

Safety



First

**SEABOARD
COAST LINE
RAILROAD**

FLORENCE DIVISION

2

TIME TABLE No. 2

IN EFFECT

Sunday, November 14, 1971

At 8:01 A.M.

SUPERSEDING TIME TABLE NO. 1

DATED MAY 1, 1971

EASTERN STANDARD TIME

**FOR THE GOVERNMENT OF
EMPLOYEES ONLY**

D. C. HASTINGS, Vice President-Operations

L. T. ANDREWS, General Manager-Transportation

J. L. WILLIAMS, Superintendent

THIRD CLASS				SECOND CLASS				FIRST CLASS	Station Numbers	Distance From Florence	TIME TABLE NO. 2 IN EFFECT November 14, 1971 STATIONS	
591	581	585	557	105	127	109	197	85				
Local Freight	Local Freight	Local Freight	Local Freight	Through Freight	Through Freight	Through Freight	Through Freight	Champion				
Daily	Ex. Sat.	Ex. Sat.	Ex. Mon.	Daily	Daily	Daily	Daily	Daily				
P. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	A. M.	A. M.				
	630			930	900	730	235	400	A293		L T	FLORENCE ®
									A296	3.5		SOUTH FLORENCE
									A300	7.2	2 Tracks	JAVA
									A309	16.3		COWARD
	725			957	940	801	310	419	A316	23.2	LAKE CITY ®	
	800			1013	955	817	330	429	A331	37.7	KINGSTREE	
	830		L 130					437	A342	48.4	LANE ®	
	900								A350	56.7	ST. STEPHEN	
	935		210	1110	1030	859	405	459	A365	72.0	MONCK'S CORNER ®	
	1000								A376	83.3	MT. HOLLY	
	1010		235						A384	90.5	HANAHAN	
	1015								A386	93.3	MEAD'S X-SOU	
								s 525	A388	95.0	CHARLESTON	
	1022		253	1137	1110	932	440	527	A389	95.4	T S Y ® X-SOU	
L 845	A1030	L 730	A 255						A390	96.3	BENNETT	
									A392	97.2	B N	
									A394	99.8	SO. DRAYTON HALL	
		830							A399	103.8	JOHNS ISLAND	
		850							A407	111.8	RAVENEL	
933		920		1215	1143	1015	554	550	A419	124.5	JACKSONBORO ®	
		A 945						600	A429	134.0	GREEN POND	
									A433	138.6	WHITE HALL	
1235				1240	1210	1040	636	612	A443	148.2	YEMASSEE ® X-SCL	
1258				1258	1230	1057	705	625	A459	164.6	RIDGELAND	
							725	635	A474	179.4	HARDEEVILLE ®	
									A481	186.4	CHATHAM	
140				150	130	1137	805	658	A490	196.0	CENTRAL JCT. X-CGA	
200				200	150	1150	835	s 715	A491 S500	196.6	T SAVANNAH X-SCL	
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	A. M.	A. M.				
Daily	Ex. Sat.	Ex. Sat.	Ex. Mon.	Daily	Daily	Daily	Daily	Daily				

