

Safety



First

**SEABOARD
COAST LINE
RAILROAD**

SAVANNAH DIVISION

1

TIME TABLE No. 1

IN EFFECT

Monday, April 30, 1973

At 12:01 A.M.

SUPERSEDING TIME TABLE NO. 3

DATED DECEMBER 15, 1972

EASTERN STANDARD TIME

**FOR THE GOVERNMENT OF
EMPLOYEES ONLY**

D. C. HASTINGS, Vice President-Operations

C. F. KELLY, General Manager-Transportation

S. M. DUFFER, Superintendent

SOUTHWARD

ANDREWS SUBDIVISION

NORTHWARD

1

SECOND CLASS						Station Numbers	Distance from Hamlet Yard	TIME TABLE NO. 1 IN EFFECT April 30, 1973 STATIONS	Seating, Wives, Car Capacity	SECOND CLASS					
197	147	595	571	551	549					596	550	148	570	552	
Through Freight	Through Freight	Local Freight	Through Freight	Local Freight	Local Freight					Local Freight	Local Freight	Through Freight	Through Freight	Local Freight	
Daily	Daily	Ex. Sun.	Daily	Ex. Sun.	Ex. Sun.					Ex. Sun.	Ex. Sun.	Daily	Daily	Ex. Sun.	
P. M.	P. M.	P. M.	P. M.	A. M.	A. M.			A. M.	P. M.	P. M.	P. M.	A. M.			
1000	900		420	650		S249		L T	HAMLET YARD @ A	YARD O Y		1225	230	1150	
						S253	3.7		HAMLET 3 7 (Psg. Station) 0 9	YARD Y					
1010	910		430	700		SE254	4.6		EAST JUNCTION 5 0	90P		1215	220	1140	
						SH260	10.5		SCHOLL 3 5	90P 11					
				730		SH264	14.0		GIBSON 3 3	45		1200			
						SH267	17.3		FLETCHER 4 0	200P					
1028	928	L 530		800		SH271	21.3		McCOLL 6 5	38	A 1000	1140	202		
				505	825	SH278	27.8		CLIO 5 1	200P 36		1120		1050	
				840		SH283	32.9		MINTURN 5 0	90P 5					
				900		SH288	38.5	T	LITTLE ROCK 4 2	28		1045			
A 1100	A 1000	A 600	525	A 930		A262	42.7		DILLON 7 1	92P YARD	L 930	L 1030	L 140	1025	
			535			SH300	49.8		FLOYDALE 9 9	9				1010	
			549		L 100	AC324	59.7		MULLINS 7 8	90P YARD Y				955	A1235
			601		125	SH317	67.5		RAINS 8 1	9				945	1215
			612		140	SH325	75.6		EULONIA 13 0	90P 5				935	1200
			632		200	SH338	88.6		JOHNSONVILLE 4 3	21				916	1135
			640		230	SH343	92.9		HEMINGWAY 11 3	83P 42				910	1100
			700		245	SH354	104.2		MORRISVILLE 5 0	90P 9				858	1030
			709		300	SH361	110.8		WARSAW 4 5	31				847	1015
			730 ⁸⁷⁰		A 310	SH365	115.6	T	ANDREWS 7 6	136P YARD Y				730 ⁸⁷¹	L1000
			820			SH373	123.2		OCEDA 5 9	13				712	
			833			SH379	129.1	T	JAMESTOWN 15 4	90P 45				703	
			853			SH394	144.5	T	CORDESVILLE 14 5	80P 20				640	
			915			SH409	159.0		INNESS 3 9	89P 18				615	
			922			SH413	162.9		REMOUNT 5 8 X NCT Co NSL Co	90				609	
			940			A390	168.7	T A X RFCo	CHARLESTON X EF Co X SOU X SCL L	YARD O Y				600	
P. M.	P. M.	P. M.	P. M.	A. M.	A. M.						A. M.	A. M.	P. M.	P. M.	P. M.
Daily	Daily	Ex. Sun.	Daily	Ex. Sun.	Ex. Sun.						Ex. Sun.	Ex. Sun.	Daily	Daily	Ex. Sat.

SOUTHWARD

HAMLET SUBDIVISION

NORTHWARD

SECOND CLASS		FIRST CLASS		Station Numbers	Distance from Hamlet Yard	TIME TABLE NO. 1		Scales, Wyes, Car Capacity	FIRST CLASS		SECOND CLASS	
593	127	81	89			IN EFFECT			82	90	190	594
Through Freight	Through Freight	Silver Star	Carolina Special			April 30, 1973			Silver Star	Carolina Special	Through Freight	Through Freight
Ex. Sat.	Daily	Daily	Sat. Only			STATIONS			Daily	Sun. Only	Daily	Ex. Men.
P. M.	P. M.	P. M.	A. M.				A. M.	P. M.	A. M.	A. M.		
1015	600			S249		L T	HAMLET YARD ® A	YARD O Y			700	1230
	620	L 955	L 720	S253	3.7	T	HAMLET (Psg. Station) X SCL	48P YARD Y S A	800	S A 800	625	1145
				S261	11.0		OSBORNE	58P 9				
				S269	19.5		WALLACE	70P 103				
1100	642	1013	738	S272	21.9		CHERAW ®	64P 187	711	720	615	1115
				S280	30.0		GILLESPIE X SCL	52P 2				
				S285	35.1		PATRICK	60P 22				
				S292	42.3		MIDDENDORF	84P 2				
1201	715	1038	803	S300	50.2		McBEE	82P 102	Y 645	654	544	945
				S307	57.1		BETHUNE	58P 81				
				S313	63.2		CASSATT	69P 10				
				S320	69.8		SHEPARD	80P				
	745	S 1059	824	S327	77.6		CAMDEN X SOU	54P 129	S 623	633	510	
1245				S330	80.7		LUGOFF	56P 34				845
				S339	89.3		ELGIN	41P 13				
				S349	99.4		WEDDELL	58P				
				S358	108.7		ELMWOOD	38P 66				
125	830	S A 1140	S A 910	S360	110.0		COLUMBIA	YARD	L 550	L 600		740
145	845			S362	112.5	A	CAYCE	YARD O L			400	730
A. M.	P. M.	P. M.	A. M.						A. M.	P. M.	A. M.	P. M.
Ex. Sun.	Daily	Daily	Sat. Only						Daily	Sun. Only	Daily	Ex. Sun.

BENNETTSVILLE SUBDIVISION

Southward Second Class	Station Numbers	Distance from McColl	TIME TABLE NO. 1		Scales, Wyes, Car Capacity	Northward
597			IN EFFECT			598
Local Freight			April 30, 1973			Local Freight
Ex. Sun.			STATIONS			Ex. Sun.
A. M.						P. M.
1000	SH271		L T	MC COLL A	Yard	530
1030	AG268	8.7	T	BENNETTSVILLE	40P 114 Y	500
	AG275	14.0	A	MARLBORO L	47 O	
A. M.						P. M.
Ex. Sun.						Ex. Sun.

COOSAW SUBDIVISION

Southward	Station Numbers	Distance from Coosaw	TIME TABLE NO. 1		Scales, Wyes, Car Capacity	Northward
			IN EFFECT			
			April 30, 1973			
			STATIONS			
AMJ454		L	COOSAW A			
SH476	2.8		HANK	89P		
SH484	11.2		BOYD	160P		
SH493	19.9		OKEETEE	88P		
SH503	29.7		LEVY	160P 8		
SH511	37.7		BRIDGE JCT.			
A491 S500	41.5	T A	SAVANNAH X S&A X SCL L		YARD O Y	

