



**SEABOARD
COAST LINE
RAILROAD**

WAYCROSS DIVISION

2

TIME TABLE No. 2

IN EFFECT

Sunday, July 11, 1971

At 12:01 A.M.

SUPERSEDING TIME TABLE NO. 1

DATED MAY 1, 1971

EASTERN STANDARD TIME

**FOR THE GOVERNMENT OF
EMPLOYEES ONLY**

D. C. HASTINGS, Vice President-Operations

L. T. ANDREWS, General Manager-Transportation

W. W. HUCKEBA, Superintendent

SOUTHWARD

DUPONT SUBDIVISION

NORTHWARD

Third Class	SECOND CLASS			Station Numbers	Distance From Dupont	TIME TABLE NO. 2 IN EFFECT July 11, 1971 STATIONS	Scales, Wyes, Car Capacity	SECOND CLASS		Third Class
	609	307	311					308	312	
Local Freight	Through Freight	Through Freight	Station Numbers	Distance From Dupont	TIME TABLE NO. 2 IN EFFECT July 11, 1971 STATIONS	Scales, Wyes, Car Capacity	Through Freight	Through Freight	Local Freight	
Mon.-Wed. Fri.	Daily	Ex. Mon.					Daily	Ex. Tue.	Tue.-Thur. Sat.	
A. M.	P. M.	P. M.					P. M.	A. M.	A. M.	
625	1131	105 ⁵⁰⁰	AN622		L T	DUPONT @	A YARD Y	105 ³¹¹	130	950
640	1146	120	AR633	11.3		HAYLOW X-GS&F	189P 10	1248	105	910
654	1157	131	AR642	19.8		TARVER	183P 8	1237	1250	850
712	1213	147	AR654	32.3	T	JASPER X-GS&F	180P 82	1222	1235	830
725	1225 ³¹²	154	AR660	37.7		MARION	75P 8	1214	1225 ³⁰⁷	820
800	1238	210	AR671	48.3	T	LIVE OAK X-SCL	160P YARD O	1159	1210	800
857	1257	224	AR682	59.7		McALPIN	164P 18	1140	1156	715
920	118	240	AR694	72.1	T	BRANFORD	188P 49	1120	1140	650
1055 ⁵⁰⁰	136	257	AR708	85.6	T	FORT WHITE	158P 18	1055 ⁶⁰⁹	1120	618
1115	200	325	AR717	95.0	T A	HIGH SPRINGS	L YARD O Y	1030	1100	600
A. M.	A. M.	P. M.						A. M.	P. M.	A. M.
Mon.-Wed. Fri.	Daily	Ex. Mon.						Daily	Ex. Mon.	Tue.-Thur. Sat.

PELHAM SUBDIVISION

BRUNSWICK SUBDIVISION

Southward	Station Numbers	Distance From Albany	TIME TABLE NO. 2 IN EFFECT July 11, 1971 STATIONS	Scales, Wyes, Car Capacity	Northward
619	Station Numbers	Distance From Albany	TIME TABLE NO. 2 IN EFFECT July 11, 1971 STATIONS	Scales, Wyes, Car Capacity	Northward
Local Freight					
Ex. Sun.					
A. M.					A. M.
	AP699		L ALBANY A		
L 930	ANC748	1.3	T EAST ALBANY	YARD O Y	830
1005	ANC734	16.1	BACONTON	9	753
1045	ANC724	26.3	T CAMILLA X-GAS&C	50	725
1125	ANC715	34.5	T PELHAM	51P 64	710
1150	ANC710	39.7	T MEIGS	46	650
1215	ANC703	47.0	OCHLOCKNEE	40	630
1235	ANC697	52.6	PASCO	30P	615
100	AN691	58.5	T A THOMASVILLE @ L	YARD O Y	600
P. M.					A. M.
Ex. Sun.					Ex. Sun.

Southward	Station Numbers	Distance From Waycross	TIME TABLE NO. 2 IN EFFECT July 11, 1971 STATIONS	Scales, Wyes, Car Capacity	Northward	
					THIRD CLASS	THIRD CLASS
625	605	Station Numbers	Distance From Waycross	Scales, Wyes, Car Capacity	604	624
Local Freight	Local Freight				Local Freight	Local Freight
Daily	Ex. Sun.				Ex. Sun.	Daily
P. M.	A. M.				P. M.	P. M.
130	800	AN587	L T WAYCROSS A	YARD O Y	330	930
230 ⁶⁰⁴	840	A0601	14.3 HOBOKEN	31	230 ⁶²⁵	835
315	910	A0610	23.1 T NAHUNTA @ X-SCL	29 Y	150	805
405	950	A0627	40.1 BLADEN X-SCL	61	100	730
420	1005	A0633	46.3 ANGUILLA JCT.	10 Y	1235	705
445	1030	A0639	52.2 SOUTHERN JCT. X-SOU	13	1215	645
530	1100	A0643	55.7 T A BRUNSWICK L	YARD O Y	1201	630
P. M.	A. M.				P. M.	P. M.
Daily	Ex. Sun.				Ex. Sun.	Daily

BURROUGHS SUBDIVISION
(Savannah Terminal)

NORTHWARD

3

TIME TABLE NO. 2 IN EFFECT July 11, 1971		Scales, Wyes, Car Capacity	FIRST CLASS						SECOND CLASS					Third Class
			176	112	58	110	92	22	186	672	106	190	104	602
			Piggyback Special	Through Freight	Silver Meteor	Through Freight	Champion	Silver Star	Through Freight	Through Freight	Through Freight	Through Freight	Through Freight	Local Freight
STATIONS			Ex. Mon.	Ex. Mon.	Daily	Daily	Daily	Daily	Daily	Daily	Ex. Mon.	Daily	Daily	Ex. Sun.
			P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
2 Tracks	SAVANNAH Ⓢ (2)X-SCL	232 P O E. Route YARDS Y	320	330	s 625	800	s 740	s1110	100	1245	245	345	1000	600
			223	243	558	658	716	1043	1118	1231	218	303	923	535
2 Tracks	OGEECHEE L		220	240	556	655	714	1041	1115	1228	215	300	920	532
			P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.
			Ex. Mon.	Ex. Mon.	Daily	Daily	Daily	Daily	Daily	Daily	Ex. Mon.	Daily	Daily	Ex. Sun.

JESUP SUBDIVISION

NORTHWARD

TIME TABLE NO. 2 IN EFFECT July 11, 1971		Scales, Wyes, Car Capacity	FIRST CLASS			SECOND CLASS				Third Class	
			394	380	6	102	106	368	104	334	602
			Piggyback Special	Piggyback Special	South Wind	Through Freight	Through Freight	Through Freight	Through Freight	Through Freight	Local Freight
STATIONS			Daily	Ex. Mon.	Daily	Daily	Ex. Mon.	Daily	Daily	Ex. Mon.	Ex. Sun.
			P. M.	P. M.	P. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.
T	JESUP 11.4 Ⓢ	165P YARD Y					129		830		345
	SCREVEN 7.8	168P 11									
	OFFERMAN 10.5	163P 16									
	BLACKSHEAR 2.6	64P 11					1245		745		255
	HOMESTEAD 6.9	159P 3									
T	WAYCROSS 0.5	YARD O Y	A 140	A 800	A S 745	A 315	L1230	A 400	730	A 545	L 230
	SOUTH WYE 10.5	YARD Y									
	BRAGANZA 9.2	161P 11									
	RACE POND 13.9	166P 9	1244	708	716	204		305	430	500	
T	FOLKSTON L	81PN 82PS Y	1230	654	704	147		250	415	445	
			P. M.	P. M.	P. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.
			Daily	Ex. Mon.	Daily	Daily	Ex. Mon.	Daily	Daily	Ex. Mon.	Ex. Sun.

