



**SEABOARD
COAST LINE
RAILROAD**

SAVANNAH DIVISION

3

TIME TABLE No. 3

IN EFFECT

Friday, December 15, 1972

At 12:01 A.M.

SUPERSEDING TIME TABLE NO. 2

DATED SEPTEMBER 10, 1972

EASTERN STANDARD TIME

**FOR THE GOVERNMENT OF
EMPLOYEES ONLY**

D. C. HASTINGS, Vice President-Operations

L. T. ANDREWS, General Manager-Transportation

S. M. DUFFER, Superintendent

SOUTHWARD

ANDREWS SUBDIVISION

NORTHWARD

1

SECOND CLASS					Station Numbers	Distance from Hamlet Yard	TIME TABLE NO. 3 IN EFFECT December 15, 1972 STATIONS	Stations, Wyes, Car Capacity	SECOND CLASS				
197	147	595	571	551					596	550	148	570	
Through Freight	Through Freight	Local Freight	Through Freight	Local Freight					Local Freight	Local Freight	Through Freight	Through Freight	
Daily	Daily	Ex. Sun.	Daily	Mon.-Wed. Fri.					Ex. Sun.	Tue.-Thur. Sat.	Daily	Daily	
P. M.	P. M.	P. M.	P. M.	A. M.					A. M.	P. M.	P. M.	P. M.	
			420	650	S249		L T	HAMLET YARD ® A	YARD O Y				
					S253	3.7		HAMLET (Pass. Station)	YARD Y				
1010	910		430	700	SE254	4.6		EAST JUNCTION	90P		115	220	1140
					SH260	10.5		SCHOLL	90P 11				
				730	SH264	14.0		GIBSON	45		100		
					SH267	17.3		FLETCHER	200P				
1028	928	L 530		800	SH271	21.3		McCOLL	36	A 1000	1240	202	
			505	825	SH278	27.8		CLIO	200P 36		1220		1050
				840	SH283	32.9		MINTURN	90P 5				
				900	SH288	38.5	T	LITTLE ROCK	2B		1145		
A 1100	A 1000	A 600	525	930	A262	42.7		DILLON	92P YARD	L 930	1130	L 140	1025
			535	945	SH300	49.8		FLOYDALE	9		1100		1010
			549	1030	AC324	59.7		MULLINS	90P YARD Y		1035		955
			601	1055	SH317	67.5		RAINS	9		955		945
			612	1115	SH325	75.6		EULONIA	90P 5		935		935
			632	1225	SH338	88.6	T	JOHNSONVILLE	21		840		916
			640	100	SH343	92.9	T	HEMINGWAY	83P 42		805		910
			700	140	SH354	104.2		MORRISVILLE	90P 9		730		858
			709	155	SH361	110.8		WARSAW	31				847
			730 ⁵⁷⁰	A 210	SH365	115.6	T	ANDREWS	136P YARD Y	L 700			730 ⁵⁷¹
			820		SH373	123.2		OCEDA	13				712
			833		SH379	129.1	T	JAMESTOWN	90P 45				703
			853		SH394	144.5	T	CORDESVILLE	90P 20				640
			915		SH409	159.0		INNESS	89P 18				615
			922		SH413	162.9		REMOUNT	90				609
			940		A390	168.7	T A X RFCo	CHARLESTON X EF Co X SOU XSCL L	YARD O Y				600
P. M.	P. M.	P. M.	P. M.	P. M.						A. M.	A. M.	P. M.	P. M.
Daily	Daily	Ex. Sun.	Daily	Mon.-Wed. Fri.						Ex. Sun.	Tue.-Thur. Sat.	Daily	Daily

SOUTHWARD

HAMLET SUBDIVISION

NORTHWARD

SECOND CLASS		FIRST CLASS		Station Numbers	Distance from Hamlet Yard	TIME TABLE NO. 3 IN EFFECT December 15, 1972	Scales, Wyes, Car Capacity	FIRST CLASS		SECOND CLASS		
593	127	81	95					82	96	190	594	
Through Freight	Through Freight	Silver Star	Vacationer					Silver Star	Vacationer	Through Freight	Through Freight	
Ex. Sat.	Daily	Daily	Daily					Daily	Daily	Ex. Mon.	Ex. Mon.	
P. M.	P. M.	P. M.	A. M.			A. M.	A. M.	A. M.	A. M.			
1015	600			\$249		L T	HAMLET YARD ① A	YARD O Y			700	1230
	620	L 955	L 615	\$253	3.7	T	^{3.7} HAMLET X SCL (Pass. Station)	48P YARD Y S A	730	S A 200	625	1145
				\$261	11.0		OSBORNE	59P 9				
				\$269	19.5		WALLACE	70P 103				
1100	642	1013	633	\$272	21.9		^{2.4} CHERAW ① X SCL	54P 187	641	111	615	1115
				\$280	30.0		GILLESPIE	52P 2				
				\$285	35.1		^{5.1} PATRICK	60P 22				
				\$292	42.3		^{7.2} MIDDENDORF	84P 2				
1201	715	1038	658	\$300	50.2		^{7.9} McBEE	82P 102 Y	615	1245	544	945
				\$307	57.1		^{6.9} BETHUNE	58P 81				
				\$313	63.2		^{5.1} CASSATT	58P 10				
				\$320	69.8		^{6.6} SHEPARD	60P				
	745	s 1059	719	\$327	77.6		^{7.8} CAMDEN X SOU	54P 129	s 553	1224	510	
1245				\$330	80.7		^{3.1} LUGOFF	56P 34				845
				\$339	89.3		^{8.6} ELGIN	41P 13				
				\$349	99.4		^{10.1} WEDDELL	58P				
				\$358	108.7		^{9.3} ELMWOOD	38P 56				
125	830	S A 1140	S A 800	\$360	110.0		^{1.3} COLUMBIA	YARD	L 520	L 1155		740
145	845			\$362	112.5	A	CAYCE L	YARD O			400	730
A. M.	P. M.	P. M.	A. M.						A. M.	P. M.	A. M.	P. M.
Ex. Sun.	Daily	Daily	Daily						Daily	Daily	Ex. Mon.	Ex. Sun.