SOUTHWARD

COLUMBIA SUBDIVISION

NORTHWARD

SECOND CLASS				FIRST CLASS		Station Numbers	Distance from Columbia	TIME TABLE NO. 1		Scales, Wyes, Car Capacity	FIRST CLASS		SECOND CLASS			
127	393	329	593	81	89			IN EFFECT			82	90	190	326	594	396
Through Freight	Through Freight	Through Freight	Through Freight	Silver Star	Carolina Special			April 30, 1973			Silver Star	Carolina Special	Through Freight	Through Freight	Through Freight	Through Freight
Daily	Daily	Ex. Mon.	Ex. Sun.	Daily	Sat. Only			STATIONS			Daily	Sun. Only	Daily	Ex. Tue.	Ex. Sun.	Daily
P. M.	P. M.	P. M.	A. M.	P. M.	A. M.					A. M.	P. M.	A. M.	A. M.	P. M.	A. M.	
				1140	910	S360		L	COLUMBIA	A	s 550	s 600				
L 845			L 800			S362	2.5		^{2.5} CAYCE	47P		A 400		A 1201		
						S366	6.5		^{4.0} DIXIANA	54P						
						S375	15.3		^{8.8} GASTON	54P						
915			840	1205	932	S380	20.7		^{5.4} SWANSEA	88P	507	515	330		1000	
						S386	25.6		^{4.9} WOODFORD	45P						
						S389	29.6		^{4.0} NORTH	90						
						S394	34.3		^{4.7} LIVINGSTON	44P						
						S401	41.6		^{7.3} NORWAY	49P						
949			950	1233	1001	S410	50.2		^{8.6} DENMARK ® X SOU X SCL	45P	434	453	257		900	
						S418	57.8		^{7.6} GOVAN	45P						
						S426	66.7		^{8.9} ULMERS	45P						
1021	L 900	L 230	1030	1254	1021	S436	76.2		^{9.5} FAIRFAX X SCL	45P	412	433	225	A 800		A 130
						S443	83.1		^{6.9} GIFFORD	48P						
						S450	90.4		^{7.3} ESTILL	67P					800	
						S460	100.6		^{10.2} GARNETT	200P						
1104	930	300	1100	125	1049	S469	109.3		^{8.7} CLYO	50P	344	405	137	707	735	1232
						S476	116.3		^{7.0} STILLWELL	46P						
						S482	122.6		^{8.3} RINCON	50P						
						S490	130.3		^{7.7} MEINHARD	44P						
1135	1005	335	1135	147	1110	A490	137.6		^{7.3} CENTRAL JCT.		321	341	105	635	705	1200
1145	1030	400	1145	s 205	s 1130	A491 S500	138.2	T A ®	^{0.6} SAVANNAH X SCL L	YARD O Y	320	340	100	630	700	1155
P. M.	P. M.	P. M.	A. M.	A. M.	A. M.						A. M.	P. M.	A. M.	A. M.	A. M.	P. M.
Daily	Daily	Ex. Mon.	Ex. Sun.	Daily	Sat. Only						Daily	Sun. Only	Daily	Ex. Tue.	Ex. Sun.	Daily

SECOND CLASS				FIRST CLASS		Station Numbers	Distance from Ogden	TIME TABLE NO. 1 IN EFFECT April 30, 1973 STATIONS	Scales, Wees, Car Capacity	FIRST CLASS		SECOND CLASS		
105	693	111	109	175	85					176	86	186	672	674
Through Freight	Through Freight	Through Freight	Through Freight	Piggyback Special	Champion					Piggyback Special	Champion	Through Freight	Through Freight	Through Freight
Daily	Daily	Daily	Daily	Ex. Mon.	Daily					Daily	Daily	Daily	Daily	Daily
P. M.	P. M.	A. M.	A. M.	P. M.	A. M.	P. M.	P. M.	A. M.	P. M.	A. M.				
1011	111	641	256	813	919	A506		L OGEECHEE A		250	1026	1115	328	120
						S514	1.7	RICHMOND HILL	82P 18					
						S518	6.1	MARSHALL	141P					
						S525	13.4	Ⓢ DORCHESTER	82P 10					
1030	145	700	320	832	936	S530	18.0	RICEBORO	141P 16	227	1013	1055	300	1250
						S537	25.3	JONES	82P 18					
						S540	28.6	WARSAW	141P					
						S544	32.3	Ⓢ TOWNSEND	78P 38					
						S550	38.6	COX	78P 10					
						S557	45.0	EVERETT X SOU	72PS 140PN YARD					
1110	345	740	400	912	F 1007	S564	52.6	Ⓢ THALMANN	168P 55	147	F 945	1015	110	1200
						S568	56.1	BLADEN X SCL	83P 45					
						S574	62.0	HAYNER	141P 11					
						S578	66.5	WAVERLY	77P 12					
						S583	70.8	WHITE OAK	77P 18					
						S587	75.2	Ⓢ WOODBINE	159P 31					
	500					S599	87.1	KINGSLAND	135PS 134PN YARD					
A 1201		A 831	A 446	A 1002	A 1042	S606	93.9	GROSS	85P 21	L 1247	L 909	L 933	1210	L 1059
	530					S612	100.2	Ⓢ YULEE	116P YARD					
						S619	107.6	TISONIA	94P 4					
						S625	113.2	EASTPORT	87P 45					
						S630	117.7	PANAMA PARK	12					
						S632	120.0	F. & J. JCT. X SCL						
	610					S635	122.8	BEAVER STREET X GS&F					1120	
	630					A643	123.6	T A Ⓢ JACKSONVILLE L YARD O V					1100	
A. M.	P. M.	A. M.	A. M.	P. M.	A. M.					P. M.	P. M.	A. M.	A. M.	P. M.
Daily	Daily	Daily	Daily	Ex. Mon.	Daily					Daily	Daily	Daily	Daily	Daily

THIRD CLASS		SECOND CLASS		Station Numbers	Distance from Savannah Yard	TIME TABLE NO. 1 IN EFFECT April 30, 1973				Seales, Wyes, Car Capacity	SECOND CLASS		THIRD CLASS	
631	655	389	383			382	388	656	630					
Local Freight	Local Freight	Through Freight	Through Freight			Through Freight	Through Freight	Local Freight	Local Freight					
Tues. Thur.-Sat.	Tues. Thur.-Sat.	Daily	Daily			Daily	Daily	Mon. Wed.-Fri.	Mon. Wed.-Fri.					
A. M.	A. M.	P. M.	A. M.			A. M.	A. M.	P. M.	P. M.					
STATIONS														
	700	835	1201	A491 S500		L T	® SAVANNAH (2) X SCL	A	YARD O Y	635	100	100		
	845	900	1229 ³⁸⁸	SL514	15.6		MELDRIM		88P 9	610	1229 ³⁸⁸	1145		
	901	910	1237	SL520	21.6		ELLABELLE		100P 11	601	1221	1100		
	915	922	1247	SL529	29.9		PEMBROKE		30	550	1210	1030		
	930	932	1257	SL536	36.9		® GROVELAND		80P 9	540	1201	955		
	945	941	106	SL542	43.0		DAISY		11	531	1153	940		
	1030	950	111	SL545	46.8		CLAXTON		20	525	1147	930		
	1045	953	115	SL547	48.4		HAGAN		140P 22	520	1144	855		
	1101	956	119	SL550	51.0		BELLVILLE		18	515	1140	845		
	1120	1010	135	SL558	59.1		COLLINS		85P 80	505	1130	815		
	1145	1028	155	SL572	72.9		LYONS		88P 55	440	1105	745		
	A 1201	A 1048 ³⁸⁸	245	SL577	77.9	T	VIDALIA X G&F		86P YARD Y	430	L 1048 ³⁸⁸	L 700		
			315	SL587	87.9		AILEY		38	340				
			330 ³⁸²	SL591	92.6		OCHWALKEE		60	330 ³⁸³				
			335	SL593	94.5		GLENWOOD		22	325				
			345	SL600	101.7		ALAMO		40	315				
L 700			400	SL611	112.3	T	HELENA X SOU		32P 117	301			A 130	
730			415	SL621	122.3	T	MILAN		24	236			1245	
800			430	SL630	131.0	T	RHINE		29	221			1220	
830			445	SL636	137.5	T	ABBEVILLE		64 Y	210			1201	
850			500	SL645	146.7	T	ROCHELLE		73	150			1125	
940			510	SL650	151.8	T	PITTS		22	140			1100	
1030			545	ANB695	166.6	T	CORDELE X GSF X SCL		47P YARD Y	115			1000	
1100			615	SL683	185.0		LESLIE-DESOTO		14	1225			800	
300			635	SL695	196.3	T A	AMERICUS	L	YARD O	1201			730	
P. M.	P. M.	P. M.	A. M.							A. M.	P. M.	A. M.	A. M.	
Tues. Thur.-Sat.	Tues. Thur.-Sat.	Daily	Daily							Daily	Daily	Mon. Wed.-Fri.	Mon. Wed.-Fri.	

