

Safety



First

**SEABOARD
COAST LINE
RAILROAD**

WAYCROSS DIVISION

5

TIME TABLE No. 5

IN EFFECT

Friday, December 15, 1972

At 12:01 A.M.

SUPERSEDING TIME TABLE NO. 4

DATED OCTOBER 29, 1972

EASTERN STANDARD TIME

**FOR THE GOVERNMENT OF
EMPLOYEES ONLY**

D. C. HASTINGS, Vice President-Operations

L. T. ANDREWS, General Manager-Transportation

W. W. HUCKEBA, Superintendent

RECEIVED
OFFICE OF TERMINAL SUPT.
HAMLET, N. C.

DEC 1 1972

SEABOARD COAST LINE R. R.

SOUTHWARD			DUPONT SUBDIVISION			NORTHWARD					
Third Class	SECOND CLASS		Station Numbers	Distance From Dupont	TIME TABLE NO. 5 IN EFFECT December 15, 1972	Scales, Wees, Car Capacity	SECOND CLASS		Third Class		
609	307	311					308	312	608		
Local Freight	Through Freight	Through Freight			STATIONS		Through Freight	Through Freight	Local Freight		
Mon.-Wed. Fri.	Daily	Daily					Daily	Daily	Tue.-Thur. Sat.		
A. M.	P. M.	P. M.					P. M.	A. M.	A. M.		
	730	1001	105 ³⁰⁸	AN622		L T	DUPONT [®] A	YARD Y	105 ³¹¹	135	1045
	745	1016	120	AR633	11.3		HAYLOW X-GS&F	150P 10	1248	105	1030
	759	1027	131	AR642	19.8		TARVER	163P 8	1237	1250	1015
	817	1043	147	AR654	32.3	T	JASPER [®] X-GS&F	180P 52	1222	1235	955
	830	1053	154	AR660	37.7		MARION	75P 8	1214	1225	945
	915	1106	210	SP715	48.3	T	LIVE OAK [®] X-SCL	180P YARD O	1159	1210	930
	1010	1120	224	AR682	59.7		McALPIN	164P 19	1140	1156	815
	1120 ³⁰⁸	1140 ³¹²	240	AR694	72.1	T	BRANFORD [®]	168P 48	1120 ³⁰⁸	1140 ³⁰⁷	750
	1145	1157	257	AR708	85.6	T	FORT WHITE	158P 16	1055	1120	720
	1210	1230	325	AR717	95.0	T A	HIGH SPRINGS	YARD O Y	1030	1100	700
	P. M.	A. M.	P. M.						A. M.	P. M.	A. M.
Mon.-Wed. Fri.	Daily	Daily							Daily	Daily	Tue.-Thur. Sat.

PELHAM SUBDIVISION

Southward		Station Numbers	Distance From Albany	TIME TABLE NO. 5 IN EFFECT December 15, 1972	Scales, Wees, Car Capacity	Northward	
Second Class	619					Second Class	618
Local Freight	Ex. Sun.			STATIONS		Local Freight	Ex. Sun.
A. M.	A. M.					A. M.	
						AP699	
		L 930	ANC748	1.3	T	EAST ALBANY	YARD O A 830
		1005	ANC734	16.1		BACONTON	9
		1045	ANC724	26.3	T	CAMILLA X-GN	50
		1125	ANC715	34.5	T	PELHAM	51P 84
		1200	ANC710	39.7	T	MEIGS	46
		1215	ANC703	47.0		OCHLOCKNEE	40
		1235	ANC697	52.6		PASCO	30P
		100	AN691	58.5	T A	THOMASVILLE [®] L	YARD O Y 600
		P. M.					A. M.
Ex. Sun.							Ex. Sun.

BRUNSWICK SUBDIVISION

Southward		Station Numbers	Distance From Waycross	TIME TABLE NO. 5 IN EFFECT December 15, 1972	Scales, Wees, Car Capacity	Northward			
SECOND CLASS	625					624			
Local Freight	Local Freight			STATIONS		Local Freight	Local Freight		
Daily	Ex. Sun.					Ex. Sun.	Daily		
P. M.	A. M.					P. M.	P. M.		
		130	800	AN587		L T	WAYCROSS [®] A	YARD O Y 330	930
		230 ⁶²⁴	840	A0601	14.3		HOBOKEN	31	230 ⁶²⁵
		315	910	A576	23.1	T	NAHUNTA [®] X-SCL	29	150
		405	950	S568	40.1		BLADEN X-SCL	61	100
		420	1005	A0633	46.3		ANGUILLA JCT.	10	1235
		445	1030	A0639	52.2		SOUTHERN JCT. X-SOU	13	1215
		530	1100	A0643	55.7	T A	BRUNSWICK [®] L	YARD O Y 1201	630
		P. M.	A. M.					P. M.	P. M.
Daily	Ex. Sun.							Ex. Sun.	Daily

SOUTHWARD

BURROUGHS SUBDIVISION
(Savannah Terminal)

Third Class	SECOND CLASS							FIRST CLASS						Station Numbers	Distance from Savannah—East Route or West Route	TIME TABLE NO. 5 IN EFFECT December 15, 1972	
	603	105	103	693	119	111	109	127	175	95	85	1	83				
Local Freight	Through Freight	Through Freight	Through Freight	Through Freight	Through Freight	Through Freight	Through Freight	Piggyback Special	Vacationer	Champion	Auto Train	Meteor	Silver Star	2 Tracks L T	SAVANNAH ⁽²⁾ X-SCL		
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Ex. Mon.	Daily	Daily	Daily	Daily	Daily				
P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	A. M.	A. M.	P. M.	A. M.	A. M.	A. M.	A. M.	A. M.	2 Tracks A	BURROUGHS OGEECHEE		
	1230	945	430	100	830	630	245	230	750	1030	715	615	540			210	A491 S500
	1255	1008	445	108	845	638	253	240	810	1042	727	627	552	222	A503	12.6 (E) 9.8 (W)	
	1258	1011	448	111	848	641	256	245	813	1044	729	629	554	224	A506	15.2 (E) 12.4 (W)	
P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	A. M.	A. M.	P. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.			
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Ex. Mon.	Daily	Daily	Daily	Daily	Daily	Daily			

SOUTHWARD

JESUP SUBDIVISION

Third Class	SECOND CLASS							FIRST CLASS			Station Numbers	Distance From Savannah	TIME TABLE NO. 5 IN EFFECT December 15, 1972	
	603	301	103	385	119	303	367	333	5	381				
Local Freight	Through Freight	Through Freight	Through Freight	Through Freight	Through Freight	Through Freight	Through Freight	Through Freight	Floridan	Piggyback Special	Piggyback Special	2 Tracks L T	JESUP ⁽²⁾ SCREVEN ⁽²⁾ OFFERMAN ⁽²⁾ BLACKSHEAR ⁽²⁾ HOMESTEAD ⁽²⁾ WAYCROSS ⁽²⁾ SOUTH WYE ⁽²⁾ BRAGANZA ⁽²⁾ RACE POND ⁽²⁾ HAGUE ⁽²⁾ FOLKSTON ⁽²⁾	
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily			
P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	2 Tracks A		
	300		540		938									A548
												AN559	69.4	
												AN567	77.3	
	345		615		1010							AN578	87.8	
												AN581	90.9	
A	500	L 900	A 715	L 1230	A 1130	L 500	L 430	L 200	L 1130	L 640	L 325	AN587	97.3	T
												ANA588	97.7	
												ANA598	108.3	
		935		100		531	500	241	1150	715	353	ANA607	117.3	
												ANA619	128.4	
		955		125		545	525	255	1205	735	407	A602	131.3	A
P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	A. M.	A. M.			
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily			

BURROUGHS SUBDIVISION
(Savannah Terminal)

NORTHWARD

TIME TABLE NO. 5 IN EFFECT December 15, 1972		Scales, Wyes, Car Capacity	FIRST CLASS							SECOND CLASS						Third Class		
			2	82	112	176	84	86	110	96	674	186	106	672	190	104	602	
			Auto Train	Silver Star	Through Freight	Piggyback Special	Meteor	Champion	Through Freight	Vacationer	Through Freight	Through Freight	Through Freight	Through Freight	Through Freight	Through Freight	Through Freight	Local Freight
			Daily	Daily	Ex. Mon.	Ex. Mon.	Daily	Daily	Daily	Daily	Daily	Daily	Ex. Mon.	Daily	Daily	Daily	Daily	Daily
STATIONS			A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.		
2 Tracks	SAVANNAH Ⓢ (2)X-SCL	232 P O E. Route YARDS Y	1250	s 300	330	345	s 600	s 740	800	s 935	230	100	245	400	600	1000	645	
2 Tracks	BURROUGHS		1227	229	243	253	537	703	713	907	123	1118	218	331	533	923	613	
	OGEECHEE	L	1225	227	240	250	535	701	710	905	120	1115	215	328	530	920	610	
			A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	
			Daily	Daily	Ex. Mon.	Ex. Mon.	Daily	Daily	Daily	Daily	Daily	Daily	Ex. Mon.	Daily	Daily	Daily	Daily	

