

INDEX

Safety



First

	PAGE	
SCHEDULE		SPECIAL INSTRUCTIONS

Savannah Division:		
Andrews Subdivision	1	37-38
Hamlet Subdivision	2	32
Columbia Subdivision	3	33-34
Savannah Terminal:		
Burroughs Subdivision	4-5	43-44
Gross Subdivision	4-5	36-37
Everett Subdivision	6-7	35-36
Vidalia Subdivision	8	39-40
Fernandina Subdivision	8	34
Georgetown Subdivision	8	38
Americus Subdivision	9	40
Richland Subdivision	9	41
Kimbrough Subdivision	9	41-42
Macon Subdivision	10	42
Coosaw Subdivision	10	39
Bennettsville Subdivision	10	38
Waycross Division:		
Dupont Subdivision	11	51
Nahunta Subdivision	12-13-14-15	45-46
Jesup Subdivision	16-17	46-47
Pelham Subdivision	16	51
Brunswick Subdivision	17	47
Thomasville Subdivision	18-19	48-49
Dothan Subdivision	20-21-22-23	49-50
Albany Subdivision	24	48
Elba Subdivision	25	52
Grimes Subdivision	25	52
Moultrie Subdivision	25	51
Chattahoochee Subdivision	25	52
Divisions Special Instructions	26-27-28-29	
Time Speed Charts	30-31	
Management Charts	53-54	
Public and Private Tracks	54-55-56-57	
Division Officers	57	
Jacksonville Terminal Officers	57	
System Officers	57	
Company Physicians	58	
Union Representatives	59	
Tables for Computing Speeds & Running Time	60	

SEABOARD COAST LINE RAILROAD

SAVANNAH DIVISION AND WAYCROSS DIVISION

3

TIME TABLE No. 3

IN EFFECT

Friday, December 12, 1975

At 12:01 A.M.

SUPERSEDING TIME TABLES
DATED SEPTEMBER 15, 1974

OF

SAVANNAH AND WAYCROSS DIVISIONS

EASTERN STANDARD TIME

FOR THE GOVERNMENT OF EMPLOYEES ONLY

J. B. CLARK, Vice President-Operations
C. F. KELLY, General Manager-Transportation
W. E. SATTERWHITE, Superintendent
H. J. FIGGE, Superintendent

SECOND CLASS						Station Numbers	Actual Field M. P. Locations	TIME TABLE NO. 3 IN EFFECT December 12, 1975 STATIONS	Scales, W. per Car Capacity	SECOND CLASS			THIRD CLASS		
595	127	571	197	549	551					596	550	148	552	570	
Local Freight	Through Freight	Through Freight	Through Freight	Local Freight	Local Freight					Local Freight	Local Freight	Through Freight	Local Freight	Local Freight	
Ex. Sun	Daily	Daily	Daily	Daily	Mon.-Wed. Fri.					Ex. Sun.	Tue.-Thur. Sat.	Daily	Daily	Daily	
P. M.	P. M.	P. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.					
	500	320	1100		650	S249	249.8	L T	HAMLET YARD @ A	YARD O Y		100	300		1130
						S253	253.4		HAMLET 3.6 (Pgr. Station)	YARD Y					
	510	330	1110		700	SE254	254.4		EAST JUNCTION 1.0	90P		1215	220		1040
						SH267	267.0		FLETCHER 12.6	200P					
L 540	528		1128		800	SH271	270.9		McCOLL 3.9	36	A 1000	1140	202		
						SH278	276.7		CLIO 5.8	200P 36		1120			1001
						SH283	282.6		MINTURN 5.9	90P 5					
						SH288	288.3		LITTLE ROCK 5.7	28			1045		
A 610	A 600	425	A 1159		930	A282	293.0		DILLON 4.7	92P YARD	L 930	1030	L 140		934
						AC324	309.0		MULLINS 16.0 X-SCL	90P YARD Y		950			904
						SH325	325.3		EULONIA 16.3 X-SCL	90P 5		920			844
						SH343	343.1		HEMINGWAY 17.8	83P 42		850			814
						SH354	353.8		MORRISVILLE 10.7	90P 9		830			759
						SH365	365.5	T	ANDREWS 11.7	136P YARD Y		L 800		A 230	730
				L 1000	A 1130	SH379	379.4		JAMESTOWN 13.9	90P 45				203	703 ⁵⁷⁰
						SH394	394.7		CORDESVILLE 15.3	90P 20				142	640
						SH409	408.0		INNESS 13.9	89P 18				120	615
						SH413	412.4		REMOUNT 3.8	90				115	609
						A390	418.5	T A	CHARLESTON 6.1X-NCT Co NSL Co X-EF Co X-SOU X-SCL L	YARD O Y				100	600
P. M.	P. M.	P. M.	A. M.	A. M.	A. M.	168.7 Miles Hamlet Yard to Charleston					A. M.	A. M.	P. M.	P. M.	P. M.
Ex. Sun.	Daily	Daily	Daily	Daily	Mon.-Wed. Fri.						Ex. Sun.	Tue.-Thur. Sat.	Daily	Daily	Daily

HAMLET SUBDIVISION
SAVANNAH DIVISION

SOUTHWARD		NORTHWARD								
Second Class	First Class	Station Numbers	Actual Field M. P. Locations	TIME TABLE NO. 3 IN EFFECT December 12, 1975		Scales, Wyes, Car Capacity	First Class	Second Class		
593	81								82	594
Through Freight	Silver Star								Silver Star	Through Freight
Ex. Sat.	Daily								Daily	Daily
P. M.	P. M.			STATIONS		A. M.	A. M.			
1015		S249	249.8	L T	HAMLET YARD @ A	YARD O Y		1230		
	L1020	S253	253.4	T	3.6 HAMLET X-SCL (Pggr. Station)	92P YARD Y	5 A	530		
		S261	260.8		7.4 OSBORNE	59P 9				
		S269	269.3		8.5 WALLACE	70P 103				
1100	1038	S272	271.8		2.5 CHERAW @ 8.0 X-SCL	64P 187		437		
		S280	279.8		5.1 GILLESPIE	52P 2				
		S285	284.9		7.1 PATRICK	60P 22				
		S292	292.0		7.3 MIDDENDORF	84P 2				
1201	1103	S300	299.3		7.7 McBEE	82P 102 Y		411		
		S307	307.0		5.6 BETHUNE	58P 81				
		S313	312.6		6.9 CASSATT	59P 10				
		S320	319.5		7.0 SHEPARD X-SOU	50P				
	S1124	S327	326.5		3.8 CAMDEN	54P 129	5	349		
1245		S330	330.3		8.7 LUGOFF	56P 34				
		S339	339.0		10.1 ELGIN	41P 13				
		S349	349.1		9.4 WEDDELL	58P				
		S358	358.5		1.3 ELMWOOD	36P 56				
125	S1205	S360	359.8		2.5 COLUMBIA	YARD	L	315		
145		S362	362.3	A	CAYCE L	YARD O		730		
A. M.	A. M.	112.5 Miles Hamlet Yard to Cayce						A. M.	P. M.	
Ex. Sun.	Daily							Daily	Daily	

SECOND CLASS			First Class	Station Numbers	Actual Field M. P. Locations	TIME TABLE NO. 3 IN EFFECT December 12, 1975		States, Wye, Car Capacity	First Class	SECOND CLASS			
393	329	593	81			82	594		326	396			
Through Freight	Through Freight	Through Freight	Silver Star	Through Freight	Through Freight	Through Freight	Through Freight	Silver Star	Through Freight	Through Freight	Through Freight		
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		
P. M.	P. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	A. M.		
			1205	S360	359.8	L	COLUMBIA	A	YARD	315			
		L 800		S362	362.2		CAYCE		47P YARD O		A 1201		
				S366	366.3		DIXIANA		54P 19				
				S375	375.0		GASTON		54P 7				
		840	1230	S380	380.4		SWANSEA		36P 28	236	1000		
				S386	385.3		WOODFORD		45P 17				
				S389	389.3		NORTH		90				
				S394	394.0		LIVINGSTON		44P				
				S401	401.3		NORWAY		49P 40				
		950	1259	S410	409.9		DENMARK	@ X-SOU X-SCL	40P 96	204	900		
				S418	417.5		GOVAN		45P 33				
				S426	426.4		ULMERS		45P 23				
L 900	L 600	1030	121	S436	436.0		FAIRFAX	X-SCL	45P 96	142	A 900	A 130	
				S443	442.7		GIFFORD		48P 11				
				S450	450.1		ESTILL		67P 42 Y		800		
				S460	460.3		GARNETT		200P 31				
930	630	1100	152	S469	469.0		CLYO		50P 45	115	735	807 1232	
				S476	476.0		STILWELL		46P				
				S482	482.4		RINCON		50P 7				
				S490	490.0		MEINHARD		44P 5				
1005	705	1135	214	A490	497.3		CENTRAL JCT.			1251	705	705 1200	
1030	800	1145	235	S500 A491	498.0 A490.9	T A	@ SAVANNAH	X-SCL L	YARD O Y	1250	700	700 1155	
P. M.	P. M.	A. M.	A. M.	138.2 Miles Columbia to Savannah						A. M.	A. M.	P. M.	P. M.
Daily	Daily	Daily	Daily							Daily	Daily	Daily	Daily

4 SOUTHWARD

BURROUGHS SUBDIVISION—SAVANNAH DIVISION
(Savannah Terminal)

SECOND CLASS							FIRST CLASS					Station Numbers	Actual Field M. P. Locations	TIME TABLE NO. 3 IN EFFECT December 12, 1975 STATIONS		
103	693	119	101	111	109	127	175	83	85	3	81					
Through Freight	Through Freight	Through Freight	Through Freight	Through Freight	Through Freight	Through Freight	Piggyback Special	Meteor	Champion	Auto Train	Silver Star					
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Ex. Mon.	Daily	Daily	Daily	Daily					
P. M.	P. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	A. M.	A. M.	A. M.	A. M.					
430	100	830	645	630	245	100	750	700	610	415	240	A491 S500	A 490.9 S 498.0	2 Tracks L T	SAVANNAH ® (2) X-SCL	
445	108	845	708	638	253	110	810	712	622	427	252	A503	A 503.1 S 509.6		2 Tracks A	BURROUGHS OGEECHEE
448	111	848	711	641	256	115	813	714	624	429	254	A506	A 505.7 S 512.2	14.8 Miles by East Route 14.2 Miles by West Route		
P. M.	P. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	A. M.	A. M.	A. M.	A. M.					
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Ex. Mon.	Daily	Daily	Daily	Daily					

SOUTHWARD

GROSS SUBDIVISION—SAVANNAH DIVISION

Third Class	SECOND CLASS				FIRST CLASS		Station Numbers	Actual Field M. P. Locations	TIME TABLE NO. 3 IN EFFECT December 12, 1975 STATIONS	
698	101	111	367	109	175	85				
Local Freight	Through Freight	Through Freight	Through Freight	Through Freight	Piggyback Special	Champion				
Daily	Daily	Daily	Daily	Daily	Ex. Mon.	Daily				
P. M.	A. M.	A. M.	A. M.	A. M.	P. M.	A. M.				
1201	901	831		446	1002	747	S605	34.5	L	GROSS
							SM611	28.3		6.2 MILLS CREEK
							SM617	22.2	6.1 NASSAU	
1220	917		L 558	A 502	A 1018	A 759	A624	20.0	2.2 T @ CALLAHAN X-SCL	
							SM624	15.0	5.0 CRAWFORD X-SOU	
							SM635	4.2	10.8 FOURAKER	
100	1015	930	630				S653	0.0	4.2 A BALDWIN X-SCL	
P. M.	A. M.	A. M.	A. M.	A. M.	P. M.	A. M.	34.5 Miles Gross to Baldwin			
Daily	Daily	Daily	Daily	Daily	Ex. Mon.	Daily				

WESTWARD

VIDALIA SUBDIVISION SAVANNAH DIVISION

EASTWARD

Third Class	SECOND CLASS		Station Numbers	Actual Field M. P. Locations	TIME TABLE NO. 3 IN EFFECT December 12, 1975	Scales, Wyes, Car Capacity	SECOND CLASS		Third Class	
	655	389					383	382		388
Local Freight	Through Freight	Through Freight	Station Numbers	Actual Field M. P. Locations	TIME TABLE NO. 3 IN EFFECT December 12, 1975	Scales, Wyes, Car Capacity	Through Freight	Through Freight	Local Freight	
Tue.-Thur. Sat.	Daily	Daily					Daily	Daily	Mon. Wed.-Fri.	
A. M.	P. M.	A. M.					P. M.	A. M.	P. M.	
700	935		A491 S500	498.7	L T	YARD O Y		155	300	
845	1000		SL514	514.2				129	245	
901	1010		SL520	520.2				121	230	
930	1032		SL536	535.5				101	155	
1030	1050		SL545	545.7				1247	130	
1045	1053		SL547	547.0				1244	1255	
1120	1110		SL558	557.3				1230	1215	
1145	1128		SL572	571.3				1205	1145	
1201	A1148 ³⁸⁸	L 900	SL577	576.5	T	86P YARD Y	A 110	L1148 ³⁸⁹	1100	
A 130		1025	SL611	610.9	T	32P 117	1210		L1000	
		1045	SL621	621.0	T	24	1150			
		1120 ³⁸²	SL636	636.1	T	46P 150	1120 ³⁸⁸			
		1220	ANB695	665.1	T	47P YARD Y	1030			
		130	SL695	695.0	T A	YARD O	900			
P. M.	P. M.	P. M.	196.3 Miles Savannah to Americus					A. M.	P. M.	A. M.
Tue.-Thur. Sat.	Daily	Daily						Daily	Daily	Mon. Wed. Fri.

FERNANDINA SUBDIVISION
 SAVANNAH DIVISION

GEORGETOWN SUBDIVISION
 SAVANNAH DIVISION

Southward		Station Numbers	Actual Field M. P. Locations	TIME TABLE NO. 3 IN EFFECT December 12, 1975	Scales, Wyes, Car Capacity	Northward		
SECOND CLASS						THIRD CLASS		
601	697					698	602	
Local Freight	Local Freight	Station Numbers	Actual Field M. P. Locations	TIME TABLE NO. 3 IN EFFECT December 12, 1975	Scales, Wyes, Car Capacity	Local Freight	Local Freight	
Daily	Daily					Daily	Daily	
P. M.	A. M.					A. M.	P. M.	
600	830	S612	35.1	L T	YARD	1145	1245	
730	1000	SMAO	47.2	T A	YARD	1100	1201	
P. M.	A. M.	12.1 Miles Yulee to Fernandina Beach					A. M.	P. M.
Daily	Daily						Daily	Daily

Southward		Station Numbers	Actual Field M. P. Locations	TIME TABLE NO. 3 IN EFFECT December 12, 1975	Scales, Wyes, Car Capacity	Northward	
THIRD CLASS						THIRD CLASS	
						698	602
Local Freight	Local Freight	Station Numbers	Actual Field M. P. Locations	TIME TABLE NO. 3 IN EFFECT December 12, 1975	Scales, Wyes, Car Capacity	Local Freight	Local Freight
Daily	Daily					Daily	Daily
P. M.	A. M.					A. M.	P. M.
SH365	16.3	L T			YARD Y	1145	1245
SHA16	8.4					1100	1201
SHA0	1.3	T A			YARD O Y	A. M.	P. M.
15.0 Miles Andrews to Georgetown							

**AMERICUS SUBDIVISION
SAVANNAH DIVISION**

Westward	TIME TABLE NO. 3 IN EFFECT December 12, 1975				Eastward
Third Class	Station Numbers	Actual Field M. P. Locations		Scales, Wyes, Car Capacity	Third Class
383					382
Local Freight					Local Freight
Daily					Daily
P. M.	STATIONS				P. M.
400	SL695	695.0	L T	AMERICUS A YARD O	900
425	SL706	705.9	T	10.9 PLAINS	84
450	SL716	715.9	T	10.0 PRESTON	820
545	SL724	724.1	T	8.2 RICHLAND X-SCL	28PW 80PE O YARD Y
555	S728	727.6		3.5 RANDALL	56P
605	SL733	732.7	T	5.1 LUMPKIN	83
625	SL740	740.8		8.1 LOUVALE	
645 ³⁸²	SL751	750.6		9.8 OMAHA	11
655	SL754	754.0		3.4 MAHRT	112P 2
725	SL771	771.2		17.2 RUTHERFORD	50 Y
735	SL778	777.8	T	6.6 HURTSBORO X-CoIG	72P 3
745	SL785	784.9		7.1 HANNON	10
800	SL796	795.5		10.6 FT. DAVIS	95P 9
830	SL814	813.4		17.9 CECIL	16
845	SL825	824.7		11.3 MITYLENE	57P 13
900	SL834	833.9	T A	9.2 MONTGOMERY X-CoIG (Clabv Park) L	YARD O Y
P. M.	138.9 Miles Americus to Montgomery				P. M.
Daily					Daily

**RICHLAND SUBDIVISION
SAVANNAH DIVISION**

9

Westward	TIME TABLE NO. 3 IN EFFECT December 12, 1975				Eastward
Third Class	Station Numbers	Actual Field M. P. Locations		Scales, Wyes, Car Capacity	Third Class
535					532
Local Freight					Local Freight
Ex. Sun.					Ex. Sun.
P. M.	STATIONS				P. M.
500	AN729	90.1	L T	BAINBRIDGE X-SCL A	YARD O
515	SLC810	96.0		5.9 LYNN	140P 2
540	SCL795	110.7		14.7 COLQUITT	67P 84
557	SLC786	119.5		8.8 DAMASCUS	154P 26
615	SLC776	130.0		9.2 EAST ARLINGTON	43 Y
630	SLC767	139.0		9.0 EDISON X-CoIG	140P 41
700	SLC750	154.6	T	15.6 CUTHBERT X-CoIG	49
710 ⁵³²	SLC750	156.4		1.1 NEW SIDING	99P 12
745	SLC730	175.3		18.9 KIMBROUGH	7
900	SL724	181.6 38.8	T	6.3 RICHLAND X-SCL	140P O YARD Y
950	SLB4	4.0		34.8 FT. BENNING X-CoIG	73P 14
1000	SLB0	0.4	T A	3.6 COLUMBUS YARD X-Sou X-CoIG L	YARD O Y
P. M.	127.9 Miles Bainbridge to Columbus Yard				P. M.
Ex. Sun.					Ex. Sun.

**KIMBROUGH SUBDIVISION
SAVANNAH DIVISION**

Westward	TIME TABLE NO. 3 IN EFFECT December 12, 1975		Eastward	
Station Numbers	Actual Field M. P. Locations	STATIONS	Scales, Wyes, Car Capacity	
				AP699
SLB66	65.6	T	20.8 DAWSON X-CoIG	56
SLC730	45.3		20.3 KIMBROUGH	7
41.1 Miles Albany to Kimbrough				

MACON SUBDIVISION
SAVANNAH DIVISION

Westward			TIME TABLE NO. 3		Eastward	
Second Class	Station Numbers	Actual Field M. P. Locations	IN EFFECT December 12, 1975		Second Class	
389					388	
Through Freight					Through Freight	
Daily					Daily	
P. M.					P. M.	
1148 ³⁸⁸	SL577	92.6	L	VIDALIA X-G&F A	YARD Y	1148 ³⁸⁹
1215	SK588	81.3	T	11.3 TARRYTOWN	140P 4	1127
1235	SK602	67.6		13.7 ROCKLEDGE	140P 5	1110
101	SK616	53.6	T	14.0 DUBLIN X-W&T	YARD	1045
111	SK618	50.8		2.8 WEST DUBLIN	140P 67	1035
148	SK637	32.7		18.1 ALLENTOWN	40	957
203	SK646	22.9		9.8 JEFFERSONVILLE	19	936
218	SK654	15.8		7.1 FITZPATRICK	35P 6	921
232	SK660	9.0		6.8 DRY BRANCH	31	905
250	SK669	0.5	T A	8.5 MACON X-Sou L	YARD O	845
A. M.	92.1 Miles Vidalia to Macon				P. M.	
Daily					Daily	

COOSAW SUBDIVISION
SAVANNAH DIVISION

Southward			TIME TABLE NO. 3		Northward			
Station Numbers	Actual Field M. P. Locations	IN EFFECT December 12, 1975		STATIONS				
						Scale, Wyes, Car Capacity		
							YARD O Y	
								A
A								
	AMJ454	472.8	L	COOSAW	A			
	SH511	510.3	A	37.5 NORTH SAVANNAH	L			
	37.5 Miles Coosaw to North Savannah							

BENNETTSVILLE SUBDIVISION
SAVANNAH DIVISION

Southward			TIME TABLE NO. 3		Northward	
Second Class	Station Numbers	Actual Field M. P. Locations	IN EFFECT December 12, 1975		Third Class	
597					598	
Local Freight					Local Freight	
Ex. Sun.					Ex. Sun.	
A. M.					P. M.	
1000	SH271	259.2	L	McCOLL A	YARD	530
A 1030	AG268	268.1	T	8.9 BENNETTSVILLE	40P 114 Y	L 500
	AG275	276.2	A	6.7 MARLBORO	L 47 O	
A. M.	15.6 Miles McColl to Marlboro				P. M.	
Ex. Sun.					Ex. Sun.	

