



**SEABOARD
COAST LINE
RAILROAD**

SAVANNAH DIVISION

2

TIME TABLE No. 2

IN EFFECT

Friday, December 13, 1968

At 12:01 A.M.

SUPERSEDING TIME TABLE NO. 1

DATED APRIL 28, 1968

EASTERN STANDARD TIME

**FOR THE GOVERNMENT OF
EMPLOYEES ONLY**

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					Station Numbers	Distance from Hamlet Yard	TIME TABLE NO. 2 IN EFFECT December 13, 1968				Scales, Wyes, Car Capacity	SECOND CLASS			
147	571	127	551	197			570	148	186	550					
Through Freight	Through Freight	Through Freight	Local Freight	Through Freight			Through Freight	Through Freight	Through Freight	Local Freight					
Daily	Daily	Daily	Mon.-Wed. Fri.	Daily			Daily	Daily	Ex. Mon.	Tue.-Thur. Sat.					
P. M.	P. M.	P. M.	A. M.	A. M.			A. M.	P. M.	P. M.	P. M.	P. M.				
1120	420	650	650	1220	S249		L T	HAMLET YARD ® A	YARD O Y	120	230	800	125		
					S253	3.7	T	HAMLET (Pgr. Station)	YARD Y						
1130	430	700	700	1230	SH254	4.6		EAST JUNCTION	90P	110	220	750	115		
					SH260	10.5		SCHOLL	90P 11						
			730		SH264	14.0		GIBSON	109				100		
					SH267	17.3		FLETCHER	200P						
			800		SH271	21.3		McCOLL X SCL	36				1240		
	505		825		SH278	27.8		CLIO	200P 38	1220			1220		
			840		SH283	32.9		MINTURN	50P 5						
			900		SH288	38.5		LITTLE ROCK	28				1145		
A 1220	525	A 750	930	A 120	SH292	42.7		DILLON	92P YARD	1155	L 140	L 710	1130		
	535		945		SH300	49.8		FLOYDALE X SCL	9	1140			1100		
	549		1030		SH309	59.7		MULLINS X SCL	90P YARD Y	1125			1035		
	601		1055		SH317	67.5		RAINS	9	1115			955		
	612		1115		SH325	75.6		EULONIA	90P 5	1105			935		
	625		1205		SH334	84.3		POSTON	30	1055			910		
	632		1225		SH338	88.6		JOHNSONVILLE	21	1046			840		
	640		100		SH343	92.9		HEMINGWAY	83P 42	1040			805		
	700		140		SH354	104.2		MORRISVILLE	90P 9	1028			730		
	709		155		SH361	110.8		WARSAW	31	1017					
	730		A 210		SH365	115.6	T	ANDREWS	136P YARD Y	1010			L 700		
	820				SH373	123.2		OCEDA	13	842					
	833 ⁵⁷⁰				SH379	129.1		JAMESTOWN	90P 45	833 ⁵⁷¹					
	853				SH394	144.5		CORDESVILLE	90P 20	810					
	915				SH409	159.0		INNESS	89P 18	745					
	922				SH413	162.9		REMOUNT X SOU X SCL NSL Co	90P	739					
	940				SH418	168.7	T A X RFCo	CHARLESTON X EF Co XSOU XSCL L	YARD O Y	730					
A. M.	P. M.	P. M.	P. M.	A. M.						P. M.	P. M.	P. M.	A. M.		
Daily	Daily	Daily	Mon.-Wed. Fri.	Daily						Daily	Daily	Ex. Mon.	Tue.-Thur. Sat.		

SOUTHWARD

HAMLET SUBDIVISION

NORTHWARD

Second Class	FIRST CLASS				Station Numbers	Distance from Hamlet Yard	TIME TABLE NO. 2 IN EFFECT December 13, 1968	Scales, Weights, Car Capacity	FIRST CLASS			SECOND CLASS		
	593	21	175	9					57	22	10	58	594	190
Through Freight	Silver Star	Piggyback Special	Palmland	Silver Meteor					Silver Star	Palmland	Silver Meteor	Through Freight	Through Freight	
Ex. Sat.	Daily	Ex. Mon.	Daily	Daily					Daily	Daily	Daily	Ex. Mon.	Ex. Mon.	
P. M.	P. M.	P. M.	A. M.	A. M.					A. M.	P. M.	P. M.	A. M.	A. M.	
1015		600			S249		L T	HAMLET YARD ® A	YARD O Y				130	200
	L 930	620	L 1120	L 215	S253	3.7	T	HAMLET (Pegr. Station) X SCL	48P YARD Y	S A- 325	S A 300	S A 1030	1245	135
					S261	11.0		OSBORNE	59P 9					
					S269	19.5		WALLACE	70P 111					
1100	948	642	S 1145	233	S272	21.9		CHERAW X SCL	64P 187	252	S 225	1004	1215	115
					S280	30.0		GILLESPIE	52P 2					
					S285	35.1		PATRICK	60P 22					
					S292	42.3		MIDDENDORF	84P 2					
1201	1016	715	F 1213	258	S300	50.2		McBEE	82P 102	Y 223	S 155	935	1045	1244
			F 1221		S307	57.1		BETHUNE	58P 63		F 145			
					S313	63.2		CASSATT	59P 10					
					S320	69.8		SHEPARD X SOU	50P					
	1039	745	S 1247	322	S327	77.6		CAMDEN	54P 120	200	S 124	913		1210
1245					S330	80.7		LUGOFF	56P 34				945	
					S339	89.3		ELGIN	41P 13					
					S349	99.4		WEDDELL	58P					
					S358	108.7		ELMWOOD	36P 55					
125	S A 1130	830	S A 130	S A 415	S360	110.0	T	COLUMBIA	YARD	L 125	L 1245	L 840	840	
145		845			S362	112.5	T A	CAYCE	YARD O				830	1100
A. M.	P. M.	P. M.	P. M.	A. M.						A. M.	P. M.	P. M.	P. M.	P. M.
Ex. Sun.	Daily	Ex. Mon.	Daily	Daily						Daily	Daily	Daily	Ex. Sun.	Ex. Sun.

SECOND CLASS		FIRST CLASS			Station Numbers	Distance from Columbia	TIME TABLE NO. 2 IN EFFECT December 13, 1968					Seating, Wyes, Car Capacity	FIRST CLASS		SECOND CLASS		
393	593	21	175	57			58	22	594	190	396						
Through Freight	Through Freight	Silver Star	Piggyback Special	Silver Meteor			Silver Meteor	Silver Star	Through Freight	Through Freight	Through Freight						
Daily	Ex. Sun.	Daily	Ex. Mon.	Daily			Daily	Daily	Ex. Sun.	Ex. Sun.	Daily						
P. M.	A. M.	P. M.	P. M.	A. M.		P. M.	A. M.	P. M.	P. M.	A. M.							
		1130		415	S360	L T	COLUMBIA	A	YARD	S	840	S	125				
	L 800		L 845		S362	2.5	2.5 GAYCE		47P YARD O					A 300	A 1100		
					S366	6.5	8.0 DIXIANA		54P 10								
					S375	15.3	8.8 GASTON		54P 7								
	840	1155	915	440	S380	20.7	5.4 SWANSEA		36P 28		803	1239	1000	1030			
					S386	25.6	4.9 WOODFORD		45P 17								
					S389	29.6	1.7 NORTH		90								
					S394	34.3	1.7 LIVINGSTON		44P 7								
					S401	41.6	7.3 NORWAY		48P 40								
	950	1223	949	508	S410	50.2	8.6 DENMARK	X SOU X SCL	45P 126		737	1212	900	957			
					S418	57.8	7.6 GOVAN		45P 33								
					S426	66.7	8.9 ULMERS		45P 23								
L 900	1030	1245	1021	530	S436	76.2	9.5 FAIRFAX	X SCL	45P 96		716	1151			925	A 130	
					S443	83.1	6.9 GIFFORD		48P 11								
					S450	90.4	7.3 ESTILL		67P 42	Y			800			100	
					S460	100.6	10.3 GARNETT		200P 31								
930	1100	110	1104	555	S469	109.3	8.7 CLYO		50P 11		650	1125	735	837	1232		
					S476	116.3	7.0 STILLWELL		46P								
					S482	122.6	6.3 RINCON		50P 7								
					S490	130.3	7.7 MEINHARD		44P 5								
1005	1135	131	1135	616	S497	137.6	7.3 CENTRAL JCT.	X CofG			626	1101	705	805	1200		
1030	1145	S 155	1145	S 620	S498	138.2	0.6 SAVANNAH	X SCL L	YARD O Y		625	1100	700	800	1155		
P. M.	A. M.	A. M.	P. M.	A. M.							P. M.	P. M.	A. M.	P. M.	P. M.		
Daily	Ex. Sun.	Daily	Ex. Mon.	Daily							Daily	Daily	Ex. Sun.	Ex. Sun.	Daily		

BURROUGHS SUBDIVISION
(Savannah Terminal)

NORTHWARD

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TIME TABLE NO. 2 IN EFFECT December 13, 1968 STATIONS	Scales, Wyes, Car Capacity	FIRST CLASS									SECOND CLASS				Third Class
		2	86	76	112	190	58	110	92	22	186	672	106	104	602
		Florida Special	Everglades	Gulf Coast Special	Through Freight	Through Freight	Silver Meteor	Through Freight	Champion	Silver Star	Through Freight	Through Freight	Through Freight	Through Freight	Local Freight
		Daily	Daily	Daily	Ex. Mon.	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Ex. Mon.	Daily	Ex. Mon.
		A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	
SAVANNAH @ (2) X-SCL A	YARD O Y	s 115	s 155	s1025	315	345	s 625	800	s 755	s1100	100	1245	245	1000	600
BURROUGHS		1247	126	956	243	303	558	711	729	1040	1146	1231	218	923	535
OGEECHEE	L	1245	123	953	240	300	556	708	727	1038	1143	1228	215	920	532
		A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	P. M.	P. M.	P. M.	P. M.
		Daily	Daily	Daily	Ex. Mon.	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Ex. Mon.	Daily	Ex. Mon.