JESUP SUBDIVISION

NORTHWARD

TIME TABLE NO. 5 IN EFFECT December 15, 1972		Scales, Wyes, Car Capacity	FIRST CLASS		SECOND CLASS						THIRD CLASS		
			394	6	102	106	368	104	334	380	606	602	
			Piggyback Special	Floridian	Through Freight	Through Freight	Through Freight	Through Freight	Through Freight	Through Freight	Local Freight	Local Freight	
			Daily	Daily	Daily	Ex. Mon.	Daily	Daily	Ex. Mon.	Daily	Daily	Daily	
STATIONS			P. M.	P. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	P. M.
T	JESUP Ⓢ	A 155P YARD Y				129		830					345
	11.3 SCREVEN	158P 11											
	OFFERMAN	163P 18											
	BLACKSHEAR	54P 11				1245		745					255
	HOMESTEAD	159P 3											
	WAYCROSS	YARD O Y	A 140	A S 610	A 315	L 1230	A 400	730	A 545	A 800	A 215	L 230	
	SOUTH WYE	YARD Y											
	BRAGANZA	151P 11											
	RACE POND	155P 9	1244	541	204		305	430	500	708	120		
	HAGUE	198P											
	FOLKSTON Ⓢ	L 163 Y	1230	529	147		250	415	445	654	1250		
			P. M.	P. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	P. M.	
			Daily	Daily	Daily	Ex. Mon.	Daily	Daily	Ex. Mon.	Daily	Daily	Daily	

SOUTHWARD

NAHUNTA SUBDIVISION

FIRST CLASS									Station Numbers	Distance From Ogeechee	TIME TABLE NO. 5 IN EFFECT December 15, 1972 STATIONS	
175	5	95	85	1	381	83	395	81				
Piggyback Special	Floridian	Vacationer	Champion	Auto Train	Piggyback Special	Meteor	Piggyback Special	Silver Star				
Ex. Mon.	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily				
P. M.	P. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.				
		1044		629		554		224	A506		} 2 Tracks	L OGEECHEE 16.8
									A522	16.8		McINTOSH 7.3
		1103		648		613		243	A530	24.1	} 2 Tracks	WALTHOURVILLE ® 7.7
									A537	31.8		LUDOWICI 2.8
									A541	34.6	} 2 Tracks	BACK SWAMP 3.6
									A544	38.2		DOCTORTOWN 4.5
		1117		703		627		257	A548	42.7	} 2 Tracks	JESUP ® 10.5
									A558	53.2		BROADHURST 7.5
									A567	60.7	} 2 Tracks	HORTENSE 10.4
		1140		725		650		320	A576	71.1		NAHUNTA ® X-SCL 11.8
									A589	82.7	} 2 Tracks	WINOKUR 6.0
									A595	88.7		NEWELL 4.6
									A598	93.3	} 2 Tracks	BURCH 3.8
	L1205	1200		745	L 735	711	L 407	343	A602	97.1		FOLKSTON ® 11.4
									A614	108.5	} 2 Tracks	HILLIARD 10.3
L1018	1222	1216	L 905	802	758	A 727	430	401	A624	118.8		CALLAHAN ® X-SCL 15.7
A1059	1234	1228	921	A 830	A 825		A 515	413	A640	134.5	} 2 Tracks	MONCRIEF X-SUT 2.4
	1237	1231	924					416	A642	136.9		BS 1.0
	s 100	s 1250	s 945					s 440	A643	137.9	T A	JACKSONVILLE
P. M.	P. M.	P. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.				
Ex. Mon.	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily				

NORTHWARD

NAHUNTA SUBDIVISION

FIRST CLASS										Station Numbers	Distance From Opeschee	TIME TABLE NO. 5 IN EFFECT December 15, 1972		STATIONS		
2	96	86	6	110	84	176	112	394	82							
Auto Train	Vacationer	Champion	Floridan	Through Freight	Meteor	Piggyback Special	Through Freight	Piggyback Special	Silver Star							
Daily	Daily	Daily	Daily	Daily	Daily	Ex. Mon.	Ex. Mon.	Daily	Daily							
A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.							
1225	905			710	535		240		227	A506		2 Tracks	A	OGEECHEE	16.8	
										A522	16.8				McINTOSH	7.3
1202	846			640	516		215		206	A530	24.1	2 Tracks		WALTHOURVILLE	7.7	
										A537	31.8				LUDOWICI	2.8
										A541	34.6	2 Tracks		BACK SWAMP	3.6	
										A544	38.2				DOCTORTOWN	4.5
1144	831			611	502		152		151	A548	42.7	2 Tracks		JESUP	10.6	
										A558	53.2				BROADHURST	7.5
										A567	60.7	2 Tracks		HORTENSE	10.4	
1122	809			541	440		116		129	A576	71.1				NAHUNTA	11.6
										A589	82.7	2 Tracks		WINOKUR	6.0	
										A595	88.7				NEWELL	4.6
										A598	93.3	2 Tracks		BURCH	3.8	
1102	749		A 529	513	420		1245	A1230	109	A602	97.1				FOLKSTON	11.4
										A614	108.5	2 Tracks		HILLIARD	10.3	
1045	732	A 533	512	450	L 403	A1235	1221	1205	1252	A624	118.8				CALLAHAN	15.7
L1030	720	520	500	L 430		1215	L1201	L1145	1240	A640	134.5	2 Tracks		MONCRIEF	2.4	
	717	517	457						1237	A642	136.9				BS	1.0
	715	515	455						1235	A643	137.9	T L		JACKSONVILLE		
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.						
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Ex. Mon.	Ex. Mon.	Daily	Daily						

TIME TABLE NO. 5 IN EFFECT December 15, 1972 STATIONS		Scales, Wyes, Car Capacity	SECOND CLASS					THIRD CLASS			
			102	106	368	190	104	334	380	606	602
			Through Freight	Through Freight	Through Freight	Through Freight	Through Freight	Through Freight	Through Freight	Local Freight	Local Freight
			Daily	Ex. Mon.	Daily	Daily	Daily	Ex. Mon.	Daily	Daily	Daily
				A. M.	P. M.	P. M.	P. M.	P. M.	A. M.	P. M.	
2 Tracks	OGEECHEE A		215		530	920				610	
	16.8 McINTOSH	Sig. S. 22									
2 Tracks	WALTHOURVILLE @	115P 6	150		500	855				450	
	7.7 LUDOWICI	36									
2 Tracks	BACK SWAMP										
	3.6 DOCTORTOWN	82CP 27									
2 Tracks	JESUP @	YARD Y	L 129		441	L 830				L 345	
	10.5 BROADHURST	200P									
2 Tracks	HORTENSE	200P 7									
	10.4 NAHUNTA @ X-SCL	225P Y			412						
2 Tracks	WINOKUR	193P									
	6.0 NEWELL										
2 Tracks	BURCH										
	3.8 FOLKSTON @	163 Y A	147	A 250	346	A 415	A 445	A 654	A1250		
2 Tracks	HILLIARD	88									
	10.3 CALLAHAN @ X-SCL	77	120	L 223	L 323	350	420	631	1220		
2 Tracks	MONCRIEF X-SLT	YARD O	L 100			L 330	L 400	L 615	L1201		
	16.7 BS										
T	JACKSONVILLE L										
			A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	A. M.	P. M.	
			Daily	Ex. Mon.	Daily	Daily	Daily	Ex. Mon.	Daily	Daily	

