



**SEABOARD
COAST LINE
RAILROAD**

WAYCROSS DIVISION

2

TIME TABLE No. 2

IN EFFECT

Friday, December 15, 1967

At 12:01 A.M.

SUPERSEDING TIME TABLE NO. 1

DATED SEPTEMBER 1, 1967

EASTERN STANDARD TIME

**FOR THE GOVERNMENT OF
EMPLOYEES ONLY**

D. C. HASTINGS, Vice-President-Transportation and Maintenance

J. N. BROETZMAN, Asst. Vice-President-Transportation

L. T. ANDREWS, General Manager-Transportation

W. W. HUCKEBA, Superintendent

Third Class	Second Class	First Class	Station Numbers	Distance From Dupont	TIME TABLE NO. 2 IN EFFECT December 15, 1967	Scales, Wyes, Car Capacity	FIRST CLASS		Third Class	
609	311	307					312	310	608	
Local Freight	Through Freight	Through Freight					Through Freight	Through Freight	Local Freight	
Ex. Sun.	Daily	Daily					Daily	Daily	Ex. Sun.	
A. M.	P. M.	P. M.	STATIONS			A. M.	A. M.	P. M.		
555	1250 ⁶⁰⁸	1146	AN622		L T	DUPONT [®] A 11.9	Yard Y	745	1030	1250 ³¹¹
610	105	1201	AR633	11.9		HAYLOW X-GS&F 8.5	159 10 P	715	1007	1150
624	116	1212	AR642	20.4		TARVER 12.5	163 8 P	655	955	1130
640 ³¹²	132	1228	AR654	32.9	T	JASPER X-GS&F 5.4	160 82 P	640 ⁶⁰⁸	939	1105
700	139	1235	AR660	38.3		MARION 10.6	75 8 P	630	930	1045
800 ⁶⁰⁸	152	1248	AR671	48.9	T	LIVE OAK [®] X-SCL 11.4	160 Yard P O	615	915 ⁶⁰⁸	1030 ³¹⁰ 800 ⁶⁰⁸
857 ³¹⁰	206	102	AR682	60.3		McALPIN 12.4	164 7 P	557	857 ⁶⁰⁸	715
920	222	118	AR694	72.7	T	BRANFORD 13.5	168 49 P	540	840	650
1010	240	136	AR708	86.2	T	FORT WHITE 9.4	158 16 P	520	820	618
1100	310	200	AR717	95.6	T A	HIGH SPRINGS L	Yard OY	500	800	600
A. M.	P. M.	A. M.						A. M.	A. M.	A. M.
Ex. Sun.	Daily	Daily						Daily	Daily	Ex. Sun.

PELHAM SUBDIVISION

Southward	Station Numbers	Distance From Albany	TIME TABLE NO. 2 IN EFFECT December 15, 1967	Scales, Wyes, Car Capacity	Northward
Second Class					618
Local Freight					Local Freight
Ex. Sun.					Ex. Sun.
A. M.	STATIONS			A. M.	
	AP699		L	ALBANY A	
L 930	ANC748	1.3	T	EAST ALBANY 14.8	Yard OY A 830
1005	ANC734	16.1		BACONTON 10.2	9 753
1045	ANC724	26.3	T	CAMILLA X-GAS&C 8.2	50 725
1125	ANC715	34.5	T	PELHAM 5.2	51 64 P 710
1150	ANC710	39.7	T	MEIGS 7.3	46 650
1215	ANC703	47.0		OCHLOOKNEE 5.6	40 630
1235	ANC697	52.6		PASCO 5.9	30 P 615
100	AN691	58.5	T A	THOMASVILLE [®] L	Yard OY 600
P. M.					A. M.
Ex. Sun.					Ex. Sun.

FIRST CLASS

FIRST CLASS															Station Numbers	Distance From Savannah	TIME TABLE NO. 2	
17	75	119	91	5	95	105	381	153	395	303	109	85	175	IN EFFECT				
Seminole	Gulf Coast Special	Through Freight	Champlin	South Wind City of Miami	Dixie Flyer	Through Freight	Piggyback Special	Sou. Ry. Through Freight	Piggyback Special	Through Freight	Through Freight	Everglades	Piggyback Special	December 15, 1967				
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	STATIONS				
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.	P. M.					
	455	640	630					200				1230	1050	A491		T SAVANNAH 12.6		
	510	655	642					216				1245	1110	A503	12.6	BURROUGHS X-SCL 8.3 @E		
	517	704	648					225				1253	1118	A511	20.9	DANIEL 11.3		
	526	716	656					237				103	1129	A522	32.2	T McINTOSH 7.3		
	F 532	724	701					245				109	1136	A530	39.5	T WALTHOURVILLE 7.7 @W		
														A537	47.2	T LUDOWICI 3.3		
														A541	50.5	BACK SWAMP 3.1		
														A544	53.6	T DOCTORTOWN 4.5		
	S 557	A 748	F 720					310				S 135	1154	A548	58.1	T JESUP 9.7		
	611 ¹¹⁰							321				143	1204	A558	67.8	BROADHURST 9.4		
	619							332				151	1217 ⁸⁶	A567	77.2	HORTENSE 5.6		
	624							338				156	1223	A573	82.8	RAYBON 3.7		
	F 628							342				F 200	1227	A576	86.5	T NAHUNTA X-SCL 11.6		
	638							354				210	1238	A589	98.1	WINOKUR 6.0 @W		
	643							400				215	1244	A595	104.1	NEWELL 4.6		
	647							405				219	1249	A598	108.7	BURCH 3.8		
L 810	651		L 840	L 831	L 648		L 430	410	L 407	L 355		223	1253	A602	112.5	T FOLKSTON 11.4 @E		
821	701		850	841	659		442	425	419	407		233	104	A614	123.9	HILLIARD 10.3		
831	710		859	850	709	L 517	453	440	430	418	L 302	242	114	A624	134.2	T CALLAHAN X-SCL 15.7		
845	722		911	902	723	A 600	A 535	A 530	A 515	A 500	A 400	254	A 200	A640	149.9	T MONORIEF X-SCL 2.4		
848	725		914	905	726							257		A642	152.3	BS 1.0		
S 910	S 745		S 940	S 925	S 800							S 325		A643	153.3	T JACKSONVILLE		
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.	A. M.					
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily					

FIRST CLASS														Station Numbers	Distance From Savannah	TIME TABLE NO. 2	
86	96	6	380	92	110	368	104	190	112	106	394	76	18			IN EFFECT	
Everglades	Dixie Flyer	South Wind City of Miami	Through Freight	Champlon	Through Freight	Through Freight	Through Freight	Through Freight	Through Freight	Through Freight	Piggyback Special	Gulf Coast Special	Seminole			December 15, 1967	
Daily	Daily	Daily	Ex. Mon.	Daily	Daily	Daily	Daily	Daily	Ex. Mon.	Ex. Mon.	Daily	Daily	Daily			STATIONS	
A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.				
^S 200				^S 840	800		1000	345	315	245		^S 1055		A491		T SAVANNAH —12.6—	
132				814	713		924	304	245	219		1027		A503	12.6	BURROUGHS — 8.3 — X-SCL ⊗E	
125				808	703		915	255	235	210		1020		A511	20.9	DANIEL — 11.3 —	
115				800	651		903	243	223	158		1010		A522	32.2	T MCINTOSH — 7.3 —	
108				755	643		855	235	215	150		^F 1003		A530	39.5	T WALTHOURVILLE — 7.7 — ⊗W	
														A537	47.2	T LUDOWIOL — 8.3 —	
														A541	50.5	BACK SWAMP — 3.1 —	
														A544	53.6	T DOCTORTOWN — 4.5 —	
^S 1250				^L 740	621		^L 830	214	152	^L 129		^S 945		A548	58.1	T JESUP — 9.7 —	
1226					611⁷⁵			204	139			932		A558	67.8	BROADHURST — 9.4 —	
1217¹⁷⁵					551			154	127			924		A567	77.2	HORTENSE — 5.6 —	
1212					545			148	120			919		A573	82.8	RAYBON — 3.7 —	
^F 1207					541			144	116			^F 915		A576	86.5	T NAHUNTA X-SCL — 11.6 —	
1155					528			132	101			904		A589	98.1	WINOKUR — 6.0 — ⊗W	
1149					522			126	1255			859		A595	104.1	NEWELL — 4.6 —	
1145					517			121	1250			855		A598	108.7	BURCH — 3.8 —	
1141	^A 1010	^A 704	^A 654	^A 629	513	^A 450	^A 415	116	1245		^A 1230	852	^A 815	A602	112.5	T FOLKSTON — 11.4 — ⊗E	
1131	958	655	642	620	501	438	401	104	1233			1217	842	A614	123.9	HILLIARD — 10.3 —	
1122	947	647	631	612	450	^L 423	350	^L 253	1221			1205	833	A624	134.2	T CALLAHAN X-SCL — 15.7 —	
1108	935	635	^L 615	600	^L 430		^L 330		^L 1201			^L 1145	821	A640	149.9	T MONCIEF X-SCL — 2.4 —	
1102	932	632		557								817	733	A642	152.3	BS — 1.0 —	
1100	930	630		555								815	730	A643	153.3	T JACKSONVILLE L	
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	A. M.			
	Daily	Daily	Daily	Ex. Mon.	Daily	Daily	Daily	Daily	Daily	Ex. Mon.	Ex. Mon.	Daily	Daily	Daily			

NAHUNTA SUBDIVISION

NORTHWARD

5

TIME TABLE NO. 2 IN EFFECT December 15, 1967 STATIONS		Stops, Wyes, Car Capacity	SECOND CLASS			THIRD CLASS																	
			156	Sou. Ry. Through Freight	Daily	P. M.	606	602	Local Freight	Daily	Ex. Sun.	A. M.	P. M.										
T SAVANNAH A		Yard	0	700									155										
12.6																							
BURROUGHS				645									1240										
8.3 X-SCL @E																							
DANIEL		53	PN	635									1230										
11.3																							
T McINTOSH		156	PS	622									1130										
7.8		22																					
T WALTHOURVILLE		156	PN	614									1115										
7.7 @W		6																					
T LUDOWIGI		36											1050										
3.2																							
BACK SWAMP													1040										
3.1																							
T DOCTORTOWN		92	CP										1035										
4.5		27																					
T JESUP		Yard	Y	547							A 850	L 1015											
9.7																							
BROADHURST		88	P	506							825												
9.4																							
HORTENSE		90	P	455							812												
5.6		7																					
RAYBON		88	P	449							802												
2.7																							
T NAHUNTA X-SCL		116	P	445							755												
11.6		Y																					
WINOKUR		193	P	433							730												
6.0 @W																							
NEWELL				427							659												
4.6																							
BURCH				422							652												
3.3																							
T FOLKSTON		81	PN	418							645												
11.4 @E		82	PS																				
HILLIARD		88	PS	404							550												
10.3		13																					
T CALLAHAN		77	PN	353							530												
15.7 X-SCL		13																					
T MONCRIEF X-SHT		Yard	O	L 335							L 500												
2.4																							
BS																							
1.0																							
T JACKSONVILLE																							
L																							
				P. M.							A. M.	A. M.											
				Daily							Daily	Ex. Sun.											

