

INDEX

Page

Dupont to High Springs.....	1
Lake City to Lake City Junction.....	1
Albany to Thomasville.....	1
Savannah to Jacksonville—via Short Line (1st Class Trains).....	2-4
Savannah to Jacksonville—via Short Line (3rd and 4th Class Trains).....	3-5
Waycross to Brunswick.....	6
Jesup to Folkston—via Waycross.....	6-7
Albany to Waycross.....	8-9
Waycross to Thomasville.....	10-11
Kingwood to Thomasville.....	12
Climax to Chattahoochee.....	12
Waterford to Elba.....	12
Grimes to Abbeville.....	12
Thomasville to Dothan.....	13
Dothan to Montgomery.....	14
Special Instructions.....	15-16-17-18-19-20-21-22

JACKSONVILLE TERMINALS

Special Instructions.....	23
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JACKSONVILLE TERMINAL COMPANY

Special Instructions.....	23-24
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Safety



First

ATLANTIC COAST LINE RAILROAD

WAYCROSS 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
W. W. HUCKEBA, Superintendent

DREW JACKSONVILLE 968727

SAFETY FIRST

Safety is of the first importance in the discharge of duty.

Alert today alive tomorrow.

Failure to comply with rules leads to disaster.

Everybody for safety for everybody.

Think and be safe.

You are not employed to take unnecessary chances.

Furnish your train proper protection at all times.

Inattention to duty causes accidents.

Remember accident prevention is part of your job.

Safety prolongs human life.

The 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.

SOUTHWARD—MAIN LINE—BETWEEN DUPONT AND HIGH SPRINGS—NORTHWARD

FOURTH CLASS 509	THIRD CLASS 217	FIRST CLASS 107	Station Numbers	Distance from Dupont	TIME TABLE NO. 2 IN EFFECT December 16, 1965		Car Capacity of Side Trucks	FIRST CLASS		FOURTH CLASS 508
					118	108		Through Freight	Through Freight	
Local Freight	Through Freight	Through Freight						Through Freight	Through Freight	Local Freight
Daily Ex. Sunday	Daily	Daily						Daily	Daily	Daily Ex. Sunday
A. M.	A. M.	P. M.			STATIONS			A. M.	A. M.	P. M.
6.10	9.50	6.28	N-622		TL DUPONT	A Yard		5.00	8.55	12.30
					11.9					
6.25	10.10	6.43	R-633	11.9	HAYLOW	X-GS&F	165 11 P	4.37	8.32	11.55
					8.5					
6.40	10.30	6.54	R-642	20.4	TARVER		165 9 P	4.25	8.20	11.33
					12.5					
7.01	11.00⁵⁰⁸	7.10	R-654	32.9	T JASPER	X-GS&F	165 91 P	4.09	8.04	11.00²¹⁷
					5.4					
7.15	11.10	7.17	R-660	38.3	MARION		84 9 P	4.00	7.55	10.40
					10.6					
7.40¹⁰⁸	11.41	7.30	R-671	48.9	T LIVE OAK	X-SAL	165 Yard P	3.45	7.40⁵⁰⁸	9.50
					11.4					
9.10⁵⁰⁸	12.40	7.44	R-682	60.3	McALPIN		165 8 P	3.27	7.22	9.10⁵⁰⁸
					12.4					
10.10	1.10	8.00	R-694	72.7	T BRANFORD		165 84 P	3.10	7.05	8.45
					10.8					
10.30	1.40	8.14	R-705	83.5	LAKE CITY JOT.		Y	2.55	6.50⁵⁰⁸	8.30¹⁰⁸ 6.33
					2.7					
11.00	1.50	8.18	R-708	86.2	T FORT WHITE		165 18 P	2.50	6.45	6.28
					9.4					
1.00	3.00	8.45	R-717	95.6	TA HIGH SPRINGS	L Yard	Y	2.30	6.30	6.10
P. M.	P. M.	P. M.						A. M.	A. M.	A. M.
Daily Ex. Sunday	Daily	Daily						Daily	Daily	Daily Ex. Sunday
509	217	107						118	108	508

**LAKE CITY BRANCH
BETWEEN LAKE CITY AND LAKE CITY JCT.**

SOUTHWARD

NORTHWARD

FOURTH CLASS 513	Station Numbers	Distance from Lake City	TIME TABLE NO. 2 IN EFFECT December 16, 1965		Car Capacity of Side Trucks	FOURTH CLASS 512
Local Freight			Local Freight	Daily Ex. Sunday		Daily Ex. Sunday
Daily Ex. Sunday						
A. M.			STATIONS			A. M.
7.31 ⁵¹²	RA-724		TL LAKE CITY	A Yard		7.31 ⁵¹
			18.7			
8.30	R-705	18.7	A LAKE CITY JCT.	L Y		6.33
A. M.						A. M.
Daily Ex. Sunday						Daily Ex. Sunday
513						512

**ALBANY BRANCH
BETWEEN ALBANY AND THOMASVILLE
SOUTHWARD NORTHWARD**

FOURTH CLASS 519	Station Numbers	Distance from Albany	TIME TABLE NO. 2 IN EFFECT December 16, 1965		Car Capacity of Side Trucks	FOURTH CLASS 518
Local Freight			Local Freight	Daily Ex. Sunday		Daily Ex. Sunday
Daily Ex. Sunday						
A. M.			STATIONS			A. M.
	P-699		L ALBANY	A		
			1.3			
L 9.30	NC-748	1.3	T EAST ALBANY	Yard		A 8.30
			14.8			
10.05	NC-734	16.1	BACONTON	10		7.53
			10.2			
10.45	NC-724	26.3	T CAMILLA	X-GAS&C	55	7.25
			8.2			
11.20	NC-715	34.5	T PELHAM		58 71 P	7.10
			5.2			
11.50	NC-710	39.7	T MEIGS		51	6.50
			7.3			
12.15	NC-703	47.0	OCHLOCKNEE		44	6.30
			5.6			
12.35	NC-697	52.6	PASCO		33 P	6.15
			5.9			
1.00	N-691	58.5	TA THOMASVILLE	L Yard		6.00
P. M.						A. M.
Daily Ex. Sunday						Daily Ex. Sunday
519						518

SOUTHWARD MAIN LINE BETWEEN SAVANNAH AND JACKSONVILLE, VIA J.S.L.

FIRST CLASS

FIRST CLASS															Station Numbers	Distance from Savannah	TIME TABLE NO. 2	
181	175	17	75	91	5	1	95	153	195	119	109	103	375	87			IN EFFECT	
Piggyback Special	Piggyback Special	Fleming Somaels	Gulf Coast Special	West Coast Champion	City of Miami South Wind	East Coast Champion	Dixie Flyer	Sou. Ry. Through Freight	Piggyback Special	Through Freight	Through Freight	Through Freight	Everglades	Florida Special	December 16, 1965			
Daily Ex. Monday	Daily Ex. Monday	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	STATIONS			
P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.				
			4:50	6:40		4:40							1:15	1:10	491		TL SAVANNAH 4.7	
			4:57	6:45		4:48		L 2:03					1:21	1:18	495	4.7	T NORTH TOWER 1.1	
	L 7:45									L 2:00	L 1:30				496	5.8	T SOUTHOVER 1.4	
	7:50		5:00	6:48		4:51		2:10		2:05	1:39		1:24	1:21	497	7.2	DA 5.4	
	7:56		5:05	6:52		4:55		2:16		2:11	1:45		1:29	1:25	503	12.6	BURROUGHS X-SAL 8.3	
	8:05		5:12	6:58		5:01		2:25		2:20	1:54		1:36	1:31	511	20.9	DANIEL 11.3	
	8:17		5:22	7:06		5:09		2:37		2:32	2:06		1:46	1:39	522	32.2	T McINTOSH 7.3	
	8:25		f 5:29	7:11		5:14		2:45		2:40	2:14		1:52	1:44	530	39.5	T WALTHOURVILLE 7.7	
	8:34		5:36	7:17		5:20		2:53		2:48	2:22		1:59	1:50	537	47.2	T LUDOWICI 3.3	
	8:38		5:39	7:20		5:23		3:00		2:55	2:26		2:02	1:53	541	50.5	BACK SWAMP 3.1	
	8:43		5:42	7:23		5:26		3:04		2:59	2:30		2:05	1:56	544	53.6	T DOCTORTOWN 4.5	
	8:49		s 5:55 ²¹⁰	A f 7:27		5:30		3:10		A 3:04	2:36 ⁸⁸		s 2:20	2:00	548	58.1	T JESUP 4.4	
	8:56		6:01 ²			5:36		3:15			2:42		2:32 ⁸⁸	2:04	552	62.5	LEAKE 5.3	
	9:02		6:06			5:41		3:21			2:49		2:37	2:09	558	67.8	BROADHURST 9.4	
	9:12		6:14			5:49		3:32			2:59		2:45	2:19 ⁸⁸	567	77.2	HORTENSE 5.6	
	9:18		6:19			5:54		3:38			3:05		2:50	2:25	573	82.8	RAYBON 3.7	
	9:23		f 6:23			f 6:00		3:42			3:09		f 2:55	2:28	576	86.5	T NAHUNTA X-ACL 11.6	
	9:36		6:33			6:11		3:54			3:21		3:05	2:38	589	98.1	WINOKUR 6.0	
	9:44		6:38			6:16		4:00			3:27		3:10	2:43	595	104.1	NEWELL 4.6	
	9:49		6:42			6:20		4:05			3:32		3:14	2:47	598	108.7	BURGH 3.8	
L 10:07	9:53	L 8:00	6:46	L 8:54	L 8:38	6:24	L 5:21	4:10	L 4:02		3:36	L 3:20	3:17	2:50	602	112.5	T FOLKSTON 11.4	
10:20	10:05	8:11	6:56	9:04	8:48	6:34	5:32	4:25	4:14		3:48	3:32	3:27	3:00	614	123.9	HILLIARD 10.3	
10:31	10:16	8:21	7:05	9:13	8:57	6:43	5:45	4:40	4:25		3:59	3:43	3:36	3:09	624	134.2	T CALLAHAN X-SAL 15.7	
A 11:30	A 11:00	8:35	7:17	9:25	9:09	6:55	6:05	A 5:30	A 5:00		A 4:55	A 4:20	3:48	3:21	640	149.9	T MONORIEF X-SAL 2.4	
		8:38	7:20	9:28	9:12	6:58	6:08						3:50	3:24	642	152.3	BS 1.0	
		s 9:00	s 7:45	s 9:50	s 9:25	s 7:20	s 6:30						s 4:15	s 3:35	643	153.3	TA JACKSONVILLE	
P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.				
Daily Ex. Monday	Daily Ex. Monday	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily				
181	175	17	75	91	5	1	95	153	195	119	109	103	375	87				

NORTHWARD MAIN LINE BETWEEN SAVANNAH AND JACKSONVILLE, VIA J.S.L.

