signal. Train Exceeding Medium Speed Must At Once Reduce To That Speed.  
Name: Approach.



Indication: Proceed At Medium Speed Preparing To Stop At Next Signal.  
Name: Medium—Approach.

#### Rule 291-A

#### Rule 292



Indication: Proceed At Restricted Speed.  
Name: Restricted Proceed.



Indication: Stop.  
Name: Stop.

NOTE: The Letters "G", "Y" And "R" Indicate Respectively "GREEN", "YELLOW" And "RED".

**SOUTHWARD—MAIN LINE—BETWEEN FLORENCE AND DA**

FIRST CLASS

TIME TABLE NO. 2  
IN EFFECT  
December 16, 1965

STATIONS

	87	375	109	175	75	91	1	153	119	Station Number	Distance from Florence	
	Florida Special	Everglades	Through Freight	Piggyback Special	Gulf Coast Special	West Coast Champion	East Coast Champion	Sou. Rwy. Freight	Through Freight			
	Daily	Daily	Daily	Daily Ex. Monday	Daily	Daily	Daily	Daily	Daily			
	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	A. M.	A. M.			
	10-10	8-55	8-00	3-50	1-00	3-35	1-30			293		T L FLORENCE
	10-14	8-59	8-05	3-54	1-04	3-39	1-34			296	3.5	SOUTH FLORENCE
	10-23	9-10	8-19	4-06	1-14	3-48	1-43			309	16.3	OOWARD
	10-28	s 9-16	8-27	4-13	1-20	3-53	1-48			316	23.2	T LAKE CITY
	10-33	9-25	8-35	4-19	1-25	3-58	1-53			322	29.3	CADES
	10-39	s 9-33	8-45	4-27	s 1-36	4-04	1-59			331	37.7	T KINGSTREE
	10-47	f 9-43	8-57	4-37	1-45	4-12	2-07			342	48.4	T LANE
	10-50	9-47	9-03	4-42	1-48	4-15	2-10			345	52.2	SANTEE BLUFF
	10-56	9-52	9-09	4-47	1-53	4-21	2-16			348	55.2	ETTA
		f 9-54			1-55					350	56.7	T ST. STEPHEN
	11-02	10-02	9-20	4-55	2-01	4-27	2-22			357	63.8	BONNEAU
	11-08	f10-15	9-30	5-05	2-08	4-33	2-28			365	72.0	T MONCKES CORNER
	11-16	10-24	9-43	5-16	2-17	4-41	2-36			376	83.3	MT. HOLLY
	11-23	10-32	9-54	5-26	2-25	4-48	2-43			386	93.3	MEAD'S X-SOU.
	s11-31	s10-55	9-58	5-30	s 2-45	s 4-58	s 2-55			388	95.0	CHARLESTON
	11-33	10-57	10-01	5-32	2-47	5-01	2-57			389	95.4	T SY X-SOU.
										390	96.3	BENNETT
	11-35	10-59	10-08	5-34	2-49	5-03	2-59			392	97.2	BN
	11-41	11-05	10-17	5-41	2-55	5-09	3-04			399	103.8	JOHNS ISLAND
	11-47	f11-11	10-25	5-49	3-01	5-15	3-10			407	111.8	RAVENEL
	11-56	f11-21	10-38	6-01	3-11	5-24	3-19			419	124.5	JACKSONBORO
	12-03	11-29	10-48	6-10 <sup>291</sup>	3-19	5-31	3-26			429	134.0	T GREEN POND
	12-07	f11-33	10-53	6-15	3-23	5-35	3-30			433	138.6	WHITE HALL
	12-15	s11-52	11-05	6-24	s 3-40	5-43	3-37			443	148.2	YEMASSEE X-ACL
	12-22	12-01	11-14	6-32	3-47	5-50	3-43			451	156.6	COOSAWHATCHIE
	12-28	12-07	11-22	6-40	f 3-55	5-56	3-49			459	164.6	RIDGELAND
	12-38	f12-19	11-37	6-54	4-07	6-06	3-59	L 1-15		474	179.4	HARDEEVILLE
	12-43	12-26	11-43	6-58	4-12	6-10	4-06	1-21		478	183.4	SAND ISLAND
	12-49	12-32	11-49	7-03	4-18	6-16	4-12	1-27		481	186.4	CHATHAM
	12-58	12-42	11-59	7-16	4-28	6-24	4-26	1-40 1-55		490	196.0	T CENTRAL JCT. X-CGA
	s 1-10 <sup>378</sup>	s 1-00 <sup>87</sup> 1-15	12-01	7-17	s 4-45 4-50	s 6-40	s 4-40	1-56		491	196.6	T SAVANNAH X-SAL.
	1-18	1-21	12-10	7-22	4-57	6-48	4-48	2-03		495	201.3	T NORTH TOWER
			12-45 1-30	7-40 7-45					L 2-00	496	202.4	T SOUTHOVER
	1-21	1-24	1-39	7-50	5-00	6-51	4-51	2-10	2-05	497	203.8	A DA
	A. M.	A. M.	A. M.	P. M.	P. M.	A. M.	A. M.	A. M.	A. M.			
	Daily	Daily	Daily	Daily Ex. Monday	Daily	Daily	Daily	Daily	Daily			
	87	375	109	175	75	91	1	153	119			



**NORTHWARD—MAIN LINE—BETWEEN FLORENCE AND DA**

FIRST CLASS

							92	2	104	112	76	88	376	Station Numbers	Distance from Florence	TIME TABLE NO. 2 IN EFFECT December 16, 1965	
							West Coast Champlan	East Coast Champlan	Through Freight	Through Freight	Gulf Coast Special	Florida Special	Everglades			STATIONS	
							Daily	Daily	Daily Ex. Monday	Daily Ex. Monday	Daily	Daily	Daily			T	A
							P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.				
							11:50	10:10		6:40	2:45	6:30	6:45	293		T A FLORENCE	
							11:28	9:54		6:22	2:26	6:16	6:30	296	3.5	SOUTH FLORENCE	
							11:18	9:45		6:09	2:16	6:07	6:17	309	16.3	COWARD	
							11:13	9:40		6:01	2:10	6:02	6:11	316	23.2	T LAKE CITY	
							11:08	9:35		5:54	2:03	5:57	6:00	322	29.3	CADES	
							10:59	9:29		5:45	1:55	5:51 <sup>376</sup>	5:52 <sup>88</sup> 5:45	331	37.7	T KINGSTREE	
							10:50	9:21		5:34	1:39	5:43	5:30	342	48.4	T LANE	
							10:47	9:18		5:30	1:33	5:40	5:19	345	52.2	SANTEE BLUFF	
							10:41	9:12		5:25	1:28	5:34	5:13	348	55.2	ETTA	
											1:25		5:11	350	56.7	T ST. STEPHEN	
							10:34	9:04		5:16	1:17	5:26	5:01	357	63.8	BONNEAU	
							10:28	8:58		5:07	1:10	5:20	4:53	365	72.0	T MONCK'S CORNER	
							10:20	8:49		4:55	1:00	5:11	4:38	376	83.3	MT. HOLLY	
							10:13	8:42		4:45	12:52	5:04	4:28	386	93.3	MEAD'S X-SOU.	
							10:10	8:38		4:43	12:50	5:00	4:25	388	95.0	CHARLESTON	
							10:07	8:28		4:41	12:38	4:57	4:02	389	95.4	T SY X-SOU.	
														390	96.3	BENNETT	
							10:05	8:26		4:39	12:36	4:55	4:00	392	97.2	BN	
							9:59	8:20		4:31	12:30	4:50	3:54	399	103.8	JOHN'S ISLAND	
							9:53	8:14		4:23	12:24	4:44	3:47	407	111.8	RAVENEL	
							9:44	8:05		4:10	12:14	4:35	3:36	419	124.5	JACKSONBORO	
							9:37	7:58		4:00	12:06	4:28	3:28	429	134.0	T GREEN POND	
							9:33	7:54		3:55	12:02	4:24	3:24	433	138.6	WHITE HALL	
							9:25 <sup>290</sup> 291	7:47		3:45	11:54	4:17	3:15	443	148.2	YEMASSEE X-ACL	
							9:16	7:41		3:17	11:40	4:11	2:56	451	156.6	COOSAWHATCHIE	
							9:10	7:35		3:09	11:34	4:05	2:49	459	164.6	RIDGELAND	
							9:00	7:25		2:54	11:22	3:55	2:35	474	179.4	HARDEEVILLE	
							8:56	7:21		2:49	11:17	3:51	2:28	478	183.4	SAND ISLAND	
							8:50	7:15		2:42	11:11	3:45	2:22	481	186.4	CHATHAM	
							8:42 <sup>256</sup>	7:07		2:30	11:02	3:37	2:12	490	196.0	T CENTRAL JCT. X-CGA	
							8:40	7:05		2:29	11:00 10:55	3:35	2:10 2:00	491	196.6	T SAVANNAH X-SAL	
							8:28	6:48	A 3:00	2:20 2:00	10:35	3:18	1:40	495	201.3	T NORTH TOWER	
							8:25	6:45	2:55	1:35	10:32	3:15	1:37	496	202.4	T SOUTHOVER	
														497	203.8	L DA	
							P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	A. M.				
							Daily	Daily	Daily Ex. Monday	Daily Ex. Monday	Daily	Daily	Daily				
							92	2	104	112	76	88	376				

MAIN LINE BETWEEN FLORENCE AND DA—NORTHWARD

TIME TABLE NO. 2  
IN EFFECT  
December 16, 1965

STATIONS	Car Capacity of Side Tracks	THIRD CLASS				FOURTH CLASS									
		256	290	210	204	580	584	502	552						
		Sou. Rwy. Freight	Through Freight	Through Freight	Through Freight	Local Freight	Local Freight	Local Freight	Local Freight						
		Daily P. M.	Daily A. M.	Daily A. M.	Daily P. M.	Daily Ex. Sunday A. M.	Daily Ex. Sunday P. M.	Daily Ex. Sunday P. M.	Daily Ex. Sunday P. M.						
T FLORENCE	A YARD			4.30		10.00									
3.5															
SOUTH FLORENCE	4			4.20		9.45									
12.8															
COWARD	18			4.07		9.25									
6.9															
T LAKE CITY	119			4.00		9.15									
6.1															
CADES	41			3.45		8.45									
8.4															
T KINGSTREE	72			3.32		8.30									
10.7															
T LANE	80 Y P			3.16		8.00			A 8.40						
3.8															
SANTEE BLUFF				3.11		7.21									
3.0															
ETTA				3.04		7.15									
1.5															
T ST. STEPHEN	20			3.02		7.10									
7.1															
BONNEAU	28			2.54		6.42									
8.2															
T MONCK'S CORNER	32			2.45		6.32									
11.3															
MT. HOLLY	18			2.30		6.18									
10.0															
MEAD'S	X-SOU.			2.20		6.07									
1.7															
CHARLESTON				2.17		6.04									
0.4															
T S Y	X-SOU. Y			2.15		6.02									
0.9															
BENNETT	YARD		A 12.10	2.10		L 6.00		A 12.50					L 7.15		
0.9															
B N				12.02	1.38			12.30							
6.6															
JOHNS ISLAND	38			11.55	1.28			12.10							
8.0															
RAVENEL	57 Y			11.41	1.20			11.55							
12.7															
JACKSONBORO	30			11.20	1.07			11.30							
9.5															
T GREEN POND	176 Y			10.50	12.57			L 11.00							
4.6															
WHITE HALL	9			10.35	12.52										
9.6															
YEMASSEE	X-ACL Y YARD			10.20 <sup>92</sup> 8.55 <sup>231</sup>	12.42										
8.4															
COOSAWHATCHIE	14			8.41	12.31										
8.0															
RIDGELAND	20			8.33	12.20										
14.8															
HARDEEVILLE	78	A 9.35	8.15	11.41											
4.0															
SAND ISLAND		9.28	8.09	11.32											
3.0															
CHATHAM		9.22	8.03	11.26											
9.6															
T CENTRAL JCT.	X-CGA			9.10 <sup>250</sup> 7.13 <sup>92</sup>	7.52 <sup>256</sup>	11.16									
0.6															
T SAVANNAH	X-SAL			7.12	7.50	11.15									
4.7															
T NORTH TOWER				7.04	7.40	11.09									
1.1															
T SOUTHOVER	YARD				L 7.30	11.00 8.00	A 11.00			A 1.55					
1.4															
DA	L			7.00		7.25	10.30			1.10					
				P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	P. M.	P. M.				
				Daily	Daily	Daily	Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday				
				256	290	210	204	580	584	502	552				