BENNETTSVILLE SUBDIVISION

Southward	Station Numbers	Distance from McBoil	TIME TABLE NO. 3 IN EFFECT December 15, 1972	Scales, Wyes, Car Capacity	Northward	
Second Class					Third Class	
597					598	
Local Freight					Local Freight	
Ex. Sun.					Ex. Sun.	
A. M.					P. M.	
1000	SH271		L T	MC COLL A	Yard	530
1030	AG268	8.7	T	BENNETTSVILLE	40P 114 Y	500
	AG275	14.5	A	MARLBORO L	47 O	
A. M.						P. M.
Ex. Sun.						Ex. Sun.

COOSAW SUBDIVISION

Southward	Station Numbers	Distance from Coosaw	TIME TABLE NO. 3 IN EFFECT December 15, 1972	Scales, Wyes, Car Capacity	Northward
Third Class					Third Class
598					598
Local Freight					Local Freight
Ex. Sun.					Ex. Sun.
A. M.					P. M.
AMJ454			L	COOSAW A	
SH476	2.8			^{2.5} HANK	88P
SH484	11.2			^{5.4} BOYD	100P
SH493	19.9			^{8.7} OKETEETEE	88P
SH503	29.7			^{9.2} LEVY	160P S
SH511	37.7			^{8.0} BRIDGE JCT.	
A491 S500	41.5		T A	^{3.8} SAVANNAH X S&A X SCL L	YARD O Y

SECOND CLASS				FIRST CLASS		Station Numbers	Distance from Columbia	TIME TABLE NO. 3 IN EFFECT December 15, 1972 STATIONS	Scales, Wees, Car Capacity	FIRST CLASS		SECOND CLASS					
127	393	329	593	81	95					82	96	190	326	594	396		
Through Freight	Through Freight	Through Freight	Through Freight	Silver Star	Vacationer					Silver Star	Vacationer	Through Freight	Through Freight	Through Freight	Through Freight		
Daily	Daily	Ex. Mon.	Ex. Sun.	Daily	Daily					Daily	Daily	Ex. Mon.	Ex. Tue.	Ex. Sun.	Daily		
P. M.	P. M.	P. M.	A. M.	P. M.	A. M.	A. M.	P. M.	A. M.	A. M.	A. M.	P. M.	A. M.					
				1140	800	S360		L	COLUMBIA	A	YARD	s 520	s 1155				
L 845			L 800			S362	2.5		^{2.5} CAYCE		47P			A 400		A 1201	
						S366	6.5		^{4.0} DIXIANA		54P						
						S375	15.3		^{8.8} GASTON		54P						
915			840	1205	825	S380	20.7		^{5.4} SWANSEA		36P	445	1120	330		1000	
						S386	25.6		^{4.9} WOODFORD		45P						
						S389	29.6		^{4.0} NORTH		45P						
						S394	34.3		^{4.7} LIVINGSTON		44P						
						S401	41.6		^{7.3} NORWAY		49P						
949			950	1233	853	S410	50.2		^{8.0} DENMARK	⊗ X SOU X SCL	45P	419	1053	257		900	
						S418	57.8		^{7.6} GOVAN		45P						
						S426	66.7		^{8.9} ULMERS		45P						
1021	L 900	L 230	1030	1254	914	S436	76.2		^{9.5} FAIRFAX	X SCL	45P	354	1039	225	A 800		A 130
						S443	83.1		^{6.0} GIFFORD		48P						
						S450	90.4		^{7.3} ESTILL		87P					800	
						S460	100.6		^{10.2} GARNETT		200P						
1104	930	300	1100	125	945	S469	109.3		^{8.7} CLYO		50P	325	1000	137	707	735	1232
						S476	116.3		^{7.0} STILLWELL		46P						
						S482	122.6		^{0.3} RINCON		50P						
						S490	130.3		^{7.7} MEINHARD		44P						
1135	1005	335	1135	147	1007	A490	137.6		^{7.3} CENTRAL JCT.	X CofG		301	936	105	635	705	1200
1145	1030	400	1145	s 210	s 1030	A491 S500	138.2	T A	^{0.6} SAVANNAH	X SCL L	YARD O Y	300	935	100	630	700	1155
P. M.	P. M.	P. M.	A. M.	A. M.	A. M.							A. M.	P. M.	A. M.	A. M.	A. M.	P. M.
Daily	Daily	Ex. Mon.	Ex. Sun.	Daily	Daily							Daily	Daily	Ex. Mon.	Ex. Tue.	Ex. Sun.	Daily

SECOND CLASS				FIRST CLASS		Station Numbers	Distance from Ogeechee	TIME TABLE NO. 3 IN EFFECT December 15, 1972			Scales, Wyes, Car Capacity	FIRST CLASS		SECOND CLASS		
105	693	111	109	175	85			176	86	186		672	674			
Through Freight	Through Freight	Through Freight	Through Freight	Piggyback Special	Champion			Piggyback Special	Champion	Through Freight		Through Freight	Through Freight			
Daily	Daily	Daily	Daily	Ex. Mon.	Daily			Ex. Mon.	Daily	Daily		Daily	Daily			
P. M.	P. M.	A. M.	A. M.	P. M.	A. M.	P. M.	P. M.	A. M.	P. M.	A. M.						
1011	111	641	256	813	729	A506		L	OGEECHEE	A	250	701	1115	328	120	
						S514	1.7		RICHMOND HILL							
						S518	6.1		MARSHALL							
						S525	13.4		Ⓢ DORCHESTER							
1030	145	700	320	832	746	S530	18.0		RICEBORO		227	648	1055	300	1250	
						S537	25.3		JONES							
						S540	28.6		WARSAW							
						S544	32.3		Ⓢ TOWNSEND							
						S550	38.6		COX							
						S557	45.0		EVERETT	X SOU						
1110	345	740	400	912	817	S564	52.6		Ⓢ THALMANN		147	620	1015	110	1200	
						S568	56.1		BLADEN	X SCL						
						S574	62.0		HAYNER							
						S578	66.5		WAVERLY							
						S583	70.8		WHITE OAK							
						S587	75.2		Ⓢ WOODBINE							
						S599	87.1		1 NGSLAND							
A 1201		A 831	A 446	A 1002	A 852	S606	93.9		ROSS		L 1247	L 544	L 933	1210	L 1059	
	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		
A. M.	P. M.	A. M.	A. M.	P. M.	A. M.						P. M.	P. M.	A. M.	A. M.	P. M.	
Daily	Daily	Daily	Daily	Ex. Mon.	Daily						Ex. Mon.	Daily	Daily	Daily	Daily	