GEORGETOWN SUBDIVISION

Southward	TIME TABLE NO. 2 IN EFFECT December 13, 1968 STATIONS				Northward
Second Class	Station Numbers	Distance from Georgetown	Scales, Wyes, Car Capacity	Third Class	
555					
Local Freight				Local Freight	
Daily				Daily	
P. M.				P. M.	
1201	SHA17	16.1	L T A	ANDREWS A YARD Y 435	
1235	SHA0		T A	10.1 GEORGETOWN L YARD O Y 400	
P. M.				P. M.	
Daily				Daily	

FERNANDINA SUBDIVISION

Southward	TIME TABLE NO. 2 IN EFFECT December 13, 1968 STATIONS				Northward
Third Class	Station Numbers	Distance from Yulee	Scales, Wyes, Car Capacity	Second Class	
697					
Local Freight				Local Freight	
Daily				Daily	
A. M.				A. M.	
1100	SMA0	12.1	L T A	FERNANDINA BEACH A YARD 1015	
1145	SMA12		T A	12.1 YULEE L YARD Y 930	
A. M.				A. M.	
Daily				Daily	

TIME TABLE NO. 2 IN EFFECT December 13, 1968		Scales, Wees, Car Capacity	FIRST CLASS			SECOND CLASS	
			58	22	2	186	672
			Silver Meteor	Silver Star	Florida Special	Through Freight	Through Freight
			Daily	Daily	Daily	Daily	Daily
STATIONS			P. M.	P. M.	A. M.	P. M.	P. M.
OGEECHEE A			556	1038	1245	1143	1228
1.7 RICHMOND HILL		82P 18					
4.4 MARSHALL		141P					
7.3 DORCHESTER		82P 10					
4.6 RICEBORO		141P 18	543	1025	1231	1115	1200
7.3 JONES		82P 18					
3.3 WARSAW		141P					
3.7 TOWNSEND		79P 38					
6.3 COX		75P 10					
6.4 EVERETT X SOU		72PS 140PN YARD					
7.6 THALMANN		169P 55	515	955	1201	1021	1110
3.5 BLADEN X SCL		83P 45					
5.9 HAYNER		141P 11					
4.5 WAVERLY		77P 12					
4.3 WHITE OAK		77P 18					
4.4 WOODBINE		169P 31					
11.9 KINGSLAND		135PS 134PN YARD					
6.8 GROSS		95P 21	L 439	923	L 1126	L 933	1010
6.3 YULEE		116P YARD					
7.4 TISONIA		84P 4					
5.6 EASTPORT		87P 45					
4.5 PANAMA PARK		12					
2.3 X SCL F. & J. JCT. X SCL							
2.8 X GS&F BEAVER STREET							920
0.8 T @ JACKSONVILLE L		YARD O Y		850			900
			P. M.	P. M.	P. M.	A. M.	A. M.
			Daily	Daily	Daily	Daily	Daily

2 Tracks

THIRD CLASS			SECOND CLASS		Station Numbers	Distance from Savannah Yard	TIME TABLE NO. 2		Stations, 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 13, 1968			Through Freight	Through Freight	Local Freight	Local Freight	Local Freight
Mon. Wed.-Fri.	Ex. Sun.	Mon. Wed.-Fri.	Daily	Daily			STATIONS			Daily	Daily	Tues. Thur.-Sat.	Ex. Sun.	Tues. Thur.-Sat.
A. M.	P. M.	A. M.	P. M.	A. M.			A. M.	A. M.	P. M.	P. M.	A. M.			
		700	835	1201	SL499		L T	SAVANNAH (2) X SCL	YARD O Y	635	100	100		
		845	900	1229 ³⁸⁸	SL514	15.6		MELDRIM	66P 9	610	1229 ³⁸⁸	1145		
		901	910	1237	SL520	21.6		ELLABELLE	100P 11	601	1221	1100		
		915	922	1247	SL529	29.9	T	PEMBROKE	19	550	1210	1030		
		930	932	1257	SL536	36.9		GROVELAND	90P 8	540	1201	955		
		945	941	106	SL542	43.0		DAISY	70P 16	531	1153	940		
		1030	950	111	SL545	46.8	T	CLAXTON	40	525	1147	930		
		1045	953	115	SL547	48.4		HAGAN	140P 22	520	1144	855		
		1101	956	119	SL550	51.0	T	BELLVILLE	18	515	1140	845		
		1120	1010	135	SL558	59.1	T	COLLINS	95P 90	505	1130	815		
		1145	1028	155	SL572	72.9	T	LYONS	88P 55	440	1105	745		
L 800		A 1201	A 1048 ³⁸⁸	245	SL577	77.9	T	VIDALIA X G&F	80P YARD Y	430	L 1048 ³⁸⁸	L 700		A 1045
815				315	SL587	87.9	T	AILEY	36	340				1010
830				330 ³⁸²	SL591	92.6		OCHWALKEE	33P 9	330 ³⁸⁸				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	32P 117	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 100			445	SL636	137.5	T	ABBEVILLE	64 Y	210			A 1201	L 730
	120			500	SL645	146.7	T	ROCHELLE	73	150			1125	
	130			510	SL650	151.8	T	PITTS	22	140			1100	
	355			545	SL665	166.6	T	CORDELE X GSF X SCL	47P YARD Y	115			1030	
	430			615	SL683	185.0	T	LESLIE-DESOTO	14	1225			925	
	510			635	SL695	196.3	T A	AMERICUS	YARD O	1201			900	
P. M.	P. M.	P. M.	P. M.	A. M.						A. M.	P. M.	A. M.	A. M.	A. M.
Mon. Wed.-Fri.	Ex. Sun.	Mon. Wed.-Fri.	Daily	Daily						Daily	Daily	Tues. Thur.-Sat.	Ex. Sun.	Tues. Thur.-Sat.

MACON SUBDIVISION

Westward		Station Numbers	Distance from Macon	TIME TABLE NO. 2 IN EFFECT December 13, 1968		Scales, Wyes, Car Capacity	Eastward	
Second Class	Second Class							
389	388							
Through Freight	Through Freight							
Daily	Daily							
P. M.	P. M.							
1048 ³⁸⁹	SK577	92.6	L T	VIDALIA X G&F A	YARD Y	1048 ³⁸⁸		
1115	SK588	81.3		TARRYTOWN -11.3 5.1	140P 4	1027		
1125	SK593	76.2	T	SOPERTON 5.1 8.6	40	1020		
1135	SK602	67.6		ROCKLEDGE 8.6 14.0	140P 5	1010		
1201	SK616	53.6	T	DUBLIN X W&T	YARD	945		
1211	SK618	51.1		WEST DUBLIN 2.5 15.4	140P 67	935		
1248	SK637	32.7		ALLENTOWN 15.4 9.5	7	857		
103	SK646	22.9	T	JEFFERSONVILLE 9.5 7.1	85P 19	836		
118	SK654	15.8		FITZPATRICK 7.1 6.5	35P 6	821		
132	SK660	9.3	T	DRY BRANCH 6.5 2.3	31	805		
135	SK662	7.0		FRANKLINTON 2.3 6.5	36	800		
150	SK669	0.5	T A	MACON X C of GA X Sou L	YARD O	745		
A. M.						P. M.		
Daily						Daily		

COOSAW SUBDIVISION

Southward		Station Numbers	Distance from Coosaw	TIME TABLE NO. 2 IN EFFECT December 13, 1968		Scales, Wyes, Car Capacity	Northward	
Second Class	Second Class							
389	388							
Through Freight	Through Freight							
Daily	Daily							
P. M.	P. M.							
SH473		L	COOSAW A					
SH476	2.8		HANK -2.8	89P				
SH484	11.2		BOYD -5.1	90P				
SH493	19.9		OKEETEE -8.7	89P				
SH503	29.7		LEVY -0.8	90P 8				
SH511	37.7		BRIDGE JCT. -8.0					
SH514	41.5	T A	SAVANNAH X S&A X SCL L	YARD O Y				