THIRD CLASS		SECOND CLASS				FIRST CLASS	Station Numbers	Distance From Waycross	TIME TABLE NO. 5	
611	609	307	315	311	313	11			IN EFFECT	
Local Freight	Local Freight	Through Freight	Through Freight	Through Freight	Through Freight	Floridian			December 15, 1972	
Tue.-Thur. Sun.	Mon.-Wed. Fri.	Daily	Daily	Daily	Daily	Daily			STATIONS	
A. M.	A. M.	P. M.	P. M.	P. M.	A. M.	P. M.				
							AN587		L	WAYCROSS X-SCL
										1.5
				L1201		L 615	AN589	1.5	T	WAYCROSS (Oklahoma Ave.)
										2.0
L 700	L 630	L 915	L 805	1204	L 900	618	AN591	3.5		WEST WAYCROSS
										2.9
710	635	920	809	1216	904	621	AN594	6.4		RUSKIN
										8.3
725	650	935 ³¹⁴	819	1226 ⁸⁰⁸	919	630	AN602	14.7		MANOR
										5.0
735	700	943	826	1236	925	636	AN607	19.7		ARGYLE
										6.3
830	712	951	836	1246 ⁸¹⁰	934	643	AN613	26.0	T	HOMERVILLE
										8.8
901	A 730	A1001	850 ³¹⁴	A 105 ³⁰⁸	945	653	AN622	34.8	T	DUPONT ®
										7.7
920			905		956 ⁸¹⁰	702	AN630	42.5		STOCKTON
										5.2
944			913		1022 ¹²	708	AN635	47.7		NAYLOR
										14.0
1006 ¹²			955		1041	723	AN650	61.7	T	VALDOSTA ® X-G&F X-GS&F
										16.0
1028			1015		1101	743 ³¹⁴	AN665	77.7	T	QUITMAN
										6.9
1038			1030		1115		AN672	84.6		DIXIE
										7.3
1050			1045		1125	757	AN679	91.9		BOSTON
										7.0
1115			1055		1135	805	AN686	98.9		NEWARK
										5.1
1155			1145 ³¹⁶		1230	s 823	AN691	104.0	T A	THOMASVILLE ®
A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.				
Tue.-Thur. Sun.	Mon.-Wed. Fri.	Daily	Daily	Daily	Daily	Daily				

TIME TABLE NO. 5 IN EFFECT December 15, 1972 STATIONS		Stops, Wires, Car Capacity	FIRST CLASS	SECOND CLASS				THIRD CLASS	
			12	312	316	308	314	608	610
			Floridian	Through Freight	Through Freight	Through Freight	Through Freight	Local Freight	Local Freight
			Daily	Daily	Daily	Daily	Daily	Tue.-Thur. Sat.	Mon.-Wed. Fri.
			A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	
	WAYCROSS X-SCL A	YARD O Y							
T	1.5 WAYCROSS (Oklahoma Ave.)	YARD	S 1125	A 315	A 345	A 400	A 1030		
	2.0 WEST WAYCROSS	YARD	1110	220	239	214	953	A 100 A 150	
	2.9 RUSKIN	78P	1107	216	235	210	948	1240 145	
	3.3 MANOR	159P 22	1058	205	225	158	935 ³⁰⁷ 1226 ³¹¹	130	
	5.0 ARGYLE	27		155	218	145	915	1145 115	
T	5.3 HOMERVILLE	181P 48	1044	146	208	125	905	1130 1246 ³¹¹	
T	5.8 DUPONT ®	173P YARD Y	1035 ³¹⁰	L 135	155	L 105 ³¹¹	850 ³¹⁵ L 1045	1050 ¹² 1022	
	7.7 STOCKTON	51P 16			140		835	956 ³¹³	
	5.2 NAYLOR	153P 9	1022 ³¹³		125		827	925	
T	14.0 VALDOSTA ® X-G&F X-Gs&F	162P YARD O Y	1006 ³¹¹		1259		809	900	
	16.0 QUITMAN	148P 69	949		1230		741 ¹¹	815	
	6.9 DIXIE	22	941		1215		710	745	
	7.3 BOSTON	153P 61	933		1205		700	730	
	7.0 NEWARK	12			1155		650	715	
T	5.1 THOMASVILLE ® L	YARD O Y	920		1145 ³¹⁵		630	700	
			A. M.	A. M.	P. M.	P. M.	P. M.	A. M.	
			Daily	Daily	Daily	Daily	Daily	Tue.-Thur. Sat. Mon.-Wed. Fri.	

THIRD CLASS		SECOND CLASS		FIRST CLASS	Station Numbers	Distance From Thomasville	TIME TABLE NO. 5 IN EFFECT December 15, 1972 STATIONS	Scales, Wees, Car Capacity	FIRST CLASS	SECOND CLASS		THIRD CLASS		
637	621	313	315	11					12	314	316	636	620	
Local Freight	Local Freight	Through Freight	Through Freight	Floridian					Floridian	Through Freight	Through Freight	Local Freight	Local Freight	
Daily	Daily	Daily	Daily	Daily					Daily	Daily	Daily	Daily	Daily	
P. M.	A. M.	P. M.	A. M.	P. M.				A. M.	P. M.	P. M.	A. M.	A. M.		
		150	400	828	AN691		L T	THOMASVILLE ® A YARD O Y	915	240	1000	1130		
		205 ¹⁴	420	837	AN699	7.4		PINE PARK 7.4 8	148P 8	853	205 ¹³	930	1050	
		214	430	845	AN705	14.1	T	CAIRO 6.7 6.7	66P 131	846	147	920	1030	
		228	440	853	AN713	21.0	T	WHIGHAM 6.9 6.9	47P 28	839	137	910	1010	
A 400		245	450	901 ¹⁸	AN719	27.5	T	CLIMAX 6.5 6.5	150P 85	832	127	901 ¹¹	L 938	
	L 915	315	510	913	AN729	37.2	T	BAINBRIDGE ® X-SCL 7.9 7.9	156P YARD O	821	113	833		A 900
	927	333	530	923	AN739	45.1		BRINSON 7.2 7.2	146P 17	812	103	823		850
	935	342	540		AN744	52.3		IRON CITY 4.8 4.8	32	804	1254	814		820
	945	350	548	937	AN748	56.9	T	DONALSONVILLE 9.9 9.9	148P 62	759 ²⁰	1248	806		809 745 ¹²
	1000	403	600	949	AN759	66.8	T	SAFFOLD ® 1.8 1.8	8	748	1235	751		704
	1030	425	614	951	AN761	68.4		ALAGA 3.4 3.4	116P	745	1159	748		658
	1036	430	625	955	AN763	71.8	T	GORDON 4.7 4.7	15	741	1143	742		652
	1043	437	645 ²⁰	1000	AN768	76.5		PANSEY 4.3 4.3	145P	736	1137	736		645 ¹⁶
	1051	443	652	1005	AN772	80.8	T	ASHFORD 10.7 10.7	45		1131	730		625
	1110	505	719 ¹²	s1017	AN783	91.5	T A	DOTHAN ® L YARD O Y	719 ¹⁵	1115	715			600
P. M.	A. M.	P. M.	A. M.	P. M.					A. M.	A. M.	P. M.	A. M.	A. M.	
Daily	Daily	Daily	Daily	Daily					Daily	Daily	Daily	Daily	Daily	

THIRD CLASS		SECOND CLASS		FIRST CLASS	Station Numbers	Distance From Thomasville	TIME TABLE NO. 5 IN EFFECT December 15, 1972 STATIONS	Scales, Wees, Car Capacity	FIRST CLASS	SECOND CLASS		THIRD CLASS	
623	639	313	315	11					12	314	316	638	622
Local Freight	Local Freight	Through Freight	Through Freight	Floridian					Floridian	Through Freight	Through Freight	Local Freight	Local Freight
Tue.-Thur. Sat.	Ex. Sun.	Daily	Daily	Daily					Daily	Daily	Daily	Ex. Sun.	Mon.-Wed. Fri.
A. M.	A. M.	P. M.	A. M.	P. M.			A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	
630	600	530	800	1017	AN783	91.5	L T	YARD 0 Y	719	1100	657	1235	145
640	615	540	814	1025	AN789	97.7		55P 14 Y	704	1050	647	1220	115
646	622	546	820		AN793	101.2		28		1045	641	1210	100
656 ¹²	630	551	824	1033	AN796	104.2		80P 8	656 ⁶²³	1040	636	1205	1245
705	A 640	558	830	1039	AN800	108.8		70P 15 Y	651	1034	629	1150	1230
715		621 ³¹⁶	837	1046	AN806	114.1		118P 4	645	1024	621 ³¹³		1215
725		630	844	1053	AN810	118.7	T	57P 102	640	1005	612		1201
740		638	854	1102	AN817	124.9		120P	633	955	601		1145
750		645	903	1110	AN822	130.6		11	627	946	552		1125
758		651	910	1116	AN826	134.7		134P	622	939	545		1115
815		702	927 ³¹⁴	1126	AN834	142.3	T	53P 81	614	927 ³¹⁶	533		1102
830		711	936	1136	AN841	149.4		131P 22	606	914	522		1005
902 ³¹⁴		721	946 ⁶²²	1147	AN848	157.0		55P 87	558	902 ⁶²³	510		946 ³¹⁵
915		735	950	1150	AN852	158.9	T	84P 116 Y	555	852	505		920
925		748	959	1159	AN858	165.7		123P	547	822 ⁶²²	449		832 804 ³¹⁴
1000		807	1026	1218	AN872	179.7		135P 1	532	804	428		727
1019		815	1035	1224	AN876	183.9		57P 24	527	756	420		714
1029		825	1045	1233	AN883	190.7		125P 39	519	742	352		703
1045		839	1101	1248	AN894	201.7			507	719	334		649
1100		850	1112	1257	AN901	208.5		134P	459	710	325		640
1140		1030	1150	s 125	AN902	210.0	T A	YARD	455	700	300		630
A. M.	A. M.	P. M.	A. M.	A. M.					A. M.	A. M.	P. M.	A. M.	A. M.
Tue.-Thur. Sat.	Ex. Sun.	Daily	Daily	Daily					Daily	Daily	Daily	Ex. Sun.	Mon.-Wed. Fri.