THIRD CLASS		SECOND CLASS		Station Numbers	Distance from Savannah Yard	TIME TABLE NO. 3 IN EFFECT December 15, 1972 STATIONS	Stations, Ways, Car Capacity	SECOND CLASS		THIRD CLASS	
631	655	389	383					382	388	656	630
Local Freight	Local Freight	Through Freight	Through Freight					Through Freight	Through Freight	Local Freight	Local Freight
Tues. Thur.-Sat.	Tues. Thur.-Sat.	Daily	Daily					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 [®] SAVANNAH (2) X SCL ^A	YARD O Y	635	100	100	
	845	900	1229 ³⁸⁸	SL514	15.6	MELDRIM -15.6	86P 9	610	1229 ³⁸³	1145	
	901	910	1237	SL520	21.6	ELLABELLE -6.0	100P 11	601	1221	1100	
	915	922	1247	SL529	29.9	PEMBROKE -3.3	30	550	1210	1030	
	930	932	1257	SL536	36.9	® GROVELAND -7.0	90P 9	540	1201	955	
	945	941	106	SL542	43.0	DAISY -0.1	11	531	1153	940	
	1030	950	111	SL545	46.8	CLAXTON -3.8	20	525	1147	930	
	1045	953	115	SL547	48.4	HAGAN -1.6	140P 22	520	1144	855	
	1101	956	119	SL550	51.0	BELLVILLE -2.6	18	515	1140	845	
	1120	1010	135	SL558	59.1	COLLINS -8.1	95P 80	505	1130	815	
	1145	1028	155	SL572	72.9	LYONS -13.3	88P 55	440	1105	745	
	A 1201	A 1048 ³⁸⁸	245	SL577	77.9	T VIDALIA X G&F -5.0	86P YARD Y	430	L 1048 ³⁸⁹	L 700	
			315	SL587	87.9	AILEY -10.0	36	340			
			330 ³⁸²	SL591	92.6	OCHWALKEE -4.7	50	330 ³⁸³			
			335	SL593	94.5	GLENWOOD -1.0	22	325			
			345	SL600	101.7	ALAMO -7.2	40	315			
L 700			400	SL611	112.3	T HELENA X SOU -10.6	32P 117	301		A 130	
730			415	SL621	122.3	MILAN -10.0	24	236			1245
800			430	SL630	131.0	T RHINE -9.7	29	221			1220
830			445	SL636	137.5	T ABBEVILLE -6.5	64 Y	210			1201
850			500	SL645	146.7	T ROCHELLE -9.2	73	150			1125
940			510	SL650	151.8	T PITTS -5.1	22	140			1100
1030			545	ANB695	166.6	T CORDELE X GSF X SCL -14.8	47P YARD Y	115			1000
1100			615	SL683	185.0	T LESLIE-DESOTO -18.4	14	1225			800
300			635	SL695	196.3	T A AMERICUS L -11.3	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.

MACON SUBDIVISION

Westward Second Class	Station Numbers	Distance from Macon	TIME TABLE NO. 3 IN EFFECT December 15, 1972		Scales, Wee, Car Capacity	Eastward Second Class	
389			Through Freight	STATIONS		Through Freight	388
Daily							Daily
P. M.							P. M.
1048 ³⁸⁹	SL577	92.6	L T	VIDALIA X G&F A	YARD Y	1048 ³⁸⁸	
1115	SK588	81.3		TARRYTOWN 11.3	140P 4	1027	
1125	SK593	76.2		SOPERTON 5.1	40	1020	
1135	SK602	67.6		ROCKLEDGE 8.6	140P 6	1010	
1201	SK616	53.6	T	DUBLIN X W&T 14.0	YARD	945	
1211	SK618	51.1		WEST DUBLIN 2.5	140P 67	935	
1248	SK637	32.7		ALLENTOWN 18.4	7	857	
103	SK646	22.9	T	JEFFERSONVILLE 9.8	19	836	
118	SK654	15.8		FITZPATRICK 7.1	35P 6	821	
132	SK660	9.3	T	DRY BRANCH 6.5	31	805	
135	SK662	7.0		FRANKLINTON 2.3	36	800	
150	SK669	0.5	T A	MACON X C of GA X Sou L	YARD O	745	
A. M.						P. M.	
Daily						Daily	

AMERICUS SUBDIVISION

Westward Second Class	Station Numbers	Distance from Americus	TIME TABLE NO. 3 IN EFFECT December 15, 1972		Scales, Wee, Car Capacity	Eastward Third Class	
383			Through Freight	STATIONS		Through Freight	382
Daily							Daily
A. M.							P. M.
1159	SL695		L T	AMERICUS A	YARD O	1030	
1225	SL706	10.9	T	PLAINS 10.9	84	950	
1250	SL716	21.0	T	PRESTON 10.1	35	925	
120	SL724	29.3	T	RICHLAND X SCL 8.3	28PW 80PE O YARD Y	855	
130	SL728	32.6		RANDALL 3.3	56P	842	
145	SL733	37.8	T	LUMPKIN 5.2	83	835	
155	SL740	45.3		LOUVALE 7.5	74P 5	821	
209	SL751	55.6		OMAHA 10.3	112P 2	806	
219	SL754	59.2	T	MAHRT 3.6	50 Y	800	
249	SL771	76.3		RUTHERFORD 17.1	72P 3	735	
259	SL778	82.8	T	HURTSBORO X CofG 6.5	56P 18	725	
309	SL785	89.9		HANNON 7.1	95P 9	715	
325	SL796	100.7	T	FT. DAVIS 10.8	18	700	
405	SL814	118.6		CECIL 17.9	99P	635	
420	SL825	129.9		MITYLENE 11.3	57P 13	620	
500	SL834	139.1	T A	MONTGOMERY X CofG (Clisby Park) L	YARD O Y	600	
P. M.						P. M.	
Daily						Daily	

RICHLAND SUBDIVISION

WESTWARD		TIME TABLE NO. 3 IN EFFECT December 15, 1972				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 Z	1256
650	SLC805	10.8		ELDORENDO		4	1250
715	SLC795	20.6	T	COLQUITT		67P 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		89P 12	1133
1000	SLC742	74.2		BENEVOLENCE		26	1123
1030	SLC730	85.2		KIMBROUGH		7	1108
1100	SL724	91.6	T	RICHLAND	X SCL	140P YARD Y	1100
1125	SLB28	102.1		RENFROE		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. 3 IN EFFECT December 15, 1972			Eastward	
Station Numbers	Distance from Albany	STATIONS			Scales, Wyes, Car Capacity	
SLB66	20.9	T	DAWSON	X CoFG	66	
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	1275-1277, 1700-1799, 1800-1855, 3200-3224	75
1003-1050, 1053-1065, 1300-1308, 1400-1405, 1500-1514, 1566-1599, 1600-1656, 1900-1923, 2000-2044	71	2100-2124, 2200-2213	70
		309, 317, 700-1002, 1051-1052, 1100-1199, 1200-1211, 1250-1259	65

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.