WESTWARD AMERICUS SUBDIVISION EASTWARD 9

Westward		Station Numbers	Distance from Americus	TIME TABLE NO. 2 IN EFFECT December 13, 1968		Scales, Wyes, Car Capacity	Eastward	
Second Class	Second Class							
383	385							
Through Freight	Through Freight							
Daily	Daily							
P. M.	P. M.							
1159		SL695		L T	AMERICUS A	YARD O	1030	
1225		SL706	10.9	T	PLAINS -10.9	84	950	
1250		SL716	21.0	T	PRESTON -10.1	35	925	
120	L 200	SL724	29.3	T	RICHLAND X SCL 8.3	28PW 80PE YARD Y	A 625 855	
130	205	SL728	32.6		RANDALL -3.3	58P 2	615 842	
145	215	SL733	37.8	T	LUMPKIN -5.2	83	606 835	
155	227	SL740	45.3		LOUVALE -7.5	74P 19	551 821	
209	242	SL751	55.6		OMAHA -10.3	112P 2	536 806	
219	247	SL754	59.2	T	MAHRT -3.6	60 Y	530 800	
249	309	SL771	76.3		RUTHERFORD -17.1	72P 3	505 735	
259	318	SL778	82.8	T	HURTSBORO X CofG -6.5	58P 18	455 725	
309	330	SL785	89.9		HANNON -7.1	95P 9	445 715	
325	345	SL796	100.7	T	FT. DAVIS -10.8	61P 16	430 700	
405 ³⁸⁴	410	SL814	118.6		CECIL -17.9	61P 3	405 ³⁸³ 635	
420	425	SL825	129.9		MITYLENE -11.3	57P 13	350 620	
500	500	SL834	139.1	T A	MONTGOMERY X CofG (Gleby Park) L	YARD O Y	330 600	
P. M.	A. M.						P. M. P. M.	
Daily	Daily						Daily Daily	

KIMBROUGH SUBDIVISION

Westward		Station Numbers	Distance from Albany	TIME TABLE NO. 2 IN EFFECT December 13, 1968		Scales, Wyes, Car Capacity	Eastward	
Second Class	Second Class							
383	385							
Through Freight	Through Freight							
Daily	Daily							
P. M.	P. M.							
SLB86		T	ALBANY X GN X CofG	44				
SLB66	20.9	T	DAWSON X CofG	56				
SLB56	30.0		PARROTT -9.1	18				
SLB45	41.1		KIMBROUGH -11.1	7				

Third Class	SECOND CLASS		Station Numbers	Distance from Bainbridge	TIME TABLE NO. 2 IN EFFECT December 13, 1968	Stages, 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.	STATIONS				P. M.	A. M.	
	430	1145	SLC816		L T	BAINBRIDGE X SCL	YARD O	840	120
	440	1153	SLC810	5.9		LYNN	140P 2	822	1256
	450	1159	SLC805	10.8		ELDORENDO	4	816	1250
	510	1210	SLC795	20.6	T	COLQUITT	67P 44	803	1237
	530	1227 ³⁷⁴	SLC786	29.4	T	DAMASCUS	154P 26	753	1227 ³⁸⁶
	545	1240	SLC776	38.5		EAST ARLINGTON	43 Y	740	
	610	1255	SLC767	48.9	T	EDISON	140P 41	725	1200
	640	120	SLC750	64.5	T	CUTHBERT X CofG	49	703	1138
	645	125	SLC750	66.3		NEW SIDING	99P 12	658	1133
	700	135	SLC742	74.2		BENEVOLENCE	47	648	1123
	715	150	SLC730	85.2		KIMBROUGH	7	633	1108
A	730	A 200	L 300	91.6	T	RICHLAND X SCL	140P YARD Y	L 625	1100
			325	102.1		RENFROE	73P 6		1045
			400	119.4		OCHILLEE	50		1015
			410	123.3		SAND HILL	220		1005
			420	126.9		FT. BENNING X CofG	73P 14		955
			430	129.9	T A	COLUMBUS YARD	YARD O Y		945
A. M.	A. M.	A. M.						P. M.	P. M.
Daily	Daily	Daily						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 10-222 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.

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. and pile drivers 20 M.P.H. must be handled near head of train.

Scale test cars 25 M.P.H. next ahead of caboose except 771815 in classification at maximum speed allowed freight trains.

PIGGYBACK EQUIPMENT

6—Piggyback trains will observe freight train speed in non-signaled territory. In signaled territory solid piggyback trains or passenger trains handling piggyback cars will observe passenger train speed not exceeding 70 M.P.H., but when handling other unrestricted freight equipment will not exceed 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 wrecker or locomotive crane by at least two cars not exceeding 100,000 pounds gross weight: 765152, 765157, 765160, 765161, 765250, 765251, 765252, 771153, 771154, 771155, 771156, 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: 765414, 765445, 765449, 765458, 771927, 771929, 771994, 771995, 771996 and 771997.

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

CAR CAPACITY FORMULAS

8—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

9—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

10—Hamlet Yard, Columbia, Cayce, Savannah (passenger station, yard office and shop), Jacksonville, West Jacksonville, Fernandina, Baldwin, Baldwin Yard, Andrews, Georgetown (Kraft Junction), Charleston (Cooper and Bennett Yards), Vidalia, Americus, Macon, Columbus Yard, Richland, Bainbridge and Clisby Park.

STANDARD CLOCKS

11—Hamlet Yard, Hamlet (passenger station), Columbia, Cayce, Savannah, (passenger station, yard office and shop), Jacksonville, West Jacksonville, Baldwin, Baldwin Yard, Andrews, Charleston (Cooper and Bennett Yards), Vidalia, Helena (passenger station), Americus, Macon, Richland, Clisby Park, Columbus Yard and Bainbridge.

EMERGENCY WATER AND FUEL STATIONS

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

SPECIAL RULES

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

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

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

16—Road conductors and trainmen are required to have in their possession while on duty a temperature testing stick, which will melt at temperatures of 200° F and higher for testing roller bearing temperatures.

Temperature of suspected overheated journal will be tested by making a check mark two or three inches long on bearing housing proper (not on bearing end cap). If material forming check mark melts bearing is not in condition to run.

DEFECT DETECTORS

17—Defect detectors are located as listed by subdivisions on which located and by special instructions. Approaching and passing such locations a member of engine and rear train crew must listen for radio report or instructions and 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 Tonnage Shown Per Unit	300- 308, 310- 316, 318- 413 (A or B), 700- 1002, 1118- 1201	675- 698	302, 317, 1003- 1065, 1202- 1237	600- 620, 1300- 1343, 1400- 1415, 1500- 1565, 1700- 1734	203- 222, 1100- 1117	1900- 1923, 2100- 2110, 2114- 2120	2000- 2023	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 Charleston.....	3500	2800	3850	4200	2300	5400	6350	6100	6650
Coosaw and Savannah.....	3500	2800	3850	4200	2300	5400	6350	6100	6650
Savannah and West Jax.....	3500	2800	3850	4200	2300	5400	6350	6100	6650
Savannah and Baldwin.....	3500	2800	3850	4200	2300	5400	6350	6100	6650
Yulee and Fernandina 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
Americus to Richland.....	1450	1150	1600	1750	950	2250	2650	2550	2750
Richland to Lumpkin.....	1900	1500	2100	2300	1250	2950	3450	3300	3600
Lumpkin to Montgomery.....	2150	1700	2350	2600	1400	3300	3900	3750	4100
Montgomery to Louvale.....	2400	1900	2650	2900	1550	3700	4350	4200	4550
Louvale to Richland.....	1600	1300	1750	1900	1050	2500	2900	2800	3050
Richland to Americus.....	1800	1450	2000	2150	1200	2800	3300	3150	3400
Bainbridge to Richland.....	1900	1500	2100	2300	1250	2950	3450	3300	3600
Richland and Columbus.....	1600	1300	1750	1900	1050	2500	2900	2800	3050
Richland to Bainbridge.....	2600	2100	2850	3100	1700	4050	4750	4550	4950
Kimbrough and Albany.....	1600
Vidalia and Danville.....	2000	1000	2200	2400	1300	3100	3600	3500	3800
Danville to Jeffersonville.....	1700	1350	1850	2050	1100	2600	3100	2950	3200
Jeffersonville to Macon.....	2500	2000	2700	3000	1650	3850	4550	4350	4750
Macon to Danville.....	1700	1350	1850	2050	1100	2600	3100	2950	3200