SOUTHWARD DUPONT SUBDIVISION—WAYCROSS DIVISION NORTHWARD

Third Class	SECOND CLASS				Station Numbers	Actual Field M. P. Locations	TIME TABLE NO. 3 IN EFFECT December 12, 1975 STATIONS	Scales, Ways, Car Capacity	SECOND CLASS				Third Class	
	609	307	311	309					312	308	310	608		
Local Freight	Through Freight	Through Freight	Through Freight	Mon.-Wed. Fri.	Daily	Daily	Daily	Through Freight	Through Freight	Through Freight	Local Freight			
A. M.	P. M.	P. M.	A. M.					P. M.	P. M.	A. M.	A. M.			
	734	1150	105 ³⁰⁸	135 ³¹⁰	AN622	622.3	L T	DUPONT ® A	YARD Y	1235	105 ³¹¹	135 ³⁰⁹	1045	
	747	1204	120	155	AR633	632.5		HAYLOW X-GS&F	159P 10	1206	1248	105	1030	
	800	1214	131	205	AR642	642.8		TARVER	163P 8	1153	1237	1254	1015	
	817	1239 ³¹⁰	147	220	AR654	654.5	T	JASPER ® X-GS&F	160P 82	1137	1222	1239 ³⁰⁷	955	
	830	1251	154	230	AR660	659.7		MARION	75P 8	1129	1214	1229	945	
	915	105	210	245	SP715	670.5	T	LIVE OAK ® X-SCL	160P YARD O	1116	1159	1216	930	
	1010	120	224	259	AR682	682.3		McALPIN	164P 19	1102	1140	1202	815	
	1047 ³¹² 1120 ³⁰⁸	135	240	315	AR694	694.2	T	BRANFORD ®	158P 49	1047 ³⁰⁹	1120 ³⁰⁹	1147	745	
	1145	150	257	335	AR708	707.7	T	FORT WHITE	158P 16	1020	1055	1120	720	
	1210	330	325	430	AR717	717.1	T A	HIGH SPRINGS	YARD O Y	1000	1030	1100	700	
P. M.	A. M.	P. M.	A. M.	94.8 Miles Dupont to High Springs							A. M.	A. M.	P. M.	A. M.
Mon.-Wed. F-I.	Daily	Daily	Daily								Daily	Daily	Daily	Tue.-Thur. Sat.

FIRST CLASS										Station Numbers	Actual Field M. P. Locations	TIME TABLE NO. 3	
175	5	83	85	381	3	81	321	93	15			IN EFFECT	
Piggyback Special	Auto Train	Meteor	Champion	Piggyback Special	Auto Train	Silver Star	Piggyback Special	Floridian (Miami)	Floridian			December 12, 1975	
Ex. Mon.	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily			STATIONS	
P. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.				
		714			429	254				A506	506.0	2 Tracks	L OGEECHEE 14.5
										A522	520.5		McINTOSH 8.3
		733			448	313				A530	528.8	2 Tracks	WALTHOURVILLE ® 6.8
										A537	537.6		LUDOWICI 2.5
										A541	540.1	2 Tracks	BACK SWAMP 3.6
										A544	543.7		DOCTORTOWN 4.5
		747			503	327				A548	548.2	2 Tracks	JESUP ® 10.5
										A558	558.7		BROADHURST 7.5
										A567	566.2		HORTENSE 10.4
		810			525	349				A576	576.6	2 Tracks	NAHUNTA ® X-SCL 12.1
										A589	588.7		WINOKUR 3.3
										A595	592.0		NEWELL 6.3
										A598	598.3		BURCH 4.2
	L 737	831		L 720	545	409	L 407		L 220	A602	602.5	2 Tracks	FOLKSTON ® 12.0
										A614	614.5		HILLIARD 9.8
L1018	755	848	L 759	745	602	426	430		242	A624	624.3	2 Tracks	CALLAHAN ® X-SCL 13.1
		S 920 930	S 830 840			S 500 510		L 420	S 330 405	A639	639.4		T JACKSONVILLE (Passenger Station) 2.0 X-SLT
A1059	A 825 L 830			A 825	A 630 L 635		A 515			A640	641.4		MONCRIEF 1.1
		935	845			515		425	410	A642	642.5	T A	BEAVER STREET X-SCL
P. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	136.5 Miles			
Ex. Mon.	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Ogeechee to Beaver Street			

FIRST CLASS											Station Numbers	Actual Field M. P. Locations	TIME TABLE NO. 3 IN EFFECT December 12, 1975	
82	4	84	110	6	86	176	112	320	16	94				
Silver Star	Auto Train	Meteor	Through Freight	Auto Train	Champion	Piggyback Special	Through Freight	Piggyback Special	Floridian	Floridian (Miami)	2 Tracks	2 Tracks	A	OGEECHEE
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Ex. Mon.	Daily	Daily	Daily				
A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.				
1217	1010	721	710				240				A506	506.0		14.6
											A522	520.5		8.3
1157	947	701	640				215				A530	528.8		8.8
											A537	537.6		2.6
											A541	540.1		3.6
											A544	543.7		4.5
1142	929	646	611				152				A548	548.2		10.5
											A558	558.7		7.5
											A567	566.2		10.4
1120	907	624	541				116				A576	576.6		12.1
											A589	588.7		3.3
											A595	592.0		6.3
											A598	598.3		4.2
1100	847	604	513	A 350			1245	A1230	A 219		A602	602.5		12.0
											A614	614.5		9.8
1043	830	548	451	330	A 358	A1235	1221	1205	202		A624	624.3		15.1
1030 S1020		S 535 S 525				345 S 335			150 S 120	S A 115	A639	638.4		2.0
	L 815 A 810		L 435	L 315 A 310		L1215	L1201	L1145			A640	641.4		1.1
938		448			305				1250	1238	A642	642.5		1.1
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	A. M.				
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Ex. Mon.	Daily	Daily	Daily				

136.5 Miles
Ogeechee to Beaver Street

TIME TABLE NO. 3 IN EFFECT December 12, 1975 STATIONS		Scales Wyes, Car Capacity	SECOND CLASS							Third Class
			102	106	368	190	104	334	380	606
			Through Freight	Through Freight	Through Freight	Through Freight	Through Freight	Through Freight	Through Freight	Local Freight
			Daily	Ex. Mon.	Daily	Daily	Daily	Ex. Mon.	Daily	Daily
			A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	
2 Tracks	OGEECHEE A			215		530	920			
	14.5									
2 Tracks	McINTOSH	Sig. S.								
	8.3	22								
2 Tracks	WALTHOURVILLE ®	115P		150		500	855			
	8.2	8								
2 Tracks	LUDOWICI	36								
	2.5									
2 Tracks	BACK SWAMP									
	3.6									
2 Tracks	DOCTORTOWN	92CP								
	4.5	27								
2 Tracks	JESUP ®	YARD		L 129		441	L 830			
	10.5	Y								
2 Tracks	BROADHURST	200P								
	7.5									
2 Tracks	HORTENSE	200P								
	10.4	7								
2 Tracks	NAHUNTA ® X-SCL	228P				412				
	12.1	Y								
2 Tracks	WINOKUR	193P								
	3.3									
2 Tracks	NEWELL									
	6.3									
2 Tracks	BURCH									
	4.2									
4 Tracks	FOLKSTON ®	163	Y A 147		A 250	346	A 415	A 445	A 654	A1250
	12.0	Y								
4 Tracks	HILLIARD	88								
	9.8									
4 Tracks	CALLAHAN ® X-SCL	77	120		L 223	L 323	350	420	631	1220
	15.1									
4 Tracks	T JACKSONVILLE X-SLT (Passenger Station)	YARD								
	2.0									
4 Tracks	MONCRIEF	YARD O	L 100				L 330	L 400	L 615	L1201
	1.1									
4 Tracks	T BEAVER STREET X-SCL L									
136.5 Miles Ogeechee to Beaver Street			A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.
			Daily	Ex. Mon.	Daily	Daily	Daily	Ex. Mon.	Daily	Daily

SECOND CLASS							FIRST CLASS				Station Numbers	Actual Field M. P. Locations	TIME TABLE NO. 3		
323	103	385	119	303	367	333	5	381	321	15			IN EFFECT		
Through Freight	Through Freight	Through Freight	Through Freight	Through Freight	Through Freight	Through Freight	Auto Train	Piggyback Special	Piggyback Special	Florida n			December 12, 1975		
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily			STATIONS		
P. M.	P. M.	P. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.				
	540		938									A548	548.4	L	JESUP
												AN559	559.5		11.1 SCREVEN
												AN567	567.2		7.7 OFFERMAN
	615		1010									AN578	577.6		10.4 BLACKSHEAR
												AN581	580.9		9.2 HOMESTEAD
L 900	A 715	L 1230	A 1130	L 500	L 430	L 200	L 705	L 640	L 325	L 145		AN587	587.4	T	6.5 WAYCROSS
												ANA588	587.7		0.3 SOUTH WYE
												ANA598	598.4		10.7 BRAGANZA
935		100		531	500	241	725	705	353	206		ANA607	607.8		9.4 RACE POND
												ANA619	618.5		10.7 HAGUE
955		125		545	525	255	737	720	407	220		A602	621.1	A	2.6 FOLKSTON
P. M.	P. M.	P. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.		72.7 Miles Jesup to Folkston			
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily					

**PELHAM SUBDIVISION
WAYCROSS DIVISION**

Southward	Station Numbers	Actual Field M. P. Locations	TIME TABLE NO. 3		Station, West, Car Capacity	Northward
Second Class			IN EFFECT			Second Class
619			December 12, 1975			618
Local Freight			STATIONS			Local Freight
Ex. Sun.						
A. M.						A. M.
	AP699	749.8	L	ALBANY	A	
L 930	ANC748	748.5	T	1.3 EAST ALBANY	YARD O Y	A 830
1005	ANC734	733.8		14.7 BACANTON	9	753
1045	ANC724	723.7	T	10.1 CAMILLA X-GN	83P 30	725
1125	ANC715	715.5		8.2 PELHAM	61P 64	710
1150	ANC710	710.2		5.3 MEIGS	46	650
1215	ANC703	703.0		7.2 OCHLOCKNEE	40	630
1235	ANC697	697.6		5.4 PASCO	30P	615
100	AN691	691.6	T A	6.0 THOMASVILLE	YARD O Y L	600
P. M.	53.2 Miles Albany to Thomasville					A. M.
Ex. Sun.						Ex. Sun.

JESUP SUBDIVISION—WAYCROSS DIVISION

NORTHWARD

TIME TABLE NO. 3 IN EFFECT December 12, 1975 STATIONS	Scales, Wyes, Car Capacity	FIRST CLASS			SECOND CLASS					Third Class	
		16	320	6	102	106	368	104	334	380	606
		Floridian	Playback Special	Auto Train	Through Freight	Through Freight	Through Freight	Through Freight	Through Freight	Through Freight	Local Freight
		Daily	Daily	Daily	Daily	Ex. Mon.	Daily	Daily	Ex. Mon.	Daily	Daily
			A. M.	P. M.	P. M.	A. M.	P. M.	P. M.	P. M.	P. M.	A. M.
JESUP [®] A	155P YARD Y					129		830			
11.1 SCREVEN	158P 11										
7.7 OFFERMAN	163P 18										
10.4 BLACKSHEAR	85					1245		745			
8.3 HOMESTEAD	159P 3										
6.5 T WAYCROSS	YARD O Y S	A 255	A 140	A 427	A 315	L 1230	A 400	730	A 545	A 800	A 215
0.3 SOUTH WYE	YARD Y										
10.7 BRAGANZA	151P 11										
9.4 RACE POND	155P 9	230	1244	402	204		305	430	500	708	120
10.7 HAGUE	198P										
2.6 FOLKSTON [®] L	163 Y	219	1230	350	147		250	415	445	654	1250
		A. M.	P. M.	P. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.
		Daily	Daily	Daily	Daily	Ex. Mon.	Daily	Daily	Ex. Mon.	Daily	Daily
72.7 Miles Jesup to Folkston											

BRUNSWICK SUBDIVISION
WAYCROSS DIVISION

SOUTHWARD

NORTHWARD

SECOND CLASS			Station Numbers	Actual Field M. F. Locations	TIME TABLE NO. 3 IN EFFECT December 12, 1975 STATIONS	Scales, Wyes, Car Capacity	THIRD CLASS		
625	601	605					624	604	602
Local Freight	Local Freight	Local Freight					Local Freight	Local Freight	Local Freight
Daily	Daily	Ex. Sun.					Daily	Ex. Sun.	Daily
P. M.	P. M.	A. M.				A. M.	P. M.	P. M.	
800	1201	800	AN587	587.1	L T WAYCROSS ^A	YARD O Y	400	330	750
845	1245	840	A0601	601.1	14.0 HOBOKEN	31	300	230	700
915	101	910	A576	609.9	8.8 NAHUNTA [®] X-SCL	28 Y	225	150	640
1000	A 130	950	S568	627.1	17.2 BLADEN X-SCL	61	140	100	L 600
1015		1005	A0633	633.1	6.0 ANGUILLA JCT.	10 Y	115	1235	
1040		1030	A0639	541.0	5.7 SOUTHERN JCT. X-SOU	13	1245	1215	
1130		1100	A0643	538.0	3.0 T A BRUNSWICK [®] L	YARD O Y	1230	1201	
P. M.	P. M.	A. M.					A. M.	P. M.	P. M.
Daily	Daily	Ex. Sun.			54.7 Miles Waycross to Brunswick		Daily	Ex. Sun.	Daily

TIME TABLE NO. 3 IN EFFECT December 12, 1975 STATIONS		Sales, Wyes, Car Capacity	FIRST CLASS		SECOND CLASS						THIRD CLASS	
			12	52	310	316	312	386	308	314	608	610
			Auto Train	Floridian	Through Freight	Through Freight	Through Freight	Through Freight	Through Freight	Through Freight	Local Freight	Local Freight
			Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Tue.-Thur. Sat.	Mon.-Wed. Fri.
				A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	
	WAYCROSS	X-SCL A YARD O Y										
T	1.6 WAYCROSS (Oklahoma Ave.)	YARD A	705	^S A 140	A 245	A 255	A 200	A 105	A 400	A1030		
	3.1 WEST WAYCROSS	YARD	700	125	220	239	125	1240	214	959	A 100 A1230	
	1.8 RUSKIN	78P	657 ⁶⁰⁹	124	216	235	118	1237	210	955	1207 ¹¹¹ 1207 ¹¹¹	
	9.2 MANOR	159P 22	646	114	205	225	104	1225 ¹¹¹	158	945	1151 1130	
	4.4 ARGYLE	27	640		155	218	1257	1218	145	937	1145 1050	
T	5.9 HOMERVILLE	161P 46	633	103 ³⁰⁹	146	208	1249 ³¹¹	1210	125	929 ³¹⁶	1100 1035	
T	8.9 DUPONT	173P YARD Y	622	1254	L 135 ³⁰⁹	155	L1235	1159	L 105 ³¹¹	902	L1045 1006	
	6.6 STOCKTON	42P 10				140		1149		852	956 ³¹³	
	5.9 NAYLOR	153P 9	608	1241		125		1141		845	925	
T	15.0 VALDOSTA	X-G&F X-GS&F 162P YARD Y	551 ³⁷⁸	51226		1259		1121		825	900	
	15.5 QUITMAN	148P 68	535	1210		1230		1101 ³¹³		805	815	
	6.8 DIXIE	22	528	1203		1215		1040		755	750	
	7.2 BOSTON	153P 81	520	1155 ³¹⁵		1206 ³¹⁵		1030 ³¹¹		745	740	
	7.0 NEWARK	12				1157		1020		735	730	
T	5.2 THOMASVILLE	YARD O Y L	505 ³¹	1140		1150		1010		725	720	
104.1 Miles Waycross to Thomasville			A. M.	P. M.	A. M.	P. M.	P. M.	A. M.	P. M.	P. M.	A. M.	A. M.
			Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Tue.-Thur. Sat.	Mon.-Wed. Fri.

TIME TABLE NO. 3 IN EFFECT December 12, 1975 STATIONS		Stops, Ways, Car Capacity	FIRST CLASS		SECOND CLASS			THIRD CLASS		
			12	52	386	314	316	638	622	
			Auto Train	Floridian	Through Freight	Through Freight	Through Freight	Local Freight	Local Freight	
			Daily	Daily	Daily	Daily	Daily	Ex. Sun.	Mon.-Wed. Fri.	
			A. M.	P. M.	A. M.	A. M.	P. M.	P. M.	P. M.	
T	DOTHAN ⑥	A	YARD	252	940	745	1100	700	1235	145
	6.1 GRIMES		35P 14	242	917	735 ⁵³	1050	647	1220	115
	3.2 MIDLAND CITY		28			705	1045	641	1210	100
	3.3 PINCKARD		80P 9	234	910 ¹¹	701 ⁸²³	1040	636	1205	1245
	5.0 WATERFORD		70P 15	228	904	649	1034	629	1150	1230
	5.2 EWELL		118P 4	222	858	642	1016 ⁷⁷³	621 ³¹³		1215
T	5.9 OZARK ⑥		57P 102	216	852	636	1005 ³¹⁶	612		1201
	6.0 DILLARD		120P	209	846	627	950	601		1145
	4.2 ARITON		11	202	840	619	940	552		1130
	7.5 TENNILLE		134P	156	835	613	930	545		1120
T	6.4 BRUNDDIDGE		33P 61	148	827	603	920 ⁶⁷³	533		1057 ⁷⁷³ 1038 ³¹³
	8.1 BANKS		131P 22	141	820	553	910	522		1015
	2.6 CORCORAN X-CofGo		55P 87	132	812	543	859 ⁵³	510		950
T	7.8 TROY ⑥ X-CofGo		84P 116	128	809	539	845	505		903 ⁵³
	12.9 YOUNGBLOOD		123P	117	759 ³¹³	527	827 ⁶²²	449		837 810 ³¹⁴
	4.3 GRADY		135P 1	102	746	511	810	428		727
	7.9 RAMER ⑥		57P 24	1257	741	505	804	420		714
	10.2 SPRAGUE		125P 39	1247	733	448	745	352		703
	6.6 SNOWDOWN			1235	722	434	730	334		649
	1.5 DAY STREET		134P	1225 1210 ¹¹	715	420	715	325		640
T	MONTGOMERY	L	YARD	1205	710	400	700	300		630
118.9 Miles Dothan to Montgomery				A. M.	P. M.	A. M.	A. M.	P. M.	A. M.	A. M.
				Daily	Daily	Daily	Daily	Daily	Ex. Sun.	Mon.-Wed. Fri.