**SOUTHWARD—MAIN LINE—BETWEEN FLORENCE AND AUGUSTA**

										FOURTH CLASS		THIRD CLASS			FIRST CLASS					Station Numbers	Distance from Florence	TIME TABLE NO. 2 IN EFFECT December 16, 1965	
										<b>531</b>	<b>537</b>	<b>209</b>	<b>223</b>	<b>195</b>	<b>55</b>	<b>129</b>	<b>51</b>	<b>197</b>	STATIONS				
										Local Freight	Local Freight	Through Freight	Through Freight	Local Freight	Passenger	Through Freight	Passenger	Through Freight					
										Daily Ex. Monday	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily	Daily	Daily	Daily	Daily					
										<b>P. M.</b>	<b>A. M.</b>	<b>A. M.</b>	<b>A. M.</b>	<b>A. M.</b>	<b>P. M.</b>	<b>P. M.</b>	<b>A. M.</b>	<b>A. M.</b>					
										1:30		12:10	12:01		8.45 <sup>50</sup>	8:20	5:35		293	<b>T L</b> <b>FLORENCE</b>			
										1:35		12:15	12:06		8:50	8.32 <sup>50</sup>	5:38		K-296	2.9	<b>REVELL</b>		
										2:00		12:26	12:17		s 8:59	8:47	s 5:47		K-304	11.4	<b>T</b> <b>TIMMONSVILLE</b>		
										2:17		12:38	12:29		s 9:11	9:00	6.01 <sup>54</sup>		K-314	20.7	<b>T</b> <b>LYNCHBURG</b>		
										2:33		12:50	12:41		f 9:22	9:12	6:11		K-323	29.7	<b>T</b> <b>MAYESVILLE</b>		
										A 2:45	L 8:30	1.00 <sup>130</sup>	A 12.55 <sup>130</sup>		s 9.40 <sup>224</sup> 9.50	9:30	s 6:35		K-332	39.0	<b>T</b> <b>SUMTER</b>		
												8:42	1:10		9:58	9:40	6:45		K-339	46.0	<b>PRIVATEER</b>		
												8:55	1:20		f 10:06	9:50	f 6:55		K-346	53.0	<b>T</b> <b>PINEWOOD</b>		
												9:05	1:28		f 10:13	9:58	7:02		K-352	58.6	<b>REMINI</b>		
												9:20	1:40		10:24	10:09	7:15		K-357	64.5	<b>LONE STAR</b>		
											A 9:30	1:46			10:29	10:15	7:20		K-361	68.4	<b>CRESTON</b>		
												1:52			f 10:35	10:22	s 7:25		K-366	73.3	<b>T</b> <b>CAMERON</b>		
												2:05			s 11:01	10:35	s 7:50		K-376	83.0	<b>T</b> <b>ORANGEBURG</b>		
												2:10			11.06 <sup>130</sup>	10.39 <sup>130</sup>	7:53		K-377	84.6	<b>EDISTONE</b>		
												2:25			f 11:18	10:54	f 8:05		K-387	94.4	<b>COPE</b>		
												2:40			s 11:33	11:06	s 8:20		K-396	103.3	<b>T</b> <b>DENMARK</b> X-SOU X-SAL.		
												2:50			f 11:42	11:16	8:29		K-403	110.6	<b>HILDA</b>		
												3:14 <sup>54</sup>			s 11:56	11:29	s 8:40		K-410	117.8	<b>T</b> <b>BARNWELL</b>		
												4:05			12:05	11:42	8:49		K-420	126.3	<b>DONORA</b>		
												4:15			12:09	11:45	8:52		K-422	128.7	<b>SNAPP</b>		
												4:30		L 12:45	12:20	12:01	9:05	L 4:07	K-431	137.7	<b>T</b> <b>ROBBINS</b>		
												4:40		1:00	12:28	12:10	9:13	4:16	K-438	144.5	<b>ELLENTON</b>		
												4:52		1:10	f 12:37	12:19	s 9:25	4:26	K-445	151.6	<b>T</b> <b>JACKSON</b>		
												4:59		1:15	12:43	12:24	9:29	4:31	K-448	155.0	<b>KATHWOOD</b>		
												5:10		1:25	12:50	12:33	9:36	4:41	K-454	160.8	<b>BEECH ISLAND</b>		
												A 5:25		A 1:45	12:56	A 12:45	9:45	A 5:00	K-459	165.5	<b>T</b> <b>EAST BDY.</b> X-CGA		
															s 1:20		s 10:05		K-460	166.5	<b>A</b> <b>AUGUSTA</b> <b>L</b> (Union Depot)		
										<b>P. M.</b>	<b>A. M.</b>	<b>A. M.</b>	<b>A. M.</b>	<b>A. M.</b>	<b>A. M.</b>	<b>A. M.</b>	<b>A. M.</b>	<b>A. M.</b>					
										Daily Ex. Monday	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily	Daily	Daily	Daily	Daily					
										<b>531</b>	<b>537</b>	<b>209</b>	<b>223</b>	<b>195</b>	<b>55</b>	<b>129</b>	<b>51</b>	<b>197</b>					

Time of Nos. 129, 195 and 197 at East Boundary applies at Lovers Lane.



## MAIN LINE BETWEEN FLORENCE AND AUGUSTA NORTHWARD

TIME TABLE NO. 2 IN EFFECT December 16, 1965  STATIONS		Car Capacity of Side Tracks	FIRST CLASS				THIRD CLASS		FOURTH CLASS											
			54	50	192	130	208	224	598	538	536									
			Passenger	Passenger	Through Freight	Through Freight	Through Freight	Through Freight	Local Freight	Local Freight	Local Freight									
			Daily	Daily	Daily	Daily	Daily Ex. Sunday	Daily	Daily Ex. Saturday	Daily Ex. Sunday	Daily Ex. Sunday									
				A. M.	P. M.	P. M.	A. M.	P. M.	P. M.	A. M.	P. M.	P. M.								
T	FLORENCE	A	YARD	s 7:00	s 8.45 <sup>55</sup>		2:00	7:00	11:05		1:15									
	2.9																			
	REVELL		314 P	6:40	8.32 <sup>129</sup>		1:50	6:45	10:35		1:00									
	8.5																			
T	TIMMONSVILLE		165 P	s 6:25	s 8:23		1:38	6:30	10:20		12:40									
	9.3		49 Y																	
T	LYNCHBURG		165 P	s 6.01 <sup>51</sup>	8:11		1:25	6:15	10:05		12:20									
	9.0		38 Y																	
T	MAYESVILLE		40	s 5:51	s 8:00		1:13	6:01	9:53		12:00									
	9.3																			
T	SUMTER		242 P	s 5:40	s 7:50		1.00 <sup>209</sup> 12.35 <sup>225</sup>	5:45	L 9.40 <sup>56</sup>		L 11:40	A 4:45								
	7.0		YARD																	
	PRIVATEER		8	5:14	7:25		12:22	5:10				4:21								
	7.0																			
T	PINEWOOD		140 P	s 5:04	f 7:17		12:13	5:01				3:55								
	5.6		17 Y																	
	REMINI		30	f 4:56	7:11		12:03	4:50				3:35								
	5.9																			
	LONE STAR		140 P	4:44	6:59		11:40	4:33				3:10								
	3.9		11 Y																	
	CRESTON		27 Y	4:38	6:54		11:35	4:25				L 3:00								
	4.9																			
T	CAMERON		140 P	s 4:31	s 6:48		11:28	4:15												
	9.7		16 Y																	
T	ORANGEBURG		140	s 4:18	s 6:37		11:15	4:01												
	1.6																			
	EDISTONE		150 P	3:59	6:20		11.06 <sup>55</sup> 10.34 <sup>129</sup>	3:35												
	9.8																			
	COPE		22	f 3:48	f 6:10		10:01	3:20												
	8.9																			
T	DENMARK	X-SOU. X-SAL.	140 P	s 3:33	s 5:59		9:48	3:05												
	7.3		65 Y																	
	HILDA		25	f 3:25	5:50		9:36	2:52												
	7.2																			
T	BARNWELL		140 P	s 3.14 <sup>209</sup>	s 5:42		9:24	2:35												
	8.5		39 Y																	
	DONORA		140	3:01	5:31		9:11	2:20												
	2.4																			
	SNAPP		150 P	2:58	5:28		9:07	2:02												
	9.0																			
T	ROBBINS		145 P	2:47	5:18	A 8:15	8:55	1:50		A 9:00										
	6.8		39 Y																	
	ELLENTON		123 P	2:38	5:10	8:02	8:38	1:39		8:45										
	7.1		25 Y																	
T	JACKSON		140 P	f 2:30	s 5:02	7:53	8:26	1:27		8:30										
	3.4		16 Y																	
	KATHWOOD		10	2:24	4:55	7:48	8:20	1:20		8:20										
	5.8																			
	BEECH ISLAND		72 P	2:18	4:48	7:40	8:10	1:10		8:10										
	4.7		4 Y																	
T	EAST BDRY.	X-CGA	YARD	2:11	4:42	L 7:30	L 8:00	L 1:00		L 8:00										
	1.0		Y																	
A	AUGUSTA		L	2:00	4:35															
	(Union Depot)																			
				A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	P. M.								
				Daily	Daily	Daily	Daily	Daily Ex. Sunday	Daily	Daily Ex. Saturday	Daily Ex. Sunday	Daily Ex. Sunday								
				54	50	192	130	208	224	598	538	536								

Time of Nos. 129, 195 and 197 at East Boundary applies at Lovers Lane.

**WESTWARD—MAIN LINE BETWEEN EAST BOUNDARY (AUGUSTA) AND SPARTANBURG EASTWARD**

FOURTH CLASS		THIRD CLASS	FIRST CLASS	Station Numbers	Distance from East Boundary	TIME TABLE NO. 2 IN EFFECT December 16, 1965	Car Capacity of Side Tracts	FIRST CLASS	THIRD CLASS	FOURTH CLASS	
529	517	293	197					192	294	518	528
Local Freight	Local Freight	Through Freight	Through Freight					Through Freight	Through Freight	Local Freight	Local Freight
Daily Ex. Sunday	Mon.-Wed. and Fri.	Daily	Daily					Daily	Daily	Tue.-Thur. and Sat.	Daily Ex. Sunday
P. M.	A. M.	P. M.	A. M.			STATIONS		P. M.	A. M.	A. M.	A. M.
	5:30	10:00	7:30	K-459		TL EAST BDRY. A X-CGA X-GARR	YARD Y	6:00	1:00	11:30	
	5:55	10:20	7:50	K-461	1.5	1.5 BROAD STREET	YARD	5:15	12:10	10:55	
	6:05	10:31	8:01	K-468	8.0	6.5 MARTINEZ	125 10 P	5:02	11:56	10:46	
	6:10	10:39	8:09	K-472	11.9	3.9 EVANS	14	4:56	11:50	10:41	
	6:11	10:40	8:10	K-473	12.4	0.5 GRIFFIN	17	4:55	11:49	10:40	
	6:20	10:50	8:20	K-477	16.7	4.3 WOODLAWN	46 8 P	4:47	11:42	10:30	
	6:32	11:10	8:40	K-483	23.5	6.8 CLARK HILL	9	4:38	11:33	10:20	
	6:40	11:25 <sup>234</sup>	8:48	K-488	28.5	5.0 MODOC	126 15 P	4:31	11:25 <sup>233</sup>	10:10	
	6:45	11:30	8:53	K-492	32.3	3.8 PARKSVILLE	31	4:26	11:05	10:05	
	6:55	11:40	9:01	K-497	37.5	5.2 PLUM BRANCH	31	4:18	10:55	9:55	
	7:20	12:20	9:10	K-503	43.0	5.5 T McGOORMICK	126 YARD Y P	4:10	10:45	9:45	
	7:30	12:30	9:20 <sup>518</sup>	K-509	49.2	6.2 TROY	28 20 P	3:58	10:23	9:20 <sup>197</sup>	
	7:40	12:40	9:28	K-514	54.5	5.3 BRADLEY	125 17 P	3:50	10:15	9:05	
	8:05	1:15	9:50	K-525	65.5	11.0 T MAXWELL	YARD	3:35	10:00	8:50	
	8:30	1:30	10:05	K-527	68.5	3.0 T GREENWOOD	22 YARD Y P X-SOU.	3:18	9:39	8:30	
	8:45	1:40	10:14	K-534	74.3	5.8 CORONACO	7	3:09	9:30	8:14	
	8:55	1:55	10:30	K-542	82.3	8.0 WATERLOO	125 20 P	2:57	9:17	8:02	
L 2:50	9:20	3:00	10:50	K-554	93.5	11.2 T IRBY	YARD	2:40	9:00	7:45	A 9:45
3:20	A 9:30 <sup>528</sup>	3:15	10:54	K-555	94.7	1.2 LAURENS	YARD Y X-CNL.	2:12	8:35	L 7:00	9:30 <sup>617</sup>
3:35		3:30	11:07	K-562	102.1	7.4 ORA	125 12 P	1:59	8:25		9:05
3:45		3:40	11:15	K-567	107.2	5.1 T ENOREE	17	1:49	8:17		8:55
3:50		3:45	11:20	K-570	110.1	2.9 KILGORE	125 P	1:45	8:12		8:45
4:00		3:55	11:27	K-574	114.3	4.2 T WOODRUFF	37	1:35	8:05		8:35
4:10		4:05	11:36	K-580	120.0	5.7 SWITZER	14	1:25	7:55		8:25
4:15		4:10	11:41	K-583	122.6	2.6 MOORE	17	1:21	7:51		8:21
4:25		4:20	11:50	K-587	126.8	4.2 T ROEBUCK	115 21 P	1:15	7:45		8:15
5:00		5:00	12:15	K-593	132.6	5.8 TA SPARTANBURG L	YARD Y X-P&N.	1:00	7:30		8:00
P. M.	A. M.	A. M.	P. M.			Time of Nos. 192 & 197 at Spartanburg applies at Crescent Avenue.		P. M.	P. M.	A. M.	A. M.
Daily Ex. Sunday	Mon.-Wed. and Fri.	Daily	Daily					Daily	Daily	Tue.-Thur. and Sat.	Daily Ex. Sunday
529	517	293	197					192	294	518	528

**PORT ROYAL BRANCH  
BETWEEN PORT ROYAL AND YEMASSEE  
WESTWARD EASTWARD**

THIRD CLASS <b>595</b>	Station Numbers	Distance from Port Royal	TIME TABLE NO. 2 IN EFFECT December 16, 1965		Car Capacity of Side Tracks	FOURTH CLASS <b>592</b>
			Local Freight	Daily		
P. M.			STATIONS			P. M.
7.30	MJ-468		TL	PORT ROYAL	A Y	11.55
				4.0		
7.45	MJ-464	4.0		BEAUFORT	24	11.35
				2.0		
8.00	MJ-462	6.0		BURTON	49	11.25
				7.0		
8.15	MJ-455	13.0		SEABROOK	28	11.05
				1.0		
8.18	MJ-454	14.0		COOSAW	10	11.00
				4.0 X-SAL.		
8.25	MJ-450	18.0		SHELDON	33	10.45
				6.5		
9.00	443	24.5	TA	YEMASSEE	L 57 YARD P	10.30
				X-ACL.	Y	
P. M.			Nos. 595-592 will not protect against following extra trains between Port Royal and Yemassee.			P. M.
Daily						Daily
<b>595</b>						<b>592</b>