Line	Line Capacity (Lbs.) 4-Axle Cars	Speed limit (M.P.H.) unless further restricted by engine, equipment in consist or special instructions.					Restricted speed (M.P.H.) as shown below for certain equipment.										Locomotive Cranes			
		1-2, 21-22, 57-58, 91-92	Other Pcgr. Trains	Piggy- back Trains	Unre- stricted Freight Trains	Re- stricted Freight Trains	Cars weighing				Engines in series				Wrecker Nos.					
							220,001 to 240,000 Lbs.	240,001 to 251,000 Lbs.	251,001 to 263,000 Lbs.	263,001 to 270,000 Lbs.	316, 318-335, 700,800, 900,1000, 1118- 1199, 1200	500, 655-671	675-698, 1300, 1400, 1500, 1700	600-620, 1900, 2000, 2100, 2200	785250 785251 765252 771253 771254 771255 771256 771257	785152 785157 765160 765161 771153 771154 771155 771156		765100 765120 765150 765151 771101 771102 771103	765075	765414 765445 765449 765458 771927 771929 771994 771995 771996 771997
Hamlet to Columbia	270,000		70	60	50	50							Note A	Note A	Note A	35	35	35	35	25
Columbia to MP 377.0	270,000		79	60	50	50										40	40	40	40	25
MP 377.0 to Central Jct.	270,000		79	60	50	50							Note A & B	Note A & B	Note A & B	35	35	35	35	25
Bridge MP 466.0 to 466.1			45	45	45	45														
Savannah Terminal—East Route																				
Central Jct. to MP 495.0	270,000	70	50	50	50	50										40	40	40	40	25
MP 495.0 to MP 497.4	270,000	70	70	70	70	50										40	40	40	40	25
MP 497.4 to MP 503.1	270,000	90	80	70	60	50										40	40	40	40	25
Savannah Terminal—West Route																				
Central Jct. to Burroughs	270,000		79	70	60	50										40	40	40	40	25
Burroughs to Ogeechee	270,000	90	80	70	60	50										40	40	40	40	25
Bridge MP 505.6 to 505.7			90	80	70	60										40	40	40	40	25
Ogeechee to Jacksonville	270,000		79	70	60	50										40	40	40	40	25
Bridge MP 553.5 to 553.7			45	45	45	45														
Bridge MP 586.8 to 586.7			45	45	45	45														
Bridge MP 602.8 to 602.9			45	45	45	45														
Bridge MP 629.0 to 629.3			45	45	45	45														
Gross to Baldwin	270,000		79	70	60	50										40	40	40	40	25
Yulee to Fernandina Beach	270,000				35	35										15	25	25	25	25
Bridge MP 43.2 to 43.3 * *					15	15														
Hamlet to MP 293.2	270,000		75	70	60	50							Note A & B	Note A & B	Note A & B	35	35	35	35	25
MP 293.2 to Charleston	270,000		59	49	49	49										40	40	40	40	25
Bridge MP 332.3 to 332.7			45	45	45	45														
Bridge MP 376.6 to 377.6 *			45	45	45	45														
Bridge MP 398.4 to 398.5			35		35	35														
Andrews to Georgetown	270,000				40	40										20	20	20	20	20
Coosaw to Savannah	270,000		75	60	50	45							Note C	Note C & D	Note C	35	35	35	35	25
Bridge MP 477.1 to 477.2			45	45	45	45														
Bridge MP 510.5 to 510.7			45	45	45	45														
Savannah to MP 537.6	270,000		49		49	49										35	35	35	35	25
MP 537.6 to MP 589.8	270,000		45		45	45										35	35	35	35	25
MP 589.8 to Americus	270,000		50		49	48										35	35	35	35	25
Americus to MP 708.0	270,000		30		30	30										20	20	25	25	25
MP 708.0 to MP 728.0	270,000		30		30	30										25	25	25	25	25
MP 728.0 to MP 747.0	270,000		49		48	48										35	35	35	35	25
MP 747.0 to MP 778.0	270,000		45		45	45										25	25	25	25	25
Bridge MP 753.2 to 753.3			45		45	45														
MP 778.0 to MP 783.5	270,000		49		49	49										25	25	25	25	25
MP 783.5 to MP 829.8	270,000		40		40	40										25	25	25	25	25
MP 829.8 to Montgomery	270,000		20		20	20														
Bainbridge to MP 110.8	270,000		59		49	49										35	35	35	35	25
MP 110.8 to MP 157.2	270,000		45		45	45										25	25	25	25	25
MP 157.2 to MP 165.2	270,000		59		49	49										35	35	35	35	25
MP 165.2 to Richland	270,000		45		45	45										25	25	25	25	25
Richland to Columbus	270,000		40		35	35										25	25	25	25	25
Albany to Kimbrough	220,000				15	15	Note E	Note E	BARRED	BARRED	Note F	BARRED	BARRED	BARRED	BARRED	10	10	10	10	
Macon to MP 56.2	270,000		40		40	40										25	25	25	25	25
MP 56.2 to MP 54.2	270,000		49		49	40										25	25	25	25	25
MP 54.2 to MP 72.1	270,000		40		40	40										25	25	25	25	25
MP 72.1 to Vidalia	270,000		49		49	49										25	25	25	25	25

NOTE A - Passenger trains, handled by other than engines of series 500 and 600, will not exceed 65 M.P.H.

NOTE B - Passenger trains, handled by engines of series 1500 and 1700, will not exceed 80 M.P.H.

NOTE C - Passenger trains, handled by other than engines of series 500 and 600, will not exceed 60 M.P.H.

NOTE D - Trains, handled by engines of series 1500 and 1700, will not exceed 55 M.P.H.

NOTE E - Seasonal movement of grain cars not exceeding 244,000 lbs. permitted between Dawson and Kimbrough not exceeding 10 M.P.H.

NOTE F - Restricted to engines in series 10-19 and 1100-1117.

* - No braking on entire length of bridge except in emergency.

* * - Trains handling pulpwood 10 M.P.H.

CLEARANCE CARDS

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

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

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 passenger trains at Hamlet and Camden applies at passenger station.

CONDITIONAL STOPS

3—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 passenger trains only).

SPEED RESTRICTIONS

Between 5—Mile Posts	MILES PER HOUR			Between Mile Posts	MILES PER HOUR		
	Psg. Trains	Piggy- back Trains	Freight Trains		Psg. Trains	Piggy- back Trains	Freight Trains
253.4 and 254.1	50	50	—	281.3 and 281.5	55	55	—
257.3 and 257.8	55	55	—	288.4 and 289.8	50	50	—
257.8 and 258.7	65	—	—	289.8 and 291.0	60	—	—
258.7 and 260.1	60	—	—	294.9 and 295.2	65	—	—
261.4 and 262.6	60	—	—	298.2 and 298.6	60	—	—
262.6 and 265.5	55	55	—	301.8 and 302.2	60	—	—
265.5 and 267.7	65	—	—	326.2 and 326.8	60	—	—
267.7 and 268.0	60	—	—	332.5 and 333.3	50	50	—
270.8 and 272.3	40	40	40	352.3 and 353.3	55	55	—
277.4 and 279.2	55	55	—	358.7 and 357.0	60	—	—
279.2 and 281.3	60	—	—	358.4 and 359.7	20	20	20

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

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

7—Protected by electrically locked derrails:
Spaulding, M. P. 324.5, Sou. Normally clear S. C. L.

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

BLOCK SIGNAL SYSTEMS

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

SPECIAL RULES

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

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

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

13—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, yardmaster or operator.

Illuminated letter "C": Trains will head through crossover, using "middle track," or other track designated by stationmaster, yardmaster or operator 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, trains will stop clear of crossover switch unless instructions are received to proceed and then will proceed at restricted speed and on track designated.

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

14—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.

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

Carolina Cannery Co., M. P. 272.7.

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.

CLEARANCE CARDS

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

REGISTER STATIONS

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

SPEED RESTRICTIONS

Between 3—Mile Posts	MILES PER HOUR			Between Mile Posts	MILES PER HOUR		
	Psg. Trains	Piggy- back Trains	Freight Trains		Psg. Trains	Piggy- back Trains	Freight Trains
359.7 and 360.0	20	20	20	385.3 and 387.0	70	—	—
360.0 and 361.2	25	25	25	387.0 and 387.4	60	—	—
361.2 and 363.0	35	35	35	391.4 and 392.8	60	—	—
363.0 and 363.9	70	—	—	392.8 and 394.8	50	50	—
363.9 and 364.3	60	—	—	394.8 and 395.1	45	45	45
364.3 and 367.0	70	—	—	395.1 and 396.4	65	—	—
367.0 and 368.9	60	—	—	396.4 and 396.6	50	50	—
368.9 and 372.7	45	45	45	396.6 and 398.5	60	—	—
378.9 and 379.7	55	55	—	416.7 and 417.1	75	—	—
379.7 and 383.0	45	45	45	466.0 and 466.1	45	45	45
383.0 and 385.3	55	55	—	496.9 and 497.3	35	35	35

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 SCL crossing 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

4—Protected by remotely controlled interlockings:

Denmark, M. P. 409.9, S.O.U.

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

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

DRAWBRIDGE

5—Protected by attended interlocking:

Savannah River, M. P. 466.0.

BLOCK SIGNAL SYSTEMS

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

SIGNALLED SIDINGS

7—Garnett.

DEFECT DETECTORS

3—Locations	Protection Provided	Locations of Indicators and Personnel reading charts
Scotia M. P. 454.1	Single track, both directions. Hot box and drag- ging equipment.	Indicators west side, M. P. 454.1. Voice instructions.
Stillwell M. P. 478.9	Single track, both directions. Hot box and drag- ging equipment.	Indicators west side, M. P. 478.9. Voice instructions.

SPECIAL RULES

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

Gervais Street, automatic.

Lady Street, controlled by operator.

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

10—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.

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

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

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

14—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. 437.4.

Elliott, M. P. 451.8.

Byrds, M. P. 478.9.

CLEARANCE CARDS

1—Trains and engines moving to or from the Everett Subdivision, at Ogeechee will retain their identity and proceed on signal indication and clearance card will not be required. Clearance card not required at Beaver Street or Gross. Trains will obtain clearance card before leaving West Jacksonville.