TIME TABLE NO. 2 IN EFFECT November 14, 1971 STATIONS		Scales, Wyes, Car Capacity	FIRST CLASS		SECOND CLASS			THIRD CLASS			
			176	86	120	112	110	584	580	558	592
			Piggyback Special	Champion	Through Freight	Through Freight	Through Freight	Local Freight	Local Freight	Local Freight	Local Freight
			Ex. Mon.	Daily	Daily	Ex. Mon.	Daily	Ex. Sun.	Ex. Sun.	Ex. Sun.	Daily
			P. M.	A. M.	P. M.	A. M.	P. M.	A. M.	P. M.	P. M.	
2 Tracks	T FLORENCE	A YARD O Y	730	\$1100	1015	810	530		1000		
	3 5										
	SOUTH FLORENCE	3						945			
	3 7										
	JAVA										
	9 1										
	COWARD	Sig. S. 16						925			
	6 9										
	LAKE CITY	Sig. S. 90	637	1022	903	730	425	915			
	14 5										
	KINGSTREE	Sig. S. 85		1012	845		405	758			
	10 7										
	LANE	Sig. S. 72 Y		1004				723	A 840		
	8 3										
	ST. STEPHEN	Sig. S. 45						710	822		
	15 3										
	MONCK'S CORNER	Sig. S. 25	546	940	800	637	325	632	757		
	11 3										
	MT. HOLLY	Sig. S. 20	535			625		618	742		
	7 2										
2 Tracks	HANAHAN										
	2 8										
	MEAD'S	X-SOU									
	1 7										
	CHARLESTON			\$ 925							
	0 4										
	T S Y	@ X-SOU	Y	520	910	720	610	250	602	720	
	0 9										
	BENNETT	200P YARD O Y						A1250	L 600	L 715	A1100
	0 9										
B N							1225				
2 6											
SO. DRAYTON HALL											
4 0											
JOHNS ISLAND	38		510	900		558		1210			
8 0											
RAVENEL	Sig. S. 51 Y							1155		900	
12 7											
JACKSONBORO	Sig. S. 27		452		620	537	150	1130			
9 5											
GREEN POND	Sig. S. YARD Y		443	835		527		L1100		800	
4 6											
WHITE HALL	6										
9 6											
YEMASSEE	@ X-SCL	Sig. S. 148P O YARD Y	430	825	540	512	110			730	
10 4											
RIDGELAND	Sig. S. 82		414	812		455					
14 8											
HARDEVILLE	@	Sig. S. 70	400		457	440	1228			540	
7 0											
CHATHAM											
9 6											
CENTRAL JCT.	X-CGA		338	742	417	411	1147			515	
0 6											
T SAVANNAH	X-SCL L	YARD O Y	330	740	400	400	1130			500	
			P. M.	P. M.	A. M.	P. M.	P. M.	A. M.	A. M.	P. M.	
			Ex. Mon.	Daily	Daily	Ex. Mon.	Daily	Ex. Sun.	Ex. Sun.	Ex. Sun.	

SECOND CLASS							FIRST CLASS		Station Numbers	Distance From Florence	TIME TABLE NO. 2 IN EFFECT November 14, 1971	
559	515	327	537	547	531	125	397	129			L T	STATIONS
Local Freight	Local Freight	Through Freight	Local Freight	Local Freight	Local Freight	Through Freight	Through Freight	Through Freight				
Tue.-Thur. Sat.	Daily	Ex. Tue.	Ex. Sun.	Ex. Sun.	Sun.-Tue. Thur.	Daily	Daily	Daily	A. M.	P. M.		
					700	1201		930	A293		FLORENCE ®	
					715	1206		945	AK296	2.9	REVELL 2.9	
					725	1220		1025	AK304	11.4	TIMMONSVILLE 8.5	
					738	1232		1040 ¹³⁰	AK314	20.7	LYNCHBURG 9.3	
					750	1243		1054	AK323	29.7	MAYESVILLE 9.0	
			L 830	L 300	A 805	A1255		1105	AK332	39.0	SUMMER 9.3	
			842	310				1115	AK339	46.0	PRIVATEER 7.0	
			855	320				1125	AK346	53.0	PINEWOOD 7.0	
			905	330				1133	AK352	58.6	REMINI 5.6	
			920	345				1144	AK357	64.5	LONE STAR 5.0	
			A 930	350				1149	AK361	68.4	CRESTON 3.9	
				359				1156	AK366	73.3	CAMERON 4.0	
				418				1210	AK376	83.0	ORANGEBURG ® 9.7	
				421				1213	AK377	84.6	EDISTONE 1.0	
				435				1227	AK387	94.4	COPE 9.8	
				450				1239	S410	103.3	DENMARK ® X-SOU 8.0 X-SCL	
				501				1249	AK403	110.6	HILDA 7.3	
				510				1258	AK410	117.8	BARNWELL 7.2	
				A 530				109	AK420	126.3	DONORA 8.5	
L 830	L 740	L 545					L 210	130	AK431	137.7	ROBBINS ® 11.4	
840	801 ⁵⁶⁰	555					220	139	AK438	144.5	ELLENTON 6.8	
850	810	605					230	148	AK445	151.6	JACKSON 7.1	
855	815	615					240	153	AK448	155.0	KATHWOOD 3.4	
915 ⁵¹⁶	825	623					248	218	AK454	160.8	BEECH ISLAND 5.8	
930	840	635					300	230	AK459	165.5	AUGUSTA ® 4.7	
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.				
Tue.-Thur. Sat.	Daily	Ex. Tue.	Ex. Sun.	Ex. Sun.	Sun.-Tue. Thur.	Daily	Daily	Daily				