Third Class	SECOND CLASS				FIRST CLASS		Station Numbers	Actual Field M. P. Location	TIME TABLE NO. 3 IN EFFECT December 12, 1975				Scales, Weas, Car Capacity	First Class	SECOND CLASS		Third Class
	615	323	385	345	333	381			321	320	334	346		614			
Local Freight	Through Freight	Through Freight	Through Freight	Through Freight	Piggyback Special	Piggyback Special						Piggyback Special	Through Freight	Through Freight	Local Freight		
Mon.-Wed. Fri.	Daily	Daily	Daily	Daily	Daily	Daily						Daily	Daily	Daily	Tue.-Thur. Sat.		
A. M.	P. M.	A. M.	P. M.	A. M.	A. M.	A. M.						P. M.	P. M.	A. M.	P. M.		
							AP699	699.4	L	ALBANY	A						
L 600			L 1130				AP698	698.1	T	EAST ALBANY		YARD O Y		A 115	A 200		
605			1135				AP696	696.6		DARROW	X-GN			1259	130		
617			1150				AP690	689.4		ACREE		38P 9		1244	1255		
640			1229 ³⁴⁶				AP680	679.7	T	SYLVESTER	X-GN	110P 42		1229 ³⁴⁶	1230		
720			1234				AP677	676.4		POULAN		9		1223	1155		
740			1245				AP670	670.3		GOLDEN		48P		1212	1142		
800			1250				AP667	667.5		TY TY		6		1207	1136		
915			103				AP658	658.4	T	TIFTON	X-GS&F	YARD O Y		1154	1120		
935			115				AP651	651.3		BROOKFIELD		78P 9		1142	1030		
1000			121				AP647	647.1		ENIGMA		5		1135	1025		
1040			131				AP641	641.1		ALAPAHA		73P 23		1125	1010		
1115			148				AP630	629.0		WILLACOOCHEE	X-G&F	78P 18		1108	930		
1250			206				AP618	617.5		PEARSON		70P 26		1050	810		
105			218				AP611	610.7		AXSON		10		1038	740		
115			224				AP607	606.7		MILLWOOD		78P		1032	734		
130			241				AP595	595.7		WARESBORO		68P 14		1015	720		
140	L 740	L 1155	259	L 145	L 630	L 315	AP589	589.0		LANG			A 150	A 605	1005	710	
200	830	1201	310	200	635	320	AN587	587.7	T A	WAYCROSS	L	YARD O Y	145	600	1000	700	
P. M.	P. M.	P. M.	A. M.	A. M.	A. M.	A. M.	111.7 Miles Albany to Waycross						P. M.	P. M.	P. M.	A. M.	
Mon.-Wed. Fri.	Daily	Daily	Daily	Daily	Daily	Daily							Daily	Daily	Daily	Tue.-Thur. Sat.	

ELBA SUBDIVISION
WAYCROSS DIVISION

Westward	TIME TABLE NO. 3			Eastward
Second Class	Station Numbers	Actual Field M. P. Locations	IN EFFECT December 12, 1975	Third Class
639				638
Local Freight				Local Freight
Ex. Sun.				Ex. Sun.
A. M.				A. M.
640	AN800	800.0	L WATERFORD A	16 Y 1150
745	ANG808	807.8	-7.8 DALEVILLE	64 1125
840	ANG818	817.4	-9.6 T ENTERPRISE	93 1055
910	ANG827	826.6	-9.2 NEW BROCKTON	28 1025
940	ANG837	836.7	-10.1 T A ELBA L	39 Y 955
A. M.	36.7 Miles Waterford to Elba			A. M.
Ex. Sun.				Ex. Sun.

GRIMES SUBDIVISION
WAYCROSS DIVISION

Westward	TIME TABLE NO. 3			Eastward
Second Class	Station Numbers	Actual Field M. P. Locations	IN EFFECT December 12, 1975	Third Class
641				640
Local Freight				Local Freight
Ex. Sun.				Ex. Sun.
A. M.				A. M.
730	AN789	789.0	L GRIMES A	14 Y 950
745	ANF796	795.8	-6.8 T HEADLAND	55 932
759	ANF801	801.1	-5.3 NEWVILLE	15 920
840	ANF816	815.8	-14.7 T A ABBEVILLE L	35 Y 850
A. M.	26.8 Miles Grimes to Abbeville			A. M.
Ex. Sun.				Ex. Sun.

MOULTRIE SUBDIVISION
WAYCROSS DIVISION

Southward	TIME TABLE NO. 3			Northward
Second Class	Station Numbers	Actual Field M. P. Locations	IN EFFECT December 12, 1975	Second Class
617				616
Local Freight				Local Freight
Ex. Sun.				Ex. Sun.
A. M.				A. M.
	ANK722	722.0	L KINGWOOD A	5
L 915	ANK720	719.6	-2.4 MOULTRIE X-GN YARD A	830
1100	ANK706	706.0	-13.6 COOLDGE	44 655
1130	ANK698	698.0	-8.0 DILLON	6 625
100	AN691	691.5	-6.5 T A THOMASVILLE @ L	YARD O Y 600
P. M.	30.5 Miles Kingwood to Thomasville			A. M.
Ex. Sun.				Ex. Sun.

CHATTAHOOCHEE SUBDIVISION
WAYCROSS DIVISION

Westward	TIME TABLE NO. 3			Eastward
Third Class	Station Numbers	Actual Field M. P. Locations	IN EFFECT December 12, 1975	Third Class
637				636
Local Freight				Local Freight
Daily				Daily
P. M.				A. M.
330	AN719	719.1	L T CLIMAX A	91 Y 938
405	ANE728	727.7	-8.6 FOWLTOWN	28 902
435	ANE734	734.4	-6.7 FACEVILLE	25 820
545	SP842	749.4	-15.0 T A CHATTAHOOCHEE L	YARD Y 730
P. M.	30.3 Miles Climax to Chattahoochee			A. M.
Daily				Daily

SPECIAL INSTRUCTIONS

DIVISIONS

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
250-261, 300-392, 1212-1239, 1275-1277, 1309-1343, 1406-1415, 1515-1565, 1700-1799, 1800-1855, 3200-3224, 3400-3404	75	500-555, 1003-1050, 1053-1065, 1300-1308, 1400-1405, 1500-1514, 1566-1599, 1600-1656, 1900-1923, 1950-1970, 2000-2059, 2100-2124, 2200-2213	70
700-1002, 1051-1052, 1202-1211	65		

3—Switch engines in 10-230 and yard Mates in 3000-3010 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.

Road Mate units in series 3400-3404 when coupled with EMD GP-35 diesel units series 1400-1404 will be operated in freight service only under the following arrangement:

Units 1400-1404 equipped to operate with Mate Units will be capable of single unit (without a Mate) operation up to a speed of 40 M.P.H. These units may also be operated in multiple (without a Mate) with other units up to 70 M.P.H.; however, they will cease to produce tractive effort at speeds above 40 M.P.H. Likewise, a combination of a Mate (3400-3404) and a unit (1400-1404) may be operated in multiple with other units, but will cease to produce tractive effort above 35 M.P.H.

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.

Thirty (30) or more empty cars will be positioned on rear of trains immediately ahead of caboose whenever practical to do so.

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.

TANK CARS—Loaded with clay slurry or flammable compressed gas.

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 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, 765250, 765251, 765252, 771153, 771154, 771200, 771201, 771202, 771203, 771253, 771254, 771255, 771256, 771257, WofA 5, GA 1901 and L&N 40030.

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, 765452, 765458, 765459, 765460, 765463, 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.

RUN-THROUGH SWITCHES

9—Certain switches are designed so they may be trailed through when lined against the desired movement and are

commonly known as run-through type switches. Switches which may be run-through in this manner are equipped with switch stands and operating levers that are painted bright yellow. When these switches are trailed through while lined against the movement, a reverse movement must not be made until at least one unit or car has passed beyond the switch points.

Where snow or sleet is between switch point and stock rail, these switches will not be run-through.

TRAIN BULLETIN BOOKS

10—Hamlet Yard (Yard Office "A" and Diesel Shop), Lugoff, Columbia, Cayce, Savannah (passenger station and yard offices), Jacksonville, West Jacksonville (yard office and shop), Fernandina, Yulee, Baldwin, Baldwin Yard, Dillon, Andrews, Georgetown, Charleston (Bennett Yard), Vidalia, Americus, Macon, Richland, Columbus Yard, Jesup, Waycross (passenger station, yard office and shop), Moncrief (yard office and shop), Brunswick, High Springs, Thomasville (passenger station, yard office and shop), Bainbridge, Chattahoochee, Dothan yard office, Montgomery (Union Station, L&N-S&N Yard office and roundhouse) East Albany, Valdosta, Tifton and Troy.

STANDARD CLOCKS

11—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, Cordele, Americus, Macon, Richland, Columbus Yard, Jesup, Waycross (dispatcher's office, passenger station, yard office and shop), Moncrief, Brunswick, High Springs, Thomasville (passenger station and yard office), Bainbridge, Chattahoochee, Dothan (passenger station and yard office), Montgomery (Union Station and L&N-S&N yard), and East Albany.

SPECIAL RULES

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

Rule 20 is revised as follows: All sections except the last will display two green lights in the places provided for that purpose on the front of the engine.

Rule 21 is revised as follows: Extra trains will display two white lights in the places provided for that purpose on the front of engines.

Paragraph 5 of Rule 103-F is amended as follows: Train and engine service employees must not occupy the roof of a freight car or caboose under any circumstances. Other employees whose duties require them to occupy roof of a car or caboose may do so only when equipment is standing.

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

Paragraph 3 of Rule 1220 is amended as follows: On a freight train, when locomotive is to be detached to set off or pick up cars, engineman will reduce brake pipe pressure to 20

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

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

13—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.

14—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.

15—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.

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

DEFECT DETECTORS

17—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 falls 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.

MOTOR CARS

18—Listed below is the maximum speed allowed for the operation of motor cars on straight track (see current Operating Rules 755 and 756).

SAVANNAH DIVISION		WAYCROSS DIVISION	
Subdivision	Maximum Speed	Subdivision	Maximum Speed
Everett	30 M.P.H.	Nahunta	30 M.P.H.
Gross	30 M.P.H.	Jesup	30 M.P.H.
Fernandina	20 M.P.H.	Brunswick	25 M.P.H.
Hamlet	30 M.P.H.	Albany	30 M.P.H.
Columbia	30 M.P.H.	Thomasville	30 M.P.H.
Andrews	30 M.P.H.	Dothan	30 M.P.H.
Bennettsville	15 M.P.H.	Dupont	30 M.P.H.
Georgetown	20 M.P.H.	Pelham	25 M.P.H.
Coosaw	30 M.P.H.	Moultrie	30 M.P.H.
Burroughs	30 M.P.H.	Chattahoochee	20 M.P.H.
Liberty Street		Elba	20 M.P.H.
Lead	5 M.P.H.	Grimes	20 M.P.H.
Vidalia	30 M.P.H.		
Macon	30 M.P.H.		
Americus	30 M.P.H.		
Richland	30 M.P.H.		
Kimbrough	15 M.P.H.		

MOVEMENTS AT WAYCROSS OLD PASSENGER YARD

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

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

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

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

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

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

In event of power failure, be governed as follows:

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

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

Switch from Thomasville Subdivision main track to Jacksonville wye.

North switch points of double slip switch.

Frog points of double slip switch.

South switch points of double slip switch.

Switch from switching lead to mechanical lead.

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

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

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

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

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

Line	Line Capacity (Lbs.) 4-Axle Cars	Speed Limit (M.P.H.) Unless Further Restricted By Engine, Equipment In Consist Or Special Instructions.				Restricted speed (M.P.H.) as shown below for certain equipment										Locomotive Cranes	
		Psgr. Trains	Piggy-back Trains	Unrestricted Freight Trains	Restricted Freight Trains	Cars weighing				Engines in series			Wrecker No.				
						220,001 to 240,000 Lbs.	240,001 to 251,000 Lbs.	251,001 to 263,000 Lbs.	263,001 to 270,000 Lbs.	250-261, 300-392, 700,800, 900, 1000, 1202, 1259	500-555, 1275-1300, 1400, 1500, 1600, 1700, 1800, 3200, 3400	1900, 2000, 2100, 2200	765250, 765251, 765252, 771200, 771201, 771202, 771203, 771253, 771254, 771255, 771256, 771257	765157, 765160, 771153, 771154, L&N 40030	765100, 765151		
SAVANNAH DIVISION — Continued																	
Bainbridge to MP 110.6	270,000			49	49									40	40	40	25
MP 110.6 to MP 157.2	270,000			45	45									25	25	25	25
MP 157.2 to MP 166.2	270,000			49	49									40	40	40	25
MP 166.2 to Richland	270,000			45	45									25	25	25	25
Richland to Columbus	270,000			35	35									25	25	25	25
Albany to Kimbrough	220,000			15	15	Note B	Note B	BARRED	BARRED	Note C	BARRED	BARRED	BARRED	10	10		
Macon to MP 59.2	270,000			30	30									25	25	25	25
MP 59.2 to MP 64.2	270,000			49	49									25	25	25	25
MP 64.2 to 72.1	270,000			40	40									25	25	25	25
MP 72.1 to Vidalia	270,000			40	40									35	35	35	25
WAYCROSS DIVISION																	
MP 506.0 to Jesup	270,000	79	70	60	50									40	40	40	25
Bridge MP 543.5 to 543.6	270,000	50	50	50	50												
Jesup to MP 638.7	270,000	79	70	60	50									40	40	40	25
MP 638.7 to Beaver Street	270,000	40	40	40	40												25
Jesup to Waycross	270,000		70	60	50									40	40	40	25
Waycross to Folkston	270,000	79	70	60	50									40	40	40	25
Waycross to MP 899.1	270,000	59		49	49									35	35	35	25
Curve MP 728.0 to 728.5		20		20	20						15						
Bridge MP 728.6 to 728.7		20		20	20												
MP 899.1 to Montgomery	270,000	25		25	25												
Waycross to MP 628.0	270,000			25	25												
MP 628.0 to Darrow	270,000			40	40									30	30	35	25
Darrow to Albany	270,000			30	30									25	25		25
Bridge MP 699.1 to 699.3				15	15				† 10			10		7	10		
Dupont to High Springs	270,000			49	49									35	35	40	25
Waycross to MP 599.1	270,000			25	25			20	15			15			20		
Bridge MP 615.7 to 617.5				20	20												
MP 599.1 to MP 638.9	270,000			40	40									35	35	35	25
MP 638.9 to Brunswick	270,000			30	30												25
Thomasville to MP 722.0	270,000			35	35									20	20	20	20
MP 722.0 to Albany	270,000			25	25									20	20	20	20
Thomasville to MP 719.5	270,000			30	30									20	20	20	20
MP 719.5 to Kingwood	270,000			20	20												
Climax to Fowltown	263,000			20	20	15	10	7	BARRED	15	BARRED	BARRED	BARRED	BARRED	Note D	15	
Bridge MP 726.7 to 726.8				7	7			†	BARRED		BARRED	BARRED	BARRED	Note D	Note D		
Fowltown to Chattahoochee	270,000			20	20	15	10	7	7	15	BARRED	BARRED	7	10	Note D	15	
Grimes to Abbeville	270,000			20	20												
Waterford to Elba	270,000			30	30									15	15	15	15
Bridge MP 810.1 to 810.2				10	10									7	7		
Bridge MP 836.4 to 836.5				10	10									7	7		

NOTE A - Passenger trains, handled by engines of series 1500, 1600, 1700 and 1800 will not exceed 60 M.P.H.

NOTE B - Seasonal movement of grain cars not exceeding 244,000 lbs. and movement of molasses cars not exceeding 240,000 lbs., permitted not exceeding 15 M.P.H.

NOTE C - Restricted to engines in series 10—19 and 250—261.

NOTE D - Restricted to wreckers 765157, 771153 and 771154 at 7 M.P.H.

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

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

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

† Any car having this gross weight shall be preceded and followed by one car having gross weight no greater than 180,000 lbs. each.

CLEARANCE CARDS

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

Clearance card with required train order for all passenger trains departing Hamlet Passenger Station will be issued at Hamlet Yard Office "A" and delivered to Hamlet Passenger Station. Clearance cards and train orders must be compared by the Conductor and Engineman before proceeding.

The time passenger train arrives and departs Hamlet Passenger Station will be reported to Operator at Hamlet Yard Office "A" via radio by engineman and/or conductor.

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 engineman.

WHERE TIME APPLIES

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

SPEED RESTRICTIONS

Between 3—Mile Posts	MILES PER HOUR			Between Mile Posts	MILES PER HOUR		
	Pass. Trains	Piggy- back Trains	Freight Trains		Pass. Trains	Piggy- back Trains	Freight Trains
253.0 and 253.4	20	20	20				
253.4 and 254.1	50	50	—	279.2 and 281.3	60	—	—
254.1 and 257.8	55	55	—	281.3 and 281.5	55	55	55
257.8 and 258.7	65	—	—	288.4 and 289.8	50	50	50
258.7 and 262.6	60	—	—	289.8 and 291.0	60	—	—
262.6 and 265.5	55	55	—	291.0 and 298.2	65	—	—
265.5 and 267.7	65	—	—	298.2 and 302.2	60	—	—
267.7 and 270.4	80	—	—	326.2 and 326.8	60	—	—
270.4 and 270.6	60	—	*	332.5 and 333.3	50	50	50
270.6 and 270.8	60	—	—	352.3 and 353.3	55	55	55
270.8 and 272.3	40	40	40	353.3 and 358.4	60	—	—
277.4 and 279.2	55	55	55	358.4 and 359.7	20	20	20

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

City Ordinance speed restrictions:

Bethune, 30 M.P.H., M. P. 306.0 - 307.2.

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

Columbia, 20 M.P.H. over Elmwood Avenue, M. P. 358.7; Taylor Street, M. P. 359.3; Lady Street, M. P. 359.6; Gervais Street, M. P. 359.7 and Senate Street, M. P. 359.8.

Cayce, 25 M.P.H. over State Street, M. P. 362.2 and 35 M.P.H. over Taylor Street, M. P. 362.9; Godley Street, M. P. 363.3 and Taylor Road, M. P. 363.7.

RAILROAD CROSSINGS AT GRADE

4—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 train or engine on conflicting route and signals on conflicting route indicate "Stop" before movement fouls railroad crossing.

5—Protected by electrically locked derrails:

Hamlet, M. P. 253.4 (East and West conn.) Normally clear Aberdeen and Hamlet Subdivisions.

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

BLOCK SIGNAL SYSTEMS

6—Traffic Control System is in service between M. P. 252.8 at M-C Jct. and M. P. 360.2 at Columbia.

DEFECT DETECTORS

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

SPECIAL RULES

8—The time of trains shown at M-C Junction is for information only trains and engines moving north of M-C Junction will be governed by Aberdeen Subdivision special instructions Raleigh Division.

9—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.

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

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

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

Scholl, M. P. 259.8.

Carolina Cannery Co., M. P. 272.7.

Boyle Construction Co., M. P. 331.2.

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 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.

SPEED RESTRICTIONS

Between 2—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
359.7 and 360.0	20	20	20	379.7 and 383.0	45	45	45
360.0 and 361.2	25	25	25	383.0 and 385.3	55	55	—
361.2 and 362.1	35	35	35	385.3 and 387.4	60	—	—
362.1 and 362.5	20	20	20	391.4 and 392.8	60	—	—
362.5 and 363.0	35	35	35	392.8 and 394.8	50	50	—
363.0 and 363.9	70	—	—	394.8 and 395.1	45	45	45
363.9 and 364.3	60	—	—	395.1 and 396.4	65	—	—
364.3 and 367.0	70	—	—	396.4 and 396.6	50	50	—
367.0 and 368.9	60	—	—	396.6 and 398.5	60	—	—
368.9 and 372.7	45	45	45	466.0 and 466.1	45	45	45*
378.9 and 379.7	55	55	—	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, 20 M.P.H. over Lady Street, M. P. 359.6; Gervais Street, M. P. 359.7 and Senate Street, M. P. 359.8.