MACON SUBDIVISION

Westward Second Class	Station Numbers	Distance from Macon	TIME TABLE NO. 1 IN EFFECT April 30, 1973		Scales, Wyes, Car Capacity	Eastward Second Class
389			STATIONS			388
Through Freight						Through Freight
Daily						Daily
P. M.						P. M.
1048³⁸⁸	SL577	92.6	L T	VIDALIA X G&F A	YARD	1048³⁸⁹
				11.3	Y	
	1115 SK588	81.3		TARRYTOWN	140P 4	1027
	1125 SK593	76.2		SOPERTON	40	1020
	1135 SK602	67.6		ROCKLEDGE	140P 5	1010
	1201 SK616	53.6	T	DUBLIN X W&T	YARD	945
	1211 SK618	51.1		WEST DUBLIN	140P 87	935
	1248 SK637	32.7		ALLENTOWN	7	857
	103 SK646	22.9	T	JEFFERSONVILLE	19	836
	118 SK654	15.8		FITZPATRICK	35P 5	821
	132 SK660	9.3	T	DRY BRANCH	31	805
	135 SK662	7.0		FRANKLINTON	36	800
	150 SK669	0.5	T A	MACON X C of GA X Sou L	YARD O	745
A. M.						P. M.
Daily						Daily

AMERICUS SUBDIVISION

Westward Second Class	Station Numbers	Distance from Americus	TIME TABLE NO. 1 IN EFFECT April 30, 1973		Scales, Wyes, Car Capacity	Eastward Third Class
383			STATIONS			382
Through Freight						Through Freight
Daily						Daily
A. M.						P. M.
	1159 SL695		L T	AMERICUS A	YARD O	1030
	1225 SL706	10.9	T	PLAINS	84	950
	1250 SL716	21.0	T	PRESTON	35	925
	120 SL724	29.3	T	RICHLAND X SCL	28PW 80PE YARD O	855
	130 SL728	32.6		RANDALL	58P Y	842
	145 SL733	37.8	T	LUMPKIN	83	835
	155 SL740	45.3		LOUVALE	74P 5	821
	209 SL751	55.6		OMAHA	112P 2	806
	219 SL754	59.2	T	MAHRT	50 Y	800
	249 SL771	76.3		RUTHERFORD	72P 3	735
	259 SL778	82.8	T	HURTSBORO X CofG	58P 18	725
	309 SL785	89.9		HANNON	85P 9	715
	325 SL796	100.7	T	FT. DAVIS	18	700
	405 SL814	118.6		CECIL	99P	635
	420 SL825	129.9		MITYLENE	57P 13	620
	500 SL834	139.1	T A	MONTGOMERY X CofG (Clisby Park) L	YARD O Y	600
P. M.						P. M.
Daily						Daily

RICHLAND SUBDIVISION

WESTWARD		TIME TABLE NO. 1				EASTWARD	
SECOND CLASS	Station Numbers	Distances from Bainbridge	IN EFFECT		Scales, Wyes, Car Capacity	SECOND CLASS	
391			April 30, 1973			374	
Through Freight					Through Freight		
Daily					Daily		
A. M.					A. M.		
630	AN729		L T	BAINBRIDGE X SCL	A YARD O	120	
640	SLC810	5.9		LYNN	140P 2	1256	
650	SLC805	10.8		ELDORENDO	4	1250	
715	SLC795	20.6	T	COLQUITT	67P 84	1237	
740	SLC786	29.4	T	DAMASCUS	154P 26	1227	
810	SLC776	38.5		EAST ARLINGTON	43	1215	
840	SLC767	48.9	T	EDISON X ColG	140P 41	1200	
940	SLC750	64.5	T	CUTHBERT X ColG	49	1138	
945	SLC750	66.3		NEW SIDING	99P 12	1133	
1000	SLC742	74.2		BENEVOLENCE	25	1123	
1030	SLC730	85.2		KIMBROUGH	7	1108	
1100	SL724	91.6	T	RICHLAND X SCL	140P O YARD Y	1100	
1125	SLB28	102.1		RENFROE	73P 8	1045	
1200	SLB11	119.4		OCHILLEE	50	1015	
1210	SLB7	123.3		SAND HILL	220	1005	
1220	SLB4	126.9		FT. BENNING X ColG	73P 14	955	
1230	SLB0	129.9	T A	COLUMBUS YARD X Sou X ColG L	YARD O Y	945	
P. M.					P. M.		
Daily					Daily		

KIMBROUGH SUBDIVISION

Westward		TIME TABLE NO. 1				Eastward	
Station Numbers	Distances from Albany	IN EFFECT		Scales, Wyes, Car Capacity	IN EFFECT		
		April 30, 1973			April 30, 1973		
		STATIONS					
AP699		T	ALBANY	X GN X ColG	44		
SLB66	20.9	T	DAWSON	X ColG	66		
SLB56	30.0		PARROTT		18		
SLC730	41.1		KIMBROUGH		7		

DIVISION

PRECEDENCE BY DIRECTION

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

SPEED RESTRICTIONS

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

Series	MPH	Series	MPH
300-324, 1275-1277, 1309-1343, 1406-1415, 1515-1565, 1700-1799, 1800-1855, 3200-3224	75	500-524, 1003-1050, 1053-1065, 1300-1308, 1400-1405, 1500-1514, 1566-1599, 1600-1656, 1900-1923, 1950-1970, 2000-2044, 2100-2124, 2200-2213	70
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.

LOADED AND EMPTY SCL CENTER BEAM BULKHEAD FLAT CAR, in series SCL 109000-109029, must not be moved except under authority of written special instructions and ONLY by ROUTE AUTHORIZED.

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, 765463, 771927, 771929, 771994, 771995, 771996 and 771997 must be preceded and followed by at least one car not exceeding 100,000 pounds gross weight.

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

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

CAR CAPACITY FORMULAS

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

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

RAIL DETECTOR CARS

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

TRAIN BULLETIN BOOKS

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

STANDARD CLOCKS

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

SPECIAL RULES

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

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

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

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

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

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

13—Signal houses located at each end of siding, etc., are equipped with outside white light which burns continuously. When this light is not burning, member of crew of train stopped on red or dark signal or train performing work over power switches in hand-throw position will contact dispatcher immediately.

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

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

DEFECT DETECTORS

16—Defect detectors are located as listed by subdivisions on which located and by special instructions.

Approaching and passing such locations a member of engine and rear train crew must listen for radio report or instructions and must be in position to check Indicator Lights where provided and member of rear train crew must notify engine crew the Indication after rear of train passes Defect Detector and engineman must acknowledge.

Personnel assigned to read charts of defect detectors must notify train crews and designated person at once of defects indicated. Train crews upon receiving such notice by radio or information from other sources must make the required inspections and take appropriate action. Except for an emergency, or to comply with Operating Rules, train brakes should not be applied until rear of train passes Defect Detector to avoid undesired indications of the Defect Detector.

When stop is made or there is evidence that a Defect Detector is not working properly, a prompt report must be made orally to the dispatcher or operator when communications are available and by wire at first open office using Form 11 giving complete applicable information called for on form.

AT ALL DEFECT DETECTORS:

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

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

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

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

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

Road conductors and trainmen are required to have in their possession while on duty a temperature testing stick, which will melt at temperatures at 219°F and higher for testing roller bearing temperatures.

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

CLEARANCE CARDS

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

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

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

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

WHERE TIME APPLIES

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

REGISTER STATIONS

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

SPEED RESTRICTIONS

Between 4—Mile Posts	MILES PER HOUR			Between Mile Posts	MILES PER HOUR		
	Psg. Trains	Piggy- back Trains	Freight Trains		Psg. Trains	Piggy- back Trains	Freight Trains
253.4 and 254.1	50	50	—	281.3 and 281.5	55	55	55
257.3 and 257.8	55	55	—	288.4 and 289.8	50	50	50
257.8 and 258.7	65	—	—	289.8 and 291.0	60	—	—
258.7 and 260.1	60	—	—	294.9 and 295.2	65	—	—
261.4 and 262.6	60	—	—	298.2 and 298.6	60	—	—
262.6 and 265.5	55	55	—	301.8 and 302.2	60	—	—
265.5 and 267.7	65	—	—	326.2 and 326.8	60	—	—
267.7 and 268.0	60	—	—	332.5 and 333.3	50	50	50
270.4 and 270.6	—	—	*	352.3 and 353.3	55	55	55
270.8 and 272.3	40	40	40	356.7 and 357.0	60	—	—
277.4 and 279.2	55	55	55	358.4 and 359.7	20	20	20
279.2 and 281.3	60	—	—				

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

City Ordinance speed restrictions:

Bethune, 30 M.P.H.