FIRST CLASS							Station Numbers	Distance From Ogeechee	TIME TABLE NO. 2 IN EFFECT July 11, 1971	
5	91	381	57	395	21	175			STATIONS	
South Wind	Champion	Piggyback Special	Silver Meteor	Piggyback Special	Silver Star	Piggyback Special				
Daily	Daily	Daily	Daily	Daily	Daily	Ex. Tue.				
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.				
	629					1222	A506		2 Tracks	L OGEECHEE 16.8
							A522	16.8		McINTOSH 7.3
	648					1245	A530	24.1	2 Tracks	WALTHOURVILLE ® 7.7
							A537	31.8		LUDOWICI 2.8
							A541	34.6	2 Tracks	BACK SWAMP 3.6
							A544	38.2		DOCTORTOWN 4.5
	703					103	A548	42.7	2 Tracks	T JESUP ® 10.5
							A558	53.2		BROADHURST 7.5
							A567	60.7		HORTENSE 10.4
	732					131	A576	71.1		NAHUNTA ® X-SCL 11.6
	744					142	A589	82.7		WINOKUR 6.0
	750					148	A595	88.7		NEWELL 4.6
	755					153	A598	93.3		BURCH 3.8
L1016	801	L 735		L 407		157	A602	97.1	2 Tracks	T FOLKSTON 11.4
1026	814	747		419		208	A614	108.5		HILLIARD 10.3
1035	825	758	L 730	430	L 330	218	A624	118.8		CALLAHAN X-SCL 15.7
1047	842	A 830	743	A 515	343	A 245	A640	134.5	2 Tracks	T MONCRIEF X-SJT 2.4
1050	845		746		346		A642	136.9		BS 1.0
s1115	s 910		s 810		s 410		A643	137.9	T A	JACKSONVILLE
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.				
Daily	Daily	Daily	Daily	Daily	Daily	Ex. Tue.				

FIRST CLASS									Station Numbers	Distance From Ogeechee	TIME TABLE NO. 2 IN EFFECT July 11, 1971 STATIONS	
22	6	380	92	110	58	176	112	394				
Silver Star	South Wind	Piggyback Special	Champion	Through Freight	Silver Meteor	Piggyback Special	Through Freight	Piggyback Special				
Daily	Daily	Ex. Mon.	Daily	Daily	Daily	Ex. Mon.	Ex. Mon.	Daily				
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.				
			714	655			240		A506		2 Tracks } A	OGEECHEE 16.8
									A522	16.8		McINTOSH 7.3
			653	630			215		A530	24.1	2 Tracks } WALTHOURVILLE ®	WALTHOURVILLE ® 7.7
									A537	31.8		LUDOWICI 2.3
									A541	34.6	2 Tracks } BACK SWAMP	BACK SWAMP 3.6
									A544	38.2		DOCTORTOWN 4.5
			636	611			152		A548	42.7	2 Tracks } T	JESUP ® 10.5
									A558	53.2		BROADHURST 7.5
									A567	60.7	HORTENSE 10.4	
			614	541			116		A576	71.1	2 Tracks } NAHUNTA ® X-SCL	NAHUNTA ® X-SCL 11.6
			605	528			101		A589	82.7		WINOKUR 6.0
			558	522			1255		A595	88.7	NEWELL 4.8	
			553	517			1250		A598	93.3	BURCH 3.8	
	A 704	A 654	549	513			1245	A1230	A602	97.1	2 Tracks } T	FOLKSTON 11.4
	655	642	540	501			1233	1217	A614	108.5		HILLIARD 10.3
A 913	647	631	532	450	A 428	A1235	1221	1205	A624	118.8	2 Tracks } CALLAHAN X-SCL	CALLAHAN X-SCL 16.7
900	635	L 615	520	L 430	415	L1215	L1201	L1145	A640	134.5		T MONCRIEF X-SCL 2.4
857	632		517		412				A642	136.9	BS 1.0	
855	630		515		410				A643	137.9	T L JACKSONVILLE	
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.				
Daily	Daily	Ex. Mon.	Daily	Daily	Daily	Ex. Mon.	Ex. Mon.	Daily				

NAHUNTA SUBDIVISION

NORTHWARD

TIME TABLE NO. 2 IN EFFECT July 11, 1971 STATIONS		Scales, Wyes, Class Capacity	SECOND CLASS					THIRD CLASS	
			102	106	368	104	334	606	602
			Through Freight	Through Freight	Through Freight	Through Freight	Through Freight	Local Freight	Local Freight
			Daily	Ex. Mon.	Daily	Daily	Ex. Mon.	Daily	Ex. Sun.
			A. M.	P. M.	P. M.	P. M.	P. M.	A. M.	P. M.
2 Tracks	}	OGEECHEE A		215		920			532
		10.8 McINTOSH	Sig. S. 22						
2 Tracks	}	WALTHOURVILLE ®	115P 8	150		855			450
		7.7 LUDOWICI	36						
2 Tracks	}	BACK SWAMP							
		8.6 DOCTOR TOWN	82CP 27						
2 Tracks	}	T JESUP ®	YARD Y	L 129		L 830		A 550	L 345
		10.5 BROADHURST	200P						
		HORTENSE	200P 7						
		10.4 NAHUNTA ® X-SCL	225P Y					455	
		11.6 WINOKUR	193P					430	
		6.0 NEWELL						359	
		4.6 BURCH						352	
2 Tracks	}	T FOLKSTON	81PN 82PS Y	A 147		A 250	A 415	A 445	345
		11.4 HILLIARD	88PS 13	133		238	401	431	250
		10.3 CALLAHAN X-SCL	77PN 13	120		L 223	350	420	230
		15.7 T MONCRIEF X-SLT	YARD O	L 100		L 330	L 400	L 200	
		2.4 BS							
		1.0 T JACKSONVILLE L							
			A. M.	A. M.	P. M.	P. M.	P. M.	A. M.	P. M.
			Daily	Ex. Mon.	Daily	Daily	Ex. Mon.	Daily	Ex. Sun.

THIRD CLASS		SECOND CLASS				FIRST CLASS	Station Numbers	Distance From Waycross	TIME TABLE NO. 2	
611	609	307	315	311	313	11			IN EFFECT	
Local Freight	Local Freight	Through Freight	Through Freight	Through Freight	Through Freight	South Wind	July 11, 1971		STATIONS	
Tue.-Thur. Sat.	Mon.-Wed. Fri.	Daily	Daily	Ex. Mon.	Daily	Daily				
A. M.	A. M.	P. M.	P. M.	P. M.	A. M.	P. M.				
							AN587		L WAYCROSS X-SCL	
				L1201		L 750	AN589	1.5	T WAYCROSS (Oklahoma Ave.)	
L 600	L 500	L1045	L 805	1204	L 900	755	AN591	3.5	WEST WAYCROSS	
610	520	1051	809	1208	904	758	AN594	6.4	RUSKIN	
625	545	1105	819	1218	919 ¹²	807	AN602	14.7	MANOR	
635	555	1113	826	1225	925	812	AN607	19.7	ARGYLE	
730	607	1121	836	1234	934	819	AN613	26.0	T HOMERVILLE	
801	A 625	A1131	850 ³¹⁴	A 105 ³⁰⁸	945 ⁶¹⁰	828 ³¹⁴	AN622	34.8	T DUPONT ®	
820			905		956	836	AN630	42.5	STOCKTON	
844 ¹²			913		1004	842	AN635	47.7	NAYLOR	
903			940		1025	858	AN650	61.7	T VALDOSTA ® X-G&F X-GS&F	
915			955		1040	907	AN658	70.1	OUSLEY	
930			1015		1055	915	AN665	77.7	T QUITMAN	
945			1030		1105		AN672	84.6	DIXIE	
1000			1055		1118	930	AN679	91.9	T BOSTON	
1020			1105		1128	938	AN686	98.9	NEWARK	
1125			1130 ³¹⁸		1230	s1000	AN691	104.0	T A THOMASVILLE ®	
A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.				
Tue.-Thur. Sat.	Mon.-Wed. Fri.	Daily	Daily	Ex. Mon.	Daily	Daily				