FIRST CLASS

TIME TABLE NO. 2

IN EFFECT

December 16, 1965

STATIONS

	376	94	184	6	92	2	194	112	104	76	18	88	Station Numbers	Distance from Savannah	
	Everglades	Dixie Flyer	Piggyback Special	City of Miami South Wind	West Coast Champion	East Coast Champion	Piggyback Special	Through Freight	Through Freight	Gulf Coast Special	Flamingo Seminole	Florida Special			
	Daily	Daily	Daily Ex. Monday	Daily	Daily	Daily	Daily	Daily Ex. Monday	Daily Ex. Monday	Daily	Daily	Daily			
	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	A. M.			
	s 2.00				s 8.40	s 7.05				s 10.55		s 3.35	491		TA SAVANNAH 4.7
	1.40				8.28	6.48		A 2.00	A 3.00	10.35		3.18	495	4.7	T NORTH TOWER 1.1
													496	5.8	T SOUTHOVER 1.4
	1.37				8.25	6.45		1.35	2.55	10.32		3.15	497	7.2	DA 5.4
	1.32				8.21	6.41		1.28	2.49	10.27		3.11	503	12.6	BURROUGHS 8.3 X-SAL
	1.25				8.15	6.35		1.18	2.40	10.20		3.05	511	20.9	DANIEL 11.3
	1.15				8.07	6.27		1.06	2.28	10.10		2.57	522	32.2	T MCINTOSH 7.3
	1.08				8.02	6.22 ²⁵⁶		12.58	2.20	10.03		2.52	530	39.5	T WALTHOURVILLE 7.7
	1.01				7.56	6.16		12.50	2.12	9.56		2.46	537	47.2	T LUDOWICI 3.3
	12.58				7.53	6.13		12.45	2.08	9.53		2.43	541	50.5	BACK SWAMP 3.1
	12.55				7.50	6.10 ²¹⁰		12.41	2.04	9.50		2.40	544	53.6	T DOCTORTOWN 4.5
	s 12.50				f 7.46	6.06		12.35	L 1.59	s 9.45		2.36 ¹⁰⁹	548	58.1	T JESUP 4.4
	12.31					6.01 ⁷⁶		12.28		9.37		2.32 ³⁷⁶	552	62.5	LEAKE 5.3
	12.26					5.56		12.22		9.32		2.27	558	67.8	BROADHURST 9.4
	12.17					5.48		12.10		9.24		2.19 ⁸⁷	567	77.2	HORTENSE 5.6
	12.12					5.43		12.03		9.19		2.14	573	82.8	RAYBON 3.7
	f 12.07					f 5.40		11.59		f 9.15		2.11	576	86.5	T NAHUNTA X-ACL 11.6
	11.55					5.31		11.44		9.04		2.02	589	98.1	WINOKUR 6.0
	11.49					5.26		11.38		8.59		1.57	595	104.1	NEWELL 4.6
	11.45					5.22		11.33		8.55		1.53	598	108.7	BURCH 3.8
	11.41	10.10	A 7.34	A 7.17	A 6.29	5.19	A 1.15	11.28	A 11.13	8.52	A 8.15	1.49	602	112.5	T FOLKSTON 11.4
	11.31	9.58	7.22	7.07	6.20	5.10	1.02	11.16	11.01	8.42	8.00	1.40	614	123.9	HILLIARD 10.3
	11.22	9.47	7.10	6.58	6.12	5.02	12.50	11.05	10.50	8.33	7.50	1.32	624	134.2	T CALLAHAN X-SAL 15.7
	11.08	9.35	L 6.50	6.45	6.00	4.50	L 12.30	L 10.45	L 10.30	8.21	7.36	1.20	640	149.9	T MONCRIEF X-SIJT 2.4
	11.02	9.32		6.42	5.57	4.47				8.17	7.32	1.17	642	152.3	BS 1.0
	11.00	9.30		6.40	5.55	4.45				8.15	7.30	1.15	643	153.3	TL JACKSONVILLE
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	A. M.	A. M.	A. M.			
	Daily	Daily	Daily Ex. Monday	Daily	Daily	Daily	Daily	Daily Ex. Monday	Daily Ex. Monday	Daily	Daily	Daily			
	376	94	184	6	92	2	194	112	104	76	18	88			

MAIN LINE—BETWEEN JESUP AND FOLKSTON, VIA WAYCROSS—NORTHWARD

TIME TABLE NO. 2
IN EFFECT
 December 16, 1965
STATIONS

STATIONS	Car Capacity of Side Tracks	FIRST CLASS							THIRD CLASS					
		18	104	194	92	6	184	94	204					
		Flamingo Seminole	Through Freight	Piggyback Special	West Coast Champion	City of Miami South Wind	Piggyback Special	Dixie Flyer	Through Freight					
		Daily	Daily Ex. Monday	Daily	Daily	Daily	Daily Ex. Monday	Daily	Daily					
		A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.						
T JESUP A	165 Yard P		1.59		f 7.46				9.00					
11.4														
SOREVEN	165 12 P		1.45		7.35				8.46					
7.8														
OFFERMAN	165 20 P		1.35		7.28				8.37					
2.1														
PATTERSON	7		1.31		—				8.33					
8.4														
T BLACKSHEAR	50 12 P		1.19		7.19				8.22					
2.6														
HOMESTEAD	165 4 P		1.15		7.17				8.18					
6.9														
T WAYCROSS	Yard	A S 9.00	1.00 12.15	A 2.00	S 7.10	A S 7.55	A 8.20	A S 10.55	8.00 6.00					
0.5														
SOUTH WYE	Yard Y	8.45	11.50	1.50	6.57	7.48	8.08	10.40	5.55					
10.5														
BRAGANZA	165 12 P	8.34 ⁹¹	11.38	1.39	6.48	7.38 ¹⁷	7.57	10.30	5.40					
9.2														
RACE POND	165 18 P	8.26 ⁵	11.28	1.29	6.40 ²⁰¹	7.29	7.48 ¹⁷	10.22	5.25					
13.9														
T FOLKSTON L	90 82 Y PN PS	8.15	11.13	1.15	6.29	7.17	7.34	10.10	5.07					
		A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.					
		Daily	Daily Ex. Monday	Daily	Daily	Daily	Daily Ex. Monday	Daily	Daily					
		18	104	194	92	6	184	94	204					

SOUTHWIND will operate via Thomasville main line and South Wye between Oklahoma Avenue and South Wye Switch, Waycross, moving at yard speed between those points. Time shown will apply at Oklahoma Avenue.

SOUTHWARD—MAIN LINE—BETWEEN ALBANY AND WAYCROSS

										FOURTH CLASS		THIRD CLASS		FIRST CLASS				Station Numbers	Distance from Albany	TIME TABLE NO. 2	
										515	205	181	17	5	95	195	IN EFFECT				
										Local Freight	Through Freight	Piggyback Special	Flamingo Seminole	City of Miami	Dixie Flyer	Piggyback Special	December 16, 1965				
										Mon. Wed. and Fri.	Daily	Daily Ex. Monday	Daily	Daily	Daily	Daily	STATIONS				
										A. M.	P. M.	P. M.	P. M.	A. M.	A. M.	A. M.					
														4.20	5.40			P-699		L ALBANY X-A&N 1.3	
										L 6.00	L10.05			4.24	5.42			P-698	1.3	T EAST ALBANY 0.8	
										6.05	10.10			4.26	5.44			P-696	2.8	DARROW X-GN 7.8	
										6.45	10.30 ²⁰⁶			4.36	5.52			P-690	9.9	ACREE 9.8	
										7.45	10.45		s	4.48	6.04			P-680	19.7	T SYLVESTER X-GAS&C 3.0	
										8.00	10.55		f	4.53	6.08			P-677	22.7	POULAN 6.7	
										8.15	11.05			5.02	6.17			P-670	29.4	GOLDEN 2.7	
										8.25	11.10		f	5.06	6.21			P-667	32.1	TY TY 8.6	
										9.15	11.35		s	5.20	6.32			P-658	40.7	T TIFTON X-GS&F 7.8	
										9.35	11.55			5.30	6.41			P-651	48.5	BROOKFIELD 3.7	
										10.00	12.01		f	5.34	—			P-647	52.2	ENIGMA 6.6	
										10.27 ¹⁸	12.10		s	5.41	6.52			P-641	58.8	T ALAPAHA 10.9	
										11.15	12.25		s	5.55	7.04			P-630	69.7	T WILLACOOCHIEE X-G&F 11.6	
										12.50	12.45		s	6.09	7.16			P-618	81.3	T PEARSON 7.5	
										1.05	12.56		f	6.18	7.24			P-611	88.8	AXSON 4.0	
										1.15	1.02		f	6.22	7.28			P-607	92.8	MILLWOOD 11.3	
										1.30	1.16		f	6.35	7.40 ⁶¹⁴			P-595	104.1	WARESBORO 6.6	
										1.40	1.25	L 9.17		6.42	7.47	L 4.10	L 2.33	P-589	110.7	LANG 1.0	
										2.00	1.45	9.30	s	7.00	s 7.55	s 4.30	3.00	N-587	111.7	TA WAYCROSS L	
										P. M.	A. M.	P. M.	P. M.	A. M.	A. M.	A. M.					
										Mon. Wed. and Fri.	Daily	Daily Ex. Monday	Daily	Daily	Daily	Daily					
										515	205	181	17	5	95	195					

WESTWARD—MAIN LINE—BETWEEN WAYCROSS AND THOMASVILLE

											TIME TABLE NO. 2									
											IN EFFECT									
											December 16, 1965									
											STATIONS									
FOURTH CLASS			THIRD CLASS			FIRST CLASS			Station Numbers	Distance from Waycross										
511	509	215	217	213	11	107	189													
Local Freight	Local Freight	Through Freight	Through Freight	Through Freight	South Wind	Through Freight	Passenger													
Mon. Wed. Friday	Daily Ex. Sunday	Daily	Daily	Daily	Daily	Daily	Daily													
A. M.	A. M.	P. M.	A. M.	A. M.	P. M.	P. M.	A. M.													
								9.30	N-587		TL	WAYCROSS								
												1.5								
								L 8.00		9.32	N-589	1 5	WAYCROSS (Oklahoma Ave.)							
													2.0							
													2.9							
								L 6.20		L 5.10	L 7.30	L 8.45	L 8.00	8.03	L 5.30	9.35	N-591	3.5	WEST WAYCROSS	
								6.30		5.15	7.40	9.00	8.05	8.06	5.35	9.38 ¹⁰⁸	N-594	6 4	RUSKIN	
																			8.3	
								7.36 ¹²		5.28 ¹¹⁸	7.52	9.21 ¹⁰⁸	8.16	8.15	6.01 ¹⁸⁸	9.47	N-602	14 7	MANOR	
																			5.0	
								7.45		5.38	8.00	9.30	8.23	8.21	6.10	9.53	N-607	19 7	ARGYLE	
																			6.3	
								7.55		5.50	8.10 ²¹⁴	9.38	8.32	8.28 ²¹⁴	6.18	≤10.00	N-613	26 0	T	HOMERVILLE
																			8.2	
								8.10		A 6.10	8.21	A 9.50	8.45	8.37	A 6.28	10.10 ⁶¹⁰	N-622	34 2	T	DUPONT
																			8.3	
								8.45 ²¹³			8.32		8.56 ⁵¹¹	8.46		10.19	N-630	42.5	T	STOCKTON
								9.06											5.2	
								9.55			8.39		9.04	8.52		10.25	N-635	47 7		NAYLOR
																			6.0	
								10.10			8.47		9.13	8.59		10.32	N-641	53.7		BANDY
																			6.9	
								10.25			8.56		9.25 ⁵¹⁰	9.06		≤10.40	N-648	60.6	T	VALDOSTA X-G&F
																			1.1	
								10.38 ¹⁸⁹			8.58 ¹¹		9.30	9.08 ²¹⁶		10.43 ⁵¹¹	N-649	61.7		WEST VALDOSTA X-G&F
								11.15			9.18 ¹¹								8.4	
											9.30		9.45	9.17		10.52	N-658	70.1		OUSLEY
																			7.6	
								12.10			9.40		9.56	9.25		≤11.05	N-665	77.7	T	QUITMAN
																			6.9	
								12.25			9.49		10.07	9.32		11.13	N-672	84.6		DIXIE
																			7.3	
								12.50			10.00 ¹¹⁶		10.19	9.40 ¹¹⁶		11.22	N-679	91.9	T	BOSTON
																			7.0	
								1.20			10.15		10.30	9.48		11.30	N-686	98.9		NEWARK
																			5.1	
								2.00			11.00		11.15	≤10.04		≤11.50	N-691	104 0	TA	THOMASVILLE
								P. M.		A. M.	P. M.	A. M.	A. M.	P. M.	P. M.	A. M.				
								Mon. Wed. Friday		Daily Ex. Sunday	Daily	Daily	Daily	Daily	Daily	Daily				
								511		509	215	217	213	11	107	189				

