

*Safety*



*First*

**SEABOARD  
COAST LINE  
RAILROAD**

---

**SAVANNAH DIVISION**

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**2**

**TIME TABLE No. 2**

**IN EFFECT**

**Friday, December 15, 1967**

**At 12:01 A.M.**

**SUPERSEDING TIME TABLE NO. 1**

**DATED SEPTEMBER 1, 1967**

**EASTERN STANDARD TIME**

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**FOR THE GOVERNMENT OF  
EMPLOYEES ONLY**

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**D. C. HASTINGS, Vice-President-Transportation and Maintenance**

**J. N. BROETZMAN, Asst. Vice-President-Transportation**

**L. T. ANDREWS, General Manager-Transportation**

**T. C. WHEELER, Superintendent**



SECOND CLASS		FIRST CLASS				Station Numbers	Distance from Hamlet Yard	TIME TABLE NO. 2 IN EFFECT December 15, 1967		Scal. Wagon, Car Capacity	FIRST CLASS				SECOND CLASS	
593	7	21	9	57	8			22	10		58	594	Through Freight	Through Freight	Through Freight	Through Freight
Through Freight	The Sunland	Silver Star	The Palmland	Silver Meteor	The Sunland	Silver Star	The Palmland	Silver Meteor	Through Freight	Silver Star	The Palmland	Silver Meteor	Through Freight	Through Freight		
Ex. Sat.	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Ex. Mon.		
P. M.	P. M.	P. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	A. M.	A. M.		
1015					S249				L T	HAMLET YARD ®	YARD Oy				130	
	L1140	L 955	L1115	L 215	S253	3.7			T	HAMLET X SCL (Psg. Station) 7.3	48 YARD P	S A 340	S A 445	S A 505	S A 1040	1245
					S261	11.0				OSBORNE X R RR	59 9 P					
					S269	19.5				WALLACE 8.5	70 111 P					
1100	1202	1013	S1145	233	S272	21.9				CHERAW 2.4	64 187 P	S 254	412	S 406	1009	1215
					S280	30.0				GILLESPIE 8.1	52 2 P					
					S285	35.1				PATRICK 5.1	80 22 P					
					S292	42.3				MIDDENDORF 7.9	84 2 P					
1201	1230	1041	F1213	258	S300	50.2				McBEE 6.9	82 102 P	S 220	343	S 337	940	1045
			F1221		S307	57.1				BETHUNE 6.1	58 63 P	F 210		F 329		
					S313	63.2				CASSATT 6.6	59 10 P					
					S320	69.8				SHEPARD 7.8	50 P					
	S 100	1104	S1247	322	S327	77.6				CAMDEN 3.1	54 129 P	S 150	320	S 308	918	
1245					S330	80.7				LUGOFF 8.6	56 34 P					945
					S339	89.3				ELGIN 10.1	41 13 P					
					S349	99.4				WEDDELL 9.3	58 P					
					S358	108.7				ELMWOOD 1.3	36 56 P					
125	S A 150	S A 1145	S A 130	S A 410	S360	110.0			T	COLUMBIA 2.5	YARD	L 110	L 245	L 225	L 845	840
145					S362	112.5			T A	CAYCE L	YARD O					830
A. M.	A. M.	P. M.	P. M.	A. M.								A. M.	A. M.	P. M.	P. M.	P. M.
Ex. Sun.	Daily	Daily	Daily	Daily								Daily	Daily	Daily	Daily	Ex. Sun.

SECOND CLASS		FIRST CLASS				Station Numbers	Distance from Columbia	TIME TABLE NO. 2 IN EFFECT December 15, 1967	Stations	Scales, Wyes, Car Capacity	FIRST CLASS				SECOND CLASS	
393	593	21	9	57	7						22	10	58	8	594	396
Through Freight	Through Freight	Silver Star	The Palmland	Silver Meteor	The Sunland						Silver Star	The Palmland	Silver Meteor	The Sunland	Through Freight	Through Freight
Daily	Ex. Sun.	Daily	Daily	Daily	Daily						Daily	Daily	Daily	Daily	Ex. Sun.	Daily
P. M.	A. M.	P. M.	P. M.	A. M.	A. M.					P. M.	A. M.					
		1150	150	415	210	S360		<b>COLUMBIA</b>	A	YARD	S 240	S 210	S 840	S 1250		
	L 800					S362	2.5	<sup>-2.5</sup> <b>CAYCE</b>		47 YARD O					A 300	
						S366	6.5	<sup>4.0</sup> <b>DIXIANA</b>		54 19 P						
						S375	15.3	<sup>8.8</sup> <b>GASTON</b>		54 7 P						
	840	1215	F 216	440	235	S380	20.7	<sup>5.4</sup> <b>SWANSEA</b>		36 28 P	209	F 135	809	1208	1000	
						S386	25.6	<sup>4.9</sup> <b>WOODFORD</b>		46 17 P						
			F 228			S389	29.6	<sup>4.0</sup> <b>NORTH</b>		90		F 122				
						S394	34.3	<sup>4.7</sup> <b>LIVINGSTON</b>		44 7 P						
			F 240			S401	41.6	<sup>7.3</sup> <b>NORWAY</b>		49 40 P		F 111				
	950	1243	S 255	508	S 320	S410	50.2	<sup>8.6</sup> <b>DENMARK</b>	X SOU X SCL	45 126 P	142	S 102	742	S 1140	900	
						S418	57.8	<sup>7.6</sup> <b>GOVAN</b>		45 33 P						
						S426	66.7	<sup>8.9</sup> <b>ULMERS</b>		45 23 P						
L 900	1030	105	S 323	530	350	S436	76.2	<sup>0.5</sup> <b>FAIRFAX</b>	X SCL	45 96 P	120	S 1230	721	F 1115		A 130
						S443	83.1	<sup>8.9</sup> <b>GIFFORD</b>		48 11 P						
			S 340			S450	90.4	<sup>7.3</sup> <b>ESTILL</b>		67 42 P		S 1213			800	100
			F 351			S460	100.6	<sup>10.2</sup> <b>GARNETT</b>		47 31 P		F 1200				
930	1100	130	F 400	555	415	S469	109.3	<sup>8.7</sup> <b>CLYO</b>		50 11 P	1250	F 1150	655	1045	735	1232
						S476	116.3	<sup>7.0</sup> <b>STILLWELL</b>		46 P						
						S482	122.6	<sup>8.3</sup> <b>RINCON</b>		50 7 P						
						S490	130.3	<sup>7.7</sup> <b>MEINHARD</b>		44 5 P						
1005	1135	151	422	616	442	S497	137.6	<sup>7.3</sup> <b>CENTRAL JCT.</b>			1226	1121	631	1021	705	1200
1030	1145	S 200	S 435	S 620	S 450	S498	138.2	<sup>0.6</sup> <b>SAVANNAH</b>	X CofG X SCL L	YARD OY	1225	1120	630	1020	700	1155
P. M.	A. M.	A. M.	P. M.	A. M.	A. M.						A. M.	A. M.	P. M.	P. M.	A. M.	P. M.
Daily	Ex. Sun.	Daily	Daily	Daily	Daily						Daily	Daily	Daily	Daily	Ex. Sun.	Daily

		SECOND CLASS		FIRST CLASS							Station Numbers	Distance from Savannah	TIME TABLE NO. 2	
		693	111	9	57	7	105	1	21	109			IN EFFECT	
		Through Freight	Through Freight	The Palmland	Silver Meteor	The Sunland	Through Freight	Florida Special	Silver Star	Through Freight			December 15, 1967	
		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily			STATIONS	
		A. M.	A. M.	P. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.				
		900	430	445	620	505	300	255	200	1245	S499		L T	® SAVANNAH X SCL
		908	438	457	632	517	308	307	212	1253	S509	9.8		BURROUGHS X SCL
											S514	14.1		RICHMOND HILL
											S518	18.5		MARSHALL ⊕W
											S525	25.8		® DORCHESTER
		945	500	520	650	535	330	325	230	120	S530	30.4		RICEBORO
											S537	37.7		JONES ⊕W
											S540	41.0		WARSAW
											S544	44.7		® TOWNSEND ⊕W
											S550	51.0		COX ⊕W
				F 550							S557	57.4		EVERETT X SOU
		1145	540	F 558	723	F 610	410	358	258	200	S564	65.0		® THALMANN
											S568	68.5		BLADEN X SCL
											S574	74.4		HAYNER ⊕W
											S578	78.9		WAVERLY
											S583	83.2		WHITE OAK
				F 620							S587	87.6		® WOODBINE ⊕W
		100		S 633	751	640		427	323		S599	99.5		KINGSLAND
			A 631				A 501		A 329	A 246	S606	106.3		GROSS ⊕W
		130		643	803	652		439			S612	112.6		® YULEE
											S619	120.0		TISONIA
											S625	125.6		EASTPORT
											S630	130.1		PANAMA PARK
											S632	132.4		F. & J. JCT. X SCL
		210									S635	135.2		BEAVER STREET X GS&F
		230		S 725	S 850	S 800		S 535			S635	136.0		T A ® JACKSONVILLE
		P. M.	A. M.	P. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.				
		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily				



SECOND CLASS			FIRST CLASS		Station Numbers	Distance from Hamlet Yard	TIME TABLE NO. 2 IN EFFECT December 15, 1967			Scales, W yds. Car Capacity	FIRST CLASS			SECOND CLASS		
571	551	197	147	127			148	186	190		550	570				
Through Freight	Local Freight	Through Freight	Through Freight	Through Freight	Through Freight	Through Freight	Through Freight	Local Freight	Through Freight							
Daily	Mon.-Wed. Fri.	Daily	Daily	Daily	Daily	Daily	Daily	Tue.-Thur. Sat.	Daily							
P. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	P. M.	A. M.						
820	650	1220		1120	650	S249		L T	HAMLET YARD ® A	YARD O <sub>y</sub>	230	800		615	125	120
						S253	3.7	T	HAMLET (Psg. Station)	YARD Y						
830	700	1230		1130	700	SH254	4.6		EAST JUNCTION	90 P	220	750		540	115	110
						SH260	10.5		SCHOLL	90 11 P						
	730					SH264	14.0		GIBSON	109 P					100	
						SH267	17.3		FLETCHER	91 P						
	800					SH271	21.3		McCOLL X SCL	36 P					1240	
905	825					SH278	27.8		CLIO	91 36 P					1220	1220
	840					SH283	32.9		MINTURN	90 5 P						
	900					SH288	38.5		LITTLE ROCK ®W	28 P					1145	
925	930	A 120		A 1220	A 750	SH292	42.7		DILLON X SCL	92 YARD P	L 140	L 710		L 435	1130	1155
	945					SH300	49.8		FLOYDALE	90 9 P					1100	
949	1030					SH309	59.7		MULLINS X SCL	90 YARD Y					1035	1125
	1055					SH317	67.5		RAINS	90 9 P					955	
	1115					SH325	75.6		EULONIA ®W	90 5 P					935	
1025	1205					SH334	84.3		POSTON	91 YARD Y					910	1055
	1225					SH338	88.6		JOHNSONVILLE	21 P					840	
	100					SH343	92.9		HEMINGWAY	93 42 P					805	
1100	140					SH354	104.2		MORRISVILLE ®W	90 9 P					730	1030
	155					SH361	110.8		WARSAW	90 31 P						
1130	210					SH365	115.6	T A	ANDREWS	136 YARD Y					700	1010
P. M.	P. M.	A. M.		A. M.	P. M.						P. M.	P. M.		A. M.	A. M.	P. M.
Daily	Mon.-Wed. Fri.	Daily		Daily	Daily						Daily	Ex. Mon.		Daily	Tue.-Thur. Sat.	Daily