WHERE TIME APPLIES

2—Time of trains at Ogeechee applies at Nahunta Subdivision junction switch. Jacksonville, time of passenger trains applies at Jacksonville Terminal Station, freight trains at West Jacksonville.

CONDITIONAL STOPS

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

REGISTER STATIONS

4—Jacksonville and West Jacksonville.

SPEED RESTRICTIONS

Between 5—Mile Posts	MILES PER HOUR			Between Mile Posts	MILES PER HOUR		
	Psg. Trains	Piggy- back Trains	Freight Trains		Psg. Trains	Piggy- back Trains	Freight Trains
512.2 and 512.6	45	45	45	614.8 and 617.2	75	70	—
550.2 and 550.6	65	65	—	621.6 and 621.8	75	70	—
553.2 and 553.7	45	45	45	629.0 and 629.4	45	45	45
553.7 and 554.3	65	65	—	Both Tracks:			
556.4 and 557.8	60	60	—	629.4 and 634.6	25	25	25
586.6 and 586.7	45	45	45	Single Track:			
602.8 and 603.7	45	45	45	634.6 and 636.3	20	20	20

Through turnouts and crossovers as listed below:

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.

City Ordinance speed restrictions:

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

RAILROAD CROSSINGS AT GRADE

6—Protected by remotely controlled interlockings:

Everett, M. P. 556.8, Sou.
Bladen, M. P. 567.9, S. C. L.
F. & J. Jct., M. P. 631.8, S. C. L.

7—Protected by automatic interlocking:
Milldale, M. P. 630.1, 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 siding), Thalmann, Hayner and Woodbine.

BLOCK SIGNAL SYSTEMS

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

TWO TRACKS

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

DEFECT DETECTORS

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

SPECIAL RULES

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

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

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

17—Train and engine movements on 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—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:

Union Bag-Camp Paper Co., M. P. 544.0.
Union Bag-Camp Paper Co., M. P. 587.3.
J. D. Manley Const. Co., M. P. 606.2.

CLEARANCE CARDS

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

Trains will obtain clearance card before leaving Baldwin Yard.

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

REGISTER STATIONS

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

SPEED RESTRICTIONS

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

Through turnouts and crossovers as listed below:

M. P. 34.5, Everett Subdiv., conn., 45 M.P.H.

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

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

City Ordinance speed restrictions:

Callahan, 35 M. P. H. over State Highway No. 1 crossing. Baldwin, 45 M. P. H.

RAILROAD CROSSINGS AT GRADE

4—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

5—Fouraker, Nassau and Gross.

BLOCK SIGNAL SYSTEMS

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

DEFECT DETECTORS

7—Locations	Protection Provided	Locations of Indicators and Personnel reading charts
Bryceville M. P. 6.1	Single track, both directions. Hot box and dragging equipment.	No indicators. Operator, Baldwin Yard.

SPECIAL RULES

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

Callahan Team Track, M. P. 20.4.

Andrews Subdivision**CLEARANCE CARDS**

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

Clearance card not required at East Junction and Dillon.

WHERE TIME APPLIES

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

REGISTER STATIONS

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

YARD LIMITS

4—Andrews and Remount-Charleston.

SPEED RESTRICTIONS

Between 5—Mile Posts	MILES PER HOUR			Between Mile Posts	MILES PER HOUR		
	Pagr. Trains	Piggy-back Trains	Freight Trains		Pagr. Trains	Piggy-back Trains	Freight Trains
253.3 and 254.0	30	30	30	287.9 and 288.2	60	60	—
254.0 and 254.3	45	45	45	292.1 and 293.0	35	35	35
254.3 and 263.6	65	65	—	309.0 and 309.9	50	—	—
263.6 and 264.1	50	50	50	332.3 and 332.7	45	—	45
270.4 and 271.1	60	60	—	365.5 and 366.6	45	—	—
271.1 RR King	35	35	35	376.6 and 377.6	45	—	45
271.1 and 272.0	50	50	50	398.4 and 398.5	35	—	35
277.3 and 277.6	45	45	45	413.5 and 417.3	25	—	25
285.4 and 285.7	65	65	—	417.3 and 420.9	20	—	20

Through turnouts and crossovers as listed below:

M. P. 293.1, lined for movement on Andrews Subdivision, 30 M. P. H.

City Ordinance speed restrictions:

Gibson, 35 M. P. H.

McCull, 25 M. P. H.

Clio, 35 M. P. H.

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

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

RAILROAD CROSSINGS AT GRADE

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

7—Protected by automatic interlockings:

McCull, M. P. 271.1, S. C. L.

Mullins, M. P. 309.0, S. C. L.

8—Protected by electrically locked derrails:

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

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

9—Protected by "Stop" boards:

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

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

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

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

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

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

DRAWBRIDGES

10—Protected by interlocking:

Cooper River, M. P. 398.4. Attended 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.

BLOCK SIGNAL SYSTEMS

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

DEFECT DETECTORS

12—Locations	Protection Provided	Locations of Indicators and Personnel reading charts
Little Rock M. P. 287.6	Single track, both directions. Hot box and dragging equipment.	Indicators west side, M. P. 287.6. Voice instructions.
NeSmith M. P. 351.1	Single track, both directions Hot box and dragging equipment.	No indicators. Operator, Andrews.
Oceda M. P. 373.3	Single track, both directions Hot box and dragging equipment.	No indicators. Operator, Andrews.

SPECIAL RULES

13—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.

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

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

16—Trains or engines must not clear at the following non-electrically locked hand-operated switch location:
International Paper Co., M. P. 287.2.

Georgetown Subdivision

CLEARANCE CARD

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

REGISTER STATIONS

2—Andrews and Georgetown (Kraft Jct.).

YARD LIMITS

3—Georgetown.

SPEED RESTRICTIONS

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

SPECIAL RULES

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

Coosaw Subdivision

CLEARANCE CARDS

1—Rule 83-A will not apply at Coosaw.

SPEED RESTRICTIONS

Between 2—Mile Posts	MILES PER HOUR		Between Mile Posts	MILES PER HOUR	
	Psg. Trains	Freight Trains		Psg. Trains	Freight Trains
472.8 and 473.1	30	30	508.2 and 510.5	60	—
473.1 and 477.1	60	—	510.5 and 510.7	45	45
477.1 and 477.2	45	45	510.7 and 512.7	30	30
477.2 and 479.6	60	—	512.7 and 513.3	15	15
499.1 and 499.3	60	—			

Through turnouts and crossovers as listed below:

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, 15 M.P.H.

JUNCTION SWITCHES

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

BLOCK SIGNAL SYSTEMS

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

SPRING SWITCHES

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

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

SPECIAL RULES

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

Fernandina Subdivision

CLEARANCE CARDS

1—Trains will obtain clearance card at Yulee between 7:00 A.M. and 4:00 P.M. except on Sundays.
Trains will obtain clearance card at Fernandina Beach between 8:00 A.M. and 5:00 P.M. except on Sundays.

REGISTER STATIONS

2—Fernandina Beach.

YARD LIMITS

3—Fernandina Beach and Yulee.

SPEED RESTRICTIONS

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

*Trains handling pulpwood will not exceed 10 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.
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.

CLEARANCE CARDS

1—Trains obtain clearance card before leaving Vidalia.

REGISTER STATIONS

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

YARD LIMITS

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

JUNCTION SWITCHES

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

SPEED RESTRICTIONS

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

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

City Ordinance Speed Restrictions:

- Pembroke, 25 M. P. H.
- Claxton, 20 M. P. H.
- 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 automatic interlocking:
Helena, M. P. 610.7, Sou.
Cordele, M. P. 665.4, G. S. & F. and S. C. L., operated as follows: 20 M. P. H. until engine reaches crossing.
Trains or engines stopped at Dwarf signal, desiring to make a movement through interlocking plant, will unlock padlock and depress handle on Dwarf signal of route desired. If signal fails to clear, and indicator located on side of signal case at crossing is not illuminated, wait ten minutes, operate release mechanism on side of signal case at crossing being governed by Rule 637.

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

7—Protected by "Stop" boards:
Vidalia, M. P. 576.8, G. & F.

SPRING SWITCHES

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

DEFECT DETECTORS

9—Location	Protection Provided	Locations of Indicators and Personnel reading charts
Groveland M. P. 533.0	Single track, both directions. Hot box and dragging equipment.	Indicators north side, M. P. 533.0. Voice instructions.

SPECIAL RULES

10—S. C. L. trains or engines may use G. & F. main track at Vidalia between connecting tracks switch and M. P. 151.0. G. & F. trains or engines may use S. C. L. main track at Vidalia between M. P. 575.0 and G. & F. crossing.
Movements of G. & F. and S. C. L. trains or engines within these limits must be made at yard speed.

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

12—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.

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

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

- Vidalia, Macon Subdivision main track switch.
- Americus, west end yard lead.

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

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

City Ordinance Speed Restrictions:

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

RAILROAD CROSSINGS AT GRADE

5—Protected by "Stop" boards:
Hurtsboro, M. P. 777.7, C. of Ga.
Clisby Park, M. P. 834.4, C. of Ga.