Third Class	SECOND CLASS			FIRST CLASS								Station Numbers	Distance From Savannah	TIME TABLE NO. 2 IN EFFECT December 15, 1967 STATIONS
	601	103	367	17	119	91	5	95	381	395	303			
Local Freight	Through Freight	Local Freight	Seminole	Through Freight	Champion	South Wind City of Miami	Dixie Flyer	Piggyback Special	Piggyback Special	Through Freight				
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily				
A. M.	P. M.	A. M.	P. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.				
1201	540			748	720							A548	58.1	L T JESUP 11.4
												AN559	69.5	SCREVEN 7.8
												AN567	77.3	OFFERMAN 10.5
230	615			820	740							AN578	87.8	T BLACKSHEAR 2.6
												AN581	90.4	HOMESTEAD 6.9
500	A 715	L 430		L 735	A 930	F 810	L 800	L 615	L 330	L 325	L 300	AN587	97.3	T WAYCROSS 0.5
												ANA588	97.8	SOUTH WYE 10.5
												ANA598	108.3	BRAGANZA 9.2
530		500		755		828	818	633	406	353	341	ANA607	117.5	RACE POND 13.9
558		525		810		840	831	F 648	430	407	355	A602	131.4	T A FOLKSTON
A. M.	P. M.	A. M.	P. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.			
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily			

BRUNSWICK SUBDIVISION

Southward Second Class	Station Numbers	Distance From Waycross	TIME TABLE NO. 2 IN EFFECT December 15, 1967 STATIONS			Seales, Wyes, Car Capacity	Northward Third Class
605			604				
Local Freight						Local Freight	
Daily						Daily	
P. M.						P. M.	
130	AN587		L T	WAYCROSS 14.2	A Yard O _y	930	
205	A0601	14.3		HOBOKEN 8.8	31	835	
240	A0610	23.1	T	NAHUNTA X-SCL 17.0	29 Y	815	
320	A0627	40.1		BLADEN 12.1	61 X-SCL	725	
405	A0639	52.2		SOUTHERN JCT. 3.5	13 X-SOU	640	
425	A0643	55.7	T A	BRUNSWICK	L Yard O _y	630	
P. M.						P. M.	
Daily						Daily	

ALBANY SUBDIVISION

NORTHWARD

9

TIME TABLE NO. 2 IN EFFECT December 15, 1967 STATIONS		Seats, Wyes, Car Capacity	FIRST CLASS					SECOND CLASS		Third Class
			18	394	6	380	96	306		614
			Seminole	Piggyback Special	City of Miami	Piggyback Special	Dixie Flyer	Through Freight		Local Freight
			Daily	Daily	Daily	Ex. Mon.	Daily	Daily		Tue.-Thur. Sat.
			P. M.	P. M.	P. M.	P. M.	P. M.		P. M.	
2 Tracks	A	ALBANY 1.3	S1230		S1010					
		T EAST ALBANY 0.8	Yard OY 1212		956			A1130	A 200	
		DARROW X-GN 7.8			954			1115	130	
		ACREE 9.8	38 9 P 1201		945			1100	1255	
		T SYLVESTER X-GA&C 3.0	110 42 P S1147		933			1045 ³⁰⁵	1230	
		POULAN 6.7	9 F1136					1035	1155	
		GOLDEN 2.7	48 P 1127		921			1025	1142	
		TY TY 8.6	6 F1123		917			1020	1136	
		T TIFTON X-G&F 7.8	Yard OY S1110 ⁶¹⁴		906			1008	1120 ¹⁸ 1041	
		BROOKFIELD 3.7	78 9 P 1053		858			953	1030	
		ENIGMA 6.6	5 F1048					948	1025	
		T ALAPAHA 10.9	73 23 P F1040 ⁶¹⁵		847			939	1010	
		T WILLACOCHEE X-G&F 11.6	78 18 P S1025		835			925	930	
		T PEARSON 7.5	70 26 P S1007		823			905	850	
		AXSON 4.0	10 958					850	810	
		MILLWOOD 11.3	78 P F 953		811			845	756	
		WARESBORO 6.6	68 14 P 939		759			830	741 ⁵	
		LANG 1.0			752	A 810	A1105	820	710	
		T WAYCROSS L	Yard OY 925		750	805	1100	815	700	
				A. M.	P. M.	P. M.	P. M.	P. M.	A. M.	
			Daily	Daily	Daily	Ex. Mon.	Daily	Daily	Tue.-Thur. Sat.	

THIRD CLASS		SECOND CLASS			FIRST CLASS			Station Numbers	Distance from Waycross	TIME TABLE NO. 2			
611	609		315	311	313		307			11	89	IN EFFECT	
Local Freight	Local Freight		Through Freight	Through Freight	Through Freight		Through Freight			South Wind	Passenger	December 15, 1967	
Mon.-Wed. Fri.	Ex. Sun.		Daily	Daily	Daily		Daily			Daily	Daily	STATIONS	
A. M.	A. M.		P. M.	P. M.	A. M.		P. M.	P. M.	A. M.				
								930	AN587		L T		
											WAYCROSS X-SCL		
											1.5		
											T		
											WAYCROSS (Oklahoma Ave.)		
											2.0		
											WEST WAYCROSS		
											2.9		
L 600	L 500		L 805	1204	L 900		L 1100	753	935	AN591	3.5		
610	505		809	1208	905		1106	756	938	AN594	6.4		
625	520		819	1218	916		1120	805	947	AN602	14.7		
635	530		826	1225	923		1128	811	953	AN607	19.7		
											RUSKIN		
											8.3		
											MANOR		
											5.0		
											ARGYLE		
											6.3		
											T		
											HOMERVILLE		
											8.2		
											T		
											DUPONT		
											8.3		
											STOCKTON		
											5.2		
											NAYLOR		
											6.0		
											BANDY		
											6.9		
											T		
											VALDOSTA		
											1.1		
											T		
											WEST VALDOSTA		
											8.4		
											T		
											OUSLEY		
											7.6		
											T		
											QUITMAN		
											6.9		
											DIXIE		
											7.3		
											T		
											BOSTON		
											7.0		
											NEWARK		
											5.1		
											T		
											THOMASVILLE		
											8.0		
											A		
A. M.	A. M.		P. M.	P. M.	P. M.		P. M.	P. M.	A. M.				
Mon.-Wed. Fri.	Ex. Sun.		Daily	Daily	Daily		Daily	Daily	Daily				

THOMASVILLE SUBDIVISION

EASTWARD

TIME TABLE NO. 2 IN EFFECT December 15, 1967 STATIONS		Stations, Ways, Car Capacity	FIRST CLASS					SECOND CLASS		THIRD CLASS	
			12	312	310	90	316	314	610	608	
			South Wind	Through Freight	Through Freight	Passenger	Through Freight	Through Freight	Local Freight	Local Freight	
			Daily	Daily	Daily	Daily	Daily	Daily	Tue.-Thur. Sat.	Ex. Sun.	
			A. M.	P. M.	P. M.	A. M.	P. M.	P. M.			
T	WAYCROSS 1.5	A X-SCL Yard O _Y				650					
T	WAYCROSS (Oklahoma Ave.) 2.0	Yard S _A	755	A 900	A 1201 ³¹¹	620	A 300	A 1055			
	WEST WAYCROSS 2.9	Yard	748	833	1135	617	200	953	A 1125	A 220	
	RUSKIN 8.3	78 P	745	828	1115	614	145	948	1105	205	
	MANOR 5.0	159 22 P	736	816	1102	605	133	933	1052	150	
	ARGYLE 6.3	27		809	1055	600	125	915	1045	130	
T	HOMERVILLE 8.2	161 46 P	724 ⁶¹¹	800 ⁶¹¹	1045	S 553	115	905	1035	110	
T	DUPONT 8.3	140 Yard P Y	715	L 745	L 1030	544	100	850 ³¹⁶ 827 ¹¹	1010 ²¹³ 940 ⁸⁹	L 1250 ³¹¹	
	STOCKTON 5.2	51 16 P				535	1240	813	915		
	NAYLOR 6.0	153 9 P	701			529	1225	804	905		
	BANDY 6.9	5					1215	755	855		
T	VALDOSTA 1.1	@ X-G&F Yard O	647			S 515	1202	745	845		
	WEST VALDOSTA 8.4	X-G&F 162 Yard P Y	645			511	1159	740	840		
	OUSLEY 7.6	19	636			502	1141	719	800		
T	QUITMAN 6.9	148 69 P	628			S 453	1130	709	730		
	DIXIE 7.8	22	621				1115	700	700		
T	BOSTON 7.0	153 61 P	613			438	1055 ³¹⁶	650	635		
	NEWARK 5.1	40 9 P					1045	640	620		
T	THOMASVILLE L	Yard O _Y	600			425	1030	630	610		
			A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	A. M.	P. M.	
			Daily	Daily	Daily	Daily	Daily	Daily	Tue.-Thur. Sat.	Ex. Sun.	

MOULTRIE SUBDIVISION

Southward Second Class	Station Numbers	Distance From Kingwood	TIME TABLE NO. 2		Scales, Wyes, Car Capacity	Northward Second Class
617			IN EFFECT			616
Local Freight			December 15, 1967			Local Freight
Ex. Sun.			STATIONS			Ex. Sun.
A. M.						A. M.
	ANK 722		L	KINGWOOD	A ₅	
				2.3		
L 915	ANK 720	2.3	T	MOULTRIE	X-G.N. Yard	A 830
				13.6		
1100	ANK 706	15.9	T	COOLIDGE	44	655
				7.9		
1130	ANK 698	23.8		DILLON	5	625
				6.9		
100	AN 691	30.7	T A	THOMASVILLE	Yard L O _y	600
P. M.						A. M.
Ex. Sun.						Ex. Sun.

CHATTAHOOCHEE SUBDIVISION

Westward Third Class	Station Numbers	Distance From Climax	TIME TABLE NO. 2		Scales, Wyes, Car Capacity	Eastward Third Class
637			IN EFFECT			636
Local Freight			December 15, 1967			Local Freight
Daily			STATIONS			Daily
P. M.						A. M.
430	AN 719		L T	CLIMAX	A ₈₁	938
				8.7		
505	ANE 728	8.7		FOWLTOWN	26	902
				6.7		
535	ANE 734	15.4		FACEVILLE	25	820
				14.9		
645	ANE 749	30.3	T A	CHATTAHOOCHEE	Yard L	730
P. M.						A. M.
Daily						Daily

ELBA SUBDIVISION

Westward Second Class	Station Numbers	Distance From Waterford	TIME TABLE NO. 2		Scales, Wyes, Car Capacity	Eastward Third Class
639			IN EFFECT			638
Local Freight			December 15, 1967			Local Freight
Ex. Sun.			STATIONS			Ex. Sun.
A. M.						A. M.
745	AN 800		L	WATERFORD	A ₁₅	1150
				8.0		
810	ANG 808	8.0	T	DALEVILLE	54	1125
				9.4		
830	ANG 818	17.4	T	ENTERPRISE	75	1055
				9.2		
910	ANG 827	26.6		NEW BROCKTON	26	1035
				10.1		
940	ANG 837	36.7	T A	ELBA	39 L	1010
A. M.						A. M.
Ex. Sun.						Ex. Sun.