## CHARLESTON SUBDIVISION

7

Southward			TIME TABLE NO. 2 IN EFFECT December 15, 1967		Northward
Second Class	Station Numbers	Distance from Andrews	STATIONS	Seales, Wyes, Car Capacity	Second Class
<b>571</b>					<b>570</b>
Through Freight					Through Freight
Daily					Daily
<b>P. M.</b>					<b>P. M.</b>
1159	SH365		<b>L</b> <b>ANDREWS</b> <b>A</b>	136 YARD	850
	SH373	7.6	7.6 <b>OCEDA</b>	90 13 P	
	SH379	13.5	5.9 <b>JAMESTOWN</b> @W	90 45 P	
1235	SH389	23.2	9.7 <b>HERBERTA</b>	90 P	805
	SH394	28.9	5.7 <b>CORDESVILLE</b>	90 34 P	
	SH403	37.5	8.8 <b>PINE GROVE</b>	90 P	
	SH409	43.4	5.9 <b>INNESS</b> @W	89 18 P	
	SH413	47.3	3.9 <b>REMOUNT</b> X SOU	90 P	
130	SH418	53.1	5.8 <b>COOPER YARD</b> X EF Co A X RFCo — 3.4 — XSOU XSCL L	95 YARD O <sub>v</sub>	730
<b>A. M.</b>					<b>P. M.</b>
Daily					Daily

## COOSAW SUBDIVISION

Southward			TIME TABLE NO. 2 IN EFFECT December 15, 1967		Northward				
	Station Numbers	Distance from Coosaw	STATIONS	Seales, Wyes, Car Capacity					
	SH473		<b>L</b> <b>COOSAW</b> <b>A</b>						
	SH476	2.8	2.8 <b>HANK</b>	89 P					
	SH484	11.2	8.4 <b>BOYD</b> @W	90 P					
	SH493	19.9	8.7 <b>OKETEE</b>	89 P					
	SH503	29.7	9.8 <b>LEVY</b>	90 6 P					
	SH511	37.7	8.0 <b>BRIDGE JCT.</b>						
	SH514	41.5	3.8 <b>SAVANNAH</b> X CofG T @ A X S&A X SCL L	YARD O <sub>v</sub>					



THIRD CLASS			SECOND CLASS		Station Numbers	Distance from Savannah Yard	TIME TABLE NO. 2		Scales, Wyes, Car Capacity	SECOND CLASS			THIRD CLASS				
661	631	655	389	383			IN EFFECT			382	388		656	630	662		
Local Freight	Local Freight	Local Freight	Through Freight	Through Freight			December 15, 1967			Through Freight	Through Freight		Local Freight	Local Freight	Local Freight		
Mon. Wed.-Fri.	Tues. Thur.-Sat.	Mon. Wed.-Fri.	Daily	Daily			STATIONS			Daily	Daily		Tues. Thur.-Sat.	Mon. Wed.-Fri.	Tues. Thur.-Sat.		
A. M.	A. M.	A. M.	P. M.	A. M.			A. M.	A. M.		A. M.	P. M.	A. M.					
		700		835	1201	SL499		L T	®	SAVANNAH (2) X SCL	YARD Ov	635	100		930		
		845		900	1229 <sup>388</sup>	SL514	15.6			MELDRIM	66 9 P	610	1229 <sup>383</sup>		905		
		901		910	1237	SL520	21.6			ELLABELLE	100 11 P	601	1221		855		
		915		922	1247	SL529	29.9	T		PEMBROKE	19	550	1210		840		
		930		932	1257	SL536	36.9		®	GROVELAND	90 8 P	540	1201		825		
		945		941	106	SL542	43.0			DAISY	70 16 P	531	1153		815		
		1030		950	111	SL545	46.8	T		CLAXTON	40	525	1147		805		
		1045		953	115	SL547	48.4			HAGAN	140 22 P	520	1144		801		
		1101		956	119	SL550	51.0	T		BELLVILLE	18	515	1140		750		
		1120		1010	135	SL558	59.1	T		COLLINS	95 90 P	505	1130		735		
		1145		1028	155	SL572	72.9	T		LYONS	68 55 P	440	1105		715		
L 800		A 1201		A 1048 <sup>388</sup>	245	SL577	77.9	T		VIDALIA X G&F	86 YARD P	430	L 1048 <sup>383</sup>		L 700		A 1045
815					315	SL587	87.9	T		AILEY	36	340					1010
830					330 <sup>382</sup>	SL591	92.6			OCHWALKEE	33 9 P	330 <sup>383</sup>					1000
940					335	SL593	94.5	T		GLENWOOD	22	325					950
1045					345	SL600	101.7	T		ALAMO	40	315					930
1105					400	SL611	112.3	T		HELENA X SOU	32 117 P	301					910
1201					415	SL621	122.3	T		MILAN	12	236					810
1235					430	SL630	131.0	T		RHINE	29	221					745
A 1250	L 800				445	SL636	137.5	T		ABBEVILLE	64 Y P	210			A 100		L 730
	820				500	SL645	146.7	T		ROCHELLE	73	150			1210		
	830				510	SL650	151.8	T		PITTS	22	140			1145		
	1055				545	SL665	166.6	T		CORDELE X GSF X SCL	47 YARD P	115			1115		
	1130				615	SL683	185.0	T		LESLIE-DESOTO	14	1225			755		
	1210				635	SL695	196.3	T A		AMERICUS	YARD O	1201			730		
P. M.	P. M.	P. M.		P. M.	A. M.							A. M.	P. M.		A. M.	A. M.	A. M.
Mon. Wed.-Fri.	Tues. Thur.-Sat.	Mon. Wed.-Fri.		Daily	Daily							Daily	Daily		Tues. Thur.-Sat.	Mon. Wed.-Fri.	Tues. Thur.-Sat.

SECOND CLASS		Station Numbers	Distance from Americus	TIME TABLE NO. 2		Scales, Wyes, Car Capacity	SECOND CLASS		THIRD CLASS	
383	385			IN EFFECT			384		382	
Through Freight	Through Freight			December 15, 1967			Through Freight		Through Freight	
Daily	Daily					Daily		Daily		
A. M.	A. M.					P. M.		P. M.		
STATIONS										
1159		SL695		L T	AMERICUS A	YARD O			1030	
1225		SL706	10.9	T	PLAINS -10.9	84			950	
1250		SL716	21.0	T	PRESTON -10.1	35			925	
120	L 200	SL724	29.3	T	RICHLAND X SCL -8.3	28PW 80PE YARD O <sub>y</sub>	A 625		855	
130	205	SL728	32.6		RANDALL -3.3	56 2 P	615		842	
145	215	SL733	37.8	T	LUMPKIN -5.2	83	606		835	
155	227	SL740	45.3		LOUVALE -7.5	74 19 P	551		821	
209	242	SL751	55.6		OMAHA -10.3	112 2 P	536		806	
219	247	SL754	59.2	T	MAHRT -3.6	50	530		800	
249	309	SL771	76.3		RUTHERFORD -17.1	72 3 P	505		735	
259	318	SL778	82.8	T	HURTSBORO X CofG -6.5	56 18 P	455		725	
309	330	SL785	89.9		HANNON -7.1	95 9 P	445		715	
325	345	SL796	100.7	T	FT. DAVIS -10.8	61 16 P	430		700	
405 <sup>384</sup>	410	SL814	118.6		CECIL -17.0	91 3 P	405 <sup>383</sup>		635	
420	425	SL825	129.9		MITYLENE -11.3	57 13 P	350		620	
500	500	SL834	139.1	T A	MONTGOMERY X CofG (Gilsby Park) -9.2	YARD O <sub>y</sub>	330		600	
P. M.	A. M.						P. M.		P. M.	
Daily	Daily						Daily		Daily	

## KIMBROUGH SUBDIVISION

Westward		TIME TABLE NO. 2		Eastward
Station Numbers	Distance from Albany	IN EFFECT		Scales, Wyes, Car Capacity
		December 15, 1967		
STATIONS				
SLB86		T	ALBANY -20.9	X GN X CofG 44
SLB66	20.9	T	DAWSON -9.1	X CofG 56
SLB56	30.0		PARROTT -11.1	18
SLB45	41.1		KIMBROUGH	7

## OCILLA SUBDIVISION

Westward		TIME TABLE NO. 2		Eastward	
Second Class	Station Numbers	Distance from Abbeville	IN EFFECT		Scales, Wyes, Car Capacity
			December 15, 1967		
STATIONS					
659					660
Local Freight					Local Freight
Mon. Wed.-Fri.					Tues. Thur.-Sat.
P. M.					A. M.
115	SLA636		L T	ABBEVILLE A	47 Y 740
225	SLA658	21.9		FITZGERALD X SCL	54 640
255	SLA667	30.7	T A	OCILLA L	49 600
P. M.					A. M.
Mon. Wed.-Fri.					Tues. Thur.-Sat.

Third Class	SECOND CLASS			Station Numbers	Distance from Bainbridge	TIME TABLE NO. 2 IN EFFECT December 15, 1967	Seating, Wyes, Car Capacity	SECOND CLASS	
	391	385	399					384	374
Through Freight	Through Freight	Through Freight						Through Freight	Through Freight
Daily	Daily	Daily						Daily	Daily
A. M.	P. M.	A. M.						P. M.	A. M.
430	1145		SLC816		<b>L</b>	<b>BAINBRIDGE</b> X SCL	YARD O <sub>Y</sub>	840	120
440	1153		SLC810	5.9	<b>T</b>	5.9 <b>LYNN</b>	140 2 P	822	1256
450	1159		SLC805	10.8		4.9 <b>ELDORENDO</b> OS	4	816	1250
510	1210		SLC795	20.6	<b>T</b>	9.8 <b>COLQUITT</b>	57 44 P	803	1237
530	<b>1227</b> <sup>374</sup>		SLC786	29.4	<b>T</b>	8.8 <b>DAMASCUS</b>	154 28 P	753	<b>1227</b> <sup>385</sup>
545	1240		SLC776	38.5		9.1 <b>EAST ARLINGTON</b> OS	43 Y	740	
610	1255		SLC767	48.9	<b>T</b>	10.4 <b>EDISON</b> X CofG	140 41 P	725	1200
640	120		SLC750	64.5	<b>T</b>	15.6 <b>CUTHBERT</b> X CofG	49	703	1138
645	125		SLC750	66.3		1.8 <b>NEW SIDING</b>	99 12 P	658	1133
700	135		SLC742	74.2		7.9 <b>BENEVOLENCE</b> N	47	648	1123
715	150		SLC730	85.2		11.0 <b>KIMBROUGH</b>	7	633	1108
<sup>A</sup> 730	<sup>A</sup> 200	<sup>L</sup> 300	SLC724	91.6	<b>T</b>	6.1 <b>RICHLAND</b> X SCL	140 YARD O <sub>Y</sub>	<sup>L</sup> 625	1100
		325	SLB28	102.1		10.5 <b>RENFROE</b>	73 6		1045
		400	SLB11	119.4		17.3 <b>OCHILLEE</b>	50		1015
		410	SLB7	123.3		3.9 <b>SAND HILL</b>	220		1005
		420	SLB4	126.9		3.6 <b>FT. BENNING</b> X CofG	73 14 P		955
		430	SLB0	129.9	<b>T</b> <b>A</b>	3.0 <b>COLUMBUS YARD</b> X Sou X CofG L	YARD O <sub>Y</sub>		945
<b>A. M.</b>	<b>A. M.</b>	<b>A. M.</b>						<b>P. M.</b>	<b>P. M.</b>
Daily	Daily	Daily						Daily	Daily

**MACON SUBDIVISION**

Westward Second Class	Station Numbers	Distance from Macon	TIME TABLE NO. 2 IN EFFECT December 15, 1967		Scales, Ways, Car Capacity	Eastward Second Class
<b>389</b>			<b>STATIONS</b>			<b>388</b>
Through Freight						Through Freight
Daily <b>P. M.</b>						Daily <b>P. M.</b>
<b>1048</b> <sup>389</sup>	SK577	92.6	<b>L</b> <b>T</b>	<b>VIDALIA</b> X G&F <b>A</b>	YARD Y	<b>1048</b> <sup>388</sup>
1115	SK588	81.3		11.3 <b>TARRYTOWN</b>	140 4 P	1027
1125	SK593	76.2	<b>T</b>	5.1 <b>SOPERTON</b>	40	1020
1135	SK602	67.6		8.6 <b>ROCKLEDGE</b>	140 5 P	1010
1201	SK616	53.6	<b>T</b>	14.0 <b>DUBLIN</b> X W&T	YARD	945
1211	SK618	51.1		2.5 <b>WEST DUBLIN</b>	140 87 P	935
1248	SK637	32.7		18.4 <b>ALLEN TOWN</b>	7	857
103	SK646	22.9	<b>T</b>	9.8 <b>JEFFERSONVILLE</b>	95 18 P	836
118	SK654	15.8		7.1 <b>FITZPATRICK</b>	35 6 P	821
132	SK660	9.3		6.5 <b>DRY BRANCH</b>	31	805
135	SK662	7.0		2.3 <b>FRANKLINTON</b>	38	800
150	SK669	0.5	<b>T</b> <b>A</b>	8.5 <b>MACON</b> X C of GA X Sou L	YARD O	745
<b>A. M.</b>						<b>P. M.</b>
Daily						Daily

## DIVISION

## PRECEDENCE BY DIRECTION

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

## SPEED RESTRICTIONS

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

Series	MPH	Series	MPH
601-620	89	1003-1050, 1053-1065, 1300-1308, 1400-1405, 1500-1514, 1700-1703, 1900, 2000, 2100, 2200	70
675-698	83		
1212-1237, 1704-1718	79		
1309-1343, 1406-1415, 1515-1565	75	300, 400, 700, 800, 900, 1000-1002, 1051-1052, 1100, 1200-1211	65

3—Engines in series 600-620, 1900, 2000, 2100 and 2200 must not exceed speed indicated below through turnouts and cross-overs:

Where signal indication authorizes limited or medium speed .....	30 M. P. H.
Where signal indication authorizes restricted or slow speed .....	20 M. P. H.
Hand-operated or spring main track switches....	15 M. P. H.
All other switches .....	7 M. P. H.