OPERATION ROAD MATE UNITS

4—Road MATE units in series 3200-3224 when coupled with G. E. U-36-B diesel units series 1803-1812 and 1835-1855 will be operated in freight service only under the following arrangements:

Units 3200-3209 will only operate single ended. They will accept power from only one U-36-B unit, but one U-36-B unit and its MATE will operate in multiple with other units. The combination of one MATE and one U-36-B unit produces high tractive effort for starting but the tractive effort developed by the MATE decreases as speed increases until it ceases to produce tractive effort at speed of 30 MPH.

MATE units 3210-3224 will operate double or single ended. One MATE can be coupled between two U-36-B units and will accept power from both units. This combination of units produces tractive effort up to maximum authorized speeds. Two U-36-B units with a MATE between them will operate in multiple with other units. This series of MATEs can also be operated single ended with one U-36-B unit, but when so operated the tractive effort developed by the MATE will decrease as speed increases until it ceases to produce tractive effort at 30 MPH.

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 other equipment.

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 blocks of thirty (30) or more cars of COAL, PHOSPHATE, AGGREGATES (including LIMEROCK) which must be handled next behind the engines, whenever practicable; or 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.

FLAT CARS—Loaded with machines of pivot or swinging type such as cranes, etc., where practicable, when boom is attached, must be handled near head of train with boom trailing.

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.

In addition trains handling any of the following equipment or cars will be further restricted as follows:

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. Must be Handled Near Head of Train.

PILE DRIVER—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, 771816, 771817, and 771818 at maximum speed allowed freight trains and next behind locomotive. Scale test cars except 771815, 771816, 771817 and 771818 must not be handled in yard or road movement when coupled to car exceeding 45 feet in length.

LOADED COVERED HOPPER, "TANK TYPE" CARS, in series:

SAL FORMER NUMBERS	SCL NUMBERS
7050-7099	747050-747099
7145-7179	747145-747179

must not exceed 45 M.P.H.

LOADED AND EMPTY AADX HOPPER CARS, in series: AADX 22008-22123, 23001-23125 and 24180-24962, must be handled in local freight train service or equivalent and must not exceed 35 M.P.H.

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.

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: 765157, 765160, 765161, 765250, 765251, 765252, 771153, 771154, 771200, 771201, 771202, 771203, 771253, 771254, 771255, 771256, 771257, WofA 5 and GA 1901.

When 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, 765460, 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 and yard offices), Jacksonville, West Jacksonville (yard office and shop), Baldwin Yard, Andrews, Charleston (Bennett Yard), Vidalia, Americus, Macon, Richland, Montgomery, Columbus Yard and Bainbridge.

SPECIAL RULES

11—Rules of The Operating Department are amended or revised as follows:

Paragraph 4 of Rules 1108 and 1119 is amended as follows: When necessary to make emergency repairs to tracks, bridges or other structures which create an obstruction to the passage of trains, roadway forces are permitted to make such repairs without flag protection provided the foreman communicates with the dispatcher and obtains permission for the use of the track to make the repairs. It must be understood that when repairs are not completed within 15 minutes of the time the dispatcher has given for the repairs to be complete full flag protection against the train or trains approaching the point of work must be afforded until repairs are completed or until the dispatcher has given more time for accomplishing the work.

Paragraph 3 of Rule 1220 is amended as follows: On a freight train, when locomotive is to be detached to set off or

pick up cars, engineman will reduce brake pipe pressure to 20 lbs. above zero pressure with the automatic brake valve. When this reduction has been complete and the exhaust of the brake valve stops blowing, engineman will indicate to trainman that reduction has been completed by one short blast of the engine horn. Trainman will then observe that the air brake is applied on the first car of the train section to be left standing, slowly close angle cock on the rear of train section to be moved with the locomotive, and leave angle cock open on train section to be detached and left standing. After recoupling and opening angle cock and before proceeding, it must be known that the brake pipe pressure is being restored as indicated by the caboose gauge and that the rear brakes are released.

Rule 1224 is revised as follows: On freight trains, upon arrival in the yard at terminal, and yard movements being handled with air brakes operating, engineman will reduce brake pipe pressure to 20 lbs. above zero pressure with the automatic brake valve. When this reduction has been completed and the exhaust of the brake valve stops blowing, engineman will indicate to trainman that reduction has been completed by one short blast of the engine horn. Trainman will then observe that the air brake is applied on the first car of the train section to be left standing, slowly close angle cock on the rear of train section to be moved with the locomotive, and leave angle cock open on train section to be detached and left standing.

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—Unless otherwise provided, train, engine and yard movements approaching leads in yards must stop before fouling lead, unless a member of crew is in position to see that switches are properly lined and way is clear.

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 219°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.

At Columbia, Rule 83-A will not apply. On passenger trains all train orders and instructions held must be delivered to the relieving crew. Such orders or instructions must be compared by the conductor and engineman before proceeding.

The time passenger train arrives and departs, Columbia, will be reported to operator at Cayce via radio by enginemen.

WHERE TIME APPLIES

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

REGISTER STATIONS

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

SPEED RESTRICTIONS

Between 4—Mile Posts	MILES PER HOUR			Between Mile Posts	MILES PER HOUR		
	Pgr. Trains	Piggy- back Trains	Freight Trains		Pgr. 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 259.7	65	—	—	289.8 and 291.0	60	—	—
259.7 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.

