

Safety



First

**SEABOARD
COAST LINE
RAILROAD**

SAVANNAH DIVISION

2

TIME TABLE No. 2

IN EFFECT

Sunday, November 14, 1971

At 8:01 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

T. C. WHEELER, Superintendent

| SECOND CLASS | | | | | | Station Numbers | Distance from Hamlet Yard | TIME TABLE NO. 2 | | Stations, Wyes, Car Capacity | SECOND CLASS | | | |
|--------------------|------------------|--------------------|-------------------|--------------------|--------------------|--------------------|------------------------------|-------------------|-------------------------------|------------------------------------|------------------|--------------------|--------------------|--------------------|
| 127 | 595 | 571 | 551 | 197 | 147 | | | IN EFFECT | | | 596 | 550 | 148 | 570 |
| Through Freight | Local Freight | Through Freight | Local Freight | Through Freight | Through Freight | | | November 14, 1971 | | | Local Freight | Local Freight | Through Freight | Through Freight |
| Daily | Ex. Sun. | Daily | Mon.-Wed. Fri. | Daily | Daily | | | STATIONS | | | Ex. Sun. | Tue.-Thur. Sat. | Daily | Daily |
| P. M. | P. M. | P. M. | A. M. | A. M. | P. M. | | | A. M. | P. M. | P. M. | A. M. | | | |
| | | 420 | 650 | 1220 | 1120 | S249 | | L T | HAMLET YARD ® A | YARD O Y | | 125 | 230 | 120 |
| | | | | | | S253 | 3.7 | | HAMLET (Psg. Station) | YARD Y | | | | |
| | | 430 | 700 | 1230 | 1130 | SE254 | 4.6 | | EAST JUNCTION | 90P | | 115 | 220 | 110 |
| | | | | | | SH260 | 10.5 | | SCHOLL | 90P 11 | | | | |
| | | | 730 | | | SH264 | 14.0 | | GIBSON | 45 | | 100 | | |
| | | | | | | SH267 | 17.3 | | FLETCHER | 200P | | | | |
| 718 | L 530 | | 800 | 1248 | 1148 | SH271 | 21.3 | | McCOLL | 36 | A 1000 | 1240 | 202 | |
| | | 505 | 825 | | | SH278 | 27.8 | | CLIO | 200P 38 | | 1220 | | 1220 |
| | | | 840 | | | SH283 | 32.9 | | MINTURN | 90P 5 | | | | |
| | | | 900 | | | SH288 | 38.5 | T | LITTLE ROCK | 28 | | 1145 | | |
| A 750 | A 600 | 525 | 930 | A 120 | A 1220 | A262 | 42.7 | | DILLON | 92P YARD | L 930 | 1130 | L 140 | 1155 |
| | | 535 | 945 | | | SH300 | 49.8 | | FLOYDALE | 9 | | 1100 | | 1140 |
| | | 549 | 1030 | | | AC324 | 59.7 | | MULLINS | 80P YARD Y | | 1035 | | 1125 |
| | | 601 | 1055 | | | SH317 | 67.5 | | RAINS | 9 | | 955 | | 1115 |
| | | 612 | 1115 | | | SH325 | 75.6 | | EULONIA | 90P 5 | | 935 | | 1105 |
| | | 625 | 1205 | | | SH334 | 84.3 | | POSTON | 30 | | 910 | | 1055 |
| | | 632 | 1225 | | | SH338 | 88.6 | T | JOHNSONVILLE | 21 | | 840 | | 1046 |
| | | 640 | 100 | | | SH343 | 92.9 | T | HEMINGWAY | 83P 42 | | 805 | | 1040 |
| | | 700 | 140 | | | SH354 | 104.2 | | MORRISVILLE | 80P 9 | | 730 | | 1028 |
| | | 709 | 155 | | | SH361 | 110.8 | | WARSAW | 31 | | | | 1017 |
| | | 730 | A 210 | | | SH365 | 115.6 | T | ANDREWS | 136P YARD Y | L 700 | | | 1010 |
| | | 820 | | | | SH373 | 123.2 | | OCEDA | 13 | | | | 842 |
| | | 833 ⁶⁷⁰ | | | | SH379 | 129.1 | T | JAMESTOWN | 90P 45 | | | | 833 ⁶⁷¹ |
| | | 853 | | | | SH394 | 144.5 | T | CORDESVILLE | 80P 20 | | | | 810 |
| | | 915 | | | | SH409 | 159.0 | | INNESS | 89P 18 | | | | 745 |
| | | 922 | | | | SH413 | 162.9 | | REMOUNT | 90 | | | | 739 |
| | | 940 | | | | A390 | 168.7 | T A X R F Co | CHARLESTON X EF Co X SCL L | YARD O Y | | | | 730 |
| P. M. | P. M. | P. M. | P. M. | A. M. | A. M. | | | | | | A. M. | A. M. | P. M. | P. M. |
| Daily | Ex. Sun. | Daily | Mon.-Wed. Fri. | Daily | Daily | | | | | | Ex. Sun. | Tue.-Thur. Sat. | Daily | Daily |

| SECOND CLASS | | | FIRST CLASS | | | Station Numbers | Distance from Columbia | TIME TABLE NO. 2 IN EFFECT November 14, 1971 STATIONS | Stations, Wyes, Car Capacity | FIRST CLASS | | SECOND CLASS | | | | |
|--------------------|--------------------|--------------------|----------------|----------------------|------------------|--------------------|---------------------------|--|---------------------------------|------------------|----------------|----------------|--------------------|--------------------|--------------------|--------------------|
| 393 | 329 | 593 | 81 | 175 | 83 | | | | | 84 | 82 | 326 | 594 | 190 | 396 | |
| Through Freight | Through Freight | Through Freight | Silver Star | Piggyback Special | Silver Meteor | | | | | Silver Meteor | Silver Star | Silver Star | Through Freight | Through Freight | Through Freight | Through Freight |
| Daily | Ex. Mon. | Ex. Sun. | Daily | Ex. Mon. | Daily | | | | | Daily | Daily | Daily | Ex. Tue. | Ex. Sun. | Ex. Sun. | Daily |
| P. M. | P. M. | A. M. | P. M. | P. M. | A. M. | | | P. M. | A. M. | A. M. | P. M. | P. M. | A. M. | | | |
| | | | 1159 | | 425 | S360 | | L T | COLUMBIA | A | YARD | S 810 | S 140 | | | |
| | | L 800 | | L 845 | | S362 | 2.5 | | CAYCE | | 47P YARD O | | | A 1201 | A 1100 | |
| | | | | | | S366 | 6.5 | | DIXIANA | | 64P 19 | | | | | |
| | | | | | | S375 | 15.3 | | GASTON | | 64P 7 | | | | | |
| | | 840 | 1224 | 915 | 450 | S380 | 20.7 | | SWANSEA | | 36P 28 | 738 | 104 | 1000 | 1030 | |
| | | | | | | S386 | 25.6 | | WOODFORD | | 45P 17 | | | | | |
| | | | | | | S389 | 29.6 | | NORTH | | 90 | | | | | |
| | | | | | | S394 | 34.3 | | LIVINGSTON | | 44P 7 | | | | | |
| | | | | | | S401 | 41.6 | | NORWAY | | 49P 40 | | | | | |
| | | 950 | 1252 | 949 | 518 | S410 | 50.2 | | DENMARK | ® X SCL X SCL | 45P 96 | 712 | 1236 | 900 | 957 | |
| | | | | | | S418 | 57.8 | | GOVAN | | 45P 33 | | | | | |
| | | | | | | S426 | 66.7 | | ULMERS | | 45P 23 | | | | | |
| L 900 | L 230 | 1030 | 114 | 1021 | 540 | S436 | 76.2 | | FAIRFAX | X SCL | 46P 96 | 649 | 1211 | A 500 | 925 | A 130 |
| | | | | | | S443 | 83.1 | | GIFFORD | | 48P 11 | | | | | |
| | | | | | | S450 | 90.4 | | ESTILL | | 67P 42 | | | 800 | | |
| | | | | | | S460 | 100.6 | | GARNETT | | 200P 31 | | | | | |
| 930 | 300 | 1100 | 144 | 1104 | 610 | S469 | 109.3 | | CLYO | | 60P 45 | 620 | 1140 | 407 | 735 | 837 |
| | | | | | | S476 | 116.3 | | STILLWELL | | 46P | | | | | |
| | | | | | | S482 | 122.6 | | RINCON | | 50P 7 | | | | | |
| | | | | | | S490 | 130.3 | | MEINHARD | | 44P 5 | | | | | |
| 1005 | 335 | 1135 | 206 | 1135 | 632 | A490 | 137.6 | | CENTRAL JCT. | X CofG | | 556 | 1116 | 335 | 705 | 805 |
| 1030 | 400 | 1145 | s 225 | 1145 | s 640 | A491 S500 | 138.2 | T A | SAVANNAH | X SCL L | YARD O Y | 555 | 1115 | 330 | 700 | 800 |
| P. M. | P. M. | A. M. | A. M. | P. M. | A. M. | | | | | | | P. M. | P. M. | A. M. | A. M. | P. M. |
| Daily | Ex. Mon. | Ex. Sun. | Daily | Ex. Mon. | Daily | | | | | | | Daily | Daily | Ex. Tue. | Ex. Sun. | Ex. Sun. |

SOUTHWARD

BURROUGHS SUBDIVISION
(Savannah Terminal)

| Third Class | SECOND CLASS | | | | | | | FIRST CLASS | | | | Station Numbers | Distance from Savannah East Road to West Road | TIME TABLE NO. 2 IN EFFECT November 14, 1971 | |
|---------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-------------------|----------|---------------|-------------|-----------------|---|--|-------------------------------|
| | 603 | 103 | 693 | 119 | 111 | 105 | 127 | 109 | 175 | 85 | 83 | | | | 81 |
| Local Freight | Through Freight | Through Freight | Through Freight | Through Freight | Through Freight | Through Freight | Through Freight | Piggyback Special | Champion | Silver Meteor | Silver Star | | | | |
| Ex. Sun. | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Ex. Mon. | Daily | Daily | Daily | | | | |
| P. M. | P. M. | P. M. | A. M. | A. M. | A. M. | A. M. | A. M. | P. M. | A. M. | A. M. | A. M. | | | | |
| | 1230 | 430 | 100 | 640 | 430 | 300 | 230 | 1245 | 1159 | 715 | 640 | 225 | A491 S500 | 2 Tracts L T | SAVANNAH ⁽²⁾ X-SCL |
| | 1255 | 445 | 108 | 655 | 438 | 308 | 240 | 1253 | 1219 | 727 | 652 | 237 | A503 | | 12.6 (E) 9.8 (W) |
| | 1258 | 448 | 111 | 658 | 441 | 311 | 245 | 1256 | 1222 | 729 | 654 | 239 | A506 | 15.2 (E) 12.4 (W) | A OGEECHEE |
| P. M. | P. M. | P. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | | | | |
| Ex. Sun. | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Ex. Tue. | Daily | Daily | Daily | | | | |

SOUTHWARD

GROSS SUBDIVISION

NORTHWARD

| 111 | SECOND CLASS | | | | | First Class | Station Numbers | Distance from Baldwin | TIME TABLE NO. 2 IN EFFECT November 14, 1971 | Stations, Wyes, Car Capacity | FIRST CLASS | | SECOND CLASS | | |
|-----------------|-----------------|-----------------|-----------------|-----------------|---------------|-----------------|-----------------------|--|--|------------------------------|---------------|-----------------|-----------------|-----------------|-----|
| | 367 | 105 | 127 | 109 | 83 | | | | | | 176 | 84 | 186 | 190 | 368 |
| Through Freight | Through Freight | Through Freight | Through Freight | Through Freight | Silver Meteor | Station Numbers | Distance from Baldwin | TIME TABLE NO. 2 IN EFFECT November 14, 1971 | Stations, Wyes, Car Capacity | Piggyback Special | Silver Meteor | Through Freight | Through Freight | Through Freight | |
| Daily | Daily | Daily | Daily | Daily | Daily | | | | | Ex. Mon. | Daily | Daily | Daily | Daily | |
| A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | P. M. | P. M. | A. M. | P. M. | P. M. | | | | | |
| 631 | | 501 | 440 | 246 | 816 | S605 | 34.5 | L GROSS | A 126P | Y 1247 | 414 | 933 | 118 | | |
| | | | | | | SM611 | 28.4 | MILLS CREEK | 84P | | | | | | |
| | | | | | | SM617 | 22.2 | NASSAU | 134P | | | | | | |
| | L 558 | A 517 | A 459 | A 302 | A 830 | A624 | 19.9 | T CALLAHAN X SCL | 41 | L 1235 | L 403 | | | A 223 | |
| | | | | | | SM624 | 14.9 | CRAWFORD X SOU | 85P 22 | | | | | | |
| | | | | | | SM635 | 4.2 | FOURAKER | 141P | | | | | | |
| 730 | 630 | | | | | S653 | | T BALDWIN X SCL | YARD O Y | | | 845 | 1230 | 200 | |
| A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | P. M. | P. M. | A. M. | P. M. | P. M. | | | | | |
| Daily | Daily | Daily | Daily | Daily | Daily | Ex. Mon. | Daily | Daily | Daily | Daily | | | | | |