THOMASVILLE SUBDIVISION

EASTWARD

TIME TABLE NO. 2 IN EFFECT July 11, 1971 STATIONS		Scales, Wyes, Car Capacity	FIRST CLASS	SECOND CLASS					THIRD CLASS	
			12	312	316	308	314	610	608	
			South Wind	Through Freight	Through Freight	Through Freight	Through Freight	Local Freight	Local Freight	
			Daily	Ex. Tue.	Daily	Daily	Daily	Mon.-Wed. Fri.	Tue.-Thur. Sat.	
			A. M.	A. M.	A. M.	P. M.	P. M.	A. M.	A. M.	
	WAYCROSS	X-SCL A	YARD O							
	1.5									
T	WAYCROSS (Oklahoma Ave.)		YARD S	940	A 315	A 345	A 400	A1030		
	2.0									
	WEST WAYCROSS		YARD	931	215	250	214	953	A1125	A1145
	2.9									
	RUSKIN		78P	928	211	245	210	948	1105	1115
	3.3									
	MANOR		159P	919 ³¹³	200	233	158	933	1052	1100
	5.0									
	ARGYLE		27		150	225	145	915	1045	1050
	6.3									
T	HOMERVILLE		161P	906	141	215	125	905	1035	1040
	8.8									
T	DUPONT	®	140P	857	L 130	200	L 105 ³¹¹	850 ³¹⁵ 828 ¹¹	945 ³¹⁵	L 950
	7.7									
	STOCKTON		51P			140		813	925	
	5.2									
	NAYLOR		153P	844 ⁸¹¹		125		804	900	
	14.0									
T	VALDOSTA	® X-G&F X-G&F	162P	830 ⁶¹⁰		1259		740	840 820 ¹²	
	8.4									
	OUSLEY		19	821		1241		719	740	
	7.6									
T	QUITMAN		148P	813		1230		709	715	
	8.9									
	DIXIE		22	806		1215		700	701	
	7.3									
T	BOSTON		153P	758		1155		650	650	
	7.0									
	NEWARK		12			1145		640	635	
	5.1									
T	THOMASVILLE	®	YARD O	745		1130 ³¹⁵		630	625	
				A. M.	A. M.	P. M.	P. M.	P. M.	A. M.	A. M.
				Daily	Ex. Tue.	Daily	Daily	Daily	Mon.-Wed. Fri.	Tue.-Thur. Sat.

THIRD CLASS		SECOND CLASS		FIRST CLASS	Station Numbers	Distance From Thomasville	TIME TABLE NO. 2 IN EFFECT July 11, 1971					Scales, Wyes, Car Capacity	FIRST CLASS	SECOND CLASS		THIRD CLASS	
637	621	313	315	11			12	314	316	636	620						
Local Freight	Local Freight	Through Freight	Through Freight	South Wind			South Wind	Through Freight	Through Freight	Local Freight	Local Freight						
Daily	Daily	Daily	Daily	Daily			Daily	Daily	Daily	Daily	Daily						
P. M.	A. M.	P. M.	A. M.	P. M.			A. M.	P. M.	P. M.	A. M.	A. M.						
		150	400	1000	AN691		L T	THOMASVILLE ®	A YARD O Y S	740	240	940	1130				
		205 ³¹⁴	420	1008	AN699	7.4		PINE PARK 7.4	148P B	719	205 ³¹³	925	1045				
		214	430	1015	AN705	14.1	T	CAIRO 6.7	68P 131	711	147	915	1015				
		228	440	1022	AN713	21.0	T	WEIGHAM 0.9	47P 28	704	137	856	955				
A	400	245	450	1029	AN719	27.5	T	CLIMAX 6.5	130P 95	657	127	847	L 938				
	L900	315	510	1039	AN729	37.2	T	BAINBRIDGE ® X-SCL 9.7	156P YARD O	647	113	833		A 845			
	910	333	530	1050	AN739	45.1		BRINSON 7.9	145P 17	639	103	823		835			
	925	342	540		AN744	52.3		IRON CITY 7.2	32	631	1254	814		815			
	935	350	548	1102	AN748	56.9	T	DONALSONVILLE 4.6	148P 82	626	1248	806		800			
	950	403	600	1113	AN759	66.8	T	SAFFOLD ® 9.9	B Y	616	1235	751		704			
	1030	425	614 ¹²	1115	AN761	68.4		ALAGA 1.6	118P	614 ³¹⁶	1159	748		658			
	1036	430	625	1119	AN763	71.8	T	GORDON 3.4	15	610	1143	742		652			
	1043	437	645 ⁹²⁰	1125	AN768	76.5		PANSEY 4.7	145P	605	1137	736		645 ³¹⁵			
	1051	443	652	1131	AN772	80.8	T	ASHFORD 4.3	45		1131	730		625			
	1110	505	730	s1148	AN783	91.5	T A	DOTHAN ® 10.7	YARD O Y L	549	1115	715		600			
P. M.	A. M.	P. M.	A. M.	P. M.						A. M.	A. M.	P. M.	A. M.	A. M.			
Daily	Daily	Daily	Daily	Daily						Daily	Daily	Daily	Daily	Daily			

WESTWARD

DOTHAN SUBDIVISION

EASTWARD

11

THIRD CLASS		SECOND CLASS		FIRST CLASS	Station Numbers	Distance From Thomsaville	TIME TABLE NO. 2 IN EFFECT July 11, 1971 STATIONS	Stations, Ways, Car Capacity	FIRST CLASS	SECOND CLASS		THIRD CLASS	
639	623	313	315	11					12	314	316	638	622
Local Freight	Local Freight	Through Freight	Through Freight	South Wind					South Wind	Through Freight	Through Freight	Local Freight	Local Freight
Ex. Sun.	Tue.-Thur. Sat.	Daily	Daily	Daily					Daily	Daily	Daily	Ex. Sun.	Mon.-Wed. Fri.
A. M.	A. M.	P. M.	A. M.	P. M.				A. M.	A. M.	P. M.	P. M.	P. M.	
700	630	530	800	1148	AN783	91.5	L T	DOTHAN ⑥ A 6.2 YARD O Y	s 549	1050	657	1235	130
710	640	540	810	1155	AN789	97.7		GRIMES 3.5 56P 14 Y	539	1038	647	1220	100
720	646	546	816		AN793	101.2		MIDLAND CITY 3.0 28		1032	641	1210	1243
730	655	551	821	1203	AN796	104.2		PINCKARD 4.6 80P 8	531	1027	636	1205	1230
A 740	705	558	828	1209	AN800	108.8		WATERFORD 5.3 70P 15 Y	525	1020	629	1150	1201
	715	621 ³¹⁶	837	1215	AN806	114.1		EWELL 4.6 118P 4	519	1012	621 ³¹³		1140
	725	630	844	1221	AN810	118.7	T	OZARK ⑥ 6.2 57P 102	513	1005	612		1110
	740	640	854	1228	AN817	124.9		DILLARD 5.7 120P	506	955	601		1050
	750	649	903	1235	AN822	130.6		ARITON 4.1 11	459	946	552		1025
	758	656	910	1240	AN826	134.7		TENNILLE 7.6 134P	454	939	545		1000
	815	708	927 ³¹⁴ 622	1249	AN834	142.3	T	BRUNDRIDGE 7.1 53P 81	445	927 ³¹⁶ 622	533		937 ³¹⁴ 910 ³¹⁶
	830	719	936	1257	AN841	149.4		BANKS 7.6 131P 22	437	914	522		858
	902 ³¹⁴	731	946	106	AN848	157.0		CORCORAN X-CofGa 1.9 55P 87	428	902 ⁶²³	510		845
	915	736	950	109	AN852	158.9	T	TROY ⑥ X-CofGa 6.8 84P 116 Y	425	852	505		835
	925	746	959	119	AN858	165.7		YOUNGBLOOD 14.0 123P	418	832	449		805
	1000	807	1026	137	AN872	179.7		GRADY 4.2 135P 1	404	813	428		729
	1019	815	1035	142	AN876	183.9	T	RAMER ⑥ 6.8 57P 24	359	805	420		710
	1029	825	1045	151	AN883	190.7		SPRAGUE 11.0 126P 39	352	749	352		652
	1045	839	1101	205	AN894	201.7		SNOWDOUN 6.8 134P	340	732	334		625
	1100	850	1112	215	AN901	208.5		DAY STREET 1.5 134P	333	720	325		615
	1140	1030	1150	s 235	AN902	210.0	T A	MONTGOMERY L YARD	330	700	300		555
A. M.	A. M.	P. M.	A. M.	A. M.					A. M.	A. M.	P. M.	A. M.	A. M.
Ex. Sun.	Tue.-Thur. Sat.	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
1309-1343, 1406-1415, 1515-1565	77	2100-2124, 2200-2213	70
1275-1277, 1700-1799, 1800-1834, 3200-3209	75	309, 317, 389-413, 393B, 396B-403B, 700-1002, 1051-1052, 1100-1199, 1200-1211, 1250-1259	65
1003-1050, 1053-1065, 1300-1308, 1400-1405, 1500-1514, 1566-1599, 1600-1632, 1900-1923, 2000-2044	71		

3—Switch engines in 10-230 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.

4—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 cars 771815 and 771816 at maximum speed allowed freight trains and next behind locomotive. Scale test cars except 771815 and 771816 must not be handled in yard or road movement when coupled to car exceeding 45 feet in length.