Cayce, 25 M.P.H. over State Street and 35 M.P.H., over Taylor and Godley Streets and Taylor Road.

RAILROAD CROSSINGS AT GRADE

5—Protected by Special Interlocking:

Seaboard Jct., M. P. 272.6, S. C. L.

When authorized by Control Station to proceed by "Stop" indication, a member of crew will determine that there is no trains or engine on conflicting route and signals on conflicting route indicate "Stop" before movement fouls railroad crossing.

6—Protected by electrically locked derrails:

Spaulding, M. P. 324.5, Sou. Normally clear S.C.L.

7—Protected by Standard semaphore crossing signal:

Hamlet, M. P. 253.4. Normally clear Aberdeen Subdivision.

BLOCK SIGNAL SYSTEMS

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

DEFECT DETECTORS

9—Locations	Protection Provided	Locations of Indicators and Personnel reading charts
Cheraw M.P. 274.6	Single track, both directions. Hot box and drag- ging equipment.	Indicators west side, M. P. 274.6. Voice Instructions.
Middendorf M. P. 297.6	Single track, both directions. Hot box and drag- ging equipment.	Indicators west side, M. P. 297.6. Voice Instructions.
Cassatt M. P. 314.5	Single track, both directions. Hot box and drag- ging equipment.	Indicators west side, M. P. 314.5. 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.
Dents M. P. 352.1	Single track, both directions. Hot box and drag- ging equipment.	Indicators west side, M. P. 352.1. Voice instructions.

SPECIAL RULES

10—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.

11—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.

12—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.

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

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

15—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.

Elgin Forest Products, M. P. 336.9.

Shasta, M. P. 346.3.

Carolina Brick Siding, M. P. 346.5.

Dents, M. P. 351.5.

College Siding, M. P. 356.1.

Templeton Coal Co., M. P. 356.2.

Concrete Supply Co., M. P. 358.6.

CLEARANCE CARDS

1—At Columbia, Rule 83-A will not apply. On passenger trains all train orders and instructions held must be delivered to the relieving crew. Such orders or instructions must be compared by the conductor and engineman before proceeding.

The time passenger train arrives and departs, Columbia, will be reported to operator at Cayce via radio by enginemen.

Rule 83-A will not apply at Fairfax for trains en route to or 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		
	Psgr. Trains	Piggy- back Trains	Freight Trains		Psgr. 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	60	—	—	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, 10 M.P.H. over Lady and Senate Streets, and 5 M.P.H. over Gervais Street.

Cayce, 25 M.P.H. over State Street and 35 M.P.H., over Taylor and Godley Streets and Taylor Road.

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 interlocking:

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

5—Protected by Special Interlockings:

Denmark, M. P. 409.9, Sou.

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

When authorized by Control Station to proceed by "Stop" indication, a member of crew will determine that there is no train or engine on conflicting route and signals on conflicting route indicate "Stop" before movement fouls railroad crossing.

DRAWBRIDGE

6—Protected by attended interlocking:

Savannah River, M. P. 466.0.

BLOCK SIGNAL SYSTEMS

7—Traffic Control System is in service between M. P. 360.2 at Columbia and M. P. 497. 2 at Central Junction.

SIGNALLED SIDINGS

8—Garnett.

DEFECT DETECTORS

9—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.
Neeses M. P. 395.4	Single track, both directions. Hot box and drag- ging equipment.	Indicators west side, M. P. 395.4. 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.
Sycamore M. P. 433.4	Single track, both directions. Hot box and drag- ging equipment.	Indicators west side, M. P. 433.4. 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

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

11—SCL trains and engines will be governed by SCL rules and special instructions while operating on Southern Railway main track from SCL railroad crossing near Southern M. P. R108.4 to new "Columbia-Cayce" connection track switch near Southern M. P. R109.4 and on connection track to SCL M. P. 361.8 on Columbia Subdivision.

Authority must be obtained from operator at Cayce yard office to operate between these points and maximum authorized speed is 15 M.P.H.

12—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.

13—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.

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

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

16—Trains or engines must not clear at the following non-electrically locked and 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.

FCX Inc., M. P. 392.5.

Denmark House Track, M. P. 410.1.

Old Pickle Spur, M. P. 411.1.

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

Sycamore, M. P. 430.1.

Cannery Track, M. P. 436.9.

Mitchell Insecticide Co., M. P. 437.0.

Hodges Veneer Co., M. P. 437.4.

Elliott, M. P. 451.8.

Scotia, M. P. 455.2.

Exley Lumber Co., M. P. 466.8.

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.

Train 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.

Everett Subdivision

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. 85 and 86 at Thalmann to receive and discharge revenue passengers to and from Richmond and beyond and points beyond Orlando.

REGISTER STATIONS

4—Jacksonville and West Jacksonville.

SPEED RESTRICTIONS

Between 5—Mile Posts	MILES PER HOUR			Between Mile Posts	MILES PER HOUR		
	Psgr. Trains	Pigg- back Trains	Freight Trains		Psgr. Trains	Pigg- 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 Special Interlockings:

Everett, M. P. 556.8, Sou.

Bladen, M. P. 567.9, S. C. L.

F. & J. Jet., M. P. 631.8, S. C. L.

When authorized by Control Station to proceed by "Stop" indication, a member of crew will determine that there is no train or engine on conflicting route and signals on conflicting route indicate "Stop" before movement fouls railroad crossing.

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

8—Protected by electrically locked details:
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.

SIGNALLED SIDINGS

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

BLOCK SIGNAL SYSTEMS

11—Traffic Control System is in service between M. P. 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

	Protection Provided	Locations of Indicators and Personnel reading charts
13—Locations		
Marshall M. P. 515.9	Single track, both directions. Hot box and drag- ging equipment.	Indicators west side, M. P. 515.9. Voice instructions.
Riceboro M. P. 531.8	Single track, both directions. Hot box and drag- ging equipment.	Indicators west side, M. P. 531.8. Voice instructions.
Cox M. P. 548.9	Single track, both directions. Hot box and drag- ging equipment.	Indicators west side, M. P. 548.9. Voice instructions.
Bladen M. P. 569.9	Single track, both directions. Hot box and drag- ging equipment.	Indicators west side, M. P. 569.9. Voice instructions.
Colesburg M. P. 590.6	Single track, both directions. Hot box and drag- ging equipment.	Indicators west side, M. P. 590.6. Voice instructions.
Kingsland M. P. 600.9	Single track, both directions. Hot box and drag- ging 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.
- Armel Wood Products, M.P. 621.9.
- Alton Box Board Co., M.P. 627.0.
- Capitol Concrete Co., M.P. 627.1.
- B. B. McCormick Co., M.P. 628.1.