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

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

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

RAILROAD CROSSINGS AT GRADE

5—Protected by Special Interlocking:

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

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

6—Protected by electrically locked derails:

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

7—Protected by Standard semaphore crossing signal:

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

BLOCK SIGNAL SYSTEMS

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

DEFECT DETECTORS

9—Locations	Protection Provided	Locations of Indicators and Personnel reading charts
Cheraw M. P. 274.6	Single track, both directions. Hot box and dragging equipment.	Indicators west side, M. P. 274.6. Voice Instructions.
Middendorf M. P. 297.6	Single track, both directions. Hot box and dragging equipment.	Indicators west side, M. P. 297.6. Voice Instructions.
Cassatt M. P. 314.5	Single track, both directions. Hot box and dragging equipment.	Indicators west side, M. P. 314.5. Voice Instructions.
Lugoff M. P. 334.2	Single track, both directions. Hot box and dragging equipment.	Indicators west side, M. P. 334.2. Voice Instructions.
Dents M. P. 352.1	Single track, both directions. Hot box and dragging equipment.	Indicators west side, M. P. 352.1. Voice instructions.

SPECIAL RULES

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

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

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

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

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

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

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

Carolina Cannery Co., M. P. 272.7.

Boyle Construction Co., M. P. 331.2.

Elgin Forest Products, M. P. 336.9.

Shasta, M. P. 346.3.

Carolina Brick Siding, M. P. 346.5.

Dents, M. P. 351.5.

College Siding, M. P. 356.1.

Concrete Supply Co., M. P. 358.6.

CLEARANCE CARDS

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

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

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

REGISTER STATIONS

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

SPEED RESTRICTIONS

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

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

City Ordinance speed restrictions:

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

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

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

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

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

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

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

Estill, 35 M. P. H.

RAILROAD CROSSINGS AT GRADE

4—Protected by remotely controlled interlocking:
Fairfax, M. P. 436.0, S. C. L.

5—Protected by Special Interlockings:
Denmark, M. P. 409.9, Sou.
Denmark, M. P. 410.4, S.C.L.

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

DRAWBRIDGE

6—Protected by attended interlocking:
Savannah River, M. P. 466.0.

BLOCK SIGNAL SYSTEMS

7—Traffic Control System is in service between M. P. 360.2 at Columbia and M. P. 497.3 at Central Junction.

SIGNALLED SIDINGS

8—Garnett.

DEFECT DETECTORS

9—Locations	Protection Provided	Locations of Indicators and Personnel reading charts
Gaston M. P. 371.6	Single track, both directions. Hot box and dragging equipment.	Indicators west side, M. P. 371.6. Voice instructions.
Neece M. P. 395.4	Single track, both directions. Hot box and dragging equipment.	Indicators west side, M. P. 395.4. Voice instructions.
Denmark M. P. 414.1	Single track, both directions. Hot box and dragging equipment.	Indicators west side, M. P. 414.1. Voice instructions.
Sycamore M. P. 433.4	Single track, both directions. Hot box and dragging equipment.	Indicators west side, M. P. 433.4. Voice instructions.
Scotia M. P. 454.1	Single track, both directions. Hot box and dragging equipment.	Indicators west side, M. P. 454.1. Voice instructions.
Stillwell M. P. 478.9	Single track, both directions. Hot box and dragging equipment.	Indicators west side, M. P. 478.9. Voice instructions.

SPECIAL RULES

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

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

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

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

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

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

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

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

Union-Camp Co., M. P. 381.9.
Hallman Timber Co., M. P. 382.0.
Swansea Lumber Co., M. P. 383.6.
FCX Inc., M. P. 392.5.
Denmark House Track, M. P. 410.1.
Old Pickle Spur, M. P. 411.1.
Schofield (Kearse Veneer Co.), M. P. 423.8.
Sycamore, M. P. 430.1.
Cannery Track, M. P. 436.9.
Mitchell Insecticide Co., M. P. 437.0.
Hodges Veneer Co., M. P. 437.4.
Elliott, M. P. 451.8.
Scotia, M. P. 455.2.
Exley Lumber Co., M. P. 466.8.
Georgia Pacific Corp., M. P. 468.1.
Byrds, M. P. 478.9.

Fernandina Subdivision

CLEARANCE CARDS

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

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

REGISTER STATIONS

2—Fernandina Beach.

YARD LIMITS

3—Fernandina Beach and Yulee.

SPEED RESTRICTIONS

4—Between Mile Posts

35.2 and 35.4
43.2 and 43.3

All Trains
M.P.H.

15
15*

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

DRAWBRIDGES

5—Protected by gates not interlocked:

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

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

Everett Subdivision

CLEARANCE CARDS

1—Trains and engines moving to or from the Everett Subdivision, at Ogeechee will retain their identity and proceed on signal indication and clearance card will not be required.

Clearance card not required at Beaver Street or Gross.

Trains will obtain clearance card before leaving West Jacksonville.

WHERE TIME APPLIES

2—Time of trains at Ogeechee applies at Nahunta Subdivision junction switch.

Jacksonville, time of passenger trains applies at Jacksonville Terminal Station, freight trains at West Jacksonville.

REGISTER STATIONS

3—Jacksonville and West Jacksonville.

SPEED RESTRICTIONS

Between 4—Mile Posts	MILES PER HOUR			Between Mile Posts	MILES PER HOUR		
	Pass. Trains	Piggy- back Trains	Freight Trains		Pass. Trains	Piggy- back Trains	Freight Trains
512.2 and 512.6	45	45	45	602.8 and 603.7	45	45	45
550.2 and 550.6	65	65	—	629.0 and 629.4	25	25	25
553.2 and 553.7	55	55	55*	Both Tracks:			
553.7 and 554.3	65	65	—	629.4 and 634.6	25	25	25
556.4 and 557.8	60	60	—	Single Track:			
586.6 and 586.7	45	45	45	634.6 and 636.3	20	20	20

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

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

City Ordinance speed restrictions:

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

RAILROAD CROSSINGS AT GRADE

5—Protected by Special Interlockings:

Everett, M. P. 556.8, Sou.

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

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

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

6—Protected by automatic interlocking:

Milldale, M. P. 630.1, S.C.L.

7—Protected by electrically locked derrails:

Market Street, M. P. 632.2, G. S. & F. Normally clear S. C. L.

DRAWBRIDGES

8—Protected by interlocking:

Trout River, M. P. 629.0. Attended 6:00 A.M. to 10:00 P.M.

Train or engine stopped by home signals will not proceed until proceed signal is given by bridge tender or until member of crew ascertains that drawspan is in proper position.

SIGNALLED SIDINGS

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

BLOCK SIGNAL SYSTEMS

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

TWO TRACKS

11—Two tracks extend between Panam Park, M. P. 629.5 and Beaver Street, M. P. 634.6.

DEFECT DETECTORS

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

SPECIAL RULES

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

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

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

16—Train and engine movements on Navy Depot Lead between M. P. 628.4 and Navy Fuel Depot, M. P. 630.0, including

Broward River Lead and Trout River Lead, will be made at yard speed not exceeding 20 M.P.H.

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

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

- Union-Camp Co., M.P. 544.0.
- Union-Camp Co., M.P. 587.3.
- J. D. Manley Const. Co., M.P. 606.2.
- Armel Wood Products, M.P. 621.9.
- Alton Box Board Co., M.P. 627.0.
- Capitol Concrete Co., M.P. 627.1.
- B. B. McCormick Co., M.P. 628.1.

Gross Subdivision

CLEARANCE CARDS

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

Trains will obtain clearance card before leaving Baldwin Yard.

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

REGISTER STATIONS

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

SPEED RESTRICTIONS

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

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

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

City Ordinance speed restrictions:

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

Baldin, 45 M.P.H.

RAILROAD CROSSINGS AT GRADE

4—Protected by remotely controlled interlockings:

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

5—Protected by Special Interlocking:

- Crawford, M. P. 15.5, Sou.

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

SIGNALED SIDINGS

6—Fouraker, Nassau and Gross.

BLOCK SIGNAL SYSTEMS

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

DEFECT DETECTORS

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

SPECIAL RULES

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

- Callahan Team Track, M. P. 20.4.
- Ingle, M. P. 8.6.
- Bryceville, M. P. 6.3.
- Florida DOT, M. P. 0.6.
- Fernandina Long, M. P. 0.5-0.3.