**CRESTON BRANCH  
BETWEEN CRESTON AND GIANT  
SOUTHWARD NORTHWARD**

THIRD CLASS <b>537</b>	Station Numbers	Distance from Creston	TIME TABLE NO. 2 IN EFFECT December 16, 1965		Car Capacity of Side Tracks	FOURTH CLASS <b>536</b>
			Local Freight	Daily Ex. Sunday		
A. M.			STATIONS			P. M.
9.35	K-361		L	ORESTON	A Y	3.00
				6.5		
9.52	KE-368	6.5	T	ELLOREE	29	2.40
				16.2		
10.40	KE-384	22.7	T	EUTAWVILLE	37	1.45
				6.3		
11.15	KE-391	29.0	T	HOLLY HILL	44	12.50
				3.1		
11.30	KE-394	32.1		CEMENTON	39 Y	12.20
				2.5		
12.01	KE-396	34.6	A	GIANT	L 83	12.10
P. M.			Nos. 537-536 will not protect against following extra trains between Creston and Giant.			P. M.
Daily Ex. Sunday						Daily Ex. Sunday
<b>537</b>						<b>536</b>

**ROBBINS BRANCH  
WESTWARD BETWEEN YEMASSEE AND ROBBINS EASTWARD**

FIRST CLASS		Station Numbers	Distance from Yemassee	TIME TABLE NO. 2 IN EFFECT December 16, 1965		Car Capacity of Side Tracks	FIRST CLASS	FOURTH CLASS
195	197			192	598			
Local Freight	Through Freight			Local Freight	Daily Ex. Saturday			
Daily	Daily			Daily	Daily Ex. Saturday			
P. M.	A. M.			P. M.	A. M.			
10.30	2.30	443	TL	YEMASSEE	A 57 YARD P	10.00	11.15	
				6.5 X-ACL.	Y			
10.40	2.41	MH-449	6.5	EARLY BRANCH	12	9.42	10.55	
10.48	2.48	MH-453	10.9	CUMMINGS	36	9.32	10.45	
10.59	2.59	MH-460	17.5	VARNVILLE	43	9.22	10.35	
11.03	3.02	MH-462	19.5	T HAMPTON	28	9.18	10.31	
11.05	3.03	MH-463	20.0	MAULDINS MILL	57 17 P	9.17	10.30	
11.15	3.12	MH-468	25.7	BRUNSON	35	9.07	10.20	
11.30	3.20	MH-472	29.3	FAIRFAX	50 40 P	9.01	10.10	
				5.4 X-SAL.				
11.50	3.29	MH-477	34.7	T ALLENDALE	50 60 P	8.52	9.55	
				8.5 X-SOU.				
12.10	3.43	MH-486	43.2	BELDOG	125 17 P	8.40	9.25	
12.17	3.48	MH-489	46.7	MARTIN	18	8.34	9.20	
12.25	3.54	MH-493	50.2	MILLETT	23	8.28	9.15	
				8.5				
A 12.45	A 4.07	K-431	58.7	T ROBBINS	145 33 Y	L 8.15	L 9.00	
A. M.	A. M.					P. M.	A. M.	
Daily	Daily					Daily	Daily Ex. Saturday	
<b>195</b>	<b>197</b>					<b>192</b>	<b>598</b>	

Time of No. 192 at Yemassee applies at Connelly's Mill Spur.

**WADESBORO BRANCH  
BETWEEN WADESBORO AND FLORENCE  
SOUTHWARD NORTHWARD**

FOURTH CLASS			Station Numbers	Distance from Wadesboro	TIME TABLE NO. 2 IN EFFECT December 16, 1965 STATIONS	Car Capacity of Side Tracks	FOURTH CLASS		
535	549	545					546	550	534
Local Freight	Local Freight	Local Freight					Local Freight	Local Freight	Local Freight
Daily Ex. Sunday	Daily	Daily					Daily	Daily	Daily Ex. Sunday
P. M.	P. M.	A. M.				P. M.	A. M.	P. M.	
		7:00	J-356		T L WADESBORO A	YARD	1:15		
		7:15	J-354	1.6	1.6 WADESBORO JCT.	YARD	12:50		
		7:32	J-346	9.9	8.3 MORVEN	46	12:33		
		8:00	J-332	24.6	14.7 CHERAW	YARD	12:05		
		9:00	J-320	36.2	11.6 X-SAL. T SOCIETY HILL	58	11:05		
L 6:20	L 3:20	9:25	J-308	47.9	11.7 FLOYD	23	10:40	A 6:20	A 1:10
			G-293	53.2	5.3 MP J-304.1 X-SAL. DARLINGTON	YARD			
6:35	3:30	10.00 <sup>546</sup> 12.01	J-302	54.0	0.8 NIX	79 P	10.25 <sup>546</sup>	6:05	12:55
6:45	3:40	12:15	J-299	57.4	3.4 PALMETTO		7:15	5:57	12:45
7:00	4:00	12.30 <sup>534</sup>	293	63.0	5.6 T A FLORENCE L	YARD	7:00	5:45	12.30 <sup>545</sup>
P. M. Daily Ex. Sunday	P. M. Daily	P. M. Daily					A. M.	A. M.	P. M. Daily Ex. Sunday
535	549	545					546	550	534

Nos. 545-546 will not protect against following extra trains between Florence and Wadesboro.  
Nos. 534-550 will not protect against following extra trains between Florence and Floyd.

**WALTERBORO BRANCH  
BETWEEN GREEN POND AND EHRHARDT  
SOUTHWARD NORTHWARD**

**HARTSVILLE BRANCH  
BETWEEN HARTSVILLE AND FLOYD  
SOUTHWARD NORTHWARD**

FOURTH CLASS		Station Numbers	Distance from Hartsville	TIME TABLE NO. 2 IN EFFECT December 16, 1965 STATIONS	Car Capacity of Side Tracks	FOURTH CLASS	
535	549					550	534
Local Freight	Local Freight					Local Freight	Local Freight
Daily Ex. Sunday	Daily					Daily	Daily Ex. Sunday
P. M.	P. M.			A. M.	P. M.		
6:00	3:00	JA-318		T L HARTSVILLE A	YARD	6:45	1:30
6:20	3:20	J-308	10:00	10.0 MP JA-317.2 X-SAL. A FLOYD L	23	6:20	1:10
P. M.	P. M.					A. M.	P. M.
Daily Ex. Sunday	Daily			Nos. 534-550 will not protect against following extra trains between Floyd and Hartsville.		Daily	Daily Ex. Sunday
535	549					550	534

FOURTH CLASS		Station Numbers	Distance from Green Pond	TIME TABLE NO. 2 IN EFFECT December 16, 1965 STATIONS	Car Capacity of Side Tracks	FOURTH CLASS	
585	584					Local Freight	Local Freight
Daily Ex. Saturday	Daily Ex. Sunday					Daily Ex. Sunday	Daily Ex. Sunday
P. M.	A. M.						
12:30		429		TL GREEN POND A	YARD	10:45	
1:00		MF-441	11.9	T WALTERBORO	39	10:15	
1:15		MF-447	17.8	5.9 STOKES	8	9:50	
1:30		MF-453	23.7	5.9 RUFFIN	20	8:55	
2:20		MF-461	32.0	8.3 H. & B. JCT.	25	8:25	
2:40		MF-462	33.3	1.3 LODGE	12	8:12	
3:00		MF-467	37.7	4.4 T A EHRHARDT L	28	8:00	
P. M.							A. M.
Daily Ex. Saturday				Nos. 584-585 will not protect against following extra trains between Green Pond and Ehrhardt.			Daily Ex. Sunday
585							584

**ANDERSON BRANCH  
BETWEEN McCORMICK AND ANDERSON  
WESTWARD EASTWARD**

THIRD CLASS 521	Station Numbers	Distance from McCormick	TIME TABLE NO. 2 IN EFFECT December 16, 1965		Car Capacity of Side Tracks	FOURTH CLASS 522
Local Freight			STATIONS	Local Freight		
Daily Ex. Sunday					Daily Ex. Sunday	
A. M.					A. M.	
4:00	K-503		TL McCORMICK	A YARD	10:30	
4:16	KH-511	7.9	7.9 BORDEAUX	9	10:00	
4:30	KH-515	12.2	4.3 WILLINGTON	14	9:50	
4:40	KH-519	16.3	4.1 MT. CARMEL	28	9:40	
5:00	KH-528	24.6	8.3 CALHOUN FALLS	39	9:23	
5:30	KH-538	34.8	10.2 LOWNDESVILLE	15	9:00	
5:50	KH-546	42.6	7.8 T IVA	26	8:40	
6:05	KH-551	48.4	5.8 STARR	27	8:24	
6:09	KH-553	50.0	1.6 DEANS	7	8:20	
6:30	KH-561	58.0	8.0 TA ANDERSON	L YARD	8:00	
A. M.	Nos. 521-522 will not protect against following extra trains between McCormick and Anderson.				A. M.	
Daily Ex. Sunday					Daily Ex. Sunday	
521					522	

**GREENVILLE BRANCH  
BETWEEN LAURENS AND GREENVILLE  
WESTWARD EASTWARD**

THIRD CLASS 523	Station Numbers	Distance from Laurens	TIME TABLE NO. 2 IN EFFECT December 16, 1965		Car Capacity of Side Tracks	THIRD CLASS 524
Local Freight			STATIONS	Local Freight		
Daily					Daily	
A. M.					A. M.	
3:15	K-555		L LAURENS	A YARD	12:30	
			4.3 DOUBLING	X-CNL. 28		
	KJ-559	4.3	2.8			
3:30	KJ-562	7.1	BARKSDALE	12	12:01	
3:45	KJ-565	10.2	3.1 GRAY COURT	21	11:56	
3:50	KJ-567	11.8	1.6 OWINGS	16	11:46	
4:10	KJ-573	17.9	6.1 T FOUNTAIN INN	37	11:35	
4:30	KJ-578	22.9	5.0 T SIMPSONVILLE	12	11:25	
4:45	KJ-583	28.2	5.3 MAULDIN	32	11:15	
5:30	KJ-591	36.2	8.0 TA GREENVILLE	L YARD	11:00	
A. M.	Nos. 523-524 will not protect against following extra trains between Laurens and Greenville.				P. M.	
Daily					Daily	
523					524	

**SUMTER BRANCH  
BETWEEN SUMTER AND LANE  
SOUTHWARD NORTHWARD**

FOURTH CLASS 551	Station Numbers	Distance from Sumter	TIME TABLE NO. 2 IN EFFECT December 16, 1965		Car Capacity of Side Tracks	FOURTH CLASS 552
Local Freight			STATIONS	Local Freight		
Daily Ex. Monday					Daily Ex. Sunday	
A. M.					P. M.	
12:01	K-332		T L SUMTER	A YARD	10:40	
12:20	L-373	8.8	8.8 BROGDON	15	10:10	
12:30	L-368	13.8	5.0 ALCOLU	43 P	9:50	
12:40	L-365	17.8	4.0 T MANNING	38	9:35	
1:01	L-355	27.3	9.5 FORESTON	19	9:08	
1:12	L-350	32.5	5.2 T GREELEYVILLE	29 P	8:55	
1:30	342	40.3	7.8 T A LANE	32 Y	8:40	
A. M.	Nos. 551-552 will not protect against following extra trains between Lane and Sumter.				P. M.	
Daily Ex. Monday					Daily Ex. Sunday	
551					552	

**COLUMBIA BRANCH  
BETWEEN SUMTER AND COLUMBIA  
SOUTHWARD NORTHWARD**

FOURTH CLASS 531	THIRD CLASS 223	Station Numbers	Distance from Sumter	TIME TABLE NO. 2 IN EFFECT December 16, 1965		Car Capacity of Side Tracks	THIRD CLASS 224	FOURTH CLASS 538
Local Freight	Through Freight			STATIONS	Through Freight		Local Freight	
Daily Ex. Monday	Daily					Daily Ex. Sunday		
P. M.	A. M.					P. M.	A. M.	
3:00	1:40	K-332		T L SUMTEE	A YARD	9:25	11:10	
3:12	1:50	KA-338	6.3	6.3 CANE SAVANNAH	41	9:06	10:38	
3:17	1:55	KA-342	10.0	3.7 WEDGEFIELD	68 P	9:01	10:18	
3:25	2:03	KA-346	14.2	4.2 MP KA-344.3 X-SOU.	12	8:44	9:57	
3:34	2:11	KA-353	20.7	6.5 T EASTOVER	33	8:36	9:40	
3:43	2:19	KA-359	27.2	6.5 CONGAREE	19	8:27	9:22	
4:00	2:31	KA-369	36.8	9.6 SIMS	18	8:15	8:55	
4:11	2:38	KA-372	40.5	3.7 ANDREWS	44 P	8:10	6:40	
4:30	2:50	KA-375	42.7	2.2 T A COLUMBIA	71 P	8:00	6:20	
P. M.	A. M.					P. M.	A. M.	
Daily Ex. Monday	Daily					Daily	Daily Ex. Sunday	
531	223					224	538	

# SPECIAL INSTRUCTIONS

H. N. STRANGE, JR., Trainmaster

J. CHERRY, Trainmaster

J. F. DRENNAN, Trainmaster

M. A. COX, Terminal Trainmaster

J. P. SCHEIDER, Terminal Trainmaster

## MAIN LINES:

Florence to DA  
Florence to Spartanburg

## BRANCHES:

Wadesboro Branch  
Hartsville Branch  
Mont Clare Branch  
Sumter Branch  
St. Andrews Branch  
Meggetts Branch  
Walterboro Branch  
Columbia Branch  
Creston Branch  
Robbins Branch  
Port Royal Branch  
Anderson Branch  
Greenville Branch

## PRECEDENCE BY DIRECTION

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

## TWO OR MORE TRACKS

Two tracks extend between:

Florence, MP 292.2, and Java, MP 300.0  
New Hope, MP 306.0, and Coward, MP 310.0  
South Lake City, MP 317.6, and North Cades, MP 321.0  
Bynum, MP 327.6, and Kingstree, MP 331.8  
North Lane, MP 338.0, and Santee Bluff, MP 345.1  
Etta, MP 348.4, and South St. Stephen, MP 352.9  
Santee Canal, MP 361.9, and South Moncks Corner, MP 366.8  
Strawberry, MP 373.1, and Mt. Holly, MP 376.9  
Hanahan, MP 383.4, and South Drayton Hall, MP 394.7  
Berry Hill, MP 403.4, and South Ravenel, MP 408.0  
Parkers Ferry, MP 415.4, and South Jacksonboro, MP 419.8  
North Green Pond, MP 428.0, and South Green Pond, MP 432.0  
Salkehatchie, MP 440.6, and Kress, MP 446.6  
North Talco, MP 455.6, and South Ridgeland MP 460.6  
North Hardeeville, MP 470.0, and Sand Island, MP 477.8  
Chatham, MP 480.8, and DA, MP 497.3  
Irby, MP K553, and Laurens, MP K554.5

Trains and engines will keep to left on two tracks between Laurens and Irby, and will move at yard speed.