BURROUGHS SUBDIVISION
(Savannah Terminal)

NORTHWARD

5

| TIME TABLE NO. 2 IN EFFECT November 14, 1971 | | Scales, Wyes, Car Capacity | FIRST CLASS | | | | | | SECOND CLASS | | | | | Thrd Class |
|--|-----------------------|-------------------------------|----------------------|--------------------|------------------|--------------------|----------|----------------|--------------------|--------------------|--------------------|--------------------|--------------------|------------------|
| | | | 176 | 112 | 84 | 110 | 86 | 82 | 186 | 106 | 190 | 672 | 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 |
| | | | Ex. Mon. | Ex. Mon. | Daily | Daily | Daily | Daily | Daily | Ex. Mon. | Daily | Daily | Daily | Ex. Sun. |
| STATIONS | | | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | |
| 2 Tracts T | SAVANNAH ②(2)X-SCL | A | 320 | 330 | s 555 | 800 | s 740 | s1115 | 100 | 245 | 345 | 400 | 1000 | 600 |
| | | | | | | | | | | | | | | |
| 2 Tracts | BURROUGHS | | 223 | 243 | 532 | 658 | 716 | 1048 | 1118 | 218 | 303 | 331 | 923 | 535 |
| | | | | | | | | | | | | | | |
| | OGEECHEE | L | 220 | 240 | 530 | 655 | 714 | 1046 | 1115 | 215 | 300 | 328 | 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 | Ex. Mon. | Daily | Daily | Daily | Ex. Sun. |

GEORGETOWN SUBDIVISION

| Southward | TIME TABLE NO. 2 IN EFFECT November 14, 1971 | | | Northward | |
|------------------|--|-----------------------------|-------------------------------|------------------|-----|
| Second Class | Station Numbers | Distance from Georgetown | Scales, Wyes, Car Capacity | Thrd Class | |
| 555 | | | | | |
| Local Freight | | | | Local Freight | |
| Daily | | | | Daily | |
| P. M. | | | | P. M. | |
| 1201 | SH365 | 16.1 | L T A | YARD Y | 435 |
| 1235 | SHA0 | | T A | YARD O Y | 400 |
| P. M. | | | | P. M. | |
| Daily | | | | Daily | |

FERNANDINA SUBDIVISION

| Southward | TIME TABLE NO. 2 IN EFFECT November 14, 1971 | | | Northward | |
|------------------|--|------------------------|-------------------------------|------------------|------|
| Thrd Class | Station Numbers | Distance from Yulee | Scales, Wyes, Car Capacity | Second Class | |
| 697 | | | | | |
| Local Freight | | | | Local Freight | |
| Daily | | | | Daily | |
| A. M. | | | | A. M. | |
| 1100 | SMA0 | 12.1 | L T A | YARD A | 1015 |
| 1145 | S612 | | T A | YARD L | 930 |
| A. M. | | | | A. M. | |
| Daily | | | | Daily | |

| SECOND CLASS | | | | | | First Class | Station Numbers | Distance from Ogeechee | TIME TABLE NO. 2 IN EFFECT November 14, 1971 | Stations | Stops, Wyes, Car Capacity | FIRST CLASS | | SECOND CLASS | | |
|-----------------|-----------------|-----------------|-----------------|-----------------|---------------|-------------------|-----------------|------------------------|--|----------|------------------------------|---------------|-----------------|-----------------|-----------------|--|
| 693 | 111 | 105 | 127 | 109 | 83 | 176 | | | | | | 84 | 186 | 672 | 190 | |
| Through Freight | Through Freight | Through Freight | Through Freight | Through Freight | Silver Meteor | Piggyback Special | | | | | | Silver Meteor | Through Freight | Through Freight | Through Freight | |
| Daily | Daily | Daily | Daily | Daily | Daily | Ex. Mon. | | | | | | Daily | Daily | Daily | Daily | |
| P. M. | A. M. | A. M. | A. M. | A. M. | A. M. | P. M. | P. M. | A. M. | P. M. | P. M. | | | | | | |
| 111 | 441 | 311 | 245 | 1256 | 654 | A506 | | L | OGEECHEE | A | 220 | 530 | 1115 | 328 | 300 | |
| | | | | | | S514 | 1.7 | | RICHMOND HILL | | | | | | | |
| | | | | | | S518 | 6.1 | | MARSHALL | | | | | | | |
| | | | | | | S525 | 13.4 | | ® DORCHESTER | | | | | | | |
| 145 | 500 | 330 | 310 | 120 | 711 | S530 | 18.0 | | RICEBORO | | 200 | 517 | 1055 | 300 | 240 | |
| | | | | | | S537 | 25.3 | | JONES | | | | | | | |
| | | | | | | S540 | 28.6 | | WARSAW | | | | | | | |
| | | | | | | S544 | 32.3 | | ® TOWNSEND | | | | | | | |
| | | | | | | S550 | 38.6 | | COX | | | | | | | |
| | | | | | | S557 | 45.0 | | EVERETT | X SOU | | | | | | |
| 345 | 540 | 410 | 350 | 200 | 744 | S564 | 52.6 | | ® THALMANN | | 125 | 450 | 1015 | 110 | 200 | |
| | | | | | | S568 | 56.1 | | BLADEN | X SCL | | | | | | |
| | | | | | | S574 | 62.0 | | HAYNER | | | | | | | |
| | | | | | | S578 | 66.5 | | WAVERLY | | | | | | | |
| | | | | | | S583 | 70.8 | | WHITE OAK | | | | | | | |
| | | | | | | S587 | 75.2 | | ® WOODBINE | | | | | | | |
| 500 | | | | | | S599 | 87.1 | | KINGSLAND | | | | | | | |
| | A 631 | A 501 | A 440 | A 246 | A 816 | S606 | 93.9 | | GROSS | | L 1247 | L 414 | L 933 | 1210 | L 118 | |
| 530 | | | | | | S612 | 100.2 | | ® YULEE | | | | | | | |
| | | | | | | S619 | 107.6 | | TISONIA | | | | | | | |
| | | | | | | S625 | 113.2 | | EASTPORT | | | | | | | |
| | | | | | | S630 | 117.7 | | PANAMA PARK | | | | | | | |
| | | | | | | S632 | 120.0 | | F. & J. JCT. | X SCL | | | | | | |
| 610 | | | | | | S635 | 122.8 | | BEAVER STREET | X GS&F | | | | 1120 | | |
| 630 | | | | | | A643 | 123.6 | | ® JACKSONVILLE | L | | | | 1100 | | |
| P. M. | A. M. | A. M. | A. M. | A. M. | A. M. | | | | | | P. M. | P. M. | A. M. | A. M. | P. M. | |
| Daily | Daily | Daily | Daily | Daily | Daily | | | | | | Ex. Mon. | Daily | Daily | Daily | Daily | |

| THIRD CLASS | | SECOND CLASS | | Station Numbers | Distance from Savannah Yard | TIME TABLE NO. 2 | | | | Scales, Wyes, Car Capacity | SECOND CLASS | | THIRD CLASS | |
|---------------------|---------------------|-----------------------|---------------------|--------------------|-----------------------------------|-------------------|---|------------------------|------------------|-------------------------------|-----------------------|--------------------|-------------------|-------------------|
| 631 | 655 | 389 | 383 | | | IN EFFECT | | | | | 382 | 388 | 656 | 630 |
| Local Freight | Local Freight | Through Freight | Through Freight | | | November 14, 1971 | | | | | Through Freight | Through Freight | Local Freight | Local Freight |
| Tues. Thur.-Sat. | Tues. Thur.-Sat. | Daily | Daily | | | STATIONS | | | | | Daily | Daily | Mon. Wed.-Fri. | Mon. Wed.-Fri. |
| A. M. | A. M. | P. M. | A. M. | | | | | | | A. M. | A. M. | P. M. | P. M. | |
| | 700 | 835 | 1201 | A491 S500 | | L T | ® | SAVANNAH (2) X SCL | A YARD O Y | 635 | 100 | 100 | | |
| | 845 | 900 | 1229 ³⁸⁸ | SL514 | 15.6 | | | MELDRIM | 66P 9 | 610 | 1229 ³⁸³ | 1145 | | |
| | 901 | 910 | 1237 | SL520 | 21.6 | | | ELLABELLE | 100P 11 | 601 | 1221 | 1100 | | |
| | 915 | 922 | 1247 | SL529 | 29.9 | T | | PEMBROKE | 30 | 550 | 1210 | 1030 | | |
| | 930 | 932 | 1257 | SL536 | 36.9 | | ® | GROVELAND | 90P 9 | 540 | 1201 | 955 | | |
| | 945 | 941 | 106 | SL542 | 43.0 | | | DAISY | 27 | 531 | 1153 | 940 | | |
| | 1030 | 950 | 111 | SL545 | 46.8 | T | | CLAXTON | 20 | 525 | 1147 | 930 | | |
| | 1045 | 953 | 115 | SL547 | 48.4 | | | HAGAN | 140P 22 | 520 | 1144 | 855 | | |
| | 1101 | 956 | 119 | SL550 | 51.0 | T | | BELLVILLE | 18 | 515 | 1140 | 845 | | |
| | 1120 | 1010 | 135 | SL558 | 59.1 | T | | COLLINS | 88P 80 | 505 | 1130 | 815 | | |
| | 1145 | 1028 | 155 | SL572 | 72.9 | T | | LYONS | 88P 65 | 440 | 1105 | 745 | | |
| | A 1201 | A 1048 ³⁸⁸ | 245 | SL577 | 77.9 | T | | VIDALIA X G&F | 88P YARD Y | 430 | L 1048 ³⁸³ | L 700 | | |
| | | | 315 | SL587 | 87.9 | | | AILEY | 36 | 340 | | | | |
| | | | 330 ³⁸² | SL591 | 92.6 | | | OCHWALKEE | 50 | 330 ³⁸³ | | | | |
| | | | 335 | SL593 | 94.5 | | | GLENWOOD | 22 | 325 | | | | |
| | | | 345 | SL600 | 101.7 | | | ALAMO | 40 | 315 | | | | |
| L 700 | | | 400 | SL611 | 112.3 | T | | HELENA X SOU | 32P 117 | 301 | | | A 130 | |
| 730 | | | 415 | SL621 | 122.3 | T | | MILAN | 24 | 236 | | | 1245 | |
| 800 | | | 430 | SL630 | 131.0 | T | | RHINE | 28 | 221 | | | 1220 | |
| 830 | | | 445 | SL636 | 137.5 | T | | ABBEVILLE | 64 Y | 210 | | | 1201 | |
| 850 | | | 500 | SL645 | 146.7 | T | | ROCHELLE | 73 | 150 | | | 1125 | |
| 940 | | | 510 | SL650 | 151.8 | T | | PITTS | 22 | 140 | | | 1100 | |
| 1030 | | | 545 | ANB695 | 166.6 | T | | CORDELE X GSF X SCL | 47P YARD Y | 115 | | | 1000 | |
| 1100 | | | 615 | SL683 | 185.0 | T | | LESLIE-DESOTO | 14 | 1225 | | | 800 | |
| 300 | | | 635 | SL695 | 196.3 | T A | | AMERICUS L | YARD O | 1201 | | | 730 | |
| P. M. | P. M. | P. M. | A. M. | | | | | | | A. M. | P. M. | A. M. | A. M. | |
| Tues. Thur.-Sat. | Tues. Thur.-Sat. | Daily | Daily | | | | | | | Daily | Daily | Mon. Wed.-Fri. | Mon. Wed.-Fri. | |

| Westward Second Class | Station Numbers | Distance from Macon | TIME TABLE NO. 2 IN EFFECT November 14, 1971 | | Scales, Wyes, Car Capacity | Eastward Second Class |
|-----------------------------|--------------------|------------------------|--|----------------------------|-------------------------------|-----------------------------|
| 389 | | | 388 | | | |
| Through Freight | | | | | Through Freight | |
| Daily | STATIONS | | | | Daily | |
| P. M. | | | | | P. M. | |
| 1048 ³⁸⁸ | SL577 | 92.6 | L T | VIDALIA X G&F A | YARD Y | 1048 ³⁸⁹ |
| | | | | 11.3 | | |
| | | | | TARRYTOWN | 140P 4 | 1027 |
| | | | | 3.1 | | |
| | | | | SOPERTON | 40 | 1020 |
| | | | | 8.8 | | |
| | | | | ROCKLEDGE | 140P 5 | 1010 |
| | | | | 14.0 | | |
| | | | T | DUBLIN X W&T | YARD | 945 |
| | | | | 2.5 | | |
| | | | | WEST DUBLIN | 140P 87 | 935 |
| | | | | 18.4 | | |
| | | | | ALLENTOWN | 7 | 857 |
| | | | | 9.8 | | |
| | | | T | JEFFERSONVILLE | 85P 19 | 836 |
| | | | | 7.1 | | |
| | | | | FITZPATRICK | 35P 6 | 821 |
| | | | | 6.5 | | |
| | | | T | DRY BRANCH | 31 | 805 |
| | | | | 2.3 | | |
| | | | | FRANKLINTON | 36 | 800 |
| | | | | 6.5 | | |
| | | | T A | MACON X C of GA X Sou L | YARD O | 745 |
| A. M. | | | | | P. M. | |
| Daily | | | | | Daily | |