CLEARANCE CARDS

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

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

WHERE TIMES APPLIES

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

REGISTER STATIONS

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

YARD LIMITS

4—Dillon, Mullins, Andrews and Remount-Charleston.

SPEED RESTRICTIONS

Between 5—Mile Posts	MILES PER HOUR		Between Mile Posts	MILES PER HOUR	
	Piggy- back Trains	Freight Trains		Piggy- back Trains	Freight Trains
253.3 and 254.0	30	30	292.1 and 293.4	35	35
254.0 and 254.3	45	45	331.9 and 332.7	—	45
263.6 and 264.1	50	50	376.6 and 377.6	—	45*
271.7 and 272.0	50	—	398.4 and 398.5	—	35
277.3 and 277.6	45	45	412.0 and 413.1	15	15

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

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

City Ordinance speed restrictions:

Gibson, 35 M.P.H.

Clio, 35 M.P.H.

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

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

RAILROAD CROSSINGS AT GRADE

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

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

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

9—Protected by "Stop" boards:

Filbin, M. P. 413.9, Sou.

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

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

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

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

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

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

DRAWBRIDGES

10—Protected by interlocking:

Cooper River, M. P. 398.4. Attended 7:00 A.M. to 12:00 noon and from 1:00 P.M. to 4:00 P.M., daily. Trains stopped by home signal will not proceed until proceed signal is given by bridge tender or until member of crew ascertains that draw span is in proper position.

SIGNALED SIDINGS

11—Fletcher and Clio.

BLOCK SIGNAL SYSTEMS

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

DEFECT DETECTORS

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

SPECIAL RULES

14—Time of trains shown at Hamlet Yard is for information only, trains and engines moving north of Hamlet Ave., will be governed by Aberdeen Subdivision Special Instructions Raleigh Division.

15—Trains and engines will operate at yard speed not exceeding 20 M.P.H. on all tracks of S.C. Electric and Gas Company lead and plant, M.P. 401.2.

16—Trains or engines must not exceed 5 M. P. H. between Highway 52 crossing and Express Office on North Charleston lead when handling TTX cars or other equipment 85 feet or more in length, and such cars must not be handled over this track when coupled to a car shorter than 40 feet.

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

International Paper Co., M. P. 287.2.

CLEARANCE CARDS

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

REGISTER STATIONS

2—Bennettsville.

YARD LIMITS

3—McColl and Bennettsville.

SPEED RESTRICTIONS

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

City Ordinance Speed Restrictions:
Bennettsville, 10 M.P.H. over Broad and Parsonage Streets and crossings must be flagged.

SPECIAL RULES

5—Between Bennettsville and Oak River Mill trains and engines have equal authority and will operate at yard speed.

6—Nos. 597 and 598 will not protect against following extra trains between McColl and Bennettsville.

7—Trains and engines have equal authority and will operate at yard speed not exceeding 10 M.P.H., on Breeden Spur, M. P. G267.1.

Georgetown Subdivision

CLEARANCE CARD

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

REGISTER STATIONS

2—Andrews and Georgetown (Kraft Jct.).

YARD LIMITS

3—Andrews and Georgetown.

SPEED RESTRICTIONS

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

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

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

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

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

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

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

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

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

SPECIAL RULES

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

Coosaw Subdivision

CLEARANCE CARDS

1—Rule 83-A will not apply at Coosaw.

SPEED RESTRICTIONS

Between 2—Mile Posts	All Trains M.P.H.
472.8 and 473.1	30
476.9 and 477.5	20

JUNCTION SWITCHES

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

BLOCK SIGNAL SYSTEMS

4—Traffic Control System is in service between M.P. 472.8 at Coosaw and M.P. 513.2 at Savannah Yard.

CLEARANCE CARDS

1—Trains obtain clearance card before leaving Vidalia and Cordele except clearance card not required at Cordele on Sundays between the hours of 3:00 P.M. and 11:00 P.M.

REGISTER STATIONS

2—Vidalia and Americus.
Nos. 388 and 389 will furnish register slip at Vidalia.

YARD LIMITS

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

JUNCTION SWITCHES

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

SPEED RESTRICTIONS

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

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

City Ordinance Speed Restrictions:

Pembroke, 25 M.P.H.

Claxton, 20 M.P.H.

Collins, 30 M.P.H.

Lyons, 10 M.P.H.

Vidalia, 15 M.P.H. crossings must not be blocked longer than five minutes by standing train or cars.

Ailey, 35 M.P.H.

Alamo, 25 M.P.H.

Helena, 25 M.P.H.

Milan, 20 M.P.H.

Abbeville, 10 M.P.H.

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

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

DeSoto, 25 M. P. H.

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

RAILROAD CROSSINGS AT GRADE

6—Protected by automatic interlocking:

Helena, M. P. 610.7, Sou.

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

Trains or engines stopped at Dwarf signal, desiring to make

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

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

7—Protected by "Stop" boards:

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

SPRING SWITCHES

8—Following spring switch is protected for facing-point movements by indicator signal, trains and engines will approach such signal prepared to be governed by its indication. Where such signal displays "Stop," or, in the absence of light where there is no day indication, the switch must be examined and points must fit properly before movement is made:

Vidalia, east end siding.

DEFECT DETECTORS

9—Location	Protection Provided	Locations of Indicators and Personnel reading charts
Groveland M. P. 533.0	Single track, both directions. Hot box and drag- ging equipment.	Indicators north side, M. P. 533.0. Voice Instructions.
Manassas M. P. 553.5	Single track, both directions. Hot box and drag- ging equipment.	Indicators north side, M. P. 553.5. Voice Instructions.

SPECIAL RULES

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

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

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

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

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

Movements on GN and S. C. L. train or engines within these limits must be made at yard speed.

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

Americus, west end yard lead.

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

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

CLEARANCE CARDS

1—Trains obtain clearance card before leaving Richland.

REGISTER STATIONS

2—Americus, Richland, and Clisby Park.

No. 383 at Mahrt and will furnish register slip when operator is on duty.

YARD LIMITS

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

SPEED RESTRICTIONS

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

City Ordinance Speed Restrictions:

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

Plains, 15 M. P. H.

Richland, 10 M. P. H.

Hurtsboro, 20 M. P. H. over Main and Goolsby Streets.

Clisby Park, all movements over Decatur Street must be flagged by member of crew.

RAILROAD CROSSINGS AT GRADE

5—Protected by "Stop" boards:

Hurtsboro, M. P. 777.7, C. of Ga.

Clisby Park, M. P. 834.4, C. of Ga.

6—Protected by standard semaphore crossing signal:

Richland, M. P. 724.2, S. C. L.

SPRING SWITCHES

7—Following spring switch is protected for facing-point movements by indicator signal, trains and engines will approach

such signal prepared to be governed by its indication. Where such signal displays "Stop," or, in the absence of light where there is no day indication, the switch must be examined and points must fit properly before movement is made:

Richland, west end eastward siding.

DEFECT DETECTORS

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

SPECIAL RULES

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

Americus, west end yard lead.

Richland, west wye switch.

Montgomery, east end yard lead.

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

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

11—Trains and engines will operate at yard speed not exceeding 10 M.P.H. on Mahrt spur, M. P. 753.8.

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

Richland Subdivision**CLEARANCE CARDS**

1—Trains obtain clearance card before leaving Richland.

WHERE TIME APPLIES

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

REGISTER STATIONS

3—Columbus Yard, Richland and Bainbridge.

Nos. 374 and 391 will furnish register slip at Richland.

YARD LIMITS

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

SPEED RESTRICTIONS

5—Richland-Columbus Segment

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

Bainbridge-Richland Segment

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

City Ordinance Speed Restrictions:

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

RAILROAD CROSSINGS AT GRADE

6—Protected by "Stop" Boards:

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

7—Protected by automatic interlockings:

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

8—Protected by electrically locked gates:

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

9—Protected by standard semaphore crossing signal:

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

10—Protected by non-electrically locked gates:

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

*Until engine reaches crossing.

SPRING SWITCHES

11—Following spring switch is protected for facing-point movements by indicator signal, trains and engines will approach such signal prepared to be governed by its indication. Where such signal displays "Stop," or, in the absence of light where there is no day indication, the switch must be examined and points must fit properly before movement is made:

Richland, East End siding.

DEFECT DETECTORS

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

SPECIAL RULES

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

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

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

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

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

Kimbrough Subdivision

CLEARANCE CARDS

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

REGISTER STATIONS

2—Albany.