## SIGNAL OBSERVANCE

The NOTE under Rule 18, reading as follows, is hereby cancelled: "NOTE.—Headlight on end coupled to cars may be extinguished."

A blue metal disk on brake valve handle of engine must be regarded as a blue signal as defined in Rule 26.

Paragraph 1 of Rule 27 is hereby amended as follows: A signal imperfectly displayed, or the absence of a signal at a place where a signal is usually shown, must be regarded as the most restrictive indication that can be given by that signal, except that when the day indication is plainly seen, such indication will govern. When a unit of a color light block signal is dark, such dark unit will be regarded as a red aspect, and if signal indication then permits movement, train or engine may proceed in accordance with the indication displayed. Movement must be at restricted speed until such indication can be clearly determined. Paragraphs 2 and 3, and the NOTE under Rule 27, are unchanged by above instructions.

Paragraph 1 of Rule 99-B is hereby amended as follows: On trains equipped to display oscillating red light from rear, such light will be displayed continuously except where automatic signals or C.T.C. are in use. At stations where train is to be switched from rear, the red light must be turned off while the switching is being performed. Paragraphs 2, 3 and 4 of Rule 99-B, are unchanged by above instructions.

(See page 1 for additional signal aspects, signal indications and signal rules.)

## AUTOMATIC BLOCK SIGNAL SYSTEM

(Rules D-151, D-152, 251 to 254 and 281 to 520)

Automatic Block Signal System is in effect between North Tower, MP 494.6, and DA, MP 497.3

Trains, other than scheduled trains, will run extra without orders between above points.

## TRAFFIC CONTROL SYSTEM (C.T.C.)

(Rules 261 to 295 and 550 to 562)

Traffic Control (C.T.C.) is in effect between Florence, MP 293.6, and North Tower, MP 494.6.

Trains, other than scheduled trains, will run extra without orders between above points.

When movement into Laundry Track, Florence, is to be made, train or engine must stop south of signal bridge on west main track, permission must be secured from operator at "FC" before operating electric lock switch mechanism and signal must be displayed for movement. When train or engine is to move from this track, permission must be obtained from operator to operate switch mechanism and then be governed by signal indication.

Crews using S.A.L. interchange track and wye tracks between North Tower and Alabama Junction, when clear of main track, will report "clear" by telephone to operator at Central Junction, and must not again occupy main track without getting permission from him.

Movements MUST NOT clear main track at the following switches, which are not electrically-locked:

Howe	(MP 297.8), east track
Lynch, Coward	(MP 308.6), east track
Cox, Coward	(MP 309.4), west track
City Gas and Oil, Lake City	(MP 318.9), west track
Cades	(MP 322.5)
Canada Lumber Co., Bynum	(MP 328.2), east track
Independent, Kingstree	(MP 331.5), west track
Highland Crate Coop., St. Stephen	(MP 349.0), east track
Craver Industries, Mt. Holly	(MP 375.6), east track
Parkers Ferry	(MP 416.0), east track
White Hall	(MP 433.3)
Salkehatchie	(MP 440.5)
Kress	(MP 446.7)
Talco (Both Switches)	(MP 456.8), west track
O'Leary	(MP 481.7), west track
Savannah Steel Co., Savannah	(MP 492.6), west track
Shores Abbatoir, Savannah	(MP 492.7), west track

All other hand-operated switches are electrically-locked. Trains or engines clearing main track at such switches must obtain permission from Control Station to re-enter main track, unless switch remains in reverse position while train or engine is clear of main track.

## REMOTELY CONTROLLED SWITCHES AND SIGNALS

Signal houses located at each end of pass tracks, etc., are equipped with outside white light which burns continuously. When this light is not burning, member of crew of train stopped on red or dark signal or train performing work over power switches in hand-throw position will contact dispatcher immediately.

Rule 553 is amended to read: When a train or engine is stopped by a "stop" signal and cause is not apparent, member of crew will communicate with Control Station and be governed by instructions. If authorized to proceed over switches equipped with dual control mechanism, selector lever must be placed in hand-throw position before proceeding. Member

## SPECIAL INSTRUCTIONS (continued)

of crew must see that switch points are fitting up properly for route to be taken and must remain at switch until engine, or at least one car, is on switch points, then selector lever must be restored to normal position and secured with padlock. Train or engine must move at restricted speed to next governing signal. Control Station must block switch levers and all opposing signal levers before authorizing movement.

If it becomes necessary to hand-throw power-operated switches or pass signals indicating "stop" a complete understanding must be reached between the Control Station and trainmen involved. Then be governed as follows:

(1) Remove any obstructions from switch points with stick. Never use hands.

(2) Where dual control power-operated switches (air or electrically operated) are to be placed in hand-throw position, it will be necessary to move the switch lever back and forth until it is definitely determined that the lever is connected with the switch points. In every case, the points must fit properly before movement is made.

(3) Types of power-operated switches with instructions for emergency hand-throw operation:

(a) Electrically operated-dual control.—Unlock and reverse small lever marked "motor" to "hand" position. The switch can then be thrown with the large lever. After movement is completed restore all levers to normal and lock same.

(b) Electrically operated-emergency crank.—Emergency crank is located in small box on post or case near the switch. To obtain crank, unlock and open door which exposes crank, remove from holder and insert in hole provided on switch machine. This hole is usually provided with a cover which must be unlocked with standard switch key. Turn crank as far as possible. This action moves the switch points. After switch points have been moved and are seen to fit up properly, drive the wooden wedge between open switch point and rail to secure the points. Wooden wedge will be found in box or telephone booth near the switch. Unless otherwise instructed, trainman will remove wooden block and crank and restore same to their respective holders. Close and lock all doors and crank hole cover when movement is completed.

(c) Air operated-dual control.—Unlock small lever at end of machine and pull out full stroke. The switch can then be thrown with the large lever. After movement is completed restore all levers to normal and lock same.

(d) Air operated-without dual control.—This type of machine is located near Interlocking Tower where proper tools are provided. For emergency operation, first make sure that air is cut off at underground cock housed in pipe stand near the switch. To insure that cock is closed, turn ninety degrees and observe that mark on top of cock is at right angle to the pipe line. Remove mechanism cover, place pointed end bar in holes provided in base plate, pushing piston rod lug in direction desired. Be careful in the initial movement of bar to avoid personal injury as a small amount of air remaining in the cylinder may cause a slight kick back on the bar. After switch points have been moved and are seen to fit properly, drive wooden wedge between point and rail to secure the points.

Locations and types of power-operated switches are listed below:

Florence: Crossover switches from W. C. & A. main track to freight yard lead, near Dargan Street. Controlled by operator at "FC". Air operated-dual control.

"FC" interlocking, south end Passenger Station, including freight leads (Florence-Savannah Line) and related crossover switches. Controlled by operator at "FC". Air operated-without dual control.

So. Florence: Double crossovers between east and west tracks. Air operated-dual control.

Java: Switch south end two tracks. Electrically operated-dual control.

New Hope: Switch north end two tracks. Electrically operated-dual control.

Coward: Switch south end two tracks. Electrically operated-dual control.

South Lake City: Switch north end two tracks and switch from west track to switching lead (crossover). Electrically operated-dual control.

North Cades: Switch south end two tracks. Electrically operated-dual control.

Bynum: Switch north end two tracks. Electrically operated-dual control.

Kingstree: Switch south end two tracks. Electrically operated-dual control.

North Lane: Switch north end two tracks. Electrically operated-dual control.

Lane: Double crossovers between east and west tracks. Electrically operated-dual control.

South Lane: South switch to pass track. Electrically operated-dual control.

Santee Bluff: Switch south end two tracks. Electrically operated-dual control.

Etta: Switch north end two tracks. Electrically operated-dual control.

South St. Stephen: Switch south end two tracks. Electrically operated-dual control.

Santee Canal: Switch north end two tracks and switch from west track to switching lead. Electrically operated-dual control.

South Moncks Corner: Switch south end two tracks. Electrically operated-dual control.

Strawberry: Switch north end two tracks. Electrically operated-dual control.

Mt. Holly: Switch south end two tracks. Electrically operated-dual control.

Hanahan: Switch north end two tracks. Electrically operated-dual control.

Mead's: Double crossovers between east and west tracks. Air operated-dual control.

Charleston: North Charleston Terminal Company lead switch and north leg of wye switch. Air operated-dual control.

SY: Double crossovers between east and west tracks, Charleston Yard lead switch, north end of pass track switches and Ashley River Extension switch. Air operated-dual control.

BN: South end of pass track switches. Air operated-dual control.

South Drayton Hall: Switch south end two tracks. Electrically operated-dual control.

Berry Hill: Switch north end two tracks. Electrically operated-dual control.

South Ravenel: Switch south end two tracks. Electrically operated-dual control.

Parkers Ferry: Switch north end two tracks. Electrically operated-dual control.

South Jacksonboro: Switch south end two tracks. Electrically operated-dual control.

North Green Pond: Switch north end two tracks. Electrically operated-dual control.

South Green Pond: Switch south end two tracks. Electrically operated-dual control.

Salkehatchie: Switch north end two tracks. Electrically operated-dual control.

Yemassee: Crossover between west and east tracks and crossover between east track and pass track; electrically operated-dual control.

So. Yemassee: Switch south end pass track and switch south end yard lead; electrically operated-dual control.

Kress: Switch south end two tracks. Electrically operated-dual control.

North Talco: Switch north end two tracks. Electrically operated-dual control.

South Ridgeland: Switch south end two tracks. Electrically operated-dual control.

North Hardeeville: Switch north end two tracks. Electrically operated-dual control.

Hardeeville: Switch from west track to Southern Rwy.; double crossovers between east and west tracks. Electrically operated-dual control.

Sand Island: Switch south end two tracks. Electrically operated-dual control.

Chatham: Switch north end two tracks. Electrically operated-dual control.

Galatia: Double crossovers between east and west tracks. Electrically operated-dual control.

Central Junction: Switch to Union Bag lead track. Controlled by operator at Central Junction. Electrically operated-emergency crank provided.

Savannah Joint Passenger Station: North End — Crossover from east main track to station lead and switch from station lead to station track Number 1. South End — Switch from station lead to station track Number 1, crossover from east main track to station lead, crossover between east and west main tracks and switch from west main track to S.A.L. connection. Electrically operated-dual control.

## SPECIAL INSTRUCTIONS (continued)

### HOT BOX DETECTORS

Location	Track	Provide Detection	Indication to Stop
MP 303.4	Single	Both directions	Radio instructions and/or Home Signal at Stop.
MP 348.0	Single	Both directions	Rotating Lunar light, Radio instructions and/or Home Signals at Stop.
MP 379.0	Single	Both directions	Radio instructions and/or Home Signals at Stop.
MP 412.7	Single	Both directions	Radio instructions and/or Home Signal at Stop.
MP 451.0	Single	Both directions	Radio instructions and/or Home Signal at Stop.
MP 480.3	Single	Both directions	Radio instructions and/or Home Signals at Stop.
MPK443.6	Single	Both directions	Radio instructions.

Immediate notice must be extended to train crews when hot box recorders indicate existence of hot boxes. Train crews, upon receiving such notice, or information from other sources (including display of light indicator signal), that there is a hot box in train, must stop train promptly and examine journal, taking such action thereafter as indicated by its condition. These instructions do not dispense with full observance of Rule 111-A.

### DRAGGING EQUIPMENT DETECTORS

Location	Track(s)	Lighted "D" Located
MP 333.9	Single	Automatic Signal 3359 Southward Northward Home Signal Kingstree for northward trains.
MP 357.3	Single	Automatic Signal 3550 Northward Automatic Signal 3593 Southward
MP 373.0	Single	Automatic Signal 3700 Northward Automatic Signal 3751E, East Track and Automatic Signal 3751, West Track, Southward
MP 399.3	Single	Automatic Signal 3968 Northward Automatic Signal 4013 Southward
MP 473.8	Two	Automatic Signals 4718 and 4718-W for Northward trains, Automatic Signals 4759 and 4759-E for Southward trains.
MP 484.9	Two	Automatic Signals 4830 and 4830A for Northward trains, Home Signals Galatia for Southward trains.