6—Protected by standard semaphore crossing signal:
Richland, M. P. 724.2, S. C. L.

SPRING SWITCHES

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

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

Richland, west end eastward siding.

DEFECT DETECTORS

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

SPECIAL RULES

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

Americus, west end yard lead.
Richland, west wye switch.
Montgomery, east end yard lead.

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

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

11—Trains and engines will operate at yard speed not exceeding 20 M. P. H. on Mahrt spur, M. P. 753.8.

12—JUMBO trailers in TOFC service, loaded or empty bi-level and tri-level auto racks must not be moved between Americus and Richland inclusive.

Richland Subdivision**CLEARANCE CARDS**

1—Trains obtain clearance card before leaving Richland.

WHERE TIME APPLIES

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

REGISTER STATIONS

3—Columbus Yard, Richland and Bainbridge.
Nos. 374, 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

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

Bainbridge-Richland Segment

Between Mile Posts	MILES PER HOUR		Between Mile Posts	MILES PER HOUR	
	Psg. Trains	Freight Trains		Psg. Trains	Freight Trains
90.1 and 91.6	20	20	130.4 RR King	25	25
91.0 RR King	15	15	154.5 RR King	25	25
110.3 and 110.6	50	—			

City Ordinance Speed Restrictions:
 Cusseta, 6 M. P. H.
 Richland, 10 M. P. H.
 Edison, Hartford Street, 30 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 automatic interlockings:
 Bainbridge, M. P. 91.0, S. C. L. { Eastward, 40 M.P.H.*
 Westward, 20 M.P.H.*
 East Arlington, M. P. 130.4, C. of Ga.
 - 8—Protected by electrically locked gates:
 Cuthbert, M. P. 154.5, C. of Ga. Normally clear S. C. L.
 - 9—Protected by standard semaphore crossing signal:
 Richland, M. P. 38.7, S. C. L.
 - 10—Protected by non-electrically locked gates:
 M. P. 4.0, C. of Ga. Normally clear S. C. L.
- *Until engine reaches crossing.

SPRING SWITCHES

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

Richland, East End siding.

DEFECT DETECTORS

12—Locations	Protection Provided	Locations of Indicators and Personnel reading charts
Lynn M. P. 98.7	Single track, both directions. Hot box and dragging equipment.	No indicators. Operator, Bainbridge.
Arlington M. P. 126.4	Single track, both directions. Hot box and dragging equipment.	Indicators south side, M. P. 126.4. Voice instructions.
Benevolence M. P. 161.8	Single track, both directions. Hot box and dragging equipment.	Indicators north side, M. P. 161.8. Voice instructions.

SPECIAL RULES

- 13—S. C. L. trains or engines may use C. of Ga. main track at Cuthbert between C. of Ga. passenger station and S. C. L. crossover connecting track. C. of Ga. trains or engines may use S. C. L. main track between M. P. 1.4 and S. C. L. yard.
 Movements of trains or engines within these limits must be made at yard speed.
- 14—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. Movements of C. of Ga. and S. C. L. trains or engines within these limits must be made at yard speed.
- 15—C. of Ga. trains or engines may use S. C. L. wye track between Arlington station and East Arlington and main track at East Arlington between railroad crossing and east yard limit board.
 S. C. L. trains or engines may use C. of Ga. main track at Arlington between a point 200 ft. north of north house track switch and a point 200 ft. south of south house track switch. Movements of C. of Ga. and S. C. L. trains or engines within these limits must be made at yard speed.

Kimbrough Subdivision

CLEARANCE CARDS

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

REGISTER STATIONS

- 2—Albany.

YARD LIMITS

- 3—Albany.

SPEED RESTRICTIONS

- 4—Through Turnouts and Crossovers, 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.

SPECIAL RULES

- 7—S. C. L. trains or engines may use the A. & N. main track at Albany between the north wye switch and A. & N. yard.
 A. & N. trains or engines may use S. C. L. main track at Albany between the east wye switch and S. C. L. freight station.
 Movements of S. C. L. and A. & N. trains or engines within these limits must be made at yard speed.

CLEARANCE CARDS

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

REGISTER STATIONS

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

YARD LIMITS

3—Macon, Dublin and Vidalia.

JUNCTION SWITCHES

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

SPEED RESTRICTIONS

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

City Ordinance Speed Restrictions:

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

RAILROAD CROSSINGS AT GRADE

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

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

SPRING SWITCHES

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

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

SPECIAL RULES

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

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

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

JACKSONVILLE TERMINALS

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—Maximum speed for engine and transfer movements is 20 M.P.H. between Moncrief and Quinlan and 15 M.P.H. between Composite and Export Terminal, except 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. SJ646.0.
Broward River, M. P. SJ648.9.
Trains and engines will stop within 300 feet of draw span of these bridges, if way is clear movement may then proceed.

SPRING SWITCHES

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

Norwood Ave., Export Milldale Line.

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

Green-Normal route lined for Milldale.

Yellow-Route lined for Export.

WEIGHT LIMITS

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

Cars weighing in excess of 220,000 lbs. gross. Engines in Series 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.

LIMITS

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

- M. P. 506.0, Nahunta Subdivision.
- M. P. 512.4, Everett Subdivision.
- M. P. 500.8, Vidalia Subdivision, Yard Limit Board.
- M. P. 509.4, Coosaw Subdivision, "SL" Board, Central Jct.
- M. P. 497.0, Columbia Subdivision, "SL" Board, Central Jct.
- M. P. 489.5, Southover Subdivision, "SL" Board, Central Junction.

METHOD OF OPERATION

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

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

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

A Traffic Control System is in service on Coosaw Subdivision between "SL" Board M. P. 509.4 and Savannah Yard, and on Burroughs Subdivision, between Central Jct. and Burroughs on East and West Routes and between Burroughs and Ogeechee.

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

CLEARANCE CARDS

3—Passenger trains will obtain clearance card at passenger station and freight trains at Savannah Yard or Southover.

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

Columbia Subdivision trains en route to Robbins Subdivision will obtain clearance card endorsed "Robbins Subdivision" at Central Jct.

Northward trains en route to Yemassee via Coosaw must, before leaving Savannah, obtain second clearance card endorsed "Port Royal Subdivision."

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.

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

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

REGISTER STATIONS

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

YARD LIMITS

6—Savannah, on Vidalia Subdivision.

RAILROAD CROSSINGS AT GRADE

7—Protected by attended interlockings:

- Central Junction, M. P. 490.4, C. of Ga., Southover Subdivision.
- Central Junction, M. P. 497.3, C. of Ga., Columbia Subdivision.

8—Protected by remotely controlled interlockings:

- Savannah Yard, M. P. 500.1, S. C. L., West Route, Burroughs Subdivision.
- Savannah Yard, M. P. 500.2, S.C.L., West Route, Burroughs Subdivision.
- 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., East Route, Burroughs Subdivision.

INTERLOCKINGS

9—Protected by attended interlocking:
North Tower, M. P. 495.0, East Route.

SPRING SWITCHES

10—Following spring switches are protected for facing-point movements by indicator signal, trains and engines will approach such signal prepared to be governed by its indication. Where such signals display "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., East Route.

DRAWBRIDGES

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

TWO TRACKS

12—Two tracks extend between Central Jct., and Burroughs on East Route; between M. P. 502.5 and M. P. 504.0 on West Route and between Burroughs and Ogeechee.

AUTOMATIC TRAIN STOP

13—Automatic Train Stop System is in service between:
M. P. 489.5 and M. P. 490.3 on East Route,
M. P. 497.3 and M. P. 503.1 on East Route, and between Burroughs and Ogeechee.

DEFECT DETECTORS

14—Location	Protection Provided	Locations of Indicators and Personnel reading charts
Burroughs	East Track,	Rotating light,
M. P. 503.4	both directions.	M. P. 503.4, east side.
	Hot box.	Operator, Southover Yard.

SPECIAL RULES

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

16—To enter Derst's Bakery Track, M. P. 494.1, East Route, 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.

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

18—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.

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

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

- Savannah Steel Company, M. P. 492.6, East Route.
- Shores Abattoir, M. P. 492.7, East Route.

SAVANNAH TERMINAL—CONTINUED

Hunter A.F.B., M. P. 495.1, East Route.
 Hunter A.F.B., M. P. 495.3, East Route.
 Savannah Truckers Exchange, M. P. 507.9, West Route.

SPEED RESTRICTIONS

21—The maximum speed within the terminal limits between M. P. 489.5 and M. P. 503.1 via East Route is 90 M. P. H. for passenger trains Nos. 1, 2, 21, 22, 57, 58, 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		
	Psg. Trains	Piggy- back Trains	Freight Trains
490.2 and 493.5	50	50	50
493.5 and 493.9	40	40	40
493.9 and 494.5	50	50	50
494.5 and 494.9	30	30	30
494.9 and 497.4	70	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 West Route, 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.

The maximum speed within the terminal limits between M. P. 497.0 and M. P. 509.7 via West Route is 79 M. P. H. for 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:

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.
 M. P. 509.3 and 509.7, 45 M. P. H.