MAIN LINE BETWEEN WAYCROSS AND THOMASVILLE—EASTWARD

TIME TABLE NO. 2

IN EFFECT

December 16, 1965

STATIONS

Car Capacity of Side Tracks

FIRST CLASS

THIRD CLASS

FOURTH CLASS

118	12	108	180	116	214	510	508
Through Freight	South Wind	Through Freight	Passenger	Through Freight	Through Freight	Local Freight	Local Freight
Daily	Daily	Daily	Daily	Daily	Daily	Tue. Thur. Saturday	Daily Ex. Sunday
A. M.	A. M.	A. M.	P. M.	A. M.	P. M.	A. M.	P. M.

T	WAYCROSS	A	Yard				S 6:30												
	1.5																		
	WAYCROSS (Oklahoma Ave.)		Yard	A 6:00	S A 7:55	A 10:10	6:16	A 1:30	A 10:30										
	2.0																		
	WEST WAYCROSS		Yard	5:45	7:48	9:55	6:13	12:31	9:23	A 11:45	A 2:20								
	2.9																		
	RUSKIN		88 3 P	5:40	7:45	9:38 ¹⁸⁹	6:10	12:26	9:18	11:20	2:05								
	8.2																		
	MANOR		165 25 P	5:28 ⁵⁸⁹	7:36 ⁵¹¹	9:21 ²¹⁷	6:01 ¹⁶⁷	12:14	9:03	11:05	1:50								
	5.0																		
	ARGYLE		30	5:20	— —	9:14	5:55	12:06	8:55	10:50	1:30								
	6.3																		
T	HOMERVILLE		165 51 P	5:12	7:24	9:06	S 5:48	11:57	8:30 ¹¹ 8:10 ²¹⁶	10:40	1:10								
	8.2																		
T	DUPONT		150 Yard Y	L 5:00	7:15	L 8:55	5:39	11:45	7:48	10:10 ¹⁸⁹	L 12:40								
	8.3																		
T	STOCKTON		52 18 P	— —	— —	— —	5:30	11:32	7:37	9:51									
	5.2																		
	NAYLOR		150 10 P		7:01		5:24	11:24	7:29	9:44									
	6.0																		
	BANDY		6		6:54		5:17	11:16	7:20	9:35									
	6.9																		
T	VALDOSTA	X-G&F	Yard		6:47		S 5:10	11:07	7:10	9:25 ²¹³									
	1.1																		
	WEST VALDOSTA	X-GS&F	165 Yard Y		6:45		5:06	11:00	7:05	8:30									
	8.4																		
	OUSLEY		21		6:36		4:57	10:44	6:49	8:00									
	7.6																		
T	QUITMAN		165 77 P		6:28		S 4:48	10:33	6:39	7:30									
	6.9																		
	DIXIE		25		6:21		4:41	10:20	6:30	7:00									
	7.3																		
T	BOSTON		165 68 P		6:13		4:33	10:00 ²¹⁵ 9:35 ¹¹	6:20	6:35									
	7.0																		
	NEWARK		45 10 P		— —		— —	9:20	6:10	6:20									
	5.1																		
T	THOMASVILLE	L	Yard Y		6:00		4:20	9:10	6:00	6:10									
					A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	A. M.	P. M.							
					Daily	Daily	Daily	Daily	Daily	Daily	Tue. Thur. Saturday	Daily Ex. Sunday							
					118	12	108	180	116	214	510	508							

**MOULTRIE BRANCH
BETWEEN KINGWOOD AND THOMASVILLE
SOUTHWARD NORTHWARD**

FOURTH CLASS 517	Station Numbers	Distance from Kingwood	TIME TABLE NO. 2 IN EFFECT December 16, 1965		Car Capacity of Side Tracks	FOURTH CLASS 516
Local Freight Daily Ex. Sunday A. M.			STATIONS			Local Freight Daily Ex. Sunday A. M.
	NK-722			KINGWOOD	6 Y	
L 9.15	NK-720	2.3	T	MOULTRIE X-G.N.	Yard	A 8.30
				13.6		
11.00	NK-706	15.9	T	COOLIDGE	49	6.55
				7.9		
11.30	NK-698	23.8		DILLON	6	6.25
				6.9		
1.00	N-691	30.7	TA	THOMASVILLE L	Yard	6.00
P. M.						A. M.
Daily Ex. Sunday 517						Daily Ex. Sunday 516

**CHATTAHOOCHEE BRANCH
BETWEEN CLIMAX AND CHATTAHOOCHEE
WESTWARD EASTWARD**

THIRD CLASS 537	Station Numbers	Distance from Climax	TIME TABLE NO. 2 IN EFFECT December 16, 1965		Car Capacity of Side Tracks	THIRD CLASS 536
Local Freight Daily P. M.			STATIONS			Local Freight Daily A. M.
1.25	N-719		TL	CLIMAX	A ¹⁰¹ Y	8.10
				8.7		
1.51	NE-728	8 7		FOWLTOWN	29	7.37
				6.7		
2.12	NE-734	15 4		FACEVILLE	28	7.15
				14.9		
3.00	NE-749	30 3	TA	CHATTAHOOCHEE L	Yard	6.30
P. M.						A. M.
Daily 537						Daily 536

**ELBA BRANCH
BETWEEN WATERFORD AND ELBA
WESTWARD EASTWARD**

THIRD CLASS 539	Station Numbers	Distance from Waterford	TIME TABLE NO. 2 IN EFFECT December 16, 1965		Car Capacity of Side Tracks	FOURTH CLASS 538
Local Freight Daily Ex. Sunday A. M.			STATIONS			Local Freight Daily Ex. Sunday A. M.
7.45	N-800		L	WATERFORD	A ¹⁷ Y	11.50
				8.0		
8.10	NG-808	8.0	T	DALEVILLE	68	11.25
				9.4		
8.30	NG-818	17.4	T	ENTERPRISE	83	10.55
				9.2		
9.10	NG-827	26.6		NEW BROCKTON	29	10.35
				10.1		
9.40	NG-837	36.7	TA	ELBA L	A ⁴³ Y	10.10
A. M.						A. M.
Daily Ex. Sunday 539						Daily Ex. Sunday 538

**ABBEVILLE BRANCH
BETWEEN GRIMES AND ABBEVILLE
WESTWARD EASTWARD**

THIRD CLASS 541	Station Numbers	Distance from Grimes	TIME TABLE NO. 2 IN EFFECT December 16, 1965		Car Capacity of Side Tracks	FOURTH CLASS 540
Local Freight Daily Ex. Sunday P. M.			STATIONS			Local Freight Daily Ex. Sunday P. M.
12.30	N-789		L	GRIMES	A ¹⁶ Y	3.00
				6.8		
12.45	NF-796	6.8	T	HEADLAND	61	2.40
				5 6		
12.59	NF-801	12.4		NEWVILLE	17	2.20
				14.5		
1.40	NF-816	26 9	TA	ABBEVILLE L	A ³⁹ Y	1.50
P. M.						P. M.
Daily Ex. Sunday 541						Daily Ex. Sunday 540

WESTWARD—MAIN LINE—BETWEEN THOMASVILLE AND DOTHAN—EASTWARD

FOURTH CLASS		THIRD CLASS		FIRST CLASS		Station Numbers	Distance from Thomasville	TIME TABLE NO. 2 IN EFFECT December 16, 1965 STATIONS	Car Capacity of Side Tracts	FIRST CLASS			THIRD CLASS	FOURTH CLASS	
537	521	213	215	11	189					12	180	116	214	536	520
Local Freight	Local Freight	Through Freight	Through Freight	South Wind	Passenger	South Wind	Passenger	Through Freight	Through Freight	Local Freight	Local Freight				
Daily	Tue., Thu., Sat.	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Mon., Wed., Friday				
P. M.	A. M.	P. M.	A. M.	P. M.	A. M.	A. M.	P. M.	P. M.	P. M.	A. M.	P. M.				
12.05	6.10	12.50	1.50	10.09	11.55	N-691		TL THOMASVILLE A	Yard	s 5.55	s 4.15	8.15	3.25	9.05	1.20
								7.4							
12.15 ⁵²⁰	6.30	1.05 ⁵²⁰	2.04	10.17	12.03 ⁵²⁰	N-699	7.4	PINE PARK	150 9 P	5.38	3.53	8.00	3.00	8.40	1.05 ²¹³ 11.55 ¹⁸⁹ 537
								6.7							
12.25	7.00	1.15	2.14	10.24	s12.12	N-705	14.1	T CAIRO	73 146 P	5.31	s 3.45	7.50	2.50	8.30	11.35
								6.9							
12.35	7.25	1.25	2.24	10.31	12.19	N-713	21.0	T WHIGHAM	52 31 P	5.24	3.34	7.40	2.40	8.20	11.22
								6.5							
12.45	8.00	1.35	2.33	10.38	s12.32	N-719	27.5	T CLIMAX	150 106 Y	5.17	s 3.26	7.30	2.25	8.12	11.05
								8.5							
	8.50	2.05 ²¹⁴	2.45	10.47	s12.42	N-728	36.0	T BAINBRIDGE	150 Yard P	5.08	s 3.15	7.15	2.05 ²¹³		10.45
								1.2	X-SAL						
	8.58	2.10	2.48	10.49	12.44	N-729	37.2	WEST BAINBRIDGE	Yard	5.05	3.04	7.10	2.00		10.15
								7.9							
	9.40	2.20	2.58	10.57	12.52	N-739	45.1	BRINSON	150 19 P	4.57	2.56	7.00	1.40		9.40
								7.2							
	10.06	2.29	3.07	—	1.00	N-744	52.3	IRON CITY	36	4.49	2.48	6.49	1.25		9.10
								4.6							
	10.20	2.42 ¹⁸⁰	3.14	11.09	s 1.12 ²¹⁴	N-748	56.9	T DONALSONVILLE	150 69 P	4.44	s 2.42 ²¹³	6.42	1.12 ¹⁸⁹		8.10
								6.1							
	10.43	2.58	3.22	11.16	1.20	N-755	63.0	JAKIN	10	4.37	2.33	6.33	12.55		8.00
								3.8							
	10.50	3.03	3.27	11.20	1.25	N-759	66.8	T SAFFOLD	9 Y	4.33	2.29	6.28	12.50		7.40
								1.6							
	11.12	3.05	3.30	11.22	1.27	N-761	68.4	ALAGA	125 P	4.31	2.27	6.25	12.48		7.36
								3.4							
	11.22	3.10	3.35	11.26	f 1.31	N-763	71.8	T GORDON	17	4.27	f 2.23	6.20	12.43		7.25
								4.7							
	11.32	3.16	4.22 ¹²	11.31	1.36	N-768	76.5	PANSEY	150 6 P	4.22 ²¹⁶	2.18	6.14	12.37		7.17
								4.3							
	11.40	3.22	4.29	—	s 1.43	N-772	80.8	T ASHFORD	50	—	s 2.13	6.08	12.31		7.09
								4.4							
	11.50	3.28	4.35	11.40	1.49	N-777	85.2	COWARTS	10	4.13	2.08	6.02	12.25		7.01
								6.3							
	12.15 ²¹⁴	3.40	4.50	s11.50	s 2.01 ¹⁸⁰	N-783	91.5	TA DOTHAN	85 Yard P	4.04	2.01 ¹⁸⁹	5.50	12.15 ⁵²¹		6.45
P. M.	P. M.	P. M.	A. M.	P. M.	P. M.			The time of Nos. 180, 189, 12 and 11 will apply at Passenger Station at Dothan.		A. M.	P. M.	P. M.	P. M.	A. M.	A. M.
Daily	Tue., Thu., Sat.	Daily	Daily	Daily	Daily					Daily	Daily	Daily	Daily	Daily	Mon., Wed., Friday
537	521	213	215	11	189					12	180	116	214	536	520