When lighted "D" is displayed, train must be stopped promptly and inspected. Indication of home and/or automatic signals must be observed regardless of display of lighted "D".

### SPRING SWITCHES

Where spring switch is protected for facing-point movements by indicator signal, trains and engines will approach such signal prepared to be governed by its indication. Where such signal displays "stop," or, in the absence of light where there is no day indication, the switch must be examined and points must fit properly before movement is made.

Where spring switch is protected for facing-point movements by automatic signal and aspect shown in Rule 291-A is displayed, train or engine must stop and after it is determined switch points fit properly, proceed at restricted speed to next governing signal. Where spring switch is protected for facing-point movements by home signal and aspect shown in Rule 292 is displayed and movement is stopped, it must be determined that switch points fit properly. After complying with other applicable rules, movement may proceed at restricted speed to next governing signal. On two or more tracks, trains and engines running against current of traffic must stop and it must be determined that spring switch points fit properly before passing over them, except where switch indicator signal is in service.

After trailing entirely through a spring switch, a train or engine must pass beyond the signal governing movement over the switch before

reverse movement may be made, and the movement must not be made until signal indicates "proceed." If the signal does not indicate "proceed" within one minute, the movement must then be made in accordance with instructions above. (See Rules 113 and 513-B).

Spring switches equipped with indicator signal protecting movement against current of traffic, (see exception Central Jct.), and "leave siding" signal governing movement from sidings, are located as follows:

Central Junction—North end Southern Railway yard lead. Protected facing-point by southward home signal on east track, Galatia. Equipped with electric lock. "Leave siding" signal controlled by Control Station Florence.

Spring switches protected by indicator signal for facing-point movement without "leave siding" signal, are located as follows:

Florence—North end passenger yard.

Revell—South end pass track.

Sumter—North end pass track.

Spring switches identified by letter "S" on target are located as follows:

Green Pond—Junction of Walterboro Branch at wye.

North Tower—Switch end of two tracks, old main line to Liberty Street.

Wadesboro—North end wye track.

Irby—East end two tracks.

Laurens—West end two tracks just east of Greenville Branch junction switch.

### AUTOMATIC TRAIN STOP

If Automatic Train Stop fails and/or is cut out enroute, train may proceed according to signal indication, at speed not to exceed 40 miles an hour, to the next available point of communication, where report must be made to the superintendent and master mechanic. From that point train must not proceed until authorized to do so by the dispatcher.

The duty of the dispatcher in such cases will be to establish an absolute block in advance of the train on which the device is inoperative. When this has been done, dispatcher will notify crew the points between which the absolute block has been established and train may proceed according to signal indication, at speed not to exceed 79 miles an hour. When unable to establish absolute block, dispatcher will so inform crew and train may proceed according to signal indication, at speed not to exceed 40 miles an hour.

In C.T.C. territory, an absolute block may be established as follows:

1. Dispatcher must not clear signal permitting the train on which device has failed to enter a block until all preceding movements are clear of the next controlled signal ahead.
2. Dispatcher must place reminder blocks or plugs on C.T.C. panel on all signals affected.
3. Any signal within the limits of the absolute block which displays a Restricted Proceed indication, Rule 291-A, must be regarded as a "stop" signal and must not be passed except as provided in Rule 509.

Automatic Train Stop System is in effect between Florence and Central Junction.

### JOINT TRACKS

S.A.L. and Southern Railway trains and engines will be governed by A.C.L. time-tables, rules and special instructions at all points where A.C.L. tracks are used.

Trains and engines using S.A.L. tracks between Hartsville and Robinson will be governed by S.A.L. time-tables, rules and special instructions.

S.A.L. trains and engines will be governed by A.C.L. time-tables, rules and special instructions, while using main tracks between Central Junction and MP 492.5, and while using tracks of Savannah Joint Passenger Station.

Sou. Rwy. and CRR trains and engines will be governed by A.C.L. time-tables, rules and special instructions while using A.C.L. tracks at Spartanburg.

A.C.L. trains and engines will be governed by Sou. Rwy. and CRR time-tables, rules and special instructions while using tracks of those railroads at Spartanburg.



## SPECIAL INSTRUCTIONS (continued)

Sou. Rwy. trains and engines will be governed by A. C. L. time-tables, rules and special instructions while using A. C. L. tracks at Greenwood, and must obtain permission from A. C. L. dispatcher before occupying main track.

A. C. L. trains and engines will be governed by Sou. Rwy. time-tables, rules and special instructions while using Sou. Rwy. tracks at Greenwood, and must obtain permission from Southern Railway dispatcher before occupying main track.

C. N. & L. trains and engines will be governed by A. C. L. time-tables, rules and special instructions while using A. C. L. tracks at Laurens, and must obtain permission from A. C. L. dispatcher before occupying main track.

A. C. L. trains and engines will be governed by C. N. & L. time-tables, rules and special instructions while using C. N. & L. tracks at Laurens.

Sou. Rwy. trains and engines will be governed by A. C. L. time-tables, rules and special instructions while using A. C. L. tracks at Allendale.

A. C. L. trains and engines will be governed by Sou. Rwy. time-tables, rules and special instructions while using Sou. Rwy. tracks at Allendale.

S. A. L. trains and engines will be governed by A. C. L. time-tables, rules and special instructions while using A. C. L. tracks at Fairfax, and must obtain permission from A. C. L. dispatcher before occupying main track.

A. C. L. trains and engines will be governed by S. A. L. time-tables, rules and special instructions while using S. A. L. tracks at Fairfax, and must obtain permission from S. A. L. dispatcher before occupying main track.

Track between Donora and Dunbarton will be used jointly by A.C.L. and E. I. duPont deNemours and Company. All trains and engines must move at yard speed, and must not exceed speed of 10 miles an hour for entire length of lead track to Classification Yard. Cars must be pulled (not pushed) in each direction. The old main line to Classification Yard must not be used for meeting or passing trains and engines.

Wadesboro Yard (which includes all territory within yard limits) will be used jointly by A.C.L. and W.S.S.B. W.S.S.B. trains and engines will be governed by A.C.L. rules and special instructions while on joint tracks. Speed through switches must not exceed 10 miles an hour, and approaching S.A.L. interchange tracks, 6 miles an hour.

### AUGUSTA & SUMMERVILLE RAILROAD COMPANY

All trains will be governed by the rules of the Augusta & Summerville R. R. while on the tracks of that Company, and will pass through the Georgia Railroad Yard under full control, expecting to find switches set against them or tracks occupied by other trains. The applicable Augusta and Summerville R. R. rules are:

1. Principal tracks of this Company are as follows:
  - (a) Reynolds Street, via Sixth Street to Central Junction crossing located near Gwinnett Street.
  - (b) Sixth Street, from junction near Calhoun Street to junction with Georgia Railroad track at Seventh Street.
  - (c) Twiggs Street, via Fenwick Street, to Eleventh Street.
  - (d) Sixth Street near Twiggs Street, to junction with Georgia Railroad track near Seventh Street.
2. Crews of all trains of all classes, yard engine movements, and light engines may move over these or other tracks of this Company as required without special permission; but must operate at yard speed which is defined as "a speed that will permit stopping within one-half the range of vision." In case of accident, the responsibility will rest with the approaching train or engine. Maximum speed, 20 miles an hour.
3. Crews of all trains and engines must move prepared to stop short of any switch not properly lined.
4. Crews of all trains, yard engine movements and light engines must familiarize themselves with schedules of passenger trains of all lines to and from Augusta Union Station, and avoid delaying any such train as far as practicable.
5. In the event any two or more train or engine movements conflict at any point on these tracks, the train or engine that can clear with the least delay must take steps promptly to do so.
6. The General Notice, General Rules and all operating and special rules and special instructions of each tenant line will govern where applicable and not in conflict with the rules and instructions of Augusta and Summerville Railroad Company. Attention is directed to standard Rule "F." Reports required thereby or otherwise should be made promptly to Georgia Railroad trainmaster, Augusta. This office is authorized to issue special instructions.

### CAUTION

Where this time-table provides that certain regular trains will not protect against following extra trains, such extra trains must not enter designated limits except at yard speed.

Speed of engines must be reduced sufficiently to avoid hard couplings.

Engines must not be stopped over lighted fuses or any other open flame lights or fires.

When train or engine is delayed, speed materially reduced, or switching is performed after entering approach circuits to highway or street crossings, or when moving on sidings with short track circuits over highway or street crossings, it must proceed to such crossing prepared to stop, unless it is known that the crossing signal devices are displaying "stop" indication sufficiently in advance to afford proper warning to traffic.

When accidents result in personal injury or property damage at crossings protected by flashing light or any automatic signals, crew must observe whether the signals are functioning.

Certain switch appliances are equipped with electric locks and automatic timing devices. When authorized to unlock one of these devices, remove the switch padlock and observe indicator on lock. If "unlocked" appears on indicator, the switch may be used at once. If "locked" appears, it indicates that safety timing device is operating which will require several minutes before indicating "unlocked." The hand-operated levers may then be operated as instructed above. In case of failure of electric lock, notify Control Station. Except within C.T.C. or interlocking limits, electric locks do not afford signal protection for trains moving against the current of traffic.

Certain electrically-locked switches are provided with a short releasing track circuit to provide immediate release of locks. Where used, engine or car must be within 25 to 100 feet of switch points on main track, to effect release.

Rail detector cars or similar self-propelled light weight equipment cannot be depended upon to actuate signals. Such cars must not pass over highway crossings protected by automatic flashing light signals until manual protection is provided, unless it is known that automatic protection is functioning as crossing is being entered. At railroad crossings where automatic interlocking is in use, such cars must come to a stop and must not proceed over the crossings until all instructions covering emergency use of such crossings, as prescribed by Rule 672, have been complied with. In addition, fuses must be placed on both sides of the crossing on the conflicting line. These cars must not be operated testing over hot box detector field installations. Testing should be stopped at least 10 feet from the scanner.

Capacity of sidings (pass tracks) is based on average overall length of 45 feet per car, plus 4 diesel units and caboose.

All trains and engines have equal authority and must operate at yard speed north of "FC" interlocking limits, Florence Passenger Station, and between Coit Street and first signal north of Church Street, Florence. Member of crew will call operator "FC" to determine when train may leave yard.

PR&A trains must obtain permission from dispatcher before occupying Charleston-Savannah main tracks at Yemassee or M&A main track at Robbins.

C&S trains using PR&A tracks at Yemassee and M&A trains using PR&A tracks at Robbins must obtain permission from dispatcher before occupying main track.

Lane: Trains enroute to or from Sumter Branch will not exceed speed of 20 miles an hour passing station.

Charleston: Trains will not exceed speed of 30 miles an hour when passing passenger station. Crews will maintain proper lookout for passengers and mail trucks on or near tracks, and sound proper bell and whistle signals.

Hardeeville: Hand-throw switch with pipe-connected derail on Southern Rwy. extension track is not in interlocking limits, but must be in normal position for interlocking signals to display any proceed indication to or from Southern Railway main track.

Savannah: To use Derst's Bakery track, MP 494.1, obtain permission from operator at North Tower, stop just clear of switch points, remove lock and wait two minutes, after which switch may be operated by hand. Emergency release instructions are posted in telephone booth. To move from this track, if switch is set for main track, stop clear of derail, call operator for authority and then operate switch as outlined above.

Sumter: All trains and engines have equal authority and must operate at yard speed between Sumter Street and Magnolia Street. Mechanical device for delivering train orders at passenger station will

## SPECIAL INSTRUCTIONS (continued)

not clear man on side of car when in operating position. Normal position of switch leading from Sumter Branch to freight yard near Fulton Street, will be to freight yard. Sumter Branch trains must stop clear of Florence—Augusta main track and must not change switch unless that track is clear and no train approaching.

Normal position of junction switch at Robbins is set for M&A main track. Operator, when on duty, will handle this switch for PR&A trains. M&A southward trains must not foul PR&A main track without permission from operator, when on duty, or from dispatcher when operator not on duty. M&A northward trains must not pass over this switch without a proceed signal from operator, when on duty, and in the absence of such signal must stop clear of north end of pass track.

Simultaneous operation of opposing trains between Darlington and Floyd is prohibited. Dispatchers will arrange to so protect.

Simultaneous operation of opposing trains between Florence and Palmetto is prohibited. Dispatchers will arrange to so protect. Engines using C. & D. main track within yard limits at Florence must obtain train orders to do so.

Darlington: Normal position of stem of wye switch is set for south leg wye.

All trains and engines have equal authority and will operate at yard speed on St. Andrews Branch, Meggetts Branch, Sims Extension, between Stokes and Canadys, between Holly Hill and Giant, and between Darlington and Mont Clare, being governed by Rule 93.

All southward or westward trains will reduce speed to 30 miles an hour over No. 20 main track switch located approximately 750 feet north of Mile Post K459 (East Boundary).

All trains will operate at yard speed between Central of Georgia Railroad crossing and main track switch to ladder track at south or west end of Port Royal yard, Augusta, expecting to find main track occupied.

All first class trains have equal authority between East Boundary and Central of Georgia Railroad crossing, Augusta.

No. 192 will operate at yard speed between east pass track switch, McCormick, and east ladder track switch, McCormick Yard. No. 522 may use main track between those points without clearing or protecting against No. 192, but must give way promptly to avoid delay.

All westward trains must stop at clear post, west end two tracks, Laurens, and see that the track is clear before proceeding.