Through turnouts and crossovers as listed below:

M. P. 497.7, turnout to north end Savannah Station 20 M. P. H.
 M. P. 499.8, turnout to south end Savannah Station, 20 M. P. H.
 M. P. 499.9, turnout to West Route, 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.

The maximum speed within the terminal limits between Burroughs and Ogeechee is 90 M. P. H. for passenger trains Nos. 1, 2, 21, 22, 57, 58, 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.

The maximum speed between "SL" Board M. P. 509.4 and Savannah Yard, Coosaw Subdivision, 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 and 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.

The maximum speed between Savannah Yard and Yard Limit Board M. P. 500.8 Vidalia Subdivision is 49 M.P.H.

RULES JACKSONVILLE TERMINAL COMPANY

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

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

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

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

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

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

SIGNAL INDICATIONS (DAY)

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

SIGNAL INDICATIONS (NIGHT)

Red Stop.
 Yellow Proceed Under Caution.
 Green Proceed.

COLOR LIGHT INTERLOCKING SIGNAL INDICATIONS (DAY OR NIGHT)

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

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

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

Outside of interlocking territory hand throw switch indications are:

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

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

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

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

- 6—Emergency stop air whistles are located as follows:
TOWER "A"—LEE STREET INTERLOCKING:
On pole east of tower.
- TOWER "MA"—MYRTLE AVENUE INTERLOCKING:
On Bridge "B" at tower.
- TOWER "BS"—BEAVER STREET INTERLOCKING:
At Beaver Street tower.

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

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

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

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

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

9-a—Consist from engine to rear, in train order, showing all information called for will be furnished by Conductors in duplicate of all arriving and departing trains. 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.

LOCATION OF PUBLIC AND PRIVATE TRACKS NOT SHOWN IN SCHEDULE PAGES

GROSS SUBDIVISION

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

GEORGETOWN SUBDIVISION

Kent	12.1	SHA 12	9	North
Morberry	4.6	SHA 5	5	South

FERNANDINA BEACH SUBDIVISION

Union Carbide Company	44.0	SMA 4	14	Both
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COLUMBIA SUBDIVISION

Caroline Eastman (2.9 Miles)	366.4	S 366	Spur	North
Fosters	367.1	S 367	Spur	North
Silicia	367.4	S 367	109	Both
Wilson's	367.5	S 367	Spur	North
Silica Spur	368.0	S 368	Spur	North
Union Bag	381.9	S 382	23	South
Ballington Bros. Lumber Company	383.6	S 384	5	North
Neeses	395.4	S 396	18	Both
Olar	420.3	S 420	27	Both
Schofield (Kearse Veneer Company)	423.7	S 424	3	North
Sycamore	430.5	S 431	51	Both
Luray	445.9	S 446	27	Both
Elliott	451.8	S 452	9	North
Scottia	455.2	S 455	13	South
Goldkist	466.4	S 466	Spur	South
Byrds	478.9	S 479	22	North

HAMLET SUBDIVISION

Kimberly	276.6	S 277	3	South
International Paper Company	282.8	S 283	46	North
Community Siding	317.4	S 317	8	North
Spaulding	324.5	S 325	12	North
Orlon	329.2	S 329	Yard	Both
Whitehead	335.3	S 335	114	North
Blaney Lumber Company	337.0	S 337	30	North
Pontiac	343.9	S 344	61	Both
Shasta	346.3	S 346	7	South
Carolina Brick Siding	346.6	S 347	2	South
Dents	351.4	S 351	18	South
College Siding No. 1	356.0	S 356	7	North
College Siding No. 2	356.1	S 356	9	Both

BURROUGHS SUBDIVISION

Savannah Truckers Exchange	507.9	S 508	14	North
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EVERETT SUBDIVISION

Interstate	529.8	S 530	Yard	Both
Seals	593.9	S 594	10	North
Trinity Bag Company	613.4	S 613	81	North
Houdaille Duval Wright Company	620.3	S 620	Spur	North
EASTPORT SPUR (3 miles)	625.0	S 626	Spur	South
Shuman	625.2	S 625	3	South
Newt-Morris	625.3	S 625	6	South
Good Housekeeping Gas Company	625.5	S 625	3	North
Industrial Area One Spur	626.1	S 625	Spur	South
Sealite	626.1	S 625	Spur	North
Growers Container Corp.	626.1	S 625	17	North
Textile Paper Company	626.1	S 625	6	North
Kirby Chemical Company	626.3	S 625	8	South
Hickory Charcoal Co.	626.5	S 626	20	South
National Kraft Container	627.0	S 625	17	South
Simplex Paper Company	627.1	S 625	10	South
DAME'S POINT SPUR (5.9 miles)	627.2	S 626	Spur	North
City of Jacksonville	630.3	S 630	Spur	North
McCormick	630.8	S 631	20	Both
Southern Materials Company	632.7	S 633	13	North
North Shore (Kaiser Gypsum Company)	633.1	S 633	Spur	North
Quintan	628.0	S 625	Yard	North
Anheuser-Busch	626.1	S 626	Spur	North
Setzers Bakery	626.6	S 627	18	North
Setzers Warehouse	626.8	S 627	19	North
Capitol Concrete Company	627.1	S 627	17	North
Airport	627.1	S 627	40	Both
Navy Fuel Depot	628.4	S 628	Spur	South

ANDREWS SUBDIVISION

NAME	Mile Post	Station Nos.	Car Capacity	Opening
Smithboro	303.7	SH 304	8	North
West Virginia Pulp & Paper Company	311.3	SH 311	31	Both
Centenary	322.2	SH 322	9	North
Gresham	330.0	SH 330	22	Both
Wellmen	336.7	SH 337	60	North
Henry	347.8	SH 348	18	Both
Nesmith	350.3	SH 350	45	Both
Georgetown Textile Company	375.8	SH 376	16	North
Witherbae	390.4	SH 390	10	Both
E. P. Keller Lumber Company	391.8	SH 392	13	North
Kittredge	400.8	SH 401	5	Both
Charbulk	412.1	SH 412	Spur	North

COOSAW SUBDIVISION

Cooler	484.5	SH 485	13	North
Jasper	491.2	SH 491	5	North
Pritchard	496.7	SH 499	13	Both

VIDALIA SUBDIVISION

Rebar	503.0	SL 503	13	West
South Pooler	505.9	SL 506	7	Both
Dawes Silica Mining Company	514.2	SL 514	Spur	East
Newman Lumber Company	520.8	SL 521	8	West
Landier	523.5	SL 524	15	Both
Shuman Supply Co.	524.5	SL 525	6	East
Reka	531.8	SL 532	10	Both
H & H Fuel Company	538.8	SL 539	5	West
Dupree	543.4	SL 543	36	West
Walter	543.9	SL 544	6	West
Scott Farm Supply Company	544.1	SL 544	11	East
Strickland	544.6	SL 545	23	East
Bellville Wood Yard	548.2	SL 548	9	East
Agricultural Chemical Company	548.4	SL 548	11	West
Peninsular Lumber Company	548.9	SL 549	8	West
Blues Central Gas Company	550.2	SL 550	2	East
Manassas	552.3	SL 552	30	Both
Ohoopae	565.2	SL 565	7	West
Truax	570.4	SL 570	3	West
Cherokee Wood Yard	572.2	SL 572	13	East
Rural Gas Company	573.2	SL 573	5	West
Federal Pacific Electric Company	574.0	SL 574	5	West
International Paper Company	581.4	SL 581	36	East
McGregor	582.6	SL 583	5	West
Container Corp.	590.8	SL 591	12	East
McRae Terminal (1.1 miles)	609.4	SL 609	Spur	East
Telfair Wood Yard	619.1	SL 619	19	East
Jones Lumber Company	621.8	SL 622	3	West
Jones Chip Mill	621.9	SL 622	9	West
Copeland	632.0	SL 632	9	East
Witherington Wood Yard	652.3	SL 652	13	East
Seville	654.2	SL 654	9	East
Union Bag Corp.	655.0	SL 655	16	West
East Cordle	662.7	SL 663	21	West
Farmville Mfg. Co.	663.6	SL 644	28	West
Mobley Wood Yard	671.3	SL 671	17	East
Flintside	675.7	SL 676	5	West
Cook Brothers	679.1	SL 679	4	West
Deseret Farms	679.5	SL 679	Spur	West
R. S. Pryor	681.3	SL 681	4	West
DeSoto	682.2	SL 682	10	Both
Huntington	687.9	SL 688	7	Both
New Moon - East	693.5	SL 694	10	West
New Moon - West	693.6	SL 694	30	West
Phillips Industries	693.6	SL 694	28	West
TOFC Track	693.6	SL 694	7	West
Mobile Homes Inc.	693.6	SL 694	8	West
Marlette	693.8	SL 694	5	West

AMERICUS SUBDIVISION

Foster	697.2	SL 697	9	East
Shippis	697.5	SL 698	4	East
Newpoint	699.9	SL 700	31	Both
Dumas	712.6	SL 713	32	Both

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AMERICUS SUBDIVISION (CONTINUED)