Gross Subdivision

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.

Passenger trains only will obtain clearance card at Baldwin. Rule 83-A will not apply at Callahan and Gross.

REGISTER STATIONS

2—Baldwin (passenger trains only) and Baldwin Yard (trains originating and terminating).

SPEED RESTRICTIONS

3—Between Mile Posts	MILES PER HOUR		
	Psgr. 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.

Baldin, 45 M.P.H.

RAILROAD CROSSINGS AT GRADE

4—Protected by remotely controlled interlockings:

- Baldwin, M. P. 0.0, S. C. L.
- Callahan, M. P. 19.9, S. C. L.

5—Protected by Special Interlocking:

- Crawford, M. P. 15.5, Sou.

When authorized by Control Station to proceed by "Stop" indication, a member of crew will determine that there is no trains or engine on conflicting route and signals on conflicting route indicate "Stop" before movement fouls railroad crossing.

SIGNALED SIDINGS

6—Fouraker, Nassau and Gross.

BLOCK SIGNAL SYSTEMS

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

DEFECT DETECTORS

8—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

9—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.

CLEARANCE CARDS

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

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

WHERE TIMES 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	
	Piggy- back Trains	Freight Trains		Piggy- back Trains	Freight Trains
253.3 and 254.0	30	30	285.4 and 285.7	65	—
254.0 and 254.3	45	45	287.9 and 288.2	60	—
254.3 and 263.6	65	—	292.1 and 293.4	35	35
263.6 and 264.1	50	50	331.9 and 332.7	—	45
270.4 and 271.1	60	—	376.6 and 377.6	—	45*
271.7 and 272.0	50	50	398.4 and 398.5	—	35
277.3 and 277.6	45	45	412.0 and 413.1	15	15

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 7:00 A.M. to 12:00 noon and from 1:00 P.M. to 4:00 P.M., daily. 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.

SIGNALED 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 drag- ging equipment.	Indicators west side, M. P. 287.6. Voice instructions.
NeSmith M. P. 351.1	Single track, both directions Hot box and drag- ging equipment.	Indicators west side, M. P. 351.1. Operator, Andrews.
Oceda M. P. 373.3	Single track, both directions Hot box and drag- ging 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.

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 Andrews and Georgetown.

REGISTER STATIONS

2—Andrews and Georgetown (Kraft Jct.).

YARD LIMITS

3—Andrews and Georgetown.

SPEED RESTRICTIONS

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

**OPERATION BETWEEN ANDREWS AND
GEORGETOWN ON MAIN TRACK OF
GEORGETOWN SUBDIVISION**

An Absolute Block System is in effect on main track of Georgetown Subdivision between Andrews, S. C., M. P. 15.0, south yard limit board location and Georgetown, S. C., M. P. 2.3, north yard limit board location. The limits of this block will be designated by roadway signs indicating the beginning and end of block.

Trains or engines will not enter the limits of this absolute block without authority from the dispatcher at Savannah obtained by the conductor or engineman orally. Authority received

must be repeated and clear understanding reached with each party giving his name to the other before proceeding. Conductor and engineman are both responsible for knowing authority is obtained before entering the block.

Authority of dispatcher to occupy this absolute block will supersede superiority of trains and will take the place of train orders except Form "Y", slow, and bulletin orders. Clearance card except when required with Form "Y", slow, and bulletin orders will not be required to use the absolute block.

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

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

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

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	All Trains M.P.H.
472.8 and 473.1	30
476.9 and 477.5	20

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. 513.2 at Savannah Yard.

CLEARANCE CARDS

1—Trains obtain clearance card before leaving Vidalia and Cordele.

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, 15 M.P.H. crossings must not be blocked longer than five minutes by standing train or cars.
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 dragging equipment.	Indicators north side, M. P. 533.0. Voice Instructions.
Manassas M. P. 553.5	Single track, both directions. Hot box and dragging equipment.	Indicators north side, M. P. 553.5. 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—GN 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 GN main track at Cordele between north and south wye switches.

Movements on GN and S. C. L. train 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.
739.8 and 740.2	35
777.8 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 10 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 Xing	15
38.7 RR Xing	15

Bainbridge-Richland Segment

Between Mile Posts	All Trains M.P.H.
90.1 and 91.6	20
91.0 RR Xing	15
130.4 RR Xing	25
154.5 RR Xing	25

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 dragging equipment.	Indicators south side, M. P. 98.7. Operator, Bainbridge.
Arlington M. P. 126.4	Single track, both directions. Hot box and dragging equipment.	Indicators south side, M. P. 126.4. Voice instructions.
Benevolence M. P. 161.8	Single track, both directions. Hot box and dragging equipment.	Indicators north side, M. P. 161.8. Voice instructions.

SPECIAL RULES

13—S. C. L. trains or engines must 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—Yard speed will be observed 7:01 A.M. to 5:01 P.M. between Kimbrough and Albany daily except Saturday and Sunday. During these hours motor cars may be operated without lineups.

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

A. C. CREWS, Terminal Trainmaster — O. P. PAYNE, Terminal Trainmaster — D. E. WRIGHT, 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:

Passenger trains at passenger station.

Freight trains at Savannah Yard.

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

Northward trains en route to Charleston Subdivision must obtain Florence Division clearance card before leaving Savannah.

Northward trains en route to Robbins Subdivision via the Columbia Subdivision must obtain second clearance card endorsed "Robbins Subdivision" before leaving Savannah.

WHERE TIME APPLIES

4—Savannah, 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.

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.

9—Protected by Special Interlockings:

Savannah, M. P. 512.3, C. of Ga., Coosaw Subdivision.

Savannah, M. P. 512.4, S. & A., Coosaw Subdivision.

When authorized by Control Station to proceed by "Stop" indication, a member of crew will determine that there is no train or engine on conflicting route and signals on conflicting route indicate "Stop" before movement fouls railroad crossing.

SPRING SWITCHES

10—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

11—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

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

SPECIAL RULES

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

14—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.