4—Switch engines in the following 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:

10-99, 100-199 and 200-202.

5—Trains Handling:

Ribbon rail cars loaded 45 M. P. H. on main track and 10 M. P. H. through other than main track turnouts and must be handled on head end of trains; when empty will be handled on rear of train separated from caboose by three empty cars.

Dump cars 45 M. P. H. and when loaded must be handled in local freight or work trains when practicable.

Jordan ditchers 40 M. P. H. must be handled near head of train.

6—Solid piggyback trains or passenger trains handling piggyback cars will not exceed speed of 70 M. P. H., and will observe authorized passenger train speed where such speed is below 70 M. P. H. When handling other unrestricted freight equipment will not exceed 65 M. P. H. and will observe authorized passenger train speed where such speed is below 65 M. P. H.

## SPACING WRECKERS AND LOCOMOTIVE CRANES

7—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 wreckers or locomotive crane in the same train by at least two cars not exceeding 100,000 pounds gross weight: 765152, 765160, 765161, 765250, 765251, 765252, 771153, 771154, 771155, 771156, 771157, 771253, 771254, 771255, 771256, 771257, WofA 5 and GA 1901.

For line of road movement, the following locomotive cranes must be preceded and followed by at least one car not exceeding

100,000 pounds gross weight: A. C. L. 65414, 65445, 65449; S. A. L. 71927, 71929, 71994, 71995, 71996, 71997; S. C. L. 765414, 765445, 765449, 765458, 771927, 771929, 771994, 771995, 771996 and 771997.

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

## WEIGHT LIMITS

8—Except where further restricted by subdivision special instructions cars shall not exceed 270,000 pounds gross weight.

## CAR CAPACITY FORMULAS

9—Capacity of sidings is based on average overall length of 50 feet per car, plus four diesel units and caboose.

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

## RAIL DETECTOR CARS

10—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.

## BULLETIN BOOKS

11—Hamlet Yard, Columbia, Cayce, Savannah, Savannah Yard, Southover Yard, Jacksonville, West Jacksonville, Fernandina, Baldwin, Baldwin Yard, Andrews, Georgetown, (Kraft Junction) and Cooper Yard, Vidalia, Americus, Macon, Columbus Yard, Richland, Bainbridge, and Clisby Park.

## STANDARD CLOCKS

12—Hamlet Yard, Columbia, Cayce, Savannah, Savannah Yard, Southover Yard, Jacksonville, West Jacksonville, Baldwin, Baldwin Yard, Andrews, Cooper Yard, Vidalia, Helena, Passenger Station, Americus, Macon, Richland, Clisby Park, Columbus Yard and Bainbridge.

## EMERGENCY WATER AND FUEL STATIONS

13—Georgetown and Thalmann (water only), Vidalia and Richland.

## SPECIAL RULES

14—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.

15—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.

16—Flag stops for passenger trains are for revenue passengers, mail or express.

## DEFECT DETECTORS

17—Defect detectors are located as indicated by appropriate symbols shown in the station column of the schedules 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 member of rear crew must be in position to check indicator lights where provided.

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 in an emergency, brakes must not be applied until rear of train passes defect detector.

A prompt report must be made to dispatcher or other designated person when there is evidence that a defect detector is not working properly.

At voice type detectors, if red indicator light is illuminated or white light is not illuminated, or if defect is announced by radio, or at detectors not equipped with voice, if alarm light is illuminated or defect notice is received orally or "D" light is illuminated, trains must be stopped and an inspection made. Unless location of defect is received entire train must be inspected. If defect is not found at location indicated, three cars on each side of reported defect must be inspected.

TONNAGE RATING

Engine Numbers	300-308, 310-316, 318-413 (A or B), 700-1002, 1118-1201	675-698	309, 317, 1003-1065, 1202-1237	600-620, 1300-1343, 1400-1415, 1500-1565, 1700-1718	203-222, 1100-1117	1900-1923, 2100-2110, 2114-2120	2000-2009	2111-2113, 2200-2210	2121-2124, 2211-2213
Hamlet to Cayce.....	1700	1350	1850	2050	1100	2650	3100	3000	3200
Cayce to McBee.....	1700	1350	1850	2050	1100	2650	3100	3000	3200
McBee to Hamlet.....	2200	1750	2400	2650	1450	3400	4000	3850	4150
Cayce to Dixiana.....	2500	2000	2750	2900	1650	3900	4550	4350	4750
Dixiana to Gaston.....	1700	1350	1850	2050	1100	2650	3100	3000	3200
Gaston to Denmark.....	2200	1750	2400	2650	1450	3400	4000	3850	4150
Denmark to Fairfax.....	2500	2000	2750	2900	1650	3900	4550	4350	4750
Fairfax and Savannah.....	3000	2400	3300	3600	1950	4650	5450	5250	5700
Fairfax to Denmark.....	2200	1750	2400	2650	1450	3400	4000	3850	4150
Denmark to Silica.....	1700	1350	1850	2050	1100	2650	3100	3000	3200
Silica to Cayce.....	4500	3600	4950	5400	2950	6950	8200	7850	8550
Hamlet and Andrews.....	3200	2550	3500	3850	2100	4950	5800	5600	6050
Andrews and Georgetown.....	4000	3200	4400	4800	2600	6200	7300	7000	7600
Andrews and Cooper Yard.....	3500	2800	3850	4200	2300	5400	6350	6100	6650
Coosaw and Savannah.....	3500	2800	3850	4200	2300	5400	6350	6100	6650
Savannah and West Jax.....	3500	2800	3850	4200	2300	5400	6350	6100	6650
Savannah and Baldwin.....	3500	2800	3850	4200	2300	5400	6350	6100	6650
Yulee and Fernandina Bch.....	5000	4000	5500	6000	3300	7750	9100	8750	9500
Savannah to Collins.....	2100	1700	2300	2500	1350	3250	3800	3700	4000
Collins to Vidalia.....	1900	1500	2100	2300	1250	2950	3450	3300	3600
Vidalia to Collins.....	2100	1700	2300	2500	1350	3250	3800	3700	4000
Collins to Savannah.....	2200	1750	2400	2650	1450	3400	4000	3850	4200
Vidalia and Americus.....	1850	1500	2050	2200	1200	2850	3350	3250	3500
Abbeville and Ocilla.....	.....	.....	.....	.....	1100	.....	.....	.....	.....
Americus to Richland.....	1450	1150	1600	1750	950	2250	2650	2550	2750
Richland to Lumpkin.....	1900	1500	2100	2300	1250	2950	3450	3300	3600
Lumpkin to Montgomery.....	2150	1700	2350	2600	1400	3300	3900	3750	4100
Montgomery to Louvale.....	2400	1900	2650	2900	1550	3700	4350	4200	4550
Louvale to Richland.....	1600	1300	1750	1900	1050	2500	2900	2800	3050
Richland to Americus.....	1800	1450	2000	2150	1200	2800	3300	3150	3400
Bainbridge to Richland.....	1900	1500	2100	2300	1250	2950	3450	3300	3600
Richland and Columbus.....	1100	900	1200	1300	700	1700	2000	1900	2100
Richland to Bainbridge.....	2600	2100	2850	3100	1700	4050	4750	4550	4950
Kimbrough and Albany.....	.....	.....	.....	.....	1600	.....	.....	.....	.....
Vidalia and Danville.....	1550	1250	1700	1850	1000	2400	2800	2700	2950
Danville to Jeffersonville.....	1100	900	1200	1300	700	1700	2000	1900	2100
Jeffersonville to Macon.....	1800	1450	2000	2150	1200	2800	3300	3150	3400
Macon to Danville.....	1100	900	1200	1300	700	1700	2000	1900	2100

**CLEARANCE CARDS**

1—All second and inferior class and extra trains will obtain Clearance Card before leaving Hamlet Yard.

Rule 83-A will not apply to second and inferior class and extra trains at Hamlet Passenger Station.

All northward second and inferior class and extra trains will obtain Clearance Card before leaving Columbia and Clearance Card will not be required at Cayce.

**WHERE TIME APPLIES**

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

**CONDITIONAL STOPS**

3—No. 7 at Cheraw to discharge revenue passengers from points beyond Hamlet and to receive revenue passengers for Columbia and beyond.

No. 21 at Camden to discharge revenue passengers from Richmond and beyond.

No. 58 at Camden to receive revenue passengers for Washington and beyond.

**REGISTER STATIONS**

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

**YARD LIMITS**

5—Hamlet and Columbia-Cayce.

**SPEED RESTRICTIONS**

6—Maximum speed for passenger and express trains handled by engines series 500 and 600 is 70 M. P. H.; and maximum speed for freight trains is 50 M. P. H. except as specified below:

Between Mile Posts	Miles Per Hour	
	Pass.	Freight
253.4 and 254.1	50	—
257.3 and 257.8	55	—
257.8 and 258.7	65	—
258.7 and 260.1	60	—
261.4 and 262.6	60	—
262.6 and 265.5	55	—
265.5 and 267.7	65	—
267.7 and 268.0	60	—
270.8 and 272.3	40	40
277.4 and 279.2	55	—
279.2 and 281.3	60	—
281.3 and 281.5	55	—
288.4 and 289.8	50	—
289.8 and 291.0	60	—
294.9 and 295.2	65	—
298.2 and 298.6	60	—
301.8 and 302.2	60	—
326.2 and 326.8	60	—
332.5 and 333.3	50	—
341.5 and 343.2	50	—
352.3 and 353.3	55	—
356.7 and 357.0	60	—
358.4 and 359.7	20	20

**Engine and Equipment Restrictions:**

Series	MPH	Series	MPH
300, 400, 700, 800, 900, 1000, 1100, 1200, 1300, 1900, 2000, 2100, 2200	65	10-222	60

**Trains Handling:**

Wreckers 35 M. P. H.;

Pile drivers 20 M. P. H.; locomotive cranes and scale test cars 25 M. P. H. except 771815 maximum freight train speed.

**City Ordinance speed restrictions:**

Bethune, 30 M. P. H.

Eau Claire, M. P. 354.9 to M. P. 357.6, 45 M. P. H.

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

**RAILROAD CROSSINGS AT GRADE**

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

8—Protected by electrically locked derrails: Freeman's, M. P. 255.1, Rockingham R.R. Normally clear S. C. L.

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

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

**BLOCK SIGNAL SYSTEMS**

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

**SPECIAL RULES**

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

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

13—All trains will approach crossover south of passenger station Hamlet at restricted speed and must know that switches are properly set before using same.