Third Class	SECOND CLASS				FIRST CLASS		Station Numbers	Distance From Albany	TIME TABLE NO. 5 IN EFFECT December 15, 1972	Stops, Wyes, Car Capacity	First Class	SECOND CLASS		Third Class
615	301	385	305	333	381	395					394	334	306	614
Local Freight	Through Freight	Through Freight	Through Freight	Through Freight	Piggyback Special	Piggyback Special				Piggyback Special	Through Freight	Through Freight	Local Freight	
Mon.-Wed. Fri.	Daily	Daily	Daily	Daily	Daily	Daily				Daily	Daily	Daily	Tue.-Thur. Sat.	
A. M.	P. M.	A. M.	P. M.	A. M.	A. M.	A. M.				P. M.	P. M.	A. M.	P. M.	
							AP699		L	ALBANY	A			
							AP698	1.3	T	EAST ALBANY			A 115	A 200
L 600			L1130				AP696	2.1		DARROW	X-GN		1259	130
605			1135				AP690	9.9		ACREE			1244	1255
617			1150				AP680	19.7	T	SYLVESTER	X-GN		1229 ³⁰⁶	1230
640			1229 ³⁰⁶				AP677	22.7		POULAN			1223	1155
720			1234				AP670	29.4		GOLDEN			1212	1142
740			1245				AP667	32.1		TY TY			1207	1136
800			1250				AP658	40.7	T	TIFTON	X-GS&F	YARD O Y	1154	1120
915			103				AP651	48.5		BROOKFIELD			1142	1030
935			115				AP647	52.2		ENIGMA			1135	1025
1000			121				AP641	58.8	T	ALAPAHA			1125	1010
1040			131				AP630	69.7	T	WILLACOCHEE	X-G&F		1108	930
1115			148				AP618	81.3	T	PEARSON			1050	810
1250			206				AP611	88.8		AXSON			1038	740
105			218				AP607	92.8		MILLWOOD			1032	734
115			224				AP595	104.1		WARESBORO			1015	720
130			241				AP589	110.7		LANG		A 150	A 605	1005
140	L 740	L1155	259	L 145	L 630	L 315	AN587	111.7	T A	WAYCROSS	L	YARD O Y	145	600
200	830	1201	310	200	635	320							1000	700
P. M.	P. M.	P. M.	A. M.	A. M.	A. M.	A. M.							P. M.	A. M.
Mon.-Wed. Fri.	Daily	Daily	Daily	Daily	Daily	Daily							Daily	Tue.-Thur. Sat.

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

STANDARD CLOCKS

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

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 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. 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.

MOVEMENTS AT WAYCROSS PASSENGER YARD

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

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

Switch from track No. 1 to Lang route just north of Brunel Street

Switch from track No. 1 to track No. 2 just south of Brunel Street

Switch from Thomasville Subdivision main track (Track 1) to ladder at south end passenger yard adjacent to Jenkins Street.

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

In event of power failure, be governed as follows:

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

Electro pneumatic (or electro hydraulic)-dual controlled switches just south and west of Jenkins Street, equipped with hand levers:

Switch from Thomasville Subdivision main track to Jacksonville wye.

North switch points of double slip switch.

Frog points of double slip switch.

South switch points of double slip switch.

Switch from switching lead to mechanical lead.

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

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

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

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

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

CLEARANCE CARDS

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

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

WHERE TIME APPLIES

2—Moncrief, time of Auto Train, Nos. 1 and 2, applies at McQuade Street.

REGISTER STATIONS

3—Moncrief (Auto Train, Nos. 1 and 2, and freight trains only) and Jacksonville.

SPEED RESTRICTIONS

4—Between Mile Posts	Miles Per Hour		
	Passenger Trains	Piggy-back Trains	Freight Trains
543.5 and 543.6	50	50	50
548.6 and 548.8 (East Track)	55	55	55
624.4 and 624.6	65	65	—

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

City Ordinance Speed Restrictions:

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

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

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

Folkston, 40 M.P.H. over Love, Main and Martin Streets, until engine covers crossing.

RAILROAD CROSSINGS AT GRADE

5—Protected by remotely controlled interlockings:

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

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

Moncrief, M. P. 640.3, St. J. T.

BLOCK SIGNAL SYSTEMS

6—Traffic Control System is in service between Ogeechee, M. P. 505.8 and BS, M. P. 642.5.

SIGNALLED SIDINGS

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

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

Broadhurst.

Hortense.

Nahunta.

Winokur.

TWO TRACKS

8—Two tracks extend between Ogeechee, M. P. 506.0, and South Ogeechee, M. P. 510.0; between North Ludowici, M. P.

533.4, and Back Swamp, M. P. 540.1; between Doctortown, M. P. 543.7, and South Jesup, M. P. 550.5 and between Burch, M. P. 598.3, and Moncrief, M. P. 640.2.

DEFECT DETECTORS

9—Location	Protection Provided	Locations of Indicators and Personnel reading charts
Ogeechee M. P. 512.0	Single track, both directions. Hot box and dragging equipment.	Indicators east side, M. P. 512.0 Voice Instructions.
Walthourville M. P. 530.0	Single track, both directions. Hot box and dragging equipment.	Indicators east side, M. P. 530.0. Voice Instructions.
Jesup M. P. 551.1	Single track, both directions. Hot box and dragging equipment.	Indicators west side, M. P. 551.1. Voice Instructions.
Raybon M. P. 572.0	Single track, both directions. Hot box and dragging equipment.	Indicators west side, M. P. 572.0. Voice Instructions.
Newell M. P. 592.0	Single track, both directions. Hot box and dragging equipment.	Indicators west side, M. P. 592.0. Voice Instructions.
Boulogne M. P. 610.6	Two track, both directions. Hot box and dragging equipment.	Indicators both sides, M. P. 610.6 Voice Instructions.
Ratliff M. P. 628.5	Two track, both directions. Hot box and dragging equipment.	Indicators both sides, M. P. 628.5. Voice Instructions.

SPECIAL RULES

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

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

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

13—When southward home signal just south of Dennis Street, Jacksonville, displays an "approach" indication (Rule 512), trains and engines are authorized to use Sanford Subdivision main track between Dennis Street and Edison Avenue as stem of wye. Towerman at "MA" Tower will clear with Sanford Subdivision Dispatcher before allowing train or engine to enter main track for this purpose. To avoid unnecessary lowering of gates at Edison Avenue, this authority should not be requested except when actually necessary.

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

Richmond Hill, M. P. 506.9 (E).

Fleming, M. P. 515.1.

Evans Concrete Products Co., M. P. 522.0.

North End House Track, M. P. 522.2.

South End House Track, M. P. 522.5.
 Brunswick Pulp & Paper Co., M. P. 522.7 (McIntosh Siding).
 Service Concrete Products, Inc., M. P. 527.6.
 Union-Camp Wood Yard, M. P. 527.9.
 House Track, M. P. 529.4.
 North End Team Track, M. P. 537.5 (W).
 Hodges Veneer Co., M. P. 537.6 (E).
 South End Team Track, M. P. 537.9 (W).
 Dawes Silicia Mining, M. P. 541.9.

McCann Lumber Co., M. P. 543.9 (W).
 Shepherd Constr. Co., M. P. 551.6.
 Team Track, M. P. 567.2 (Hortense Siding).
 Union-Camp Corp., M. P. 601.1 (E).
 Diamond W. Feed, M. P. 607.8 (E).
 Gold Kist Eggs Co., M. P. 615.7 and 616.0 (W).
 Dinsmore, M. P. 634.3 (E).
 Industrial Chemical Company, M. P. 638.2 (W).
 Flascor Corp., M. P. 640.3.
 Protane Gasco, Inc., M. P. 640.4.

Jesup Subdivision

CLEARANCE CARDS

1—Rule 83-A will not apply at Jesup and Folkston.
 Trains originating at Waycross en route to Savannah Division via Callahan or Ogeechee, must obtain second clearance card endorsed "Savannah Division" before leaving Waycross.
 Trains will obtain clearance card passing Waycross Passenger Yard from train order delivery devices, located on north side of tracks 1 and 2 in front of crew room.