PIGGYBACK, UNRESTRICTED AND RESTRICTED TRAINS

5—Piggyback train is a train handling only piggyback cars (empty piggyback flat cars, trailers or containers on proper designed piggyback flat cars, or multi-level automobile rack cars). Should any other type of freight car be included in the train, it would then become a regular freight train, either unrestricted or restricted type, depending upon the equipment.

Piggyback trains will observe freight train speed in non-signalized territory. In signalized territory, piggyback trains or passenger trains handling piggyback cars will observe passenger train speed not exceeding 70 M.P.H., but when handling other unrestricted freight equipment will not exceed 60 M.P.H.

Unrestricted freight train is a train handling regular unrestricted freight cars, both piggyback and box car type equipment or other type freight cars which are permitted to be operated without restrictions.

Restricted freight train is a train handling one or more restricted cars.

Restricted cars include:

Work Equipment Cars — All work equipment cars will be considered restricted cars;

Pulpwood Flat Cars — Loaded with pulpwood;

Flat Cars — Loaded with logs or poles, machines of pivot or swinging type such as cranes, etc.;

Flat Cars — Loaded with oversize shipment(s) or twin or triple loaded cars when in the judgment of local forces such loads should be restricted;

Gondolas — Loaded with stump wood. When loaded with oversize or overhanging shipments when in the opinion of local forces such loads should be restricted;

Any Car — Which in the judgment of local forces should be restricted because of some unusual condition or because of special instructions.

SPACING WRECKERS AND LOCOMOTIVE CRANES

6—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 wrecker or locomotive crane by at least two cars not exceeding 100,000 pounds gross weight: 765152, 765157, 765160, 765161, 765250, 765251, 765252, 771153, 771154, 771155, 771253, 771254, 771255, 771256, 771257, WofA 5 and GA 1901.

Where practicable, cranes on their own wheels, whether boom is detached or not (Both commercial shipments and SCL-owned cranes), should be handled in line-of-road movement in trains with counterbalance end forward. SCL locomotive cranes: 765445, 765448, 765449, 765458, 765459, 771927, 771929, 771994, 771995, 771996 and 771997 must be preceded and followed by at least one car not exceeding 100,000 pounds gross weight.

Speed restrictions on SCL locomotive cranes listed herein are carried in the current issues of the time tables under the Speed Charts for each Division. On all other cranes, the speed restrictions should be established with each movement by qualified Mechanical representative before they leave originating points or terminals.

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

CAR CAPACITY FORMULAS

7—Capacity of sidings is based on average overall length of 50 feet per car. Diesel units and caboose cars must be counted as cars, as they are not included in car capacity, but an allowance of 200 feet has been made for stopping.

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

RAIL DETECTOR CARS

8—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

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

STANDARD CLOCKS

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

SPECIAL RULES

11—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.

12—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.

13—Flag stops for passenger trains are for revenue passengers.

14—Engines or cars must not be detached and left standing entirely between the opposing home signals governing movement over a railroad crossing at grade nor entirely between derails protecting such crossings.

DEFECT DETECTORS

15—Defect detectors are located as listed by subdivisions on which located 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 must be in position to check Indicator Lights where provided and member of rear train crew must notify engine crew the Indication after rear of train passes Defect Detector and engineman must acknowledge.

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 for an emergency, or to comply with Operating Rules, train brakes should not be applied until rear of train passes Defect Detector to avoid undesired indications of the Defect Detector.

When stop is made or there is evidence that a Defect Detector is not working properly, a prompt report must be made orally to the dispatcher or operator when communications are available and by wire at first open office using Defect Detector Form "DD-1" giving complete applicable information called for on form.

AT ALL DEFECT DETECTORS:

When instructions are received from dispatcher that a Defect Detector has been removed from service and only running inspection is necessary, a close running inspection of both sides of the train must be made passing Defect Detector location from both head end and rear end of train. Conductors and enginemen will be responsible for having running inspection made and your attention is directed to Operating Rule 110.

If red, or "D" light is illuminated, train must be stopped and inspection made, being governed by voice instructions from defect detector or those received from personnel reading chart as to location and type of defect. If defect is not found at location indicated, three cars on each side of reported defect must be inspected. If not radio equipped, voice instructions not understood, or unable to contact personnel reading charts, entire train must be inspected.

If white light or red light is burning, or radio of the voice type is reporting before the train reaches a point 200 feet in advance of Defect Detector, the train must be stopped and entire train inspected.

Of the voice type, if neither white light nor red light is illuminated, train must be stopped for complete inspection, unless a clear and unmistakable voice message is received that indicates that no defects were found.

Of the non-voice type, if white light fails to light immediately after engine passes, personnel reading charts must be contacted for instructions. If chart indicates proper inspection has been received and if no defect is indicated, personnel will allow train to proceed.

Road conductors and trainmen are required to have in their possession while on duty a temperature testing stick, which will melt at temperatures at 200°F and higher for testing roller bearing temperatures.

Temperature of suspected overheated roller bearings will be tested by making a mark approximately three inches long on outside face of bearing adapter located above bearing between bearing and truck frame. If material forming mark melts, bearing is not in condition to run.

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. 1 to Lang route just north of Brunel Street

Switch from track No. 1 to track No. 2 just south of 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:

- Remove switch lock from crank cover.
- 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.
- 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.
- 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.

A switch indicator light "repeater" located on east side of track just south of Plant Avenue gives the same indication as the indicator light situated just north of Brunel Street indicating position of points of switch from Track 1 to Lang.

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.

CLEARANCE CARDS

1—Trains originating at Jacksonville or Moncrief en route to Savannah Division via Callahan or Ogeechee, must obtain second clearance card endorsed "Savannah Division" before leaving originating point.

Trains and engines moving to or from diverging routes at Jesup, Folkston and Callahan will retain their identity, proceed on signal indication and clearance card will not be required.

REGISTER STATIONS

2—Moncrief (freight trains only) and Jacksonville.

YARD LIMITS

3—Moncrief-Jacksonville.

SPEED RESTRICTIONS

4—Between Mile Posts	Miles Per Hour		
	Psg. Trains	Piggy-back Trains	Freight Trains
540.7 and 541.1	50	50	50
541.2 and 541.6	75	—	—
543.5 and 543.6	50	50	50
548.6 and 548.8 (East Track)	55	55	55
624.4 and 624.6	70	—	—

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

City Ordinance Speed Restrictions:

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

5—Protected by remotely controlled interlockings:

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

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

6—Protected by attended interlockings:

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

INTERLOCKINGS

7—Protected by attended interlockings:

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

BLOCK SIGNAL SYSTEMS

8—Two Track Automatic Block System is in service between Folkston, M.P. 602.3 and Moncrief, M.P. 640.1.

9—Traffic Control System is in service between Ogeechee, M.P. 505.8 and Folkston, M.P. 602.3 and between Moncrief, M.P. 640.1 and BS, M.P. 642.5.

SPRING SWITCHES

10—Following spring switch is in signal territory:
Moncrief--South end two tracks.

SIGNALED SIDINGS

11—McIntosh, between M. P. 518.0 and M. P. 522.9, maximum speed on siding is 70 M.P.H. for passenger trains, 60 M.P.H. for piggyback and freight trains.

Maximum speed for all trains on sidings listed below is 30 M.P.H.:

- Broadhurst.
- Hortense.
- Nahunta.
- Winokur.

TWO TRACKS

12—Two tracks extend between Ogeechee, M. P. 506.0, and South Ogeechee, M. P. 510.0; between North Ludowici, M. P. 533.4, and Back Swamp, M. P. 540.1; between Doctortown, M. P. 543.7, and South Jesup, M. P. 550.5 and between Burch, M. P. 598.3, and Moncrief, M. P. 640.1.

OPERATION BY SIGNAL INDICATION

13—The operation on two tracks 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.

DEFECT DETECTORS

14—Location	Protection Provided	Locations of Indicators and Personnel reading charts
Ogeechee M. P. 512.0	Single track, both directions. Hot box and dragging equipment.	Indicators east side, M. P. 512.0. Voice Instructions.
Walthourville M. P. 530.0	Single track, both directions. Hot box and dragging equipment.	Indicators east side, M. P. 530.0. Voice Instructions.
Jesup M. P. 551.1	Single track, both directions. Hot box and dragging equipment.	Indicators west side, M. P. 551.1. Voice Instructions.
Raybon M. P. 572.0	Single track, both directions. Hot box and dragging equipment.	Indicators west side, M. P. 572.0. Voice Instructions.
Newell M. P. 592.0	Single track, both directions. Hot box and dragging equipment.	Indicators west side, M. P. 592.0. Voice Instructions.
Boulogne M. P. 607.8	Two tracks, both directions. Hot box.	Indicators both sides, M. P. 607.8. Operator, Folkston.