14—An indicator, indicating in three aspects, manually controlled by the stationmaster or, in his absence, by the operator, is located at north end siding South Hamlet on east side of siding 370 feet south of crossover switch connecting siding with main track, and governs northward movements when moving on main track, only as follows:

Illuminated red letter "S": Trains will stop clear of crossover until further movement is authorized by the indicator or direct instructions are received from stationmaster or yardman.

Illuminated letter "C": Trains will head through crossover, using "middle track," or other track designated by stationmaster or yardman to the passenger station. Freight trains will, unless otherwise directed, use second track from main track or track known as "running track."

Illuminated letter "M": Trains will continue on main track to passenger station, moving at restricted speed.

When indicator is dark or not indicating, trains will stop clear of crossover switch unless proceed hand signal is received from stationmaster or yardman, in which case, trains may proceed at restricted speed and on track designated by stationmaster or yardman.

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

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

Elmwood Avenue and Gervais Street, automatic.

Lady Street, controlled by operator.

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

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

- Shasta, M. P. 346.3.
- Carolina Brick Siding, M. P. 346.5.
- Dents, M. P. 351.5.

- College Siding No. 1, M. P. 356.0.
- College Siding No. 2, M. P. 356.1.
- Templeton Coal Co., M. P. 356.2.
- Columbia Baking Co., M. P. 357.2.
- Elmwood Fuel Co., M. P. 358.6.

**Columbia Subdivision**

**CLEARANCE CARDS**

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

Rule 83-A will not apply at Central Jct., except trains en route to Robbins Subdivision will obtain Clearance Card endorsed "Robbins Subdivision."

All freight trains will obtain Clearance Card before leaving Savannah Yard or Southover.

**WHERE TIME APPLIES**

2—Time of first class trains at Denmark and Fairfax applies at Passenger Station.

Savannah, time of passenger trains applies at the Passenger Station and the time of freight trains applies at the yard to which or from which such trains are operated.

**CONDITIONAL STOPS**

3—No. 7 at Fairfax to receive and discharge revenue passengers to and from Raleigh, Jacksonville and beyond.

**REGISTER STATIONS**

4—Columbia (first class trains only), Cayce (trains originating and terminating) and Savannah (Passenger Station for passenger trains. Conductors operating through will furnish register slip. Savannah Yard or Southover for freight trains).

**YARD LIMITS**

5—Columbia-Cayce, and Central Jct.-Savannah.

**SPEED RESTRICTIONS**

6—Maximum speed for passenger and express trains handled by engines series 500 and 600 is 79 M. P. H.; and maximum speed for freight trains is 50 M. P. H. except as specified below:

Between Mile Posts	Miles Per Hour	
	Pass.	Freight
359.7 and 360.0	20	20
360.0 and 361.2	25	25
361.2 and 363.0	35	35
363.0 and 363.9	70	—
363.9 and 364.3	60	—
364.3 and 367.0	70	—
367.0 and 368.9	60	—
368.9 and 372.7	45	45
378.9 and 379.7	55	—
379.7 and 383.0	45	45
383.0 and 385.3	55	—
385.3 and 387.0	70	—
387.0 and 387.4	60	—
391.4 and 392.8	60	—
392.8 and 394.8	50	—
394.8 and 395.1	45	45
395.1 and 396.4	65	—
396.4 and 396.6	50	—
396.6 and 398.5	60	—
416.7 and 417.1	75	—
466.0 and 466.1	45	45
496.9 and 497.3	35	35

Engine and Equipment Restrictions:

Series	M. P. H.	
	Between Mile Posts 359.7 and 377.0	Between Mile Posts 377.0 and 497.3
300, 400, 700, 800, 900, 1000, 1100, 1200, 1300, 1900, 2000, 2100, 2200	65	65
1400, 1500, 1700	65	60
10-222	60	60

Train Handling:

Wreckers 35 M. P. H.;  
Pile drivers 20 M. P. H.; locomotive cranes and scale test cars 25 M. P. H. except 771815 maximum freight train speed.

City Ordinance speed restrictions:

Columbia, over Lady and Senate Streets, 10 M. P. H.  
Gervais St., 5 M. P. H.  
Swansea, 35 M. P. H. 7:00 A.M. to 7:00 P.M.  
Woodford, 20 M. P. H. 6:00 A.M. to 9:00 P.M.  
Norway, 25 M. P. H. 6:00 A.M. to 9:00 P.M.  
Denmark, 25 M. P. H. between D-Cabin and passenger station.  
Olar, 45 M. P. H. 7:00 A.M. to 7:00 P.M.  
Fairfax, 20 M. P. H. over Main Street crossing.  
Estill, 35 M. P. H.

**RAILROAD CROSSINGS AT GRADE**

7—Protected by remotely controlled interlockings:  
Denmark, M. P. 409.9, SOU.  
Denmark, M. P. 410.4, S. C. L.  
Fairfax, M. P. 436.0, S. C. L.

8—Protected by attended interlocking:  
Central Jct., M. P. 497.3, C. of Ga.

**DRAWBRIDGE**

9—Protected by attended interlocking:  
Savannah River, M. P. 466.0, 45 M. P. H.

**BLOCK SIGNAL SYSTEMS**

10—Traffic Control System is in service between M. P. 360.2 at Columbia and M. P. 497.2 at Central Junction.

**SPECIAL RULES**

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



Gervais Street, automatic.

Lady Street, controlled by operator.

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

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—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.

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

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

16—All movements on Savannah passenger station tracks are confined to restricted speed.

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

Union Bag, M. P. 381.9.  
Ballington Bros. Lumber Co., M. P. 383.6.  
Denmark House Track, M. P. 410.1.  
Old Pickle Spur, M. P. 411.1.  
Schofield (Kearse Veneer Co.), M. P. 423.8.  
Mitchell Insecticide Co., M. P. 437.0.  
Hodges Veneer Co., M. P. 437.3.  
Elliott, M. P. 451.8.  
Byrds, M. P. 478.9.

## Everett Subdivision

### CLEARANCE CARDS

1—Savannah, passenger trains will obtain Clearance Card at passenger station and freight trains at Savannah Yard and Southover.

Clearance Card not required at Beaver Street or Gross.

All trains will obtain Clearance Card before leaving West Jacksonville.

### WHERE TIME APPLIES

2—Savannah, time of passenger trains applies at the Passenger Station and the time of freight trains applies at the yard to which or from which such trains are operated.

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

### CONDITIONAL STOPS

3—No. 7 at Yulee to discharge revenue passengers from Savannah and beyond and to receive revenue passengers for Ocala, Tallahassee and beyond.

Nos. 21, 57 and 58 at Thalman to receive and discharge revenue passengers to and from Petersburg and beyond and points beyond Wildwood.

### REGISTER STATIONS

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

### YARD LIMITS

5—Savannah, Yulee and Panama Park-Jacksonville.

### SPEED RESTRICTIONS

6—Maximum speed for passenger and express trains handled by engines series 500 and 600 is 79 M. P. H.; and maximum speed for freight trains is 60 M. P. H. except as specified below:

Between Mile Posts	Miles Per Hour	
	Pass.	Freight
499.9 and 500.2	10	10
500.2 and 501.6	45	45
501.6 and 501.9	25	25
509.5 and 509.7	45	45
512.0 and 512.7	60	—
550.2 and 550.6	65	—
552.0 and 553.2	65	—
553.2 and 553.7	45	45
553.7 and 554.3	65	—
556.4 and 557.8	60	—
586.6 and 586.7	45	45
602.8 and 603.7	45	45
614.8 and 617.2	75	—
621.6 and 621.8	75	—
629.0 and 629.4	45	45
629.4 and 634.6	Both Trks.	25
634.6 and 636.3	20	20

Through turnouts and crossovers as listed below:

M. P. 504.0 (South End Two Tracks), 45 M. P. H.  
M. P. 604.5 (Gross Subdiv. Conn.), 45 M. P. H.  
M. P. 611.8 (Fernandina Subdiv. Conn.), 15 M. P. H.  
M. P. 634.6 (West Jax. Main Line Lead), 20 M. P. H.  
M. P. 635.3 (Main Line Lead to Beaver St.), 20 M. P. H.

Engine and Equipment Restrictions:

Series	MPH	Series	MPH
1003-1050, 1053-1065, 1212-1237, 1300, 1400, 1500, 1700, 1900, 2000, 2100, 2200	70	300, 400, 700, 800, 900, 1000-1002, 1051-1052, 1100, 1200-1211	65
		10-222	60

Trains Handling:

Wreckers 35 M. P. H.;  
Pile drivers 20 M. P. H.; locomotive cranes or scale  
test cars 25 M. P. H. except 771815 maximum freight  
train speed.

City Ordinance speed restrictions:

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

### RAILROAD CROSSINGS AT GRADE

7—Protected by remotely controlled interlockings:

Savannah Yard, M. P. 500.1, S. C. L.  
Savannah Yard, M. P. 500.2, S. C. L.  
Burroughs, M. P. 509.5, S. C. L.  
Everett, M. P. 556.8, Sou.  
Bladen, M. P. 567.9, S. C. L.  
Milldale, M. P. 630.1, S. C. L.  
F. & J. Jct., M. P. 631.8, S. C. L.

8—Protected by electrically locked derails:

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

### DRAWBRIDGES

9—Protected by interlocking:

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

### SIGNALED SIDINGS

10—Marshal, Riceboro, Warsaw, Everett, (northward sid-  
ing), Thalman, Hayner and Woodbine.

**BLOCK SIGNAL SYSTEMS**

11—Traffic Control System is in service between M. P. 499.9 and M. P. 634.6 at Beaver street, and M. P. 635.6, Brick Yard lead, West Jacksonville.

**TWO TRACKS**

12—Two tracks extend between M. P. 502.5 and M. P. 504.0, and between Panama Park, M. P. 629.5 and Beaver Street, M. P. 634.6.

**SPECIAL RULES**

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

14—All movements on Savannah passenger station tracks are confined to restricted speed.

15—The maximum speed through turnouts and on connection track at Burroughs between the Nahunta Subdivision and

the Everett Subdivision is 30 M. P. H.

16—The time of freight trains at Jacksonville is for information only, trains and engines moving south of Beaver Street to West Jacksonville, will be governed by Baldwin Subdivision special instructions Jacksonville Division.

17—All train and engine movements on Eastport Spur between Eastport and St. Regis Mill, including joint yard tracks, will be made at yard speed and not exceeding 20 M. P. H.

18—All train and engine movements on Dame's Point Spur between entering switch at M. P. 627.2, including run around tracks will be made at yard speed and not exceeding 20 M. P. H. to end of track at M. P. 633.1.

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

- Savannah Truckers Exchange, M. P. 507.9.
- Union Bag-Camp Paper Co., M. P. 544.0.
- Ga. Pacific Plywood Co., M. P. 551.7
- Union Bag-Camp Paper Co, M. P. 587.3.
- J. D. Manley Const. Co., M. P. 606.2.
- Jacksonville International Airport, M. P. 626.4.

**Gross Subdivision**

**CLEARANCE CARDS**

1—All trains will obtain Clearance Card before leaving Baldwin Yard.

Rule 83-A will not apply to second, inferior class and extra trains at Baldwin.

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

**REGISTER STATIONS**

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

**YARD LIMITS**

3—Baldwin.

**SPEED RESTRICTIONS**

4—Maximum speed for passenger and express trains handled by engines series 500 and 600 is 79 M. P. H.; and maximum speed for freight trains is 60 M. P. H. except as specified below:

Between Mile Posts	Miles Per Hour	
	Pass.	Freight
0.7 RR Xing .....	50	35
34.0-34.5 .....	45	45

Through turnouts and crossovers as listed below:  
 M. P. 34.5 (Everett Subdiv. Conn.), 45 M. P. H.  
 M. P. 20.1 (Nahunta Subdiv. Conn.), 45 M. P. H.