Cayce, 25 M.P.H. over State Street, M. P. 362.2 and 35 M.P.H. over Taylor Street, M. P. 362.9, Godley Street, M. P. 363.3 and Taylor Road, M. P. 363.7.

Swansea, 35 M.P.H., M. P. 379.9 - 380.9, 7:00 A.M. to 7:00 P.M.

Norway, 25 M.P.H., M. P. 400.2 - 401.8, 6:00 A.M. to 9:00 P.M.

Denmark, 25 M.P.H., M. P. 409.9 - 410.4.

Olar, 45 M.P.H., M. P. 420.1 - 420.6, 7:00 A.M. to 7:00 P.M.

Fairfax, 35 M.P.H., over Highway 278, M. P. 435.8.

Estill, 35 M.P.H., M. P. 449.1 - 451.1.

RAILROAD CROSSINGS AT GRADE

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

4—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

5—Protected by Interlocking:

Savannah River, M. P. 466.0. Attended around-the-clock. Trains or engines stopped by home signal will not proceed until

proceed signal is received from bridge tender, given with green flag by day and green light by night.

BLOCK SIGNAL SYSTEMS

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

SIGNALLED SIDINGS

7—Siding Location	MAXIMUM SPEED M.P.H. ALL TRAINS
Garnett	30

DEFECT DETECTORS

8—Locations	Protection Provided	Locations of Indicators and Personnel reading charts
Gaston M. P. 371.6	Single track, both directions. Hot box and dragging equipment.	Indicators west side, M. P. 371.6. Voice instructions.
Neces 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

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

10—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. except 10 M.P.H. between Southern Railway M. P. R-109.0 and R-109.4.

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

12—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.

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

14—Denmark, Savannah Division trains or engines moving through connection track to work on Augusta Subdivision main track will be governed as follows:

All trains and engines will approach and move within the yard limits, between M. P. 395.0 and 398.5, at yard speed.

Second-class and inferior trains and engines may work upon the time of first-class trains within these yard limits but must give way promptly.

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:

Swansea Farmers Gin Co., M. P. 378.5.
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.
South Carolina Industries, M. P. 394.6.
Denmark House Track, M. P. 410.1.
Old Pickle Spur, M. P. 411.1.
Schofield (Kearse Veneer Co.), M. P. 423.8.
South Carolina Industries, M. P. 430.0.
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.
Causey Grain, Inc., M. P. 466.7.
Exley Lumber Co., M. P. 466.8.
Georgia Pacific Corp., M. P. 468.1.
Byrds, M. P. 478.9.

Fernandina Subdivision—Savannah Division

CLEARANCE CARDS

1—Trains will obtain clearance card at Yulee between 7:00 A.M. and 3:00 P.M. except on Sundays.

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

Trains originating at Fernandina Beach enroute to Waycross Division via Callahan or Bladen must obtain second clearance card endorsed "Waycross Division" before leaving Fernandina.

REGISTER STATIONS

2—Fernandina Beach.

YARD LIMITS

3—Fernandina Beach and Yulee.

SPEED RESTRICTIONS

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

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

DRAWBRIDGES

5—Not protected by Interlocking:

Amelia River, M. P. 43.2. Attended 8:30 A.M. to 5:30 P.M. daily. Outside of assigned hours of bridge tender, drawbridge will be left in open position.

Trains and engines will approach stop boards located approximately 100 feet from end of approach structures at slow speed, prepared to stop, and will stop before reaching stop board, un-

less proceed signal is received from bridge tender, given with green flag by day and green light by night.

WIDE LOAD DETECTOR

6—An Electronic Wide Load Detector is located at M. P. 40.0, for checking wide loads on southward trains only, along with setoff track for placing wide loads detected. Switch to set-off track is located near M. P. 40.2, track opens south and will hold 13 cars.

A bridge has been installed over the main track at M. P. 40.0, for locating scanners that will, along with track side scanners, check the width of each load passing through bridge.

Detector equipment house is located on West side of main track at M. P. 40.0, with indicators mounted on pole just South of house. There is a set of indicator lights, one white and one red, on each side of pole that will indicate condition on either or both sides of cars along with a Bell located on South side of equipment house which will work with the Red Indicators.

A member of crew must arrange to position himself on ground when engine passes wide load detector bridge checking indicator lights as train moves through checking equipment. When wide load is detected he must note car initial and number. The speed of train should be approximately 5 M.P.H., while moving by detector.

The White Indicators will light as train approaches about 40 feet from bridge indicating that equipment is working. In event wide load is detected the White Indicator will be extinguished and Red Indicator will light for about two seconds with Bell ringing while Red Indicator is burning. Indicators and Bell will then reset for checking of next car.

After complete train has passed the detector Wide Loads found must be set off in track located just South of Detector to allow loads to be adjusted. Waybills for cars set off will be delivered to agent at Fernandina Beach with note they were left in setoff track for adjustment.

If White or Red Indicator is burning before train reaches a point 100 feet North of the Detector or if White Indicators fail to light when train reaches Detector, Conductor must arrange for inspection of both sides of train and set off any cars found having loads disarranged in such a way that they will not clear truss spans at Amelia River Drawbridge.

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.

SPEED RESTRICTIONS

Between 3—Mile Posts	MILES PER HOUR			Between Mile Posts	MILES PER HOUR		
	Pagr. Trains	Piggy- back Trains	Freight Trains		Pagr. Trains	Piggy- back Trains	Freight Trains
512.2 and 512.6	45	45	45	602.8 and 603.7	45	45	45
550.2 and 553.2	65	65	—	629.0 and 629.4	25	25	25
553.2 and 553.7	55	55	55*	Both Tracks: 629.4 and 634.6	25	25	25
553.7 and 556.4	65	65	—	Single Track: 634.6 and 636.3	20	20	20
556.4 and 557.8	60	60	—				
586.6 and 586.7	45	45	45				

Between M. P. 552.7 and M. P. 553.1, there must be No Braking on entire length of trestle, except in emergency, by either freight or passenger trains. Southward freight and passenger trains will arrange passing Cox to adjust the speed of trains to eliminate the need of braking on above trestle, in order to comply with current permanent speed restriction of 55 M.P.H. between M. P. 553.2 and M. P. 553.7.

*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:

Jacksonville, 25 M.P.H. between Main Street, M. P. 629.5 and Beaver Street, M. P. 634.6.

RAILROAD CROSSINGS AT GRADE

4—Protected by Special Interlockings:

Everett, M. P. 556.8, Sou.

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

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

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.

5—Protected by automatic interlocking:

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

6—Protected by electrically locked derails:

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

7—Protected by attended interlocking:

Beaver Street, M. P. 635.0, S.C.L.

DRAWBRIDGES

8—Protected by Interlocking:

Trout River, M. P. 629.0. Attended 6:00 A.M. to 10:00 P.M., daily. Outside of assigned hours of bridge tender, bridge is lined for rail movement.

Trains or engines stopped by home signal will not proceed until proceed signal is received from bridge tender, given with green flag by day and green light by night.

When bridge tender is not on duty and bridge is lined for rail movement, member of crew must ascertain that drawspan and lift rails are in proper position before movement is allowed to proceed.

SIGNALED SIDINGS

9—Siding Location	Maximum Speed M.P.H. All Trains
Marshall	30
Riceboro	30
Warsaw	30
Everett (Northward Siding)	30
Thalman	30
Hayner	30
Woodbine	30

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 Panama Park, M. P. 629.5 and Beaver Street, M. P. 634.6.

SPRING SWITCHES

12—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:

Switch to Dames Point Spur, East Port Siding, M. P. 625.3.

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

Green—Normal route lined for siding.

Yellow—Route lined for Dames Point Spur.

DEFECT DETECTORS

13—Locations	Protection Provided	Locations of Indicators and Personnel reading charts
Marshall M. P. 515.9	Single track, both directions. Hot box and drag- ging equipment.	Indicators west side, M. P. 515.9. Voice instructions.

Riceboro M. P. 531.8	Single track, both directions. Hot box and dragging equipment.	Indicators west side, M. P. 531.8. Voice instructions.
Cox M. P. 548.9	Single track, both directions. Hot box and dragging equipment.	Indicators west side, M. P. 548.9. Voice instructions.
Bladen M. P. 569.9	Single track, both directions. Hot box and dragging equipment.	Indicators west side, M. P. 569.9. Voice instructions.
Colesburg M. P. 590.6	Single track, both directions. Hot box and dragging equipment.	Indicators west side, M. P. 590.6. Voice instructions.
Kingsland M. P. 600.9	Single track, both directions. Hot box and dragging equipment.	Indicators west side, M. P. 600.9. Voice instructions.

SPECIAL RULES

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

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

16—Freight movements over the S.C.L. 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 Operator.

17—While signals for either track located just north of Beaver Street, 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.

18—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.

19—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.

20—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—Savannah Division**CLEARANCE CARDS**

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

Trains will obtain clearance card before leaving Baldwin Yard.

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

SPEED RESTRICTIONS

	MILES PER HOUR		
	Pagr. Trains	Piggy-back Trains	Freight Trains
2—Between Mile Posts			
34.0 and 34.5	45	45	45

M. P. 19.8, through turnouts and on connection track Baldwin-Folkston route, 20 M.P.H.

City Ordinance Speed Restrictions:

Callahan, 50 M.P.H. over U.S. No. 1, M. P. 20.4.

Baldwin, 45 M.P.H., M. P. 1.0 to Baldwin Yard.

RAILROAD CROSSINGS AT GRADE

3—Protected by remotely controlled interlockings:

Baldwin, M. P. 0.0, S.C.L.

Callahan, M. P. 19.9, S.C.L.

4—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 train or engine on conflicting route and signals on conflicting route indicate "Stop" before movement fouls railroad crossing.

SIGNALLED SIDINGS

5—Siding Location	MAXIMUM SPEED M.P.H. All Trains
Fouraker	30
Nassau	30
Gross	30

BLOCK SIGNAL SYSTEMS

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

DEFECT DETECTORS

7—Locations	Protection Provided	Locations of Indicators and Personnel reading charts
Crawford M. P. 12.3	Single track, both directions. Hot box and dragging equipment.	Indicators west side, M. P. 12.3. Voice instructions.

SPECIAL RULES

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

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

Andrews Subdivision—Savannah Division

CLEARANCE CARDS

1—Freight trains will obtain clearance card before leaving Hamlet Yard.
Clearance card not required at East Junction, McColl and Dillon.

WHERE TIME APPLIES

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

REGISTER STATIONS

3—Andrews and Charleston.

YARD LIMITS

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

SPEED RESTRICTIONS

Between 5—Mile Posts	MILES PER HOUR		MILES PER HOUR		
	Piggy- back Trains	Freight Trains	Between Mile Posts	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	—	35
263.6 and 264.1	50	50	376.6 and 377.6	—	*
271.7 and 272.0	50	—	396.4 and 398.5	—	35
277.3 and 277.6	45	45	412.0 and 413.1	—	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., M. P. 263.4 - 264.3.
- Clio, 35 M.P.H., M. P. 277.0 - 277.8.
- Mullins, 20 M.P.H. over all street crossings, M. P. 308.4 - 309.6.
- Andrews, 25 M.P.H. over all street crossings, M. P. 364.5 - 365.6.

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 from 1:00 P.M. to 4:00 P.M., daily. Outside of assigned hours of bridge tender, bridge is lined for rail movement.

Trains or engines stopped by home signal will not proceed until proceed signal is received from bridge tender, given with green flag by day and green light by night.

When bridge tender is not on duty and bridge is lined for rail movement, member of crew must ascertain that drawspan and lift rails are in proper position before movement is allowed to proceed.

SIGNALED SIDINGS

11—Siding Location	MAXIMUM SPEED M.P.H. All Trains
Fletcher	30
Clio	30

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
McColl M. P. 268.2	Single track, both directions. Hot box and drag- ging equipment.	Indicators west side, M. P. 268.2. Voice instructions.
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.

Andrews Subdivision—Continued—Savannah Division

SPECIAL RULES

14—Time of trains shown at M-C Junction is for information only, train and engines moving North of East Junction, will be governed by Wilmington Subdivision Special Instructions Raleigh Division.

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

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

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

International Paper Co., M. P. 287.2.

Bennettsville Subdivision—Savannah Division

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.
259.2 and 259.4	15

City Ordinance Speed Restrictions.

Bennettsville, 10 M.P.H. over Broad Street, M. P. 268.1 and Parsonage Street, M. P. 267.9 and crossings must be flagged.

SPECIAL RULES

5—Between Bennettsville and Oak River Mills 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. 267.1.

Georgetown Subdivision—Savannah Division

CLEARANCE CARD

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

YARD LIMITS

2—Andrews and Georgetown.

SPEED RESTRICTIONS

3—City Ordinance speed restrictions:
Andrews, 25 M.P.H. over all street crossings, M. P. 16.0-16.3.

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.

This absolute block will be under the control of the operator located at Andrews, under direction of the dispatcher.

Trains or engines will not enter the limits of this absolute block without authority from the operator, 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 operator 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 operator. If main track is cleared at an intermediate point within the block "Clear" must not be reported until switch has been secured in normal position. Train or engine must not re-enter the block after reporting "Clear" until authority is again secured from operator.

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—Trains and engines will operate on Pennyroyal Spur M. P. 8.4 on authority of dispatcher not exceeding 30 M.P.H.

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

CLEARANCE CARDS

1—Rule 83-A will not apply at Coosaw. Northward trains enroute to Yemassee via Coosaw Subdivision must, before leaving North Savannah, obtain second clearance card endorsed Port Royal Subdivision.

YARD LIMITS

2—North Savannah.

SPEED RESTRICTIONS

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

JUNCTION SWITCHES

4—Coosaw, M. P. 453.7, lined for movement on either sub-division. Trains and engines must approach this switch prepared to stop and know it is properly set for movement to be made.

Vidalia Subdivision—Savannah Division

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, 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	683.4 and 683.7	35
590.1 and 590.6	35	693.0 and 693.3	30
634.3 and 635.1	35	693.3 and 694.5	35
672.6 and 672.8	35		

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

City Ordinance Speed Restrictions:

- Pembroke, 25 M.P.H., M. P. 527.4 - 529.4.
- Claxton, 20 M.P.H., M. P. 544.5 - 546.0.
- Collins, 30 M.P.H., M. P. 557.2 - 558.3.
- Lyons, 10 M.P.H., M. P. 570.2 - 571.2.
- Vidalia, 15 M.P.H., M. P. 574.6 - 578.1, crossings must not be blocked longer than five minutes by standing train or cars.
- Ailey, 35 M.P.H., M. P. 585.7 - 586.7.
- Alamo, 25 M.P.H., M. P. 599.6 - 601.1.
- Helena, 25 M.P.H., M. P. 609.9 - 611.5.
- Milan, 20 M.P.H., M. P. 620.4 - 621.5.
- Abbeville, 25 M.P.H., M. P. 635.1 - 636.9.
- Rochelle, 20 M.P.H., M. P. 644.6 - 646.1, 7:00 A.M. to 7:00 P.M.

Cordele, 25 M.P.H. while engine is between First and Fourteenth Streets, inclusive, M. P. 664.4 - 665.9. 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., M. P. 682.8 - 684.3.

Americus, 15 M.P.H. between Glessner and New Streets, M. P. 694.6 - 695.9.

RAILROAD CROSSINGS AT GRADE

6—Protected by automatic interlocking:

Helena, M. P. 610.7, Sou.

7—Protected by Special Interlocking:

Cordele, M. P. 665.4, G.S.F. and 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.

8—Protected by "Stop" boards:

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

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.
Glenwood M. P. 594.3	Single track, both directions. Hot box and drag- ging equipment.	Indicators north side, M. P. 594.3. 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.

Americus Subdivision—Savannah Division

CLEARANCE CARDS

1—Trains obtain clearance card before leaving Richland.

Trains and engines will obtain clearance card from operator at LN-SN Yard before leaving Montgomery.

REGISTER STATIONS

2—Americus, Richland and Montgomery.

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, M. P. 694.6 - 695.9.

Plains, 15 M.P.H., M. P. 705.4 - 706.4.

Richland, 10 M.P.H., M. P. 723.4 - 724.9.

Hurtsboro, 20 M.P.H. over Main and Goolsby Streets, M. P. 777.3 - 778.3.

Clisby Park, all movements over Decatur Street, M. P. 833.1, 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. 724.4, S.C.L.

DEFECT DETECTORS

7—Locations	Protection Provided	Locations of Indicators and Personnel reading charts
Union M. P. 744.9	Single track, both directions. Hot box and drag- ging equipment.	Indicators north side, M. P. 744.9. Voice Instructions.

Rutherford M. P. 769.9	Single track, both directions. Hot box and drag- ging equipment.	Indicators south side, M. P. 769.9. Voice Instructions.
---------------------------	---	---

Hardaway M. P. 802.9	Single track, both directions. Hot box and drag- ging equipment.	Indicators south side, M. P. 802.9. Voice Instructions.
-------------------------	---	---

SPECIAL RULES

8—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.

9—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.

10—Trains and engines operating between Montgomery and Kilby, M. P. 830.6, will monitor channel 1 and inbound train crew will contact Yardmaster at L&N-S&N Yard for instructions on yarding their train.

Western Railway of Alabama crossing on route to L&N-S&N Yard at M. P. 834.4 is protected by non-electrically locked gates and stop sign, and gates may be left in position last used.

Movements on route to L&N-S&N Yard over highway grade crossings at Decatur, Court and Chandler Streets must be preceded by a flagman. Court Street and Chandler Street must not be blocked in excess of five minutes, and train crews will make arrangements to cut these crossings to allow traffic to pass if delayed.

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.

CLEARANCE CARDS

1—Trains obtain clearance card before leaving Richland.

WHERE TIME APPLIES

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

REGISTER STATIONS

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

YARD LIMITS

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

SPEED RESTRICTIONS

5—Richland-Columbus Segment.

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

Bainbridge-Richland Segment

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

City Ordinance Speed Restrictions:
Cusseta, 15 M.P.H., M. P. 18.1 - 19.9.
Richland, 10 M.P.H., M. P. 38.0 - 39.5.
Edison, 30 M.P.H., M. P. 138.0 - 139.3.
Colquitt, 25 M.P.H., M. P. 110.1 - 111.2.
Bainbridge, 25 M.P.H., M. P. 88.5 - 92.4.

RAILROAD CROSSINGS AT GRADE

6—Protected "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.*

*Until engine reaches crossing.

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.

DEFECT DETECTORS

11—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

12—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.

13—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.

14—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—Savannah Division

CLEARANCE CARDS

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

YARD LIMITS

2—Albany.

Kimbrough Subdivision—Continued—Savannah Division

SPEED RESTRICTIONS

3—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., M. P. 56.0 - 57.0.

Dawson, 15 M.P.H., M. P. 64.7 - 66.5.

Albany, 15 M.P.H., M. P. 83.9 to Albany Yard.

RAILROAD CROSSINGS AT GRADE

4—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.

5—Protected by "Stop" Boards:

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

SPECIAL RULES

6—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.

Macon Subdivision—Savannah Division

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.

SPRING SWITCHES

7—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:

Tarrytown, west end siding.

DEFECT DETECTORS

8—Locations	Protection Provided	Locations of Indicators and Personnel reading charts
Dudley M. P. 40.0	Single track, both directions. Hot box and drag- ging equipment.	Indicators north side, M. P. 40.0. Voice Instructions.

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.

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., M. P. 21.7 - 23.7.

Dublin, 15 M.P.H., M. P. 51.2 - 54.3. Movements over Telfair and Jackson Streets must be flagged.

Soperton, 15 M.P.H., M. P. 75.3 - 77.3.

Vidalia, 6 M.P.H., M. P. 91.0 - 92.6.