Trains or engines moving between Laurens and Irby without train orders or schedule will, when possible, procure line-up from operator at Irby and be governed accordingly; and in the absence of such line-up, will protect by flag between Laurens and west end two tracks, being prepared to stop promptly should the necessity arise.

### RAILROAD CROSSINGS

Trains and engines must stop not less than 50 feet from unprotected railroad crossings. If the way is clear, they may then proceed.

**Automatic Interlocking:** Automatic interlockings protecting railroad crossings at following points are provided with "time-out" devices, designed to release the crossing for use by trains on conflicting route if crossing is not used promptly after route is established, and, where shown, are provided with indicator lights which show whether signals on conflicting route are displaying "stop" indication:

LOCATION	TIME-OUT DEVICES	INDICATOR LIGHTS
Augusta (11th St.)	(GaRR) Westward only	Yes
Charleston (Town Creek)	(SAL) Yes	No
Cheraw	(SAL) Yes	No
Foxville	(SOU) Southward only	Yes

If train or engine approaching such crossings is delayed in the block, or if speed is less than 10 miles an hour, it must approach home signal at crossing at restricted speed. If home signal has changed its indication from "proceed" to "stop" during the delayed approach, movement of train or engine onto the short releasing track circuit (designated by signs) should clear home signal, provided there is no conflicting movement. If signal does not clear promptly, be governed by Rule 672.

Automatic interlockings at following points are not provided with "time-out" devices or indicator lights. Rule 672 governs:

Coosaw	(SAL)
Denmark	(SOU)
Meggetts	(SAL)
Spartanburg	(PN)

Engines and cars should be left clear of designated points to avoid delay to trains on conflicting route, and must not be left within home signal limits.

Northward trains switching cotton mill track or C&L spur, Cheraw, must leave train south of relay case, located 1200 feet north of north wye switch.

Southward trains switching between southward distant signal and southward home signal at Southern Railway crossing, Denmark, must throw immediately either switch between these signals, or use switch key in nearest box. Southward trains switching between northward home signal and station, if entire train cannot clear this signal, must cut off north of switch to Southern connection track, and use switch key in box at that point. Before return movement is made, northward starting point for highway crossing signals must be cleared. Northward trains switching between southward home signal at SAL crossing and northward home signal at Southern crossing must throw switch at north end of house track, or north end of old pass track, or use switch key in box near these switches.

Interlocking Rules govern within home signal limits. All movements over crossings must, in so far as possible, be made on signal indication.

**Remotely Controlled Interlockings:**—Interlocking protecting S.A.L. crossing at Fairfax is remotely controlled. If home signal indicates "stop" and cause is not apparent, member of crew will inform Control Station of desired movement by operating key-operated controller. If signal does not indicate "proceed" within one minute, a member of crew will communicate with dispatcher and be governed by instructions. If communication with dispatcher cannot be established, the provisions of Rule 672 will apply.

Interlocking protecting S.A.L. Crossing at Alabama Junction is remotely controlled. If home signal indicates "stop" and cause is not apparent, member of crew will communicate with Control Station and be governed by instructions. If communication with Control Station cannot be established, the provisions of Rule 672 will apply.

**Crossings Protected by Approach-Locked Derails and Signals:**—Where signals are set normally clear for A.C.L. movements, and a train or engine is stopped by a "stop" signal, and there is no evidence of a conflicting movement being made, member of crew must call dispatcher.

Where signals are set normally against A.C.L. trains and engines, stop clear of derails, open instrument case and push button. If indicator shows no train or engine is approaching on conflicting route, the ground lever may be unlocked and derails removed to permit movement over crossing. If indicator does not function, and no conflicting movement is evident, operate time release by turning knob to right as far as possible and release. When the time interval has expired, the indicator should appear for 20 seconds, and the device must be operated during that interval. If this is not done, the release must be operated again. If the indicator shows a conflicting movement is being made, the device cannot be operated until the crossing is cleared. After the crossing movement has been completed and train, or engine and cars, has cleared derails, restore lever to normal position, insert and lock switch lock.

Southern Railway crossing at Mead's is protected by approach-locked derails, signals normally clear for ACL movements.

SAL RR crossings at Charleston (NCT Company) at Filbin Creek and Oakdene pass track, at Charleston (Navy Yard spur, Royster leads, Etiwan lead and North State lead), and at Dupont are protected by approach-locked derails, normally set against ACL movements. ACL crews must operate these derails, and they must be restored to normal position after crossing has been cleared.

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

Crossings at points listed below are protected by cabin-door interlockings:

LOCATION	CROSSING LINE	SIGNALS NORMALLY SET CLEAR FOR
Darlington (C&D)	SAL	ACL
Florence	SAL	ACL

**Crossings Protected by Gates Operated by Crews:**—Where gates are set normally clear for movement, trains and engines must approach crossing expecting to find gates displaying "stop" indication, prepared to stop short of crossing, and may proceed if crossing is seen to be clear and gates are set against conflicting route. Maximum speed at such crossings, 20 miles an hour unless otherwise specified.

## SPECIAL INSTRUCTIONS (continued)

Unless otherwise specified, speed restrictions at railroad crossings apply only until engine covers crossing.

Crossing at point listed below is protected by hand operated gates:

LOCATION	CROSSING LINE	GATES NORMALLY SET CLEAR FOR
Augusta (West of 11 St.)	GA RR	ACL
Laurens	CN&L	ACL

### JUNCTIONS

LOCATION	LINED FOR
Stokes.....	Green Pond—Ehrhardt line
Sumter.....	Augusta—Florence line
Creston.....	Augusta—Florence line
Donora.....	Augusta—Florence line
Robbins.....	Augusta—Florence line
Andrews.....	Columbia—Sumter line
Floyd.....	Florence—Wadesboro line
Darlington.....	Florence—Wadesboro line
McCormick.....	Augusta—Spartanburg line
Laurens.....	Augusta—Spartanburg line

### DRAWBRIDGES

Following drawbridges are straight-railed, bolted up, and will be opened only on advance notice. When necessary to open, the superintendent, chief dispatcher and roadmaster will be notified. The chief dispatcher will notify all trains concerned by train order. The roadmaster will have the drawbridge opened under flag protection and closed immediately after use, straight-railed and bolted up, notifying the superintendent and chief dispatcher when closure is completed. Speed restriction applies over drawspan unless otherwise indicated.

	Maximum Speed Miles an Hour
Santee River (MP 345.3 to 347.9) .....	30
Rantowles Creek (MP 400.1) .....	Time Table Speed
Ashpepo River (MP 425.1) .....	Time Table Speed
Santee River (MP K-352.5 to K-354.6) .....	20
Wateree River (MP KA-348.5) .....	Time Table Speed

The following drawbridges may be opened at any time. Where the drawbridge is protected with interlocking signals, the speed restriction applies between home signals unless otherwise indicated. Where there are no interlocking signals, the speed restriction applies over the drawspan.

<i>Protected with Interlocking Signals</i>	Maximum Speed Miles an Hour
Santee Canal (MP 361.7) .....	50
Ashley River (MP 393.7) .....	50
Savannah River (MP 478.2 to 480.5) .....	30
Savannah River (MP K-456.3) .....	20

#### *Not Protected with Interlocking Signals*

Trains and engines must stop within 300 feet of drawspan at these bridges. If the way is clear, they may then proceed.

	Maximum Speed Miles an Hour
Whale Branch (MP MJ-454.8) .....	6

<i>Interlockings:</i>	Maximum Speed Miles an Hour
Alabama Junction .....	50
Central Junction (over C. of Ga. Rwy) .....	50
Charleston (through crossover) .....	15
Darlington—C. & D. .....	20
Denmark—(Automatic)—Sou. Ry .....	20
Denmark—S.A.L. R.R. .....	20
Florence—C. & D. (S.A.L. R.R.) .....	20
Florence "FC" .....	15
Hardeeville (to and from Southern Ry.) .....	20
Meggetts—(Automatic) S.A.L. R.R. .....	20
North Tower .....	30
Cheraw (Automatic) S.A.L. R.R. .....	20
SY (west track between Charleston and SY) .....	30
SY (east track between Charleston and SY) .....	20
SY (to and from Ashley Junction) .....	15
Town Creek (Automatic)—S.A.L. R.R. .....	20
Yemassee—Port Royal and Robbins Branch movements .....	20

PR&A trains must approach home signals at Yemassee Interlocking prepared to stop.

### SPEED LIMITS AND OPERATING RESTRICTIONS

Following engines must not be operated in excess of speeds shown:

	Miles an Hour
850-893, inclusive .....	83
900, 1000, 2000 and 3000 Series .....	70
100, 200, 300, 400 Series, 1103, CN&L 100-104, WSS 1503-1504 .....	65

Engine 550 and engines in 1000, 2000 and 3000 series must not exceed speed indicated below through turnouts and crossovers:

	Miles an Hour
Where signal indication authorizes limited or medium speed .....	30
Where signal indication authorizes restricted or slow speed .....	20
Hand-operated or spring main track switches .....	15
All other switches .....	7

Switch engines numbered 10 to 59 and 600 to 720, inclusive, 60 miles an hour when used in service or in tow. Switch engines in tow must be handled near head end of train.

Passenger trains handling piggyback cars, loaded or empty, with or without caboose, will not exceed speed of 70 miles an hour, and will observe authorized passenger train speed where such speed is below 70 miles an hour. When handling other unrestricted freight equipment, will not exceed speed of 65 miles an hour, and will observe authorized passenger train speed where such speed is below 65 miles an hour.

Train handling air dump cars, 45 miles an hour. When loaded these cars must be handled in local freight or work trains, if practicable.

Trains handling Jordan ditcher, 40 miles an hour. These machines must be handled near head end of train.

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

Trains handling pile driving machines, 20 miles an hour. These machines must be handled near head end of train.

On two or more tracks, where automatic block signals govern only the movement of trains running with the current of traffic, passenger trains running against the current of traffic must not exceed speed of 59 miles an hour and freight trains running against the current of traffic must not exceed speed of 49 miles an hour. All trains running against the current of traffic must approach interlockings at restricted speed, being governed by signal aspects displayed.

When one of two or more tracks, provided with automatic block signals for operation with the current of traffic, is operated as single track, passenger trains must not exceed speed of 59 miles an hour and freight trains must not exceed speed of 49 miles an hour. All trains running against the normal current of traffic must approach interlockings at restricted speed, being governed by signal aspects displayed.

Trains or engines entering or leaving main track switches, 20 miles an hour, unless otherwise provided.

Speed of trains trailing through spring switches, 30 miles an hour, unless otherwise provided.

Line	Nominal Line Capacity (Lbs.)	Speed limit (MPH) unless further restricted by engine or by equipment in consist.					Restrict speed (MPH) as shown below for certain equipment												
		1-2 87-88 91-92	Other Passenger Trains	Piggyback Trains **	Unrestricted Freight Trains	Restricted Freight Trains	For cars weighing				For engines in series				For wreckers Nos.				For Locomotive Cranes
							220,000 to 240,000 Lbs.	240,000 to 251,000 Lbs.	251,001 to 263,000 Lbs.	263,001 to 270,000 Lbs.	100 to 200	500-549 750-766	800 900	550 1000 2000 3000	65358 65369 65370 ***	65255 65301 65302 W of A 5 Ga 1901 ***	65229 65248 65388 65417 A&WP2	65454 Ga 1 Ga 1900	
<b>MAIN LINES</b>																			
Florence to Central Junction	270,000	80	80	70	60	50											25		
Bridge MP 345.3 to 347.9 (SR)		40	40	40	30	30											25		
Bridge MP 351.7 (P)		50	50	50	50	50											25		
Bridge MP 393.7 (P)		50	50	50	50	50											25		
Bridge MP 400.1 (SR)		90	90	70	60	50											25		
Bridge MP 425.1 (SR)		90	90	70	60	50											25		
Bridge MP 478.2 to 480.5 (P)		30	30	30	30	30											25		
Central Junction to Savannah	270,000	79	79	70	60	50			Note B	Note B			Note B	20	20	25	25		
Savannah to DA	270,000	Note A	Note A	70	60	50								40	40	40	25		
Florence to Sumter	270,000		59		49	49								35	35	40	25		
Sumter to Creston	270,000		59		49	49								35	35	40	25		
Bridge MP K-352.5 to K-354.6 (SR)			20		20	20	10	10	BARRED	BARRED		Note C	BARRED	BARRED	6	10	10		
Creston to Augusta	270,000		59		49	49	10	10	BARRED	BARRED				35	35	40	25		
Bridge MP K-456.3 (P)			20		20	20								15	10		25		
Augusta to Spartanburg	220,000		49		49	49								35	35	35	25		
Bridge MP K-460.5			49		49	49	25	20	15	*10				15	10	15	25		
Bridge MP K-462.0			49		49	49	25	20	15	*10				35	10	15	25		
Bridge MP K-537.0			49		49	49	25	20	15	*10				30	10	15	25		
Bridge MP K-552.7			49		49	49	25	20	15	*10				30	10	15	25		
Bridge MP K-561.2			49		49	49	20	15	10	*10				30	10	15	25		
Bridge MP K-564.5			49		49	49	25	20	15	*10				30	10	15	25		
<b>BRANCH LINES:</b>																			
Florence to Wadesboro	270,000		35		30	30								25	25		25		
Floyd to Hartsville	270,000		30		30	30								25	25		25		
Darlington to Mont Clare	270,000		25		25	25								20	20		25		
Sumter to Lane	270,000		35		35	35								25	25	30	25		
Cooper River Branch	270,000													BARRED			15		
Ashley River Branch	270,000													BARRED			15		
Johns Island to Croghan	220,000				20	20	15	10	7	7	15			BARRED	7	BARRED	10		
Ravenel to Magwood	251,000				20	20			15	10				BARRED			15		
Green Pond to Ehrhardt	270,000		30		30	30								25	25		25		
Stokes to Canady	270,000		30		30	30								25	25		25		
Sumter to Columbia	270,000		59		49	49								35	35	40	25		
Bridge MP KA-348.5 (SR)			59		49	49								35	35	40	25		
Creston to MP KE-374.42	220,000		30		20	20	15	10	7	7	15			BARRED	7	BARRED	10		
MP KE-374.42 to Giant			30		30	30			25	20	25			BARRED	18	BARRED	20		
MP KE-393.04 to 393.43			30		20	20	15	10	7	7	15			BARRED	7	BARRED	10		
Yemassee to Allendale	240,000		40		40	40								20	20	25	25		
Allendale to Robbins	270,000		49		49	49			35	30	25	30		20	20	25	25		
Yemassee to Port Royal	220,000		35		35	35								20	20	25	25		
Bridge MP MJ-454.8 (NP)			6		6	6	BARRED	BARRED	BARRED	BARRED	30	30		BARRED	BARRED	BARRED	25		
McCormick to Iva	263,000		30		30	30								20	20	25	25		
Iva to Anderson	263,000		30		30	30								20	20	25	25		
MP KH-545.99 to KH-555.23			20		20	20								10	7	15	25		
Laurens to Greenville	263,000		35		35	35								20	20	25	25		
"Swamp Rabbit" - Greenville														BARRED	BARRED	10	10		
Sims to Fort Jackson														10	10	10	10		
North Charleston Terminal Co. Lead to end ACL ownership														15	15	15	15		

NOTE A: Speed Limit all Southward Passenger Trains on West Track 79 MPH; all Northward Passenger Trains on East Track 70 MPH.  
 NOTE B: Speed Limit 25 MPH through truss spans.  
 NOTE C: Speed Limit 10 MPH through truss spans.