| Second Class | Station Numbers | Distance from Americus | TIME TABLE NO. 2 IN EFFECT November 14, 1971 | | Scales, Wyes, Car Capacity | Third Class |
|--------------------|--------------------|---------------------------|--|--------|--------------------------------------|-------------------------------|
| 383 | | | 382 | | | |
| Through Freight | | | | | Through Freight | |
| Daily | STATIONS | | | | Daily | |
| A. M. | | | | | P. M. | |
| | 1159 | SL695 | | L T | AMERICUS A | 1030 |
| | | | | | YARD O | |
| | | | | | 10.9 | |
| | | | | T | PLAINS | 84 |
| | | | | | 10.1 | |
| | | | | T | PRESTON | 35 |
| | | | | | 8.3 | |
| | | | | T | RICHLAND X SCL | 28PW 80PE YARD O 56P |
| | | | | | 3.3 | 855 |
| | | | | | 3.3 | |
| | | | | T | RANDALL | 83 |
| | | | | | 5.2 | |
| | | | | T | LUMPKIN | 83 |
| | | | | | 7.5 | |
| | | | | | 10.3 | |
| | | | | | 7.4 | |
| | | | | | 5 | |
| | | | | | 112P 2 | |
| | | | | | 50 | |
| | | | | T | MAHRT | 800 |
| | | | | | 17.1 | |
| | | | | | 72P 3 | |
| | | | | | 6.5 | |
| | | | | T | HURTSBORO X CoFG | 86P 18 |
| | | | | | 7.1 | |
| | | | | | 35P 9 | |
| | | | | | 16 | |
| | | | | T | FT. DAVIS | 700 |
| | | | | | 17.9 | |
| | | | | | 99P | |
| | | | | | 11.3 | |
| | | | | | 57P 13 | |
| | | | | T A | MONTGOMERY X CoFG (Clisby Park) L | YARD O Y |
| | | | | | 9.2 | |
| | | | | | 600 | |
| P. M. | | | | | P. M. | |
| Daily | | | | | Daily | |

RICHLAND SUBDIVISION

| WESTWARD | | TIME TABLE NO. 2 IN EFFECT November 14, 1971 | | | | EASTWARD | |
|-----------------|-----------------|--|----------|----------------|----------------|----------------------------|-----------------|
| SECOND CLASS | Station Numbers | Distance from Bainbridge | STATIONS | | | Scales, Wyes, Car Capacity | SECOND CLASS |
| 391 | | | | | | | 374 |
| Through Freight | | | | | | | Through Freight |
| Daily | | | | | | | Daily |
| A. M. | | | | | | A. M. | |
| 630 | AN729 | | L T | BAINBRIDGE | X SCL | A YARD O | 120 |
| 640 | SLC810 | 5.9 | | LYNN | | 140P 2 | 1256 |
| 650 | SLC805 | 10.8 | | ELDORENDO | | 4 | 1250 |
| 715 | SLC795 | 20.6 | T | COLQUITT | | 87P 84 | 1237 |
| 740 | SLC786 | 29.4 | T | DAMASCUS | | 154P 26 | 1227 |
| 810 | SLC776 | 38.5 | | EAST ARLINGTON | | 43 Y | 1215 |
| 840 | SLC767 | 48.9 | T | EDISON | X CofG | 140P 41 | 1200 |
| 940 | SLC750 | 64.5 | T | CUTHBERT | X CofG | 49 | 1138 |
| 945 | SLC750 | 66.3 | | NEW SIDING | | 98P 12 | 1133 |
| 1000 | SLC742 | 74.2 | | BENEVOLENCE | | 25 | 1123 |
| 1030 | SLC730 | 85.2 | | KIMBROUGH | | 7 | 1108 |
| 1100 | SL724 | 91.6 | T | RICHLAND | X SCL | 140P O YARD Y | 1100 |
| 1125 | SLB28 | 102.1 | | RENFOE | | 73P 6 | 1045 |
| 1200 | SLB11 | 119.4 | | OCHILLEE | | 50 | 1015 |
| 1210 | SLB7 | 123.3 | | SAND HILL | | 220 | 1005 |
| 1220 | SLB4 | 126.9 | | FT. BENNING | X CofG | 73P 14 | 955 |
| 1230 | SLB0 | 129.9 | T A | COLUMBUS YARD | X Sou X CofG L | YARD O Y | 945 |
| P. M. | | | | | | P. M. | |
| Daily | | | | | | Daily | |

KIMBROUGH SUBDIVISION

| Westward | | TIME TABLE NO. 2 IN EFFECT November 14, 1971 | | | Eastward | |
|-----------------|----------------------|--|-----------|----------------|----------------------------|--|
| Station Numbers | Distance from Albany | STATIONS | | | Scales, Wyes, Car Capacity | |
| | | | | | | |
| AP699 | | T | ALBANY | X GN X CofG | 44 | |
| SLB66 | 20.9 | T | DAWSON | X CofG | 56 | |
| SLB56 | 30.0 | | PARROTT | | 18 | |
| SLC730 | 41.1 | | KIMBROUGH | | 7 | |

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, 1900-3209 | 75 | 309, 317, 700-1002, 1051-1052, 1100-1199, 1200-1211, 1250-1259 | 65 |
| 1003-1050, 1053-1065, 1300-1308, 1400-1405, 1500-1514, 1566-1599, 1600-1635, 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.

Any equipment (loads or empties) which requires a speed restriction below authorized time table speeds as set forth herein must be handled on train order authority at such speeds as may be approved by proper authority.

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-signal territory. In signaled 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;

Covered hopper, "Tank Type" cars, in series:

SAL FORMER NUMBERS

7050 - 7099

7145 - 7179

SCL NUMBERS

747050 - 747099

747145 - 747179

When handled in LOADED movement.

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.

TRAIN BULLETIN BOOKS

9—Hamlet Yard (yard office "A" and diesel shop), Columbia, Cayce, Savannah (passenger station and yard offices), Jacksonville, West Jacksonville (yard office and shops), Fernandina, Yulee, Baldwin, Baldwin Yard, Dillon, Andrews, Georgetown, Charleston (Bennett Yards), Vidalia, Americus, Macon, Richland, Montgomery, Columbus Yard and Bainbridge.

STANDARD CLOCKS

10—Hamlet Yard (yard office "A" and diesel shop), Hamlet, Columbia, Cayce, Savannah (passenger station, yard office and shop), Jacksonville, West Jacksonville (yard office and shop), Baldwin Yard, Andrews, Charleston (Bennett Yard), Vidalia,

Americus, Macon, Richland, Montgomery, Columbus Yard and Bainbridge.

EMERGENCY WATER AND FUEL STATIONS

11—Cayce, Mullins, Georgetown and Thalmann (water only), Vidalia and Richland.

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.

15—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

16—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 Form 11 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.

CLEARANCE CARDS

1—Trains will obtain clearance card before leaving Hamlet Yard.

Passenger trains only, will obtain clearance card at Hamlet Passenger Station.

Northward trains leaving Columbia or Cayce between 4:00 P.M. and 8:00 A.M. will obtain clearance card before leaving Columbia, daily.

Northward trains will obtain clearance card at Cayce between 8:00 A.M. and 4:00 P.M., daily.

WHERE TIME APPLIES

2—Time of passenger trains at Hamlet and Camden applies at passenger station.

CONDITIONAL STOPS

3—No. 81 at Camden to discharge revenue passengers from Richmond and beyond.

No. 84 at Camden to receive revenue passengers for Washington and beyond.

REGISTER STATIONS

4—Hamlet Yard Office "A", Hamlet Passenger Station and Columbia (for passenger trains only).

SPEED RESTRICTIONS

| Between 5—Mile Posts | MILES PER HOUR | | | Between Mile Posts | MILES PER HOUR | | |
|-------------------------|-----------------|--------------------------|-------------------|-----------------------|-----------------|--------------------------|-------------------|
| | Pagr. Trains | Piggy- back Trains | Freight Trains | | Pagr. Trains | Piggy- back Trains | Freight Trains |
| 253.4 and 254.1 | 50 | 50 | — | 281.3 and 281.5 | 55 | 55 | — |
| 257.3 and 257.8 | 55 | 55 | — | 288.4 and 289.8 | 50 | 50 | — |
| 257.8 and 258.7 | 65 | — | — | 289.8 and 291.0 | 60 | — | — |
| 258.7 and 260.1 | 60 | — | — | 294.9 and 295.2 | 65 | — | — |
| 261.4 and 262.6 | 60 | — | — | 298.2 and 298.6 | 60 | — | — |
| 262.6 and 265.5 | 55 | 55 | — | 301.8 and 302.2 | 60 | — | — |
| 265.5 and 267.7 | 65 | — | — | 326.2 and 326.8 | 60 | — | — |
| 267.7 and 268.0 | 60 | — | — | 332.5 and 333.3 | 50 | 50 | — |
| 270.4 and 270.6 | — | — | * | 352.3 and 353.3 | 55 | 55 | — |
| 270.8 and 272.3 | 40 | 40 | 40 | 356.7 and 357.0 | 60 | — | — |
| 277.4 and 279.2 | 55 | 55 | — | 358.4 and 359.7 | 20 | 20 | 20 |
| 279.2 and 281.3 | 60 | — | — | | | | |

*Trains handling open loads pulpwood 15 M.P.H. through truss spans.

City Ordinance speed restrictions:

Bethune, 30 M. P. H.

Eau Claire, M. P. 354.9 to M. P. 357.6, 35 M. P. H.

Columbia, over Elmwood Avenue and Lady Street, 10 M. P. H., over Gervais Street, 5 M. P. H. and over Senate Street, 10 M. P. H.

RAILROAD CROSSINGS AT GRADE

6—Protected by remotely controlled interlocking:
Seaboard Jct., M. P. 272.6. S. C. L.

7—Protected by electrically locked derails:
Spaulding, M. P. 324.5, Sou. Normally clear S. C. L.

8—Protected by Standard semaphore crossing signal:
Hamlet, M. P. 253.4. Normally clear Aberdeen Subdivision.

BLOCK SIGNAL SYSTEMS

9—Traffic Control System is in service between M. P. 253.7 at Hamlet and M. P. 360.2 at Columbia.

DEFECT DETECTORS

| 10—Locations | Protection Provided | Locations of Indicators and Personnel reading charts |
|---------------------------|---|--|
| Middendorf M. P. 297.2 | Single track, both directions. Hot box and drag- ging equipment. | Indicators west side, M. P. 297.2. Voice instructions. |
| Lugoff M. P. 334.2 | Single track, both directions. Hot box and drag- ging equipment. | Indicators west side, M. P. 334.2. Voice instructions. |

SPECIAL RULES

11—The time of trains shown at Hamlet Yard is for information only, trains and engines moving north of Hamlet (Passenger Station), will be governed by Aberdeen Subdivision special instructions Raleigh Division.

12—The time of trains shown at Cayce is for information only, trains and engines moving south of Columbia (Passenger Station), will be governed by Columbia Subdivision special instructions.

13—Trains and engines will approach crossover south of passenger station Hamlet at yard speed not exceeding 20 M.P.H. and must know that switches are properly set before using same.

14—Northward trains moving through siding South Hamlet may proceed at yard speed to passenger station, using running track in passenger station, unless otherwise directed.

15—Street crossings Columbia protected by highway crossing signals as follows:

College Drive, Sunset Blvd., Elmwood Ave., Taylor and Gervais Streets, automatic.

Lady Street, controlled by operator.

All yard movements over Gervais and Lady Streets must be preceded by member of crew.

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

Carolina Power & Light Co., M. P. 257.9.

Carolina Cannery Co., M. P. 272.7.

Boyle Construction Co., M. P. 331.2.

Shasta, M. P. 346.3.

Carolina Brick Siding, M. P. 348.5.

Dents, M. P. 351.5.

College Siding, M. P. 356.1.

Templeton Coal Co., M. P. 356.2.

Elmwood Fuel Co., M. P. 358.6.

CLEARANCE CARDS

1—Rule 83-A will not apply at Fairfax for trains en route from Robbins Subdivision.

REGISTER STATIONS

2—Columbia (passenger trains only), Cayce (trains originating and terminating).

SPEED RESTRICTIONS

| Between 3—Mile Posts | MILES PER HOUR | | | Between Mile Posts | MILES PER HOUR | | |
|-------------------------|------------------|--------------------------|-------------------|-----------------------|------------------|--------------------------|-------------------|
| | Passg. Trains | Piggy- back Trains | Freight Trains | | Passg. Trains | Piggy- back Trains | Freight Trains |
| 359.7 and 360.0 | 20 | 20 | 20 | 383.0 and 385.3 | 55 | 55 | — |
| 360.0 and 361.2 | 25 | 25 | 25 | 387.0 and 387.4 | 60 | — | — |
| 361.2 and 363.0 | 35 | 35 | 35 | 391.4 and 392.8 | 60 | — | — |
| 363.0 and 363.9 | 70 | — | — | 392.8 and 394.8 | 50 | 50 | — |
| 363.9 and 364.3 | 80 | — | — | 394.8 and 395.1 | 45 | 45 | 45 |
| 364.3 and 367.0 | 70 | — | — | 395.1 and 396.4 | 65 | — | — |
| 367.0 and 368.9 | 60 | — | — | 396.4 and 396.6 | 50 | 50 | — |
| 368.9 and 372.7 | 45 | 45 | 45 | 396.6 and 398.5 | 60 | — | — |
| 378.9 and 379.7 | 55 | 55 | — | 466.0 and 466.1 | 45 | 45 | 45* |
| 379.7 and 383.0 | 45 | 45 | 45 | 496.9 and 497.3 | 35 | 35 | 35 |

*Trains handling open loads of pulpwood 15 M.P.H. through truss spans.