**Engine and Equipment Restrictions:**

Series	MPH	Series	MPH
1003-1050, 1053-1065, 1212-1237, 1300, 1400, 1500, 1700, 1900, 2000, 2100, 2200	70	300, 400, 700, 800, 900, 1000-1002, 1051-1052, 1100, 1200-1211	65
		10-222	

**Trains Handling:**

- Wreckers 35 M. P. H.;
- Pile drivers 20 M. P. H.; locomotive cranes or scale test cars 25 M. P. H. except 771815 maximum freight train speed.

**City Ordinance speed restriction:**

Callahan, 35 M. P. H. over State Highway No. 1 crossing.

**RAILROAD CROSSINGS AT GRADE**

5—Protected by remotely controlled interlockings:

- Baldwin, M. P. 0.0, S. C. L.
- Baldwin, M. P. 0.7, S. C. L.
- Crawford, M. P. 15.5, Sou.
- Callahan, M. P. 19.9, S. C. L.

**SIGNALED SIDINGS**

6—Fouraker, Nassau and Gross.

**BLOCK SIGNAL SYSTEMS**

7—Traffic Control System is in service between M. P. 604.5 at Gross and M. P. 0.0 at Baldwin.

**SPECIAL RULES**

8—The maximum speeds through the crossovers and connection tracks at Callahan, Florida, are as follows:

- Baldwin—Folkston route 25 M. P. H.
- Jacksonville—Gross route 45 M. P. H.

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

Callahan Team Track, M. P. 20.4.

**CLEARANCE CARDS**

1—All freight trains will obtain Clearance Card before leaving Hamlet Yard.

Clearance Card not required at East Junction and Dillon.

**REGISTER STATIONS**

2—Hamlet Yard Office "A" and Andrews.

**YARD LIMITS**

3—Hamlet-East Jct. and Dillon.

**SPEED RESTRICTIONS**

4—Maximum speed for passenger and express trains handled by engines series 500 and 600 is 75 M. P. H.; and maximum speed for freight trains is 60 M. P. H. except as specified below:

Between Mile Posts	Miles Per Hour	
	Pass.	Freight
253.3 and 254.0	30	30
254.0 and 254.3	45	45
254.3 and 263.6	65	—
263.6 and 264.1	50	50
270.4 and 271.1	60	—
271.1 RR Xing	35	35
271.1 and 272.0	50	50
277.3 and 277.6	60	—
285.4 and 285.7	65	—
287.9 and 288.2	60	—
292.1 and 293.0	35	35
299.9 and 300.1	65	—
308.1 and 308.2	65	—
309.0 and 309.9	50	50
329.0 and 329.3	60	—
332.3 and 333.0	45	45
335.9 and 348.9	60	—
354.0 and 354.2	60	—
365.0 and 365.3	60	—

Through turnouts and crossovers as listed below:

- M. P. 293.1 (Lined for Movement on Andrews Subdiv.), 30 M. P. H.  
 M. P. 293.1 (Lined for Movement on So. End Subdiv.), 45 M. P. H.  
 M. P. 365.0 (North Leg of Wye), 10 M. P. H.

**Engine and Equipment Restrictions :**

Series	M. P. H.	
	Between Mile Posts 253.4 and 291.0	Between Mile Posts 291.0 and 365.3
1003-1050, 1053-1065, 1300, 1900, 2000, 2100, 2200	65	70
1400, 1500, 1700	60	70
300, 400, 700, 800, 900, 1000-1002, 1051-1052, 1100, 1200	65	65
10-222	60	60

**Trains Handling:**

Wreckers 35 M. P. H.;  
 Pile drivers 20 M. P. H.; locomotive cranes and scale  
 test cars 25 M. P. H. except 771815 maximum freight  
 train speed.

City Ordinance speed restrictions:

Gibson, 35 M. P. H.  
 McColl, 25 M. P. H.  
 Clio, 35 M. P. H.  
 Mullins, 20 M. P. H. over all street crossings.  
 Andrews, 25 M. P. H.

**RAILROAD CROSSINGS AT GRADE**

5—Protected by remotely controlled interlockings:  
 Dillon, M. P. 293.2, S. C. L.  
 Mullins, M. P. 309.0, S. C. L.  
 6—Protected by automatic interlocking:  
 McColl, M. P. 271.1, S. C. L.

**BLOCK SIGNAL SYSTEMS**

7—Traffic Control System is in service between M. P. 253.9  
 at East Junction and M. P. 365.4 at Andrews.

**SPECIAL RULES**

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

9—The maximum speed through turnouts and on connection track at Dillon between the South End Subdivision and the Andrews Subdivision is 45 M. P. H.

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

International Paper Co., M. P. 287.2.  
 Mullins Textile Mills, M. P. 309.4.  
 West Virginia Pulp & Paper Co., M. P. 311.3.  
 Rains (house track), M. P. 317.2.  
 West Virginia Pulp & Paper Co., M. P. 350.1.  
 Oneita Industries, M. P. 364.1.

**Charleston and Georgetown Subdivisions****CLEARANCE CARD**

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

**REGISTER STATIONS**

2—Andrews, Georgetown (Kraft Jct.) and Cooper Yard.

**YARD LIMITS**

3—Andrews, Georgetown and Cooper Yard.

**SPEED RESTRICTIONS**

4—Maximum speed for passenger and express trains handled by engine series 500 and 600 is 75 M. P. H.; and maximum speed

for freight trains is 60 M. P. H. except as specified below:

Between Mile Posts	Miles Per Hour	
	Pass.	Freight
365.0 and 365.5	60	—
365.5 and 366.6	45	45
376.6 and 377.6	45	45
381.8 and 382.4	65	—
398.4 and 398.5	35	35
398.5 and 399.1	60	—
410.6 and 413.5	60	—
413.5 and 417.3	25	25
417.3 and 420.9	20	20

Engine and Equipment Restrictions:

Series	M. P. H.	Series	M. P. H.
1003-1050, 1053-1065, 1212-1237, 1300, 1400, 1500, 1700, 1900, 2000, 2100, 2200	70	300, 400, 700, 800, 900, 1000-1002 1051-1052, 1100, 1202-1211	65
		10-222	60

Trains Handling:

Wreckers 35 M. P. H.;  
Pile drivers 20 M. P. H.; locomotive cranes and scale  
test cars 25 M. P. H. except 771815 maximum freight  
train speed.

City Ordinance speed restrictions:

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

**GEORGETOWN SUBDIVISION:**

Maximum speed for all trains is 40 M. P. H.

Equipment Restrictions:

Trains Handling:

Wreckers, pile drivers or locomotive cranes 20 M. P. H.;  
Scale test cars 25 M. P. H. except 771815 maximum  
freight train speed.

**BLOCK SIGNAL SYSTEMS**

5—Traffic Control System is in service between M. P.  
365.3 at Andrews and M. P. 420.8 at Town Creek.

**RAILROAD CROSSINGS AT GRADE**

6—Protected by remotely controlled interlocking:

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

7—Protected by electrically locked derails:

Filbin, M. P. 413.9, Sou., Normally clear S. C. L.

North Charleston, M. P. 415.1, S. C. L., Normally clear  
Charleston Subdivision.

Navy Yard Siding, M. P. 416.0, S. C. L., Normally clear  
Charleston Subdivision.

North State Lumber Co., M. P. 418.7, S. C. L., Normally clear  
Charleston Subdivision.

Etiwan Fertilizer Co., M. P. 419.1, S. C. L.-Sou., Normally  
clear Charleston Subdivision.

Royster Fertilizer Co., M. P. 419.3, S. C. L.-Sou., Normally  
clear Charleston Subdivision.

Sou. R.R., M. P. 419.4, Sou., Normally clear S. C. L.

**DRAWBRIDGES**

8—Protected by interlocking:

Cooper River, M. P. 398.4, 35 M. P. H. Attended 8:00 A.M.  
to 4:00 P.M. Trains stopped by home signal will not proceed  
until proceed signal is given by bridge tender or until member  
of crew ascertains that draw span is in proper position.

**SIGNALED SIDINGS**

9—Cooper Yard.

**SPECIAL RULES**

10—All movements over Frazier and Front Streets, Geor-  
getown, will stop and be preceded by member of crew.

11—Engines working in the North Charleston Terminal  
Company's joint tracks also including tracks of West Virginia  
Pulp & Paper Company, Ordnance Depot and Army Base terri-  
tory, will move at yard speed.

12—Santee River, M. P. 376.6 to M. P. 377.6, no braking  
on entire length of bridge except in emergency.

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

Georgetown Textile Co., M. P. 375.8.

Kirven Lumber Co., M. P. 380.4.

**Coosaw Subdivision**

**WHERE TIME APPLIES**

1—Savannah, time of passenger trains applies at the Pas-  
senger Station and the time of freight trains applies at the  
yard to which or from which such trains are operated.

**REGISTER STATIONS**

2—Savannah, Passenger Station for passenger trains, Savan-  
nah Yard or Southover for freight trains.

**YARD LIMITS**

3—Bridge Jct.-Savannah.

**SPEED RESTRICTIONS**

4—Maximum speed for passenger and express trains handled  
by engines series 500 and 600 is 75 M. P. H.; and maximum  
speed for freight trains is 60 M. P. H. except as specified below:

Between Mile Posts	Miles Per Hour	
	Pass.	Freight
472.1 and 477.1	60	—
477.1 and 477.2	45	45
477.2 and 479.6	60	—
499.1 and 499.3	60	—
508.2 and 510.5	60	—
510.5 and 510.7	45	45
510.7 and 512.7	30	30
512.7 and 513.3	15	15

Through turnouts and crossovers as listed below:  
15 M. P. H., M. P. 510.3, (Hutchinson Island lead).  
15 M. P. H., M. P. 512.5, (old yard wye track).  
15 M. P. H., M. P. 512.6, (both yard leads).

Engine and Equipment Restrictions:

Series	M. P. H.
10-222, 300, 400, 700, 800, 900, 1000-1065, 1100, 1202-1237, 1300, 1900, 2000, 2100, 2200	60
1400, 1500, 1700	55

5—Trains Handling:

Wreckers 35 M. P. H.;

Pile drivers 20 M. P. H.; locomotive cranes and scale  
test cars 25 M. P. H. except 771815 maximum freight  
train speed.

**JUNCTION SWITCHES**

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

**BLOCK SIGNAL SYSTEMS**

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

**SPRING SWITCHES**

8—Following spring switch is protected for facing-point  
movements by indicator signal in non-signal territory and

against current of traffic in D-251 territory, 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.

### RAILROAD CROSSINGS AT GRADE

9—Protected by remotely controlled interlockings:  
Savannah, M. P. 512.3, C. of Ga.  
Savannah, M. P. 512.4, S. & A.  
Alabama Jct., M. P. 513.2, S. C. L.

### DRAWBRIDGES

10—Protected by attended interlocking:  
Savannah River, M. P. 510.7.

## Fernandina Subdivision

### CLEARANCE CARDS

1—Rule 83-A will not apply at Yulee and Fernandina Beach, when operator is not on duty.

### REGISTER STATIONS

2—Fernandina Beach.

### YARD LIMITS

3—Fernandina Beach and Yulee.

### SPEED RESTRICTIONS

4—Maximum speed of all trains is 35 M. P. H. except as specified below:

M. P. 35.2 and M. P. 35.4, 15 M. P. H.

M. P. 35.2 (Everett Subdiv. Conn. Through Turnout) 15 M. P. H.

Equipment Restrictions:

Trains Handling:

Wreckers 765250, 765251, 765252 and 771253 through 771257 prohibited, other wreckers, locomotive cranes and scale test cars 25 M. P. H., except 771815 maximum freight train speed.

Pile drivers 20 M. P. H.

### DRAWBRIDGES

5—Protected by gates not interlocked:

Amelia River, M. P. 43.2, attended 10:00 A.M. to 6:00 P.M. All trains and engines approach drawbridge prepared to stop and must stop unless a proceed signal is received from bridge tender. When necessary for trains and engines to use bridge between 6:00 P.M. and 10:00 A.M. bridge tender will be called to operate bridge.

## Vidalia Subdivision

### CLEARANCE CARDS

1—Savannah, passenger trains will obtain Clearance Card at passenger station, freight trains at Savannah Yard or Southover.

All trains obtain Clearance Card before leaving Vidalia and Helena.