GRIMES SUBDIVISION

Westward Second Class	Station Numbers	Distance From Grimes	TIME TABLE NO. 2		Scales, Wyes, Car Capacity	Eastward Third Class
641			IN EFFECT			640
Local Freight			December 15, 1967			Local Freight
Ex. Sun.			STATIONS			Ex. Sun.
A. M.						A. M.
730	AN 789		L	GRIMES	A ₁₄	950
				6.8		
745	ANF 796	6.8	T	HEADLAND	55	932
				5.6		
759	ANF 801	12.4		NEWVILLE	15	920
				14.5		
840	ANF 816	26.9	T A	ABBEVILLE	35 L	850
A. M.						A. M.
Ex. Sun.						Ex. Sun.

THIRD CLASS		SECOND CLASS		FIRST CLASS		Station Numbers	Distance From Thomassville	TIME TABLE NO. 2 IN EFFECT December 15, 1967 STATIONS	Scales, Weights, Car Capacity	FIRST CLASS			Second Class	THIRD CLASS		
639	623	313	315	11	89					12	90	316	314	638	622	
Local Freight	Local Freight	Through Freight	Through Freight	South Wind	Passenger					South Wind	Passenger	Through Freight	Through Freight	Local Freight	Local Freight	
Ex. Sun.	Tue.-Thur. Sat.	Daily	Daily	Daily	Daily					Daily	Daily	Daily	Daily	Ex. Sun.	Mon.-Wed. Fri.	
A. M.	A. M.	P. M.	A. M.	P. M.	P. M.				A. M.	P. M.	P. M.	A. M.	P. M.	P. M.		
700	630	530	425	1148	216	AN783	91.5	L T	DOTHAN [®] A	Yard OY	404	156	656	1050	1245	115
710	640	540	434	1157	223	AN789	97.7		6.2 GRIMES	55 14 P Y	356	143	646	1036	1220	101
720	646	545	439		227	AN793	101.2		3.5 MIDLAND CITY	28		137	640	1031	1210	1245
730	655	550	443	1204	231	AN796	104.2		3.0 PINCKARD	60 8 P	349	132	635	1026	1205	1230
A 740	705	556	450	1209	236	AN800	108.8		4.6 WATERFORD	70 16 P Y	343	126	629	1014	1150	1201
	715	602	503	1217	242	AN806	114.1		5.3 EWELL	118 4 P	337	120	621	1007		1140
	725	615 ³¹⁶	510	1222	247	AN810	118.7	T	4.8 OZARK [®]	57 102 P	332	115	615 ³¹³	1000		1110
	740	624	519	1232	258	AN817	124.9		6.2 DILLARD	120 P	324	103	605	950		1050
	750	632	527	1240	304	AN822	130.6		5.7 ARITON	11	318	1255	557	941		1025
	758	638	533	1246	309	AN826	134.7		4.1 TENNILLE	134 1 P	313	1249	550	933		1000
	815	648	544	1256	322	AN834	142.3	T	7.6 BRUNDIDGE	81 53 P	302	1238	540	923 ⁶²²		933 ³¹⁴ 910
	830	658	553	105	330	AN841	149.4		7.1 BANKS	131 22 P	254	1229	530	914		858
	902 ³¹⁴	708	603	114	338	AN848	157.0		7.6 CORCORAN X-CotGA.	55 87 P	245	1220	520	902 ⁶²³		845
	915	715	615	117	345	AN852	158.9	T	1.9 TROY [®] X-CotGA.	84 116 P Y	239	1213	516	852		835
	925	725	625	130	354	AN858	165.7		6.8 YOUNGBLOOD	123 P	231	1205	500	832		805
	1000	743	640	146	409	AN872	179.7		14.0 GRADY	135 1 P	216	1149	442	813		729
	1010	750	647	151	416	AN876	183.9	T	4.2 RAMER	57 24 P	211	1144	435	805		710
	1023	810	657 ⁶²²	203 ¹²	423 ³¹⁶	AN883	190.7		6.8 SPRAGUE	125 39 P	203 ¹¹	1133	423 ⁶⁹	749		657 ³¹⁶
	1043	833	712	216	434	AN894	201.7		11.0 SNOWDOWN		147	1121	357	732		625
	1114 ⁹⁰	843	720 ³¹⁴	224	441	AN901	208.5		6.8 DAY STREET	134 P	138	1114 ⁶²³	348	720 ³¹⁶		615
	1155	1030	750	235	500	AN902	210.0	T A	1.5 MONTGOMERY	Yard L	135	1110	330	700		555
A. M.	A. M.	P. M.	A. M.	A. M.	P. M.						A. M.	A. M.	P. M.	A. M.	A. M.	A. M.
Ex. Sun.	Tue.-Thur. Sat.	Daily	Daily	Daily	Daily						Daily	Daily	Daily	Daily	Ex. Sun.	Mon.-Wed. Fri.

DIVISION

PRECEDENCE BY DIRECTION

1—Unless otherwise provided, northward or eastward trains are superior to trains of the same class in opposite direction.

SPEED RESTRICTIONS

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

Series	MPH	Series	MPH
601-620	89	1003-1050, 1053-1065, 1300-1308, 1400-1405, 1500-1514, 1700-1703, 1900, 2000, 2100, 2200	70
675-698	83		
1212-1237, 1704-1718	79	300, 400, 700, 800, 900, 1000-1002, 1051-1052, 1100, 1200-1211	65
1309-1343, 1406-1415, 1515-1565	75		

3—Engines in series 600-620, 1900, 2000, 2100 and 2200 must not exceed speed indicated below through turnouts and crossovers:

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

4—Switch engines in the following series must not be operated in excess of 60 M. P. H. when used in service or tow and must be handled near head end of train:
10-99, 100-199 and 200-202.

5—Trains Handling:

Ribbon rail cars loaded 45 M. P. H. on main track and 10 M. P. H. through other than main track turnouts and must be handled on head end of trains; when empty will be handled on rear of train separated from caboose by three empty cars.
Dump cars 45 M. P. H. and when loaded must be handled in local freight or work trains when practicable.
Jordan ditchers 40 M. P. H. and pile drivers 20 M. P. H. must be handled near head of train.
Scale test cars 25 M. P. H. next ahead of caboose except 771815 in classification at maximum speed allowed freight trains.

6—Solid piggyback trains or passenger trains handling piggyback cars will not exceed speed of 70 M. P. H., and will observe authorized passenger train speed where such speed is below 70 M. P. H. When handling other unrestricted freight equipment will not exceed 65 M. P. H. and will observe authorized passenger train speed where such speed is below 65 M. P. H.

SPACING WRECKERS AND LOCOMOTIVE CRANES

7—For line of road movement, the following wreckers must be preceded and followed by at least one car not exceeding 100,000 pounds gross weight and must be separated from any other wreckers or locomotive crane in the same train by at least two cars not exceeding 100,000 pounds gross weight:

765152, 765160, 765161, 765250, 765251, 765252, 771153, 771154, 771155, 771156, 771157, 771253, 771254, 771255, 771256, 771257, WofA 5 and GA 1901.

For line of road movement, the following locomotive cranes must be preceded and followed by at least one car not exceeding 100,000 pounds gross weight: A. C. L. 65414, 65445, 65449; S. A. L. 71927, 71929, 71994, 71995, 71996, 71997; S. C. L. 765414, 765445, 765449, 765458, 771927, 771929, 771994, 771995, 771996 and 771997.

Wreckers and locomotive cranes must be handled near head end of train.

CAR CAPACITY FORMULAS

8—Capacity of sidings is based on average overall length of 50 feet per car, plus four diesel units and caboose.

Capacity of other tracks is based on average overall length of 50 feet per car.

RAIL DETECTOR CARS

9—Rail detector cars of other than Company ownership must not pass over highway or street crossings protected by automatic light signals, or signals and gates until it is known that automatic protection is functioning properly or flag protection has been afforded. At railroad crossings protected by interlockings such cars must stop clear of the crossing and must not proceed over the crossing until proper protection has been afforded.

BULLETIN BOOKS

10—Savannah, Southover, (yard office and shops), Jesup, Waycross, (passenger station, yard office and shops), Moncrief (yard office and shops), Jacksonville (Terminal Station), Brunswick, High Springs, Thomasville, (passenger station and yard office), Chattahoochee, Dothan, Montgomery, (Union Station, L&N-S&N yard office and roundhouse), East Albany and Albany.

STANDARD CLOCKS

11—Savannah, Southover, (yard office and shops), Jesup, Waycross, (dispatcher's office, passenger station, yard office and shops), Moncrief, Jacksonville, Brunswick, High Springs, Thomasville, (passenger station and yard office), Chattahoochee, Dothan, Montgomery, (dispatcher's office, Union Station, and L&N-S&N Yard), East Albany, and Albany.

SPECIAL RULES

12—Trains and engines of foreign lines will be governed by S. C. L. time tables, rules and special instructions while on S. C. L. tracks at all points. S. 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.

13—Signal houses located at each end of siding, 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.

14—Flag stops for passenger trains are for revenue passengers, mail or express.

DEFECT DETECTORS

15—Defect detectors are located as indicated by appropriate symbols shown in the station column of the schedules and by special instructions. Approaching and passing such locations a member of engine and rear train crew must listen for radio

report or instructions and member of rear crew must be in position to check indicator lights where provided.

Personnel assigned to read charts of defect detectors must notify train crews and designated person at once of defects indicated. Train crews upon receiving such notice by radio or information from other sources must make the required inspections and take appropriate action. Except in an emergency, brakes must not be applied until rear of train passes defect detector.

A prompt report must be made to dispatcher or other designated person when there is evidence that a defect detector is not working properly.

At voice type detectors, if red indicator light is illuminated or white light is not illuminated, or if defect is announced by radio, or at detectors not equipped with voice, if alarm light is illuminated or defect notice is received orally or "D" light is illuminated, trains must be stopped and an inspection made. Unless location of defect is received entire train must be inspected. If defect is not found at location indicated, three cars on each side of reported defect must be inspected.

MOVEMENTS AT WAYCROSS PASSENGER YARD

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

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

Switch from north end Track No. 1 to ladder north of Gilmore Street.

Switch from Track No. 2 to Lang route at Plant Avenue.

Switch from Track No. 1 to Lang route at Brunel Street.

South switch from Track No. 2 to ladder near Jenkins Street.

Switch from Thomasville Subdivision 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 (or electro hydraulic)-dual controlled switches just south and west of Jenkins Street, equipped with hand levers:

Switch from Thomasville Subdivision main track to Jacksonville wye.

North switch points of double slip switch.

Frog points of double slip switch.

South switch points of double slip switch.

Switch from switching lead to mechanical lead.

These switches must not be hand-thrown without permission of Savannah Side 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 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 Side dispatcher for instructions.