City Ordinance speed restrictions:

Columbia, over Lady and Senate Streets, 10 M. P. H.

Gervais St., 5 M. P. H.

Swansea, 35 M. P. H. 7:00 A.M. to 7:00 P.M.

Norway, 25 M. P. H. 6:00 A.M. to 9:00 P.M.

Denmark, 25 M. P. H. between SCL crossing and passenger station.

Olar, 45 M. P. H. 7:00 A.M. to 7:00 P.M.

Fairfax, 35 M.P.H., over Highway 278.

Estill, 35 M. P. H.

RAILROAD CROSSINGS AT GRADE

4—Protected by remotely controlled interlockings:

Denmark, M. P. 409.9, S.O.U.

Denmark, M. P. 410.4, S. C. L.

Fairfax, M. P. 436.0, S. C. L.

DRAWBRIDGE

5—Protected by attended interlocking:

Savannah River, M. P. 466.0.

BLOCK SIGNAL SYSTEMS

6—Traffic Control System is in service between M. P. 362.0 at Columbia and M. P. 497.2 at Central Junction.

SIGNALLED SIDINGS

7—Garnett.

DEFECT DETECTORS

| 8—Locations | Protection Provided | Locations of Indicators and Personnel reading charts |
|--------------------------|---|--|
| Gaston M. P. 371.6 | Single track, both directions. Hot box and drag- ging equipment. | Indicators west side, M. P. 371.6. Voice instructions. |
| Denmark M. P. 414.1 | Single track, both directions. Hot box and drag- ging equipment. | Indicators west side, M. P. 414.1. Voice instructions. |
| Scotia M. P. 454.1 | Single track, both directions. Hot box and drag- ging equipment. | Indicators west side, M. P. 454.1. Voice instructions. |
| Stillwell M. P. 478.9 | Single track, both directions. Hot box and drag- ging equipment. | Indicators west side, M. P. 478.9. Voice instructions. |

SPECIAL RULES

9—Street crossings Columbia protected by highway crossing signals as follows:

Gervais Street, automatic.

Lady Street, controlled by operator.

Yard movements over Gervais and Lady Streets must be preceded by a member of crew.

10—Yard speed will be observed on Carolina Eastman Spur not exceeding 20 M. P. H. between main track and plant tracks and 10 M. P. H. on plant tracks.

11—Cayce yard crews will operate trains and engines on the Eastover Subdivision between Columbia-Andrews and Sims, on authority of the Florence dispatcher, at yard speed, and all trains and engines will have equal authority. Member of crew must report "clear" after movements clear main track between the points named.

12—Switch movements over all street crossings Denmark will be preceded by Flagman.

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

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

Union-Camp Co., M. P. 381.9.

Lexington Lumber Co., M. P. 382.0.

Ballington Bros. Lumber Co., M. P. 383.6.

Denmark House Track, M. P. 410.1.

Old Pickle Spur, M. P. 411.1.

Schoffeld (Kearse Veneer Co.), M. P. 423.8.

Mitchell Insecticide Co., M. P. 437.0.

Hodges Veneer Co., M. P. 437.4.

Elliott, M. P. 461.8.

Georgia Pacific Corp., M. P. 468.1.

Byrds, M. P. 478.9.

Fernandina Subdivision

CLEARANCE CARDS

1—Trains will obtain clearance card at Yulee between 7:00 A.M. and 4:00 P.M. except on Sundays.

Trains will obtain clearance card at Fernandina Beach between 8:00 A.M. and 5:00 P.M. except on Sundays.

REGISTER STATIONS

2—Fernandina Beach.

YARD LIMITS

3—Fernandina Beach and Yulee.

SPEED RESTRICTIONS

| 4—Between Mile Posts | All Trains M.P.H. |
|----------------------|----------------------|
| 35.2 and 35.4 | 15 |
| 43.2 and 43.3 | 15* |

*Trains handling open loads of pulpwood 10 M.P.H.

DRAWBRIDGES

5—Protected by gates not interlocked:

Amelia River, M. P. 43.2, attended 8:30 A.M. to 5:30 P.M.

Trains and engines approach drawbridge prepared to stop and must stop unless a proceed signal is received from bridge tender. When necessary for trains and engines to use bridge between 5:30 P.M. and 8:30 A.M. bridge tender will be called to operate bridge.

CLEARANCE CARDS

1—Trains and engines moving to or from the Everett Subdivision, at Ogeechee will retain their identity and proceed on signal indication and clearance card will not be required. Clearance card not required at Beaver Street or Gross. Trains will obtain clearance card before leaving West Jacksonville.

WHERE TIME APPLIES

2—Time of trains at Ogeechee applies at Nahunta Subdivision junction switch. Jacksonville, time of passenger trains applies at Jacksonville Terminal Station, freight trains at West Jacksonville.

CONDITIONAL STOPS

3—Nos. 83 and 84 at Thalmann to receive and discharge revenue passengers to and from Raleigh and beyond and points beyond Wildwood.

REGISTER STATIONS

4—Jacksonville and West Jacksonville.

SPEED RESTRICTIONS

| Between 5—Mile Posts | MILES PER HOUR | | | Between Mile Posts | MILES PER HOUR | | |
|-------------------------|-----------------|--------------------------|-------------------|-----------------------|-----------------|--------------------------|-------------------|
| | Pagr. Trains | Piggy- back Trains | Freight Trains | | Pagr. Trains | Piggy- back Trains | Freight Trains |
| 512.2 and 512.6 | 45 | 45 | 45 | 614.8 and 617.2 | 75 | 70 | — |
| 550.2 and 550.6 | 65 | 65 | — | 621.6 and 621.8 | 75 | 70 | — |
| 553.2 and 553.7 | 55 | 55 | 55* | 629.0 and 629.4 | 45 | 45 | 45 |
| 553.7 and 554.3 | 65 | 65 | — | Both Tracks: | | | |
| 556.4 and 557.8 | 60 | 60 | — | 629.4 and 634.6 | 25 | 25 | 25 |
| 586.6 and 586.7 | 45 | 45 | 45 | Single Track: | | | |
| 602.8 and 603.7 | 45 | 45 | 45 | 634.6 and 636.3 | 20 | 20 | 20 |

*Trains handling open loads of pulpwood 15 M.P.H. through truss spans.

M. P. 611.8, through turnout, Fernandina Subdiv. conn., 15 M.P.H.

City Ordinance speed restrictions:

Between Main Street crossing at Panama Park and Beaver Street, both tracks, 25 M. P. H.

RAILROAD CROSSINGS AT GRADE

6—Protected by remotely controlled interlockings: Everett, M. P. 556.8, Sou. Bladen, M. P. 567.9, S. C. L. F. & J. Jct., M. P. 631.8, S. C. L.

7—Protected by automatic interlocking: Milldale, M. P. 630.1, S.C.L.

8—Protected by electrically locked derails: Market Street, M. P. 632.2, G. S. & F. Normally clear S. C. L.

DRAWBRIDGES

9—Protected by interlocking: Trout River, M. P. 629.0. Attended 6:00 A.M. to 10:00 P.M. Train or engine stopped by home signals will not proceed until proceed signal is given by bridge tender or until member of crew ascertains that drawspan is in proper position.

SIGNALED SIDINGS

10—Marshal, Riceboro, Warsaw, Everett (northward siding), Thalmann, Hayner and Woodbine.

BLOCK SIGNAL SYSTEMS

11—Traffic Control System is in service between P. M. 512.2, Ogeechee and M. P. 634.6, Beaver Street and M. P. 635.6, Brick Yard lead, West Jacksonville.

TWO TRACKS

12—Two tracks extend between Panama Park, M. P. 629.5 and Beaver Street, M. P. 634.6.

DEFECT DETECTORS

| 13—Locations | Protection Provided | Locations of Indicators and Personnel reading charts |
|--------------------------|--|--|
| Marshall M. P. 515.9 | Single track, both directions. Hot box and dragging equipment. | Indicators west side, M. P. 515.9. Voice instructions. |
| Riceboro M. P. 531.8 | Single track, both directions. Hot box and dragging equipment. | Indicators west side, M. P. 531.8. Voice instructions. |
| Cox M. P. 548.9 | Single track, both directions. Hot box and dragging equipment. | Indicators west side, M. P. 548.9. Voice instructions. |
| Bladen M. P. 569.9 | Single track, both directions. Hot box and dragging equipment. | Indicators west side, M. P. 569.9. Voice instructions. |
| Colesburg M. P. 590.6 | Single track, both directions. Hot box and dragging equipment. | Indicators west side, M. P. 590.6. Voice instructions. |
| Kingsland M. P. 600.9 | Single track, both directions. Hot box and dragging equipment. | Indicators west side, M. P. 600.9. Voice instructions. |

SPECIAL RULES

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

15—Time of freight trains at Jacksonville is for information only, trains and engines moving south of Beaver Street to West Jacksonville, will be governed by Baldwin Subdivision Special Instructions Jacksonville Division.

16—While signals for either track located just north of Beaver St., M. P. 634.5 is displaying red over yellow over FLASHING RED, southward movements of more than 40 car lengths must not proceed beyond Kings Road, M. P. 634.2.

17—Train and engine movements on Navy Depot Lead between M. P. 628.4 and Navy Fuel Depot, M. P. 630.0, including Broward River Lead and Trout River Lead, will be made at yard speed not exceeding 20 M.P.H.

18—Train and engine movements on Dame's Point Spur between Eastport M. P. 625.0, including Industrial Area One Lead, North Shore Lead, run-around tracks and joint tracks at St. Regis Mill, to end of line, will be made at yard speed not exceeding 20 M.P.H.

19—Trains or engines must not clear at the following non-electrically locked hand-operated switch locations:
 Union-Camp Co., M.P. 544.0.
 Union-Camp Co., M.P. 587.3.
 J. D. Manley Const. Co., M.P. 606.2.
 Bacardi Corp., M. P. 624.3.
 Alton Box Board Co., M.P. 627.0.
 Capitol Concrete Co., M.P. 627.1.
 B. B. McCormick Co., M.P. 628.1.

CLEARANCE CARDS

1—Trains originating at Baldwin Yard or Baldwin en route to Waycross Division via Callahan, must obtain second clearance card endorsed "Waycross Division" before leaving originating point.

Trains will obtain clearance card before leaving Baldwin Yard.

Rule 83-A will not apply at Callahan and Gross.

REGISTER STATIONS

2—Baldwin Yard (trains originating and terminating).

SPEED RESTRICTIONS

| 3—Between Mile Posts | MILES PER HOUR | | |
|----------------------|----------------|-------------------|----------------|
| | Pass. Trains | Piggy-back Trains | Freight Trains |
| 0.7 RR King | 50 | 50 | 35 |
| 34.0 and 34.5 | 45 | 45 | 45 |

M. P. 19.8, through turnouts and on connection track Baldwin-Folkston route, 25 M.P.H.

M. P. 20.1, on connection track Jacksonville-Gross route, 45 M.P.H.

City Ordinance speed restrictions:

Callahan, 50 M. P. H. over State Highway No. 1 crossing.
Baldwin, 45 M. P. H.

RAILROAD CROSSINGS AT GRADE

4—Protected by remotely controlled interlockings:
Baldwin, M. P. 0.0, S. C. L.
Baldwin, M. P. 0.7, S. C. L.
Crawford, M. P. 15.5, Sou.
Callahan, M. P. 19.9, S. C. L.

SIGNALLED SIDINGS

5—Fouraker, Nassau and Gross.

BLOCK SIGNAL SYSTEMS

6—Traffic Control System is in service between M. P. 34.5 at Gross and M. P. 0.0, Baldwin.

DEFECT DETECTORS

| 7—Locations | Protection Provided | Locations of Indicators and Personnel reading charts |
|-------------------------|--|--|
| Bryceville M. P. 6.1 | Single track, both directions. Hot box and dragging equipment. | Indicators west side, M. P. 6.1. Operator, Baldwin Yard. |

SPECIAL RULES

8—Trains or engines must not clear at the following non-electrically locked hand-operated switch locations:
Callahan Team Track, M. P. 20.4.
Bryceville, M. P. 6.3.

Andrews Subdivision

CLEARANCE CARDS

1—Freight trains will obtain clearance card before leaving Hamlet Yard.

Clearance card not required at East Junction, McColl and Dillon.

WHERE TIME APPLIES

2—Charleston, time of trains applies at the yard to which or from which such trains are operated.