WESTWARD—MAIN LINE—BETWEEN DOTHAN AND MONTGOMERY—EASTWARD

FOURTH CLASS		THIRD CLASS		FIRST CLASS		Station Numbers	Distance from Thomasville	TIME TABLE NO. 2 IN EFFECT December 16, 1965			Car Capacity of Side Tracks	FIRST CLASS			THIRD CLASS	FOURTH CLASS	
539	523	213	215	11	189			12	180	116		214	522	538			
Local Freight	Local Freight	Through Freight	Through Freight	South Wind	Passenger			South Wind	Passenger	Through Freight		Through Freight	Local Freight	Local Freight			
Daily Ex. Sunday	Tue. Thur. and Sat.	Daily	Daily	Daily	Daily			Daily	Daily	Daily		Daily	Mon. Wed. and Fri.	Daily Ex. Sunday			
A. M.	A. M.	P. M.	A. M.	P. M.	P. M.			A. M.	P. M.	P. M.	A. M.	P. M.	P. M.	A. M.	P. M.	P. M.	
7.00	6.30	4.15	5.15	11.50	2.11	N-783	91.5	TL	DOTHAN	85 Yard P	s 4.04	s 1.51	5.30	11.50	1.40	3.35	
									6.2								
7.10	6.40	4.23	5.23	11.58	2.18 ⁵³⁹	N-789	97.7		GRIMES	62 16 Y	3.56	1.41 ⁵³⁹	5.18	11.36	1.23 ⁵³⁹	3.15 ¹⁸⁹ 12.20 ⁵²² 12.20 ¹⁸⁹	
									3.5								
7.20	6.46	4.28	5.28	—	2.22	N-793	101.2		MIDLAND CITY	31	—	1.38	5.13	11.31	1.18	12.10	
									3.0								
7.30	6.55	4.32	5.32	12.05	2.26	N-796	104.2		PINCKARD	68 9 P	3.49	1.34	5.09	11.26	1.13	12.05	
									4.6								
A 7.40	7.15	4.39	5.39	12.10	2.31	N-800	108.8		WATERFORD	77 17 Y	3.43	1.29	4.56	11.14	1.00	11.55	
									5.3								
	7.30	4.49 ¹¹⁶	5.55	12.17	2.37	N-806	114.1		EWELL	125 5 P	3.37	1.23	4.49 ²¹	11.07	12.01		
									4.6								
	7.50	4.56	6.02	12.22	s 2.42	N-810	118.7	T	OZARK	62 113 P	3.32	s 1.18	4.42	11.00	11.30		
									6.2								
	8.39	5.05	6.11	12.29	2.53	N-817	124.9		DILLARD	125 P	3.24	1.03	4.32	10.50	11.14		
									5.7								
	8.52	5.13	6.19	12.35	2.59	N-822	130.6		ARITON	12 P	3.18	12.57	4.23	10.41	10.53		
									4.1								
	9.02	5.19	6.25	12.40	3.04	N-826	134.7		TENNILLE	125 2 P	3.13	12.52	4.10	10.33 ⁵²²	10.43 ²¹⁴ 10.20		
									7.6								
	9.20	5.29	6.36	12.50	s 3.17	N-834	142.3	T	BRUNDIDGE	28 59 P	3.02	s 12.44	3.55	10.23	10.05		
									7.1								
	9.31	5.39	6.46	12.58	3.26	N-841	149.4		BANKS	125 24 P	2.54	12.32	3.47	10.14	9.45		
									7.6								
	10.02 ²¹⁴	5.50	6.57	1.07	3.34 ¹¹⁶	N-848	157.0		CORCORAN X-CofGA.	62 97 P	2.45	12.24	3.34 ¹⁸⁹	10.02 ⁵²²	9.29		
									1.4								
	10.09	5.57	7.04	1.12	s 3.41	N-851	158.4	T	TROY X-CofGA.		2.39	s 12.22	3.21	9.52	9.24		
									0.5								
	10.25	6.02	7.08	1.16	3.42	N-852	158.9		WEST TROY	92 129 Y	2.36	12.16	3.16	9.48	9.16		
									6.8								
	10.38	6.11	7.18	1.25	3.49	N-858	165.7		YOUNGBLOOD	125 P	2.26	12.09	3.02	9.32	8.20		
									14.0								
	11.05	6.29	7.37 ⁵²²	1.41	4.04	N-872	179.7		GRADY	125 2 P	2.11	11.54	2.45	9.13	7.37 ²¹⁵		
									4.2								
	11.20	6.36	7.44	1.46	4.15	N-876	183.9	T	RAMER	64 27 P	2.06	s 11.49	2.37	9.05	7.19		
									6.8								
	11.38 ¹⁸⁰	6.46	7.54	1.58 ¹²	4.22	N-883	190.7		SPRAGUE	125 43 P	1.58 ¹¹	11.38 ⁵²³	2.21	8.49	6.47		
									11.0								
	11.59	7.02	8.12	2.10	4.34	N-894	201.7		SNOWDOWN		1.45	11.26	2.07	8.32	6.27		
									6.8								
	12.10	7.09	8.20 ²¹⁴	2.17	4.41	N-901	208.5		DAY STREET	132 P	1.38	11.19	1.58	8.20 ²¹⁵	6.15		
									1.5								
	12.35	7.35	8.35	s 2.30	s 5.00	N-902	210.0	TA	MONTGOMERY	L Yard	1.35	11.15	1.40	8.00	5.55		
A. M.	P. M.	P. M.	A. M.	A. M.	P. M.				The time of Nos. 180, 189, 12 and 11 will apply at Passenger Station at Dothan.		A. M.	A. M.	P. M.	A. M.	A. M.	A. M.	
Daily Ex. Sunday	Tue. Thur. and Sat.	Daily	Daily	Daily	Daily				Schedule time at Montgomery applies at Passenger Station for passenger trains and at L&N S&N Yard for freight trains.		Daily	Daily	Daily	Daily	Mon. Wed. and Fri.	Daily Ex. Sunday	
539	523	213	215	11	189						12	180	116	214	522	538	

SPECIAL INSTRUCTIONS

A. A. KARLE, Supt. Terminals
C. J. BOWLING, JR., Trainmaster
H. V. NELSON, JR., Trainmaster

W. E. BAILEY, Trainmaster
S. E. DAVIS, Trainmaster

MAIN LINE:

DA to Jacksonville.
 Jesup to Montgomery.
 Waycross to Folkston.
 Waycross to Albany.
 Dupont to High Springs.

BRANCHES:

Brunswick Branch.
 Albany Branch.
 Moultrie Branch.
 Lake City Branch.
 Chattahoochee Branch.
 Abbeville Branch.
 Elba 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:

Savannah, MP 491, and Back Swamp, MP 540.6
 Doctortown, MP 543.7, and Jesup, MP 549.4
 Burch, MP 598.3, and Moncrief, MP 640.1
 Darrow, MP P696.9, and Albany, MP P699.0

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.

AUTOMATIC BLOCK SIGNAL SYSTEM

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

Automatic Block Signal System is in effect between:

North Tower, MP 494.6, and DA, MP 497.3
 Burroughs, MP 503, and Walthourville, MP 531.2
 South Jesup, MP 549.4, and Newell, MP 593.7
 Folkston, MP 602.3, and Moncrief, MP 640.1
 Darrow, MP P695.5, and Albany, MP P699.0

Trains, other than scheduled trains, will run extra without orders between North Tower and DA, between Burroughs and Walthourville, and between Folkston and Moncrief.

Trains and engines will run between North Tower and DA, Burroughs and Walthourville, Folkston and Moncrief, and Albany (Flint River) and south end two tracks, Darrow (MP P-696.9), with current of traffic by signal indication, which supersedes time-table superiority.

TRAFFIC CONTROL SYSTEM (C.T.C.)

(Rules 261 to 295 and 550 to 562)

Traffic Control (C.T.C.) is in effect between:

Savannah, MP 491.0, and North Tower, MP 494.6
 DA, MP 497.3, and Burroughs, MP 503
 Walthourville, MP 531.2, and Waycross, MP N-587.1
 Jesup, MP 548.6, and South Jesup, MP 549.4
 Newell, MP 593.7, and Folkston, MP 602.3
 Moncrief, MP 640.1, and BS, MP 642.5
 South Wye, MP NA-587.7, and Folkston, MP NA-621.0
 Waycross, MP P-587.7, and Lang, MP P-589.0

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

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 operator at Central Junction.

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

Savannah Steel Co., Savannah (MP 492.6), west track
 Shores Abattoir, Savannah (MP 492.7), west track
 South Georgia Broiler, Inc., Blackshear (MP N-578.4)
 Flascor Corp., Moncrief (MP 640.3)
 Protane Gasco, Inc., Moncrief (MP 640.4)

All other hand-operated switches are electrically-locked. Train or engine 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.

At hand-operated switches where indicator lights are provided, the following instructions will apply:

- (1) If indicator light is burning, switch may be used without further authority.
- (2) If indicator light is not burning, permission must be obtained from Control Station to use switch.