RAILROAD CROSSINGS AT GRADE

6—Protected by "Stop" Boards:

Dublin, M. P. 54.0, W. & T.

Macon, M. P. 0.4, Sou.

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. 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 Savannah River Lead: Between M. P. 512.3 and M. P. 513.3.

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 the 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.

YARD LIMITS

5—Savannah, on Vidalia Subdivision.

RAILROAD CROSSINGS AT GRADE

6—Protected by remotely controlled interlockings:

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

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

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., Savannah River Lead.

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.

7—Protected by Special Interlockings:

Savannah, M. P. 512.3, C. of Ga., Savannah River Lead.

Savannah, M. P. 512.4, S. & A., Savannah River Lead.

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.

8—Protected by "Stop" boards:

Savannah (Wharf Lead), C. of Ga.

Savannah (Freight Station Lead), S&A.

SPRING SWITCHES

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

M. P. 513.3, Savannah Yard Lead, 15 M.P.H., Savannah River Lead.

TWO TRACKS

10—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

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

12—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.

13—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 crossing at President Street on Wharf Lead, must be flagged.

14—When northward home signal M. P. 513.2 Savannah River Lead 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.

15—Trains or engines must not clear the following non-electrically locked hand-operated switches:
Savannah Steel Company, M. P. 492.6, East Route (W).
Shores Abattoir, M. P. 492.7, East Route (W).
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

16—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 MP.H. (W).

M. P. 491.8, turnout to Savannah River Lead, 15 MP.H. (E).

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

SPEED RESTRICTIONS — WEST ROUTE

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

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 — SAVANNAH RIVER LEAD

18—Savannah River Lead, trains and engines will operate at yard speed not exceeding 15 M.P.H. on authority of yardmaster at Savannah Yard.

Through turnouts as listed below:

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.

CLEARANCE CARDS

1—Jacksonville Passenger Station is train order office for all trains entering and leaving station only.

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

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

WHERE TIME APPLIES

2—Time of Auto Trains at Moncrief applies at McQuade Street.

SPEED RESTRICTIONS

3—Between Mile Posts	MILES PER HOUR		
	Psgr. Trains	Piggy-back Trains	Freight Trains
543.5 and 543.6	50	50	50
548.6 and 548.8 (East Track)	55	55	55
624.4 and 624.6	65	65	—

20 M.P.H. for straight-away movements and 15 M.P.H. through turnouts or crossovers within Beaver Street interlocking.

M. P. 624.2, through turnouts and on connection track Baldwin-Folkston route, 20 M.P.H.

City Ordinance Speed Restrictions:

Ludowici, 55 M.P.H., M. P. 536.7 - 538.2. The excessive use of engine horn is prohibited.

Jesup, 50 M.P.H., M. P. 547.3 - M. P. 549.4, except northward trains 40 M.P.H. over Orange Street, M. P. 548.4.

Nahunta, excessive use of engine horn, M. P. 575.4 - 577.6, is prohibited.

Folkston, 40 M.P.H. over Love, Main and Martin Streets, M. P. 602.4 - 602.5, until engine covers crossing.

RAILROAD CROSSING AT GRADE

4—Protected by remotely controlled interlockings:

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

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

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

5—Protected by attended interlocking:

Beaver Street, M. P. 642.5, S.C.L.

BLOCK SIGNAL SYSTEM

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

SIGNALLED SIDINGS

7—Siding Location	MAXIMUM SPEED MILES PER HOUR	
	Psgr. Trains	Piggyback & Freight Trains
McIntosh, M. P. 518.0 & M. P. 522.9	70	60
Broadhurst	30	30
Hortense	30	30
Nahunta	30	30
Winokur	30	30

TWO TRACKS

8—Two tracks extend between Ogeechee, M. P. 506.0, and South Ogeechee, M. P. 510.0; between North Ludowici, M. P. 533.4, and Back Swamp, M. P. 540.1; between Doctortown, M. P. 543.7, and South Jesup, M. P. 550.5 and between Burch, M. P. 598.3, and Moncrief, M. P. 640.2.

DEFECT DETECTORS

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

OPERATION AT JACKSONVILLE AMTRAK STATION

10—(A)—SCL rules, time tables and special instructions will govern operations at passenger station.

(B)—All movements on passenger station tracks must be made at restricted speed, except trains departing will be governed by signal indication but must not exceed 20 M.P.H. for entire length of train while moving through turn-outs.

(C)—All trains making back-up movements must be equipped with a back-up air hose or its equivalent. Conductor must know the appliance is in working order and will personally handle all back-up movements. Air whistle on back-up air hose will be sounded at frequent intervals on all trains backing into station.

(D) Members of train crews, are required to be on hand thirty (30) minutes prior to departing time of their trains and protect the loading of passengers.

(E)—The conductor will be governed in starting his train by the loading of his passengers, baggage and mechanical inspection.

(F)—Conductor must advise operator not less than three (3) minutes before the anticipated time that the train will be ready to depart.

(G)—Trains must not depart until the engineman has received Form JMD-1001 from the Mechanical Department indicating that the train is ready to proceed insofar as the Mechanical Department is concerned.

(H)—Doors of toilets must be kept locked while cars are located on station tracks; private or chartered cars must be kept locked until buckets are supplied.

(I)—Ash pans of kitchen cars, or refuse of any nature, must not be dumped or thrown within station limits.

(J)—Headlights on all engines will be dimmed while on station tracks.

SPECIAL RULES

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

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

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

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

Richmond Hill, M. P. 506.9 (E).
 Fleming, M. P. 515.1.
 Southeast Technical Coating, Inc., M. P. 516.4.
 Evans Concrete Products Co., M. P. 522.0.
 North End House Track, M. P. 522.2
 South End House Track, M. P. 522.5.
 Service Concrete Products, Inc., M. P. 527.6.
 Union-Camp Wood Yard, M. P. 527.9.
 House Track, M. P. 529.4
 North End Team Track, M. P. 537.5 (W).
 Hodges Veneer Co., M. P. 537.6 (E).
 South End Team Track, M. P. 537.9 (W).
 Dawes Silicia Mining, M. P. 541.9.
 McCann Lumber Co., M. P. 543.9 (W).
 Shepherd Constr. Co., M. P. 551.6
 Team Track, M. P. 557.2 (Hortense Siding).
 Union-Camp Corp., M. P. 601.1 (E).
 Diamond W. Feed, M. P. 607.8 (E).
 Gold Kist Eggs Co., M. P. 615.7 and 616.0 (W).
 ITT Rayonier, M. P. 625.0 (W).
 Dinsmore, M. P. 634.3 (E).
 Industrial Chemical Company, M. P. 638.2 (W).
 Flascor Corp., M. P. 640.3.
 Protane Gasco, Inc., M. P. 640.4.

Jesup Subdivision—Waycross Division

CLEARANCE CARDS

1—Rule 83-A will not apply at Jesup and Folkston.

Trains originating at Waycross en route to Savannah Division via Callahan or Ogeechee, must obtain second clearance card endorsed "Savannah Division" before leaving Waycross.

WHERE TIME APPLIES

2—Time of train Nos. 6-11, 12-5, 16-53 and 52-15 at Waycross applies at Oklahoma Avenue and will operate between South Wye and Oklahoma Avenue at yard speed.

REGISTER STATIONS

3—Waycross, yard office for Trains Nos. 6-11, 5-12, 15-52 and 16-53. These trains will furnish register slips.

YARD LIMITS

4—Waycross.

SPEED RESTRICTIONS

5—Between Mile Posts	MILES PER HOUR		
	Passenger Trains	Piggy-back Trains	Freight Trains
607.0 and 607.3	70	—	—
612.0 and 612.4	70	—	—

City Ordinance Speed Restrictions:

Blackshear, 40 M.P.H., M. P. 577.1 - 579.2, between 6:00 A.M. and 7:00 P.M.; 50 M.P.H., 7:00 P.M. to 6:00 A.M.

Jesup, 50 M.P.H., M. P. 547.3 - 549.3, except northward trains 40 M.P.H. over Orange Street, M. P. 548.4.

Screven, 50 M.P.H., M. P. 559.1 - 560.2.

BLOCK SIGNAL SYSTEMS

6—Traffic Control System is in service between Jesup, M. P. 548.6 and Waycross, M. P. 587.1 and between South Wye, M. P. 587.7 and Folkston, M. P. 621.0.

SIGNALLED SIDINGS

7—Siding Location	Maximum Speed M.P.H. All Trains
Hague	30

DEFECT DETECTORS

8—Location	Protection Provided	Locations of Indicators and Personnel reading charts
Lynn M. P. 553.0	Single track, both directions. Hot box and dragging equipment.	Indicators east side, M. P. 553.0. Voice Instructions.
Patterson M. P. 574.0	Single track, both directions. Hot box and dragging equipment.	Indicators east side, M. P. 574.0. Voice Instructions.
Braganza M. P. 591.7	Single track, both directions. Hot box and dragging equipment.	Indicators east side, M. P. 591.7. Voice Instructions.
Hague M. P. 611.0	Single track, both directions. Hot box and dragging equipment.	Indicators east side, M. P. 611.0. Voice Instructions.

SPECIAL RULES

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

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

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

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

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

Trains and engines have equal authority and will operate at yard speed not exceeding 25 M.P.H. between Old Passenger yard and yard limit board, M. P. 595.0, Thomasville Subdivision; but inferior trains and engines must give way promptly to avoid delay.

14—Train and engine movements use bell and horn over

Jenkins, Brunel and Gilmore Streets in the old passenger yard at Waycross with sufficient intensity to insure proper warning to pedestrian and vehicular traffic.

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

- Patterson Milling Co., M. P. 568.5.
- Gilman Paper Company, M. P. 575.6 and M. P. 575.9.
- South Georgia Broiler, Inc., M. P. 578.4.
- Phillips Petroleum Fertilizer Spur, M. P. 583.5.

Brunswick Subdivision—Waycross Division

CLEARANCE CARDS

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

Trains originating at Waycross enroute Savannah Division via Bladen must obtain second clearance card endorsed, "Savannah Division" before leaving Waycross.

REGISTER STATIONS

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

YARD LIMITS

3—Brunswick, Bladen, Nahunta and Waycross.

SPEED RESTRICTIONS

4—Between Mile Posts	All Trains M.P.H.
587.1 and 587.3	20
615.7 and 617.5	20

City Ordinance Speed Restrictions:

Brunswick, 15 M.P.H., M. P. 539.9 to end of line. All trains and engines must be preceded by flagman on Cochran Avenue at Gloucester Street, and when shoving cars ahead of locomotive on Cochran Avenue all movements must be preceded by a flagman at Fourth Avenue, Albermarle, George, Mansfield, G, L and 4th Streets; on the Kaiser Avenue lead track at Altama Avenue and Glynn Avenue.

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

Nahunta, the excessive use of whistle, M. P. 609.1 - 610.9, is prohibited.

RAILROAD CROSSINGS AT GRADE

5—Protected by non-electrically locked gates: Southern Junction, M. P. 541.0, Sou. Rwy. Gates may be left set against either intersecting line.

6—Protected by Special Interlocking: Bladen, M. P. 627.2, S.C.L. 20 M.P.H. until engine reaches crossing

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

7—Protected by remotely controlled interlocking: Nahunta, M. P. 609.9, S.C.L.

JOINT TRACKS

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

SPECIAL RULES

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

OPERATION BETWEEN ANGUILLA AND SOUTHERN JUNCTION

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

Trains and engines will not exceed 40 M.P.H. within the limits of the absolute block.

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

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

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

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

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

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

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

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

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

REGISTER STATIONS

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

YARD LIMITS

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

SPEED RESTRICTIONS

3—Between Mile Posts	All Trains M.P.H.
587.8 and 588.2	15
679.5 and 679.8	30
699.1 and 699.3	15

City Ordinance Speed Restrictions:

Albany, 15 M.P.H. over street crossings, M. P. 697.4 - 699.4. Tifton, 20 M.P.H. over Love Avenue, M. P. 658.5. Blocking of street crossings for longer than 10 minutes, except 5 minutes between hours of 5:00 A.M. and 10:00 P.M., is prohibited.

Pearson, 25 M.P.H. over Church, Main and King Streets, M. P. 617.9 - 618.0, 7:00 A.M. - 11:59 P.M., Saturdays only. The sounding of engine whistles between M. P. 617.0 - 619.0 is prohibited, except for crossing signals and when necessary to protect the train.

RAILROAD CROSSINGS AT GRADE

4—Protected by non-electrically locked gates:

Tifton, (old Western Division main line), M. P. 746.2, G. S. & F. Ry. Normally clear G. S. & F. Ry.
Willacoochee, M. P. 629.5, G. & F. Ry. Normally clear S.C.L. Waycross, M. P. 588.0, S.C.L. Normally clear S.C.L. freight lead.

5—Protected by automatic interlocking:

Darrow, M. P. 696.6, GN.
Tifton, M. P. 658.7, G. S. & F., 20 M.P.H.*

6—Protected by cabin-door interlockings:

Sylvester, M. P. 679.6, GN. Normally clear S.C.L., 20 M.P.H.*
*Until engine reaches crossing

BLOCK SIGNAL SYSTEMS

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

SPRING SWITCHES

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

Darrow, south end yard lead.

Albany, north end yard head.

DEFECT DETECTORS

9—Location	Protection Provided	Locations of Indicators and Personnel reading charts
Axson M. P. 612.0.	Single track, both directions. Hot box and drag- ging equipment.	INDICATORS, west side, M. P. 612.0. Voice Instructions.
Willacoochee M. P. 632.3	Single track, both directions. Hot box and drag- ging equipment.	INDICATORS, west side, M. P. 632.3. Voice Instructions.
Brookfield M. P. 654.5	Single track, both directions. Hot box and drag- ging equipment.	INDICATORS, west side, M. P. 654.5. Voice instructions.
Sumner M. P. 673.9	Single track, both directions. Hot box and drag- ging equipment.	INDICATORS, west side, M. P. 673.9. Voice Instructions.

JOINT TRACKS

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

SPECIAL RULES

11—Trains using north leg of wye track at Tifton will not exceed speed of five M.P.H. through switch entering G.S. & F. Rwy. track.

12—Movements across U. S. Highway No. 82, at Wareco, must be preceded by flagman. The derailer at Wareco is located at point just north of Highway No. 82.

13—Trains and engines have equal authority and will operate at yard speed not exceeding 25 M.P.H. between Old Passenger Yard, Waycross, and yard limit board, M. P. 595.0, Thomasville Subdivision; but inferior trains and engines must give way promptly to avoid delay.

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

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

16—Waycross, trains and engines must move between South Wye and North end old Passenger Yard at yard speed but not exceeding 15 M.P.H., expecting to find tracks occupied or conflicting movements.

17—30 M.P.H. on Albany Subdivision main track over street crossing Nichols Street to Alice Street.

Thomasville Subdivision—Waycross Division**REGISTER STATIONS**

1—Waycross, yard for passenger trains operating via Oklahoma Avenue and for other freight trains, except enginemen are authorized to register at shops. Dupont, Thomasville (station for passenger trains, yard for freight trains.)

Trains will furnish register slips at Dupont, while operator is on duty.

YARD LIMITS

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

JUNCTION SWITCHES

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

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

SPEED RESTRICTIONS

4—City Ordinance Speed Restrictions:

Homerville, 45 M.P.H., M. P. 612.8 - 614.4.

Valdosta, 35 M.P.H., M. P. 647.0 - 649.7; except 20 M.P.H. Troupe to Oak Street, M. P. 647.8 - 648.3, for entire length of train.

Thomasville, 35 M.P.H. over street crossings, M. P. 689.3 to Thomasville Yard.

RAILROAD CROSSINGS AT GRADE

- 5—Protected by non-electrically locked gates:
 Waycross, M. P. 587.9 (west leg Jacksonville wye). Normally clear west leg Jacksonville wye.
 Waycross, M. P. 588.0, S.C.L. Normally clear freight lead.
 Valdosta, M. P. 647.4, G. & F. Ry. Normally clear S.C.L.
- 6—Protected by automatic interlocking:
 Valdosta, M.P. 648.7, G. S. & F.

SPRING SWITCHES

- 7—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 Waycross, M. P. 592.1, 25 M.P.H.
 Thomasville, M. P. 691.3, East End Psgr. Station, 15 M.P.H.

DEFECT DETECTORS

8—Location	Protection Provided	Locations of Indicators and Personnel reading charts
Manor M. P. 599.1	Single track, both directions. Hot box and dragging equipment.	INDICATORS, south side, M. P. 599.1. Voice Instructions.
Dupont M. P. 617.6	Single track, both directions. Hot box and dragging equipment.	INDICATORS, south side, M. P. 617.6. Voice Instructions.
Naylor M. P. 637.9	Single track, both directions. Hot box and dragging equipment.	INDICATORS, south side, M. P. 637.9. Voice Instructions.
Valdosta M. P. 657.8	Single track, both directions. Hot box and dragging equipment.	INDICATORS, south side, M. P. 657.8. Voice Instructions.
Boston M. P. 680.3	Single track, both directions. Hot box and dragging equipment.	INDICATORS, south side, M. P. 680.3. Voice Instructions.

SPECIAL RULES

- 9—Waycross, trains and engines must move between South Wye and north end Old Passenger Yard at yard speed but not exceeding 15 M.P.H., expecting to find track occupied or conflicting movements.
 Trains and engines using Boulevard track between Jenkins Street and Lee Avenue will move at restricted speed.
- 10—Waycross, trains and engines will move at restricted speed on yard tracks north of South Wye.
 Trains and engines have equal authority and will operate at yard speed not exceeding 25 M.P.H. between Old Passenger Yard and yard limit board M. P. 595.0, Thomasville Subdivision; but inferior trains and engines must give way promptly to avoid delay.
- Unless otherwise instructed, eastward freight trains will contact Waycross Yard Office by radio or stop clear of Spring Switch at West Waycross and request instructions.
- 11—Movements from Old 97 route must contact dispatcher before removing derail adjacent to Jenkins Street.
- 12—Movements over U.S. Highway No. 84, at Homerville, must be preceded by flagman.

- 13—Valdosta, trains and engines have equal authority and will operate at yard speed between Valdosta Passenger Station M. P. 649.9, and east yard limit board M. P. 645.0, Thomasville Subdivision; but inferior trains and engines must give way promptly to avoid delay.
- 14—Wait indicator (Rule 525) governing westward movements on main track is located just west of Blackshear Street, M. P. 690.5 at Thomasville. Westward first-class trains after having been stopped by the wait indicator, upon being authorized to proceed will move at yard speed between Blackshear Street and passenger station. When notified wait indicator is displayed, inferior trains and engines may occupy main track between Blackshear Street and passenger station on time of westward first-class trains.
- 15—Movements between Thomasville freight yard and Perry Subdivision will use the old main track from the yard, thence crossover between the old main track and the Dothan Subdivision main track, to the Perry Subdivision. First-class trains will operate at yard speed, and in addition at restricted speed, between yard office and passenger station at Thomasville, and other trains and engines may use main track within these limits without clearing or protecting against such first-class trains.

Dothan Subdivision—Waycross Division

CLEARANCE CARDS

- 1—Trains will obtain clearance card at Dothan.

WHERE TIME APPLIES

- 2—Time of Nos. 11, 12, 52 and 53 applies at Passenger Station, Dothan.
 Time at Montgomery applies at Passenger Station for passenger trains and L. & N.-S. & N. Yard for auto trains and freight trains.

REGISTER STATIONS

- 3—Dothan for trains originating and terminating, Montgomery (Union Station for passenger trains, L. & N.-S. & N.

yard office for Auto-Trains, and yard and shops for freight trains), Thomasville (Passenger Station for passenger and Auto-Trains, yard for freight trains).

YARD LIMITS

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

JUNCTION SWITCHES

- 5—Thomasville, M. P. 691.3, lined for movements on Dothan Subdivision.
 Climax, M. P. 719.0, lined for movements on Dothan Subdivision.