AUGUSTA SUBDIVISION

EASTWARD

TIME TABLE NO. 2 IN EFFECT November 14, 1971 STATIONS		Scaling, Wyes, Car Capacity	FIRST CLASS		SECOND CLASS		THIRD CLASS					
			130	392	126	328	538	548	560	516	536	
			Through Freight	Through Freight	Through Freight	Through Freight	Local Freight	Local Freight	Local Freight	Local Freight	Local Freight	
			Daily	Daily	Daily	Ex. Mon.	Mon.-Wed. Fri.	Ex. Sun.	Mon.-Wed. Fri.	Daily	Ex. Sun.	
			P. M.	P. M.	A. M.	P. M.	A. M.	A. M.	A. M.	A. M.	P. M.	
T	FLORENCE [Ⓢ]	A YARD O Y	1130		340		1145					
	2.0 REVELL	282P 3	1105		330		1130					
	8.6 TIMMONSVILLE	148P 44 Y	1055		320		1110					
	9.3 LYNCHBURG	148P 34	1040 ¹²⁹		308		1040					
	9.0 MAYESVILLE	36	1005		257		1020					
T	9.3 SUMTER	218P O YARD Y	950		L 245		L1000	A1130				A 300
	7.0 PRIVATEER	11	920					1105				240
	7.0 PINWOOD	126P 15	910					1055				230
	5.0 REMINDI	22	900					1045				220
	5.0 LONE STAR	126P 10	837					1030				201
	3.0 CRESTON	24 Y	830					1025				L 155
T	4.9 CAMERON	128P 13	820					1015				
T	9.7 ORANGEBURG [Ⓢ]	128 O	800					1001				
	1.6 EDISTONE	138P	730					955				
	9.8 COPE	20	709					940				
	8.0 DENMARK [Ⓢ] X-SOU X-SCL	128P 56	655					930				
	7.3 HILDA	8	645					905				
T	7.2 BARNWELL	126P 36	635					855				
	8.5 DONORA	126	620					L 800				
T	11.4 ROBBINS [Ⓢ]	124P 33 Y	555	A 750		A 150			A 830	A1005		
	6.8 ELLENTON	108P 20 Y	545	737		137				801 ⁶¹⁵	950	
T	7.1 JACKSON	118P 23	536	728		128			735	937		
	3.4 KATHWOOD	11	528	723		123			725	925		
	5.8 BEECH ISLAND	84P 4	520	715		115			715	915 ⁶⁶³		
T	4.7 AUGUSTA [Ⓢ]	L YARD O Y	500	700		100			700	900		
			P. M.	P. M.	A. M.	P. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.
			Daily	Daily	Daily	Ex. Mon.	Mon.-Wed. Fri.	Ex. Sun.	Mon.-Wed. Fri.	Daily	Ex. Sun.	