SPECIAL RULES

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

16—Freight trains must not block road crossings at Nahunta, in excess of five minutes, and crossings should be cut when freight trains are stopped for a longer period of time. Movements over U.S. 301, must clear the crossing after each movement so that vehicular traffic may pass.

17—Trains or engines receiving stop signal from diverging route to Nahunta Subdivision, Callahan, will not enter Nahunta Subdivision main track by use of route controller boxes marked with red "X" (Rule 573) or by means of flag protection until contact is made with Control Station at Waycross Dispatcher's Office and authority is received to proceed.

18—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.

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

- Richmond Hill, M.P. 506.9 (B).
- Fleming, M.P. 515.1.
- Evans Concrete Products Co., M. P. 522.0.
- North End House Track, M.P. 522.2.

South End House Track, M.P. 522.5.
 Brunswick Pulp & Paper Co., M.P. 522.7 (McIntosh Siding).
 Service Concrete Products, Inc., M.P. 527.6.
 Union-Camp Wood Yard, M.P. 527.9.
 House Track, M.P. 529.4.
 North End Team Track, M.P. 537.5 (W).
 Hodges Vener Co., M.P. 537.6 (E).
 South End Team Track, M.P. 537.9 (W).

Dawes Silicia Mining, M.P. 541.9.
 McCann Lumber Co., M.P. 543.9 (W).
 Shepherd Constr. Co., M.P. 551.6.
 Team Track, M.P. 567.2 (Hortense Siding).
 Union-Camp Corp., M.P. 601.1 (E).
 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 and Folkston.
 Trains originating at Waycross en route to Savannah Division via Callahan or Ogeechee, must obtain second clearance card endorsed "Savannah Division" before leaving Waycross.
 Trains will obtain clearance card passing Waycross Passenger Yard from train order delivery devices, located on north side of tracks 1 and 2 in front of crew room.

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—Waycross, yard office for trains operating via Oklahoma Avenue, except enginemen are authorized to register at Shops. Nos. 5, 6, 11 and 12 will furnish register slip.

YARD LIMITS

4—Waycross.

SPEED RESTRICTIONS

5—Between Mile Posts	Miles Per Hour		
	Psg. Trains	Piggy-back Trains	Freight Trains
NA607.0 and NA607.3	70	—	—
NA612.0 and NA612.4	70	—	—

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.

DEFECT DETECTORS

8—Location	Protection Provided	Locations of Indicators and Personnel reading charts
Screven M. P. N561.8	Single track, both directions. Hot box.	INDICATORS east side, M. P. N561.8. DISPATCHER, Waycross.

SPECIAL RULES

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

Trains and engines have equal authority and will operate at yard speed not exceeding 25 M.P.H. between Waycross Passenger Station and yard limit board, M. P. 591.6, Thomasville Subdivision; but inferior trains and engines must give way promptly to avoid delay.

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

16—Trains and engines 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 for No. 624.

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—Between Mile Posts	All Trains M.P.H.
0615.7 and 0617.5	20

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, George, Mansfield, G, L and 4th Streets; on the Kaiser Avenue lead track at Altama Avenue and Glynn Avenue; and on Q Street connection track at Norwich, Reynolds and Albany Streets.

The use of engine whistle within corporate limits is prohibited and must be used only when necessary to warn vehicular traffic, persons, animals, or in an emergency and when used, must be of light intensity.

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. Gates may be left set against either intersecting line.
- 6—Protected by automatic interlocking:
Bladen, M.P. 0627.2, S.C.L. 20 M.P.H. until engine reaches crossing.
- 7—Protected by remotely controlled interlocking:
Nahunta, M.P. 0609.9, S.C.L.

JOINT TRACKS

8—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.

SPECIAL RULES

9—Freight trains must not block road crossings at Nahunta, in excess of five minutes, and crossings should be cut when freight trains are stopped for a longer period of time. Movements over U.S. 301, must clear the crossing after each movement so that vehicular traffic may pass.

OPERATION BETWEEN ANGUILLA AND SOUTHERN JUNCTION

An Absolute Block System is in effect between main track clearance point of south wye switch, M. P. O633.0, at Anguilla and main track clearance point of connection track switch, M. P. OB 541.0, at Southern Junction on main track of the Brunswick Subdivision. This absolute block will be under control of "SCL Dispatcher" at Waycross.

Trains and engines will not exceed 25 M.P.H. within the limits of the absolute block.

Trains or engines must not enter the absolute block without authority of dispatcher obtained by conductor or engineman

as follows:

1. By train order.
2. By radio from "SCL Dispatcher" or through SCL or Southern operators on duty at Brunswick.
3. By telephone from phone located in booth near main track switches, M. P. O633.0, Anguilla and M. P. OB541.0, Southern Junction.

Unless otherwise specified, the authority to use absolute block will only be for a continuous straight-away movement in one direction.

Conductor or engineman must repeat authority received orally and identify himself to Control Station before entering block.

Conductor and engineman are both responsible for knowing authority has been obtained for entering the block. It will not be necessary for train or engine to be stopped to receive this authority.

Authority to occupy the absolute block will supersede superiority of trains and will take the place of Train Orders, except slow orders and bulletin orders. Clearance Card, except when required with slow and bulletin orders, will not be required to use the absolute block.

After train or engine clears the block, conductor or engineman must report clear to dispatcher or operator. If main track is cleared at an intermediate point within the block, "Clear" must not be reported until switch has been secured in normal position. Trains or engines must not re-enter the block after reporting "Clear" until authority is again secured from Control Station.

In case of failure of all communications, trains or engines may enter and move through the block at restricted speed only when preceded by a flagman at full flagging distance, and flag protection from the rear must be provided. Except when moving under flag protection as result of failure of all communications, protection against the following movements will not be required within the absolute block.

All other operating rules and/or special instructions not inconsistent with the above remain in effect.

Albany Subdivision**CLEARANCE CARDS**

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

REGISTER STATIONS

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

YARD LIMITS

3—Albany-East Albany-Darrow-Firestone, Tifton and Ware-co-Waycross.

SPEED RESTRICTIONS

	MILES PER HOUR	
	Psg. Trains	Freight Trains
4—Between Mile Posts		
699.1 and 699.3	25	15

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 north 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

- 5—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.
Willacoochee, M. P. 629.5, G. & F. Ry. Normally clear S. C. L.
Waycross, M. P. 588.0, S. C. L. Normally clear S. C. L. freight lead.
- 6—Protected by automatic interlocking:
Darrow, M. P. 686.6, GN.
Tifton, M. P. 658.7, G. S. & F., 20 M. P. H.*
- 7—Protected by cabin-door locked interlockings:
Sylvester, M. P. 679.6, G. A. S. & C. Normally clear S. C. L., 20 M. P. H.*
- *Until engine reaches crossing.

BLOCK SIGNAL SYSTEMS

8—Traffic Control System is in service between Waycross, M.P. 587.7 and Lang, M.P. 589.0.

SPRING SWITCHES

9—Following spring switches are 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:

- Darrow, south end yard lead.
Albany, north end yard lead.

JOINT TRACKS

10—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

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

12—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.

13—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.

14—Trains and engines have equal authority and will operate at yard speed not exceeding 25 M.P.H. between Waycross

Passenger Station and yard limit board, M. P. 591.6, Thomasville Subdivision; but inferior trains and engines must give way promptly to avoid delay.

15—Trains and engines using freight lead between Lang and Waycross Yard have equal authority and will operate at yard speed, except will not exceed 10 M.P.H. over Nichols Street, U.S. Highway 84, until engine covers crossing.

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

17—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.

Thomasville Subdivision

CONDITIONAL STOPS

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

REGISTER STATIONS

2—Waycross, yard for passenger trains operating via Oklahoma Avenue and for other freight trains, except enginemen 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-West Waycross, Dupont, Valdosta and Thomasville.

JUNCTION SWITCHES

4—Dupont, M. P. 622.3, lined for movements on Thomasville Subdivision.

Thomasville, M. P. 690.6, 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. within city limits, except 20 M.P.H. over Oak Street, M. P. 648.3 to and including Troupe Street, M. P. 647.8, for entire length of train.

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. 588.0, S. C. L. Normally clear freight lead. Valdosta, M. P. 647.4, G. & F. Ry. Normally clear S. C. L.