Line	Line Capacity (Lbs.)	SPEED LIMIT (M.P.H.) UNLESS FURTHER RESTRICTED BY ENGINE, EQUIPMENT IN CONSIST OR SPECIAL INSTRUCTIONS.					Restricted speed (M.P.H.) as shown below for certain equipment																	
		91-92	Other Passenger Trains	Piggyback Trains **	Unrestricted Freight Trains	Restricted Freight Trains	Cars weighing					Engines in series			Wreckers Nos.				Locomotive Cranes					
							180,000 to 220,000 Lbs.	220,001 to 240,000 Lbs.	240,001 to 251,000 Lbs.	251,001 to 263,000 Lbs.	263,001 to 270,000 Lbs.	316 318-335 700,800 990,1000 1100 to 1105 1118 to 1199 1200	675-698 1300 1400 1500 1700	600 to 1900 2000 2100 2200	765250 765251 765252 771253 771254 771255 771256 771257	765152 765160 765161 771153 771154 771155 771156 771157	765100 765120 765150 765151 771101 771102 771103 771104	765075 GA1 GA1900		ACL 65414 65445 65449 SAL 71927 71929 71994 71995 71996 71997 SCL 765414 765445 765449 765458 771927 771929 771994 771995 771996 771997				
MP 491.0 to MP 495.0	270,000	50	50	50	50	50											40	40	40	40	40	25		
MP 495.0 to MP 497.4	270,000	70	70	70	60	50												40	40	40	40	40	25	
MP 497.4 to Jesup	270,000	90	80	70	60	50												40	40	40	40	40	25	
Bridge MP 505.7		90	80	70	60	50												40	40	40	40	40	25	
Curve MP 541.2 to 541.6		75	75																40	40	40	40	25	
Bridge MP 543.6		40	40	40	40	40																	25	
Curve MP 624.4 to MP 624.6		70	70																					
Jesup to Moncrief	270,000	79	79	70	60	50												40	40	40	40	40	25	
Moncrief to BS	270,000	60	60	60	60	50												40	40	40	40	40	25	
Jesup to MP N584.0	270,000	90	80	70	60	50												40	40	40	40	40	25	
MP N-584 to Waycross	270,000	80	80	70	60	50												40	40	40	40	40	25	
Waycross to Folkston	270,000	79	79	70	60	50												40	40	40	40	40	25	
Curve MP NA 607.0 to MP NA 607.3		70	70															40	40	40	40	40	25	
Curve MP NA 612.0 to MP NA 612.4		70	70																					
Waycross to Montgomery	270,000		59		49	49																		
Curve MP N-728.0 to N-728.5			20		20	20							15					35	35	35	35		25	
Bridge MP N-728.6			20		20	20																		
Bridge MP N-760.5			20		20	20																		
Bridge MP N-800.3			30		30	30																		
Waycross to Tifton	270,000		59		49	49																		
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	270,000		45		30	30												25	25	30	35		25	
Bridge MP P-699.0			25		25	25			20	15	*10		20	10				7	10	15	20		20.	
Dupont to High Springs	270,000		59		49	49																		
Curve MP R-622.3 to MP R-622.7			35		35	35												35	35	40	40		25	
Curve MP R-650.7 to MP R-662.1			50																					
Curve MP R-670.1 to MP R-671.1			30		30	30																		
Waycross to Brunswick	270,000		30		30	30			25	20	15			15				25	20				25	
Bridge MP O-615.7 to MP O-617.5			25		25	25																		
Albany to Thomasville	270,000		45		45	45													30	30	35	40		25
Thomasville to Kingwood	270,000		20		20	20			15	10	7			7										
Climax to Fowlton	263,000		20		20	20			15	10	7			7				15	15	15	15			
Bridge MP NE-726.7			10		10	10					*7			7										
Fowlton to Chattahoochee	270,000		20		20	20			15	10	7			7										
Grimes to Abbeville	270,000		30		30	30																		
Waterford to Elba	270,000		30		30	30																		
Bridge MP NG-810.2			10		10	10					*													
Bridge MP NG-836.6			10		10	10					*													

* 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 unrestricted freight equipment will not exceed 65 M.P.H. and will observe authorized passenger train speed where such speed is below 65 M.P.H.

SCL 500,000 Loaded "Whopper Hopper" will be handled under same restrictions as apply to cars weighing 251,001 to 263,000 lbs.

CLEARANCE CARDS

1—Rule 83-A will not apply at Burroughs, Jesup, Folkston and Callahan and unless otherwise provided, trains from diverging routes will leave above points without train orders or clearance card.

WHERE TIME APPLIES

2—Savannah, time of passenger trains applies at the Passenger Station and the time of freight trains applies at the yard to which or from which such trains are operated.

CONDITIONAL STOPS

3—No. 17 Folkston, Hilliard and Callahan to discharge revenue passengers from Waycross and beyond.

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

REGISTER STATIONS

4—Savannah (Passenger Station for passenger trains. Conductors operating through will furnish register slips. Savannah Yard or Southover for freight trains), Jesup (conductors all trains will furnish register slip), Moncrief (freight trains only) and Jacksonville.

YARD LIMITS

5—Central Jct.-Savannah, Jesup, Nahunta, Folkston, and Moncrief-Jacksonville.

SPEED RESTRICTIONS

6—All trains:

M. P. 493.5 and 493.9, 40 M. P. H.

M. P. 494.5 and 494.9, 30 M. P. H.

Through turnouts and crossovers as listed below:

M. P. 491.4, turnout to Everett Subdivision, 20 M. P. H.

M. P. 494.8, to Southover Yard, 20 M. P. H.

M. P. 495.0, to Southover Yard, 20 M. P. H.

M. P. 503.1, crossover between main tracks, 45 M. P. H.

M. P. 548.6, turnout to west track to siding, 20 M. P. H.

M. P. 602.2, turnout south leg of wye, 20 M. P. H.

M. P. 602.4, turnout west track to N.E. House track, 20 M. P. H.

M. P. 602.6, turnout west track to siding, 20 M. P. H.

M. P. 602.6, turnout east track to siding, 20 M. P. H.

M. P. 624.2, turnouts and connection track Baldwin-Folkston route, 25 M. P. H.

M. P. 624.6, turnouts and connection track Jacksonville-Gross route, 45 M. P. H.

M. P. 624.6, crossover between main tracks, 45 M. P. H.

M. P. 640.1, all turnouts and crossovers Moncrief interlocking, 20 M. P. H. except crossover S.E. two tracks.

City Ordinance Speed Restrictions:

Chatham County, Georgia (between Savannah River, M. P. 479.7, and Ogeechee River, M. P. 505.6), outside the limits of any municipality, street and road crossings must not be blocked more than 10 minutes except in case of derailment or other emergency.

Ludowici, 55 M. P. H. within corporate limits. The excessive use of engine whistle is prohibited.

Jesup, 50 M. P. H., corporate limits, except northward trains, 40 M. P. H. over Orange Street.

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

RAILROAD CROSSINGS AT GRADE

7—Protected by remotely controlled interlockings:

Alabama Junction, M. P. 491.7, S. C. L.

Burroughs, M. P. 503.0, S. C. L.

Callahan, M. P. 624.3, S. C. L.

8—Protected by attended interlockings:

Nahunta, M. P. 576.7, S. C. L.

Moncrief, M. P. 640.0, St. J. T.

INTERLOCKINGS

9—Protected by attended interlockings:

North Tower, M. P. 495.0.

Folkston, M. P. 602.1, 30 M. P. H., between home signals.

BLOCK SIGNAL SYSTEMS

10—Single Track Automatic Block system is in service between, South Jesup, M. P. 549.4, and Newell, M. P. 593.7.

11—Two Track Automatic Block system is in service between, Burroughs, M. P. 503.0 and Walthourville, M. P. 531.2, and between Folkston, M. P. 602.3, and Moncrief, M. P. 640.1.

12—Traffic Control system is in service between, Savannah, M. P. 491.0, and Burroughs, M. P. 503.0, between Walthourville, M. P. 531.2, and Jesup, M. P. 549.4, between Newell, M. P. 593.7, and Folkston, M. P. 602.3 and between Moncrief, M. P. 640.1, and "BS", M. P. 642.5.

AUTOMATIC TRAIN STOP SYSTEM

13—Automatic train stop is in service between Savannah, M. P. 497.3, and Jesup, M. P. 548.6.

SPRING SWITCHES

14—Following spring switches are in signal territory:

Doctortown—Center Siding South End to West Track.

Broadhurst—Both ends siding.

Hortense—Both ends siding.

Raybon—Both ends siding.

Winokur—Both ends siding.

Moncrief—South end two tracks.

15—Following spring switches are protected for facing-point movements by indicator signal in non-signal territory and against current of traffic in D-251 territory, 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.

Daniel—Northward Siding North End.

McIntosh—Southward Siding South End.

Walthourville—Northward Siding North End.

TWO TRACKS

16—Two tracks extend between, Savannah, M. P. 491.0, and Back Swamp, M. P. 540.6, between Doctortown, M. P. 543.7, and Jesup, M. P. 549.4 and between Burch, M. P. 598.3, and Moncrief, M. P. 640.1.

OPERATION BY SIGNAL INDICATION

17—The operation on two tracks between Burroughs, M. P. 503.0 and Walthourville, M. P. 531.2 and between Folkston, M. P. 602.3 and Moncrief, M. P. 640.1 will be by signal indication in accordance with Rule D-251, when moving with the current of traffic and will take the place of train orders.

SPECIAL RULES

18—Within Savannah Terminal, Savannah Terminal instructions will govern and in addition all operating rules not inconsistent therewith.

19—All movements on Savannah passenger station tracks are confined to restricted speed.

20—The maximum speed through turnouts and on connection track at Burroughs between the Nahunta Subdivision and the Everett Subdivision is 30 M. P. H.

21—A proceed northward signal at Burch will indicate that

overdue superior trains not otherwise indicated by train order have arrived and left Burch.

22—The maximum speed through the turnouts and connection track at Callahan for Baldwin-Folkston route is 25 M. P. H.

23—The maximum speed through the crossover and connection track at Callahan for Jacksonville-Gross route is 45 M. P. H.

24—When southward home signal just south of Dennis Street, Jacksonville, displays an "approach" indication (Rule 512), trains and engines are authorized to use Sanford Subdivision

main track between Dennis Street and Edison Avenue as stem of wye. Towerman at "MA" Tower will clear with Sanford Subdivision Dispatcher before allowing train or engine to enter main track for this purpose. To avoid unnecessary lowering of gates at Edison Avenue, this authority should not be requested except when actually necessary.

25—Trains and engines must not clear at the following non-electrically locked hand-operated switch locations:

Flascor Corp., M. P. 640.3.

Protane Gasco, Inc., M. P. 640.4.

Jesup Subdivision

CLEARANCE CARDS

1—Rule 83-A will not apply at Jesup, Waycross Passenger Station and Folkston.

WHERE TIME APPLIES

2—Time for train Southwind at Waycross applies at Oklahoma Avenue and will operate between South Wye and Oklahoma Avenue at yard speed.

REGISTER STATIONS

3—Jesup, (all trains furnish register slip), and Waycross, (passenger trains, except those operating via Oklahoma Avenue, and for 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 shops).

YARD LIMITS

4—Jesup, Waycross and Folkston.

SPEED RESTRICTIONS

5—City Ordinance Speed Restrictions:

Blackshear, 40 M. P. H. corporate limits between 6:00 A.M. and 7:00 P.M.; 50 M. P. H. 7:00 P.M. to 6:00 A.M.

Jesup, 50 M. P. H. corporate limits, except northward trains, 40 M. P. H. over Orange Street.

Screven, 50 M. P. H. corporate limits.

INTERLOCKING

6—Protected by attended interlocking:

Folkston, M. P. 602.1, 30 M. P. H., between home signals.

BLOCK SIGNAL SYSTEM

7—Traffic Control System is in service between Jesup, M. P. 548.6 and Waycross, M. P. N587.1 and between South Wye, M. P. NA587.7 and Folkston, M. P. NA621.0.

AUTOMATIC TRAIN STOP SYSTEM

8—Automatic train stop is in service between Jesup, M. P. 548.6 and Waycross, M. P. N587.0.