All trains obtain Clearance Card at Cordele when operator is on duty.

### WHERE TIME APPLIES

2—Savannah, time of passenger trains applies at the Passenger Station and the time of freight trains applies at the yard to which or from which such trains are operated.

### REGISTER STATIONS

3—Savannah, passenger station for passenger trains, Savannah Yard or Southover for freight trains.

Vidalia and Americus.

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

### YARD LIMITS

4—Savannah, Claxton, Vidalia, Helena, Abbeville, Cordele and Americus.

### SPEED RESTRICTIONS

5—Maximum speed for passenger and express trains is 50 M. P. H.; and for freight trains is 49 M. P. H. except as specified below:

Between Mile Posts	Miles Per Hour	
	Pass.	Freight
537.6 and 538.0	40	40
538.0 and 577.0	45	45
577.0 and 589.6	40	40
630.0 and 666.4	45	45
672.6 and 672.8	35	35
683.4 and 683.7	35	35
693.0 and 693.3	30	30
694.0 and 694.5	35	35

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

Engine and Equipment Restrictions:

Series	M. P. H.	
	Between Mile Posts 537.6 and 589.6	Between Mile Posts 498.6 and 537.6 589.6 and 695.0
10-222, 300, 400, 700, 800, 900, 1000, 1100, 1200, 1300, 1400, 1500, 1700, 1900, 2000, 2100, 2200	45	50

Trains Handling:

Wreckers between M. P. 498.6 and M. P. 695.0, 35 M. P. H.; Pile drivers 20 M. P. H.; locomotive cranes 25 M. P. H.; Scale test cars 25 M. P. H. except 771815 maximum freight train speed.

City Ordinance Speed Restrictions:

Pembroke, 25 M. P. H.

Claxton, 20 M. P. H.

Lyons, 10 M. P. H.

Vidalia, 6 M. P. H.

Alamo, 25 M. P. H.

Helena, 25 M. P. H.

Milan, 20 M. P. H.

Abbeville, 10 M. P. H.

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

Cordele, 15 M. P. H.

DeSoto, 25 M. P. H.

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

**RAILROAD CROSSINGS AT GRADE**

- 6—Protected by remotely controlled interlockings: Savannah Yard, M. P. 499.5, S. C. L. Savannah Yard, M. P. 499.6, S. C. L.
- 7—Protected by automatic interlocking: Cordele, M. P. 665.4, G. S. & F. and S. C. L., operated as follows: 20 M. P. H. until engine reaches crossing. Trains or engines stopped at Dwarf signal, desiring to make a movement through interlocking plant, will unlock padlock and depress handle on Dwarf signal of route desired. If signal fails to clear, and indicator located on side of signal case at crossing is not illuminated, wait ten minutes, operate release mechanism on side of signal case at crossing being governed by Rule 637. If light is illuminated and signal fails to clear, release may be operated immediately.
- 8—Protected by attended interlocking: Helena, M. P. 610.7, Sou.
- 9—Protected by "Stop" boards: Vidalia, M. P. 576.8, G. & F.

**SPRING SWITCHES**

- 10—Following spring switch is protected for facing-point movements by indicator signal in non-signal territory and against current of traffic in D-251 territory, trains and engines will approach such signal prepared to be governed by its indication. Where such signal displays "Stop," or, in the absence of light where there is no day indication, the switch must be examined and points must fit properly before movement is made. Vidalia, east end siding.

**SPECIAL RULES**

- 11—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. All movements of G. & F. and S. C. L. trains or engines within these limits must be made at yard speed.
- 12—A. & N. trains or engines may use S. C. L. main track at Cordele between west wye switch and 2nd Street. S. C. L. trains or engines may use A. & N. main track at Cordele between north and south wye switches. All movements of A. & N. and S. C. L. trains or engines within these limits must be made at yard speed.
- 13—Main track switch west end Americus Yard may be left set in reverse position. All trains and engines approach this switch prepared to stop and must know it is properly set for movement to be made before passing over it.
- 14—Macon Subdivision main track switch M. P. 576.8 Vidalia Yard may be left set in reverse position. All trains and engines approach this switch prepared to stop and must know it is properly set for movement to be made before passing over it.
- 15—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.
- 16—JUMBO trailers in TOFC service, loaded or empty bi-level and tri-level auto racks must not be moved between Americus and Richland inclusive.

**Americus Subdivision**

**CLEARANCE CARDS**

- 1—All trains obtain Clearance Card before leaving Richland.

**REGISTER STATIONS**

- 2—Americus, Richland, and Clisby Park. Nos. 384 and 385 will furnish register slip at Richland. 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—Maximum speed for all trains is 49 M. P. H. except as specified below:

Between Mile Posts	M. P. H.
695.0-726.0	30
740.1-740.2	35
748.0-778.0	45
783.5-829.8	40
829.8-834.0	20
Through turnout, M. P. 732.8, 10 M. P. H.	

**Equipment Restrictions:**

**Trains Handling:**

Wreckers between M. P. 726.0 and M. P. 747.0, 35 M. P. H.; between M. P. 695.0 and M. P. 726.0 and between M. P. 747.0 and M. P. 834.0, 25 M. P. H. except wreckers 765152, 765160, 765161, 765250, 765251, 765252, 771153, 771154, 771155, 771156 and 771253 through 771257, 20 M. P. H. between M. P. 695.0 and M. P. 708.0. Pile drivers 20 M. P. H.; locomotive cranes and scale test cars 25 M. P. H. except 771815 maximum freight train speed.

**City Ordinance Speed Restrictions:**

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

**RAILROAD CROSSINGS AT GRADE**

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

**SPRING SWITCHES**

- 7—Following spring switch is protected for facing-point movements by indicator signal in non-signal territory and against current of traffic in D-251 territory, trains and engines will approach such signal prepared to be governed by its indication. Where such signal displays "Stop," or, in the absence of light where there is no day indication, the switch must be examined and points must fit properly before movement is made. Richland, West End Eastward siding.

**SPECIAL RULES**

- 8—Main track switches east end Clisby Park Yard, west end west wye track Richland, west end Americus Yard may be left set in reverse position. All trains and engines approach these switches prepared to stop and must know they are properly set for movement to be made before passing over them.
- 9—S. C. L. R.R. trains or engines may use C. of Ga. Ry. main track between Union Station, Montgomery and end of S. C. L. R.R. tracks connecting with C. of Ga. Ry. tracks just west of Perry Street. All movements of trains or engines within these limits must be made at yard speed.
- 10—Trains and engines will operate at yard speed not exceeding 20 M. P. H. on Mahrt spur, M. P. 753.8.
- 11—JUMBO trailers in TOFC service, loaded or empty bi-level and tri-level auto racks must not be moved between Americus and Richland inclusive.

**CLEARANCE CARDS**

1—All 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, 384, 385 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  
Maximum speed for passenger and express trains is 40 M. P. H.; and for freight trains is 35 M. P. H. except as specified below:

M. P. 4.0 RR Xing, 15 M. P. H.

M. P. 38.7 RR Xing, 15 M. P. H.

Bainbridge-Richland Segment

Maximum speed for passenger and express trains is 59 M. P. H. between M. P. 90.1 and M. P. 110.6; and is 45 M. P. H. between M. P. 110.6 and M. P. 181.6; and for freight trains is 49 M. P. H. between M. P. 90.1 and M. P. 110.6, and is 45 M. P. H. between M. P. 110.6 and M. P. 181.6 except as specified below:

Between Mile Posts	Miles Per Hour	
	Pass.	Freight
90.1 and 91.6 .....	20	20
91.0 RR Xing .....	15	15
91.6 and 91.9 .....	40	40
110.3 and 110.6 .....	50	—
130.4 RR Xing .....	25	25
154.5 RR Xing .....	25	25

**Equipment Restrictions:****Trains Handling:**

Wreckers 25 M. P. H. between 0.4 and M. P. 38.8 and between M. P. 110.6 and M. P. 181.6, and 35 M. P. H. between M. P. 90.1 and M. P. 110.6;

Pile drivers 20 M. P. H.; locomotive cranes and scale test cars 25 M. P. H. except 771815 maximum freight train speed.

**City Ordinance Speed Restrictions:**

Cusseta, 6 M. P. H.

Richland, 10 M. P. H.

Edison, Hartford Street, 15 M. P. H.

**RAILROAD CROSSINGS AT GRADE**

6—Protected by "Stop" Boards:

Columbus Freight Yard, Sou.

Columbus Dummy Line, Front Street, C. of Ga.

7—Protected by remotely controlled interlockings:

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

8—Protected by electrically locked gates:

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

9—Protected by standard semaphore crossing signal:

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

10—Protected by non-electrically locked gates:

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

\*Until engine reaches crossing.

**SPRING SWITCHES**

11—Following spring switch is protected for facing-point movements by indicator signal in non-signal territory and against current of traffic in D-251 territory, trains and engines will approach such signal prepared to be governed by its indication. Where such signal displays "Stop," or, in the absence of light where there is no day indication, the switch must be examined and points must fit properly before movement is made.

Richland, East End siding.

**SPECIAL RULES**

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

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

13—S. C. L. trains or engines may use C. of Ga. main track at Cuthbert between C. of Ga. passenger station and east wye switch. C. of Ga. trains or engines may use S. C. L. main track between west wye switch and C. of Ga. crossing. All 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. All movements of C. of Ga. and S. C. L. trains or engines within these limits must be made at yard speed.

**Ocilla and Kimbrough Subdivisions****CLEARANCE CARDS**

1—Rule 83-A will not apply at Kimbrough, Ocilla and Albany when operator is not on duty.

**REGISTER STATIONS**

2—Abbeville, Ocilla and Albany.

**YARD LIMITS**

3—Fitzgerald, Ocilla, Abbeville and Albany.

**SPEED RESTRICTIONS****KIMBROUGH SUBDIVISION**

4—Maximum speed for all trains is 15 M. P. H. except as specified below:

Through Turnouts and Crossovers 10 M. P. H.

Trains Handling:

Wreckers 765250, 765251, 765252 and 771253 through 771257 prohibited, other wreckers and locomotive cranes 10 M. P. H.

Line capacity: 222,000 lbs.; except seasonal movement of grain cars not exceeding 244,000 lbs. permitted between Dawson and Kimbrough at a speed not exceeding 10 M. P. H.

Operation restricted to engines in series 1100-1117.

**OCILLA SUBDIVISION**

Maximum speed of all trains is 20 M. P. H. except as specified below:

M. P. 648.5 - M. P. 648.8, 15 M. P. H.

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

Operations restricted to engines in series 1100-1117.

Trains Handling:

Wreckers 765250, 765251, 765252 and 771253 through

771257 prohibited, other wreckers and locomotive cranes

10 M. P. H.

City Ordinance Speed Restrictions:

Parrot, 10 M. P. H.

Dawson, 4 M. P. H.

Albany, 4 M. P. H.

**RAILROAD CROSSINGS AT GRADE**

5—Protected by Non-Electrically locked gates:

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

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

6—Protected by "Stop" Boards:

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

Albany, M. P. 87.1, G. N.

7—Protected by electrically locked derrails:

Fitzgerald, M. P. 658.3, S. C. L., Normally clear Fitzgerald Subdivision.

**SPECIAL RULES**

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

9—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.

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

**Macon Subdivision**

**CLEARANCE CARDS**

1—All trains obtain Clearance Card at Dublin when operator is on duty.

**REGISTER STATIONS**

2—Macon and Vidalia.

Nos. 388 and 389 will furnish Register Slip at Vidalia.

**YARD LIMITS**

3—Macon, Dublin and Vidalia.

**SPEED RESTRICTIONS**

4—Maximum speed for all trains is 40 M. P. H. between M. P. 0.5 and M. P. 59.2; and 49 M. P. H. between M. P. 59.2 and 92.3 except as specified below:

Between Mile Posts	M. P. H.
0.5 and 1.1 .....	10
1.1 and 1.8 .....	30
10.0 and 13.0 .....	30
26.0 and 27.0 .....	30
29.5 and 30.5 .....	30
45.7 and 46.1 .....	30
52.5 and 54.6 .....	10
64.2 and 72.1 .....	40

Equipment Restrictions:

Trains Handling:

Wreckers, locomotive cranes or scale test cars 25 M. P. H.

except 771815 maximum freight train speed.