15—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.

16—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.

17—When northward home signal M. P. 513.2 Coosaw Subdivision indicates red over yellow over illuminated "S", trains or engines are authorized to proceed to Georgia Pacific Lead switch located near M. P. 513.1, operate electrically-locked hand-operated switch and enter Georgia Pacific Lead.

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

- Savannah Steel Company, M. P. 492.6, East Route (W).
- Shores Abbatoir, M. P. 492.7, East Route (W).
- Clarke's Block Co., M. P. 493.0, East Route (W).
- Sears, M. P. 493.3, East Route (W).
- Savannah Truckers Exchange, M. P. 507.9, West Route.

SPEED RESTRICTIONS — EAST ROUTE

19—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

20—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

21—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. Consist 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:

Track 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 at 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.

19—Operator of "MA" tower will deliver clearance card to trains leaving Jacksonville station 11:00 P.M. to 7:00 A.M. while there is no operator on duty at "US" office. Trains that will obtain clearance card from "MA" will depart from passenger loading area without clearance card.

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- 1656, 1700- 1799, 1800- 1855, 3200- 3224	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	3800	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 Ech.....	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

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	28	East
Flintside	675.7	SL 675	5	West
Cook Brothers	679.1	SL 679	4	West
Ellsworth Cattle Company	679.5	SL 679	Spur	West
Ellsworth Cattle Company	681.3	SL 681	4	West
DeSoto	682.2	SL 682	10	Both
Huntington	687.9	SL 688	7	Both
Intentherm Inc.	693.5	SL 694	7	East
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
YOFC	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

H. B. Arnold Co.	696.9	SL 697	8	West
Foster	697.2	SL 697	9	East
Shippo	697.6	SL 698	4	East
Newpoint	699.9	SL 700	31	Both
ITT Royonier	699.9	SL 700	21	West
Sullivan Lumber Company	712.5	SL 713	6	East
Dumas	712.6	SL 713	20	West
Sullivan Lumber Company	712.8	SL 713	16	West
Sullivan Chlp Track	712.8	SL 719	25	West
Pittsview	761.0	SL 761	15	Both
Roba	788.7	SL 789	6	West
Hardaway	804.6	SL 805	7	East
Chesson	808.9	SL 809	24	Both
Eastmont	827.2	SL 827	12	East
Lowe's 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

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
Tri-State Wood Products Co.	70.6	SLB 71	11	East
Sasser	72.5	SLB 73	4	Both
Monsonio 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
Escambia Chemical Company	84.7	SLB 85	16	East
Palmyra	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
Brunswick Pulp & Paper Co.	116.2	SLC 790	18	West
Rowena	125.2	SLC 781	15	West
Hatfield Lumber Company	126.2	SLC 778	3	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	West
Valley Wood Yard	17.5	SLB 18	10	West

MACON SUBDIVISION

Saperion Wood Yard	79.0	SK 589	31	West
New Term Track	75.1	SK 594	7	Both
Union-Camp Co.	75.1	SK 594	16	East
American Agricultural Chemical Company	65.3	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 Woollen Mills	55.3	SK 614	21	West
Dudley 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	8	Both
Wimberly Lumber Company	23.8	SK 645	7	West
Georgia Coating Clay Company	18.7	SK 651	Yard	West
Storage Track	18.5	SK 650	8	Both
Georgia Kaolin Company	9.0	SK 660	225	West
Georgia Who. Dist. Co.	5.0	SK 664	13	East

DIVISION OFFICERS

G. F. CHICK, Assistant Superintendent.....	Savannah, Ga.	C. R. HARRELL, Division Engineer.....	Savannah, Ga.
RAY CARRIGAN, JR., Assistant Supt.	Fernandina Beach, Fla.	G. R. GIBBS, Master Mechanic.....	Savannah, Ga.
W. L. PRICE, JR., Supt., Terminals.....	Savannah, Ga.	J. W. RODDY, Supv. Comm. & Signals.....	Savannah, Ga.
A. J. RICHARDSON, JR., Trainmaster.....	Savannah, Ga.	D. C. GARNER, Captain of Police.....	Savannah, Ga.
J. P. SCHEIDER, Trainmaster.....	Savannah, Ga.	C. J. ELLISON, Roadmaster.....	Savannah, Ga.
C. C. TAYLOR, JR., Trainmaster.....	Columbia, S.C.	H. R. SMITH, Roadmaster.....	Kingsland, Ga.
R. H. HESTER, Trainmaster.....	Jacksonville, Fla.	J. F. BURNS, Roadmaster.....	Hamlet, N.C.
J. L. BEARD, Trainmaster.....	Vidalia, Ga.	J. W. CAMPBELL, Roadmaster.....	Columbia, S.C.
W. R. GOODSON, Trainmaster.....	Americus, Ga.	J. R. JACOBS, Roadmaster.....	Dillon, S.C.
F. J. LORICK, Terminal Trainmaster.....	Savannah, Ga.	E. C. MONCUS, Roadmaster.....	Vidalia, Ga.
R. B. LAMB, Road Foreman of Engs.....	Americus, Ga.	H. C. EXLEY, Roadmaster.....	Cuthbert, Ga.
E. L. MASCO, Road Foreman of Engs.....	Savannah, Ga.	RAY FAIRCLOTH, Roadmaster.....	Americus, Ga.
V. M. QUINN, Road Foreman of Engs.....	Hamlet, N.C.	H. A. STONE, JR., Roadmaster.....	Richland, Ga.
I. J. JONES, Chief Dispatcher.....	Savannah, Ga.		

SYSTEM OFFICERS

J. W. THOMPSON, Gen. Supt. Rules.....	Jacksonville, Fla.	F. W. WHITAKER, JR., Mgr.-Freight Claim Prevention.....	Jacksonville, Fla.
O. P. DOWLING, Gen. Supt. Safety.....	Jacksonville, Fla.	J. H. INGOLDSBY, Supt. Station Operations.....	Jacksonville, Fla.
T. A. BROWN, Gen. Supv. Yds. & Terminals.....	Jacksonville, Fla.		
C. F. BELL, Dir. Freight Claims & Prevention.....	Richmond, Va.		