Northward home signal near Mile Post 497.5 at DA, when displaying indication per Rule 286(B), governs movement into Southover Yard freight lead tracks. Rule 93 applies on yard tracks north of interlocking limits and, in addition, trains and engines will move at restricted speed.

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 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 (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 in-

SPECIAL INSTRUCTIONS (continued)

sert 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.

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

Electrically operated, emergency crank:

Central Junction—Switch to Union Bag lead track. Controlled by operator at Central Junction.

Jesup—South end two tracks J.S.L., controlled by operator at Jesup.

Nahunta—Both ends J.S.L. pass track, controlled by operator at Nahunta.

Folkston—South end northward pass track, controlled by operator at Folkston.

Electrically operated-dual control:

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.

DA—Crossover switches and both turnouts to yard.

Burroughs—Both crossovers.

Walthourville—South end pass track and both crossovers at South end of pass track.

Ludowici—Both crossovers.

Back Swamp—South end two tracks.

Doctortown—North end two tracks and north end pass track.

Jesup—Crossover between Orange and Magnolia Streets, Waycross route main track and both ends Waycross route pass track.

Screven—Both ends pass track.

Offerman—Both ends pass track.

Homestead—Both ends pass track.

Waycross—Switch to boulevard at north end passenger yard and switch to Brunswick Branch.

South Wye—South Wye switch, crossover between main track and freight lead and south end freight lead.

Braganza—Both ends pass track.

Race Pond—Both ends pass track.

Burch—North end two tracks.

Lang—Western Division main track switch and switch to freight route.

The following switches at Waycross Passenger Yard are power operated-dual control and will be operated under supervision of Savannah dispatcher:

Electric switch machines equipped with key controllers and with cranks padlocked to switch machines:

- (1) Switch from north end Track No. 1 to ladder north of Gilmore Street.
- (2) Switch from Track No. 2 to Lang route at Plant Avenue.
- (3) Switch from Track No. 1 to Lang route at Brunel Street.
- (4) South switch from Track No. 2 to ladder near Jenkins Street.
- (5) Switch from S.F.&W. main track (Track 1) to ladder at south end passenger yard adjacent to Jenkins Street.

When white light on top of key box near switch machine is burning, employee may handle switch locally, without contacting dispatcher, by inserting switch key in control slot, turn, hold two seconds and release. If light is not burning, employee must not operate switch machine without dispatcher's permission.

In event of power failure, be governed as follows:

- (a) Remove switch lock from crank cover.
- (b) Insert crank (crank must be inserted at slight angle to force entry into crank socket and open safety catch). Information on placing crank in socket is stenciled on machine.
- (c) Turn crank until switch points are in desired position and continue cranking until unable to turn crank further. Employee must assure himself that switch points are in desired position.
- (d) After using same, emergency crank must be removed from socket and safety catch replaced over socket. After this is done, crank must be padlocked to switch machine.

Electro pneumatic-dual control switches just south of Jenkins Street, equipped with hand levers:

- (1) Switch from S.F.&W. main track to Jacksonville wye.
- (2) North switch points of double slip switch.
- (3) Frog points of double slip switch.
- (4) South switch points of double slip switch.

These switches must not be hand-thrown without permission of Savannah dispatcher. When hand-thrown, employees must see that frog points and switch points are in proper position for movement. Sometimes it is necessary to adjust the hand-throw lever inward or outward on its shaft in order to properly engage same.

Switch indicator lights used in conjunction with all of above switches indicate position of the switches; i.e., green if set for normal or straight route and lunar white if set for diverging route. *If switch indicator light is not lighted, movement must be stopped and switch and/or frog points examined to insure that they are fitting properly, except at double slip switch a single switch indicator light at first point of switch governs movement through switch and other switch indicator lights at this switch will be disregarded.* These switches and the associated indicators are not interlocked; the indicators merely reflect position of the switch points and do not afford signal protection.

Track circuits extend approximately fifty (50) feet beyond above named power switches, and dispatcher cannot manipulate the switch if cars or engines are occupying these short track circuits.

Switch indicator signals govern movements of trains and engines in the area just south and west of Jenkins Street. A yellow dwarf signal or a staggered red-over-yellow on the signal mast will indicate a route is lined through the Jenkins Street area. Trains or engines finding red switch indicator signals in this area must stop short of the signal and contact Savannah dispatcher for instructions.

Movements from Old 97 route must contact dispatcher before removing derail adjacent to Jenkins Street.

When a train or engine is held out of the Waycross Passenger Yard by signal indication or wait indicator, a member of the crew will contact dispatcher at once for instructions.

HOT BOX DETECTORS

Location	Track(s)	Provide Detection	Indication to Stop
MP 503.1	Northward	With current of traffic	Radio Instructions and/or Home Signal at Stop
MP 533.3	Southward	Both directions	Radio Instructions and/or Home Signal at Stop
MP 607.9	Two	Both directions	Radio Instructions and/or Home Signal at Stop
MP N561.8	Single	Both directions	Radio Instructions and/or Home Signal at Stop
MP N617	Single	Both directions	Radio Instructions and/or Train Order Signal Homerville or Dupont at Stop

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 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.

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

SPECIAL INSTRUCTIONS (continued)

"proceed" within one minute, the movement must then be made in accordance with instructions above. (See Rules 113 and 513-B).

Spring switches identified by letter "S" on target and with indicator signal protecting movement against current of traffic, are located as follows:

Two Tracks WITH "Leave Siding Signal":
 Daniel—Northward Pass Track North End.
 McIntosh—Southward Pass Track South End.
 Walthourville—*Northward Pass Track North End.
 Doctortown—*Center Pass Track South End to West track.
 * Leave Siding Signals controlled by Control Station at Waycross.

Spring switches identified by letter "S" on target and protected facing-point by automatic signals unless otherwise indicated, are located as follows:

Single Track WITHOUT "Leave Siding Signal":
 Leake—Both ends pass track.
 Broadhurst—Both ends pass track.
 Raybon—Both ends pass track.
 Single Track WITH "Leave Siding Signal":
 Hortense—Both ends pass track.
 Winokur—Both ends pass track.

Darrow—South end two tracks—protected, facing-point, by northward home signal at Georgia Northern Interlocking.

Albany—North end two tracks—protected, facing-point, by automatic dwarf signal P-6991.

Moncrief—South end two tracks—protected, facing-point, by home signal.

Where "leave siding" signals governing movements from sidings, such signals are a part of the automatic block signal system, unless otherwise specified. Should a train or engine, when ready to proceed, be held by signal and signal does not indicate "proceed" in three minutes, the dispatcher must be communicated with immediately. The signal must not be passed when in "stop" position without authority. Dispatcher's permission must be given to operate the switch key release located in box adjacent to signal. After the release has been operated, it will be necessary to wait two to five minutes before signal indicates "proceed at restricted speed". This signal does not relieve trainmen from complying with Rule 99.

The following switches are protected, facing-point, by indicator signal:

Waycross—West Yard Lead—S.F.&W.

Dothan—Main track switch to crossover leading to pass track at Headland Avenue.

Spring switch identified by letter "S" on target is located as follows:

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

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 DA and Waycross.

JOINT TRACKS

Trains and engines of foreign lines will be governed by A.C.L. timetables, rules and special instructions while on A.C.L. tracks at all points. A.C.L. trains and engines will be governed by time-tables, rules and special instructions of foreign lines while on their tracks at all points.

Savannah: Movements on Savannah Joint Passenger Station tracks will be governed by A.C.L. rules and special instructions and will be made at restricted speed.

Montgomery: All trains and engines operating between Bell Street Bridge and Union Station and over tracks of Montgomery Union Station will move under control, prepared to stop unless tracks are seen or known to be clear, and not exceed speed of 6 miles an hour. Trains and engines using tracks of the Union Station will be governed by instructions of Stationmaster.

Brunswick: Southern Railway first class trains are required by Southern to operate at yard speed within yard limits at Brunswick. Other trains and engines may occupy Southern main track within yard limits at Brunswick without clearing or protecting against Southern first class trains but must give way promptly to avoid delay.

Albany Terminal Company

All trains and engines operating over tracks of Albany Passenger Terminal Company move under control expecting to find tracks occupied between Third Avenue and Flint River.

CAUTION

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

Engines must not be stopped over lighted fuses or any 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 lightweight 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 pro-

SPECIAL INSTRUCTIONS (continued)

tection 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 crossing 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.

Savannah: To enter Derst's Bakery side 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.

Trains and engines will operate at yard speed and not exceeding 10 miles an hour between north end two tracks and passenger terminal at Albany. Inferior trains and engines may occupy main track within these limits without clearing or protecting against first-class trains, but must give way promptly to avoid delay.

Albany: Trains and engines will approach spring switch located 550 feet north of Mile Post P-699 prepared to stop and be governed by signal aspect displayed.

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

Jesup: The three-way train order signal governs train movements as follows:

Southward: Top arm governs trains to Jesup Short Line. Bottom arm governs trains toward Waycross.

Northward: Signal arm governs all trains.

A proceed northward signal at Burch will indicate that overdue superior trains not otherwise indicated by train order have arrived and left Burch.

Waycross: Rule 93 applies on yard tracks north of interlocking limits at South Wye, and in addition, trains and engines will move at restricted speed.

S.F.&W. first-class freight trains will operate at yard speed within yard limits at Waycross, and other trains and engines may use main track without protecting against such trains.

All trains using freight lead between Lang and Waycross Yard have equal authority and will operate at yard speed.

All trains and engines approach and move within yard limits, Chatahoochee, prepared to stop unless the track is seen or known to be clear.

No. 116 will operate at yard speed within yard limits at Dothan, and other trains and engines may occupy main track at Dothan without clearing or protecting against No. 116.

Montgomery: All trains and engines will move at yard speed on A.C.L. tracks between east yard limit board near Mile Post N-899 (1,677 feet east of Builders Supply Company switch) and Bell Street bridge. Inferior trains and engines may use main track within yard limits at Montgomery without clearing or protecting against No. 116.

Movements between Thomasville freight yard and Perry Branch will use the old main track from the yard, thence crossover between the old main track and the Montgomery main track, to the Perry Branch.

First-class trains will operate at yard speed, and in addition at restricted speed, between yard office and passenger station at Thomasville, and other trains and engines may use main track within these limits without clearing or protecting against such first-class trains.

No. 116 will operate at yard speed within yard limits at Thomasville, and Nos. 107, 108 and 118 will operate at yard speed within yard limits at High Springs and Live Oak. Other trains and engines may occupy main track within yard limits at above points without clearing or protecting against these first-class through freight trains, but must give way promptly to avoid delay.

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 Interlockings:—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
Bainbridge (SAL)	Yes	No
Bladen (SAL)	Yes	No
Haylow (GS&F)	Yes	Yes
Live Oak (SAL)	Yes	No
Tifton (GS&F)	Yes	Yes
Valdosta (GS&F)	Yes	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.

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.

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:—Interlockings protecting S.A.L. crossings at Burroughs and Callahan are remotely controlled. If home signal indicates "stop" and cause is not apparent, 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.

Cabin-door Interlockings:—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 following points are protected by cabin-door interlockings:

SPECIAL INSTRUCTIONS (continued)

LOCATION	CROSSING LINE	SIGNALS NORMALLY SET CLEAR FOR
Darrow	GN	ACL
Sylvester	GAS&C	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.