WHERE TIME APPLIES

2—Time for train Nos. 6-11 and 12-5 at Waycross applies at Oklahoma Avenue and will operate between South Wye and Oklahoma Avenue at yard speed.

REGISTER STATIONS

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

YARD LIMITS

4—Waycross.

SPEED RESTRICTIONS

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

City Ordinance Speed Restrictions:

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

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

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

BLOCK SIGNAL SYSTEMS

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

SIGNALED SIDINGS

7—Hague.

DEFECT DETECTORS

8—Location	Protection Provided	Locations of Indicators and Personnel reading charts
Lynn M. P. N553.0	Single track, both directions. Hot box and dragging equipment.	Indicators east side, M. P. N553.0. Voice Instructions.
Patterson M. P. N574.0	Single track, both directions. Hot box and dragging equipment.	Indicators east side, M. P. N574.0. Voice Instructions.
Braganza M. P. NA591.7	Single track, both directions. Hot box and dragging equipment.	Indicators east side, M. P. NA591.7. Voice Instructions.
Hague M. P. NA611.0	Single track, both directions. Hot box and dragging equipment.	Indicators east side, M. P. NA611.0. Voice Instructions.

SPECIAL RULES

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

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

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

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

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

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

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

15—Trains and engines must not clear at following non-electrically locked hand-operated switch locations:
 South Georgia Broiler, Inc., M. P. N578.4.
 Phillips Petroleum Fertilizer Spur, M. P. N588.5.

CLEARANCE CARDS

1—Rule 83-A will not apply at Brunswick for No. 624.

REGISTER STATIONS

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

YARD LIMITS

3—Brunswick, Bladen, Nahunta and Waycross.

SPEED RESTRICTIONS

4—Between Mile Posts	All Trains M.P.H.
615.7 and 617.5	20

City Ordinance Speed Restrictions:

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

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

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

RAILROAD CROSSINGS AT GRADE

5—Protected by non-electrically locked gates:

Glynco, M. P. 540.9, Air Station Lead. Normally clear S. C. L. Southern Junction, M. P. 541.0, Sou. Rwy. Gates may be left set against either intersecting line.

6—Protected by Special Interlocking:

Bladen, M. P. 627.2, S.C.L. 20 M.P.H. until engine reaches crossing.

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 remotely controlled interlocking:

Nahunta, M.P. 609.9, S.C.L.

JOINT TRACKS

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

SPECIAL RULES

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

OPERATION BETWEEN ANGUILLA AND SOUTHERN JUNCTION

10—An Absolute Block System is in effect between main track clearance point of south wye switch, M. P. 633.0, at Anguilla and main track clearance point of connection track switch, M. P. 541.0, at Southern Junction on main track of the Brunswick Subdivision. This absolute block will be under control of "SCL Dispatcher" at Waycross.

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

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

1. By train order.
2. By radio from "SCL Dispatcher" or through SCL or Southern operators on duty at Brunswick.
3. By telephone from phone located in booth near main track switches, M. P. 633.0, Anguilla and M. P. 541.0, Southern Junction.

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

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

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

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

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

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

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

Albany Subdivision

REGISTER STATIONS

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

YARD LIMITS

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

SPEED RESTRICTIONS

3—Between Mile Posts	All Trains M.P.H.
699.1 and 699.3	15

City Ordinance Speed Restrictions:

Albany, 15 M. P. H. over street crossings.

Tifton, 20 M. P. H. over Love Avenue. Blocking of street crossings for longer than 10 minutes, except 5 minutes between hours of 5:00 A.M. and 10:00 P.M., is prohibited.

Pearson, 25 M. P. H. over first three streets north of station 7:00 A.M. to 11:59 P.M., Saturdays only. The sounding of engine whistles within the corporate limits is prohibited, except for crossing signals, and when necessary to protect the train.

RAILROAD CROSSINGS AT GRADE

- 4—Protected by non-electrically locked gates:
Tifton, (old Western Division main line), M. P. 746.2, G. S. & F. Ry. Normally clear G. S. & F. Ry.
Willacochee, M. P. 629.5, G. & F. Ry. Normally clear S. C. L.
Waycross, M. P. 588.0, S. C. L. Normally clear S. C. L. freight lead.
- 5—Protected by automatic interlocking:
Darrow, M. P. 696.6, GN.
Tifton, M. P. 658.7, G. S. & F., 20 M.P.H.*
- 6—Protected by cabin-door interlockings:
Sylvester, M. P. 679.6, GN. Normally clear S. C. L., 20 M.P.H.*
*Until engine reaches crossing.

BLOCK SIGNAL SYSTEMS

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

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

JOINT TRACKS

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

SPECIAL RULES

- 10—Simultaneous operation of opposing trains between Sylvester and Poulan is prohibited. Dispatchers will arrange to so protect.
- 11—Trains using north leg of wye track at Tifton, Georgia, will not exceed speed of five M. P. H. through switch entering G.S. & F. Rwy. track.
- 12—Movements across U. S. Highway No. 82, at Wareco, Georgia, must be preceded by flagman. The derailer at Wareco is located at point just north of Highway No. 82.
- 13—Trains and engines have equal authority and will operate at yard speed not exceeding 25 M.P.H. between Waycross Passenger Station and yard limit board, M. P. 591.6, Thomasville Subdivision; but inferior trains and engines must give way promptly to avoid delay.
- 14—Trains and engines using freight lead between Lang and Waycross Yard have equal authority and will operate at yard speed, except will not exceed 10 M.P.H. over Nichols Street, U.S. Highway 84, until engine covers crossing.
- 15—Movements from Old 97 route must contact dispatcher before removing derail adjacent to Jenkins Street.
- 16—Waycross, trains and engines must move between South Wye and North end Waycross Passenger Yard at yard speed but not exceeding 15 M. P. H., expecting to find tracks occupied or conflicting movements.
- 30 M. P. H. over street crossings Nichols Street to Alice Street.

Thomasville Subdivision

CONDITIONAL STOPS

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

REGISTER STATIONS

- 2—Waycross, yard for passenger trains operating via Oklahoma Avenue and for other freight trains, except enginemen are authorized to register at shops. Dupont, Thomasville (station for passenger trains, yard for freight trains).
Trains will furnish register slips at Dupont, while operator is on duty.

YARD LIMITS

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

JUNCTION SWITCHES

- 4—Dupont, M. P. 622.3, lined for movements on Thomasville Subdivision.
Thomasville, M. P. 690.6, lined for movements on Thomasville Subdivision.

SPEED RESTRICTIONS

- 5—City Ordinance, Speed Restrictions:
Homerville, 45 M.P.H. within corporate limits.
Valdosta, 35 M.P.H. within city limits, except 20 M.P.H. over Oak Street, M. P. 648.3 to and including Troupe Street, M. P. 647.8, for entire length of train.
Thomasville, 35 M.P.H. over all street crossings within corporate limits. Movements over Campbell Street must be flagged.

RAILROAD CROSSINGS AT GRADE

- 6—Protected by non-electrically locked gates:
Waycross, M. P. 588.0, S. C. L. Normally clear freight lead.

- Valdosta, M. P. 647.4, G. & F. Ry. Normally clear S. C. L.
7—Protected by automatic interlocking:
Valdosta, M. P. 648.7, G. S. & F.

SPRING SWITCHES

- 8—Following spring switches are protected for facing-point movements by indicator signal, trains and engines will approach such signal prepared to be governed by its indication. Where such signal displays "Stop," or, in the absence of light where there is no day indication, the switch must be examined and points must fit properly before movement is made:
Waycross, M. P. 590.9, west yard lead.
Thomasville, M. P. 691.3, East End Psgr. Station, 15 M.P.H.

DEFECT DETECTORS

9—Location	Protection Provided	Locations of Indicators and Personnel reading charts
Manor M. P. 599.1	Single track, both directions. Hot box and dragging equipment.	INDICATORS south side, M. P. 599.1. Voice Instructions.
Dupont M. P. 617.6	Single track, both directions. Hot box and dragging equipment.	INDICATORS, south side, M. P. 617.6. Voice Instructions.
Naylor M. P. 637.9	Single track, both directions. Hot box and dragging equipment.	INDICATORS, south side, M. P. 637.9. Voice Instructions.
Valdosta M. P. 657.8	Single track, both directions. Hot box and dragging equipment.	INDICATORS, south side, M. P. 657.8. Voice Instructions.
Pidcock M. P. 674.9	Single track, both directions. Hot box and dragging equipment.	INDICATORS south side, M. P. 674.9. Dispatcher, Waycross.