YARD LIMITS

3—Albany.

SPEED RESTRICTIONS

4—Yard speed will be observed 7:01 A.M. to 5:01 P.M. between Kimbrough and Albany daily except Saturday and Sunday. During these hours motor cars may be operated without lineups.

Through Turnouts and Crossovers, 10 M.P.H.

City Ordinance Speed Restrictions:

Parrot, 10 M.P.H.

Dawson, 4 M.P.H.

Albany, 15 M.P.H.

RAILROAD CROSSINGS AT GRADE

5—Protected by non-electrically locked gates:

Albany, M. P. 86.6, C. of Ga. Normally clear C. of Ga.

C. of Ga. gates at Albany must not be opened while bells are ringing.

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

6—Protected by "Stop" Boards:

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

SPECIAL RULES

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

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

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

CLEARANCE CARDS

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

REGISTER STATIONS

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

YARD LIMITS

3—Macon, Dublin and Vidalia.

JUNCTION SWITCHES

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

SPEED RESTRICTIONS

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

City Ordinance Speed Restrictions:

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

RAILROAD CROSSINGS AT GRADE

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

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

SPRING SWITCHES

8—Following spring switches are protected for facing-point movements by indicator signal, trains and engines will approach such signal prepared to be governed by its indication. Where such signal displays "Stop," or, in the absence of light where there is no day indication, the switch must be examined and points must fit properly before movement is made:

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

SPECIAL RULES

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

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

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

JACKSONVILLE TERMINALS

T. B. Renfrow, Terminal Superintendent

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

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

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

SPEED RESTRICTIONS

1—Maximum speed for engine and transfer movements is 20 M.P.H. between Moncrief and Quinlan and 15 M.P.H. between Composite and Export Terminal, except 10 M.P.H. over bridges at M. P. SJ646.0 and M. P. SJ648.9.

RAILROAD CROSSINGS AT GRADE

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

DRAWBRIDGES

3—Not protected by interlockings:
Trout River, M. P. SJ646.0.
Broward River, M. P. SJ648.9.

Trains and engines will stop within 300 feet of draw span of these bridges, if way is clear movement may then proceed.

SPRING SWITCHES

4—Following spring switch is protected for facing-point movements by indicator signal, trains and engines will approach such signal prepared to be governed by its indication. Where such signal displays "Stop," or, in the absence of light where there is no day indication, the switch must be examined and points must fit properly before movement is made:

Norwood Ave., Export Milldale Line.

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

Green-Normal route lined for Milldale.

Yellow-Route lined for Export.

WEIGHT LIMITS

5—Four axle cars shall not exceed 270,000 pounds gross weight.

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

LIMITS

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

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

METHOD OF OPERATION

2—Within the terminal limits these instructions and in addition all operating rules not inconsistent therewith, will apply.

Movements on the Vidalia Subdivision within the terminal will be governed by Rule 93.

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

Traffic Control System is in service between the following points:

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

On Burroughs Subdivision: Between Central Jct. and Burroughs on East Route.
Between M. P. 499.9 and M. P. 500.2 on West route.
Between M. P. 502.4 and Burroughs on West route.
Between Burroughs and Ogeechee on both tracks.

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

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

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

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

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

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

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

CLEARANCE CARDS

3—Trains will obtain clearance cards as follows:

Passenger trains at passenger station.

Freight trains at Savannah Yard.

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

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

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

WHERE TIME APPLIES

4—Savannah, time of passenger trains applies at passenger

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

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

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

REGISTER STATIONS

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

YARD LIMITS

6—Savannah, on Vidalia Subdivision.

RAILROAD CROSSINGS AT GRADE

7—Protected by attended interlockings:

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

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

8—Protected by remotely controlled interlockings:

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

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

Alabama Junction, M. P. 513.2, S. C. L., Coosaw Subdivision.

Savannah Yard, M. P. 499.5, S. C. L., Vidalia Subdivision.

Savannah Yard, M. P. 499.6, S. C. L., Vidalia Subdivision.

Alabama Junction, M. P. 491.7, S. C. L., East Route, Burroughs Subdivision.

9—Protected by Special Interlockings:

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

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

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

SPRING SWITCHES

10—Following spring switch is protected for facing-point movements by indicator signal, trains and engines will approach such signal prepared to be governed by its indication. Where such signal displays "Stop," or, in the absence of light where there is no day indication, the switch must be examined and points must fit properly before movement is made:

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

DRAWBRIDGES

11—Protected by interlocking:

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

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

TWO TRACKS

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

SPECIAL RULES

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

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

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

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

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

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

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

SPEED RESTRICTIONS — EAST ROUTE

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

Through turnouts as listed below:

- M. P. 491.4, turnout to West Route, 10 M.P.H. (W).
- M. P. 491.8, turnout to Coosaw Subdivision, 15 M.P.H. (E).
- M. P. 491.8, turnout to Savannah Yard, 15 M.P.H. (W).

SPEED RESTRICTIONS — WEST ROUTE

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

Through turnouts as listed below:

- M. P. 499.9, turnout to West Route, 10 M. P. H. (W).
- M. P. 500.1, turnout to Savannah Yard, 10 M. P. H.

SPEED RESTRICTIONS — COOSAW SUBDIVISION

21—Between Mile Posts	All Trains M.P.H.
512.7 and 513.3	15

Through turnouts as listed below:

- M. P. 510.5, turnout to Hutchinson Island, 15 M.P.H.
- M. P. 512.5, turnout to wye track, 15 M.P.H.
- M. P. 512.6, turnout to yard lead, 15 M.P.H.
- M. P. 513.1, turnout to Burroughs Subdivision East Route, 15 M. P. H. (E).
- M. P. 513.3, turnout to yard lead, 15 M.P.H.

RULES JACKSONVILLE TERMINAL COMPANY

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

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

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

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

Engines in series 600-620, 1900, 2000, 2100 and 2200 must not

exceed speed of 15 M.P.H. through power-operated stem of wye switch and crossover at Dennis Street, around curve Beaver Street to Dennis Street, and 7 M.P.H. through all other turnouts and crossovers.

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

SIGNAL INDICATIONS (DAY)

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

SIGNAL INDICATIONS (NIGHT)

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

COLOR LIGHT INTERLOCKING SIGNAL INDICATIONS (DAY OR NIGHT)

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

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

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

Outside of interlocking territory hand throw switch indications are:

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

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

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

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

6—Emergency stop air whistles are located as follows:

TOWER "A"—LEE STREET INTERLOCKING:
On pole east of tower.
TOWER "MA"—MYRTLE AVENUE INTERLOCKING:
On Bridge "B" at tower.
TOWER "BS"—BEAVER STREET INTERLOCKING:
At Beaver Street tower.

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

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

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

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

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

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

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

To contact Myrtle Avenue Tower:

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

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

Track 17 to 26 inclusive: On supporting columns of train

sheds near the head of rampway and the west end of shed. To contact Lee Street Tower:

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

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

Conductors are required to transmit signal to the proper tower one minute in advance of the time his train will be ready to depart by pressing starting signal button. After this signal gives proper indication in the tower, it will be repeated back by a light to the Conductor immediately. If such light does not show up, it indicates to the Conductor that the apparatus is not working and steps must immediately be taken to communicate with the tower by phone.