SPECIAL RULES

9—At Waycross, trains and engines must move between South Wye and north end Waycross Passenger Yard at Yard speed but not exceeding 15 M. P. H., expecting to find tracks occupied or conflicting movements. Northward trains using Track 1 in straight-away movements from Thomasville Subdivision en route Savannah may increase speed to 30 M. P. H. after engine covers Gilmore Street, the second crossing north of the passenger station. Trains and engines using Boulevard track between Jenkins Street and Lee Avenue will move at restricted speed.

10—30 M. P. H. over street crossings on Jesup Subdivision main track, Dewey Street and Lee Avenue.

11—Passenger trains 10 M. P. H. through crossovers from Thomasville Subdivision main track to south leg of Jacksonville wye.

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

13—At Waycross trains and engines will move at restricted speed on yard tracks north of South Wye.

All trains will operate at yard speed on Thomasville Subdivision main track between Waycross passenger station and west yard limit M. P. N591.6. Inferior class and extra trains and engines may use main track between above points on time of first-class trains without protecting against such trains, but must clear up promptly to avoid delay.

14—All switching and hostler movements over Brunel and Gilmore Street crossings north of passenger station, Waycross, must be protected by flag. Such protection must be provided by a member of the crew unless it is seen that the crossing is being protected by another employee.

15—Nos. 6 and 96 will make station stop at Waycross with engine just clear of Plant Avenue, north of passenger station.

16—All train and engine movements use bell and horn over Jenkins Street, Brunel Street and Gilmore Street in the passenger yard at Waycross with sufficient intensity to insure proper warning to pedestrian and vehicular traffic.

17—Movements must not clear at following non-electrically locked hand-operated switch locations:

South Georgia Broiler, Inc., M. P. N578.4.

Phillips Petroleum Fertilizer Spur, M. P. N583.5.

Brunswick Subdivision

CLEARANCE CARDS

1—Rule 83-A will not apply at Brunswick.

REGISTER STATIONS

2—Brunswick and Waycross, (yard for freight trains, except enginemen on those trains are authorized to register at shops).

YARD LIMITS

3—Brunswick. Bladen, Nahunta, and Waycross.

SPEED RESTRICTIONS

4—City Ordinance Speed Restrictions:

Brunswick: 15 M. P. H. 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.

Nahunta, the excessive use of whistle within the corporate limits is prohibited.

RAILROAD CROSSINGS AT GRADE

- 5—Protected by non-electrically locked gates:
Glynco, M. P. OB-540.9, Air Station Lead. Normally clear S. C. L.
Southern Junction, M. P. OB541.0, Sou. Rwy. Normally clear Sou. Rwy.
6—Protected by automatic interlocking:
Bladen, M. P. O627.2, S. C. L. 20 M. P. H.*

- 7—Protected by attended interlocking:
Nahunta, M. P. O609.9, S. C. L., 20 M. P. H.*
*Until engine reaches crossing.

JOINT TRACKS

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

Albany Subdivision

CLEARANCE CARDS

- 1—Rule 83-A will not apply at Albany. Southward trains will obtain clearance card at East Albany.

WHERE TIME APPLIES

- 2—Time of Nos. 17 and 18 at Tifton applies at the passenger station.

CONDITIONAL STOPS

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

REGISTER STATIONS

- 4—Albany, East Albany and Waycross, (passenger station for passenger trains, Waycross yard for freight trains, except enginemen on those trains are authorized to register at shops). Trains will furnish register slip at East Albany, while operator is on duty.

YARD LIMITS

- 5—Albany-East Albany, Tifton and Waycross.

JUNCTION SWITCHES

- 6—East Albany, M. P. P698.1, lined for movements on Albany Subdivision.

SPEED RESTRICTIONS

- 7—City Ordinance Speed Restrictions:
Albany, 15 M. P. H. over street crossings.
Tifton, 20 M. P. H. over Love Avenue. Blocking of street crossings for longer than 10 minutes, except, 5 minutes between hours of 5:00 A.M. and 10:00 P.M., is prohibited.
Pearson, 25 M. P. H. over first three streets south of station 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.

RAILROAD CROSSINGS AT GRADE

- 8—Protected by non-electrically locked gates:
Tifton, (old Western Division main line), M. P. NK746.2, G. S. & F. Ry. Normally clear G. S. & F. Ry.
Willacochee, M. P. P629.5, G. & F. Ry. Normally clear S. C. L.
Waycross, M. P. N588.0, S. C. L. Normally clear S. C. L. freight lead.
9—Protected by automatic interlocking:
Tifton, M. P. P658.7, G. S. & F. 20 M. P. H.*
10—Protected by cabin-door locked interlockings:
Darrow, M. P. P696.6, GN. Normally clear S. C. L. 20 M. P. H.*
Sylvester, M. P. P679.6, G. A. S. & C. Normally clear S. C. L., 20 M. P. H.*
*Until engine reaches crossing.

BLOCK SIGNAL SYSTEMS

- 11—Two Track Automatic Block system is in service between, Darrow, M. P. P695.5, and Albany, M. P. P699.0.

- 12—Traffic Control system is in service between, Waycross, M. P. P587.7, and Lang, M. P. P589.0.

OPERATION BY SIGNAL INDICATION

- 13—The operation on two tracks between Darrow, M. P. P696.9 and Albany, M. P. P699.0 will be by signal indication in accordance with Rule D-251, when moving with the current of traffic and will take the place of train orders.

SPRING SWITCHES

- 14—Following spring switches are in signal territory:
Darrow, south end two tracks.
Albany, north end two tracks.*
*Will approach at slow speed prepared to stop and be governed by indication received.

TWO TRACKS

- 15—Two tracks extend between, Darrow, M. P. P696.9, and Albany, M. P. P699.0.

JOINT TRACKS

- 16—All trains and engines operating over tracks of Albany Passenger Terminal Company will move at restricted speed expecting to find tracks occupied between Third Avenue and Flint River.

SPECIAL RULES

- 17—Trains and engines will operate at yard speed not exceeding 10 M. P. H. between north end two tracks and passenger terminal at Albany. Inferior class and extra trains and engines may occupy main track within these limits without clearing or protecting against first-class trains, but must clear up promptly to avoid delay.
18—Simultaneous operation of opposing trains between Sylvester and Poulan is prohibited. Dispatchers will arrange to so protect.
19—Trains using north leg of wye track at Tifton, Georgia, will not exceed speed of five M. P. H. through switch entering G.S. & F. Rwy. track.
20—All movements across U. S. Highway No. 82, at Wareco, Georgia, must be preceded by flagman. The derailer at Wareco is located at point just north of Highway No. 82.
21—All trains will operate at yard speed on Thomasville Subdivision main track between Waycross Passenger Station and West Yard Limit, M. P. N591.6. Inferior class, extra trains and engines may use main track between above points on time of first-class trains without protecting against such trains, but must clear up promptly to avoid delay.
22—All trains using freight lead between Lang and Waycross Yard have equal authority and will operate at yard speed.
23—Movements from Old 97 route must contact dispatcher before removing derail adjacent to Jenkins Street.
24—At Waycross, trains and engines must move between South Wye and North end Waycross Passenger Yard at restricted speed but not exceeding 15 M. P. H., expecting to find tracks occupied or conflicting movements.
30 M. P. H. over street crossings Nichols Street to Alice Street.

CONDITIONAL STOPS

1—Nos. 11 and 12 at Valdosta to receive and discharge revenue passengers to and from Montgomery, Jacksonville and beyond.

No. 89 wait at Waycross 15 minutes for No. 18 and one hour for No. 91 when passengers are reported.

REGISTER STATIONS

2—Waycross (passenger station for passenger trains, except the Southwind, and for Fitzgerald Subdivision freight trains which do not operate via Waycross freight yard; yard for passenger trains operating via Oklahoma Avenue and for other freight trains, except engines on those trains are authorized to register at shops), Dupont, Thomasville, (station for passenger trains, yard for freight trains).

Trains will furnish register slips at Dupont, while operator is on duty.

YARD LIMITS

3—Waycross, Dupont, Valdosta-West Valdosta and Thomasville.

JUNCTION SWITCHES

4—Dupont, M. P. N622.0, lined for movements on Thomasville Subdivision.

Thomasville, M. P. N691.0, lined for movements on Thomasville Subdivision.

SPEED RESTRICTIONS

5—City Ordinance Speed Restrictions:

Homerville, 45 M. P. H. within corporate limits.

Valdosta, 35 M. P. H. over all street crossings.

Thomasville, 35 M. P. H. over all street crossings within corporate limits. Movements over Campbell Street must be flagged.

RAILROAD CROSSINGS AT GRADE

6—Protected by non-electrically locked gates:

Waycross, M. P. N588.0, S. C. L. Normally clear for freight lead.

Valdosta, M. P. N647.4, G. & F. Ry. Normally clear S. C. L.

7—Protected by automatic interlocking:

Valdosta, M. P. N648.7, G. S. & F.

SPRING SWITCHES

8—Following spring switches are protected for facing-point movements by indicator signal in non-signal territory and against current of traffic in D-251 territory, 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:

Waycross, M. P. N590.9, west yard lead.

Thomasville, M. P. N691.3, East End Psgr. Station.

SPECIAL RULES

9—At Waycross, trains and engines must move between South Wye and north end Waycross Passenger Yard at restricted speed but not exceeding 15 M. P. H., expecting to find tracks occupied or conflicting movements. Trains and engines using Boulevard track between Jenkins Street and Lee Avenue will move at restricted speed.

10—At Waycross trains and engines will move at restricted speed on yard tracks north of South Wye.

All trains will operate at yard speed on Thomasville Subdivision main track between Waycross passenger station and west yard limit, M. P. N591.6. Inferior class and extra trains and engines may use main track between above points on time of first-class trains without protecting against such trains, but must clear up promptly to avoid delay.

11—Movements between Thomasville freight yard and Perry Subdivision will use the old main track from the yard, thence crossover between the old main track and the Dothan Subdivision main track, to the Perry Subdivision. 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.

12—No. 316 will operate at yard speed within yard limits at Thomasville and Valdosta-West Valdosta, other trains and engines may occupy main track within yard limits at Thomasville and Valdosta-West Valdosta without clearing or protecting against No. 316 but must give way promptly to avoid delay.

13—Movements from Old 97 route must contact dispatcher before removing derailed adjacent to Jenkins Street.

Dothan Subdivision

CLEARANCE CARDS

1—All trains will obtain clearance card at Dothan.

WHERE TIME APPLIES

2—Time of Nos. 11, 12, 89 and 90 will apply at Passenger Station, Dothan.

Time at Montgomery applies at Passenger Station for passenger trains and L. & N.-S. & N. Yard for freight trains.

CONDITIONAL STOPS

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

REGISTER STATIONS

4—Dothan, Montgomery, (Union Station for passenger

trains; L. & N.-S. & N. Yard and shops for freight trains), Thomasville, (Passenger Station for passenger trains, yard for freight trains).

YARD LIMITS

5—Thomasville, Climax, Bainbridge-West Bainbridge, Dothan, Troy-Corcoran, Day Street-Montgomery.

JUNCTION SWITCHES

6—Thomasville, M. P. N691.3, lined for movements on Dothan Subdivision.

Climax, M. P. N719.0, lined for movements on Dothan Subdivision.

Grimes, M. P. N789.0, lined for movements on Dothan Subdivision.