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

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

Crossings at points listed below are protected by hand operated gates:

LOCATION	CROSSING LINE	GATES NORMALLY SET CLEAR FOR
Camilla	G. A. S. & C. R. R.	A. C. L. R. R.
Glynco	Air Station Lead	A. C. L. R. R.
Southern Junction	Southern Rwy.	Southern Rwy.
Jasper	G. S. & F. R. R.	A. C. L. R. R.
Moultrie	Ga. Northern Rwy.	Ga. Northern Rwy.
Tifton (Old Western Divn Main Line)	G. S. & F. R. R.	G. S. & F. R. R.
Valdosta	G. & F. R. R.	A. C. L. R. R.
Waycross	S.F.&W. Main Track	Freight Lead
Willacoochee	G. & F. R. R.	A. C. L. R. R.

JUNCTIONS

LOCATION	LINED FOR
Dupont.....	Waycross-Thomasville line
Thomasville.....	Waycross-Thomasville line
Climax.....	Thomasville-Montgomery line
Chattahoochee.....	S.A.L. R.R.
Grimes.....	Thomasville-Montgomery line
Waterford.....	Thomasville-Montgomery line
East Albany.....	Albany-Waycross line
Lake City Junction.....	High Springs-Dupont 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 and approach trestles, except as noted below:

	Maximum Speed Miles an Hour
Big Ogeechee River (MP 505.7).....	Time Table Speed
Altamaha River (MP 543.6).....	40
Flint River, Bainbridge (MP N-728.6).....	20
Chattahoochee River (MP N-760.5).....	20

Interlockings:

	Maximum Speed Miles an Hour
Central Junction (over C. of Ga. Rwy. and S.A.L. R.R. crossings)	50
Alabama Junction	50
North Tower	30
Bladen (Automatic) S.A.L. R.R.	20
Folkston	30
Montgomery (Bell Street)	20
Sylvester	20
Tifton (Automatic) G.S.&F. Rwy.	20
West Bainbridge — (Automatic) S.A.L. R.R. Eastward	40
West Bainbridge — (Automatic) S.A.L. R.R. Westward	20

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 of 15 miles an hour on 8° Main Line Curve, Bainbridge.

These engines 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.

Trains 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.

SPECIAL INSTRUCTIONS (continued)

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	
							180,000 to 220,000 Lbs.	220,001 to 240,000 Lbs.	240,001 to 261,000 Lbs.	261,001 to 283,000 Lbs.	283,001 to 270,000 Lbs.	100 to 200	800 900	550 1000 2000 3000	65358 65369 65370 ***	65255 65302 65305 WofA5 Ga 1901 ***	65229 65248 65388 65417 A&WP2	65454 Ga 1 1900		
MAIN LINES:																				
Savannah to DA	270,000	Note A	Note A	70	60	50										40	40	40	40	25
DA to Jesup	270,000	90	80	70	60	50										40	40	40	40	25
Bridge MP 508.7 (SR)		90	80	70	60	50										40	40	40	40	25
Bridge MP 643.6 (SR)		40	40	40	40	40														25
Jesup to Moncrief	270,000	79	79	70	60	50										40	40	40	40	25
Moncrief to BS	270,000	80	60	60	60	50										40	40	40	40	25
Jesup to Waycross	270,000	80	80	70	60	50										40	40	40	40	25
Waycross to Folkston	270,000	79	79	70	60	50										40	40	40	40	25
Waycross to Montgomery	270,000		59		49	49										35	35	35	35	25
Bridge MP N-632.3			30		30	30														25
Curve MP N-728.0 to N-728.5			20		20	20							15							
Bridge MP N-728.6 (SR)			20		20	20														
Bridge MP N-760.5 (SR)			20		20	20														
Bridge MP N-800.3			30		30	30														25
Waycross to Tifton	270,000		59		49	49										30	30	35	35	25
Tifton to Acree	270,000		50		49	49										30	30	35	35	25
Acree to Darrow	270,000		59		49	49										30	30	35	35	25
Darrow to Albany	240,000		45		30	30										25	25			25
Bridge MP P-899.0			25		25	25			20	15	*10			20	15	7	10	15	20	20
Dupont to High Springs	270,000		59		49	49										35	35	40	40	25
Bridge MP R-86 2 6			30		30	30														25
BRANCH LINES:																				
Waycross to Southern Junction	263,000		35		35	35										25	20	30	30	25
Southern Junction to Brunswick	240,000		30		30	30			25	20	15					25	20			25
Albany to Thomasville	270,000		45		45	45										30	30	35	40	25
Thomasville to Kingwood	180,000		20		20	20	15	10	7	7	7	BARRED	BARRED	BARRED	BARRED	BARRED	BARRED	10	15	15
Lake City Junction to Lake City	270,000		20		20	20										15	15			
Climax to Chattahoochee	220,000		20		20	20		15	10	7	BARRED	15	BARRED	BARRED	10	BARRED	15			
Bridge MP NE-726.7			10		10	10				*7	BARRED		BARRED	BARRED	BARRED	BARRED	BARRED			
Grimes to Abbeville	270,000		30		30	30										25	25			25
Waterford to Elba	270,000		30		30	30										25	25			25
Bridge MP NG-810.2			10		10	10				*	*					7	7			
Bridge MP NG-836.6			10		10	10				*	*					7	7			

NOTE A: Speed Limit all Southward Passenger Trains on West Track 78 MPH; all Northward Passenger Trains on East Track 70 MPH.

* 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.

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.

(SR) Drawbridge Straight-Railed and Bolted Up.

Local speed restrictions and municipal ordinances:

Albany: 25 miles an hour over street crossings protected by crossing watchman. 15 miles an hour over street crossings not protected by crossing watchman.

Baconton: 35 miles an hour over all street crossings.

Bainbridge: 25 miles an hour over first and second crossings east of depot, and over first three crossings west of depot.

Blackshear: 40 miles an hour corporate limits between 6:00 A.M. and 7:00 P.M.; 50 miles an hour 7:00 P.M. to 6:00 A.M.

Brinson: 40 miles an hour over all crossings east of depot, between 6:00 A.M. and 10:00 P.M.

Brundidge: 40 miles an hour for forward movements and 15 miles an hour for back-up movements over first three crossings east of depot.

Brunswick: 15 miles an hour within corporate limits. All trains and engines must be preceded by flagman on Cochran Avenue at Gloucester Street, and when shoving cars ahead of locomotive on Cochran Avenue all movements must be preceded by a flagman at Fourth Avenue, Albermarle Street, George Street, Mansfield Street, G Street, L Street and 4th Street; on the Kaiser Avenue lead track at Altama Avenue and Glynn Avenue; and on Q Street connection track at Norwich Street, Reynolds Street and Albany Street.

Cairo: 20 miles an hour between 6:00 A.M. and 10:00 P.M. and 25 miles an hour between 10:00 P.M. and 6:00 A.M. from first crossing west of depot to first crossing east of highway overpass. Switching movements over these crossings will be flagged.

Callahan: Northward freight trains will not exceed speed of 50 miles an hour on northward track at signal 6260, located just south of pass track, unless signal 6260 is clear.

SPECIAL INSTRUCTIONS (continued)

Donalsonville: 40 miles an hour between North Morris Avenue, which is first crossing west of depot and site of Farmers Market, between hours of 6:00 A.M. and 10:00 P.M.

Dothan: 40 miles an hour between Seabs Road and Lake Street, except 20 miles an hour over Headland Avenue and 15 miles an hour over Range Street, until crossings are covered. Headland Avenue must be flagged.

Enterprise: Movements over College Street, Lee Street, and Highway 84 over Main Street, will be flagged.

Homerville: 45 miles an hour within corporate limits.

Jesup: 50 miles an hour, corporate limits, except northward trains, 40 miles an hour over Orange Street.

Northward passenger trains will not exceed speed of 70 miles an hour and northward freight trains will not exceed speed of 50 miles an hour at Mile Post 550.5 unless Signal 5490 is clear.

Live Oak: 25 miles an hour over street crossings from Duval Street (second crossing north of depot) to Howard Street (first crossing south of S.A.L. crossing).

Ludowici: 55 miles an hour within corporate limits. The excessive use of engine whistle is prohibited.

Moultrie: Blocking of street crossings for longer than 8 minutes is prohibited. Flag first crossings north and south of depot when switching over them.

Nahunta: The excessive use of engine whistle within the corporate limits is prohibited.

Ozark: Between 7:00 A.M. and 11:00 P.M., trains will not exceed a speed of 40 miles an hour over second, third and fourth crossings east of depot, designated as Broad and Eufaula Streets and Abbeville Highway. Between 11:00 P.M. and 7:00 A.M., 50 miles an hour within city limits. Trains engaged in switching movements will not exceed 10 miles an hour over street or highway crossings within city limits.

Pearson: 25 miles an hour over first three grade crossings south of depot 7:00 A.M. to 11:59 P.M., Saturdays only. The sounding of engine whistles within the corporate limits is prohibited, except for crossing signals, and when necessary to protect the train.

Saffold: 25 miles an hour over first crossing east of depot until crossing is covered.

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. All movements over crossings at Wheaton Street and President Street on Wharf Lead, and Anderson Street on Liberty Street Lead, must be flagged.

Screven: 50 miles an hour, corporate limits.

Thomasville: 35 miles an hour over all street crossings within corporate limits.

Tifton: 20 miles an hour over Love Avenue. Blocking of street crossings for longer than 10 minutes, or for longer than 5 minutes between hours of 5:00 a.m. and 10:00 p.m., is prohibited.

Troy: 20 miles an hour between freight station and Central of Georgia crossing, 12:01 A.M. to 6:00 A.M.; 12 miles an hour 6:00 A.M. to 12:01 A.M. Bell and whistle must be sounded for all street crossings. In making a back-up movement or when handling cars ahead of engine speed of 4 miles an hour must be observed and all street crossings flagged. Switch engines will flag all street crossings, except South Three Notch Street, between freight station and Central of Georgia Railroad crossing and must not exceed speed of 4 miles an hour between these points.

Valdosta: 35 miles an hour over all street crossings.

Waterford: 25 miles an hour over Choctawhatchie River Bridge when handling loaded pulpwood flat cars.

Waycross: Connection to Jacksonville, passenger trains 30 miles an hour, freight trains 20 miles an hour.

Trains and engines must approach and move through Waycross Passenger Yard at restricted speed and not exceeding 12 miles an hour,

expecting to find tracks occupied or conflicting movements, except northward trains using Track 1 in straight-away movements from S.F.&W. main track enroute Savannah may increase speed to 25 miles an hour after engine covers Gilmore Street, the second crossing north of the passenger station.

25 miles an hour over street crossings on B.&W. main track, Nichols Street to Alice Street, inclusive, and on Savannah main track, Dewey Street and Lee Avenue.

Passenger trains 10 miles an hour through crossovers from S.F.&W. Main Line to south leg of Jacksonville wye.

All trains and engines, 30 miles an hour over first main track switch west of Mile Post N-589, S.F.&W. main track.

Whigham: 45 miles an hour between hours of 7:00 A.M. and 8:00 P.M.