- \* Any car having this gross weight shall be preceded and followed by one car having gross weight no greater than 180,000 lbs. each.
- \*\* Piggyback Trains handling other than piggyback equipment will operate at freight train speed.
- \*\*\* These wreckers shall be separated from the engine by at least one car. Any car preceding or following these wreckers shall not weigh more than 180,000 lbs. gross.
- † Speed may be increased to 30 MPH after rear of train has cleared steel spans, except that speed of locomotive cranes Nos. 65332, 65414, 65445, 65448 and 65455 must be limited to 25 MPH.

Wreckers and Locomotive Cranes must be handled near head end of train.  
 ACL 500,000 "Whopper Hopper" will be handled under same restrictions as apply to cars weighing 251,001 to 263,000 lbs.

4-Wheel truck freight cars having wheels less than 36 inches in diameter and weighing more than 241,500 lbs. are restricted to 40 MPH.

Bridges:  
 Speed limit across any bridge applies to the entire train. Where speed of train is further reduced because of engine or equipment in consist, the reduction applies until that engine or equipment has cleared the bridge.

- (P) Drawbridge Protected with Interlocking Signals.
- (NP) Drawbridge Not Protected with Interlocking Signals.
- (SR) Drawbridge Straight-Railed and Bolted Up.

## SPECIAL INSTRUCTIONS (continued)

### Local speed restrictions and municipal ordinances:

Allendale: 6 miles an hour between the western boundary of Memorial Ave., and east end of cotton platform, and 20 miles an hour elsewhere.

Anderson: Movements over street crossings not protected by automatic signals must be flagged.

Augusta: 10 miles an hour over street crossings not protected by automatic crossing signals, and movements over these crossings must be flagged. 20 miles an hour over street crossings protected by automatic crossing signals. EXCEPTION: Westward trains 12 miles an hour over Marbury (Twelfth) Street.

Brunson: 30 miles an hour from second road crossing east through second crossing west of old depot site.

Charleston: GP-7 engines, 30 miles an hour over Ashley River Extension and North Charleston Terminal Company lead. Movements over Columbus Street crossing must be flagged. 20 miles an hour over Dorchester Road Crossing. Movements over Meeting Street at Magnolia must be flagged.

Cheraw: Switching moves over Front Street crossing, between freight station and Wannamaker Oil Company, must be flagged.

Columbia: 10 miles an hour over street crossings within City limits. Movements over Gervais Street where not protected by flashing lights must be flagged at least 10 feet and not more than 20 feet ahead. Movements over street crossings in industrial area in vicinity of the stadium must be flagged. Movements over Whaley Street crossing must be flagged.

Darlington: Movements over Main Street must be flagged.

Elloree: 25 miles an hour.

Fairfax: 20 miles an hour.

Florence: Movements over Dargan and Irby Streets must be at slow speed. Yard engines must flag over these crossings. See "Caution."

Fountain Inn: 10 miles an hour over Fairview Street crossing, and 20 miles an hour elsewhere. Unlawful to block any street crossing more than five minutes.

Garden City: Trains, engines or cars must not obstruct any street, highway, or lane more than 10 minutes.

Greenville: 4 miles an hour over East Washington Street.

Greenwood: 10 miles an hour from the S.A.L. underpass to Court House Street and 15 miles an hour over other street crossings. Movements over street crossings between Grace Street and Edgefield Avenue, both inclusive, must be flagged. Engine bell must be rung or whistle used passing over street crossings.

Hartsville: Movements over Railroad Avenue, Third Street-Coker Avenue, Fourth Street, Fifth Street, Sixth Street, Seventh Street-Marlboro Avenue, Bell Avenue and Home Avenue, must be preceded at least 50 feet by a flagman with red flag by day and red light by night displayed conspicuously in the center of the crossings. Crossings in vicinity of Sonoco Products Company, including walkway at clock house, must be protected by flag. Cars must not be left standing nearer than 30 feet and under no circumstances must movements of cars and engines be stopped nearer than 30 feet on either side of Second Street crossing, near main entrance to this plant. Whistle signal Rule 14 (1) is prohibited within city limits except when necessary to prevent accident.

Kingstree: Street crossings, 50 miles an hour, 8:00 a.m. to 7:00 p.m.

Lake City: Between Thomas and Dansing Streets, 50 miles an hour, 7:00 a.m. to 9:00 p.m.

Laurens: Flag Hampton, Sitgreaves, Chestnut, South Harper, East Main and Fleming street crossings—Westward movements flag Green Street crossing. Ring engine bell approaching and over crossings. Crossings protected by automatic signals need not be flagged.

Lynchburg: 50 miles an hour between State Highway 341 and south end of station.

McCormick: 15 miles an hour. First, second and third street crossings west of depot must be flagged.

Moncks Corner: Nos. 75 and 76, 50 miles an hour daily except Sunday, exchange U. S. Mail.

Orangeburg: 15 miles an hour, between Rowe and Broughton Streets. Rowe Street crossing must be flagged between 7:00 a.m. and 6:00 p.m., until engine covers crossing. Southward trains, other than No. 55, must not foul Broughton Street while standing at passenger station. Switch movements over street and highway crossings must be flagged. See Rule 103.

Pinewood: 40 miles an hour.

Plum Branch: 30 miles an hour within one-quarter mile of old depot site.

St. Stephen: 60 miles an hour, 7:00 a.m. to 10:00 p.m., between first crossing south of station and second crossing north of station.

Savannah: 10 miles an hour between Montgomery Street and East

Broad Street inclusive, when moving with current of traffic; when moving against current of traffic, all street crossings must be flagged. Movements over crossings at Montgomery Street, Bull Street and Victory Drive must be made with caution, and if traffic control lights are not operating, engines moving with current of traffic must stop and flag over these crossings. Movements over crossings at Wheaton Street and President Street on Wharf Lead, and Anderson Street on Liberty Street Lead, must be flagged.

Simpsonville: 10 miles an hour over first road crossing west of depot.

Sims: 15 miles an hour between home signals.

Spartanburg: Crossings not protected by automatic signals must be flagged. Maximum speed, 35 miles an hour.

Sumter: Simultaneous movements on main track and siding over Liberty Street Crossing (U. S. Highway 76), Sumter, are prohibited, except when movement can completely cover crossing before movement on adjacent track has cleared crossing. Switching movements over both lanes, State Highway 76, via Addestone Spur, must be flagged.

Timmonsville: 40 miles an hour. Movements over State Highway 76 must be flagged.

Varnville: 30 miles an hour.

Wadesboro: Movements over street crossings at north and south ends of Freight Station must be flagged. 10 miles an hour through all switches and 6 miles an hour approaching S.A.L. R.R. interchange track.

Woodruff: 20 miles an hour. Flag West Georgia and West Hayne Streets, also North Main Street (industry track). Flag street crossings during switching operations. Unlawful to blow whistle except in emergency or to signal crews. Bell must be rung continuously while in motion. Street crossings must not be blocked more than 5 minutes.

### YARD LIMITS

Yard limits at following points are indicated by signs marked "YARD LIMIT":

Florence, Charleston, Yemassee, Savannah (including Central Junction to DA), Sumter, Creston, Orangeburg-Edystone, Robbins, Sims, Columbia-Andrews, Holly Hill, Darlington, Floyd, Cheraw, Wadesboro-Wadesboro Junction, Hartsville, Port Royal-Beaufort, Fairfax, Allendale, Augusta, McCormick, Maxwell-Greenwood, Irby-Laurens-Doubling, Spartanburg, Anderson and Greenville.

### STANDARD CLOCKS

Augusta (yard office, shop, Union Station), Bennett, Central Junction, Columbia (yard office, CN&L office), Ehrhardt, Florence (crew clerk's office, shop, "FC", dispatcher's office), Savannah, Southover (yard office, shop), Spartanburg, Greenville, Sumter, Yemassee.

### REGISTER STATIONS

Anderson, Augusta (Union Station), Bennett, Central Junction (for Southern Railway trains), Columbia, East Boundary, Ehrhardt, Florence ("FC" office for passenger trains, crew clerk's office and shop for freight trains), Floyd (for No. 546), Green Pond (for No. 584), Greenville, Hartsville, Irby (for Greenville Branch trains), McCormick (for Trains 521 and 522), Nix (for No. 545), Port Royal, Robbins, Savannah (for passenger trains), Southover (for freight trains), Spartanburg, Sumter (for trains originating and terminating), Wadesboro, Yemassee (for Augusta-Port Royal line trains).

No. 536 and No. 548 at Sumter and all trains arriving Columbia, will leave Form 329½ for the operator in care of the yard office.

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

### BULLETIN BOOKS

Bulletin books are located at the following points:

Augusta (shops and Union Station), Bennett, Central Junction, Columbia, Denmark, East Boundary, Ehrhardt, Florence ("FC" office, crew clerk's office and shop), Greenville, Irby, McCormick, Port Royal, Savannah, Southover, Spartanburg, Sumter (yard office), Wadesboro, Yemassee.

### LEAVING TERMINALS

Trains must not leave the following points without Clearance Form A: Yemassee (for PR&A line trains), Robbins (when operator is on duty), Irby.

Northward passenger trains will leave Augusta Union Station without Clearance Form A and will secure Clearance Form A at East Boundary. M&A trains will secure M&A Clearance Form A in addition to PR&A Clearance Form A, at East Boundary.

Trains from Augusta enroute to any point east of Robbins must, before leaving Augusta, secure second Clearance Form A, endorsed "Robbins-Yemassee", from operator at East Boundary.

Trains from Yemassee enroute to any point south of Robbins must, before leaving Yemassee, secure second Clearance Form A, endorsed

## SPECIAL INSTRUCTIONS (continued)

"Robbins-Augusta", from operator at Yemassee.

All trains must obtain Clearance Form A before leaving Sumter.

No. 536 may leave Giant without Clearance Form A.

Nos. 535-549 may leave Hartsville without Clearance Form A.

No. 584 may leave Ehrhardt, Saturdays only, without Clearance Form A.

No. 585 may leave Green Pond without Clearance Form A.

No. 521 may leave McCormick without Clearance Form A.

No. 522 may leave Anderson without Clearance Form A.

No. 524 may leave Greenville without Clearance Form A.

No. 595 may leave Port Royal without Clearance Form A.

Southward Southern Rwy. trains may leave Hardeeville without Clearance Form A.

### SIGNAL STOPS

Nos. 50, 51, 54 and 55 at Beech Island and Kathwood for passengers to or from points north of Robbins.

No. 51 at Cordova daily except Sunday to receive or discharge U. S. Mail or Parcel Post on signal from postmaster or mail clerk.

No. 54 at Cope, Lone Star, Remini and Cordova, daily, and at Jackson daily except Sunday, to receive and discharge U. S. mail and parcel post.

No. 55 at Lone Star, Cordova and Cope daily, to receive and discharge U. S. mail.

No. 75 at Ridgeland daily except Sunday to exchange U. S. Mail.

No. 75 at Lake City, St. Stephen, Moncks Corner to discharge revenue passengers from Richmond and stations north thereof and at Green Pond to receive passengers for Savannah and beyond.

The flag stops for train No. 76 at Moncks Corner, St. Stephen and Lake City and Nos. 75 and 76 at Ridgeland are for revenue passengers only.

No. 76 at Lake City, St. Stephen, Moncks Corner and No. 75 at Lake City and Ridgeland daily except Saturday and Sunday for express.

No. 76 at Hardeeville, Ravenel, Lane and No. 75 at Johns Island and Green Pond when there is express to load or unload.

No. 91 at Yemassee to discharge revenue passengers from Richmond and beyond.

No. 92 at Yemassee to receive revenue passengers for Richmond and beyond.

The flag stops for Nos. 375 and 376 at Ravenel, Jacksonboro, White Hall and Hardeeville, No. 375 at Lane, St. Stephen and Moncks Corner, and No. 376 at Green Pond are for revenue passengers only.