Waterford, M. P. N800.2, lined for movements on Dothan Subdivision.

SPEED RESTRICTIONS

7—Between Mile Posts	All Trains M. P. H.
N728.0 and N728.5	20
N728.6 bridge	20
N760.5 and N760.8 Bridge	20
N773.1 and N773.2	50
N777.4 and N777.8	50
N779.6 and N780.0	50
N781.4 and N782.6	50
N798.3 and N798.5	50
N799.0 and N799.1	45
N799.4 and N799.5	50
N800.2 and N800.3 Bridge	30
N800.5 and N800.6	35
N804.4 and N804.9	40
N806.7 and N806.9	50
N808.7 and N809.2	50
N810.5 and N810.9	45
N812.6 and N812.8	50
N813.7 and N813.9	50
N814.4 and N814.7	50
N815.1 and N816.0	50
N817.1 and N817.5	45
N818.1 and N818.9	50
N819.2 and N819.4	50
N820.4 and N820.6	50
N820.9 and N821.1	45
N822.4 and N823.3	50
N823.8 and N824.6	40
N827.3 and N827.7	50
N833.0 and N833.2	50
N842.0 and N842.3	50
N845.3 and N845.8	45
N847.0 and N847.5	50
N847.7 and N848.2	45
N848.7 and N848.8	30
N848.8 and N850.5	40
N850.5 and N851.0	25
N851.9 and N852.2	50
N853.6 and N853.8	50
N854.2 and N854.5	50
N854.9 and N855.2	45
N855.9 and N856.2	50
N859.5 and N859.7	45
N864.4 and N864.7	50
N866.8 and N867.1	50
N872.7 and N872.9	50
N876.6 and N877.5	50
N886.1 and N886.5	50
N892.6 and N892.9	50

City Ordinance Speed Restrictions:

Thomasville, 35 M. P. H. over street crossings.
Cairo, 20 M. P. H. between 6:00 A.M. and 10:00 P.M. and 25 M. P. H. between 10:00 P.M. and 6:00 A.M. from first crossing west of station to first crossing east of highway overpass. Switching movements over these crossings will be flagged.

Whigham, 45 M. P. H. between 7:00 A.M. and 8:00 P.M.

Bainbridge, 25 M. P. H. over first and second crossings east of station and over first three crossings west of station.

Brinson, 40 M. P. H. over all crossings east of station between 6:00 A.M. and 10:00 P.M.

Donalsonville, 40 M. P. H. between North Morris avenue, first crossing west of station, and Farmer's Market between the hours of 6:00 A.M. and 10:00 P.M.

Dothan, 40 M. P. H. between Seabs Road and Lake Street, except 20 M. P. H. over Headland avenue and 15 M. P. H. over Range street, until crossings are covered. Headland avenue must be flagged.

Ozark, between 7:00 A.M. and 11:00 P.M. trains will not exceed a speed of 40 M. P. H. over second, third and fourth crossings east of station. Between 11:00 P.M. and 7:00 A.M., 50 M. P. H. within City Limits. Switch movements 10 M. P. H. over street or highway crossings within City Limits.

Brundidge, 40 M. P. H. for forward movements and 15 M. P. H. for back-up movements over first three crossings east of station.

Troy, 20 M. P. H. between station and Central of Georgia crossing 12:01 A.M. to 6:00 A.M.; 12 M. P. H. 6:00 A.M. to 12:01 A.M. In making back-up movement or when handling cars ahead of engine speed of 4 M. P. H. must be observed and all street crossings flagged. Switch engine will flag all street crossings, except South Three Notch street, between station and Central of Georgia crossing and must not exceed speed of 4 M. P. H. between these points.

RAILROAD CROSSINGS AT GRADE

8—Railroad crossings protected by automatic interlockings:

West Bainbridge, M. P. N728.9, S. C. L. (Eastward, 40 M. P. H.*
Corcoran, M. P. N848.8, C. of Ga. (Westward, 20 M. P. H.*

Troy, M. P. N850.4, C. of Ga.

*Until engine reaches crossing.

INTERLOCKINGS

9—Protected by attended interlocking:

Montgomery, Bell Street M. P. N902.0, 20 M. P. H. until engine reaches crossing.

SPRING SWITCHES

10—Following spring switch is protected for facing-point movements by indicator signal in non-signal territory and against current of traffic in D-251 territory, 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.

Dothan, Headland Avenue, crossover to siding, 20 M. P. H.

SPECIAL RULES

11—All trains and engines operating between Bell Street Bridge and Union Station and over tracks of Montgomery Union Station will move at yard speed, prepared to stop unless tracks are seen or known to be clear, and not to exceed speed of 6 M. P. H.

Trains and engines using tracks of the Union Station will be governed by instructions of Stationmaster.

12—All trains and engines will move at yard speed on S. C. L. tracks between East Yard Limit near M. P. N899.3, and Bell Street Bridge.

Inferior trains and engines may use main track within Yard Limits at Montgomery without clearing or protecting against No. 316.

13—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.

14—No. 316 will operate at yard speed within Yard Limits at Dothan and Thomasville and other trains and engines may occupy main track within Yard Limits at Dothan and Thomasville without clearing or protecting against No. 316.

15—Engines in series 600-620, 1900, 2000, 2100 and 2200 must not exceed speed of 15 M. P. H. on curve between M. P. N728.0 and M. P. N728.5.

CLEARANCE CARDS

1—Rule 83-A will not apply at Dupont.

REGISTER STATIONS

2—Dupont and High Springs.
Trains will furnish register slip at Dupont, while operator is on duty.

YARD LIMITS

3—Dupont, Jasper, Live Oak and High Springs.

JUNCTION SWITCHES

4—Dupont, M. P. N622.0, lined for movements on Thomasville Subdivision.

SPEED RESTRICTIONS

5—City Ordinance Speed Restrictions:
Live Oak, 25 M. P. H. over street crossings from Duval

Street, (second crossing north of station) to Howard street, (first crossing south of S. C. L. crossing).

RAILROAD CROSSINGS AT GRADE

6—Protected by non-electrically locked gates:
Jasper, M. P. R654.2, G. S. & F. Normally clear S. C. L.
7—Protected by automatic interlockings:
Haylow, M. P. R633.4, G. S. & F.
Live Oak, M. P. R670.8, S. C. L.

SPECIAL RULES

8—Nos. 307, 310 and 312 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 trains, but must give way promptly to avoid delay.

Pelham Subdivision**CLEARANCE CARDS**

1—Rule 83-A will not apply to No. 619 at East Albany.

REGISTER STATIONS

2—Thomasville and East Albany.

YARD LIMITS

3—Thomasville and Albany-East Albany.

JUNCTION SWITCHES

4—East Albany, M. P. P698.1, lined for movements on Albany Subdivision.

SPEED RESTRICTIONS

5—City Ordinance Speed Restrictions:
Albany, 15 M. P. H. over street crossings.
Baconton, 35 M. P. H. over all street crossings.

Thomasville, 35 M. P. H. over all street crossings within corporate limits.

RAILROAD CROSSINGS AT GRADE

6—Protected by non-electrically locked gates:
Camilla, M. P. NC724.3, G. A. S. & C. Normally clear S. C. L.

SPECIAL RULES

7—Account consignee handling dangerous commodities, all switching within plant of Merck & Company, Inc., Merck, Georgia, must be performed with air coupled through all cars, and all movements across U. S. Highway 19 and over crossings within the Chemical Plant at Merck must be preceded by flag-man.

Moultrie Subdivision**CLEARANCE CARD**

1—Rule 83-A will not apply at Moultrie.

REGISTER STATION

2—Thomasville.

YARD LIMITS

3—Thomasville and Kingwood-Moultrie.

JUNCTION SWITCHES

4—Thomasville, M. P. NK691.4, lined for movements on Thomasville Subdivision.

SPEED RESTRICTIONS

5—City Ordinance Speed Restrictions:
Thomasville, 35 M. P. H. over all street crossings within corporate limits.

Moultrie, blocking of street crossings for longer than 8 minutes is prohibited. Flag first crossings north and south of station when switching over them.

RAILROAD CROSSINGS AT GRADE

6—Protected by non-electrically locked gates:
Moultrie, M. P. NK720.0, GN. Normally clear G.N.

SPECIAL RULES

7—Unless otherwise provided, Nos. 616-617 will not protect against following extra trains between Thomasville and Kingwood.

8—Movements between Thomasville freight yard and Perry Subdivision will use the old main track from the yard, thence crossover between the old main track and Dothan Subdivision main track, to the Perry Subdivision. 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.

9—No. 316 will operate at yard speed within yard limits at Thomasville. Other trains and engines may occupy main track at Thomasville without clearing or protecting against No. 316, but must give way promptly to avoid delay.

Chattahoochee Subdivision

CLEARANCE CARDS

1—Rule 83-A will not apply at Climax.

REGISTER STATIONS

2—Chattahoochee and Climax.

YARD LIMITS

3—Chattahoochee and Climax.

JUNCTION SWITCHES

4—Chattahoochee, M. P. NE749.3, lined for movements on Tallahassee Subdivision.

Climax, M. P. N719.0, lined for movements on Dothan Subdivision.

SPECIAL RULES

5—Unless otherwise provided, Nos. 636-637 will not protect against following extra trains between Chattahoochee and Climax.

6—First class trains will operate at yard speed within yard limits at Chattahoochee, and other trains and engines may use main track within these limits without clearing first class trains but will give way promptly.

Elba Subdivision

CLEARANCE CARDS

1—Rule 83-A will not apply at Waterford and Elba.

JUNCTION SWITCHES

2—Waterford, M. P. NG800.4, lined for movements on Dothan Subdivision.

SPEED RESTRICTIONS

3—City Ordinance Speed Restrictions:
Enterprise, movements over College Street, Lee Street and Highway 84 over Main Street, will be flagged.

SPECIAL RULES

4—Unless otherwise provided, Nos. 638-639 will not protect against following extra trains between Waterford and Elba.

5—The track with 25-degree curve which loops from Track 5 to Track 8 and is known as the "Turnaround" track at Fort Rucker must not be used.

6—Trains handling loaded piggyback flats, 25 M. P. H.

7—Unloading pit in Deep South team track at Kelley is approved for cars and engines at speed not to exceed 10 M. P. H.

Grimes Subdivision

CLEARANCE CARDS

1—Rule 83-A will not apply at Grimes.
Rule 83-A will not apply at Abbeville after 6:30 P.M.

JUNCTION SWITCHES

2—Grimes, M. P. NF789.2, lined for movements on Dothan Subdivision.

SPECIAL RULES

3—Unless otherwise provided, Nos. 640-641 will not protect against following extra trains between Abbeville and Grimes.

SAVANNAH TERMINAL

LIMITS

1—The limits of Savannah Terminal extend on the various subdivisions as follows:

M. P. 503.1, Nahunta Subdiv., Connection Track Everett Subdiv., Burroughs.

M. P. 508.5, Everett Subdiv., Connection Track Nahunta Subdiv., Burroughs.

M. P. 500.8, Vidalia Subdiv., Yard Limit Board.

M. P. 509.4, Coosaw Subdiv., Yard Limit Board.

M. P. 497.0, Columbia Subdiv., Yard Limit Board, Central Jct.

M. P. 489.5, Southover Subdiv., Yard Limit Board, Central Jct.

METHOD OF OPERATION

2—Within the terminal limits these instructions and in addition all operating rules not inconsistent therewith, will apply. Movements on the Vidalia Subdivision within the terminal will be governed by Rule 93.