YARD LIMITS

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

Albany, Bainbridge, Brunswick, Chattahoochee, Climax, Day Street—Montgomery, Dothan, Dupont, Folkston, High Springs, Kingwood—Moultrie, Jacksonville-Moncrief, Jasper, Jesup, Live Oak, Nahunta, Savannah (including Central Junction to DA), Thomasville, Tifton, Troy-Corcoran, Valdosta, Waterford and Waycross.

STANDARD CLOCKS

Albany (yard office, passenger station), Brunswick, Central Junction, Chattahoochee, Dothan (yard office, passenger station), High Springs, Jacksonville, Jesup, Moncrief, Montgomery (dispatcher's office, Union Station, L&N S&N yard), Savannah, Southover (yard office, shop), Thomasville (passenger station, yard office), Waycross (dispatcher's office, passenger station, yard office, shop).

REGISTER STATIONS

Albany, Brunswick, Chattahoochee, Climax (for branch trains), Dothan, Dupont, East Albany, Grimes (for branch trains), High Springs, Jacksonville (Terminal Station for passenger trains), Jesup, Moncrief Yard (for freight trains), Moncrief Tower (for Southern Railway freight trains), Montgomery (Union Station for passenger trains, L&N S&N Yard and roundhouse for freight trains), North Tower (for Southern Railway freight trains), Savannah (for passenger trains), Southover (for freight trains), Thomasville (Passenger Station for passenger trains, yard for freight trains), Waterford (for branch trains), Waycross (Passenger Station for passenger trains except those operating via Oklahoma Avenue, and for Western Division freight trains which do not operate via Waycross freight yard; yard for passenger trains operating via Oklahoma Avenue and for other freight trains, except enginemen on those trains are authorized to register at roundhouse clerk's office).

Operator at Jesup will register all trains and operator at Moncrief Tower will register southward Southern Railway freight trains.

Operators at Dupont and East Albany will register all trains passing while they are on duty.

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:

Albany, Brunswick, Central Junction, Chattahoochee, Dothan, East Albany, High Springs, Jacksonville (Terminal Station), Jesup, Moncrief (yard office and shops), Moncrief Tower, Montgomery (Union Station, L&N S&N Yard Office and roundhouse), Savannah, Southover (yard office and shops), Thomasville (Passenger Station, yard office, shops), Waycross (Passenger Station, yard office, roundhouse clerk's office).

LEAVING TERMINALS

Trains must not leave the following points without Clearance Form A:

North Tower, Southward Southern Railway freight trains.

Moncrief Tower, Northward Southern Railway freight trains.

SPECIAL INSTRUCTIONS (continued)

East Albany for southward trains.

Waycross (passenger station for passenger trains, yard for freight trains and South Wind), Thomasville, Climax for Branch trains, Dothan.

Abbeville Branch trains will leave Grimes, No. 504 will leave Brunswick, No. 512 will leave Lake City Jct., No. 513 will leave Lake City, No. 517 will leave Moultrie without Clearance Form A.

SIGNAL STOPS

The flag stops for Nos. 1 and 2 at Nahunta and Nos. 91 and 92 at Jesup are for revenue passengers only.

Nos. 5 and 6 at Tifton to receive and discharge revenue passengers to and from Birmingham and beyond, and to and from Jacksonville and beyond.

Nos. 11 and 12 at Valdosta, Bainbridge, Ozark and Troy to receive and discharge revenue passengers to and from Montgomery and beyond, and to and from Jacksonville and beyond.

No. 17 at Folkston, Hilliard and Callahan to discharge passengers from Waycross and beyond.

Nos. 17 and 18 at Sumner for passengers.

No. 18 at Callahan and Folkston to discharge passengers from Jacksonville and receive passengers for Waycross and beyond.

No. 18 at Folkston for U.S. mail.

No. 76 at Walthourville to receive military personnel.

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

Jacksonville: No. 18 wait one hour for Nos. 38 and 76 when passengers are reported. No. 76 wait one hour for Nos. 38 and 76.

Montgomery: No. 180 wait 10 minutes for L&N 5, when passengers are reported.

Waycross: No. 189 wait 15 minutes for No. 18 and one hour for No. 91 when passengers are reported.

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 employee subject to this act to be or remain on duty for a longer period than sixteen consecutive hours; and whenever any such employee . . . 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 employee 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 employee who by the use of telegraph or telephone dispatches, reports, transmits, receives or delivers orders pertaining to or affecting train movements shall be required or permitted to be or remain on duty for a longer period than nine hours in any twenty-four hour period in all towers, offices, places and stations continuously operated night and day, nor for a longer period than thirteen hours in all towers, offices, places and stations, operated only during the daytime, except in case of emergency, when the employees 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 officers or agent in charge of such employee at the time said employee 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;	PN.—pass track, north;
A.—arrive;	PS.—pass track, south;
s.—regular stop;	CP.—center pass track;
f.—flag stop to receive or discharge passengers;	
T.—train order—office;	X.—railroad crossing;
P.—pass track (siding);	Y.—wye track.

LOCAL SURGEONS

Albany, Ga.	Dr. M. W. Fowler
Albany, Ga.	Dr. W. F. McKemie
Albany, Ga.	Dr. G. E. Seymour
Ashford, Ala.	Dr. M. L. Cummings
Bainbridge, Ga.	Dr. L. W. Willis
Blackshear, Ga.	Dr. W. A. Hendry
Brundidge, Ala.	Dr. N. W. Killingsworth
Brunswick, Ga.	Dr. W. O. Inman, Jr.
Cairo, Ga.	Dr. C. K. Singleton
Callahan, Fla.	Dr. D. D. Bennett
Chattahoochee, Fla.	Dr. J. E. Thompson
Donalsonville, Ga.	Dr. H. B. Jenkins
Dothan, Ala.	Dr. Paul R. Flowers
Enterprise, Ala.	Dr. E. Gibson
Folkston, Ga.	Dr. Joseph M. Jackson
High Springs, Fla.	Dr. P. D. Weeks
Homerville, Ga.	Dr. D. B. Terry
Jacksonville, Fla.	Dr. Sam C. Atkinson
Jacksonville, Fla.	Dr. Leonard H. Grunthal, Jr.
Jacksonville, Fla.	Dr. A. Lawson Hardie
Jacksonville, Fla.	Dr. F. M. Haswell
Jacksonville, Fla.	Dr. A. M. Manson
Jacksonville, Fla.	Dr. Harold Newman
Jacksonville, Fla.	Dr. Frederick Oetjen
Jasper, Fla.	Dr. Frederick T. Mickler, Jr.
Jesup, Ga.	Dr. R. A. Pumpelly
Lake City, Fla.	Dr. T. H. Bates
Live Oak, Fla.	Dr. S. L. Hadden
Montgomery, Ala.	Dr. B. W. Cobbs
Montgomery, Ala.	Dr. John A. Martin
Moultrie, Ga.	Dr. Cecil N. Brannen
Moultrie, Ga.	Dr. W. R. McGinty
Ozark, Ala.	Dr. G. R. Smith
Pearson, Ga.	Dr. H. P. Smith
Pelham, Ga.	Dr. J. C. Brim
Quitman, Ga.	Dr. Harry A. Wasden
Ramer, Ala.	Dr. A. D. Cowles
Savannah, Ga.	Dr. A. W. Coward
Savannah, Ga.	Dr. Wm. H. Lippitt
Thomasville, Ga.	Dr. E. E. Davis
Thomasville, Ga.	Dr. George Dillinger
Thomasville, Ga.	Dr. Charles A. Watt, Jr.
Thomasville, Ga.	Dr. William V. Watt
Tifton, Ga.	Dr. C. S. Pittman
Tifton, Ga.	Dr. C. S. Pittman, Jr.
Troy, Ala.	Dr. J. A. Brantley
Valdosta, Ga.	Dr. A. G. Little
Valdosta, Ga.	Dr. Robert L. Stump, Jr.
Valdosta, Ga.	Dr. F. H. Thomas
Waycross, Ga.	Dr. M. T. McGoogan, Jr.
Waycross, Ga.	Dr. W. L. Pomeroy
Waycross, Ga.	Dr. S. Victor

JACKSONVILLE TERMINALS

D. M. STRICKLAND, Supt. Terminals
D. E. WRIGHT, Trainmaster

LINES:

Moncrief to Quinlan
Export Terminals
Waterfront Street Terminals

NOTE: Special Instructions of Waycross Division time-table are in effect on Jacksonville Terminals insofar as they are applicable.

SPRING SWITCHES

Spring switch at Norwood Avenue, Export-Milldale line is protected facing-point by indicator light, normal position lined for Milldale route. Indicator light displays "green" when lined for Milldale route, "yellow" when lined for Export route. If no light is displayed, stop and examine switch points before making facing-point movement over switch.

JOINT TRACKS

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

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 SAL RR crossings at F&J Junction and Milldale 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.

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.

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.

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

DRAWBRIDGES

The following drawbridges are not protected with interlocking signals and may be opened at any time. Trains and engines must stop within 300 feet of drawspan at these bridges. If the way is clear, they may then proceed. The speed restriction applies over drawspan and approach trestles.

	Maximum Speed Miles an Hour
Trout River (MP SJ-646.0).....	20
Broward River (MP SJ-648.9).....	20

SPEED LIMITS AND OPERATING RESTRICTIONS

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
Power-operated turnouts and crossovers, BS Interlocking	7
All other switches	7

Line	Nominal Line Capacity (Lbs.)	Speed limit (MPH) unless further restricted by engine or by equipment in consist. Yard Engines and Transfers	Restrict speed (MPH) as shown below for certain equipment						
			For cars weighing		For engines in series	For wreckers Nos.			For Locomotive Cranes
			251,001 to 263,000 Lbs.	263,001 to 270,000 Lbs.	550 1000 2000 3000	65358 65369 65370 *	65255 65301 65302 *	65229 65248 65398 65417	65454 65332 65414 65445 65448 65465
Moncrief to Quinlan	270,000	20							
Bridge MP SJ-648. (NP)		20	10	10	10	10	10	15	20
Bridge MP SJ-648. (NP)		20	10	10	10	10	10	15	20
Composite to Export Terminal	270,000	15							

*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.

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.

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.

(NP) Drawbridge Not Protected with Interlocking Signals.

Wharfs and Docks:

Cars weighing in excess of 220,000 lbs. gross, Engine 550. Engines in Series 100, 200, 800, 900, 1000, 2000 and 3000, and all Wreckers and Locomotive Cranes shall not be operated onto any wharf or dock.

LOCAL SURGEONS

Jacksonville, Fla. Dr. Sam C. Atkinson
Jacksonville, Fla. Dr. Leonard H. Grunthal, Jr.
Jacksonville, Fla. Dr. A. Lawson Hardie
Jacksonville, Fla. Dr. F. M. Haswell

Jacksonville, Fla. Dr. A. M. Manson
Jacksonville, Fla. Dr. Harold Newman
Jacksonville, Fla. Dr. Frederick Oetjen

JACKSONVILLE TERMINAL COMPANY

1. Standard rules govern operations on Jacksonville Terminal Company's tracks. Employees will comply with special rules or instructions when issued by proper officers.