SPECIAL RULES

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

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

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

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

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

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

14—Valdosta, trains and engines have equal authority and will operate at yard speed between Valdosta Passenger Station M. P. 649.9, and east yard limit board M. P. 644.1, Thomasville Subdivision; but inferior trains and engines must give way promptly to avoid delay.

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

16—Movements between Thomasville freight yard and Perry Subdivision will use the old main track from the yard, thence crossover between the old main track and the Dothan Subdivision main track, to the Perry Subdivision. First-class trains will operate at yard speed, and in addition at restricted speed, between yard office and passenger station at Thomasville, and other trains and engines may use main track within these limits without clearing or protecting against such first-class trains.

Dothan Subdivision

CLEARANCE CARDS

1—Trains will obtain clearance card at Dothan.

WHERE TIME APPLIES

2—Time of Nos. 11 and 12 applies at Passenger Station, Dothan.

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

REGISTER STATIONS

3—Dothan for trains originating and terminating, Montgomery (Union Station for passenger trains; L. & N.-S. & N. Yard and shops for freight trains), Thomasville (Passenger Station for passenger trains, yard for freight trains).

YARD LIMITS

4—Thomasville, Climax, Bainbridge, Saffold, Dothan, Troy-Corcoran and Day Street-Montgomery.

JUNCTION SWITCHES

5—Thomasville, M. P. 691.3, lined for movements on Dothan Subdivision.

Climax, M. P. 719.0, lined for movements on Dothan Subdivision.

SPEED RESTRICTIONS

Between 8-Mile Posts	Pagr. Trains	Freight Trains	Between Mile Posts	Pagr. Trains	Freight Trains
728.0 and 728.7	20	20	827.3 and 827.7	50	—
760.4 and 760.6	20	20	833.0 and 833.2	50	—
773.1 and 773.2	50	—	842.0 and 842.3	50	—
777.4 and 777.8	50	—	845.3 and 845.8	45	45
779.6 and 780.0	50	—	847.0 and 847.5	50	—
781.4 and 784.7	40	40	847.7 and 848.2	45	45
787.7 and 788.2	50	—	848.7 and 848.8	30	30
796.0 and 798.2	50	—	848.8 and 850.5	40	40
798.2 and 799.5	40	40	850.5 and 851.0	25	25
799.5 and 800.6	45	45	851.9 and 852.2	50	—
803.9 and 804.4	50	—	853.6 and 853.8	50	—
804.4 and 805.0	40	40	854.2 and 854.5	50	—
806.7 and 806.9	50	—	854.9 and 855.2	45	45
808.7 and 810.5	50	—	855.9 and 856.2	50	—
810.5 and 811.5	45	45	859.5 and 859.7	45	45
812.6 and 812.8	50	—	864.4 and 864.7	40	40
813.7 and 816.0	50	—	866.8 and 867.6	50	—
817.1 and 817.5	40	40	872.7 and 872.9	45	45
818.1 and 819.4	50	—	873.2 and 873.4	50	—
820.4 and 820.6	50	—	876.6 and 877.5	45	45
820.9 and 821.1	45	45	886.1 and 886.5	45	45
822.4 and 823.3	50	—	892.4 and 892.9	50	—
823.8 and 824.6	40	40			

City Ordinance Speed Restrictions:

Thomasville, 35 M. P. H. over street crossings.

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

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

Bainbridge, 25 M.P.H. over first five crossings east of Flint River.

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

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

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

Midland City, 30 M.P.H. within the City Limits.

Ozark, 40 M.P.H. over second, third and fourth crossings east of station between 7:00 A.M. and 11:00 P.M. 50 M.P.H. within City Limits between 11:00 P.M. and 7:00 A.M.

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

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

Montgomery, 30 M.P.H. over Gaston Avenue, M.P. 897.7.

RAILROAD CROSSINGS AT GRADE

7—Railroad crossings protected by automatic interlockings:

Bainbridge, M. P. 728.9, S. C. L. { Eastward, 40 M. P. H.*
Westward, 20 M. P. H.*

Corcoran, M. P. 848.8, C. of Ga.
Troy, M. P. 850.4, C. of Ga.

*Until engine reaches crossing.

DRAWBRIDGES

8—Protected by Interlocking:
Chattahoochee River, M. P. 760.5.

Trains and engines stopped by home signals will not proceed until member of crew ascertains that draw span is in proper position.

INTERLOCKINGS

9—Protected by attended interlocking:
Montgomery, Bell Street M. P. 902.0, 20 M. P. H.

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:

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

DEFECT DETECTORS

11—Location	Protection Provided	Locations of Indicators and Personnel reading charts
Pine Park M. P. 701.7	Single track, both directions. Hot box and dragging equipment.	Indicators south side, M. P. 701.7. Dispatcher, Waycross.
Climax M. P. 724.0	Single track, both directions. Hot box and dragging equipment.	Indicators south side, M. P. 724.0. Dispatcher, Waycross.

Donaldsonville M. P. 746.5	Single track, both directions. Hot box and dragging equipment.	Indicators south side, M. P. 746.5. Dispatcher, Waycross.
Pansey M. P. 770.5	Single track, both directions. Hot box and dragging equipment.	Indicators south side, M. P. 770.5. Dispatcher, Waycross.
Ozark M. P. 808.6	Single track, both directions. Hot box and dragging equipment.	Indicators south side, M. P. 808.6. Dispatcher, Waycross.
Banks M. P. 844.1	Single track, both directions. Hot box and dragging equipment.	Indicators south side, M. P. 844.1. Dispatcher, Waycross.
Ramer M. P. 877.6	Single track, both directions. Hot box and dragging equipment.	Indicators south side, M. P. 877.6. Dispatcher, Waycross.

SPECIAL RULES

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

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

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

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

Dupont Subdivision

CLEARANCE CARDS

1—Rule 83-A will not apply at Dupont.

REGISTER STATIONS

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

YARD LIMITS

3—Dupont, Live Oak and High Springs.

JUNCTION SWITCHES

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

SPEED RESTRICTIONS

5—Between Mile Posts	All Trains M.P.H.
R622.3 and R622.7	35
R661.0 and R662.1	45
R670.1 and R671.1	30

City Ordinance Speed Restrictions:

Jasper, blocking of street crossings for longer than 10 minutes is prohibited.

Live Oak, 25 M. P. H. over street crossings from Duval Street, (second crossing north of station) to Howard street, (first crossing south of S. C. L. crossing).

RAILROAD CROSSINGS AT GRADE

6—Protected by non-electrically locked gates:
Jasper, M. P. R654.2, G. S. & F. Normally clear S. C. L.

7—Protected by automatic interlockings:
Haylow, M. P. R633.4, G. S. & F.
Live Oak, M. P. R670.8, S. C. L.

DEFECT DETECTORS

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

REGISTER STATIONS

1—East Albany and Thomasville.

YARD LIMITS

2—Albany-East Albany, Pelham and Thomasville.

SPEED RESTRICTIONS

3—City Ordinance Speed Restrictions:

Albany, 15 M. P. H. over street crossings.

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

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

RAILROAD CROSSINGS AT GRADE

4—Protected by non-electrically locked gates:

Camilla, M. P. NC724.3, GN. Normal clear S. C. L.

SPECIAL RULES

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

Moultrie Subdivision

CLEARANCE CARD

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

REGISTER STATION

2—Thomasville.

YARD LIMITS

3—Thomasville and Kingwood-Moultrie.

JUNCTION SWITCHES

4—Thomasville, M. P. 690.6, lined for movements on Thomasville Subdivision.

SPEED RESTRICTIONS

5—City Ordinance Speed Restrictions:

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

Moultrie, blocking of street crossings for longer than 8

minutes is prohibited. Flag first crossings north and south of station when switching over them.

RAILROAD CROSSINGS AT GRADE

6—Protected by non-electrically locked gates:

Moultrie, M. P. 720.0, GN. Normally clear G.N.

SPECIAL RULES

7—Nos. 616 and 617 will not protect against following extra trains between Thomasville and Kingwood.

8—Movements between Thomasville freight yard and Perry Subdivision will use the old main track from the yard, thence crossover between the old main track and Dothan Subdivision main track, to the Perry Subdivision. First-class trains will operate at yard speed, and in addition at restricted speed, between yard office and passenger station at Thomasville, and other trains and engines may use main track within these limits without clearing or protecting against such first-class trains.

Chattahoochee Subdivision

CLEARANCE CARDS

1—Rule 83-A will not apply at Climax.

REGISTER STATIONS

2—Chattahoochee and Climax.

YARD LIMITS

3—Chattahoochee and Climax.

JUNCTION SWITCHES

4—Chattahoochee, M. P. 749.3, lined for movements on Tallahassee Subdivision.

Climax, M. P. 719.0, lined for movements on Dothan Subdivision.