7—Protected by automatic interlocking:

Valdosta, M. P. 648.7, G. S. & F.

SPRING SWITCHES

8—Following spring switches are 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:

Waycross, M. P. 590.9, west yard lead.

Thomasville, M. P. 691.3, East End Psgr. Station, 15 M.P.H.

DEFECT DETECTORS

9—Location	Protection Provided	Locations of Indicators and Personnel reading charts
Cutting M. P. 616.6	Single track, both directions. Hot box.	INDICATORS south side, M. P. 616.6. Dispatcher, Waycross.
Valdosta M. P. 651.7	Single track, both directions. Hot box.	INDICATORS south side, M. P. 651.7. Dispatcher, Waycross.
Pidcock M. P. 674.9	Single track, both directions. Hot box.	INDICATORS south side, M. P. 674.9. Dispatcher, Waycross.

SPECIAL RULES

10—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.

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

Trains and engines have equal authority and will operate at yard speed not exceeding 25 M.P.H. between Waycross Passenger Station and yard limit board. M. P. 591.6, Thomasville Subdivision; but inferior trains and engines must give way promptly to avoid delay.

Unless otherwise instructed, eastward freight trains will contact Waycross Yard Office by radio or stop clear of Spring Switch at West Waycross and request instructions.

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

13—Movements over U.S. Highway No. 84, at Homerville, must be preceded by flagman.

14—Wait indicator (Rule 525) governing westward movements on main track is located just west of Blackshear Street, M. P. 690.5 at Thomasville. Westward first-class trains after having been stopped by the wait indicator, upon being authorized to proceed will move at yard speed between Blackshear Street and passenger station. When notified wait indicator is

DEFECT DETECTORS

10—Location	Protection Provided	Locations of Indicators and Personnel reading charts
Whigham M. P. 714.5	Single track, both directions. Hot box.	INDICATORS south side, M. P. 714.5. DISPATCHER, Waycross.
Pansey M. P. 770.5	Single track, both directions. Hot box.	INDICATORS south side, M. P. 770.5. DISPATCHER, Waycross.
Ozark M. P. 808.6	Single track, both directions. Hot box.	INDICATORS south side, M. P. 808.6. DISPATCHER, Waycross.
Banks M. P. 844.1	Single track, both directions. Hot box.	INDICATORS south side, M. P. 844.1. DISPATCHER, Waycross.
Ramer M. P. 877.6	Single track, both directions. Hot box.	INDICATORS south side, M. P. 877.6. DISPATCHER, Waycross.

SPECIAL RULES

11—Trains and engines operating between Bell Street Bridge and Union Station and over tracks of Montgomery Union Station will move at yard speed.

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

12—Trains and engines will move at yard speed on S. C. L. tracks between East Yard limit M. P. 899.3 and Bell Street Bridge.

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.

Dupont Subdivision**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, Live Oak and High Springs.

JUNCTION SWITCHES

4—Dupont, M. P. R622.3, lined for movements on Thomasville Subdivision.

SPEED RESTRICTIONS

5—Between Mile Posts	Miles Per Hour	
	Psg. Trains	Freight Trains
R622.3 and R622.7	35	35
R670.1 and R671.1	30	30

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. R670.3, S. C. L.

DEFECT DETECTORS

8—Locations	Protection Provided	Locations of Indicators and Personnel reading charts
Tarver M. P. R640.7	Single track, both directions. Hot box and drag- ging equipment.	Indicators east side, M. P. R640.7. Voice instructions.
Marion M. P. R666.0	Single track, both directions. Hot box and drag- ging equipment.	Indicators east side, M. P. R666.0. Voice instructions.
Branford M. P. R688.6	Single track, both directions. Hot box and drag- ging equipment.	Indicators east side, M. P. R688.6. Voice instructions.
Fort White M. P. R711.2	Single track, both directions. Hot box and drag- ging equipment.	Indicators east side, M. P. R711.2. Voice instructions.

Pelham Subdivision**CLEARANCE CARDS**

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

REGISTER STATIONS

2—East Albany and Thomasville.

YARD LIMITS

3—Albany-East Albany, Pelham and Thomasville.

SPEED RESTRICTIONS

4—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

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

SPECIAL RULES

6—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 flagman.

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. NK690.6, 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—Nos. 616 and 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.

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. 719.0, lined for movements on Dothan Subdivision.

SPEED RESTRICTIONS

5—Between Mile Posts	All Trains M.P.H.
NE726.7 and NE726.8	7

SPECIAL RULES

6—Nos. 636 and 637 will not protect against following extra trains between Chattahoochee and Climax.

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

8—Chattahoochee, trains, engines or cars must not obstruct any street crossing in excess of five minutes and must not obstruct Main Street crossing in excess of three minutes, except by passage of train in continuous movement. Sufficient time between movements over that crossing should be allowed to avoid an accumulation of pedestrian or vehicular traffic.

Elba Subdivision

CLEARANCE CARDS

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

SPEED RESTRICTIONS

2—Between Mile Posts	All Trains M.P.H.
NG810.1 and NG810.2	10
NG836.4 and NG836.5	10

City Ordinance Speed Restrictions:

Enterprise, movements over College Street, Lee Street and Highway 84 (Main Street), will be flagged.

Elba, movements over Caroline Street must be preceded by flagman.

SPECIAL RULES

3—Nos. 638 and 639 will not protect against following extra trains between Waterford and Elba.

4—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.

5—Unloading pit in Deep South team track at Kelly 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 and Abbeville.

SPECIAL RULES

2—Nos. 640 and 641 will not protect against following extra trains between Abbeville and Grimes.

LIMITS

1—The limits of Savannah Terminal extend over Burroughs Subdivision and to:

- M. P. 506.0, Nahunta Subdivision.
- M. P. 512.4, Everett Subdivision.
- M. P. 500.8, Vidalia Subdivision, Yard Limit Board.
- M. P. 509.4, Coosaw Subdivision, "SL" Board.
- M. P. 497.3, Columbia Subdivision, Central Jct.
- M. P. 489.5, Charleston Subdivision, "SL" Board, Central Junction.

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.

Train orders or other instructions referring to tracks and/or mile post location between Central Junction and Burroughs, when for movement via Southover Yard, will be identified as East Route; when for movement via Savannah Yard between M.P. 499.9 and Burroughs, will be identified as West Route.

Traffic Control System is in service between the following points:

On Coosaw Subdivision: Between "SL" Board M.P. 509.4 and Savannah Yard.

On Burroughs Subdivision: Between Central Jct. and Burroughs on East Route.

Between M.P. 499.9 and M.P. 500.2 on West route.

Between M.P. 502.4 and Burroughs on West route.

Between Burroughs and Ogeechee on both tracks.

Signals authorizing northward movement on either track at M. P. 502.4 West route govern movement over or through power-operated switches only but does not indicate condition of track beyond.

Signal authorizing southward movement at M.P. 500.0 West route governs movement over or through power-operated switch and over railroad crossings but does not indicate condition of track beyond.

Trains and engines will approach and move in either direction between M. P. 500.2 and M. P. 502.4 on West route at yard speed and flag protection will not be required.

Northward movements will approach signal at M. P. 500.2 West route at slow speed and be governed by indication received.

Southward movements will approach signals at M. P. 502.4 West route at slow speed and be governed by indication received.

Main track switch, M. P. 501.9, West route may be left in either position; trains and engines will approach this switch prepared to stop and must know it is properly set for movement to be made before passing over it.

Between Central Jct. and Ogeechee trains or engines may be routed via West or East Route and will retain their identity, proceeding on signal indication, and clearance card will not be required at Ogeechee.

CLEARANCE CARDS

3—Trains will obtain clearance cards as follows:

Southward trains en route to Nahunta Subdivision must obtain second clearance card endorsed "Waycross Division" before leaving Savannah;

Passenger trains at passenger station;

Southward freight trains at Savannah Yard;

Freight trains en route to Charleston Subdivision from either Southover or Savannah Yard at Central Junction;

Freight trains en route to Columbia, Coosaw or Vidalia Subdivision at Savannah Yard.

Columbia Subdivision trains en route to Robbins Subdivision will obtain clearance card endorsed "Robbins Subdivision" at Central Jct. Clearance card will not be required at Fairfax.

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.

Time of trains at Burroughs applies at West Route junction switch.

Time of trains at Ogeechee applies at Everett Subdivision junction switch.

REGISTER STATIONS

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

YARD LIMITS

6—Savannah, on Vidalia Subdivision.