REGISTER STATIONS

3—Hamlet Yard Office "A", Andrews and Charleston.

YARD LIMITS

4—Mullins, Andrews and Remount-Charleston.

SPEED RESTRICTIONS

| Between 5—Mile Posts | MILES PER HOUR | | | Between Mile Posts | MILES PER HOUR | | |
|-------------------------|----------------|-------------------|----------------|-----------------------|----------------|-------------------|----------------|
| | Pass. Trains | Piggy-back Trains | Freight Trains | | Pass. Trains | Piggy-back Trains | Freight Trains |
| 253.3 and 254.0 | 30 | 30 | 30 | 285.4 and 285.7 | 65 | 65 | — |
| 254.0 and 254.3 | 45 | 45 | 45 | 287.9 and 288.2 | 60 | 60 | — |
| 254.3 and 263.6 | 65 | 65 | — | 292.1 and 293.0 | 35 | 35 | 35 |
| 263.6 and 264.1 | 50 | 50 | 50 | 309.0 and 309.9 | 50 | — | — |
| 270.4 and 271.1 | 60 | 60 | — | 331.9 and 332.7 | 45 | — | 45 |
| 271.7 and 272.0 | 50 | 50 | 50 | 365.5 and 366.6 | 45 | — | — |
| 277.3 and 277.6 | 45 | 45 | 45 | 376.6 and 377.6 | 45 | — | 45* |
| | | | | 398.4 and 398.5 | 35 | — | 35 |

45 M.P.H. on connection track at Dillon between South End Subdivision and Andrews Subdivision.

*No braking on entire length of bridge except in emergency; trains handling open loads of pulpwood 15 M.P.H. through truss spans.

City Ordinance speed restrictions:

Gibson, 35 M. P. H.

Clio, 35 M. P. H.

Mullins, 20 M. P. H. over all street crossings.

Andrews, 25 M. P. H. over all street crossings.

RAILROAD CROSSINGS AT GRADE

6—Protected by remotely controlled interlocking:
Dillon, M. P. 293.2, S. C. L.

7—Protected by automatic interlocking:
Mullins, M. P. 309.0, S. C. L.

8—Protected by non-electrically locked gates:
North Charleston, M. P. 415.1, NCT Co. Normally clear NCT Co.

9—Protected by "Stop" boards:
Filbin, M. P. 413.9, Sou.

Navy Yard Siding, M. P. 416.0, S.C.L.

North State Lumber Co., M. P. 418.7, S.C.L.

Etiwan Fertilizer Co., M. P. 419.1, S.C.L.-Sou.

Royster Fertilizer Co., M. P. 419.3, S.C.L.-Sou. (2 crossings).

Sou. R.R., M.P. 419.4, Sou.

Town Creek, M.P. 420.8, S.C.L.

DRAWBRIDGES

10—Protected by interlocking:
Cooper River, M. P. 398.4. Attended 8:00 A.M. to 4:00 P.M.
Trains stopped by home signal will not proceed until proceed signal is given by bridge tender or until member of crew ascertains that draw span is in proper position.

SIGNALLED SIDINGS

11—Fletcher and Clio.

BLOCK SIGNAL SYSTEMS

12—Traffic Control System is in service between M. P. 253.9, East Junction and M. P. 293.2, Dillon.

DEFECT DETECTORS

| 13—Locations | Protection Provided | Locations of Indicators and Personnel reading charts |
|----------------------------|--|--|
| Little Rock M. P. 287.6 | Single track, both directions. Hot box and dragging equipment. | Indicators west side, M. P. 287.6. Voice instructions. |
| NeSmith M. P. 351.1 | Single track, both directions. Hot box and dragging equipment. | Indicators west side, M. P. 351.1. Operator, Andrews. |
| Oceda M. P. 373.3 | Single track, both directions. Hot box and dragging equipment. | Indicators west side, M. P. 373.3. Operator, Andrews. |

SPECIAL RULES

- 14—Time of trains shown at Hamlet Yard is for information only, trains and engines moving north of Hamlet Ave., will be governed by Aberdeen Subdivision Special Instructions Raleigh Division.
- 15—Trains and engines will operate at yard speed not exceeding 20 M.P.H. on all tracks of S.C. Electric and Gas Company lead and plant, M.P. 401.2.
- 16—Trains or engines must not exceed 5 M. P. H. between Highway 52 crossing and Express Office on North Charleston lead when handling TTX cars or other equipment 85 feet or more in length, and such cars must not be handled over this track when coupled to a car shorter than 40 feet.
- 17—Trains or engines must not clear at the following non-electrically locked hand-operated switch location:
International Paper Co., M. P. 287.2.

Bennettsville Subdivision

CLEARANCE CARDS

- 1—Clearance card will not be required at McColl and Bennettsville.

REGISTER STATIONS

- 2—Bennettsville.

YARD LIMITS

- 3—McColl and Bennettsville.

SPEED RESTRICTIONS

| 4—Between Mile Posts | All Trains M.P.H. |
|----------------------|----------------------|
| G259.2 and G259.4 | 15 |

City Ordinance Speed Restrictions:

- Bennettsville, 10 M.P.H. over Broad and Parsonage Streets and crossings must be flagged.

SPECIAL RULES

- 5—Between Bennettsville and Oak River Mill trains and engines have equal authority and will operate at yard speed.
- 6—Nos. 597 and 598 will not protect against following extra trains between McColl and Bennettsville.
- 7—Trains and engines have equal authority and will operate at yard speed not exceeding 10 M.P.H., on Breeden Spur, M. P. G267.1.

Georgetown Subdivision

CLEARANCE CARD

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

REGISTER STATIONS

- 2—Andrews and Georgetown (Kraft Jct.).

YARD LIMITS

- 3—Georgetown.

SPEED RESTRICTIONS

- 4—City Ordinance speed restrictions:
Andrews, 25 M.P.H. over all street crossings.

SPECIAL RULES

- 5—Movements over Frazier and Front Streets, Georgetown, will stop and be preceded by member of crew.

Coosaw Subdivision

CLEARANCE CARDS

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

SPEED RESTRICTIONS

| Between 2—Mile Posts | MILES PER HOUR | | Between Mile Posts | MILES PER HOUR | |
|-------------------------|-----------------|-------------------|-----------------------|-----------------|-------------------|
| | Pass. Trains | Freight Trains | | Pass. Trains | Freight Trains |
| 472.8 and 473.1 | 30 | 30 | 499.1 and 499.3 | 60 | — |
| 473.1 and 476.9 | 60 | — | 508.2 and 509.4 | 60 | — |
| 476.9 and 477.5 | 20 | 20 | | | |
| 477.5 and 479.6 | 60 | — | | | |

JUNCTION SWITCHES

- 3—Coosaw, M. P. 472.8, lined for movements on Coosaw Subdivision.

BLOCK SIGNAL SYSTEMS

- 4—Traffic Control System is in service between M.P. 472.8 at Coosaw and M.P. 475.1 at Hanks.

CLEARANCE CARDS

1—Trains obtain clearance card before leaving Vidalia.

Trains obtain clearance card at Cordele between 7:00 A.M. and 3:00 P.M. and 7:00 P.M. and 3:00 A.M., daily.

REGISTER STATIONS

2—Vidalia and Americus.

Nos. 388 and 389 will furnish register slip at Vidalia.

YARD LIMITS

3—Claxton, Vidalia, Helena, Abbeville, Cordele and Americus.

JUNCTION SWITCHES

4—Vidalia, M. P. 576.8, lined for movements on either Macon or Vidalia Subdivisions.

SPEED RESTRICTIONS

| Between 5—Mile Posts | All Trains M.P.H. | Between Mile Posts | All Trains M.P.H. |
|-------------------------|----------------------|-----------------------|----------------------|
| 537.6 and 538.0 | 40 | 693.0 and 693.3 | 30 |
| 672.6 and 672.8 | 35 | 694.0 and 694.5 | 35 |
| 683.4 and 683.7 | 35 | | |

M. P. 665.4, turnout to east switch Harris Foundry, 10 M.P.H.

City Ordinance Speed Restrictions:

Pembroke, 25 M. P. H.

Claxton, 20 M. P. H.

Collins, 30 M. P. H.

Lyons, 10 M. P. H.

Vidalia, 6 M. P. H.

Ailey, 35 M.P.H.

Alamo, 25 M. P. H.

Helena, 25 M. P. H.

Milan, 20 M. P. H.

Abbeville, 10 M. P. H.

Rochelle, 20 M. P. H., 7:00 A.M. to 7:00 P.M.

Cordele, 25 M.P.H. while engine is between First and Fourteenth Streets, inclusive. Switching movements over all street crossings must be protected by member of crew and while switching, crossings must not be blocked longer than five minutes. Cars must not be kicked or dropped over any crossing within city limits. Every effort must be made to avoid operating crossing gates and/or lights unnecessarily.

DeSoto, 25 M. P. H.

Americus, 15 M. P. H. between Glessner and New Streets.

RAILROAD CROSSINGS AT GRADE

6—Protected by automatic interlocking:

Helena, M. P. 610.7, Sou.

Cordele, M. P. 665.4, G. S. & F. and S. C. L., operated as follows: 20 M. P. H. until engine reaches crossing.

Trains or engines stopped at Dwarf signal, desiring to make

a movement through interlocking plant, will unlock padlock and depress handle on Dwarf signal of route desired. If signal fails to clear, and indicator located on side of signal case at crossing is not illuminated, wait ten minutes, operate release mechanism on side of signal case at crossing being governed by Rule 637.

If light is illuminated and signal fails to clear, release may be operated immediately.

7—Protected by "Stop" boards:

Vidalia, M. P. 576.8, G. & F.

SPRING SWITCHES

8—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:

Vidalia, east end siding.

DEFECT DETECTORS

| 9—Location | Protection Provided | Locations of Indicators and Personnel reading charts |
|--------------------------|---|---|
| Groveland M. P. 533.0 | Single track, both directions. Hot box and drag- ging equipment. | Indicators north side, M. P. 533.0. Voice instructions. |

SPECIAL RULES

10—S. C. L. trains or engines may use G. & F. main track at Vidalia between connecting tracks switch and M. P. 151.0. G. & F. trains or engines may use S. C. L. main track at Vidalia between M. P. 575.0 and G. & F. crossing.

Movements of G. & F. and S. C. L. trains or engines within these limits must be made at yard speed.

11—Piggyback cars will not be moved around either leg of wye at Abbeville.

12—A. & N. trains or engines may use S. C. L. main track at Cordele between west wye switch and 2nd Street.

S. C. L. trains or engines may use A. & N. main track at Cordele between north and south wye switches.

Movements of A. & N. and S. C. L. trains or engines within these limits must be made at yard speed.

13—The following main track switch may be left in reverse position and trains and engines must approach it prepared to stop and must know that it is properly set for movement to be made before passing over switch:

Americus, west end yard lead.

14—S. C. L. crews will use Fitzgerald Subdivision main track at Cordele from north switch of former interchange to G. S. & F. transfer switch, only by permission of Fitzgerald Subdivision dispatcher. During movement entering switch will be left lined to Vidalia Subdivision main track. When movement completed, switch must be restored to normal position and locked. Report anticipated delays to dispatcher.

15—TRAILERS in TOFC service, with combined height of FLAT CAR and TRAILER exceeding 16 ft. 3 in. ABOVE TOP OF RAIL, loaded or empty bi-level and tri-level auto racks must not be moved between Americus and Richland, inclusive.

CLEARANCE CARDS

1—Trains obtain clearance card before leaving Richland.

REGISTER STATIONS

2—Americus, Richland, and Clisby Park.
No. 383 at Mahrt and will furnish register slip when operator is on duty.

YARD LIMITS

3—Americus, Richland, Mahrt, Hurtsboro, Clisby Park and Montgomery.

SPEED RESTRICTIONS

| 4—Between Mile Posts | All Trains M.P.H. |
|---------------------------------|----------------------|
| 740.1 and 740.2 | 35 |
| 777.6 and 777.7 | 25 |
| M. P. 732.8, turnout, 10 M.P.H. | |

City Ordinance Speed Restrictions:

Americus, 15 M. P. H. between Glessner and New Streets.
Plains, 15 M. P. H.
Richland, 10 M. P. H.
Hurtsboro, 20 M. P. H. over Main and Goolsby Streets.

RAILROAD CROSSINGS AT GRADE

5—Protected by "Stop" boards:
Hurtsboro, M. P. 777.7, C. of Ga.
Clisby Park, M. P. 834.4, C. of Ga.
6—Protected by standard semaphore crossing signal:
Richland, M. P. 724.2, S. C. L.

SPRING SWITCHES

7—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:

Richland, west end eastward siding.

DEFECT DETECTORS

| 8—Locations | Protection Provided | Locations of Indicators and Personnel reading charts |
|---------------------------|--|---|
| Union M. P. 744.9 | Single track, both directions. Hot box and dragging equipment. | Indicators north side, M. P. 744.9. Voice instructions. |
| Rutherford M. P. 769.9 | Single track, both directions. Hot box and dragging equipment. | Indicators south side, M. P. 769.9. Voice instructions. |
| Hardaway M. P. 802.9 | Single track, both directions. Hot box dragging equipment. | Indicators south side, M. P. 802.9. Voice instructions. |

SPECIAL RULES

9—The following main track switches may be left in reverse position and trains and engines must approach them prepared to stop and must know that they are properly set for movement to be made before passing over them:

Americus, west end yard lead.
Richland, west wye switch.
Montgomery, east end yard lead.