SPEED RESTRICTIONS

5—Between Mile Posts

726.7 and 726.8

All Trains

M.P.H.

7

SPECIAL RULES

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

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

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

Elba Subdivision

CLEARANCE CARDS

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

SPEED RESTRICTIONS

2—Between Mile Posts	All Trains M.P.H.
810.1 and 810.2	10
836.4 and 836.5	10

City Ordinance Speed Restrictions:

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

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

SPECIAL RULES

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

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

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

Grimes Subdivision

CLEARANCE CARDS

1—Rule 83-A will not apply at Grimes and Abbeville.

SPECIAL RULES

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

LIMITS

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

- M. P. 506.0, Nahunta Subdivision.
- M. P. 512.4, Everett Subdivision.
- M. P. 500.8, Coosaw 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 Ctnral 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 TIMES 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 Sub-division.

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 midnight daily, except Saturday. Draw open and unattended other hours.

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

TWO TRACKS

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 Sub-division 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.M. (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.

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

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.

RULES JACKSONVILLE TERMINAL COMPANY

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

2—All train movements will be governed by signal indications within interlocking territory; outside of interlocking territory all trains will move under control, expecting to find the track occupied, and be able to stop within half the range of vision. The burden of responsibility is with the approaching train.

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

4—Trains, engines and switch movements must not exceed speed of 15 M. P. H. through turnouts and crossovers and 20 M. P. H. in straight-away movements through Lee Street, Myrtle Avenue and Beaver Street Interlockings; 10 M. P. H. alongside station platforms. Approach main baggage trucking platforms at West End and East End of station tracks prepared to stop, unless crossings are known to be clear.

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

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

SIGNAL INDICATIONS (DAY)

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

SIGNAL INDICATIONS (NIGHT)

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

COLOR LIGHT INTERLOCKING SIGNAL INDICATIONS (DAY OR NIGHT)

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

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

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

Outside of interlocking territory hand throw switch indications are:

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

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

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

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

6—Emergency stop air whistles are located as follows:

TOWER "A"—LEE STREET INTERLOCKING:
On pole east of tower.

TOWER "MA"—MYRTLE AVENUE INTERLOCKING:
On Bridge "B" at tower.

TOWER "BS"—BEAVER STREET INTERLOCKING:
At Beaver Street tower.

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

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

8—All trains will approach F. O. Cabin Junction and Terminal Company's WYE at Church Street under full control expecting to find tracks occupied. Movements through crossovers, switches and over Church Street crossing must not exceed a speed of ten (10) M. P. H.

8-a—Movements around Honeymoon WYE and Church Street WYE must not exceed a speed of ten (10) M. P. H. for entire length of train. (See Rule 2).

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

9-a—Consist from engine to rear, in train order, showing all information called for will be furnished by Conductors in duplicate of all arriving and departing trains. Consists will be made in triplicate for arriving trains, one copy to be filed and transmitted by wire not less than one hour before arrival. Boxes for consists of departing trains are located on concourse fence and on shed posts on hill tracks.

10—Train Starting Signals: Push button signals are located as follows:

To contact Myrtle Avenue Tower:

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

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

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

To contact Lee Street Tower:

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

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

Conductors are required to transmit signal to the proper tower one minute in advance of the time his train will be ready to depart by pressing starting signal button. After this signal gives proper indication in the tower, it will be repeated back by a light to the Conductor immediately. If such light does not

show up, it indicates to the Conductor that the apparatus is not working and steps must immediately be taken to communicate with the tower by phone.

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

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

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

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

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

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

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

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

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

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

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

19—Operator at "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
Savannah to Moncrief.....	2800	2250	3050	3350	1850	4350	5100	4900	5300
Moncrief to Savannah.....	2600	2050	2850	3100	1700	4000	4750	4550	4900
Savannah to Waycross.....	2800	2250	3050	3350	1850	4350	5100	4900	5300
Waycross to Savannah.....	2900	2300	3200	3500	1900	4500	5300	5050	5500
Moncrief to Waycross.....	2600	2050	2850	3100	1700	4000	4750	4550	4900
Waycross to Moncrief.....	2800	2250	3050	3350	1850	4350	5100	4900	5300
Waycross to Brunswick.....	3600	2850	3950	4300	2350	5550	6550	6300	6850
Brunswick to Waycross.....	2800	2250	3050	3350	1850	4350	5100	4900	5300
Waycross to Tifton.....	2700	2150	2950	3250	1750	4150	4900	4700	5100
Tifton to Albany.....	2200	1750	2400	2650	1450	3400	4000	3850	4150
Albany to Tifton.....	1750	1400	1900	2100	1150	2700	3200	3050	3300
Tifton to Waycross.....	2850	2250	3100	3400	1850	4400	5200	5050	5400
Albany to Thomasville.....	2500	2000	2750	3000	1650	3850	4550	4350	4750
Thomasville to Albany.....	2650	2100	2900	3150	1750	4100	4850	4650	5000
Waycross and DuPont.....	3800	3050	4150	4550	2500	5900	6900	6650	7200
DuPont and Valdosta.....	2700	2150	2950	3250	1750	4150	4900	4700	5100
Valdosta and Thomasville.....	2200	1750	2400	2650	1450	3400	4000	3850	4150
Thomasville to Bainbridge.....	2000	1600	2200	2400	1300	3100	3650	3500	3800
Bainbridge to Dothan.....	1650	1300	1800	1950	1100	2550	3000	2900	3100
Dothan to Montgomery.....	1450	1150	1600	1750	950	2250	2650	2550	2750
Montgomery to Dothan.....	1200	950	1450	1450	800	1850	2200	2100	2300
Dothan to Bainbridge.....	2000	1600	2200	2400	1300	3100	3650	3500	3800
Bainbridge to Thomasville.....	1900	1500	2100	2250	1250	2950	3450	3300	3600
DuPont to High Springs.....	2800	2250	3050	3350	1850	4350	5100	4900	5300
High Springs to DuPont.....	2500	2000	2750	3000	1650	3850	4550	4350	4700
Thomasville and Kingwood.....	1700
Climax to Chattahoochee.....	3200	2550	3550	3850	2100	4950	5850	5600	6050
Chattahoochee to Climax.....	2000	1600	2200	2400	1300	3100	3650	3500	3800
Grimes to Abbeville.....	2200	1750	2400	2650	1450	3400	4000	3850	4150
Abbeville to Grimes.....	2100	1650	2300	2500	1400	3250	3800	3650	4000
Waterford to Daleville.....	1550	1250	1700	1850	1000	2400	2800	2700	2950
Daleville to Elba.....	1200	950	1300	1450	800	1850	2200	2100	2250
Elba to Waterford.....	1400	1100	1550	1650	900	2150	2550	2450	2650

DUPONT SUBDIVISION

NAME	Mile Post	Station Nos.	Car Capacity	Opening
Alexis	R 639.2	AR 639	15	South
Engstrom	R 667.8	AR 668	16	North
O'Brien	R 688.8	AR 689	8	North

PELHAM SUBDIVISION

NAME	Mile Post	Station Nos.	Car Capacity	Opening
Dawes Silica Mining	NC 698.6	ANC 699		
West Track (Silica)			28	South
East Track (Sand)			Spur	South
Cherokee Industries	NC 704.6	ANC 705	13	Both
Oil-Dri	NC 704.8	ANC 705	25	Both
Eubanks Pulpwood Co., Inc.	NC 707.3	ANC 707	8	North
Johnson-March	NC 707.6	ANC 708	15	Both
St. Joe Paper Co.	NC 721.9	ANC 722	14	South
International Paper	NC 722.4	ANC 722	11	South
ITT Rayonier	NC 726.7	ANC 727	23	South
Georgia Power	NC 738.8	ANC 739		
Storage Tracks (2)			90	Both
Plant Lead			Spur	South
Merck & Company	NC 742.7	ANC 743	Spur	South

SAVANNAH TERMINAL

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

NAHUNTA SUBDIVISION

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

JESUP SUBDIVISION

NAME	Mile Post	Station Nos.	Car Capacity	Opening
Patterson	N 569.5	AN 570	8	North
Phillips Petroleum Company	N 583.5	AN 584	3	South
Ace Post Company	N 584.5	AN 585	28	South

BRUNSWICK SUBDIVISION

NAME	Mile Post	Station Nos.	Car Capacity	Opening
Schlotterville	597.0	AO 597	30	Both
Progress Feeds	599.1	AO 599	14	South
Atkinson	618.2	AO 618	36	Both
Waynesville	621.7	AO 622	12	South
Gas Spur	637.1	AO 637	6	South
Escambia Treating Company	637.2	AO 637	Spur	North
McManus	638.5	AO 639	Spur	North
Glynce	640.8	AO 639	Spur	South