A Traffic Control System is in effect between Yard Limit Board, M. P. 509.4 and Savannah Yard and between Burroughs and Central Jct. Between Burroughs and Central Jct. trains may be routed via Savannah Yard or Southover, being governed by the signal indications which supersede time table superiority.

CLEARANCE CARDS

3—Passenger trains will obtain Clearance Card at passenger station and freight trains at Savannah Yard or Southover. In addition, Columbia Subdivision trains en route to Robbins Subdivision will obtain Clearance Card endorsed "Robbins Subdivision" at Central Jct. Northward freight trains en route from Savannah Yard to Southover Subdivision will obtain Clearance Card at Central Jct. Clearance Card not required at Burroughs.

WHERE TIME APPLIES

4—Time of passenger trains applies at passenger station and time of freight trains applies at the yard to which or from which such trains are operated.

REGISTER STATIONS

5—Savannah (Passenger Station for passenger trains. Conductors operating through will furnish register slip. Savannah Yard or Southover for freight trains).

RAILROAD CROSSINGS AT GRADE

6—Protected by attended interlockings:
Central Junction, M. P. 490.4, C. of Ga., Southover Subdivision.
Central Junction, M. P. 497.3, C. of Ga., Columbia Subdivision.

7—Protected by remotely controlled interlockings:
 Savannah Yard, M. P. 500.1, S. C. L., Everett Subdivision.
 Savannah Yard, M. P. 500.2, S. C. L., Everett Subdivision.
 Savannah, M. P. 512.3, C. of Ga., Coosaw Subdivision.
 Savannah, M. P. 512.4, S. & A., Coosaw Subdivision.
 Alabama Junction, M. P. 513.2, S. C. L., Coosaw Subdivision.
 Savannah Yard, M. P. 499.5, S. C. L., Vidalia Subdivision.
 Savannah Yard, M. P. 499.6, S. C. L., Vidalia Subdivision.
 Alabama Junction, M. P. 491.7, S. C. L., Southover and Nahunta Subdivisions.

Burroughs, M. P. 503.0, S. C. L., Nahunta Subdivision.

INTERLOCKINGS

8—Protected by attended interlocking:
 North Tower, M. P. 495.0.

SPRING SWITCHES

9—Following spring switches are protected for facing-point movements by indicator signal in non-signal territory and against current of traffic in D-251 territory, 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.

M. P. 513.3, Savannah Yard Lead, 15 M. P. H., Coosaw Subdivision.

Liberty Street lead near Montgomery St., Southover and Nahunta Subdivision.

DRAWBRIDGES

10—Protected by attended interlocking:
 Savannah River, M. P. 510.7, Coosaw Subdivision.

TWO TRACKS

11—Two tracks extend between the limits of Savannah Terminal on Southover and Nahunta Subdivisions and between M. P. 502.5 and M. P. 504.0 on Everett Subdivision.

AUTOMATIC TRAIN STOP

12—Automatic Train Stop System is in service between:
 M. P. 489.5 and M. P. 490.3 Southover and Nahunta Subdivisions.

M. P. 497.3 to M. P. 503.1 Southover and Nahunta Subdivisions.

SPECIAL RULES

13—To enter Derst's Bakery Track, M. P. 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.

14—Garden City, trains, engines or cars must not obstruct any street, highway or lane more than 10 minutes.

15—Savannah, 10 M. P. H. between Montgomery Street and East Broad Street inclusive. When moving against current of traffic, all street crossings must be flagged. Movements over crossings at Montgomery Street, Bull Street and Victory Drive must be made with caution, and if traffic control lights are not operating engines moving with current of traffic must stop and flag over these crossings. Movements over crossings at Wheaton Street and President Street on Wharf Lead, and Anderson Street on Liberty Street lead, must be flagged.

16—Trains or engines must not clear at the following non-electrically locked hand-operated switches:

Savannah Steel Company, M. P. 492.6, Nahunta Subdivision.
 Shores Abattoir, M. P. 492.7, Nahunta Subdivision.
 Hunters A. F. B., M. P. 495.1, Nahunta Subdivision.
 Hunters A. F. B., M. P. 495.3, Nahunta Subdivision.
 Savannah Truckers Exchange, M. P. 507.9, Everett Subdivision.

SPEED RESTRICTIONS

17—The maximum speed within the terminal limits between M. P. 489.5 and M. P. 503.1 via Southover Yard is 90 M. P. H. for passenger trains Nos. 1, 2, 91 and 92; 80 M. P. H. for other passenger trains; 70 M. P. H. for piggyback trains, 60 M. P. H. for unrestricted freight trains and 50 M. P. H. for restricted freight trains, except as specified below:

Between Mile Posts	Miles Per Hour	
	Pass.	Freight
490.2 and 493.5	50	50
493.5 and 493.9	40	40
493.9 and 494.5	50	50
494.5 and 494.9	30	30
494.9 and 497.4	70	—

Through turnouts and crossovers as listed below:

M. P. 490.8, turnout to north end Savannah Sta., 20 M. P. H.
 M. P. 491.4, turnout to south end Savannah Sta., 20 M. P. H.
 M. P. 491.4, turnout to Everett Subdivision, 10 M. P. H.
 M. P. 494.8, turnout to Southover Yard, 20 M. P. H.
 M. P. 495.0, turnout to Southover Yard, 20 M. P. H.
 M. P. 503.1, through crossovers, 45 M. P. H.
 Trains handling wreckers, 40 M. P. H.
 Trains handling locomotive cranes, 25 M. P. H.

The maximum speed of Columbia and Everett Subdivision trains between M. P. 497.0 and M. P. 508.5 via Savannah Yard is 79 M. P. H. for passenger and express train when handled by engines series 500-600 and the maximum speed of freight trains is 60 M. P. H., except as specified below:

M. P. 497.0 and 497.3, 35 M. P. H.
 M. P. 497.3 and 499.9, 50 M. P. H.
 M. P. 499.9 and 500.2, 10 M. P. H.
 M. P. 500.2 and 501.6, 45 M. P. H.
 M. P. 501.6 and 501.9, 25 M. P. H.

Through turnouts and crossovers as listed below:

M. P. 497.7, turnout to north end Savannah Sta., 20 M. P. H.
 M. P. 499.8, turnout to south end Savannah Sta., 20 M. P. H.
 M. P. 499.9, turnout to Everett Subdivision, 10 M. P. H.
 M. P. 500.1, turnout to Savannah Yard, 10 M. P. H.
 M. P. 504.0, end of two tracks, 45 M. P. H.
 Trains handling wreckers, 35 M. P. H.
 Trains handling locomotive cranes, 25 M. P. H.

The maximum speed between Yard Limit Board M. P. 509.4 and Savannah Yard is 60 M. P. H. for passenger and freight trains, except as specified below:

M. P. 510.5 and 510.7 (Bridge), 45 M. P. H.
 M. P. 510.7 and 512.7, 30 M. P. H.
 M. P. 512.7 to 513.3, 15 M. P. H.

Through turnouts and crossovers as listed below:

M. P. 510.5, turnout to Hutchinson Island, 15 M. P. H.
 M. P. 512.5, turnout to wye track, 15 M. P. H.
 M. P. 512.6, turnout to yard lead, 15 M. P. H.
 M. P. 513.3, turnout to yard lead, 15 M. P. H.
 Trains handling wreckers, 35 M. P. H.
 Trains handling locomotive cranes, 25 M. P. H.

The maximum speed between Savannah Yard and Yard Limit Board M. P. 500.8 Vidalia Subdivision is 49 M. P. H., except as specified below:

Trains handling wreckers, 35 M. P. H.
 Trains handling locomotive cranes, 25 M. P. H.

D. M. Strickland, Terminal Superintendent

D. E. Wright, Terminal Trainmaster — E. F. Johnson, Terminal Trainmaster

The following applies only to portion of Jacksonville Terminals Moncrief to Quinlan, Export Terminals and Water Front Street Terminals.

NOTE: Special Instructions of Waycross, Tampa, Jacksonville and Savannah Division time tables are in effect on Jacksonville Terminals insofar as they are applicable.

SPEED RESTRICTIONS

1—The maximum speed for all engine and transfer movements is 20 M. P. H. between Moncrief and Quinlan and 15 M. P. H. between Composite and Export Terminal, except engines in series 600-620 and 1900 through 2200 or when handling cars weighing 251,001 to 270,000 pounds or wreckers, 10 M. P. H. over bridges at M. P. SJ646.0 and M. P. SJ648.9.

RAILROAD CROSSINGS AT GRADE

2—Protected by automatic interlockings:
F&J Junction, M. P. SJA645.5, S. C. L.
Milldale, M. P. SJ644.8, S. C. L.

DRAWBRIDGES

3—Not protected by interlockings:
Trout River, M. P. SJ464.0.
Broward River, M. P. SJ648.9.
Trains and engines will stop within 300 feet of draw span of these bridges, if way is clear movement may then proceed.

SPRING SWITCHES

4—Following spring switch is protected for facing-point movements by indicator signal in non-signal territory and 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.

Norwood Ave., Export Milldale Line.

The signal governing movements over the spring switch will indicate as follows:

Green-Normal route lined for Milldale.

Yellow-Route lined for Export.

WEIGHT LIMITS

5—Cars shall not exceed 270,000 pounds gross weight.

Cars weighing in excess of 220,000 lbs. gross, Engines in Series 316, 318-335, 700, 800, 900, 1000, 1100-1105, 1118-1199 and 1200, 2000 and 3000, and all Wreckers and Locomotive Cranes shall not be operated onto any wharf or dock.

S. C. L. 500,000 Loaded "Whopper Hopper" will be handled under same restrictions as apply to cars weighing 251,001 to 270,000 lbs.

RULES JACKSONVILLE TERMINAL COMPANY

1—Standard rules governing 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 M. P. H. through turnouts and crossovers and 20 M. P. H. in straight-away movements through Lee Street, Myrtle Avenue and Beaver Street Interlockings; 10 M. P. H. 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.

Engines in series 600-620, 1900, 2000, 2100 and 2200 must not exceed speed of 15 M. P. H. through power-operated stem of wye switch and crossover at Dennis Street, around curve Beaver Street to Dennis Street, and 7 M. P. H. through all other turnouts and crossovers.

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

SIGNAL INDICATIONS (DAY)

HorizontalStop.
45 Degree AngleProceed Under Caution.
PerpendicularProceed.

SIGNAL INDICATIONS (NIGHT)

RedStop.
YellowProceed Under Caution.
GreenProceed.

COLOR LIGHT INTERLOCKING SIGNAL INDICATIONS (DAY OR NIGHT)

RedStop.
YellowProceed Under Caution.
Yellow over RedProceed, approaching next signal prepared to stop.
Red over YellowProceed at restricted speed expecting to find the track occupied, switch improperly lined, and be able to stop short of train or obstruction.
GreenProceed.

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.

Trains and engines must not pass an interlocking STOP indication without authority. Enginemen and trainmen must not proceed on hand signals until after their train or engine has been brought to a stop and they are fully informed of the situation.

Outside of interlocking territory hand throw switch indications are:

RedStop or for turn-out.
GreenProceed, 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 engines are 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. C. L. freight line crossing at Beaver Street Interlocking, if compelled to stop for a period of 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 F. O. 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) M. P. H.