SPEED RESTRICTIONS

Between 6—Mile Posts	MILES PER HOUR		Between Mile Posts	MILES PER HOUR	
	Psg'r. Trains	Freight Trains		Psg'r. Trains	Freight Trains
692.0 and 692.1	20	20	842.0 and 845.4	50	—
692.1 and 692.6	40	40	845.4 and 845.8	35	35
707.2 and 707.7	50	—	845.8 and 847.7	50	—
727.8 and 728.7	20	20	847.7 and 848.6	45	45
728.7 and 728.9	40	40	848.6 and 848.9	25	25
773.2 and 781.4	50	—	848.9 and 849.9	40	40
781.4 and 784.7	40	40	849.9 and 851.0	25	25
784.7 and 788.2	50	—	851.0 and 854.4	50	—
796.0 and 798.3	50	—	854.4 and 855.2	45	45
798.3 and 799.5	40	40	855.2 and 859.5	50	—
799.5 and 800.6	45	45	859.5 and 859.7	45	45
803.9 and 804.4	50	—	864.4 and 864.7	40	40
804.4 and 805.0	40	40	864.7 and 867.6	50	—
805.0 and 810.5	50	—	872.4 and 872.9	45	45
810.5 and 811.5	45	45	872.9 and 876.6	50	—
811.5 and 817.1	50	—	876.6 and 877.5	45	45
817.1 and 817.5	40	40	877.5 and 879.7	50	—
817.5 and 820.9	50	—	885.5 and 886.1	50	—
820.9 and 821.1	45	45	886.1 and 886.4	35	35
821.1 and 823.8	50	—	886.4 and 888.1	50	—
823.8 and 824.6	35	35	892.4 and 892.9	40	40
824.6 and 827.7	50	—	893.1 and 901.8	30	30
833.0 and 833.2	50	—			

City Ordinance Speed Restrictions:

Thomasville, 35 M.P.H., M. P. 693.1 to Thomasville Yard.
Cairo, 20 M.P.H., 705.1 - 705.9, 6:00 A.M. to 10:00 P.M. and
25 M.P.H., 10:00 P.M. to 6:00 A.M. Switching movements over
crossings within these limits will be flagged.

Whigham, 45 M.P.H., M. P. 712.1 - 713.1, 7:00 A.M. to 8:00
P.M.

Bainbridge, 25 M.P.H. over street crossings, M. P. 725.8 -
730.7.

Brinson, 40 M.P.H. over street crossings, M. P. 738.3 - 739.0,
6:00 A.M. to 10:00 P.M.

Donalsonville, 40 M.P.H., Farmers Market to North Morris
Avenue, M. P. 747.9 - 748.9, 6:00 A.M. to 10:00 P.M.

Dothan, 40 M.P.H., Lake Street to Seabs Road, M. P. 782.2 -
785.5 except 20 M.P.H. over Headland Avenue, M. P. 783.7 and
15 M.P.H. over Range Street, M. P. 782.7, until crossings are
covered. Headland Avenue must be flagged.

Midland City, 30 M.P.H., M. P. 791.8 - 793.8.

Ozark, 40 M.P.H., M. P. 809.7 - 810.0, 7:00 A.M. to 11:00
P.M.; 50 M.P.H., M. P. 809.6 - 812.4, 11:00 P.M. to 7:00 A.M.

Brundidge, 40 M.P.H. for forward movements and 15 M.P.H.
for back-up movements, M. P. 833.6 - 833.9.

Troy, 20 M.P.H., M. P. 848.7 - 850.9, 12:01 A.M. to 6:00 A.M.;
12 M.P.H., 6:00 A.M. to 12:01 A.M.; 4 M.P.H. when making back-
up movement or handling cars ahead of engine, and all street
crossings must be flagged. Switch engines will flag all street
crossings except South Three Notch Street, M. P. 850.9, M. P.
848.7 - 850.9, and must not exceed speed of 4 M.P.H. between
these points.

Montgomery, 30 M.P.H. over Gaston Avenue, M.P. 987.7.

RAILROAD CROSSINGS AT GRADE

7—Railroad crossings protected by automatic interlockings:

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

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

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

*Until engine reaches crossing.

INTERLOCKINGS

8—Protected by attended interlocking:

Montgomery, Bell Street M. P. 902.0, 20 M.P.H.

SPRING SWITCHES

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

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

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

DEFECT DETECTORS

10—Location	Protection Provided	Locations of Indicators and Personnel reading charts
Pine Park M. P. 701.7	Single track, both directions. Hot box and drag- ging equipment.	INDICATORS, south side, M. P. 701.7. Dispatcher, Waycross.
Climax M. P. 724.0	Single track, both directions. Hot box and drag- ging equipment.	INDICATORS, south side, M. P. 724.0. Dispatcher, Waycross.
Donalsonville M. P. 746.5	Single track, both directions. Hot box and drag- ging equipment.	INDICATORS, south side, M. P. 746.5. Dispatcher, Waycross.
Pansey M. P. 770.5	Single track, both directions. Hot box and drag- ging equipment.	INDICATORS, south side, M. P. 770.5. Dispatcher, Waycross.
Pinckard M. P. 794.9	Single track, both directions. Hot box and drag- ging equipment.	INDICATORS, south side, M. P. 794.9. Dispatcher, Waycross.
Dillard M. P. 815.0	Single track, both directions. Hot box and drag- ging equipment.	INDICATORS, south side, M. P. 815.0. Dispatcher, Waycross.
Banks M. P. 837.7	Single track, both directions. Hot box and drag- ging equipment.	INDICATORS, south side, M. P. 837.7. Dispatcher, Waycross.
Youngblood M. P. 862.9	Single track, both directions. Hot box and drag- ging equipment.	INDICATORS, south side, M. P. 862.9. Dispatcher, Waycross.
Sprague M. P. 885.3	Single track, both directions. Hot box and drag- ging equipment.	INDICATORS, south side, M. P. 885.3. Dispatcher, Waycross.

SPECIAL RULES

11—Trains and engines operating between Bell Street Bridge
and Union Station, and over tracks of Montgomery Union Sta-
tion, will move at yard speed, not exceeding 10 M.P.H.

Trains and engines using tracks of the Union Station will be
governed by instructions of yardmaster in L&N Tower.

12—Trains and engines will move at yard speed not exceed-
ing 25 M.P.H. between East Yard limits, M. P. 899.3 and M. P.
901.0. All trains will operate at yard speed not exceeding 10
M.P.H. 901.0 and Bell Street Bridge, M. P. 901.6.

Second and inferior class trains, extra trains and engines
may work upon the time of first class trains between M. P.
901.0 and M. P. 901.6, but they must give way as promptly as
practicable. Flag protection within these limits will not be
required.

13—Trains and engines using tracks other than main track
at Dothan Yard are restricted to maximum speed of 10 M.P.H.

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

CLEARANCE CARDS

1—Rule 83-A will not apply at Dupont.

REGISTER STATIONS

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

YARD LIMITS

3—Dupont, Live Oak and High Springs.

JUNCTION SWITCHES

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

SPEED RESTRICTIONS

5—Between Mile Posts	All Trains M.P.H.
622.3 and 622.7	35
661.0 and 662.1	45
670.1 and 671.1	30

City Ordinance Speed Restrictions:
Jasper, blocking of street crossings, M. P. 653.9 - 655.4, for longer than 10 minutes is prohibited.

Live Oak, 25 M.P.H. Duval Street, M. P. 670.4, to Howard Street, M. P. 670.9. Blocking of street crossings, M. P. 669.3 - 672.2 for longer than 5 minutes is prohibited.

RAILROAD CROSSINGS AT GRADE

Protected by non-electrically locked gates:
Jasper, M. P. 654.2, G. S. & F. Normally clear S.C.L.

7—Protected by automatic interlockings:
Haylow, M. P. 633.4, G. S. & F.
Live Oak, M. P. 670.8, S.C.L.

DEFECT DETECTORS

8—Locations	Protection Provided	Locations of Indicators and Personnel reading charts
Tarver M. P. 640.7	Single track, both directions. Hot box and drag- ging equipment.	Indicators east side, M. P. 640.7. Voice Instructions.
Marion M. P. 666.0	Single track, both directions. Hot box and drag- ging equipment.	Indicators east side, M. P. 666.0. Voice Instructions.
Branford M. P. 688.6	Single track, both directions. Hot box and drag- ging equipment.	Indicators east side, M. P. 688.6. Voice Instructions.
Fort White M. P. 711.2	Single track, both directions. Hot box and drag- ging equipment.	Indicators east side, M. P. 711.2. Voice Instructions.

Pelham Subdivision—Waycross Division

REGISTER STATIONS

1—East Albany and Thomasville.

YARD LIMITS

2—Albany-East Albany, Camilla, Pelham and Thomasville.

SPEED RESTRICTIONS

3—City Ordinance Speed Restrictions:
Albany, 15 M.P.H. over street crossings, M. P. 748.0 to Albany Yard.

Baconton, 35 M.P.H. over street crossings, M. P. 733.3 - 734.6.
Thomasville, 35 M.P.H. over street crossings, M. P. 694.3 to Thomasville Yard.

RAILROAD CROSSINGS AT GRADE

4—Protected by non-electrically locked gates:
Thomasville, M. P. 692.0 (west leg Pelham Wye). Normally clear switching lead.
Camilla, M. P. 724.3, GN. Normally clear S.C.L.

SPECIAL RULES

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

Moultrie Subdivision—Waycross Division

CLEARANCE CARDS

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

REGISTER STATIONS

2—Thomasville.

YARD LIMITS

3—Thomasville and Kingwood-Moultrie.

JUNCTION SWITCHES

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

SPEED RESTRICTIONS

5—20 M.P.H., M. P. 691.6 to 691.9.
25 M.P.H., M. P. 714.3 to 719.5.

City Ordinance Speed Restrictions:
Thomasville, 35 M.P.H. over street crossings, M. P. 689.2 to Thomasville yard.

Moultrie, blocking of street crossings, M. P. 717.5 to end of

line, for longer than 8 minutes is prohibited. Flag first crossing north, M. P. 719.7 and first crossing south, M. P. 719.6, of station when switching over them.

RAILROAD CROSSINGS AT GRADE

6—Protected by non-electrically locked gates:
Moultrie, M. P. 720.0, GN. Normally clear G.N.

SPECIAL RULES

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

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

Chattahoochee Subdivision—Waycross Division

CLEARANCE CARDS

1—Rule 83-A will not apply at Climax.

REGISTER STATIONS

2—Chattahoochee and Climax.

YARD LIMITS

3—Chattahoochee and Climax.

JUNCTION SWITCHES

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

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

SPEED RESTRICTIONS

5—Between Mile Posts	All Trains M.P.H.
726.7 and 726.8	7

SPECIAL RULES

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

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

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

Elba Subdivision—Waycross Division

CLEARANCE CARDS

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

SPEED RESTRICTIONS

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

City Ordinance Speed Restrictions:

Enterprise, movements over College Street, M. P. 817.5, Lee Street, M. P. 817.5, and Highway 84 (Main Street), M. P. 818.5, will be flagged.

Elba, movements over Caroline Street, M. P. 837.2, must be preceded by flagman.

SPECIAL RULES

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

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

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

Grimes Subdivision—Waycross Division

CLEARANCE CARDS

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

SPECIAL RULES

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

TONNAGE RATING

Engine Numbers Tonnage Shown Per Unit	700-	250-	500- 555,					
	1002 1250- 1259	261, 300- 392, 1003- 1065, 1202- 1239	1275-1277, 1300-1343, 1400-1415, 1500-1599, 1600-1656, 1700-1799, 1800-1855, 1950-1970, 3200-3224, 3400-3404	203- 222	1900- 1923, 2100- 2110, 2114- 2120	2000- 2059	2111, 2113, 2200- 2210	2121- 2124, 2211- 2213
SAVANNAH DIVISION								
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 and Andrews.....	3200	3500	3850	2100	4950	5800	5600	6050
Andrews and Charleston.....	3500	3850	4200	2300	5400	6350	6100	6650
Hamlet to Dillon-Florence.....	3150	3450	3650	2050	4800	5650	5450	5900
Florence-Dillon to Hamlet.....	3200	3500	3850	2100	4950	5800	5600	6050
Andrews and Georgetown.....	3500	3850	4200	2300	5400	6350	6100	6650
Coosaw and North 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 Miontgomery.....	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	4500	4350	4750
Macon to Danville.....	1700	1850	2050	1100	2600	3100	2950	3200
WAYCROSS DIVISION								
Savannah to Moncrief.....	2800	3050	3350	1850	4350	5100	4900	5300
Moncrief to Savannah.....	2600	2850	3100	1700	4000	4750	4550	4900
Savannah to Waycross.....	2800	3050	3350	1850	4350	5100	4900	5300
Waycross to Savannah.....	2900	3200	3500	1900	4500	5300	5050	5500
Moncrief to Waycross.....	2600	2850	3100	1700	4000	4750	4550	4900
Waycross to Moncrief.....	2800	3050	3350	1850	4350	5100	4900	5300
Waycross to Brunswick.....	3600	3950	4300	2350	5550	6550	6300	6850
Brunswick to Waycross.....	2800	3050	3350	1850	4350	5100	4900	5300
Waycross to Tifton.....	2700	2950	3250	1750	4150	4900	4700	5100
Tifton to Albany.....	2200	2400	2650	1450	3400	4000	3850	4150
Albany to Tifton.....	1750	1900	2100	1150	2700	3200	3050	3300
Tifton to Waycross.....	2850	3100	3400	1850	4400	5200	5050	5400

TONNAGE RATING — CONTINUED

Engine Numbers	Tonnage Shown Per Unit	Tonnage Rating						
		700-1002, 1250-1259	250-261, 300-392, 1003-1065, 1202-1239	500 - 555, 1275 - 1277, 1300 - 1343, 1400 - 1415, 1500 - 1599, 1600 - 1656, 1700 - 1799, 1800 - 1856, 1950 - 1970, 3200 - 3224, 3400 - 3404	203-222	1900-1923, 2100-2110, 2114-2120	2000-2059	2111-2113, 2200-2210
WAYCROSS DIVISION (Continued)								
Albany to Thomasville	2500	2750	3000	1650	3850	4550	4350	4750
Thomasville to Albany	2650	2900	3150	1750	4100	4850	4650	5000
Waycross and DuPont	3800	4150	4550	2500	5900	6900	6650	7200
DuPont and Valdosta	2700	2950	3250	1750	4150	4900	4700	5100
Valdosta and Thomasville	2200	2400	2650	1450	3400	4000	3850	4150
Thomasville to Bainbridge	2000	2200	2400	1300	3100	3650	3500	3800
Bainbridge to Dothan	1650	1800	1950	1100	2550	3000	2900	3100
Dothan to Montgomery	1450	1600	1750	950	2250	2650	2550	2750
Montgomery to Dothan	1200	1450	1450	800	1850	2200	2100	2300
Dothan to Bainbridge	2000	2200	2400	1300	3100	3650	3500	3800
Bainbridge to Thomasville	1900	2100	2250	1250	2950	3450	3300	3600
DuPont to High Springs	2800	3050	3350	1850	4350	5100	4900	5300
High Springs to DuPont	2500	2750	3000	1650	3850	4550	4350	4700
Thomasville and Kingwood	2600	2850	3100	1700	4000	4700	4550	4950
Climax to Chattahoochee	3200	3550	3850	2100	4950	5850	5600	6050
Chattahoochee to Climax	2000	2200	2400	1300	3100	3650	3500	3800
Grimes to Abbeville	2200	2400	2650	1450	3400	4000	3850	4150
Abbeville to Grimes	2100	2300	2500	1400	3250	3800	3650	4000
Waterford to Daleville	1550	1700	1850	1000	2400	2800	2700	2950
Daleville to Elba	1200	1300	1450	800	1850	2200	2100	2250
Elba to Waterford	1400	1550	1650	900	2150	2550	2450	2650

LOCATION OF PUBLIC AND PRIVATE TRACKS NOT SHOWN IN SCHEDULE PAGES

GROSS SUBDIVISION — SAVANNAH DIVISION				
NAME	Mile Post	Station Nos.	Car Capacity	Opening
Ingle	8.8	SM 630	5	North
Bryceville	6.3	SM 633	9	North
GEORGETOWN SUBDIVISION — SAVANNAH DIVISION				
Kent	12.1	SHA 12	7	North
International Paper Co. Chip Track	10.3	SHA 10	36	South
International Paper Co. Lumber Track	10.3	SHA 10	36	South
Pennyroyal Spur (8.0 Miles)	8.4	SHA 8	Spur	North
Pennyroyal		SHB 16	Yard	North
Pyrefac-Rokco	4.1	SHA 4	12	North
Tyson Lumber Co.	2.2	SHA 2	13	South
FERNANDINA BEACH SUBDIVISION — SAVANNAH DIVISION				
Carrigan Spur	40.2	SMA 13	13	South
Union Carbide Company	44.0	SMA 4	14	Both
COLUMBIA SUBDIVISION — SAVANNAH DIVISION				
Carolina Eastman (2.9 Miles)	366.4	5 366	Spur	North
Fassers	367.1	5 367	Spur	North
Silicia	367.5	5 367	109	Both
Wilson's	367.5	5 367	Spur	North
Silicia Spur	369.0	5 368	Spur	North
Swansea Farmers Gin Co.	378.5	5 379	10	South
Union-Camp Co.	381.9	5 382	23	South
Union Camp Chip Mill	381.9	5 382	17	South
Raynier Co.	382.0	5 382	11	North
Swansea Lumber Company	383.6	5 384	11	North
FCX Inc.	392.5	5 393	12	South
South Carolina Industries	394.6	5 395	13	North
Olar	420.3	5 420	27	Both
Schofield (Kearse Veneer Company)	423.7	5 424	3	North
South Carolina Industries	430.0	5 430	13	North
Sycamore	430.5	5 431	30	North
Luray	445.8	5 446	33	Both

COLUMBIA SUBDIVISION (Continued) SAVANNAH DIVISION				
NAME	Mile Post	Station Nos.	Car Capacity	Opening
Continental Can Co.	447.0	5 447	15	North
Elliott	451.8	5 452	9	North
Scottia	455.2	5 453	13	South
Goldkist	466.4	5 466	Spur	South
Cavey Grain, Inc.	466.7	5 467	6	South
J. W. Exley	466.8	5 467	6	South
Byrds	478.9	5 479	22	North
HAMLET SUBDIVISION — SAVANNAH DIVISION				
Carolina Power & Light Company	257.9	5 258	16	South
Kimberly	276.6	5 277	3	South
International Paper Company	282.8	5 283	46	Both
Community Siding	317.4	5 317	8	North
Spaulding	324.5	5 325	12	North
Orlan	329.2	5 329	Yard	Both
Whitehead	335.3	5 335	114	North
Wedron Silica		5 335	28	North
Elgin Forest Products	336.9	5 337	30	North
Camden Hardwood Co.	337.0	5 337	7	North
Panilac	343.9	5 344	61	Both
Litton Industries	345.3	5 345	Yard	North
Sumner Co. Inc.	345.3	5 345	8	North
Shasta	346.3	5 346	7	South
Carolina Brick Siding	346.6	5 347	5	South
Dents	351.4	5 351	18	South
College Siding	356.1	5 356		South
SAVANNAH TERMINAL — SAVANNAH DIVISION				
East Route				
Grubbs (E)	498.2	A 498	Spur	North
West Route				
Savannah Truckers Exchange	507.9	5 508	14	North