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

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

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

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

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

14—Enginemen on arriving trains heading into station will stop 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 of "MA" tower will deliver clearance card to trains leaving Jacksonville station 1:00 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	300- 324, 1003- 1065, 1202- 1239	500- 524, 1275- 1277, 1300- 1343, 1400- 1415, 1500- 1599, 1600- 1656, 1700- 1799, 1800- 1855, 1950- 1970, 3200- 3224	203- 222, 1100- 1117	1900- 1923, 2100- 2110, 2114- 2120	2000- 2044	2111- 2113, 2200- 2210	2121- 2124, 2211- 2213
Hamlet to Cayce.....	1700	1850	2050	1100	2650	3100	3000	3200
Cayce to McBee.....	1700	1850	2050	1100	2650	3100	3000	3200
McBee to Hamlet.....	2200	2400	2650	1450	3400	4000	3850	4150
Cayce to Dixiana.....	2500	2750	2900	1650	3900	4550	4350	4750
Dixiana to Gaston.....	1700	1850	2050	1100	2650	3100	3000	3200
Gaston to Denmark.....	2200	2400	2650	1450	3400	4000	3850	4150
Denmark to Fairfax.....	2500	2750	2900	1650	3900	4550	4350	4750
Fairfax and Savannah.....	3000	3300	3600	1950	4650	5450	5250	5700
Fairfax to Denmark.....	2200	2400	2650	1450	3400	4000	3850	4150
Denmark to Silica.....	1700	1850	2050	1100	2650	3100	3000	3200
Silica to Cayce.....	4500	4950	5400	2950	6950	8200	7850	8550
Hamlet to Andrews.....	3200	3500	3850	2100	4950	5800	5600	6050
Andrews and Georgetown.....	4000	4400	4800	2600	6200	7300	7000	7600
Andrews and Charleston.....	3500	3850	4200	2300	5400	6350	6100	6650
Coosaw and Savannah.....	3500	3850	4200	2300	5400	6350	6100	6650
Savannah and West Jax.....	3500	3850	4200	2300	5400	6350	6100	6650
Savannah and Baldwin.....	3500	3850	4200	2300	5400	6350	6100	6650
Yulee and Fernandina Beach.....	5000	5500	6000	3300	7750	9100	8750	9500
Savannah to Collins.....	2100	2300	2500	1350	3250	3800	3700	4000
Collins to Vidalia.....	1900	2100	2300	1250	2950	3450	3300	3600
Vidalia to Collins.....	2100	2300	2500	1350	3250	3800	3700	4000
Collins to Savannah.....	2200	2400	2650	1450	3400	4000	3850	4200
Vidalia and Americus.....	1850	2050	2200	1200	2850	3350	3250	3500
Americus to Richland.....	1450	1600	1750	950	2250	2650	2550	2750
Richland to Lumpkin.....	1900	2100	2300	1250	2950	3450	3300	3600
Lumpkin to Montgomery.....	2150	2350	2600	1400	3300	3900	3750	4100
Montgomery to Louvale.....	2400	2650	2900	1550	3700	4350	4200	4550
Louvale to Richland.....	1600	1750	1900	1050	2500	2900	2800	3050
Richland to Americus.....	1800	2000	2150	1200	2800	3300	3150	3400
Bainbridge to Richland.....	1900	2100	2300	1250	2950	3450	3300	3600
Richland and Columbus.....	1600	1750	1900	1050	2500	2900	2800	3050
Richland to Bainbridge.....	2600	2850	3100	1700	4050	4750	4550	4950
Kimbrough and Albany.....				1600				
Vidalia and Danville.....	2000	2200	2400	1300	3100	3600	3500	3800
Danville to Jeffersonville.....	1700	1850	2050	1100	2600	3100	2950	3200
Jeffersonville to Macon.....	2500	2700	3000	1650	3850	4550	4350	4750
Macon to Danville.....	1700	1850	2050	1100	2600	3100	2950	3200

LOCATION OF PUBLIC AND PRIVATE TRACKS NOT SHOWN IN SCHEDULE PAGES

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

GEORGETOWN SUBDIVISION				
NAME	Mile Post	Station Nos.	Car Capacity	Opening
Kent	12.1	SHA 12	7	North
Pyroflex-Rokco	4.1	SHA 4	12	South
Tyson Lumber Co.	2.2	SHA 2	13	South

FERNANDINA BEACH SUBDIVISION				
NAME	Mile Post	Station Nos.	Car Capacity	Opening
Union Carbide Company	44.0	SMA 4	14	Both

COLUMBIA SUBDIVISION				
NAME	Mile Post	Station Nos.	Car Capacity	Opening
Carolina Eastman (2.9 Miles)	366.4	S 266	Spur	North
Fostera	367.1	S 267	Spur	North
Silicia	367.4	S 267	Both	North
Wilson's	367.5	S 267	Spur	North
Silica Spur	368.0	S 268	Spur	North
Union-Camp Co.	381.9	S 382	23	South
Hallman Timber Co.	382.0	S 382	18	South
Swansea Lumber Company	383.6	S 384	11	South
FCX Inc.	392.5	S 393	12	Both
Olatu	420.3	S 420	27	Both
Schafeldt (Kearse Veneer Company)	423.7	S 424	3	North
Sycamore	439.5	S 431	30	North
Luroy	448.8	S 446	33	Both
Ellifott	451.8	S 452	9	Both
Scalia	455.2	S 455	13	South
Goldkist	466.4	S 466	Spur	South
J. W. Exley	466.8	S 467	6	South
Byrds	478.9	S 479	22	North

HAMLET SUBDIVISION				
NAME	Mile Post	Station Nos.	Car Capacity	Opening
Carolina Power & Light Company	257.9	S 258	16	South
Kimberly	276.6	S 277	3	South
International Paper Company	282.8	S 283	46	North
Community Siding	317.4	S 317	8	North
Spaulding	324.5	S 325	12	North
Orlan	329.2	S 329	Yard	Both
Whitehead	335.3	S 335	114	North
Elgin Forest Products	336.9	S 337	30	North
Camden Hardwood Co.	337.0	S 337	7	North
Panifac	349.9	S 344	61	Both
Lifton Industries	345.3	S 345	Yard	North
Sumner Co. Inc.	345.3	S 345	8	North
Shasta	346.3	S 346	7	South
Carolina Brick Siding	346.6	S 347	2	South
Dents	351.4	S 351	18	South
College Siding	356.1	S 356	9	Both

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

EVERETT SUBDIVISION				
NAME	Mile Post	Station Nos.	Car Capacity	Opening
Interstate	529.8	S 530	Yard	Both
Seals	593.9	S 594	10	North
Trinity Bag Company	613.4	S 613	81	North
Arnold Wood Products	621.9	S 622	7	North
Bacardi Corp.	624.3	S 624	37	North
DAHE'S POINT SPUR (5.5 miles)	625.3	SO 625	Spur	South
Shuman	625.5	SO 626	6	South
Newt-Morris	625.6	SO 626	6	North
Good Housekeeping Gas Co.	625.9	SO 626	3	South
Industrial Area One Lead (0.6 mile)	626.4	SO 626	Spur	South
Textile Paper Company	626.4	SO 626	6	North
Growers Container Corp.	626.4	SO 626	17	North
Sealite	626.4	SO 626	Spur	North
Hickory Charcoal Co.	626.4	SO 626	10	South
National Kraft Container	627.3	SO 627	Spur	South
Simplex Paper Company No. 1	627.4	SO 627	10	South
Simplex Paper Company No. 2	627.4	SO 627	18	South
Quinlan	627.4	SO 627	Yard	North
City of Jacksonville	630.7	SO 631	Spur	North
Blount Island	630.8	SO 631	Spur	North
North Shore Lead (3.0 miles)	630.3	SO 630	Spur	North
McCormick	630.9	SOA 631	20	Both
Southern Materials	633.0	SOA 633	13	North
Kaiser Gypsum Company	633.2	SOA 633	Yard	North
Busch	626.0	S 626	Yard	Both
Setzers Bakery	626.6	S 627	18	North

EVERETT SUBDIVISION (Continued)				
NAME	Mile Post	Station Nos.	Car Capacity	Opening
Setzers Warehouse	626.8	S 627	19	North
Alton Box Board Co.	627.0	S 627	13	North
Capitol Concrete Company	627.1	S 627	17	North
Airport	627.1	S 627	40	Both
B. B. McCormick Co.	628.1	S 628	24	North
Navy Depot Lead (2.6 Miles)	628.4		Lead	South
Imeson Industrial Park	628.9		Lead	Both
National Beverage Co.	629.0	S 629	8	North
General Electric Corp.	629.0	S 629	14	North
Broward River Lead (2.3 Miles)	629.4		Lead	North
Sou. Material Co.	647.1 "A"-L	ASJ 647	11	Both
Sou. Material Co.	647.3 "A"-L	ASJ 647	1	North
Dickerson, Inc.	647.5 "A"-L	ASJ 648	26	Both
Storage Track	648.3 "A"-L	ASJ 648	30	Both
City of Jacksonville	648.6 "A"-L	ASJ 649	6	South
American Oil Co.-Gulf Oil Corp.	648.8 "A"-L	ASJ 649	Yard	South
Trout River Lead (0.7 Miles)	629.7		Lead	North
Houdaille-Duval Wright Co.	646.8 "A"-L	ASJ 647	24	North
Merry Brick	646.4 "A"-L	ASJ 646	10	South
Automobile Disposal Corp.	646.2 "A"-L	ASJ 646	12	South
Navy Fuel Depot	630.0	S 630	Yard	North