Nos. 375 and 376 at Salters to receive or discharge revenue passengers.

No. 376 at Hardeeville Sundays to receive and discharge U. S. Mail, and Mondays to receive U. S. Mail.

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

### PASSENGER TRAIN CONNECTIONS

Florence: No. 51 wait 2 hours for No. 77. No. 55 wait 1 hour for No. 375. No. 375 wait 30 minutes for No. 55 and 20 minutes for No. 50.

Augusta: No. 50 wait 25 minutes for Georgia R. R. No. 2 when passengers reported. No. 54 wait 3 hours for Georgia R. R. No. 4.

### NOTICE

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

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

may after full hearing in a particular case and for cause shown extend the period within which a common carrier shall comply with the provisions of this proviso as to such case."

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

### ABBREVIATIONS

L.—leave;  
A.—arrive;  
s.—regular stop;  
f.—flag stop to receive or discharge passengers;  
T.—train order office;  
P.—pass track (siding);  
PN.—pass track, north;  
PS.—pass track, south;  
CP.—center pass track;  
X.—railroad crossing;  
Y.—wye track.

### LOCAL SURGEONS

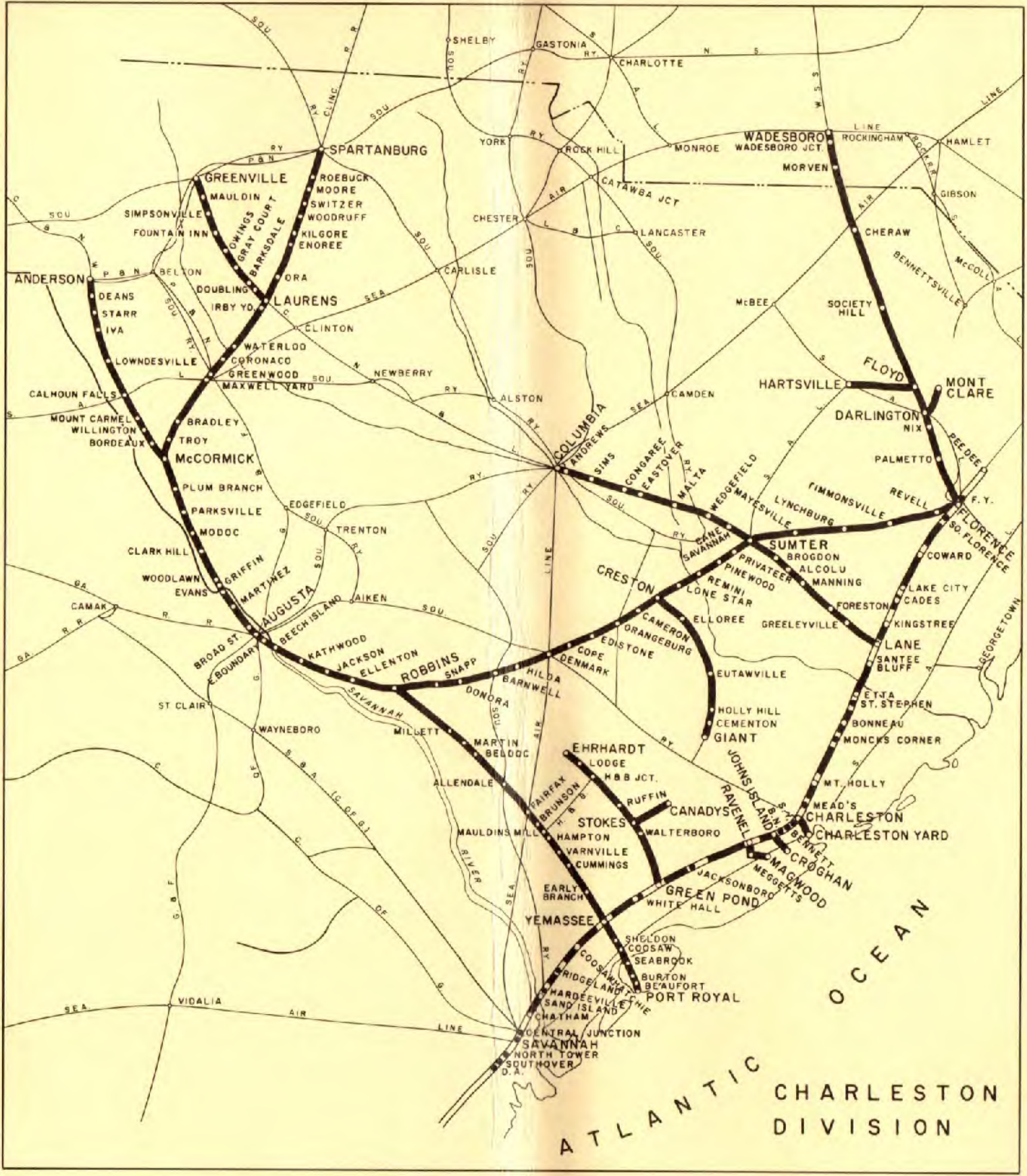
Augusta, Ga.	Dr. T. L. Clary, Jr.
Augusta, Ga.	Dr. C. G. Henry
Augusta, Ga.	Dr. Jack B. Lindley
Augusta, Ga.	Dr. Mason H. Shepherd
Allendale, S. C.	Dr. H. L. Laffite
Anderson, S. C.	Drs. J. R. and C. H. Young
Barnwell, S. C.	Dr. H. W. Gibson
Beaufort, S. C.	Dr. W. A. Black
Charleston, S. C.	Dr. I. Rippon Wilson, Jr.
Charleston Heights, S. C.	Dr. David W. Baxley, Jr.
Cheraw, S. C.	Dr. M. W. Hook
Cheraw, S. C.	Dr. James Thraikill
Columbia, S. C.	Dr. J. S. Dillard
Columbia, S. C.	Dr. C. Tucker Weston
Darlington, S. C.	Dr. M. J. Coleman
Darlington, S. C.	Dr. C. E. Aimar
Denmark, S. C.	Dr. A. Wells Lowman
Eastover, S. C.	Dr. Isaac Hayne
Ehrhardt, S. C.	Dr. John F. McLaughlin
Elloree, S. C.	Dr. Robert E. Burnett
Elloree, S. C.	Dr. Robert E. Holman
Florence, S. C.	Dr. C. H. Kingsbury
Florence, S. C.	Dr. E. M. Allen, Jr.
Florence, S. C.	Dr. James Allen
Florence, S. C.	Dr. T. H. Houck
Florence, S. C.	Dr. M. R. Mobley
Florence, S. C.	Dr. J. H. Stokes
Greenville, S. C.	Dr. J. L. Anderson, Jr.
Greenville, S. C.	Dr. L. H. Taylor, Jr.
Greenwood, S. C.	Dr. J. D. Harrison, Jr.
Hampton, S. C.	Dr. J. A. Hayne
Hardeeville, S. C.	Dr. T. B. Carroll, Jr.
Hartsville, S. C.	Dr. W. L. Byerly
Hartsville, S. C.	Dr. Melvin B. Nickles
Holly Hill, S. C.	Dr. Peter C. Gaillard
Hollywood (Drainage) S. C.	Dr. J. V. Denning
Kingstree, S. C.	Dr. T. S. Hemingway
Lake City, S. C.	Dr. Dexter M. Evans, Jr.
Manning, S. C.	Dr. J. H. King
Orangeburg, S. C.	Dr. Jas. C. Shecut
Orangeburg, S. C.	Dr. W. L. Heaner
Pinewood, S. C.	Dr. S. Perry Davis
Ridgeland, S. C.	Dr. C. P. Ryan, Jr.
Savannah, Ga.	Dr. A. W. Coward
Savannah, Ga.	Dr. Wm. H. Lippitt
Spartanburg, S. C.	Dr. Rembert O. Burgess
Spartanburg, S. C.	Dr. Chas. B. Hanna
Spartanburg, S. C.	Dr. W. D. Hastings, Jr.
Sumter, S. C.	Dr. Ragsdale Hewitt
Sumter, S. C.	Dr. J. M. Rhame
Timmonsville, S. C.	Dr. D. O. Holman
Wadesboro, N. C.	Dr. J. M. Covington, Jr.
Walterboro, S. C.	Dr. Reddick Ackerman, Jr.
Woodruff, S. C.	Dr. B. J. Workman

**TABLE OF SPEEDS**  
(Minutes and seconds per mile, in terms of miles per hour.)

Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour
Min.	Sec.		Min.	Sec.	
..	40	90.0	1	36	37.5
..	41	87.8	1	37	37.1
..	42	85.7	1	38	36.7
..	43	83.7	1	39	36.4
..	44	81.8	1	40	36.0
..	45	80.0	1	41	35.6
..	46	78.3	1	42	35.3
..	47	76.6	1	43	35.0
..	48	75.0	1	44	34.6
..	49	73.5	1	45	34.3
..	50	72.0	1	46	34.0
..	51	70.6	1	47	33.6
..	52	69.2	1	48	33.3
..	53	67.9	1	49	33.0
..	54	66.7	1	50	32.7
..	55	65.5	1	51	32.4
..	56	64.3	1	52	32.1
..	57	63.2	1	53	31.9
..	58	62.1	1	54	31.6
..	59	61.0	1	55	31.3
..	00	60.0	1	56	31.0
..	01	59.0	1	57	30.8
..	02	58.1	1	58	30.5
..	03	57.1	1	59	30.3
..	04	56.3	2	00	30.0
..	05	55.4	2	05	28.8
..	06	54.5	2	10	27.7
..	07	53.7	2	15	26.7
..	08	52.9	2	20	25.7
..	09	52.2	2	25	24.8
..	10	51.4	2	30	24.0
..	11	50.7	2	35	23.2
..	12	50.0	2	40	22.5
..	13	49.3	2	45	21.8
..	14	48.6	2	50	21.2
..	15	48.0	2	55	20.6
..	16	47.4	3	00	20.0
..	17	46.8	3	15	18.5
..	18	46.2	3	30	17.1
..	19	45.6	3	45	16.0
..	20	45.0	4	00	15.0
..	21	44.4	4	15	14.1
..	22	43.9	4	30	13.3
..	23	43.4	4	45	12.6
..	24	42.9	5	00	12.0
..	25	42.4	5	15	11.4
..	26	41.9	5	30	10.9
..	27	41.4	5	45	10.4
..	28	40.9	6	00	10.0
..	29	40.4	6	15	9.6
..	30	40.0	6	30	9.2
..	31	39.6	7	00	8.6
..	32	39.1	7	30	8.0
..	33	38.7	8	34	7.0
..	34	38.3	10	00	6.0
..	35	37.9	12	00	5.0

**TABLE OF RUNNING TIME OF TRAINS FOR USE OF MOTOR CAR OPERATORS ONLY**  
**TIME IN MINUTES FOR VARIOUS AUTHORIZED SPEEDS**

DISTANCE MILES	90 MPH	85 MPH	80 MPH	76 MPH	70 MPH	65 MPH	60 MPH	55 MPH	50 MPH	45 MPH	40 MPH	35 MPH	30 MPH	25 MPH	20 MPH	15 MPH
1	1	1	1	1	1	1	2	2	2	2	3	3	4	4	6	8
2	2	2	2	2	2	2	3	3	3	3	4	4	5	5	8	12
3	3	3	3	3	3	3	4	4	4	4	5	5	6	6	10	16
4	4	4	4	4	4	4	5	5	5	5	6	6	7	7	12	20
5	5	5	5	5	5	5	6	6	6	6	7	7	8	8	14	24
6	6	6	6	6	6	6	7	7	7	7	8	8	9	9	16	28
7	7	7	7	7	7	7	8	8	8	8	9	9	10	10	18	32
8	8	8	8	8	8	8	9	9	9	9	10	10	11	11	20	36
9	9	9	9	9	9	9	10	10	10	10	11	11	12	12	22	40
10	10	10	10	10	10	10	11	11	11	11	12	12	13	13	24	44
11	11	11	11	11	11	11	12	12	12	12	13	13	14	14	26	48
12	12	12	12	12	12	12	13	13	13	13	14	14	15	15	28	52
13	13	13	13	13	13	13	14	14	14	14	15	15	16	16	30	56
14	14	14	14	14	14	14	15	15	15	15	16	16	17	17	32	60
15	15	15	15	15	15	15	16	16	16	16	17	17	18	18	34	64
16	16	16	16	16	16	16	17	17	17	17	18	18	19	19	36	68
17	17	17	17	17	17	17	18	18	18	18	19	19	20	20	38	72
18	18	18	18	18	18	18	19	19	19	19	20	20	21	21	40	76
19	19	19	19	19	19	19	20	20	20	20	21	21	22	22	42	80
20	20	20	20	20	20	20	21	21	21	21	22	22	23	23	44	84
21	21	21	21	21	21	21	22	22	22	22	23	23	24	24	46	88
22	22	22	22	22	22	22	23	23	23	23	24	24	25	25	48	92
23	23	23	23	23	23	23	24	24	24	24	25	25	26	26	50	96
24	24	24	24	24	24	24	25	25	25	25	26	26	27	27	52	100
25	25	25	25	25	25	25	26	26	26	26	27	27	28	28	54	104
26	26	26	26	26	26	26	27	27	27	27	28	28	29	29	56	108
27	27	27	27	27	27	27	28	28	28	28	29	29	30	30	58	112
28	28	28	28	28	28	28	29	29	29	29	30	30	31	31	60	116
29	29	29	29	29	29	29	30	30	30	30	31	31	32	32	62	120
30	30	30	30	30	30	30	31	31	31	31	32	32	33	33	64	124



ATLANTIC OCEAN  
**CHARLESTON  
 DIVISION**