10—S. C. L. trains or engines may use C. of Ga. Ry. main track between Union Station, Montgomery and end of S. C. L. tracks connecting with C. of Ga. Ry. tracks just west of Perry Street.

Movements of trains or engines within these limits must be made at yard speed.

11—Trains and engines will operate at yard speed not exceeding 20 M. P. H. on Mahrt spur, M. P. 753.8.

12—TRAILERS in TOFC service, with combined height of FLAT CAR and TRAILER exceeding 16 ft. 3 in. ABOVE TOP OF RAIL, loaded or empty bi-level and tri-level auto racks must not be moved between Americus and Richland, inclusive.

Richland Subdivision**CLEARANCE CARDS**

1—Trains obtain clearance card before leaving Richland.

WHERE TIME APPLIES

2—Time of trains at East Arlington applies at east wye switch.

REGISTER STATIONS

3—Columbus Yard, Richland and Bainbridge.
Nos. 374 and 391 will furnish register slip at Richland.

YARD LIMITS

4—Columbus Yard, Richland, Cuthbert, East Arlington and Bainbridge.

SPEED RESTRICTIONS

5—Richland-Columbus Segment

| Between Mile Posts | All Trains M.P.H. |
|--------------------|----------------------|
| 4.0 RR King | 15 |
| 38.7 RR King | 15 |

Bainbridge-Richland Segment

| Between Mile Posts | MILES PER HOUR | | Between Mile Posts | MILES PER HOUR | |
|-----------------------|-----------------|-------------------|-----------------------|-----------------|-------------------|
| | Pagr. Trains | Freight Trains | | Pagr. Trains | Freight Trains |
| 90.1 and 91.6 | 20 | 20 | 130.4 RR King | 25 | 25 |
| 91.0 RR King | 15 | 15 | 154.5 RR King | 25 | 25 |
| 110.3 and 110.6 | 50 | — | | | |

City Ordinance Speed Restrictions:

Cusseta, 6 M. P. H.
 Richland, 10 M. P. H.
 Edison, Hartford Street, 30 M. P. H.
 Colquitt, 25 M.P.H.
 Bainbridge, 25 M.P.H. within City Limits.

RAILROAD CROSSINGS AT GRADE

6—Protected by "Stop" Boards:

Columbus Freight Yard, Sou.
 Columbus Dummy Line, Front Street, C. of Ga.

7—Protected by automatic interlockings:

Bainbridge, M. P. 91.0, S. C. L. { Eastward, 40 M.P.H.*
 Westward, 20 M.P.H.*
 East Arlington, M. P. 130.4, C. of Ga.

8—Protected by electrically locked gates:

Cuthbert, M. P. 154.5, C. of Ga. Normally clear S. C. L.

9—Protected by standard semaphore crossing signal:

Richland, M. P. 38.7, S. C. L.

10—Protected by non-electrically locked gates:

M. P. 4.0, C. of Ga. Normally clear S. C. L.

*Until engine reaches crossing.

SPRING SWITCHES

11—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:

Richland, East End siding.

DEFECT DETECTORS

| 12—Locations | Protection Provided | Locations of Indicators and Personnel reading charts |
|----------------------------|---|--|
| Lynn M. P. 98.7 | Single track, both directions. Hot box and drag- ging equipment. | Indicators south side, M. P. 98.7. Operator, Bainbridge. |
| Arlington M. P. 126.4 | Single track, both directions. Hot box and drag- ging equipment. | Indicators south side, M. P. 126.4. Voice instructions. |
| Benevolence M. P. 161.8 | Single track, both directions. Hot box and drag- ging equipment. | Indicators north side, M. P. 161.8. Voice instructions. |

SPECIAL RULES

13—S. C. L. trains or engines may use C. of Ga. main track at Columbus between C. of Ga. passenger Station and S. C. L. crossover connecting track. C. of Ga. trains or engines may use S. C. L. main track between M. P. 1.4 and S. C. L. yard.

Movements of trains or engines within these limits must be made at yard speed.

14—Cuthbert, S. C. L. trains or engines may use C. of Ga. main track between C. of Ga. freight station and east end S. C. L. transfer lead switch. C. of Ga. trains or engines may use S. C. L. main track between railroad crossing and point 500 feet west of west S. C. L. transfer lead switch. Movements of C. of Ga. and S. C. L. trains or engines within these limits must be made at yard speed.

15—C. of Ga. trains or engines may use S. C. L. wye track between Arlington station and East Arlington and main track at East Arlington between railroad crossing and east yard limit board.

S. C. L. trains or engines may use C. of Ga. main track at Arlington between a point 200 ft. north of north house track switch and a point 200 ft. south of south house track switch. Movements of C. of Ga. and S. C. L. trains or engines within these limits must be made at yard speed.

Kimbrough Subdivision

CLEARANCE CARDS

1—Rule 83-A will not apply at Kimbrough and Albany.

REGISTER STATIONS

2—Albany.

YARD LIMITS

3—Albany.

SPEED RESTRICTIONS

4—Through Turnouts and Crossovers, 10 M.P.H.
 City Ordinance Speed Restrictions:
 Parrot, 10 M.P.H.
 Dawson, 4 M.P.H.
 Albany, 15 M.P.H.

RAILROAD CROSSINGS AT GRADE

5—Protected by non-electrically locked gates:

Albany, M. P. 86.6, C. of Ga. Normally clear C. of Ga.
 C. of Ga. gates at Albany must not be opened while bells are ringing.

Albany, M. P. 87.1, GN. Normally clear GN.

6—Protected by "Stop" Boards:

Dawson, M. P. 65.3, C. of Ga.

SPECIAL RULES

7—S. C. L. trains or engines may use the A. & N. main track at Albany between the north wye switch and A. & N. yard.

A. & N. trains or engines may use S. C. L. main track at Albany between the east wye switch and S. C. L. freight station.

Movements of S. C. L. and A. & N. trains or engines within these limits must be made at yard speed.

CLEARANCE CARDS

1—Trains will obtain clearance card at Dublin between 8:00 A.M. and 5:00 P.M. except on Saturdays and Sundays.

REGISTER STATIONS

2—Macon and Vidalia.
Nos. 388 and 389 will furnish Register Slip at Vidalia.

YARD LIMITS

3—Macon, Dublin and Vidalia.

JUNCTION SWITCHES

4—Vidalia, M. P. 92.3, lined for movements on either Vidalia or Macon Subdivisions.

SPEED RESTRICTIONS

| 5—Between Mile Posts | All Trains M.P.H. |
|----------------------|----------------------|
| 0.5 and 1.1 | 10 |
| 52.5 and 54.6 | 10 |

City Ordinance Speed Restrictions:

Jeffersonville, 25 M. P. H.
Dublin, 15 M. P. H.
Soperton, 15 M. P. H.
Vidalia, 6 M. P. H.

RAILROAD CROSSINGS AT GRADE

6—Protected by standard semaphore crossing signal:
Macon, M. P. 1.0, C. of Ga. Normally clear S. C. L.

7—Protected by "Stop" Boards:
Dublin, M. P. 54.0, W. & T.
Macon, M. P. 0.4, Sou.

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:

West Dublin, west end siding.
Tarrytown, west end siding.

SPECIAL RULES

9—S. C. L. trains and engines may use C. of Ga. or Macon Terminal Company's tracks between Macon and Macon Terminal Station. S. C. L. trains and engines may use Sou. tracks between Macon and Sou. Yards.

10—S. C. L. trains and engines will use W. & T. main track within yard limits at Dublin between switches at M. P. 54.9 and M. P. 53.9 and train and engine movements between these points must be made at yard speed. The normal position of the switches of the intersecting line will be for the movement of S. C. L. trains and engines will approach these switches prepared to stop and will stop unless they are properly lined.

11—Dublin, movements of trains and engines over Jefferson Street must be preceded by member of crew. Telfair and Jackson Streets must be flagged.

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.

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 midnite 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 Abattoir, 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. (E).
- M. P. 513.3, turnout to yard lead, 15 M.P.H.

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)

- Horizontal Stop.
- 45 Degree Angle Proceed Under Caution.
- Perpendicular Proceed.

SIGNAL INDICATIONS (NIGHT)

- Red Stop.
- Yellow Proceed Under Caution.
- Green Proceed.

COLOR LIGHT INTERLOCKING SIGNAL INDICATIONS (DAY OR NIGHT)

| | |
|-----------------------|---|
| Red | Stop. |
| Yellow | Proceed Under Caution. |
| Yellow over Red | Proceed, approaching next signal prepared to stop. |
| Red over Yellow | Proceed at restricted speed expecting to find the track occupied, switch improperly lined, and be able to stop short of train or obstruction. |
| Green | Proceed. |

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

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:

| | |
|-------------|--|
| Red | Stop or for turn-out. |
| Green | Proceed, or switch in normal position. |

Normal position for all such switches is "Set for Running Track or Ladder."

Trailing movement may be made through a spring switch when points are in normal position. If train or 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 | 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- 1635, 1700- 1799, 1800- 1834, 3200- 3209* | 203- 222, 1100- 1117 | 1900- 1923, 2100- 2110, 2114- 2120 | 2000- 2044 | 2111- 2113, 2200- 2210 | 2121- 2124, 2211- 2213 |
|---|--|-------------|---|--|-------------------------------|---|---------------|---------------------------------|---------------------------------|
| Hamlet to Cayce..... | 1700 | 1350 | 1850 | 2050 | 1100 | 2650 | 3100 | 3000 | 3200 |
| Cayce to McBee..... | 1700 | 1350 | 1850 | 2050 | 1100 | 2650 | 3100 | 3000 | 3200 |
| McBee to Hamlet..... | 2200 | 1750 | 2400 | 2650 | 1450 | 3400 | 4000 | 3850 | 4150 |
| Cayce to Dixiana..... | 2500 | 2000 | 2750 | 2900 | 1650 | 3900 | 4550 | 4350 | 4750 |
| Dixiana to Gaston..... | 1700 | 1350 | 1850 | 2050 | 1100 | 2650 | 3100 | 3000 | 3200 |
| Gaston to Denmark..... | 2200 | 1750 | 2400 | 2650 | 1450 | 3400 | 4000 | 3850 | 4150 |
| Denmark to Fairfax..... | 2500 | 2000 | 2750 | 2900 | 1650 | 3900 | 4550 | 4350 | 4750 |
| Fairfax and Savannah..... | 3000 | 2400 | 3300 | 3600 | 1950 | 4650 | 5450 | 5250 | 5700 |
| Fairfax to Denmark..... | 2200 | 1750 | 2400 | 2650 | 1450 | 3400 | 4000 | 3850 | 4150 |
| Denmark to Silica..... | 1700 | 1350 | 1850 | 2050 | 1100 | 2650 | 3100 | 3000 | 3200 |
| Silica to Cayce..... | 4500 | 3600 | 4950 | 5400 | 2950 | 6950 | 8200 | 7850 | 8550 |
| Hamlet and Andrews..... | 3200 | 2550 | 3500 | 3850 | 2100 | 4950 | 5800 | 5600 | 6050 |
| Andrews and Georgetown..... | 4000 | 3200 | 4400 | 4800 | 2600 | 6200 | 7300 | 7000 | 7600 |
| Andrews and Charleston..... | 3500 | 2800 | 3850 | 4200 | 2300 | 5400 | 6350 | 6100 | 6650 |
| Coosaw and Savannah..... | 3500 | 2800 | 3850 | 4200 | 2300 | 5400 | 6350 | 6100 | 6650 |
| Savannah and West Jax..... | 3500 | 2800 | 3850 | 4200 | 2300 | 5400 | 6350 | 6100 | 6650 |
| Savannah and Baldwin..... | 3500 | 2800 | 3850 | 4200 | 2300 | 5400 | 6350 | 6100 | 6650 |
| Yulee and Fernandina Bch..... | 5000 | 4000 | 5500 | 6000 | 3300 | 7750 | 9100 | 8750 | 9500 |
| Savannah to Collins..... | 2100 | 1700 | 2300 | 2500 | 1350 | 3250 | 3800 | 3700 | 4000 |
| Collins to Vidalia..... | 1900 | 1500 | 2100 | 2300 | 1250 | 2950 | 3450 | 3300 | 3600 |
| Vidalia to Collins..... | 2100 | 1700 | 2300 | 2500 | 1350 | 3250 | 3800 | 3700 | 4000 |
| Collins to Savannah..... | 2200 | 1750 | 2400 | 2650 | 1450 | 3400 | 4000 | 3850 | 4200 |
| Vidalia and Americus..... | 1850 | 1500 | 2050 | 2200 | 1200 | 2850 | 3350 | 3250 | 3500 |
| Americus to Richland..... | 1450 | 1150 | 1600 | 1750 | 950 | 2250 | 2650 | 2550 | 2750 |
| Richland to Lumpkin..... | 1900 | 1500 | 2100 | 2300 | 1250 | 2950 | 3450 | 3300 | 3600 |
| Lumpkin to Montgomery..... | 2150 | 1700 | 2350 | 2600 | 1400 | 3300 | 3900 | 3750 | 4100 |
| Montgomery to Louvale..... | 2400 | 1900 | 2650 | 2900 | 1550 | 3700 | 4350 | 4200 | 4550 |
| Louvale to Richland..... | 1600 | 1300 | 1750 | 1900 | 1050 | 2500 | 2900 | 2800 | 3050 |
| Richland to Americus..... | 1800 | 1450 | 2000 | 2150 | 1200 | 2800 | 3300 | 3150 | 3400 |
| Bainbridge to Richland..... | 1900 | 1500 | 2100 | 2300 | 1250 | 2950 | 3450 | 3300 | 3600 |
| Richland and Columbus..... | 1600 | 1300 | 1750 | 1900 | 1050 | 2500 | 2900 | 2800 | 3050 |
| Richland to Bainbridge..... | 2600 | 2100 | 2850 | 3100 | 1700 | 4050 | 4750 | 4550 | 4950 |
| Kimbrough and Albany..... | | | | | 1600 | | | | |
| Vidalia and Danville..... | 2000 | 1000 | 2200 | 2400 | 1300 | 3100 | 3600 | 3500 | 3800 |
| Danville to Jeffersonville..... | 1700 | 1350 | 1850 | 2050 | 1100 | 2600 | 3100 | 2950 | 3200 |
| Jeffersonville to Macon..... | 2500 | 2000 | 2700 | 3000 | 1650 | 3850 | 4550 | 4350 | 4750 |
| Macon to Danville..... | 1700 | 1350 | 1850 | 2050 | 1100 | 2600 | 3100 | 2950 | 3200 |

*MATE Units Nos. 3200-3209 are without diesel engines and operate only coupled with engines Nos. 1803-1812. MATE units cut out and do not supply tractive effort for train movement at speed in excess of 29.2 M.P.H.