NAME	Mile Post	Station Nos.	Car Capacity	Opening
Sullivan Lumber Company	712.8	SL 713	16	West
Sullivan Chip Track	712.8	SL 713	25	West
Union	744.3	SL 744	18	Both
Cottonton	754.9	SL 755	5	East
McLendon	756.3	SL 756	20	Both
Pittsview	761.0	SL 761	16	Both
Alabama Wood Products	761.9	SL 762	10	East
Ruba	788.7	SL 789	6	West
Hardway	804.6	SL 805	7	East
Chesson	808.9	SL 809	24	Both
Marry	820.0	SL 820	13	Both
Vandergrieff	825.7	SL 825	18	West
Eastmont	827.2	SL 827	12	East
Airport	829.8	SL 830	9	East
Kilby	830.6	SL 831	10	East
Ala. Agricultural Center	831.2	SL 831	15	East

KIMBROUGH SUBDIVISION

NAME	Mile Post	Station Nos.	Car Capacity	Opening
Weston	48.2	SLB 48	7	Both
Oxford Dist. Company	63.8	SLB 64	4	East
Ferguson Company	64.2	SLB 64	1	East
Swift & Company	64.7	SLB 65	9	East
Yale Rubber Company	66.9	SLB 67	5	West
Dawson Cold Storage	67.2	SLB 67	6	East
Terrell County Grain	67.3	SLB 67	4	East
Sasser	72.5	SLB 73	4	Both
Monsanto Chemical Company	72.9	SLB 73	9	West
Lilliston Implement Company	76.7	SLB 76	26	West
Armena	77.0	SLB 77	7	West
Lewis Martin Steel Company	84.0	SLB 84	7	East
Walker Fertilizer Company	84.6	SLB 85	3	East
Escambia Chemical Company	84.7	SLB 85	16	East
Palmyra	84.8	SLB 85	8	East
Flint Beverage Company	85.2	SLB 85	27	East

RICHLAND SUBDIVISION

NAME	Mile Post	Station Nos.	Car Capacity	Opening
Babcock	105.5	SLC 800	18	Both
Owens Illinois	116.2	SLC 790	18	West
Rowena	125.2	SLC 781	8	Both
Carnegie	145.2	SLC 761	48	Both
Kraft Wood Yard	157.4	SLC 750	15	West
Union Camp	163.9	SLC 742	16	West
Red Hill Lumber Company	35.0	SLB 35	6	West
Brooklyn	32.3	SLB 32	28	Both
Container Corporation	20.0	SLB 20	18	West
Cusseta	18.5	SLB 19	12	Both
Valley Wood Yard	17.5	SLB 18	10	West
Central Springs	13.5	SLB 14	15	Both
Valley Wood & Lumber Company	3.4	SLB 3	6	East

MACON SUBDIVISION

NAME	Mile Post	Station Nos.	Car Capacity	Opening
Soperton Wood Yard	79.0	SK 589	31	West
New Team Track	75.1	SK 594	9	Both
Union Bag Spur	75.1	SK 594	16	East
Knox Lumber Company	74.2	SK 595	6	West
American Agricultural Chemical Company	63.3	SK 607	6	East
Minter	63.2	SK 606	14	Both
Cattin	59.1	SK 610	7	West
Laurens Woodchip Mill	57.7	SK 611	11	West
Mohasco Industries	57.2	SK 612	Spur	West
W. W. Frazier Wood Yard	56.3	SK 613	7	West
Dublin Woolen Mills	55.3	SK 614	21	West
Dudley Station	42.4	SK 627	72	Both
Montrose	37.6	SK 632	17	Both
St. Regis Paper Company	34.0	SK 635	14	East
Payne Gas Company	33.8	SK 635	3	West
Danville	31.1	SK 638	18	Both
Wimberly Lumber Company	23.8	SK 645	7	West
Georgia Coating Clay Company	18.7	SK 651	Yard	West
Storage Track	18.5	SK 650	8	Both
Diversey Corp.	11.9	SK 659	Spur	West
Georgia Kaolin Company	9.0	SK 660	225	West
Smithsonia	5.0	SK 664	15	Both

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 R. H. HESTER, Trainmaster.....Jacksonville, Fla.
 O. C. POSEY, Trainmaster.....Macon, Ga.
 W. R. GOODSON, Trainmaster.....Americus, Ga.
 J. P. SCHEIDER, Senior Terminal Trainmaster.....Savannah, Ga.
 F. J. LORICK, Terminal Trainmaster.....Savannah, Ga.
 H. A. DAWSON, Road Foreman of Engs.....Americus, Ga.
 E. L. MASCIO, Road Foreman of Engs.....Savannah, Ga.
 V. M. QUINN, Road Foreman of Engs.....Hamlet, N.C.
 I. J. JONES, Chief Dispatcher.....Savannah, Ga.

C. R. HARRELL, Division Engineer.....Savannah, Ga.
 G. R. GIBBS, Master Mechanic.....Savannah, Ga.
 R. B. COOK, Supv. Comm. & Signals.....Savannah, Ga.
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 J. R. JACOBS, Roadmaster.....Dillon, S.C.
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 H. C. EXLEY, Roadmaster.....Cuthbert, Ga.
 S. L. WOODS, Roadmaster.....Americus, Ga.
 H. P. HARRIS, Roadmaster.....Montgomery, Ala.

SYSTEM OFFICERS

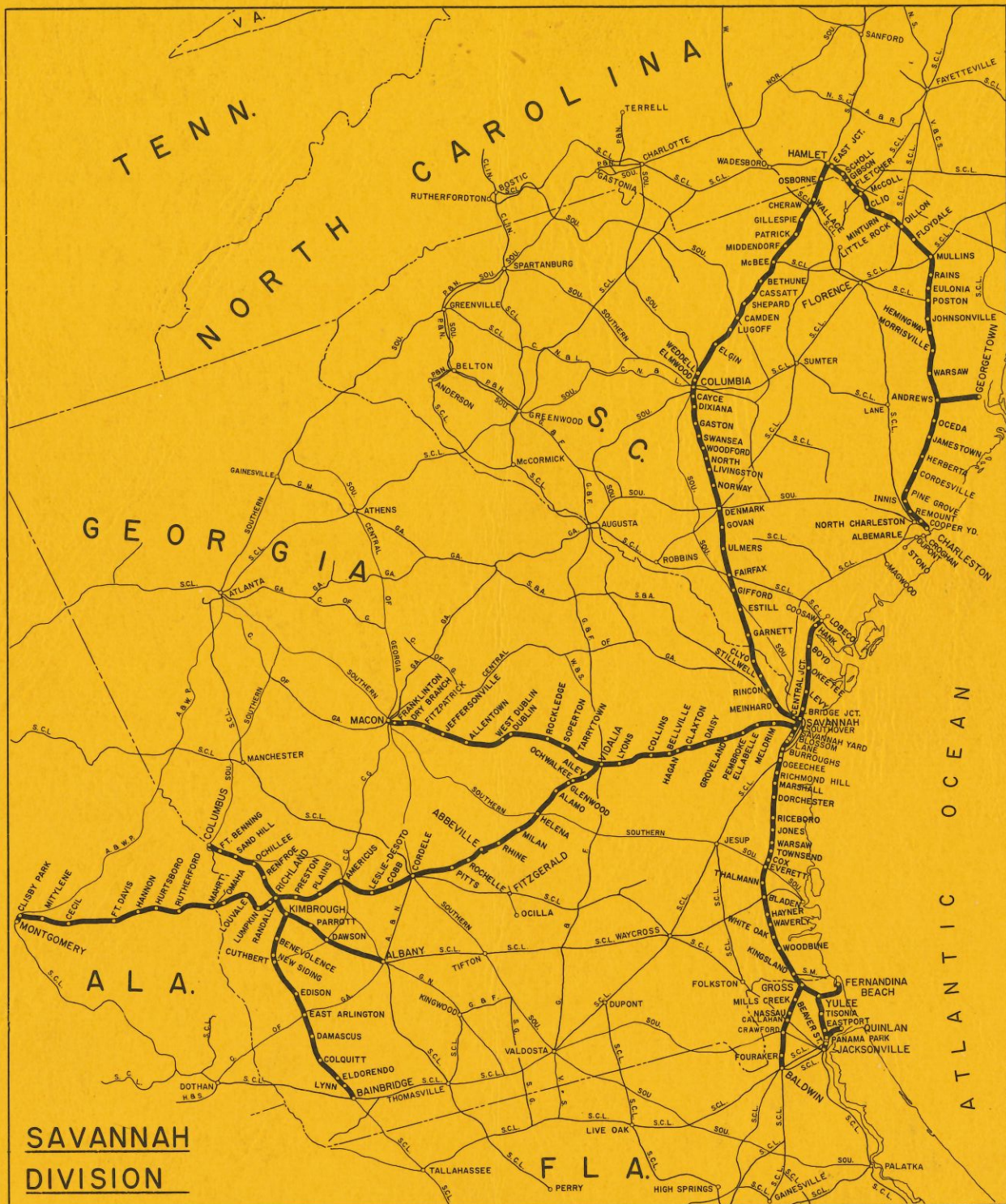
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 O. P. DOWLING, Gen. Supt. Safety.....Jacksonville, Fla.

M. C. JENNETTE, Gen. Supt. Terminals.....Jacksonville, Fla.
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