Fourth Class	Third Class	Second Class	First Class	Station Numbers	Distance From Augusta	TIME TABLE NO. 2 IN EFFECT November 14, 1971 STATIONS	Stages, Wyes, Car Capacity	First Class	THIRD CLASS		Fourth Class
517	529	363	397					392	518	528	364
Local Freight	Local Freight	Through Freight	Through Freight					Through Freight	Local Freight	Local Freight	Through Freight
Ex. Sat.	Ex. Sun.	Daily	Daily					Daily	Ex. Sun.	Ex. Sun.	Daily
A. M.	P. M.	P. M.	A. M.				P. M.	A. M.	A. M.	A. M.	
		1000	500	AK459		L AUGUSTA ① X-GGA (2) X-GARR	YARD O Y	420	1130		200
		1020	510	AK461	1.5	BROAD STREET -1.5	YARD	350	1055		140
		1031	521	AK468	8.0	MARTINEZ -6.5	115P	341	1046		130
		1039	529	AK472	11.9	EVANS -3.9	24	335	1041		120
		1050	540	AK477	16.7	WOODLAWN -4.8	41P 8	325	1030		110
		1110	600	AK483	23.5	CLARK HILL -6.8	7	315	1020		100
		1125	615	AK488	28.5	MODOC -5.0	112P 10	307	1010		1250
		1130	620	AK492	32.3	PARKSVILLE -3.8	22	301	1005		1240
		1140	630	AK497	37.5	PLUM BRANCH -5.2	22	253	955		1230
		1220 ³⁶⁴	640	AK503	43.0	T McCORMICK -5.5	111P O YARD Y	245	945		1220 ³⁶³
		1230	650	AK509	49.2	TROY -6.2	16	238	920		1153
		1240	659	AK514	54.5	BRADLEY -5.3	106P 10	225	905 ⁵¹⁷		1145
		1253	712	AK524	63.6	SALAK -9.1		203	823		1133
		115	715	SG425	64.5	T MAXWELL -0.9	YARD	200	820		1130
		130	730	SG425	68.5	GREENWOOD -4.0	16P YARD	132	810		1109
		140	740	AK534	74.3	CORONACO -5.8	7	122	800		1100
		155	750 ⁵¹⁸	AK542	82.3	WATERLOO -8.0	108P 18	110	750 ³⁹⁷		1047
	L 310	300	810	AK554	93.5	T IRBY -11.2	150P YARD	1255	725	A1030	1030
A1101	320	315	815	AK555	94.7	LAURENS -1.2	YARD O Y	1250	L 720	1020	1005
	335	330	825	AK562	102.1	ORA -7.4	108P 9	1237		1005	955
	345	340	835	AK567	107.2	T ENOREE -5.1	13	1227		955	947
	350	345	840	AK570	110.1	KILGORE -2.9	106P	1222		945	942
	400	355	848	AK574	114.3	T WOODRUFF -4.2	33	1212		935	935
	410	405	859	AK580	120.0	SWITZER -5.7	12	1202		925	925
	415	410	905	AK583	122.6	MOORE -2.6	12	1157		920	921
	425	420	912 ⁶²⁸	AK587	126.8	T ROEBUCK -4.2	103P 38	1151		912 ³⁹⁷	915
	500	500	945	AK593	132.6	T A SPARTANBURG -5.8	YARD O Y	1130		845	900
A. M.	P. M.	A. M.	A. M.					A. M.	A. M.	A. M.	P. M.
Ex. Sat.	Ex. Sun.	Daily	Daily					Daily	Ex. Sun.	Ex. Sun.	Daily

PORT ROYAL SUBDIVISION

Westward		Station Numbers	Distance From Port Royal	TIME TABLE NO. 2 IN EFFECT November 14, 1971		Scales, Wyes, Car Capacity	Eastward	
Second Class	515			Third Class	516			
Local Freight				Local Freight				
Daily				Daily				
A. M.				P. M.				
A. M.				P. M.				
Daily		Daily						
400	AMJ468		L T	PORT ROYAL	A	YARD	Y	400
410	AMJ464	4.0		BEAUFORT		22		335
420	AMJ462	6.0		BURTON		39		330
435	AMJ455	13.0		SEABROOK		22		315
438	AMJ454	14.0		COOSAW		6		310
445	AMJ450	18.0		SHELDON		26		259
500	A443	24.5	T A	YEMASSEE	X-SCL ®	YARD	O Y	245
A. M.								P. M.
Daily								Daily