LOCATION OF PUBLIC AND PRIVATE TRACKS NOT SHOWN IN SCHEDULE PAGES

EVERETT SUBDIVISION — SAVANNAH DIVISION

NAME	Mile Post	Station Nos.	Car Capacity	Opening
Hot Mix Corp.	518.3	5 518	28	North
Interstate	520.8	5 520	Yard	Both
Seals	523.9	5 524	10	North
Trinity Bkg Company	613.4	5 613	81	North
Armel Wood Products	621.9	5 622	7	North
Castleton Beverage Co.	624.3	5 624	37	North
DAME'S POINT SPUR (5.5 miles)	625.3	SO 625	Spur	South
Shuman	625.5	SO 626	3	South
New-Morris	625.6	SO 626	6	South
Good Housekeeping Gas Co.			3	North
Industrial Area One Lead (10.6 miles)	626.4	SO 626	Spur	South
Textile Paper Company	626.4	SO 626	6	North
Growers Container Corp.	626.4	SO 626	17	North
Sanille	626.4	SO 626	Spur	North
Hickory Charcoal Co.	626.4	SO 626	10	South
National Kraft Container	627.3	SO 627	Spur	South
Sim-lax Paper Company No. 1	627.4	SO 627	South	South
Sim-lax Paper Company No. 2	627.4	SO 627	18	South
Quinlan	627.4	SO 627	Yard	North
Blount Island Lead (4.1 Miles)	630.3	SO 631	Lead	North
(1) City of Jacksonville	630.7	SO 631	Spur	North
(2) Marshalling Yard				
(a) Storage Track #1	630.9	SO 631	58	Both
(b) Storage Track #2	630.9	SO 631	58	Both
(3) West Holding Yard				
(a) Storage Track #1	633.3	SO 631	19	Both
(b) Storage Track #2	633.3	SO 631	19	Both
(4) Jack-onville Port Authority	633.7	SO 631	Spur	North
(5) Off Shore Power System Lead (6 Mile)	634.0	SO 631	Lead	North
North Shore Lead (3.0 miles)	630.3	SO 630	Spur	North
McCormick	630.9	SOA 631	20	Both
Southern Material	632.0	SOA 633	13	North
Kulser Gypsum Company	633.2	SOA 633	Yard	Both
Busch	626.0	5 626	Yard	Both
Setzers Bakery	626.6	5 627	18	North
Setzers Warehouse	626.8	5 627	19	North
Alton Box Board Co.	627.0	5 627	13	North
Capital Concrete Company	627.1	5 627	17	North
Almport	628.1	5 627	40	Both
B. B. McCormick Co.	628.1	5 627	24	North
Navy Depot Lead (2.6 Miles)	628.4		Lead	South
Inevon Industrial Park				
"A" Lead			Lead	Both
(1) Eastern Dist. Inc.	629.0	5 629	12	North
(2) National Beverage Co.	629.0	5 629	8	North
(3) General Electric Co.	629.0	5 629	14	North
(4) Sears Roebuck Co.	629.0	5 629	43	North
(5) Terminal Transport Co.	629.0	5 629	15	South
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	5 630	Yard	North

ANDREWS SUBDIVISION — SAVANNAH DIVISION

NAME	Mile Post	Station Nos.	Car Capacity	Opening
Scholl	260.2	SH 260	6	North
Gibson	263.5	SH 264	22	North
Lackmy Steel Service	293.7	SH 294	32	North
Flintville	299.6	SH 300	9	North
Rhine	317.7	SH 304	8	North
Contemary	322.2	SH 317	9	South
Gresham	330.0	SH 322	9	North
Wellman	336.7	SH 330	22	Both
Johnsonville	338.3	SH 337	80	North
Gold Kist, Inc.	339.3	SH 338	21	Both
Henry	347.8	SH 339	18	North
Nesmith	350.3	SH 348	4	South
Warrow	360.7	SH 350	21	Both
Oceda	373.1	SH 361	31	Both
Georgetown Textile Company	375.8	SH 373	13	South
Atlantic Crosscutting Co., Inc.	391.8	SH 376	20	Both
S. C. Electric & Gas Company	401.2	SH 392	13	North
E. I. Dupont DeNemours Co.	401.2	SH 401	Yard	South
Charbulk	412.1	SH 401	Lead	South
		SH 412	Spur	North

BENNETTSVILLE SUBDIVISION — SAVANNAH DIVISION

NAME	Mile Post	Station Nos.	Car Capacity	Opening
Tatum			12	North
Mey-Boro G'n Company	262.1	AG 262	5	North
BREEDEN SPUR (2.9 miles)	262.4	AG 262	Spur	North
Planters Chemical Corp.	269.7	GA 270	7	North
Essaz Wire Corp.	271.1	GA 271	10	South
C. P. Polston Warehouses	271.2	GA 271	3	South
Emerson Electric Co.	271.3	GA 271	22	South
Agrico Chemical Co.	272.0	GA 272	8	North
Breedon House Track	272.1	GA 272	7	Both

COOSAW SUBDIVISION — SAVANNAH DIVISION

NAME	Mile Post	Station Nos.	Car Capacity	Opening
Pritchard	498.7	SH 499	13	South
Levy	502.5	SH 503	50	Both

VIDALIA SUBDIVISION — SAVANNAH DIVISION

NAME	Mile Post	Station Nos.	Car Capacity	Opening
Sam Finley	500.1	SL 500	32	East
Feb-r	503.0	SL 503	13	West
South Pooler	505.9	SL 506	7	Both
Dawes Silica Mining Co.	513.8	SL 514	Spur	East
Union Crown Corp.	514.1	SL 514	30	East
Shuman Supply Co.	524.5	SL 525	6	East
Pembroke - Team	528.1	SL 529	10	Both
Pembroke - House	528.5	SL 529	8	Both
Reka	531.8	SL 532	10	Both
Mitchell Lumber Co.	532.7	SL 533	21	West
Daisy	541.2	SL 542	17	Both
Dupree	541.4	SL 543	36	West
Walter	543.9	SL 544	6	East
Scott Farm Supply Co.	544.1	SL 544	11	East
Strickland	544.6	SL 545	23	West
Bradley Farm Supply	548.4	SL 548	77	Both
Georgia Pacific Corp.	549.9	SL 549	Yard	West
Gilman Wood Yard	549.9	SL 549	10	West
Cotton Producers Assc.	549.3	SL 550	10	East
Bellville	549.5	SL 550	18	Both
Blues Central Gas Co.	550.2	SL 550	2	East
Manassas	552.3	SL 552	30	Both
Choopee	563.7	SL 565	7	West
Trux	570.4	SL 570	3	West
Cherokee Wood Yard	572.4	SL 572	12	East
Rural Gas Co.	573.2	SL 573	5	West
Union Camp Co.	581.4	SL 581	33	East
Thompson Lumber Co. #1	586.0	SL 587	20	East
Thompson Lumber Co. #2	586.1	SL 587	10	East
Thompson Lumber Co. #3	586.2	SL 587	11	Both
Ailey	586.5	SL 587	18	East
Montgomery Industries	589.7	SL 590	10	East
Container Corp.	590.8	SL 591	12	East
Oenwalkes	591.2	SL 591	50	Both
Glenwood	592.9	SL 593	18	East
Kaiser Agric. Chem. Co.	599.3	SL 599	4	East
Alamo	600.1	SL 600	24	Both
R. H. Hartley & Son	602.9	SL 603	12	West
Farmers Mutual Exchange	608.6	SL 608	20	East
Container Corp.	609.3	SL 609	21	East
McRae Terminal (1.1 miles)	609.4	SL 609	Spur	East
Rhine	629.6	SL 630	12	East
Coaland	632.0	SL 632	14	East
Clements Hardwood Lumber Co.	638.3	SL 638	22	Both
Rachelle - House	645.3	SL 645	24	Both
Rachelle - Storage	645.4	SL 645	24	Both
Tuloma	646.3	SL 646	19	East
Gold Kist, Inc.	646.4	SL 646	13	Both
Pitts - Storage	650.3	SL 650	8	Both
Pitts - House	650.4	SL 650	8	Both
Peaches Wood Yard	652.3	SL 652	17	East
Seville	654.2	SL 654	9	East
Union Camp Co.	655.0	SL 655	16	West
East Cordele	662.7	SL 661	21	West
East Cordele Industrial Lead	662.8		Spur	West
Farmville Manuf. Co.	662.8	SL 663	28	Both
Allied Mills Inc.	662.8	SL 663	12	West
Harris Press & Shear Co.	665.0	SL 665	7	West
St. Regis Paper Co.	671.3	SL 671	28	Both
Flintville	675.7	SL 676	5	West
G&K Inc.	678.0	SL 678	2	West
Cook Brothers	679.1	SL 679	4	West
Ellsworth Cattle Co.	679.5	SL 679	Spur	West
Ellsworth Cattle Co.	681.3	SL 681	4	West
DeSoto	682.2	SL 682	10	Both
Chokee Creek Elevator Co.	682.2	SL 682	17	East
Clark Fertilizer	683.3	SL 683	5	East
Leslie	683.8	SL 683	13	West
Huntington	688.1	SL 688	7	Both
TOFC	693.4	SL 694	2	South
Interhem Inc.	693.5	SL 694	7	East
New Moon - East	693.5	SL 694	10	West
East Americus Industrial 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
Alfair Homes Inc.	693.6	SL 694	46	West
Mobil Homes Inc.	693.7	SL 694	8	West
Marlette Coach Co.	693.8	SL 694	5	West

LOCATION OF PUBLIC AND PRIVATE TRACKS NOT SHOWN IN SCHEDULE PAGES

AMERICUS SUBDIVISION — SAVANNAH DIVISION

NAME	Mile Post	Station Nos.	Car Capacity	Opening
H. B. Arnold Co.	696.9	SL 697	8	West
Foster	697.2	SL 697	9	East
Shlpa	697.4	SL 698	16	East
Newpoint	699.9	SL 700	31	Both
ITT Rayonier	699.9	SL 700	21	West
Sullivan Lumber Company	699.9	SL 700	6	East
Dumas	712.6	SL 713	16	West
Sullivan Lumber Company	712.8	SL 713	16	West
Sullivan Chip Track	712.8	SL 713	25	West
Pittsview	717.0	SL 716	15	Both
Carroll Lumber Co.	778.7	SL 779	14	West
Saboy Plantation	735.2	SL 758	20	West
Hardway	804.1	SL 805	7	East
Chesson	808.9	SL 809	24	Both
Vandergriff-Deep South Const. Co.	825.7	SL 825	12	West
Eastmont	827.2	SL 827	12	East
Lowe's 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
Amco St.-of Co.	828.7	SL 829	4	East
Alt Port	829.8	SL 830	9	East
Kilby	830.6	SL 831	10	East

KIMBROUGH SUBDIVISION — SAVANNAH DIVISION

Weston	48.2	SLB 48	7	Both
Parrott	56.4	SLB 56	18	Both
Stevens Ind. Corp.	56.7	SLB 57	18	West
Ferguson Company	64.2	SLB 64	4	East
Southern Manuf. Co.	64.7	SLB 65	13	East
Yale Rubber Company	66.9	SLB 67	9	East
Dawson Cold Storage	67.2	SLB 67	6	East
Terrill 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
Lee Farm Service	72.7	SLB 73	17	Both
Monsanto Chemical Company	72.9	SLB 73	9	West
Lilliston Implement Company	76.7	SLB 76	26	West
Armena	77.0	SLB 77	7	West
Lewis Martin Steel Company	84.0	SLB 84	7	East
Harris Rim Wheel Corp.	84.2	SLB 84	7	East
Walker Fertilizer Company	84.6	SLB 85	3	East
Palmyra	84.7	SLB 85	30	East
Flint Beverage Company	85.2	SLB 85	37	East

RICHLAND SUBDIVISION — SAVANNAH DIVISION

Lynn Air Force Base Lead (1.3 miles)	96.7	SLC 810	Spur	West
Patchogue Plymouth Co.	96.7	SLC 810	38	West
C. W. Poultry	96.7	SLC 810	20	West
DeRose Ind.	96.7	SLC 810	7	West
Brunswick Pulp & Paper Co.	116.2	SLC 790	18	West
Rowena	125.2	SLC 781	15	West
Hatfield Lumber Company	126.2	SLC 778	3	West
Turman Grain Co.	137.7	SLC 766	8	West
Carnegie	145.2	SLC 761	20	Both
Kraft Wood Yard	157.2	SLC 750	15	West
Container Corp.	159.0	SLC 750	17	West
Union-Camp Co.	163.9	SLC 742	16	West
Benevolence	164.3	SLC 742	25	Both
Gilman Paper Co.	22.6	SLB 23	10	East
Container Corporation	20.0	SLB 20	18	West
Cusseta	18.5	SLB 19	12	West
Valley Wood Yard	17.5	SLB 18	10	West
Ochilee	7.9	SLB 11	7	Both
Sand Hill	7.9	SLB 7	Yard	Both

MACON SUBDIVISION — SAVANNAH DIVISION

Soperton Wood Yard	79.0	SK 590	31	West
Soperton	76.2	SK 593	22	Both
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
Hinter	63.2	SK 606	4	East
Southland Timber Co.	57.7	SK 611	6	West
Mohasco Industries	57.2	SK 612	Spur	West
Brunswick Pulp and Paper Co.	56.3	SK 613	7	West
Dublin Forest Products, Inc.	56.0	SK 613	13	West
Dublin Seed Co.	55.9	SK 613	7	West
Dublin Woolen Mills	55.3	SK 614	21	West
Dudley Station	42.4	SK 627	72	Both
Gilman Paper Co. # 1	41.2	SK 628	24	Both
# 2	40.9	SK 628	27	East
# 3	40.8	SK 628	22	East
Gilman Paper Co.	37.9	SK 631	15	East
Montross	37.5	SK 632	17	Both
St. Regis Paper Company	34.0	SK 635	14	East
Baxley Veneer and Clear Co.	32.9	SK 636	10	West
Danville	31.1	SK 638	18	Both
Gilman Paper Co.	23.8	SK 645	9	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
Down River Forest Products	7.4	SK 662	16	West
Hutting Sash & Door Co.	7.3	SK 662	8	West
Franklinton	7.2	SK 662	36	East
Georgia Wha. Dist. Co.	5.0	SK 664	13	East

DUPONT SUBDIVISION-WAYCROSS DIVISION

NAME	Mile Post	Station Nos.	Car Capacity	Opening
Engstrom	667.8	AR 668	16	North
O'Brien	668.8	AR 689	8	North

PELHAM SUBDIVISION-WAYCROSS DIVISION

Dawes Silica Mining	698.9	ANC 699		
West Track (Silica)				
East Track (Sand)			28	South
Cherokee Industries	704.6	ANC 705	13	Both
Oil-Dril	704.8	ANC 705	25	Both
Eubanks Pulpmoed Co., Inc.	707.6	ANC 707	8	North
Johnson-Carr	708.7	ANC 708	16	Both
Gold Kist, Inc.	721.9	ANC 722	20	North
International Paper	722.4	ANC 722	14	South
ITT Rayonier	726.7	ANC 727	11	South
Flint-Georgia-Pacific Corp.	730.4	ANC 730	23	South
Georgia Power	738.8	ANC 739	61	North
Storage Tracks (2)			90	Both
Plant Lead			Spur	South
Marck & Company	742.7	ANC 743	Spur	South

NAHUNTA SUBDIVISION-WAYCROSS DIVISION

Richmond Hill (E)	506.9	A 507	7	North
Fleming	515.1	A 513	10	North
Southeast Technical Coating, Inc.	516.4	A 516	17	South
Service Concrete Products, Inc.	527.6	A 528	12	North
Union Camp Wood Yard	527.9	A 528	14	North
Dawes Sand Co.	541.9	A 542	Spur	South
Shepherd Construction Company	551.6	A 552	25	South
Humphrey's Mining Co. (E)	599.5	A 600	Spur	North
Union Camp Corp. (E)	601.1	A 601	Spur	North
Diamond W. Feed (E)	607.8	A 608	16	North
Gold Kist Eggs (W)	616.0	A 616	18	Both
Dinsmore (E)	634.3	A 634	11	North

JESUP SUBDIVISION-WAYCROSS DIVISION

Patterson Milling Co.	568.5	AN 568	22	South
Patterson	569.5	AN 570	8	North
Gilman Paper Co.	575.6	AN 576	78	Both
Phillips Petroleum Company	583.5	AN 584	3	South
Ace Post Company	584.5	AN 585	28	South

BRUNSWICK SUBDIVISION-WAYCROSS DIVISION

Schlatterville	597.0	AO 597	30	Both
Progress Foods	599.1	AO 599	14	South
Atkinson	618.2	AO 618	36	Both
Waynesville	621.7	AO 622	12	South
Escambia Treating Company	637.2	AO 637	Spur	North
McManus	638.5	AO 639	Spur	North
Glynco	640.8	AO 639	Spur	South

ALBANY SUBDIVISION-WAYCROSS DIVISION

Wareco Ind. Park	592.2	AP 592	Spur	North
Run Around Track	592.8	AP 593	38	Both
Brunswick Pulp Land Paper Co.	615.9	AP 616	42	North
Brunswick P & P Yard	616.1	AP 616	16	North
Continental Specialty Corp.	668.9	AP 669	22	South
Gilman Paper Co. (Summer)	672.6	AP 673	12	North
St. Regis Paper	682.2	AP 682	12	North
Albany Warehouse	682.5	AP 683	9	North
Great Northern Paper Co.	692.8	AP 693	Spur	South
Firestone	692.9	AP 693	Spur	Both
USMC Supply Depot	696.7	AP 697	Spur	North
Chapco	696.8	AP 697	18	South
Barr	696.8	AP 697		

THOMASVILLE SUBDIVISION-WAYCROSS DIVISION

Largain	596.7	AN 597	40	Both
Atlantic Cree	611.5	AN 612	Spur	East
Union Timber	614.7	AN 615	10	East
International Paper	615.5	AN 616	22	West
Standard Container	615.6	AN 616	32	West
Sou. Wood Preserving	616.7	AN 617	4	East
Brunswick Pulp & Paper Co.	663.7	AN 664	17	East

MOULTRIE SUBDIVISION-WAYCROSS DIVISION

Columbia Nitrogen	713.8	ANK 714	Spur	South
-------------------	-------	---------	------	-------

CHATTAHOOCHEE SUBDIVISION-WAYCROSS DIVISION

Jinks	747.0	ANE 747	17	Both
-------	-------	---------	----	------

ELBA SUBDIVISION-WAYCROSS DIVISION

Kelly	803.8	ANG 804	30	Both
Fr. Rucker	805.3	ANG 805	76	East
Gerald	810.8	ANG 811	18	Both
International Paper Co.	822.9	ANG 823	13	East

DOTHAN SUBDIVISION-WAYCROSS DIVISION				
NAME	Mile Post	Station Nos.	Car Capacity	Opening
Ira Higdon Grocery	703.2	AN 703	11	East
Brownlee	703.2	AN 703	11	East
Brownlee	703.3	AN 703	8	East
Brownlee	703.4	AN 703	26	East
Daraland	731.6	AN 732	7	East
Cyrene	735.9	AN 736	3	East
Dausey #1	780.1	AN 780	6	East
Dausey #2	780.4	AN 780	5	East
Napier Field	791.0	AN 791	36	West
Flock	808.6	AN 809	14	East
Stags One	809.6	AN 810	7	West
International Paper Company	811.6	AN 812	11	East
Couch Ready-Mix	812.1	AN 812	13	West
Frit	814.2	AN 814	20	West
Chism	814.9	AN 815	11	East
Dunn	844.7	AN 845	14	East
Rusley	862.6	AN 863	18	East
Shady Grove	865.9	AN 866	5	East
Sellers, Inc.	874.9	AN 875	17	West

GRIMES SUBDIVISION-WAYCROSS DIVISION				
NAME	Mile Post	Station Nos.	Car Capacity	Opening
Talley	791.6	ANF 792	24	East
Escambia Chemical Company	797.9	ANF 798	5	West
Pepperell Manufacturing Company	812.4	ANF 812	8	West
Owens-Illinois Company	812.7	ANF 813	16	East
Reliance Gas Corp.	812.9	ANF 813	2	East
International Wood Yard	813.7	ANF 814	12	East
Run-Around-Track	813.8	ANF 814	17	Both
Alabama Forest Products, Inc.	814.8	ANF 815	16	East

DIVISION OFFICERS

SAVANNAH DIVISION

G. F. CHICK, Assistant Superintendent	Savannah, Ga.	A. R. KEITH, Master Mechanic	Savannah, Ga.
RAY CARRIGAN, JR., Assistant Supt.	Fernandina Beach, Fla.	J. W. RODDY, Supv. Comm. & Signals	Savannah, Ga.
W. K. DAVID, Supt. Terminals	Savannah, Ga.	D. C. GARNER, Captain of Police	Savannah, Ga.
L. WOMBLE, Trainmaster	Savannah, Ga.	G. A. MOORE, Master Carpenter	Savannah, Ga.
V. M. QUINN, Trainmaster	Hamlet, N.C.	L. L. TUCKER, Roadmaster	Savannah, Ga.
W. L. PRICE, JR., Trainmaster	Columbia, S.C.	H. R. SMITH, Roadmaster	Kingsland, Ga.
S. O. GRIFFIN, Trainmaster	Jacksonville, Fla.	J. F. BURNS, Roadmaster	Hamlet, N.C.
J. L. BEARD, Trainmaster	Vidalia, Ga.	J. W. CAMPBELL, Roadmaster	Cayce, S.C.
J. J. MORRIS, JR., Trainmaster	Americus, Ga.	J. R. JACOBS, Roadmaster	Dillon, S.C.
R. B. LAMB, Road Foreman of Engs.	Americus, Ga.	E. C. MONCUS, Roadmaster	Vidalia, Ga.
E. L. MASGIO, Road Foreman of Engs.	Savannah, Ga.	RAY FAIRCLOTH, Roadmaster	Americus, Ga.
H. E. BRUCE, Road Foreman of Engs.	Hamlet, S.C.	T. L. WATSON, Roadmaster	Richland, Ga.
I. J. JONES, Chief Dispatcher	Savannah, Ga.	H. A. STONE, JR., Roadmaster	Richland, Ga.
C. R. HARRELL, Division Engineer	Savannah, Ga.	H. F. DARITY, Safety Supv.	Savannah, Ga.