Pile drivers 20 M. P. H.

City Ordinance Speed Restrictions:

Jeffersonville, 25 M. P. H.

Dublin, 15 M. P. H.

Soperton, 15 M. P. H.

Vidalia, 6 M. P. H.

**RAILROAD CROSSINGS AT GRADE**

5—Protected by standard semaphore crossing signal:

Macon, M. P. 1.0, C. of Ga., normally clear S. C. L.

6—Protected by "Stop" Boards:

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

Macon, M. P. 0.4, Sou.

**SPRING SWITCHES**

7—Following spring switches are protected for facing-point movements by indicator signal in non-signal territory and against current of traffic in D-251 territory, trains and engines will approach such signal prepared to be governed by its indication. Where such signal displays "Stop," or, in the absence of light where there is no day indication, the switch must be examined and points must fit properly before movement is made.

West Dublin, West End Siding.

Tarrytown, West End Siding.

**SPECIAL RULES**

8—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.

9—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 all 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.

10—Vidalia Subdivision main track switch, M. P. 576.8, Vidalia Yard may be left set in reverse position. All trains and engines approach this switch prepared to stop and must know it is properly set for movement to be made before passing over it.

11—A member of the crew of each train and/or engine will precede each movement over Jefferson Street crossing at Dublin.



**LIMITS**

1—The limits of Savannah Terminal extend on the various subdivisions as follows:

M. P. 503.1, Nahunta Subdiv., Connection Track Everett Subdiv., Burroughs.

M. P. 508.5, Everett Subdiv., Connection Track Nahunta Subdiv., Burroughs.

M. P. 500.8, Vidalia Subdiv., Yard Limit Board.

M. P. 509.4, Coosaw Subdiv., Yard Limit Board.

M. P. 497.0, Columbia Subdiv., Yard Limit Board, Central Jct.

M. P. 489.5, Southover Subdiv., Yard Limit Board, Central Jct.

**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.

A Traffic Control System is in effect between Yard Limit Board, M. P. 509.4 and Savannah Yard and between Burroughs and Central Jct. Between Burroughs and Central Jct. trains may be routed via Savannah Yard or Southover, being governed by the signal indications which supersede time table superiority.

**CLEARANCE CARDS**

3—Passenger trains will obtain Clearance Card at passenger station and freight trains at Savannah Yard or Southover. In addition, Columbia Subdivision trains en route to Robbins Subdivision will obtain Clearance Card endorsed "Robbins Subdivision" at Central Jct. Northward freight trains en route from Savannah Yard to Southover Subdivision will obtain Clearance Card at Central Jct. Clearance Card not required at Burroughs.

**WHERE TIME APPLIES**

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

**REGISTER STATIONS**

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

**RAILROAD CROSSINGS AT GRADE**

6—Protected by attended interlockings:  
Central Junction, M. P. 490.4, C. of Ga., Southover Subdivision.  
Central Junction, M. P. 497.3, C. of Ga., Columbia Subdivision.

7—Protected by remotely controlled interlockings:  
Savannah Yard, M. P. 500.1, S. C. L., Everett Subdivision.  
Savannah Yard, M. P. 500.2, S. C. L., Everett Subdivision.  
Savannah, M. P. 512.3, C. of Ga., Coosaw Subdivision.  
Savannah, M. P. 512.4, S. & A., Coosaw Subdivision.  
Alabama Junction, M. P. 513.2, S. C. L., Coosaw Subdivision.

Savannah Yard, M. P. 499.5, S. C. L., Vidalia Subdivision.  
Savannah Yard, M. P. 499.6, S. C. L., Vidalia Subdivision.  
Alabama Junction, M. P. 491.7, S. C. L., Southover and Nahunta Subdivisions.  
Burroughs, M. P. 503.0, S. C. L., Nahunta Subdivision.

**INTERLOCKINGS**

8—Protected by attended interlocking:  
North Tower, M. P. 495.0.

**SPRING SWITCHES**

9—Following spring switches are protected for facing-point movements by indicator signal in non-signal territory and against current of traffic in D-251 territory, trains and engines will approach such signal prepared to be governed by its indication. Where such signal displays "Stop," or, in the absence of light where there is no day indication, the switch must be examined and points must fit properly before movement is made.

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

Liberty Street lead near Montgomery St., Southover and Nahunta Subdivision.

**DRAWBRIDGES**

10—Protected by attended interlocking:  
Savannah River, M. P. 510.7, Coosaw Subdivision.

**TWO TRACKS**

11—Two tracks extend between the limits of Savannah Terminal on Southover and Nahunta Subdivisions and between M. P. 502.5 and M. P. 504.0 on Everett Subdivision.

**AUTOMATIC TRAIN STOP**

12—Automatic Train Stop System is in service between:  
M. P. 489.5 and M. P. 490.3 Southover and Nahunta Subdivisions.  
M. P. 497.3 to M. P. 503.1 Southover and Nahunta Subdivisions.

**SPECIAL RULES**

13—To enter Derst's Bakery Track, M. P. 494.1, obtain permission from operator at North Tower, stop just clear of switch points, remove lock and wait two minutes after which switch may be operated by hand. Emergency release instructions are posted in telephone booth. To move from this track, if switch is set for main track, stop clear of derail, call operator for authority and then operate switch as outlined above.

14—Garden City, trains, engines or cars must not obstruct any street, highway or lane more than 10 minutes.

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

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

Savannah Steel Company, M. P. 492.6, Nahunta Subdivision.  
Shores Abbatoir, M. P. 492.7, Nahunta Subdivision.  
Hunters A. F. B., M. P. 495.1, Nahunta Subdivision.  
Hunters A. F. B., M. P. 495.3, Nahunta Subdivision.  
Savannah Truckers Exchange, M. P. 507.9, Everett Sub-division.

**SPEED RESTRICTIONS**

17—The maximum speed within the terminal limits between M. P. 489.5 and M. P. 503.1 via Southover Yard is 90 M. P. H. for passenger trains Nos. 1, 2, 91 and 92; 80 M. P. H. for other passenger trains; 70 M. P. H. for piggyback trains, 60 M. P. H. for unrestricted freight trains and 50 M. P. H. for restricted freight trains, except as specified below:

Between Mile Posts	Miles Per Hour	
	Pass.	Freight
490.2 and 493.5	50	50
493.5 and 493.9	40	40
493.9 and 494.5	50	50
494.5 and 494.9	30	30
494.9 and 497.4	70	—

Through turnouts and crossovers as listed below:

- M. P. 490.8, turnout to north end Savannah Sta., 20 M. P. H.
- M. P. 491.4, turnout to south end Savannah Sta., 20 M. P. H.
- M. P. 491.4, turnout to Everett Subdivision, 10 M. P. H.
- M. P. 494.8, turnout to Southover Yard, 20 M. P. H.
- M. P. 495.0, turnout to Southover Yard, 20 M. P. H.
- M. P. 503.1, through crossovers, 45 M. P. H.
- Trains handling wreckers, 40 M. P. H.
- Trains handling locomotive cranes, 25 M. P. H.

The maximum speed of Columbia and Everett Subdivision trains between M. P. 497.0 and M. P. 508.5 via Savannah Yard is 79 M. P. H. for passenger and express train when handled by engines series 500-600 and the maximum speed of freight trains is 60 M. P. H., except as specified below:

- M. P. 497.0 and 497.3, 35 M. P. H.
- M. P. 497.3 and 499.9, 50 M. P. H.
- M. P. 499.9 and 500.2, 10 M. P. H.
- M. P. 500.2 and 501.6, 45 M. P. H.
- M. P. 501.6 and 501.9, 25 M. P. H.

Through turnouts and crossovers as listed below:

- M. P. 497.7, turnout to north end Savannah Sta., 20 M. P. H.
- M. P. 499.8, turnout to south end Savannah Sta., 20 M. P. H.
- M. P. 499.9, turnout to Everett Subdivision, 10 M. P. H.
- M. P. 500.1, turnout to Savannah Yard, 10 M. P. H.
- M. P. 504.0, end of two tracks, 45 M. P. H.
- Trains handling wreckers, 35 M. P. H.
- Trains handling locomotive cranes, 25 M. P. H.
- The maximum speed between Yard Limit Board M. P. 509.4 and Savannah Yard is 60 M. P. H. for passenger and freight trains, except as specified below:

- M. P. 510.5 and 510.7 (Bridge), 45 M. P. H.
- M. P. 510.7 and 512.7, 30 M. P. H.
- M. P. 512.7 to 513.3, 15 M. P. H.

Through turnouts and crossovers as listed below:

- M. P. 510.5, turnout to Hutchinson Island, 15 M. P. H.
- M. P. 512.5, turnout to wye track, 15 M. P. H.
- M. P. 512.6, turnout to yard lead, 15 M. P. H.
- M. P. 513.3, turnout to yard lead, 15 M. P. H.
- Trains handling wreckers, 35 M. P. H.
- Trains handling locomotive cranes, 25 M. P. H.
- The maximum speed between Savannah Yard and Yard Limit Board M. P. 500.8 Vidalia Subdivision is 49 M. P. H., except as specified below:
- Trains handling wreckers, 35 M. P. H.
- Trains handling locomotive cranes, 25 M. P. H.

**JACKSONVILLE TERMINALS**

D. M. Strickland, Terminal Superintendent

D. E. Wright, Terminal Trainmaster — F. F. Johnson, Terminal Trainmaster

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

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

**SPEED RESTRICTIONS**

1—The maximum speed for all engine and transfer movements is 20 M. P. H. between Moncrief and Quinlan and 15 M. P. H. between Composite and Export Terminal, except engines in series 600-620 and 1900 through 2200 or when handling cars weighing 251,001 to 270,000 pounds or wreckers, 10 M. P. H. over bridges at M. P. SJ646.0 and M. P. SJ648.9.

**RAILROAD CROSSINGS AT GRADE**

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

**DRAWBRIDGES**

3—Not protected by interlockings:  
Trout River, M. P. SJ464.0.  
Broward River, M. P. SJ648.9.  
Trains and engines will stop within 300 feet of draw span of these bridges, if way is clear movement may then proceed.

**SPRING SWITCHES**

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

Norwood Ave., Export Milldale Line.

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

- Green-Normal route lined for Milldale.
- Yellow-Route lined for Export.

**WEIGHT LIMITS**

5—Cars shall not exceed 270,000 pounds gross weight.

Cars weighing in excess of 220,000 lbs. gross, Engines in Series 316, 318-335, 700, 800, 900, 1000, 1100-1105, 1118-1199 and 1200, 2000 and 3000, and all Wreckers and Locomotive Cranes shall not be operated onto any wharf or dock.

S. C. L. 500,000 Loaded "Whopper Hopper" will be handled under same restrictions as apply to cars weighing 251,001 to 270,000 lbs.

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

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

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

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

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

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

#### SIGNAL INDICATIONS (DAY)

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

#### SIGNAL INDICATIONS (NIGHT)

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

#### COLOR LIGHT INTERLOCKING SIGNAL INDICATIONS (DAY OR NIGHT)

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

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

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

Outside of interlocking territory hand throw switch indications are:

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

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

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

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

6—Emergency stop air whistles are located as follows:

TOWER "A"—LEE STREET INTERLOCKING:

On pole east of tower.

TOWER "MA"—MYRTLE AVENUE INTERLOCKING:

On Bridge "B" at tower.

TOWER "BS"—BEAVER STREET INTERLOCKING:

At Beaver Street tower.

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

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

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

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

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

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

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

To contact Myrtle Avenue Tower:

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

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

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

To contact Lee Street Tower:

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

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

Conductors are required to transmit signal to the proper tower one minute in advance of the time his train will be ready to depart by pressing starting signal button. After this signal gives proper indication in the tower, it will be repeated back

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

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

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

11—Conductors, Trainmen, Enginemen and Firemen of tenant lines must pass proper examination on interlocking rules and

special instructions before being permitted to operate into and out of the Terminal.