ALBANY SUBDIVISION

NAME	Mile Post	Station Nos.	Car Capacity	Opening
Pyrofax Gas	592.2	AP 592	3	North
Wareco Ind. Park	592.2	AP 592	Spur	North
Run Around Track	592.8	AP 593	38	Both

ALBANY SUBDIVISION—(Continued)

NAME	Mile Post	Station Nos.	Car Capacity	Opening
Brunswick P & P Yard	616.1	AP 616	16	North
Del-Cook Lumber	621.7	AP 622	12	South
Gilman Paper Co. (Summer)	672.6	AP 673	12	North
St. Regis Paper	682.1	AP 682	12	North
Albany Warehouse	682.2	AP 682	12	North
Great Northern Paper Co.	682.5	AP 683	9	North
Firestone	692.8	AP 693	Spur	South
USMC Supply Depot	692.9	AP 693	Spur	Both
Chapco	696.7	AP 697	Spur	North
Barr	696.8	AP 697	18	South

THOMASVILLE SUBDIVISION

NAME	Mile Post	Station Nos.	Car Capacity	Opening
Atlantic Cree.	611.5	AN 612	Spur	East
Union Timber	614.7	AN 615	10	East
International Paper	615.5	AN 616	22	West
Standard Container	615.6	AN 616	32	West
Sou Wood Preserving	616.7	AN 617	4	East
Frye	628.8	AN 629	4	West
Brunswick Pulp & Paper Co.	663.7	AN 664	17	East

MOULTRIE SUBDIVISION

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

CHATTAHOOCHEE SUBDIVISION

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

ELBA SUBDIVISION

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

GRIMES SUBDIVISION

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

DOTHAN SUBDIVISION

NAME	Mile Post	Station Nos.	Car Capacity	Opening
Brownlee	703.3	AN 703	8	East
Brownlee	703.4	AN 703	26	East
Brownlee	708.7	AN 709	15	East
Roddenbery	731.6	AN 732	7	East
Dyroland	735.9	AN 736	3	East
Dausey	780.1	AN 780	8	East
Napier Field	791.0	AN 791	36	West
Flack	808.6	AN 809	14	East
International Paper Company	811.6	AN 812	11	East
Couch Ready-Mix	812.1	AN 812	13	West
Dunn	844.7	AN 845	14	East
Anslay	862.6	AN 863	18	East
Shady Grove	865.9	AN 866	5	East

DIVISION OFFICERS

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H. J. PIGGE, Asst. Superintendent.....	Waycross, Ga.	B. N. NESMITH, Chief Dispatcher.....	Waycross, Ga.
A. A. KARLE, Supt., Terminals.....	Waycross, Ga.	L. H. KELLEY, Division Engineer.....	Waycross, Ga.
S. E. DAVIS, Trainmaster.....	Waycross, Ga.	F. W. JERKINS, Master Mechanic.....	Waycross, Ga.
D. MOBLEY, Trainmaster.....	Waycross, Ga.	E. S. COOLER, Supv. Comm. and Signals.....	Waycross, Ga.
C. J. BOWLING, JR., Trainmaster.....	Waycross, Ga.	M. L. FISHER, Captain of Police.....	Waycross, Ga.
H. V. NELSON, JR., Trainmaster.....	Dothan, Ala.	R. L. PATE, Roadmaster.....	Jesup, Ga.
W. E. BAILEY, Trainmaster.....	Montgomery Ala.	W. C. WHITE, Roadmaster.....	Waycross, Ga.
J. F. BEALES, Terminal Trainmaster.....	Waycross, Ga.	J. B. WATSON, Roadmaster.....	Waycross, Ga.
R. L. PARSONS, Terminal Trainmaster.....	Bainbridge, Ga.	C. C. OVERMIER, Roadmaster.....	Thomasville, Ga.
J. A. BUNCH, Road Foreman of Eng's.....	Waycross, Ga.	G. L. GREEN, Roadmaster.....	Dothan, Ala.
R. BONNETT, Road Foreman of Eng's.....	Savannah, Ga.	R. D. GREER, Roadmaster.....	Troy, Ala.
O. H. EASON, Road Foreman of Eng's.....	Montgomery, Ala.		

SYSTEM OFFICERS

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

COMPANY PHYSICIANS

M. W. FOWLER, M.D.....	Albany, Ga.	ROBT. H. STILL, M.D.....	Jacksonville, Fla.
W. FELLER HARPER, M.D.....	Albany, Ga.	ASHBEL C. WILLIAMS, M.D.....	Jacksonville, Fla.
JAMES B. MARTIN, M.D.....	Albany, Ga.	*RICHARD A. WORSHAM, M.D.....	Jacksonville, Fla.
W. F. McKEMIE, M.D.....	Albany, Ga.	FREDERICK T. MICKLER, JR., M.D.....	Jasper, Fla.
G. E. SEYMOUR, M.D.....	Albany, Ga.	R. A. PUMPELLY, M.D.....	Jesup, Ga.
FRANK L. GIBSON, M.D.....	Bainbridge, Ga.	JAMES F. DIETRICH, M.D.....	Live Oak, Fla.
E. M. GRIFFIN, M.D.....	Bainbridge, Ga.	ROBT. T. ASHURST, III, M.D.....	Montgomery, Ala.
L. W. WILLIS, M.D.....	Bainbridge, Ga.	JOHN A. MARTIN, M.D.....	Montgomery, Ala.
W. A. HENDRY, M.D.....	Blackshear, Ga.	W. R. McGINTY, M.D.....	Moultrie, Ga.
J. B. AVERA, M.D.....	Brunswick, Ga.	W. W. BUCKHAULTS, M.D., Ophthal.....	Savannah, Ga.
W. O. INMAN, JR., M.D.....	Brunswick, Ga.	WM. H. LIPPITT, M.D.....	Savannah, Ga.
C. K. SINGLETON, M.D.....	Cairo, Ga.	R. L. NEVILLE, M.D.....	Savannah, Ga.
DAVID D. BENNETT, M.D.....	Callahan, Fla.	T. A. PETERSON, M.D.....	Savannah, Ga.
J. E. THOMPSON, M.D.....	Chattahoochee, Fla.	GEORGE W. STRAIGHT, M.D.....	Savannah, Ga.
PAUL R. FLOWERS, M.D.....	Dothan, Ala.	JOSEPH T. STUBBS, M.D., Ophthalmologist.....	Savannah, Ga.
E. GIBSON, M.D.....	Enterprise, Ala.	W. D. WILSON, M.D.....	Savannah, Ga.
JOSEPH M. JACKSON, M.D.....	Folkston, Ga.	J. B. BRINSON, M.D.....	Thomasville, Ga.
P. D. WEEKS, M.D.....	High Springs, Fla.	DONALD J. McKENZIE, M.D.....	Thomasville, Ga.
D. B. TERRY, M.D.....	Homerville Ga.	C. H. WATT, JR., M.D.....	Thomasville, Ga.
SAM C. ATKINSON, M.D.....	Jacksonville, Fla.	WILLIAM V. WATT, M.D.....	Thomasville, Ga.
CLYDE M. COLLINS, M.D.....	Jacksonville, Fla.	F. MORRIS DAVIS, M.D.....	Tifton, Ga.
S. M. DAY, M.D.....	Jacksonville, Fla.	C. S. PITTMAN, M.D.....	Tifton, Ga.
T. S. EDWARDS, M.D., Ophthalmologist.....	Jacksonville, Fla.	J. A. BRANTLEY, M.D.....	Troy, Ala.
L. H. GRUNTHAL, JR., M.D.....	Jacksonville, Fla.	JAMES W. MATHIS, M.D.....	Valdosta, Ga.
A. LAWSON HARDIE, M.D.....	Jacksonville, Fla.	FRED C. SMITH, M.D.....	Valdosta, Ga.
R. F. HOOK, M.D., Ophthalmologist.....	Jacksonville, Fla.	S. W. CLARK, M.D., Ophthalmologist.....	Waycross, Ga.
C. HAROLD HOUSTON, M.D.....	Jacksonville, Fla.	M. T. McGOOGAN, JR., M.D.....	Waycross, Ga.
WILLY I. HUYGHE, M.D.....	Jacksonville, Fla.	W. L. POMEROY, M.D.....	Waycross, Ga.
A. M. MANSON, M.D.....	Jacksonville, Fla.	LEO SMITH, M.D., Ophthalmologist.....	Waycross, Ga.
CHARLES McCORRY, M.D., Ophthal.....	Jacksonville, Fla.	S. VICTOR, M.D.....	Waycross, Ga.
*T. G. RITCH, M.D.....	Jacksonville, Fla.		

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