WALTERBORO SUBDIVISION

Southward		Station Numbers	Distance From Green Pond	TIME TABLE NO. 2 IN EFFECT November 14, 1971		Scales, Wyes, Car Capacity	Northward	
Second Class	585			Third Class	584			
Local Freight				Local Freight				
Ex. Sat.				Ex. Sun.				
A. M.				P. M.				
A. M.				P. M.				
Ex. Sat.		Ex. Sun.						
1040	A429		L T	GREEN POND	A	YARD	Y	1030
1201	AMF441	11.9	T	WALTERBORO		35	Y	1000
1215	AMF447	17.8		STOKES		7	Y	840
1230	AMF453	23.7		RUFFIN		18		825
120	AMF461	32.0		H. & B. JCT.		125		755
140	AMF462	33.3		LODGE		10		742
200	AMF467	37.7	T A	EHRHARDT	L	25	Y	730
P. M.								A. M.
Ex. Sat.								Ex. Sun.

WESTWARD

ROBBINS SUBDIVISION

EASTWARD

SECOND CLASS				Station Numbers	Distance From Yemassee	TIME TABLE NO. 2 IN EFFECT November 14, 1971		Scales, Wyes, Car Capacity	First Class	Second Class	THIRD CLASS				
515	559	327	397			392	328		560	516					
Local Freight	Local Freight	Through Freight	Through Freight			Through Freight	Through Freight		Local Freight	Local Freight					
Daily	Tue.-Thur. Sat.	Ex. Tue.	Daily			Daily	Ex. Mon.		Mon.-Wed. Fri.	Daily					
A. M.	A. M.	A. M.	A. M.			P. M.	P. M.		A. M.	P. M.					
A. M.		A. M.				P. M.			A. M.		P. M.				
Daily		Tue.-Thur. Sat.		Ex. Tue.		Daily		Ex. Mon.		Mon.-Wed. Fri.					
530	600			A443		L T	YEMASSEE	®	A	YARD	O Y	1050	1215		
540	615			AMH449	6.5		EARLY BRANCH					1040	1203		
550	625			AMH453	10.9		CUMMINGS					1030	1145		
559	640			AMH460	17.5		VARNVILLE					1020	1138		
605	645			AMH462	19.5	T	HAMPTON	®				1015	1132		
610	650			AMH463	20.0		MAULDINS MILL					1010	1130		
630	705			AMH468	25.7		BRUNSON					950	1120		
640	715	L 500	L 130	S436	29.3		FAIRFAX	X-SCL	45P 38	A 900	A 230	940	1110		
650	730	510	140	AMH477	34.7	T	ALLENDALE	X-SOU ®	45P 38	840	220	930	1050		
705	745	520	150	AMH486	43.2		BELDOC		112P 15	810	210	905	1035		
710	750	525	155	AMH489	46.7		MARTIN		12	805	205	855	1025		
720	805	530	200	AMH493	50.2		MILLETT		20	800	200	845	1020		
740	830	545	210	AK431	58.7	T A	ROBBINS	®	L	170P 33	Y	750	150	830	1005
A. M.		A. M.		A. M.		A. M.		P. M.		P. M.		A. M.		A. M.	
Daily		Tue.-Thur. Sat.		Ex. Tue.		Daily		Daily		Ex. Mon.		Mon.-Wed. Fri.		Daily	

ANDERSON SUBDIVISION

Westward		Station Numbers	Distance From McCormick	TIME TABLE NO. 2 IN EFFECT November 14, 1971		Scales, Weyes, Car Capacity	Eastward	
Second Class	Third Class							
521	522							
Local Freight	Local Freight							
Ex. Sun.	Ex. Sun.							
A. M.	A. M.							
400	AK503		L	MCCORMICK ^{7.9} A	YARD O Y		1030	
416	AKH511	7.9		BORDEAUX ^{4.3}	6		1001	
430	AKH515	12.2		WILLINGTON ^{4.1}	11		952	
440	AKH519	16.3		MT. CARMEL ^{8.3}	20		943	
500	SG455	24.6		CALHOUN FALLS ^{10.2}	19		926	
530	AKH538	34.8		LOWNDESVILLE ^{7.8}	13		905	
550	AKH546	42.6	T	IVA ^{5.9} A	16		848	
608	AKH551	48.4		STARR ^{1.6}	20		830	
613	AKH553	50.0		DEANS ^{8.0}	4		825	
640	AKH561	58.0	T A	ANDERSON	L YARD Y		800	
A. M.							A. M.	
Ex. Sun.							Ex. Sun.	