GROSS SUBDIVISION

| NAME | Mile Post | Station Nos. | Car Capacity | Opening |
|------------|-----------|--------------|--------------|---------|
| Ingle | 8.8 | SM 630 | 5 | North |
| Bryceville | 6.3 | SM 633 | 9 | North |

GEORGETOWN SUBDIVISION

| | | | | |
|---------------|------|--------|----|-------|
| Kent | 12.1 | SHA 12 | 9 | North |
| Pyrofac-Rokco | 4.1 | SHA 4 | 12 | East |

FERNANDINA BEACH SUBDIVISION

| | | | | |
|-----------------------|------|-------|----|------|
| Union Carbide Company | 44.0 | SMA 4 | 14 | Both |
|-----------------------|------|-------|----|------|

COLUMBIA SUBDIVISION

| | | | | |
|-----------------------------------|-------|--------|------|-------|
| Carolina Eastman (2.9 Miles) | 366.4 | \$ 366 | Spur | North |
| Festers | 367.1 | \$ 367 | Spur | North |
| Silica | 367.4 | \$ 367 | 109 | Both |
| Wilson's | 367.5 | \$ 367 | Spur | North |
| Silica Spur | 368.0 | \$ 368 | Spur | North |
| Union-Camp Co. | 381.9 | \$ 382 | 23 | South |
| Lexington Lumber Co. | 382.0 | \$ 382 | 18 | South |
| Ballington Bros. Lumber Company | 383.6 | \$ 384 | 11 | North |
| FCX Inc. | 392.5 | \$ 393 | 12 | South |
| Neeses | 395.4 | \$ 396 | 18 | Both |
| Olar | 423.7 | \$ 424 | 3 | North |
| Schofield (Kearse Veneer Company) | 430.5 | \$ 431 | 31 | Both |
| Sycamore | 445.8 | \$ 446 | 33 | Both |
| Elliott | 451.8 | \$ 452 | 9 | North |
| Scalia | 455.2 | \$ 455 | 13 | South |
| Goldkist | 466.4 | \$ 466 | Spur | South |
| Byrds | 478.9 | \$ 479 | 22 | North |

HAMLET SUBDIVISION

| | | | | |
|--------------------------------|-------|--------|------|-------|
| Carolina Power & Light Company | 257.9 | \$ 258 | 16 | South |
| Kimberly | 276.6 | \$ 277 | 3 | South |
| International Paper Company | 282.8 | \$ 283 | 46 | North |
| Community Siding | 317.4 | \$ 317 | 8 | North |
| Spaulding | 324.5 | \$ 325 | 12 | North |
| Orlon | 329.2 | \$ 329 | Yard | Both |
| Whitehead | 335.3 | \$ 335 | 114 | North |
| Blaney Lumber Company | 337.0 | \$ 337 | 30 | North |
| Pontiac | 343.9 | \$ 344 | 61 | Both |
| Lifton Industries | 345.3 | \$ 345 | Yard | North |
| Sumner Co. Inc. | 345.3 | \$ 345 | 7 | North |
| Shasta | 346.5 | \$ 346 | 7 | South |
| Carolina Brick Siding | 346.5 | \$ 347 | 2 | South |
| Dents | 351.4 | \$ 351 | 18 | South |
| College Siding | 356.1 | \$ 356 | 9 | Both |
| Templeton Coal Company | 356.2 | \$ 356 | 7 | North |

SAVANNAH TERMINAL

| | | | | |
|----------------------------|-------|--------|------|-------|
| East Route | | | | |
| Grubbs (E) | 498.2 | A 498 | Spur | North |
| West Route | | | | |
| Savannah Truckers Exchange | 507.9 | \$ 508 | 14 | North |

EVERETT SUBDIVISION

| | | | | |
|-------------------------------------|-------|---------|------|-------|
| Interstate | 529.8 | \$ 530 | Yard | Both |
| Seals | 593.9 | \$ 594 | 10 | North |
| Trinity Bag Company | 613.4 | \$ 613 | 81 | North |
| Bacardi Corp. | 624.3 | \$ 624 | 37 | South |
| DAME'S POINT SPUR (5.5 miles) | 625.3 | SO 625 | Spur | South |
| Shuman | 625.6 | SO 626 | 3 | South |
| New-Morris | 625.6 | SO 626 | 6 | South |
| Good Housekeeping Gas Co. | 625.9 | SO 626 | 3 | North |
| Industrial Area One Lead (0.6 mile) | 626.4 | SO 626 | Spur | South |
| Textile Paper Company | 626.4 | SO 626 | 6 | North |
| Growers Container Corp. | 626.4 | SO 626 | 17 | North |
| Sealite | 626.4 | SO 626 | Spur | North |
| Hickory Charcoal Co. | 626.4 | SO 626 | 10 | South |
| National Kraft Container | 627.3 | SO 627 | Spur | South |
| Simplex Paper Company No. 1 | 627.4 | SO 627 | 10 | South |
| Simplex Paper Company No. 2 | 627.4 | SO 627 | 18 | South |
| Quinton | 627.4 | SO 627 | Yard | North |
| City of Jacksonville | 630.7 | SO 631 | Spur | North |
| Blount Island | 630.8 | SO 631 | Spur | North |
| North Shore Lead (3.0 miles) | 630.3 | SO 630 | Spur | North |
| McCormick | 630.9 | SOA 631 | 20 | Both |
| Southern Materials | 633.0 | SOA 633 | 13 | North |
| Kaiser Gypsum Company | 633.2 | SOA 633 | Yard | North |
| Busch | 626.0 | \$ 626 | Yard | Both |
| Setzers Bakery | 626.6 | \$ 627 | 18 | North |

EVERETT SUBDIVISION (Continued)

| NAME | Mile Post | Station Nos. | Car Capacity | Opening |
|--------------------------------|-------------|--------------|--------------|---------|
| Setzers Warehouse | 626.8 | \$ 627 | 5 | North |
| Alton Box Board Co. | 627.0 | \$ 627 | 19 | North |
| Capital Concrete Company | 627.1 | \$ 627 | 17 | North |
| Airport | 627.1 | \$ 627 | 40 | Both |
| B. B. McCormick Co. | 628.1 | \$ 628 | 14 | North |
| Navy Depot Lead (2.6 Miles) | 628.4 | \$ 628 | 24 | Lead |
| Broward River Lead (2.3 Miles) | 629.4 | | Lead | North |
| Sou. Material Co. | 647.1 "A"-L | ASJ 647 | 11 | Both |
| Sou. Material Co. | 647.3 "A"-L | ASJ 647 | 1 | North |
| Dickerson, Inc. | 647.5 "A"-L | ASJ 648 | 26 | Both |
| Storage Track | 648.3 "A"-L | ASJ 648 | 30 | Both |
| City of Jacksonville | 648.6 "A"-L | ASJ 649 | 3 | South |
| City of Jacksonville | 648.6 "A"-L | ASJ 649 | 3 | South |
| American Oil Co.-Gulf Oil Corp | 648.8 "A"-L | ASJ 649 | Yard | South |
| Trout River Lead (0.7 Miles) | 629.7 "A"-L | | Lead | North |
| Houdaille-Duval Wright Co. | 646.8 "A"-L | ASJ 647 | 14 | North |
| Merry Brick | 646.4 "A"-L | ASJ 646 | 24 | South |
| Automobile Disposal Corp. | 646.2 "A"-L | ASJ 646 | 12 | South |
| Navy Fuel Depot | 630.0 | \$ 630 | Yard | North |

ANDREWS SUBDIVISION

| | | | | |
|------------------------------------|-------|--------|------|-------|
| Lockamy Steel Service | 293.7 | SH 294 | 12 | North |
| Smithboro | 303.7 | SH 304 | 8 | North |
| West Virginia Pulp & Paper Company | 311.3 | SH 311 | 31 | Both |
| Centenary | 322.2 | SH 322 | 9 | North |
| Gresham | 330.0 | SH 330 | 22 | Both |
| Wellman | 336.7 | SH 337 | 80 | North |
| Henry | 347.8 | SH 348 | 10 | Both |
| Nesmith | 350.3 | SH 350 | 21 | Both |
| Georgetown Textile Company | 375.8 | SH 376 | 16 | Both |
| E. P. Keller Lumber Company | 391.8 | SH 392 | 13 | North |
| Kittridge | 400.8 | SH 401 | 5 | North |
| S. C. Electric & Gas Company | 401.2 | SH 401 | Yard | South |
| Charbulk | 412.1 | SH 412 | Spur | North |

BENNETTSVILLE SUBDIVISION

| | | | | |
|--------------------------|----------|--------|------|-------|
| Tatum | G 262.1 | AG 262 | 12 | North |
| Marlboro Gin Company | G 262.4 | AG 262 | 5 | South |
| BREEDEN SPUR (2.9 miles) | G 267.1 | | Spur | North |
| Planters Chemical Corp. | GA 269.7 | GA 270 | 7 | North |
| Raws Coal Track | GA 270.4 | GA 270 | 2 | North |
| Essex Wire Corp. | GA 271.1 | GA 271 | 10 | South |
| C. P. Polston Warehouses | GA 271.2 | GA 271 | 3 | South |
| Emerson Electric Co. | GA 271.3 | GA 271 | 22 | South |
| Agrico Chemical Co. | GA 272.0 | GA 272 | 8 | North |
| Breedon House Track | GA 272.1 | GA 272 | 3 | South |

COOSAW SUBDIVISION

| | | | | |
|-----------|-------|--------|----|-------|
| Cooler | 484.5 | SH 485 | 13 | North |
| Jasper | 491.2 | SH 491 | 5 | North |
| Pritchard | 498.7 | SH 499 | 13 | South |

VIDALIA SUBDIVISION

| | | | | |
|----------------------------------|-------|--------|------|------|
| Rebar | 503.0 | SL 503 | 13 | West |
| South Pooler | 505.9 | SL 506 | 7 | Both |
| Dawes Silica Mining Company | 514.2 | SL 514 | Spur | East |
| Newman Lumber Company | 520.8 | SL 521 | 8 | West |
| Lanier | 523.5 | SL 524 | 15 | Both |
| Shuman Supply Co. | 524.5 | SL 525 | 6 | East |
| Reka | 531.8 | SL 532 | 10 | Both |
| Groveland Petrol Co. | 538.8 | SL 539 | 5 | West |
| Dupree | 543.4 | SL 543 | 36 | West |
| Walter | 543.9 | SL 544 | 6 | West |
| Scott Farm Supply Company | 544.1 | SL 544 | 11 | East |
| Strickland | 544.6 | SL 545 | 23 | East |
| Bellville Wood Yard | 548.2 | SL 548 | 9 | East |
| Agricultural Chemical Company | 548.4 | SL 548 | 11 | West |
| Peninsular Lumber Company | 548.9 | SL 549 | 8 | West |
| Blues Central Gas Company | 550.2 | SL 550 | 2 | East |
| Manassas | 552.3 | SL 552 | 30 | Both |
| Onopsee | 565.2 | SL 565 | 7 | West |
| Trux | 570.4 | SL 570 | 3 | West |
| Cherokee Wood Yard | 572.4 | SL 572 | 13 | East |
| Rural Gas Company | 573.2 | SL 573 | 5 | West |
| Federal Pacific Electric Company | 574.0 | SL 574 | 5 | West |
| Union-Camp Co. | 581.4 | SL 581 | 13 | East |
| Container Corp. | 590.8 | SL 591 | 32 | East |
| Kaiser Agric. Chem. Company | 599.3 | SL 599 | 4 | East |
| Container Corp. | 609.3 | SL 609 | 21 | East |
| McRae Terminal (1.1 miles) | 609.4 | SL 609 | Spur | East |
| Copeland | 632.0 | SL 632 | 9 | East |
| Cardele Hardware Co. | 638.3 | SL 638 | 14 | East |
| Witherington Wood Yard | 652.3 | SL 652 | 13 | East |