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

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

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

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

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

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

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

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

## DIVISION OFFICERS

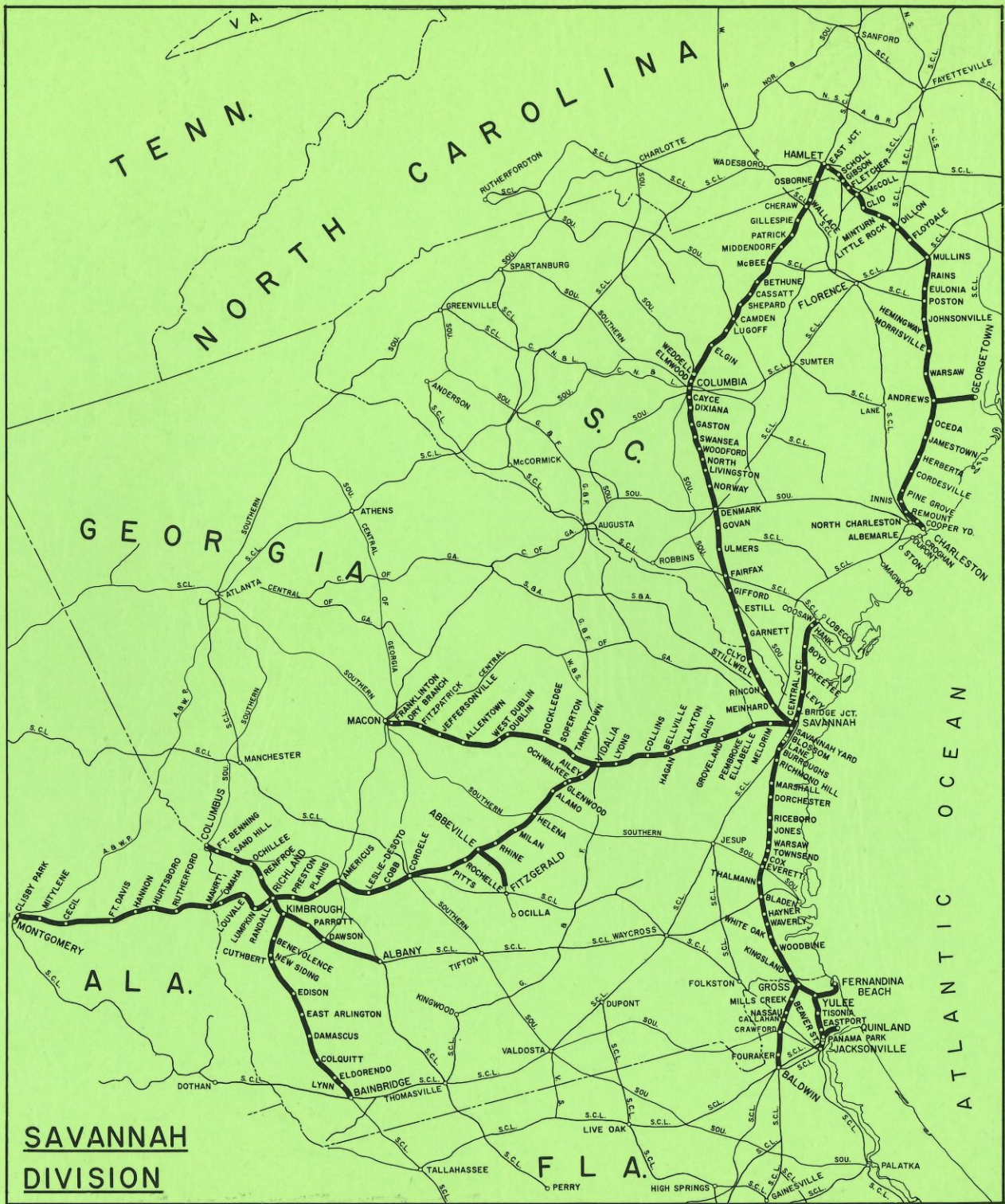
T. B. RENFROW, Assistant Superintendent.....	Savannah, Ga.	C. R. HARRELL, Division Engineer.....	Savannah, Ga.
RAY CARRIGAN, Jr., Assistant Superintendent.....	Americus, Ga.	R. L. PIERCE, Master Mechanic.....	Savannah, Ga.
A. J. RICHARDSON, JR., Trainmaster.....	Savannah, Ga.	R. B. COOK, Supv. Comm. & Signals.....	Savannah, Ga.
C. C. TAYLOR, JR., Trainmaster.....	Hamlet, N.C.	D. C. GARNER, Supv. Property Protection.....	Savannah, Ga.
W. R. GOODSON, Trainmaster.....	Columbia, S.C.	W. E. BOWEN, Roadmaster.....	Savannah, Ga.
H. W. COOKE, Trainmaster.....	Andrews, S.C.	K. L. DIAMOND, Roadmaster.....	Savannah, Ga.
R. H. HESTER, Trainmaster.....	Jacksonville, Fla.	W. A. THOMPSON, Roadmaster.....	Savannah, Ga.
O. C. POSEY, Trainmaster.....	Macon, Ga.	J. F. BURNS, Roadmaster.....	Hamlet, N.C.
J. P. SCHEIDER, Senior Terminal Trainmaster.....	Savannah, Ga.	R. A. McRAY, Roadmaster.....	Columbia, S.C.
F. J. LORICK, Terminal Trainmaster.....	Savannah, Ga.	J. R. JACOBS, Roadmaster.....	Dillon, S.C.
H. A. DAWSON, Road Foreman of Engs.....	Americus, Ga.	E. C. MONCUS, Roadmaster.....	Charleston, S.C.
E. L. MASCIO, Road Foreman of Engs.....	Savannah, Ga.	H. C. EXLEY, Roadmaster.....	Cuthbert, Ga.
V. M. QUINN, Road Foreman of Engs.....	Hamlet, N.C.	S. L. WOODS, Roadmaster.....	Americus, Ga.
I. J. JONES, Chief Dispatcher.....	Savannah, Ga.	H. P. HARRIS, Roadmaster.....	Montgomery, Ala.

## SYSTEM OFFICERS

J. W. THOMPSON, Gen. Supt. Rules.....	Jacksonville, Fla.	C. J. THOROUGHGOOD, Supv. Pass. Train Oprs.....	Raleigh, N.C.
O. P. DOWLING, Gen. Supt. Safety.....	Jacksonville, Fla.	E. D. FOXWORTH, Gen. Rd. Foreman of Engs.....	Hamlet, N.C.
M. C. JENNETTE, Gen. Supt. Terminals.....	Jacksonville, Fla.	F. L. LATHAN, Gen. Rd. Foreman of Engs.....	Jacksonville, Fla.
F. W. WHITAKER, JR., Supt. Sta. Oprs.....	Jacksonville, Fla.	C. C. YONGE, Gen. Rd. Foreman of Engs.....	Jacksonville, Fla.

## COMPANY SURGEONS \*Examining Surgeons

SOUTHGATE LEIGH, JR., Chief Surgeon.....	Richmond, Va.	*ROY J. JOHNSON.....	Fitzgerald, Ga.
ADNEY K. SUTPHIN, JR., Chief Med. Dir.....	Jacksonville, Fla.	*C. MORGAN SMITH.....	Fitzgerald, Ga.
J. W. PALMER, Asst. Chief Surgeon.....	Ailey, Ga.	*JOHN E. SMITH.....	Fitzgerald, Ga.
W. P. DURHAM, Local Surgeon.....	Abbeville, Ga.	SAMUEL E. MILLER, Asst. Local Surgeon.....	Georgetown, S.C.
JAMES B. MARTIN, Local Surgeon.....	Albany, Ga.	JOHN T. ASSEY, Asst. Local Surgeon.....	Georgetown, S.C.
*J. H. ROBINSON, III, Local Surgeon.....	Americus, Ga.	C. J. MALOY, Local Surgeon.....	Helena, Ga.
*R. A. COLLINS, JR., Asst. Local Surgeon.....	Americus, Ga.	MALCOLM C. COOK, Local Surgeon.....	Hurtsboro, Ala.
WM. B. McMATH, Surgeon Oculist.....	Americus, Ga.	*S. M. DAY, Local Surgeon.....	Jacksonville, Fla.
*W. E. WHITLEY, Local Surgeon.....	Andrews, S.C.	EMMET FERGUSON, Asst. Local Surgeon.....	Jacksonville, Fla.
ROBERT D. HARPER, Asst. Local Surg.....	Andrews, S.C.	*CLYDE M. COLLINS, Asst. Local Surgeon.....	Jacksonville, Fla.
FRANK L. GIBSON, Local Surgeon.....	Bainbridge, Ga.	*ROBT. H. STILL, Asst. Local Surgeon.....	Jacksonville, Fla.
*E. M. GRIFFIN, Local Surgeon.....	Bainbridge, Ga.	C. HAROLD HOUSTON, Asst. Local Surg.....	Jacksonville, Fla.
J. B. AVERA, Local Surgeon.....	Brunswick, Ga.	THOMAS S. EDWARDS, Surgeon Oculist.....	Jacksonville, Fla.
DAVID D. BENNETT, Local Surgeon.....	Callahan, Fla.	W. W. AIKEN, Local Surgeon.....	Lyons, Ga.
*R. G. LATIMER, Local Surgeon.....	Cayce, S.C.	*C. H. RICHARDSON, Local Surgeon.....	Macon, Ga.
*J. HERTZ WARREN, Asst. Local Surg.....	Charleston, S.C.	C. H. RICHARDSON, JR., Asst. Local Surgeon.....	Macon, Ga.
PIERRE G. JENKINS, Surgeon Oculist.....	Charleston, S.C.	CALDER B. CLAY, JR., Asst. Local Surgeon.....	Macon, Ga.
CURTIS G. HAMES, Local Surgeon.....	Claxton, Ga.	JOHN O. MARTIN, Surgeon Oculist.....	Macon, Ga.
L. H. GRIFFIN, Asst. Local Surgeon.....	Claxton, Ga.	W. H. BORN, Local Surgeon.....	McRae, Ga.
*CHARLES F. CREWS, Local Surgeon.....	Columbia, S.C.	WM. A. GUNTER, Local Surgeon.....	Montgomery, Ala.
JOHN H. YOUNG, Surgeon Oculist.....	Columbia, S.C.	*ROBT. T. ASHURST, III, Asst. Local Surg.....	Montgomery, Ala.
DAVID ASBILL, Surgeon Oculist.....	Columbia, S.C.	DRAYTON L. NANCE, JR., Local Surgeon.....	North, S.C.
*GEORGE R. CONNER, Local Surgeon.....	Columbus, Ga.	H. L. DISMUKE, Local Surgeon.....	Ocala, Ga.
CHAS. E. McARTHUR, Local Surgeon.....	Cordele, Ga.	L. A. HARTZOG, Local Surgeon.....	Olar, S.C.
*CHARLES E. McARTHUR.....	Cordele, Ga.	H. L. TUTEN, Local Surgeon.....	Orangeburg, S.C.
W. G. ELLIOTT, Local Surgeon.....	Cuthbert, Ga.	J. COLQUITT LOGAN, Local Surgeon.....	Plains, Ga.
A. W. LOWMAN, Local Surgeon.....	Denmark, S.C.	*E. A. MAYO, Local Surgeon.....	Richland, Ga.
J. A. BELL, JR., Local Surgeon.....	Dublin, Ga.	R. L. NEVILLE, Local Surgeon.....	Savannah, Ga.
HARRISON L. PEEPLES, Local Surgeon.....	Estill, S.C.	*T. A. PETERSON, Asst. Local Surgeon.....	Savannah, Ga.
LOUIS D. RHODES, Asst. Local Surgeon.....	Estill, S.C.	*W. D. WILSON, Asst. Local Surgeon.....	Savannah, Ga.
W. R. TUTEN, JR., Local Surgeon.....	Fairfax, S.C.	W. W. BUCKHAULTS, Surgeon Oculist.....	Savannah, Ga.
CECIL B. BREWTON, Local Surgeon.....	Fernandina Beach, Fla.	HERBERT I. CONNER, Local Surgeon.....	Vidalia, Ga.



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