COMPANY PHYSICIANS

W. P. DURHAM, M.D.....	Abbeville, Ga.	SAMUEL E. MILLER, M.D.....	Georgetown, S.C.
M. W. FOWLER, M.D.....	Albany, Ga.	G. L. CLONINGER, M.D.....	Hamlet, N.C.
W. FERRELL HARPER, M.D.....	Albany, Ga.	R. B. GARRISON, M.D.....	Hamlet, N.C.
JAMES B. MARTIN, M.D.....	Albany, Ga.	W. D. JAMES, M.D.....	Hamlet, N.C.
W. F. McKEMIE, M.D.....	Albany, Ga.	R. L. MAY, M.D.....	Hamlet, N.C.
G. E. SEYMOUR, M.D.....	Albany, Ga.	C. J. MALOY, M.D.....	Helena, Ga.
R. A. COLLINS, JR., M.D.....	Americus, Ga.	V. L. BAUER, M.D.....	Hemingway, S.C.
W. B. McMATH, M.D., Ophthalmologist.....	Americus, Ga.	W. E. BRYANT, M.D.....	Hemingway, S.C.
J. H. ROBINSON, III, M.D.....	Americus, Ga.	J. H. YOUNG, M.D., Ophthalmologist.....	Hopkins, S.C.
ROBERT D. HARPER, M.D.....	Andrews, S.C.	SAM C. ATKINSON, M.D.....	Jacksonville, Fla.
FRANK L. GIBSON, M.D.....	Bainbridge, Ga.	CLYDE M. COLLINS, M.D.....	Jacksonville, Fla.
E. M. GRIFFIN, M.D.....	Bainbridge, Ga.	S. M. DAY, M.D.....	Jacksonville, Fla.
L. W. WILLIS, M.D.....	Bainbridge, Ga.	T. S. EDWARDS, M.D., Ophthalmologist.....	Jacksonville, Fla.
P. M. KINNEY, M.D.....	Bennettsville, S.C.	L. H. GRUNTHAL, JR., M.D.....	Jacksonville, Fla.
JENNINGS K. OWENS, M.D.....	Bennettsville, S.C.	A. LAWSON HARDIE, M.D.....	Jacksonville, Fla.
J. B. AVERA, M.D.....	Brunswick, Ga.	R. F. HOOK, M.D., Ophthalmologist.....	Jacksonville, Fla.
W. O. INMAN, M.D.....	Brunswick, Ga.	C. HAROLD HOUSTON, M.D.....	Jacksonville, Fla.
DAVID D. BENNETT, M.D.....	Callahan, Fla.	WILLY I. HUYGHE, M.D.....	Jacksonville, Fla.
G. S. RHAME, M.D.....	Camden, S.C.	A. M. MANSON, M.D.....	Jacksonville, Fla.
C. A. WEST, M.D.....	Camden, S.C.	CHARLES McCRORY, M.D., Ophthal.....	Jacksonville, Fla.
G. F. WEST, M.D.....	Camden, S.C.	*T. G. RITCH, M.D.....	Jacksonville, Fla.
R. G. LATIMER, M.D.....	Cayce, S.C.	ROBT. H. STILL, M.D.....	Jacksonville, Fla.
E. E. DAVIS, M.O.....	Charleston, S.C.	ASHBEL C. WILLIAMS, M.D.....	Jacksonville, Fla.
P. G. JENKINS, M.D., Ophthalmologist.....	Charleston, S.C.	*RICHARD A. WORSHAM, M.D.....	Jacksonville, Fla.
J. HERTZ WARREN, M.D.....	Charleston, S.C.	J. S. LIVERMAN, M.D.....	Lexington, S.C.
I. RIPIN WILSON, JR., M.D.....	Charleston, S.C.	CALDER B. CLAY, JR., M.D.....	Macon, Ga.
CURTIS G. HAMES, M.D.....	Claxton, Ga.	J. O. MARTIN, M.D., Ophthalmologist.....	Macon, Ga.
D. S. ASBILL, JR., M.D., Ophthalmologist.....	Columbia, S.C.	C. H. RICHARDSON, M.D.....	Macon, Ga.
CHARLES F. CREWS, M.D.....	Columbia, S.C.	C. H. RICHARDSON, JR., M.D.....	Macon, Ga.
J. S. DILLARD, M.D.....	Columbia, S.C.	GEORGE G. MOORE, M.D.....	McColl, S.C.
EDWARD W. HOPKINS, M.D., Ophthal.....	Columbia, S.C.	ROBT. T. ASHURST, III, M.D.....	Montgomery, Ala.
C. TUCKER WESTON, M.D.....	Columbia, S.C.	JOHN A. MARTIN, M.D.....	Montgomery, Ala.
J. H. YOUNG, M.D., Ophthalmologist.....	Columbia, S.C.	DRAYTON L. NANCE, JR., M.D.....	North, S.C.
GEORGE R. CONNER, M.D.....	Columbus, Ga.	W. E. SMITH, M.D.....	Pembroke, Ga.
CHARLES E. McARTHUR, M.D.....	Cordele, Ga.	E. A. MAYO, M.D.....	Richland, Ga.
W. G. ELLIOTT, M.D.....	Cuthbert, Ga.	W. W. BUCKHAULTS, M.D., Ophthal.....	Savannah, Ga.
JOSEPH D. THOMAS, M.D.....	Denmark, S.C.	W. M. H. LIPPITT, M.D.....	Savannah, Ga.
RUFUS H. CAIN, M.D.....	Dillon, S.C.	R. L. NEVILLE, M.D.....	Savannah, Ga.
J. A. BELL, JR., M.D.....	Dublin, Ga.	T. A. PETERSON, M.D.....	Savannah, Ga.
HARRISON L. PEEPLES, M.D.....	Estill, S.C.	GEORGE W. STRAIGHT, M.D.....	Savannah, Ga.
LOUIS D. RHODES, M.D.....	Estill, S.C.	JOSEPH T. STUBBS, M.D., Ophthalmologist.....	Savannah, Ga.
W. R. TUTEN, JR., M.D.....	Fairfax, S.C.	W. D. WILSON, M.D.....	Savannah, Ga.
CECIL B. BREWTON, M.D.....	Fernandina Beach, Fla.	HERBERT I. CONNER, M.D.....	Vidalia, Ga.
JOHN T. ASSEY, M.D.....	Georgetown, S.C.		

*Only available at St. Luke's Hospital emergency room.