2. All train movements will be governed by signal indications within interlocking territory; outside of interlocking territory all trains will move under control, expecting to find the track occupied, and be able

to stop within half the range of vision. The burden of responsibility is with the approaching train.

3. In foggy weather, or other conditions that obscure clear vision, extreme caution must be exercised.

4. Trains, engines and switch movements must not exceed speed of 15 miles an hour through turnouts and crossovers and 20 miles an hour

JACKSONVILLE TERMINAL COMPANY (continued)

in straight-away movements through Lee Street, Myrtle Avenue and Beaver Street Interlockings; 10 miles an hour alongside station platforms. Approach main baggage trucking platforms at West End and East End of station tracks prepared to stop, unless crossings are known to be clear.

ACL engine 550 and engines in 1000, 2000 and 3000 series, must not exceed speed of 15 miles an hour through power-operated stem of wye switch and crossover at Dennis Street, and 7 miles an hour through all other turnouts and crossovers.

5. Interlocking signals of the right hand upper quadrant type have three positions as follows:

SIGNAL INDICATIONS (DAY):

Horizontal — Stop
45 Degree Angle — Proceed under Caution
Perpendicular — Proceed

SIGNAL INDICATIONS (NIGHT):

Red — Stop
Yellow — Proceed under Caution
Green — Proceed

COLOR LIGHT INTERLOCKING SIGNALS INDICATIONS (DAY OR NIGHT):

Red — Stop
Yellow — Proceed under Caution
Yellow over Red — Proceed, approaching next signal prepared to stop.

Red over Yellow — Proceed at restricted speed expecting to find the track occupied, switch improperly lined, and be able to stop short of train or obstruction.

Green — Proceed

Interlocking signals are located on the right of the tracks they govern. A fixed interlocking signal is provided for all movements, either in the direction or reverse direction of traffic.

Hand signals must not be recognized over fixed signals, except after thorough understanding with the signal men on the ground.

Outside of interlocking territory hand throw switch indications are:

Red — Stop or for turn-out
Green — Proceed, or switch in normal position
Normal position for all such switches is "Set for Running Track or Ladder."

Trailing movement may be made through a spring switch when points are in normal position. If train or engine is stopped on spring switch when making a trailing movement, reverse movement must not be made nor slack taken up in train until switch is placed in proper position by hand.

Spring switches are identified by marker bearing letters "SS".

6. Emergency stop air whistles are located as follows:

TOWER "A"—LEE STREET INTERLOCKING:

On pole east of tower.

TOWER "MA"—MYRTLE AVENUE INTERLOCKING:

On Bridge "B" at tower.

TOWER "BS"—BEAVER STREET INTERLOCKING:

At Beaver Street tower.

Enginemen or those in charge of back up hose in the vicinity of these emergency signals upon hearing one long continuous blast of such whistle will immediately stop; after which they may proceed upon hearing two blasts of the same whistle, being governed by signal indications.

7. Freight movements over the S.A.L. freight line crossing at Beaver Street Interlocking, if compelled to stop for a period of over five minutes, will immediately cut their train and clear the signals in both directions governing movements over crossings, unless otherwise directed by Towerman.

8. All trains will approach "FO" Cabin Junction and Terminal Company's WYE at Church Street under full control expecting to find tracks occupied. Movements through crossovers, switches and over Church Street crossing must not exceed a speed of ten (10) miles an hour.

8-a. Movements around Honeymoon WYE and Church Street WYE must not exceed a speed of ten (10) miles an hour for entire length of train. (See Rule 2)

9. Proper members of passenger train crews, uniformed, are required to be on hand thirty (30) minutes prior to departing time of their trains and protect the loading of passengers.

9-a. Consist from engine to rear, in train order, showing all information called for will be furnished by Conductors in duplicate on A.C.L. Form 32 Revised of all arriving and departing trains. Consists will be

made in triplicate for arriving trains, one copy to be filed and transmitted by wire not less than one hour before arrival. Boxes for consists of departing trains are located on concourse fence and on shed posts on hill tracks.

10. Train Starting Signals: Push button signals are located as follows:
To contact Myrtle Avenue Tower:

Tracks 2 to 15 inclusive: On supporting columns of train sheds near butting block and the west end of sheds.

Track 16: On supporting column of train shed opposite station and the west end of shed.

Tracks 17 to 26 inclusive: On supporting columns of train sheds near the head of rampway and the west end of shed.

To contact Lee Street Tower:

Track 16: On supporting column of train shed opposite station.

Tracks 17 to 26 inclusive: On supporting columns of train sheds near the head of rampway, also on east side of concrete columns Lee Street Viaduct for tracks 23, 24, 25 and 26.

Conductors are required to transmit signal to the proper tower one minute in advance of the time his train will be ready to depart by pressing starting signal button. After this signal gives proper indication in the tower, it will be repeated back by a light to the Conductor immediately. If such light does not show up, it indicates to the Conductor that the apparatus is not working and steps must immediately be taken to communicate with the tower by phone.

Green starting lights are located over the gates on the low level, parallel with the platform side of each station track, and on the high level on the lower edge of platform shed near entrance to subway; also under Lee Street Viaduct, Tracks 23, 24, 25 and 26. After the Gatemen close the gates and assure themselves that the last passenger for a given train has had opportunity to reach that train to board it, they will immediately give the above green starting signal as an indication to the Conductor that all passengers for his train have reached the side of the train, after which the Conductor will be governed in starting his train by the loading of his passengers, baggage and mail. The Conductor is then authorized to depart when the baggage and mail foreman advises him or in the absence of the Conductor the foreman may notify the baggage master and postal clerk, that all baggage and mail connections for that train are loaded, whereupon the Conductor will push his starting light and depart upon receiving interlocking signals. The Conductor should work out a proper understanding with the baggage and mail foreman in each instance as to when this work will be completed. Starting light should not be pushed in excess of one (1) minute before the anticipated time that the train will be ready to move.

10-a. Trains must not depart from the Jacksonville Terminal until the engineman has received a release card Form 725 from the Car Inspector indicating that the train is ready to proceed insofar as the Mechanical Department is concerned.

11. Conductors, Trainmen, Enginemen and Firemen of tenant lines must pass proper examination on interlocking and special instructions before being permitted to operate into and out of the Terminal.

12. Doors of toilets on all passenger trains must be kept locked while cars are located on station tracks; private or chartered cars must be kept locked until buckets are supplied.

13. All members of train crews must register names and addresses in book provided for that purpose in the Telegraph Office.

14. Enginemen will vacate engines immediately on arrival and when inspection of same is not completed before engine is taken in charge by Terminal forces same will be placed at convenient location for completion of inspection.

15. Enginemen on arriving trains heading into station will stop as near butting block as practical, consistent with safety, on Station Tracks 2 to 15, inclusive, to avoid blocking the trucking platform at north or west end of Station.

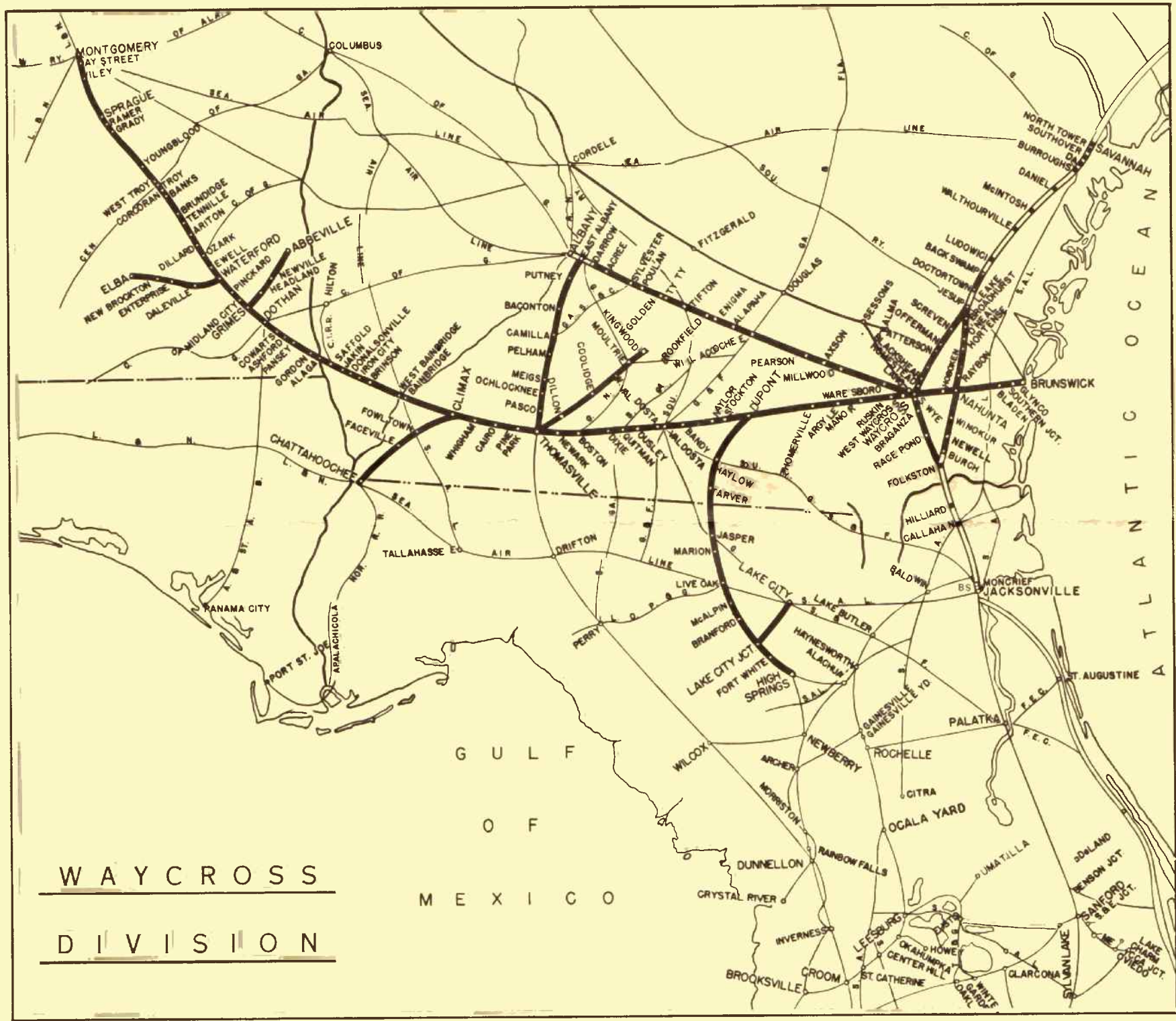
15-a. Enginemen on arriving trains using Station Tracks 16 to 26, inclusive, will stop just to clear main trucking crossing at extreme East or West end of the Station, inside of interlocking signals, unless otherwise spotted by hand signals.

16. Ash pans of kitchen cars, or refuse of any nature, must not be dumped or thrown within Terminal limits.

17. Headlights on all engines will be dimmed while on tracks of the Jacksonville Terminal Company.

18. The use of sand within interlocking territory must be avoided as far as possible and is prohibited through switches and crossovers at Myrtle Avenue, Beaver and Lee Street Interlocking.

19. Air Whistle on back up hose will be sounded at frequent intervals on all trains backing into Station.



WAYCROSS
DIVISION

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