RAILROAD CROSSINGS AT GRADE

7—Protected by attended interlockings:

Central Junction, M. P. 490.4, C. of Ga., Charleston Subdivision.

Central Junction, M. P. 497.3, C. of Ga., Columbia Subdivision.

8—Protected by remotely controlled interlockings:

Savannah Yard, M. P. 500.1, S. C. L., West Route, Burroughs Subdivision.

Savannah Yard, M. P. 500.2, S.C.L., West Route, Burroughs 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., East Route, Burroughs Subdivision.

SPRING SWITCHES

9—Following 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:

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

DRAWBRIDGES

10—Protected by interlocking:

Savannah River, M. P. 510.7, Coosaw Subdivision, attended 3:00 P.M. to 7:00 P.M. and 8:00 P.M. to 12:00 midnight daily, except Saturday. Draw open and unattended other hours.

Trains or engines stopped by home signals, will contact train dispatcher and when authority to proceed is received must, in addition, get hand signal or authority from the bridge tender, after which, train may proceed, stopping short of power switch to Bridge Junction. Member of crew must handle power switch in accordance with governing rules.

TWO TRACKS

11—Two tracks extend between Central Jct., and North End Southover Yard, M. P. 494.8 on East Route; between M. P. 502.4 and M. P. 504.0 on West Route and between Burroughs and Ogeechee.

SPECIAL RULES

12—Movements on Savannah Passenger Station tracks will be made at restricted speed.

13—Savannah and Garden City, trains, engines or cars must not obstruct any highway, street or lane more than 10 minutes except in case of emergency.

14—Savannah, 10 M.P.H. between Montgomery Street and East Broad Street inclusive. Movements over crossings at Montgomery Street, Bull Street and Victory Drive must be made with caution, and if traffic control lights are not operating movements 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.

15—An "E" indicator light attached to the signal mast at M. P. 511.5, Coosaw Subdivision when dark, will require that movements of more than 45 car lengths must not proceed beyond the signal.

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

Savannah Steel Company, M. P. 492.6, East Route. (W).

Shores Abbatoir, M. P. 492.7, East Route. (W).

Sears, M. P. 493.3, East Route. (W).

Savannah Truckers Exchange, M. P. 507.9, West Route.

SPEED RESTRICTIONS — EAST ROUTE

17—Between Mile Posts	All Trains M.P.H.
493.5 and 493.9	40
494.5 and 494.9	30

Through turnouts as listed below:

M. P. 491.4, turnout to West Route, 10 M. P. H. (W).

M. P. 491.8, turnout to Coosaw Subdivision, 15 M. P. H. (E).

M. P. 491.8, turnout to Savannah Yard, 15 M. P. H. (W).

SPEED RESTRICTIONS — WEST ROUTE

Between Mile Posts	All Trains M.P.H.
499.9 and 500.2	10
500.2 and 502.4	20
509.3 and 509.7	45

Through turnouts as listed below:

M. P. 499.9, turnout to West Route, 10 M. P. H. (W).

M. P. 500.1, turnout to Savannah Yard, 10 M. P. H.

SPEED RESTRICTIONS — COOSAW SUBDIVISION

Between Mile Posts	All Trains M.P.H.
509.6 and 510.7	45
510.7 and 512.7	30
512.7 and 513.3	15

Through turnouts 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. 513.1, turnout to Burroughs Subdivision East Route, 15 M.P.H.

M. P. 513.3, turnout to yard lead, 15 M. P. H.

JACKSONVILLE TERMINALS

T. B. Renfrow, Terminal Superintendent

D. E. Wright, Terminal Trainmaster — F. 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—Maximum speed for engine and transfer movements is 20 M.P.H. between Moncrief and Quinlan and 15 M.P.H. between Composite and Export Terminal, except 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. SJ646.0.
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, 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—Four axle cars shall not exceed 270,000 pounds gross weight.

Cars weighing in excess of 220,000 lbs. gross, Engines in Series 700, 800, 900, 1000, 1100-1105, 1119-1199 and 1200, 2000 and 3000, and all Wreckers and Locomotive Cranes shall not be operated onto any wharf or dock.

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	389- 413 (A or B), 700- 1002, 1119- 1201, 1250- 1259	675- 698	309, 317, 1003- 1065, 1202- 1239	600- 620, 1275- 1277, 1300- 1343, 1400- 1415, 1500- 1599, 1600- 1632, 1700- 1799, 1800- 1834	203- 222, 1100- 1117	1900- 1923, 2100- 2110, 2114- 2120	2000- 2044	2111- 2113, 2200- 2210	2121- 2124, 2211- 2213
Savannah to Moncrief.....	2800	2250	3050	3350	1850	4350	5100	4900	5300
Moncrief to Savannah.....	2600	2050	2850	3100	1700	4000	4750	4550	4900
Savannah to Waycross.....	2800	2250	3050	3350	1850	4350	5100	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	5100	4900	5300
Waycross to Brunswick.....	3600	2850	3950	4300	2350	5550	6550	6300	6850
Brunswick to Waycross.....	2800	2250	3050	3350	1850	4350	5100	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	1850	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
Thomasville and Kingwood.....	1700
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

LOCATION OF PUBLIC AND PRIVATE TRACKS NOT SHOWN IN SCHEDULE PAGES

DUPONT SUBDIVISION

NAME	Mile Post	Station Nos.	Car Capacity	Opening
Alexis	R 639.2	AR 639	15	South
O'Brien	R 688.8	AR 689	8	North

PELHAM SUBDIVISION

NAME	Mile Post	Station Nos.	Car Capacity	Opening
Dawes Silica Mining	NC 698.6	ANC 699		
West Track (Silica)			28	South
East Track (Sand)			Spur	South
Eubanks Pulpwood Co., Inc.	NC 707.3	ANC 707	8	North
Johnson-March	NC 707.6	ANC 708	15	Both
St. Joe Paper Co.	NC 721.9	ANC 722	14	South
International Paper	NC 722.4	ANC 722	11	South
Georgia Power	NC 738.8	ANC 739		
Storage Tracks (2)			90	Both
Plant Lead			Spur	South
Merck & Company	NC 742.7	ANC 743	Spur	South

SAVANNAH TERMINAL

NAME	Mile Post	Station Nos.	Car Capacity	Opening
East Route				
Grubbs	498.2	A 498	Spur	North
West Route				
Savannah Truckers Exchange	507.9	S 508	14	North

NAHUNTA SUBDIVISION

NAME	Mile Post	Station Nos.	Car Capacity	Opening
Richmond Hill (E)	506.9	A 507	7	North
Fleming	515.1	A 515	10	North
Service Concrete Products, Inc.	527.6	A 528	12	North
Union Camp Wood Yard	527.9	A 528	14	North
Denmark Gas Co.	528.4	A 528	1	South
Dawes Sand Co.	541.9	A 542	Spur	South
Shepherd Construction Company	551.6	A 552	25	South
Humphrey's Mining Co. (E)	599.5	A 600	Spur	North
Union Camp Corp. (E)	601.1	A 601	Spur	North
Diamond W. Feed (E)	607.8	A 608	16	North
Gold Kist Eggs (W)	616.0	A 616	18	Both
Dinsmore (E)	634.3	A 634	11	North

JESUP SUBDIVISION

NAME	Mile Post	Station Nos.	Car Capacity	Opening
Patterson	N 589.5	AN 570	8	North
Phillips Petroleum Company	N 583.5	AN 584	3	South
Ace Post Company	N 584.5	AN 585	28	South

BRUNSWICK SUBDIVISION

NAME	Mile Post	Station Nos.	Car Capacity	Opening
Schlafferville	O 597.0	AO 597	30	Both
Progress Feeds	O 599.1	AO 599	14	South
Orser	O 611.1	AO 611	2	North
Atkinson	O 618.2	AO 618	36	Both
Waynesville	O 621.7	AO 622	12	South
Gas Spur	O 637.1	AO 637	6	South
Escambia Treating Company	O 637.2	AO 637	Spur	North
McManus	O 638.5	AO 639	Spur	North
Glynco	O 540.8	AO 639	Spur	South

ALBANY SUBDIVISION

NAME	Mile Post	Station Nos.	Car Capacity	Opening
Pyrofax Gas	592.2	AP 592	3	North
Wareco Ind. Park	592.2	AP 592	Spur	North
Run Around Track	592.8	AP 593	38	Both
Brunswick P & P Yard	616.1	AP 616	16	North

ALBANY SUBDIVISION—(Continued)