8-a—Movements around Honeymoon WYE and Church Street WYE must not exceed a speed of ten (10) M. P. H. 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 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.

Track 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.

Track 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 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 rules 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—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.

14—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.

14-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 Station, inside of the interlocking signals, unless otherwise spotted by hand signals.

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

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

17—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.

18—Air whistle on back-up hose will be sounded at frequent intervals on all trains backing into Station.

TONNAGE RATING

Engine Numbers Tonnage Shown Per Unit	300- 308, 310- 316, 318- 413 (A or B), 700- 1002, 1118- 1201	675- 698	309, 317, 1003- 1065, 1202- 1237	600- 620, 1300- 1343, 1400- 1415, 1500- 1565, 1700- 1718	203- 222, 1100- 1117	1900- 1923, 2100- 2110, 2114- 2120	2000- 2009	2111- 2113, 2200- 2210	2121- 2124, 2211- 2213
Savannah to Moncrief.....	2800	2250	3050	3350	1850	4350	5900	4900	5300
Moncrief to Savannah.....	2600	2050	2850	3100	1700	4000	4750	4550	4900
Savannah to Waycross.....	2800	2250	3050	3350	1850	4350	5900	4900	5300
Waycross to Savannah.....	2900	2300	3200	3500	1900	4500	5300	5050	5500
Moncrief to Waycross.....	2600	2050	2850	3100	1700	4000	4750	4550	4900
Waycross to Moncrief.....	2800	2250	3050	3350	1850	4350	5900	4900	5300
Waycross to Brunswick.....	3600	2850	3950	4300	2350	5550	6550	6300	6850
Brunswick to Waycross.....	2800	2250	3050	3350	1850	4350	5900	4900	5300
Waycross to Tifton.....	2700	2150	2950	3250	1750	4150	4900	4700	5100
Tifton to Albany.....	2200	1750	2400	2650	1450	3400	4000	3850	4150
Albany to Tifton.....	1750	1400	1900	2100	1150	2700	3200	3050	3300
Tifton to Waycross.....	2850	2250	3100	3400	1850	4400	5200	5050	5400
Albany to Thomasville.....	2500	2000	2750	3000	1650	3850	4550	4350	4750
Thomasville to Albany.....	2650	2100	2900	3150	1750	4100	4850	4650	5000
Waycross and DuPont.....	3800	3050	4150	4550	2500	5900	6900	6650	7200
DuPont and Valdosta.....	2700	2150	2950	3250	1750	4150	4900	4700	5100
Valdosta and Thomasville.....	2200	1750	2400	2650	1450	3400	4000	3850	4150
Thomasville to Bainbridge.....	2000	1600	2200	2400	1300	3100	3650	3500	3800
Bainbridge to Dothan.....	1650	1300	1800	1950	1100	2550	3000	2900	3100
Dothan to Montgomery.....	1450	1150	1600	1750	950	2250	2650	2550	2750
Montgomery to Dothan.....	1200	950	1450	1450	800	2250	2200	2100	2300
Dothan to Bainbridge.....	2000	1600	2200	2400	1300	3100	3650	3500	3800
Bainbridge to Thomasville.....	1900	1500	2100	2250	1250	2950	3450	3300	3600
DuPont to High Springs.....	2800	2250	3050	3350	1850	4350	5100	4900	5300
High Springs to DuPont.....	2500	2000	2750	3000	1650	3850	4550	4350	4700
Climax to Chattahoochee.....	3200	2550	3550	3850	2100	4950	5850	5600	6050
Chattahoochee to Climax.....	2000	1600	2200	2400	1300	3100	3650	3500	3800
Grimes to Abbeville.....	2200	1750	2400	2650	1450	3400	4000	3850	4150
Abbeville to Grimes.....	2100	1650	2300	2500	1400	3250	3800	3650	4000
Waterford to Daleville.....	1550	1250	1700	1850	1000	2400	2800	2700	2950
Daleville to Elba.....	1200	950	1300	1450	800	1850	2200	2100	2250
Elba to Waterford.....	1400	1100	1550	1650	900	2150	2550	2450	2650

H. J. FIGGE, Asst. Superintendent.....Waycross, Ga.
 A. A. KARLE, Supt., Terminal.....Waycross, Ga.
 S. E. DAVIS, Trainmaster.....Waycross, Ga.
 D. MOBLEY, Trainmaster.....Waycross, Ga.
 C. J. BOWLING, JR., Trainmaster.....Waycross, Ga.
 H. V. NELSON, JR., Trainmaster.....Dothan, Ala.
 W. E. BAILEY, Trainmaster.....Montgomery, Ala.
 J. A. BUNCH, Road Foreman of Eng.Waycross, Ga.
 H. B. GERINER, Road Foreman of Eng.Savannah, Ga.
 R. H. STANALAND, Rd. For. of Eng.Montgomery, Ala.
 J. M. BUTLER, Chief Dispatcher.....Waycross, Ga.

B. N. NeSMITH, Chief Dispatcher.....Montgomery, Ala.
 L. H. KELLEY, Division Engineer.....Waycross, Ga.
 C. O. CARLSON, Master Mechanic.....Waycross, Ga.
 E. S. COOLER, Supv. Comm. and Signals.....Waycross, Ga.
 M. L. FISHER, Supv. Property Protection.....Waycross, Ga.
 R. L. PATE, Roadmaster.....Jesup, Ga.
 F. M. WILKERSON, Roadmaster.....Waycross, Ga.
 J. L. STONE, Roadmaster.....Waycross, Ga.
 C. C. OVERMIER, Roadmaster.....Thomasville, Ga.
 W. A. FREEMAN, Roadmaster.....Dothan, Ala.
 R. C. SHARPE, Roadmaster.....Troy, Ala.

SYSTEM OFFICERS

J. W. THOMPSON, Gen. Supt.-Rules.....Jacksonville, Fla.
 O. P. DOWLING, Gen. Supt.-Safety.....Jacksonville, Fla.
 M. C. JENNETTE, Gen. Supt. Terminals.....Jacksonville, Fla.
 F. W. WHITAKER, JR., Supt. Sta. Oprs.....Jacksonville, Fla.

C. J. THOROUGHGOOD, Supv. Pass. Train Oprs.....Raleigh, N.C.
 E. D. FOXWORTH, Gen. Rd. Foreman of Eng.Hamlet, N.C.
 F. L. LATHAN, Gen. Rd. Foreman of Eng.Jacksonville, Fla.
 C. C. YONGE, Gen. Rd. Foreman of Eng.Jacksonville, Fla.

COMPANY SURGEONS *Examining Surgeons

SOUTHGATE LEIGH, JR., Chief Surgeon.....Richmond, Va.
 ADNEY K. SUTPHIN, JR., Chief Med. Dir.....Jacksonville, Fla.
 J. W. PALMER, Asst. Chief Surgeon.....Ailey, Ga.
 *W. F. McKEMIE.....Albany, Ga.
 *G. E. SEYMOUR.....Albany, Ga.
 JAMES B. MARTIN, Local Surgeon.....Albany, Ga.
 *M. L. CUMMINGS.....Ashford, Ala.
 *L. W. WILLIS.....Bainbridge, Ga.
 FRANK L. GIBSON, Local Surgeon.....Bainbridge, Ga.
 *E. M. GRIFFIN, Local Surgeon.....Bainbridge, Ga.
 *W. A. HENDRY.....Blackshear, Ga.
 *W. O. INMAN, JR.....Brunswick, Ga.
 J. B. AVERA, Local Surgeon.....Brunswick, Ga.
 *C. K. SINGLETON.....Cairo, Ga.
 DAVID D. BENNETT, Local Surgeon.....Callahan, Fla.
 J. E. THOMPSON, Local Surgeon.....Chattahoochee, Fla.
 *PAUL R. FLOWERS.....Dothan, Ala.
 *E. GIBSON.....Enterprise, Ala.
 *JOSEPH M. JACKSON.....Folkston, Ga.
 *P. D. WEEKS.....High Springs, Fla.
 *D. B. TERRY.....Homerville, Ga.
 *SAM C. ATKINSON.....Jacksonville, Fla.
 *LEONARD H. GRUNTHAL, JR.....Jacksonville, Fla.
 *A. LAWSON HARDIE.....Jacksonville, Fla.
 *F. M. HASWELL.....Jacksonville, Fla.
 *A. M. MANSON.....Jacksonville, Fla.
 *HAROLD NEWMAN.....Jacksonville, Fla.
 *FREDERICK OETJEN.....Jacksonville, Fla.
 *ASHBEL C. WILLIAMS.....Jacksonville, Fla.
 *S. M. DAY, Local Surgeon.....Jacksonville, Fla.
 EMMET FERGUSON, Asst. Local Surgeon.....Jacksonville, Fla.
 *CLYDE M. COLLINS, Asst. Local Surg.....Jacksonville, Fla.
 *ROBT. H. STILL, Asst. Local Surgeon.....Jacksonville, Fla.
 C. HAROLD HOUSTON, Asst. Local Surg.....Jacksonville, Fla.

THOMAS S. EDWARDS, Surgeon Oculist.....Jacksonville, Fla.
 *FREDERICK T. MICKLER, JR.....Jasper, Fla.
 *R. A. PUMPELLY.....Jesup, Ga.
 *JAMES F. DIETRICH.....Live Oak, Fla.
 *B. W. COBBS.....Montgomery, Ala.
 *JOHN A. MARTIN.....Montgomery, Ala.
 WM. A. GUNTER, Local Surgeon.....Montgomery, Ala.
 *ROBT. T. ASHURST, III, Asst. Local Surg.....Montgomery, Ala.
 *CECIL N. BRANNEN.....Moultrie, Ga.
 *W. R. MCGINTY.....Moultrie, Ga.
 *G. R. SMITH.....Ozark, Ala.
 *H. P. SMITH.....Pearson, Ga.
 *J. C. BRIM.....Pelham, Ga.
 *HARRY A. WASDEN.....Quitman, Ga.
 *A. D. COWLES.....Ramer, Ala.
 *WM. H. LIPPITT.....Savannah, Ga.
 *GEORGE W. STRAIGHT.....Savannah, Ga.
 R. L. NEVILLE, Local Surgeon.....Savannah, Ga.
 *T. A. PETERSON, Asst. Local Surgeon.....Savannah, Ga.
 *W. D. WILSON, Asst. Local Surgeon.....Savannah, Ga.
 *JOHN W. DANIEL, JR., Asst. Local Surgeon.....Savannah, Ga.
 W. W. BUCKHAULTS, Surgeon Oculist.....Savannah, Ga.
 *E. E. DAVIS.....Thomasville, Ga.
 *CHARLES A. WATT, JR.....Thomasville, Ga.
 *WILLIAM V. WATT.....Thomasville, Ga.
 *C. S. PITTMAN.....Tifton, Ga.
 *C. S. PITTMAN, JR.....Tifton, Ga.
 *J. A. BRANTLEY.....Troy, Ala.
 *A. G. LITTLE.....Valdosta, Ga.
 *ROBERT L. STUMP, JR.....Valdosta, Ga.
 *F. H. THOMAS.....Valdosta, Ga.
 *M. T. McGOOGAN, JR.....Waycross, Ga.
 *W. L. POMEROY.....Waycross, Ga.
 *S. VICTOR.....Waycross, Ga.