VIDALIA SUBDIVISION (Continued)

| NAME | Mile Post | Station Nos. | Car Capacity | Opening |
|------------------------------|-----------|--------------|--------------|---------|
| Seville | 654.2 | SL 654 | 9 | East |
| Union-Camp Co. | 655.0 | SL 655 | 16 | West |
| East Cordele | 662.7 | SL 663 | 21 | West |
| East Cordele Industrial Lead | 662.8 | | Spur | West |
| Farmville Manuf. Co. | 662.8 | SL 663 | 28 | West |
| Allied Mills Inc. | 662.8 | SL 663 | 12 | West |
| St. Regis Paper Company | 671.3 | SL 671 | 17 | East |
| Flintside | 675.7 | SL 676 | 5 | West |
| Cook Brothers | 679.1 | SL 679 | 4 | West |
| Deseret Farms | 679.5 | SL 679 | Spur | West |
| R. S. Pryor | 681.3 | SL 681 | 4 | West |
| DeSoto | 682.2 | SL 682 | 10 | Both |
| Huntington | 687.9 | SL 688 | 7 | Both |
| D. L. Jordan | 693.5 | SL 694 | 7 | West |
| New Moon-East | 693.5 | SL 694 | 10 | West |
| East Americus Ind. Lead | 693.6 | | Spur | West |
| Flint Beverage | 693.6 | SL 694 | 4 | West |
| TOFC | 693.6 | SL 694 | 7 | East |
| Bowen Supply Co. | 693.6 | SL 694 | 5 | West |
| New Moon-West | 693.6 | SL 694 | 30 | West |
| Phillips Industries | 693.6 | SL 694 | 28 | West |
| Blue Line Corp. | 693.6 | SL 694 | 11 | West |
| Altair Homes Inc. | 693.6 | SL 694 | 46 | West |
| Mobile Homes Inc. | 693.7 | SL 694 | 8 | West |
| Marlette Coach Co. | 693.8 | SL 694 | 5 | West |

AMERICUS SUBDIVISION

| | | | | |
|--------------------------|-------|--------|----|------|
| Foster | 697.2 | SL 697 | 9 | East |
| Shippo | 697.6 | SL 698 | 4 | East |
| Newpoint | 699.9 | SL 700 | 31 | Both |
| Dumas | 712.4 | SL 713 | 32 | Both |
| Sullivan Lumber Company | 712.8 | SL 713 | 16 | West |
| Sullivan Chip Track | 712.8 | SL 713 | 25 | West |
| McLendon | 756.3 | SL 756 | 20 | Both |
| Pittsview | 761.0 | SL 761 | 15 | Both |
| Pitts Wood Yard | 761.2 | SL 761 | 7 | East |
| Alabama Wood Products | 761.9 | SL 762 | 10 | East |
| Reba | 788.7 | SL 789 | 6 | West |
| Hardaway | 804.6 | SL 805 | 7 | East |
| Chesson | 808.9 | SL 809 | 24 | Both |
| Vandergriff | 825.7 | SL 826 | 18 | West |
| Eastmont | 827.2 | SL 827 | 12 | East |
| Laws of Montgomery | 827.3 | SL 827 | 7 | East |
| T. G. & Y. Stores | 827.4 | SL 827 | 48 | East |
| Air Port | 829.8 | SL 830 | 9 | East |
| Kilby | 830.6 | SL 831 | 10 | East |
| Ala. Agricultural Center | 831.2 | SL 831 | 15 | East |

KIMBROUGH SUBDIVISION

| | | | | |
|-----------------------------|------|--------|----|------|
| Weston | 48.2 | SLB 48 | 7 | Both |
| Oxford Dist. Company | 63.8 | SLB 64 | 4 | East |
| Ferguson Company | 64.2 | SLB 64 | 1 | East |
| Swift & Company | 64.7 | SLB 65 | 9 | East |
| Yale Rubber Company | 66.9 | SLB 67 | 5 | West |
| Dawson Cold Storage | 67.2 | SLB 67 | 6 | East |
| Terrell County Grain | 67.3 | SLB 67 | 4 | East |
| Sasser | 72.5 | SLB 73 | 4 | Both |
| Monsante Chemical Company | 72.9 | SLB 73 | 9 | West |
| Lilliston Implement Company | 76.7 | SLB 76 | 26 | West |
| Armena | 77.0 | SLB 77 | 7 | West |
| Lewis Martin Steel Company | 84.0 | SLB 84 | 7 | East |
| Walker Fertilizer Company | 84.6 | SLB 85 | 3 | East |
| Escombria Chemical Company | 84.7 | SLB 85 | 16 | East |
| Palmyna | 84.8 | SLB 85 | 8 | East |
| Flint Beverage Company | 85.2 | SLB 85 | 27 | East |

RICHLAND SUBDIVISION

| NAME | Mile Post | Station Nos. | Car Capacity | Opening |
|------------------------------|-----------|--------------|--------------|---------|
| Babcock | 105.4 | SLC 800 | 5 | West |
| Owens Illinois | 116.2 | SLC 790 | 18 | West |
| Rowena | 125.2 | SLC 781 | 15 | West |
| Carnegie | 145.2 | SLC 761 | 20 | Both |
| Kraft Wood Yard | 157.2 | SLC 750 | 15 | West |
| Container Corp. | 159.0 | SLC 750 | 17 | West |
| Union-Camp Co. | 163.9 | SLC 742 | 16 | West |
| Brooklyn | 32.3 | SLB 32 | 28 | Both |
| Container Corporation | 20.0 | SLB 20 | 18 | West |
| Cusseta | 18.5 | SLB 19 | 12 | Both |
| Valley Wood Yard | 17.5 | SLB 18 | 10 | West |
| Valley Wood & Lumber Company | 3.4 | SLB 3 | 6 | East |

MACON SUBDIVISION

| | | | | |
|--|------|--------|------|------|
| Soperton Wood Yard | 79.0 | SK 589 | 31 | West |
| New Team Track | 75.1 | SK 594 | 7 | Both |
| Union-Camp Co. | 75.1 | SK 594 | 16 | East |
| Knox Lumber Company | 74.2 | SK 595 | 6 | West |
| American Agricultural Chemical Company | 63.3 | SK 607 | 6 | East |
| Minter | 63.2 | SK 606 | 4 | East |
| Laurens Woodchip Mill | 57.7 | SK 611 | 11 | West |
| Mohasco Industries | 57.2 | SK 612 | Spur | West |
| W. W. Frazier Wood Yard | 56.3 | SK 613 | 7 | West |
| Whitehead Lumber Co. | 56.0 | SK 613 | 13 | West |
| Dublin Woolen Mills | 55.3 | SK 614 | 21 | West |
| Durdley Station | 42.4 | SK 627 | 72 | Both |
| Montrose | 37.5 | SK 632 | 17 | Both |
| St. Regis Paper Company | 34.0 | SK 635 | 14 | East |
| Payne Gas Company | 33.8 | SK 635 | 3 | West |
| Danville | 31.1 | SK 638 | 18 | Both |
| Wimberly Lumber Company | 23.8 | SK 645 | 7 | West |
| Georgia Coating Clay Company | 18.7 | SK 651 | Yard | Both |
| Storage Track | 18.5 | SK 650 | 8 | West |
| Georgia Kaolin Company | 9.0 | SK 660 | 225 | West |
| Georgia Who. Dist. Co. | 5.0 | SK 664 | 13 | East |

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 J. P. SCHEIDER, Trainmaster..... Savannah, Ga.
 C. C. TAYLOR, JR., Trainmaster..... Columbia, S.C.
 R. H. HESTER, Trainmaster..... Jacksonville, Fla.
 O. C. POSEY, Trainmaster..... Macon, Ga.
 W. R. GOODSON, Trainmaster..... Americus, Ga.
 F. J. LORICK, Terminal Trainmaster..... Savannah, Ga.
 L. A. WILLIAMS, JR., Road Foreman of Eng's..... Americus, Ga.
 E. L. MASCIO, Road Foreman of Eng's..... Savannah, Ga.
 V. M. QUINN, Road Foreman of Eng's..... Hamlet, N.C.
 I. J. JONES, Chief Dispatcher..... Savannah, Ga.

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 R. B. COOK, Supv. Comm. & Signals..... Savannah, Ga.
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 H. C. EXLEY, Roadmaster..... Cuthbert, Ga.
 RAY FAIRCLOTH, Roadmaster..... Americus, Ga.
 H. P. HARRIS, Roadmaster..... Montgomery, Ala.

SYSTEM OFFICERS

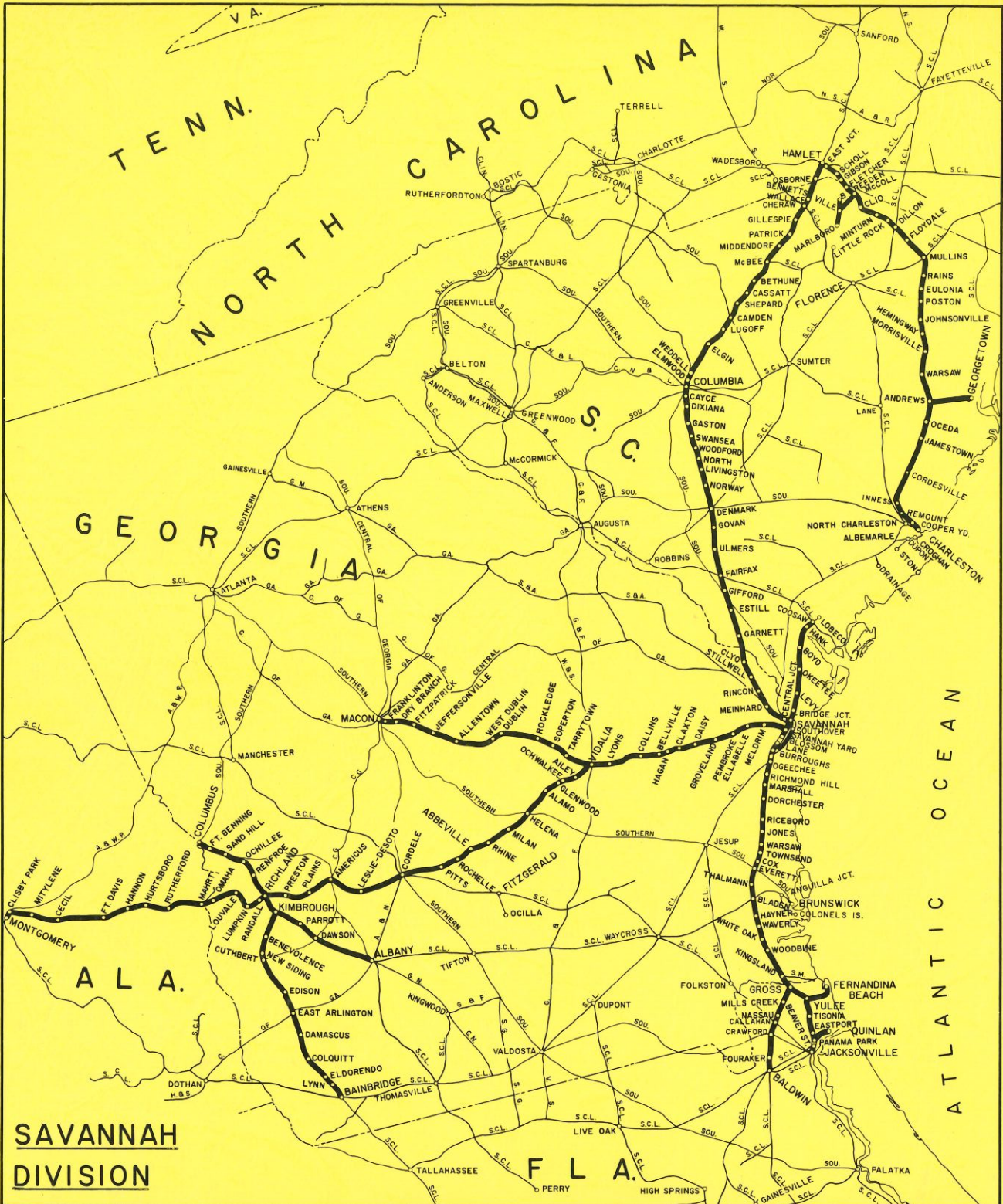
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 O. P. DOWLING, Gen. Supt. Safety..... Jacksonville, Fla.

S. B. MILLER, Gen. Supv. Yds. & Terminals..... Jacksonville, Fla.
 F. W. WHITAKER, JR., Supt.-Sta. and FCP..... Jacksonville, Fla.

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