NAME	Mile Post	Station Nos.	Car Capacity	Opening
Del-Cook Lumber	621.7	AP 622	12	South
Gilman Paper Co. (Summer)	627.6	AP 673	12	North
St. Regis Paper	682.1	AP 682	12	North
Albany Warehouse	682.2	AP 682	12	North
Great Northern Paper Co.	682.5	AP 683	9	North
Firestone	692.8	AP 693	Spur	South
USMC Supply Depot	692.9	AP 693	Spur	Both
Barr	696.8	AP 697	18	South

THOMASVILLE SUBDIVISION

NAME	Mile Post	Station Nos.	Car Capacity	Opening
Atlantic Cree.	611.5	AN 612	Spur	East
Union Timber	614.7	AN 615	10	West
International Paper	615.5	AN 616	22	East
Standard Container	615.6	AN 616	32	West
Sou Wood Preserving	616.7	AN 617	4	East
Frye	628.8	AN 629	4	West

MOULTRIE SUBDIVISION

NAME	Mile Post	Station Nos.	Car Capacity	Opening
Columbia Nitrogen	NK 713.8	ANK 714	Spur	South
Pyrofax Gas	NK 715.4	ANK 715	3	South

CHATTAHOOCHEE SUBDIVISION

NAME	Mile Post	Station Nos.	Car Capacity	Opening
Jinks	NE 747.0	ANE 747	17	Both

ELBA SUBDIVISION

NAME	Mile Post	Station Nos.	Car Capacity	Opening
Kelford	NG 802.7	ANG 803	2	East
Kelly	NG 803.8	ANG 804	30	Both
Pf. Rucker	NG 805.3	ANG 805	76	East
Speigner	NG 806.0	ANG 806	17	West
Gerald	NG 810.8	ANG 811	18	Both

GRIMES SUBDIVISION

NAME	Mile Post	Station Nos.	Car Capacity	Opening
Talley	NF 791.6	ANF 792	24	East
Escambia Chemical Corp.	NF 797.9	ANF 798	5	West
Pepperell Manufacturing Company	NF 812.4	ANF 812	8	West
Owen-Illinois Glass Company	NF 812.7	ANF 813	16	East
Reliance Gas Corp.	NF 812.9	ANF 813	2	East
International Wood Yard	NF 813.7	ANF 814	12	East
Run-Around-Track	NF 813.8	ANF 814	17	Both

DOTHAN SUBDIVISION

NAME	Mile Post	Station Nos.	Car Capacity	Opening
Brownlee	703.3	AN 703	8	East
Brownlee	703.4	AN 703	26	East
Roddenbery	708.7	AN 709	15	East
Daraland	731.6	AN 732	7	East
Cyrene	735.9	AN 736	3	East
Napier Field	791.0	AN 791	36	West
Flack	808.6	AN 809	14	East
International Paper Company	811.6	AN 812	11	East
Couch Ready-Mix	812.1	AN 812	13	West
Dunn	844.7	AN 845	14	East
Anslay	862.6	AN 863	18	East
Shady Grove	865.9	AN 866	5	East

DIVISION OFFICERS

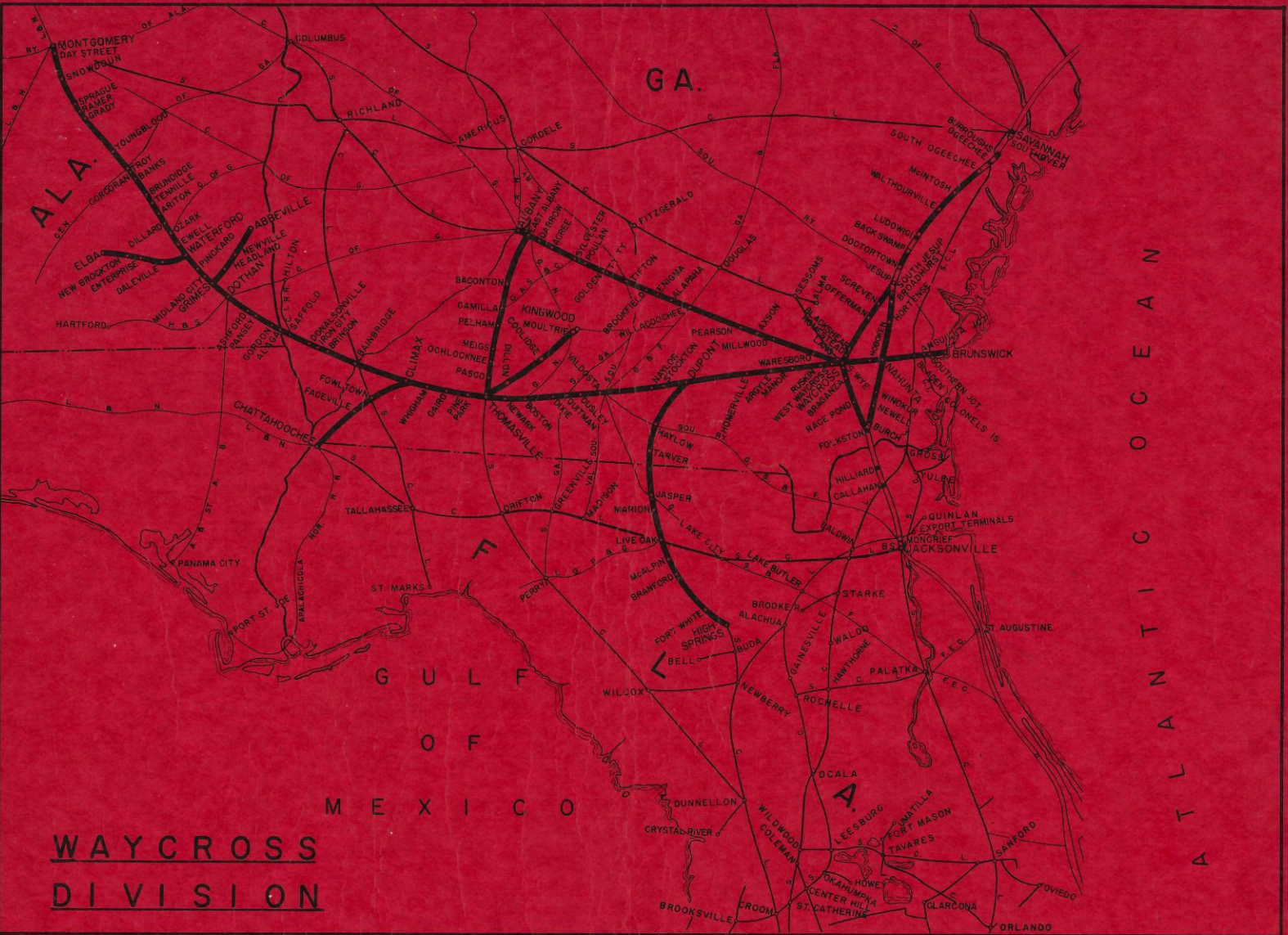
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D. MOBLEY, Trainmaster.....	Waycross, Ga.	E. S. COOLER, Supv. Comm. and Signals.....	Waycross, Ga.
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H. V. NELSON, JR., Trainmaster.....	Dothan, Ala.	R. L. PATE, Roadmaster.....	Jesup, Ga.
W. E. BAILEY, Trainmaster.....	Montgomery, Ala.	W. C. WHITE, Roadmaster.....	Waycross, Ga.
J. F. BEALES, Terminal Trainmaster.....	Waycross, Ga.	J. L. STONE, Roadmaster.....	Waycross, Ga.
R. L. PARSONS, Terminal Trainmaster.....	Bainbridge, Ga.	C. C. OVERMIER, Roadmaster.....	Thomasville, Ga.
J. A. BUNCH, Road Foreman of Eng's.....	Waycross, Ga.	G. L. GREEN, Roadmaster.....	Dothan, Ala.
R. H. STANALAND, Road Foreman of Eng's.....	Savannah, Ga.	R. C. SHARPE, Roadmaster.....	Troy, Ala.
P. E. WEATHERFORD, Rd. Frmn. of Eng's.....	Montgomery, Ala.		

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O. P. DOWLING, Gen. Supt.-Safety.....	Jacksonville, Fla.	F. W. WHITAKER, JR., Supt.-Sta. and FCP.....	Jacksonville, Fla.

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CHARLES McCrORY, M.D., Ophthal.....	Jacksonville, Fla.		
T. G. RITCH, M.D.....	Jacksonville, Fla.		



**WAYCROSS
DIVISION**

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