WAYCROSS DIVISION

J. H. HESTER, Asst. Superintendent	Waycross, Ga.	L. H. KELLEY, Division Engineer	Waycross, Ga.
A. A. KARLE, Supt. Terminals	Waycross, Ga.	F. W. JERKINS, Master Mechanic	Waycross, Ga.
E. M. WILLIAMS, Trainmaster	Waycross, Ga.	E. S. COOLER, Supv. Comm. and Signals	Waycross, Ga.
C. J. BOWLING, JR., Trainmaster	Waycross, Ga.	WM. TOLBERT, JR., Captain of Police	Waycross, Ga.
H. D. PARKER, Trainmaster	Waycross, Ga.	S. L. STARLING, Master Carpenter	Waycross, Ga.
H. V. NELSON, JR., Trainmaster	Dothan, Ala.	R. L. PATE, Roadmaster	Jesup, Ga.
T. E. MCGOWAN, Terminal Trainmaster	Waycross, Ga.	W. C. WHITE, Roadmaster	Waycross, Ga.
R. L. PARSONS, Terminal Trainmaster	Bainbridge, Ga.	J. B. WATSON, Roadmaster	Waycross, Ga.
J. A. BUNCH, Road Foreman of Engs.	Waycross, Ga.	C. C. OVERMIER, Roadmaster	Thomasville, Ga.
O. H. EASON, Road Foreman of Engs.	Savannah, Ga.	G. L. GREEN, Roadmaster	Dothan, Ala.
R. BONNETT, Road Foreman of Engs.	Montgomery, Ala.	G. W. HENDERSON, Roadmaster	Troy, Ala.
T. E. BOLDEN, Chief Dispatcher	Waycross, Ga.	J. R. SHERROD, Safety Supv.	Waycross, Ga.

JACKSONVILLE TERMINAL OFFICERS

S. M. DUFFER, General Superintendent Jacksonville Terminals

J. F. BEALES, Superintendent Terminals		D. E. WRIGHT, Term. Trainmaster	
T. W. ANDERSON, Term. Trainmaster		W. H. DOUGLAS, JR., Road Foreman of Engs.	
A. E. BRADEN, Term. Trainmaster		A. A. DAVIS, JR., Safety Supervisor	
A. C. CREWS, Term. Trainmaster			

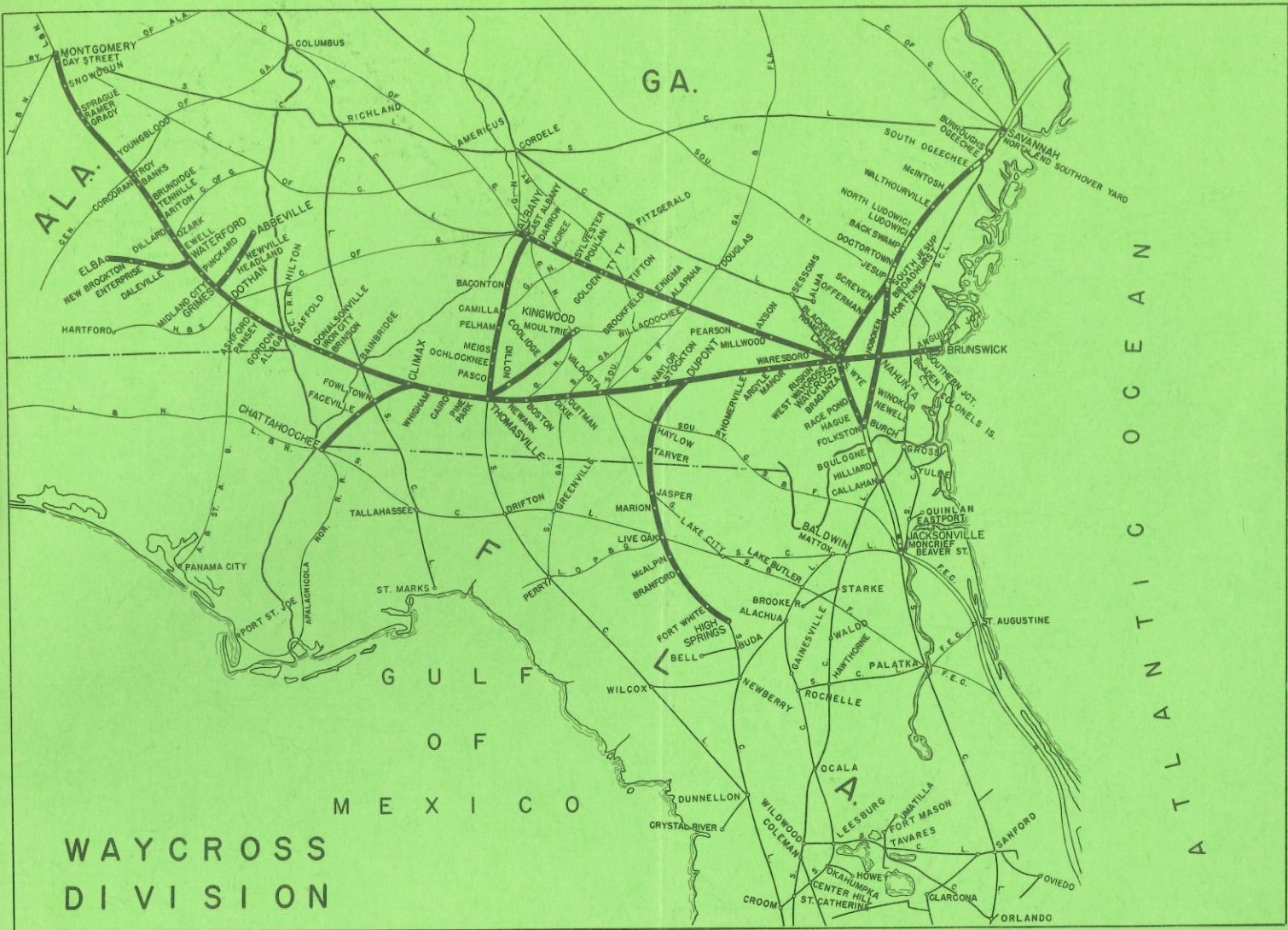
SYSTEM OFFICERS

R. E. WHITE, Gen. Supt. - Rules	Jacksonville, Fla.	J. H. INGOLDSBY, Supt. Sta. Oprn. & FCP	Jacksonville, Fla.
S. E. DAVIS, Gen. Supv. - Rules	Waycross, Ga.	C. F. BELL, Dir. Freight Claims & Prevention	Richmond, Va.
W. F. WINGATE, Gen. Supt. - Safety	Jacksonville, Fla.	T. H. KING, Aud. Car Service Acct's	Richmond, Va.
H. D. BARNES, Gen. Supv. - Safety	Jacksonville, Fla.		

W. P. DURHAM, M.D.	Abbeville, Ga.	D. B. TERRY, M.D.	Homerville, Ga.
C. A. COLLINS, JR., M.D.	Albany, Ga.	J. H. YOUNG, M.D., Ophthalmologist	Hopkins, S.C.
E. E. FLOURNEY, M.D.	Albany, Ga.	SAM C. ATKINSON, M.D.	Jacksonville, Fla.
M. W. FOWLER, M.D.	Albany, Ga.	CLYDE M. COLLINS, M.D.	Jacksonville, Fla.
R. A. COLLINS, JR., M.D.	Americus, Ga.	S. M. DAY, M.D.	Jacksonville, Fla.
JAMES C. DUDLEY, JR. M.D.	Americus, Ga.	T. S. EDWARDS, M.D., Ophthalmologist	Jacksonville, Fla.
J. H. ROBINSON, III, M.D.	Americus, Ga.	L. H. GRUNTHAL, JR., M.D.	Jacksonville, Fla.
T. J. RUNDLE, M. D., Ophthalmologist	Americus, Ga.	A. LAWSON HARDIE, M.D.	Jacksonville, Fla.
HENRY G. TEAFORD, JR. M.D.	Americus, Ga.	R. F. HOOK, M.D., Ophthalmologist	Jacksonville, Fla.
ROBERT D. HARPER, M.D.	Andrews, S.C.	C. HAROLD HOUSTON, M.D.	Jacksonville, Fla.
FRANK L. GIBSON, M.D.	Bainbridge, Ga.	WILLY I. HUYGHE, M.D.	Jacksonville, Fla.
E. M. GRIFFIN, M.D.	Bainbridge, Ga.	A. M. MANSON, M.D.	Jacksonville, Fla.
P. M. KINNEY, M.D.	Bennettsville, S.C.	CHARLES McCRORY, M.D., Ophthal.	Jacksonville, Fla.
JENNINGS K. OWENS, M.D.	Bennettsville, S.C.	*T. G. RITCH, M.D.	Jacksonville, Fla.
W. A. HENDRY, M.D.	Blackshear, Ga.	ROBT. H. STILL, M.D.	Jacksonville, Fla.
W. O. INMAN, M.D.	Brunswick, Ga.	ASHBEL C. WILLIAMS, M.D.	Jacksonville, Fla.
W. A. SNYDER, M.D.	Brunswick, Ga.	FREDERICK T. MICKLER, JR., M.D.	Jasper, Fla.
C. K. SINGLETON, M.D.	Cairo, Ga.	JAMES A. BRANTLEY, M.D.	Jesup, Ga.
DAVID D. BENNETT, M.D.	Callahan, Fla.	J. S. LIVERMAN, M.D.	Lexington, S.C.
G. S. RHAME, M.D.	Camden, S.C.	CALDER B. CLAY, JR., M.D.	Macon, Ga.
C. A. WEST, M.D.	Camden, S.C.	J. O. MARTIN, M.D., Ophthalmologist	Macon, Ga.
G. F. WEST, M.D.	Camden, S.C.	C. H. RICHARDSON, JR., M.D.	Macon, Ga.
R. G. LATIMER, M.D.	Cayce, S.C.	JOHN A. WELLS, M.D.	Macon, Ga.
E. E. DAVIS, M.D.	Charleston, S.C.	J. P. WOODHALL, M.D.	Macon, Ga.
P. G. JENKINS, M.D., Ophthalmologist	Charleston, S.C.	GEORGE G. MOORE, M.D.	McColl, S.C.
J. HERTZ WARREN, M.D.	Charleston, S.C.	ROBT. T. ASHURST, III, M.D.	Montgomery, Ala.
J. E. THOMPSON, M.D.	Chattahoochee, Fla.	JOHN A. MARTIN, M.D.	Montgomery, Ala.
B. E. COGGESHALL, JR., M.D.	Cheraw, S.C.	W. R. McGINTY, M.D.	Moultrie, Ga.
JAMES THRAILKILL, M.D.	Cheraw, S.C.	J. ROGER ROWE, M.D.	Mount Pleasant, S.C.
CURTIS G. HAMES, M.D.	Claxton, Ga.	DRAYTON L. NANCE, JR. M.D.	North, S.C.
D. S. ASBILL, JR., M.D., Ophthalmologist	Columbia, S.C.	VIRGIL HARVEY, JR. M.D.	North Charleston, S.C.
CHARLES F. CREWS, M.D.	Columbia, S.C.	W. E. SMITH, M.D.	Pembroke, Ga.
J. S. DILLARD, M.D.	Columbia, S.C.	E. A. MAYO, M.D.	Richland, Ga.
EDWARD W. HOPKINS, M.D., Ophthal.	Columbia, S.C.	W. W. BUCKHAULTS, M.D., Ophthal.	Savannah, Ga.
J. H. YOUNG, M.D., Ophthalmologist	Columbia, S.C.	WM. H. LIPPITT, M.D.	Savannah, Ga.
GEORGE R. CONNER, M.D.	Columbus, Ga.	R. L. NEVILLE, M.D.	Savannah, Ga.
CHARLES E. McARTHUR, M.D.	Cordele, Ga.	T. A. PETERSON, M.D.	Savannah, Ga.
JOSEPH D. THOMAS, M.D.	Denmark, S.C.	GEORGE W. STRAIGHT, M.D.	Savannah, Ga.
RUFUS H. CAIN, M.D.	Dillon, S.C.	JOSEPH T. STUBBS, M.D., Ophthalmologist	Savannah, Ga.
PAUL R. FLOWERS, M.D.	Dothan, Ala.	W. D. WILSON, M.D.	Savannah, Ga.
LOUIS L. JOHNSON, M.D., Ophthalmologist	Dothan, Ala.	J. B. BRINSON, M.D.	Thomasville, Ga.
J. A. BELL, JR., M.D.	Dublin, Ga.	JOSEPH D. RAWLINGS, M.D.	Thomasville, Ga.
E. GIBSON, M.D.	Enterprise, Ala.	C. H. WATT, JR., M.D.	Thomasville, Ga.
HARRISON L. PEEPLES, M.D.	Estill, S.C.	WILLIAM V. WATT, M.D.	Thomasville, Ga.
LOUIS D. RHODES, M.D.	Estill, S.C.	F. MORRIS DAVIS, M.D.	Tifton, Ga.
W. R. TUTEN, JR., M.D.	Fairfax, S.C.	C. S. PITTMAN, M.D.	Tifton, Ga.
CECIL B. BREWTON, M.D.	Fernandina Beach, Fla.	J. A. BRANTLEY, M.D.	Troy, Ala.
JOSEPH M. JACKSON, M.D.	Folkston, Ga.	JAMES W. MATHIS, M.D.	Valdosta, Ga.
JOHN T. ASSEY, M.D.	Georgetown, S.C.	FRED C. SMITH, M.D.	Valdosta, Ga.
SAMUEL E. MILLER, M.D.	Georgetown, S.C.	HERBERT I. CONNER, M.D.	Vidalia, Ga.
I. F. WOOD, JR., M.D.	Georgetown, S. C.	S. W. CLARK, M.D., Ophthalmologist	Waycross, Ga.
G. L. CLONINGER, M.D.	Hamlet, S.C.	M. T. McGOOGAN, JR., M.D.	Waycross, Ga.
R. B. GARRISON, M.D.	Hamlet, N.C.	LEO SMITH, M.D., Ophthalmologist	Waycross, Ga.
W. D. JAMES, M.D.	Hamlet, N.C.	JAMES W. TAYLOR, M.D., Ophthalmologist	Waycross, Ga.
R. L. MAY, M.D.	Hamlet, N.C.	S. VICTOR, M.D.	Waycross, Ga.
V. L. BAUER, M.D.	Hemingway, S.C.	W. A. DODD, M.D.	Wrightsville, Ga.
W. E. BRYANT, M.D.	Hemingway, S.C.		
P. D. WEEKS, M.D.	High Springs, Fla.		

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

- H. C. WARNOCK, Hamlet, N.C.
Andrews Subd., East Junction to M.P. 265.2; Hamlet Subd., Hamlet to M. P. 260.3; Hamlet Terminal
- J. G. ACREE, Columbia, S.C.
Hamlet Subd., Columbia to M. P. 260.3; Columbia Subd., Columbia to Denmark.
- J. S. SANDERS, JR., Charleston, S.C.
Andrews Subd., Mullins to Charleston; Georgetown Subd., Coosaw Subd., Coosaw to M. P. 509.7
- T. D. RHODES, III, Florence, S.C.
Andrews Subd., M. P. 265.2 to Mullins; Bennettsville Subd.
- L. F. SANDY, Augusta, Ga.
Columbia Subd., Denmark to M. P. 466.0
- L. R. WILLIAMS, Savannah, Ga.
Columbia Subd., M. P. 466.0 to M. P. 497.3; Coosaw Subd., M. P. 509.7 to North Savannah; Burroughs Subd., Savannah Yard, West Route to Burroughs; Everett Subd., Ogeechee to M. P. 521.0; Vidalia Subd., M. P. 500.8 to M. P. 634.9; Macon Subd.
- C. J. BOWEN, JR., Savannah, Ga.
Burroughs Subd., M. P. 489.5 East Route to Ogeechee; Everett Subd., M. P. 521.0 to M. P. 602.9; Nahunta Subd., Ogeechee to M. P. 602.2; Jesup Subd., Jesup to M. P. 584.4; Brunswick Subd., M. P. 591.5 to Brunswick.
- J. R. YAWN, Waycross, Ga.
Jesup Subd., M. P. 584.5 to M. P. 621.0; Nahunta Subd., M. P. 602.2 to M. P. 605.5; Albany Subd., Waycross to M. P. 608.8; Thomasville Subd., Waycross to M. P. 605.5; Brunswick Subd., Waycross to M. P. 591.5; Waycross, including yard and shops.
- R. S. GREAR, JR., Jacksonville, Fla.,
Everett Subd., M. P. 602.9 to M. P. 635.3, including Dames Point Spur; Gross and Fernandina Subdivisions.
- O. R. COTTLE, Jacksonville, Fla.
Nahunta Subd., M. P. 605.5 to M. P. 642.5.
- R. G. MORRISON, Fitzgerald, Ga.
Vidalia Subd., M. P. 634.9 to Americus; Americus Subd., Americus to M. P. 708.8.
- L. B. LEWIS, Thomasville, Ga.
Thomasville Subd., M. P. 605.5 to Thomasville; Dothan Subd., Thomasville to M. P. 760.5; Dupont Subd., M. P. 622.4 to M. P. 648.1; Albany Subd., M. P. 608.8 to Albany; Kimbrough, Chattahoochee, Pelham and Moultrie Subdivisions.
- B. BARKER, Montgomery, Ala.
Dothan Sub., M. P. 760.5 to Montgomery; Americus Subd., M. P. 753.3 to Montgomery.
- B. W. HARPER, JR., Tallahassee, Fla.
Richland Subd.; Americus Subd., M. P. 708.8 to M. P. 753.3; Dupont Subd., M. P. 648.1 to and including Live Oak.
- R. D. VINING, Ocala Fla.
Dupont Subd., from south city limits of Live Oak to High Springs.



GA.

ALA.

GULF OF MEXICO

WAYCROSS DIVISION

ATLANTIC OCEAN