ANDREWS SUBDIVISION				
NAME	Mile Post	Station Nos.	Car Capacity	Opening
Lackany Steel Service	293.7	SH 294	12	North
Smithboro	303.7	SH 304	8	North
West Virginia Pulp & Paper Company	311.3	SH 311	31	Both
Centenary	322.2	SH 322	9	North
Gresham	330.0	SH 330	22	Both
Wellman	336.7	SH 337	80	North
Henry	347.8	SH 348	4	South
Nesmith	350.3	SH 350	21	Both
Georgetown Textile Company	375.8	SH 376	20	Both
E. P. Kaller Lumber Company	391.8	SH 392	13	North
Kilhrudge	400.8	SH 401	9	North
S. C. Electric & Gas Company	401.2	SH 401	Yard	South
Charbulk	412.1	SH 412	Spur	North

BENNETTSVILLE SUBDIVISION				
NAME	Mile Post	Station Nos.	Car Capacity	Opening
Tatum	G 262.1	AG 262	12	North
Marlboro Gin Company	G 262.4	AG 262	5	North
BREEDEN SPUR (2.9 miles)	G 267.1		Spur	North
Planters Chemical Corp.	GA 269.7	GA 270	7	North
Essex Wire Corp.	GA 271.1	GA 271	10	South
C. P. Polston Warehouses	GA 271.2	GA 271	9	South
Emerson Electric Co.	GA 271.3	GA 271	22	South
Agrica Chemical Co.	GA 272.0	GA 272	8	North
Bredan House Track	GA 272.1	GA 272	7	Both

COOSAW SUBDIVISION				
NAME	Mile Post	Station Nos.	Car Capacity	Opening
Cooler	484.5	SH 485	13	North
Jasper	491.2	SH 491	5	North
Pritchard	498.7	SH 499	13	South

VIDALIA SUBDIVISION				
NAME	Mile Post	Station Nos.	Car Capacity	Opening
Rebar	503.0	SL 503	13	West
South Pooler	505.9	SL 506	7	Both
Dawes Silica Mining Company	514.2	SL 514	Spur	East
Newman Lumber Company	520.8	SL 521	8	West
Lanier	523.5	SL 524	15	West
Shuman Supply Co.	524.5	SL 525	6	East
Reka	531.8	SL 532	10	Both
Graveland Petrol Co.	536.8	SL 539	5	West
Dupree	543.4	SL 543	36	West
Walter	543.9	SL 544	16	West
Scott Farm Supply Company	544.1	SL 544	11	East
Sirickland	544.6	SL 545	23	East
Bellville Wood Yard	548.2	SL 548	9	East
Agricultural Chemical Company	548.4	SL 548	11	West
Peninsular Lumber Company	548.9	SL 549	8	West
Blues Central Gas Company	550.2	SL 550	2	East
Manassas	552.3	SL 552	30	Both
Ohoopes	565.2	SL 565	7	West
Truax	570.4	SL 570	3	West
Cherokee Wood Yard	572.4	SL 572	13	East
Rural Gas Company	573.2	SL 573	5	West
Federal Pacific Electric Company	574.0	SL 574	5	West
Union-Camp Co.	581.4	SL 581	33	East
Montgomery Industries	589.7	SL 590	10	East
Container Corp.	590.8	SL 591	12	East
Kaiser Agric. Chem. Company	599.3	SL 599	4	East
R. H. Hartley & Sons	602.9	SL 603	12	West
Container Corp.	609.3	SL 609	21	East
McRae Terminal (1.1 miles)	609.4	SL 609	Spur	East
Copeland	632.0	SL 632	9	East
Clements Hardwood Lbr. Company	638.3	SL 638	14	East
Witherington Wood Yard	652.3	SL 652	13	East

VIDALIA SUBDIVISION (Continued)

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

AMERICUS SUBDIVISION

H. B. Arnold Co.	696.9	SL 697	8	West
Foister	697.2	SL 697	9	East
Shippis	697.6	SL 698	4	East
Newpoint	699.9	SL 700	31	Both
ITT Rayonier	699.9	SL 700	21	West
Sullivan Lumber Company	712.5	SL 713	6	East
Dumas	712.6	SL 713	20	West
Sullivan Lumber Company	712.8	SL 713	16	West
Sullivan Chip Track	712.8	SL 713	25	West
Pittsview	761.0	SL 761	15	Both
Robe	788.7	SL 789	6	West
Hardaway	804.6	SL 805	7	East
Chesson	808.9	SL 809	24	Both
Eastmont	827.2	SL 827	12	East
Lewis of Montgomery	827.3	SL 827	7	East
East Montgomery Inv. Co.	827.4	SL 827	26	East
T. G. & Y. Stores	827.4	SL 827	48	East
Rheem Mfg. Co.	828.7	SL 829	Spur	East
Armco Steel Co.	828.7	SL 829	4	East
Air Port	829.8	SL 830	9	East
Kilby	830.6	SL 831	10	East

KIMBROUGH SUBDIVISION

Weston	48.2	SLB 48	7	Both
Oxford Dist. Company	63.8	SLB 64	4	East
Ferguson Company	64.2	SLB 64	1	East
Swift & Company	64.7	SLB 65	9	East
Yale Rubber Company	66.9	SLB 67	5	West
Dawson Cold Storage	67.2	SLB 67	6	East
Terrell County Grain	67.3	SLB 67	4	East
Tri-State Wood Products Co.	70.6	SLB 71	11	East
Sasser	72.5	SLB 73	4	Both
Monsanto Chemical Company	72.9	SLB 73	9	West
Lilliston Implement Company	76.7	SLB 76	26	West
Armco	77.0	SLB 77	7	West
Lewis Martin Steel Company	84.0	SLB 84	7	East
Walker Fertilizer Company	84.6	SLB 85	3	East
Escambia Chemical Company	84.7	SLB 85	16	East
Polmyra	84.8	SLB 85	8	East
Flint Beverage Company	85.2	SLB 85	27	East

RICHLAND SUBDIVISION

NAME	Mile Post	Station Nos.	Car Capacity	Opening
Babcock	105.4	SLC 800	5	West
Brunswick Pulp & Paper Co.	116.2	SLC 790	18	West
Rowena	123.2	SLC 781	13	West
Hatfield Lumber Company	126.2	SLC 778	3	West
Carnegie	143.2	SLC 761	20	Both
Kraft Wood Yard	157.2	SLC 750	15	West
Container Corp.	159.0	SLC 750	17	West
Union-Camp Co.	163.9	SLC 742	16	West
Brooklyn	32.3	SLB 32	28	Both
Gilman Paper Co.	22.6	SLB 23	10	East
Container Corporation	20.0	SLB 20	18	West
Cusseta	16.5	SLB 19	12	West
Valley Wood Yard	17.5	SLB 18	10	West

MACON SUBDIVISION

Spartan Wood Yard	79.0	SK 589	31	West
New Team Track	75.1	SK 594	7	Both
Union-Camp Co.	75.1	SK 594	16	East
American Agricultural Chemical Company	63.3	SK 607	6	East
Minter	63.2	SK 606	4	East
Laurens Woodchip Mill	57.7	SK 611	11	West
Mohasco Industries	57.2	SK 612	Spur	West
W. W. Frazier Wood Yard	56.3	SK 613	7	West
Whitehead Lumber Co.	56.0	SK 613	13	West
Dublin Woolen Mills	55.3	SK 614	21	West
Dudley Station	42.4	SK 627	72	Both
Hantrass	37.5	SK 652	17	Both
St. Regis Paper Company	34.0	SK 635	14	West
Payne Gas Company	33.8	SK 635	3	East
Danville	31.1	SK 638	18	Both
Wimberly Lumber Company	23.8	SK 645	7	West
Georgia Coating Clay Company	18.7	SK 651	Yard	West
Storage Track	18.5	SK 650	8	Both
Georgia Kaolin Company	9.0	SK 660	225	West
Huhig Sash & Door Co.	7.3	SK 662	8	West
Georgia Who. Dist. Co.	5.0	SK 664	13	East

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J. L. BEARD, Trainmaster.....	Vidalia, Ga.	J. F. BURNS, Roadmaster.....	Hamlet, N.C.
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L. WOMBLE, Terminal Trainmaster.....	Savannah, Ga.	E. C. MONCUS, Roadmaster.....	Vidalia, Ga.
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*Only available at St. Luke's Hospital emergency room.