GREENVILLE SUBDIVISION

9

Westward		Station Numbers	Distance From Laurens	TIME TABLE NO. 2 IN EFFECT November 14, 1971		Scales, Weyes, Car Capacity	Eastward	
Second Class	Third Class							
523	524							
Local Freight	Local Freight							
Ex. Sun.	Ex. Sun.							
A. M.	A. M.							
315	AK555		L	LAURENS ^{4.3} A X-CNL	YARD O Y		1030	
	AKJ559	4.3		DOUBLING ^{2.8}	21			
330	AKJ562	7.1		BARKSDALE ^{3.1}	8		1020	
345	AKJ565	10.2		GRAY COURT ^{1.6}	13		1010	
350	AKJ567	11.8		OWINGS ^{6.1}	9		1005	
410	AKJ573	17.9	T	FOUNTAIN INN ^{5.0} A	27		950	
430	AKJ578	22.9	T	SIMPSONVILLE ^{5.3}	11		935	
445	AKJ583	28.2		MAULDIN ^{8.0}	24		920	
530	AKJ591	36.2	T A	GREENVILLE	L YARD		900	
A. M.							A. M.	
Ex. Sun.							Ex. Sun.	

LANE SUBDIVISION

Southward		Station Numbers	Distance From Sumter	TIME TABLE NO. 2 IN EFFECT November 14, 1971		Scales, Weyes, Car Capacity	Northward	
Second Class	Second Class							
557	558							
Local Freight	Local Freight							
Ex. Mon.	Ex. Sun.							
A. M.	P. M.							
1201	AK332		L	SUMTER ^{8.8} A	YARD O Y		1040	
1220	AL373	8.8		BROGDON ^{5.0}	13		1010	
1230	AL368	13.8		ALCOLU ^{4.0}	65		950	
1240	AL365	17.8	T	MANNING ^{9.5}	31		935	
101	AL355	27.3		FORESTON ^{5.2}	17		908	
112	AL350	32.5	T	GREELEYVILLE ^{7.8}	39		855	
130	A342	40.3	T A	LANE ^{3.7} A	L Y		840	
A. M.							P. M.	
Ex. Mon.							Ex. Sun.	

EASTOVER SUBDIVISION

Westward		Station Numbers	Distance From Sumter	TIME TABLE NO. 2 IN EFFECT November 14, 1971		Scales, Weyes, Car Capacity	Eastward	
SECOND CLASS				Second Class	Third Class			
531	125			126	538			
Local Freight	Through Freight			Through Freight	Local Freight			
Sun.-Tue. Thur.	Daily			Daily	Mon.-Wed. Fri.			
A. M.	A. M.			A. M.	A. M.			
805	230 ¹²⁶	AK332		L	SUMTER ^{6.3} A	YARD O Y	230 ¹²⁶	930
815	240	AKA338	6.3		CANE SAVANNAH ^{8.7}	37	220	855
820	245	AKA342	10.0		WEDGEFIELD ^{4.2} X-SOU	61P 10	210	845
826	253	AKA346	14.2		MALTA ^{8.4}	26	158	825
830	258	AKA350	17.6		NORTH WATeree ^{3.1}	YARD Y	150	815
835	305	AKA353	20.7	T	EASTOVER ^{8.6} A	14	145	810
845	315	AKA359	27.2		CONGAREE ^{9.6}	16	135	750
900	330	AKA369	36.8		SIMS ^{3.7}	59P 58	120	730
950	340	AKA372	40.5		ANDREWS ^{2.2} X-SOU	64P	110	715
1000	350	S360	42.7	T A	COLUMBIA ^{2.2} X-SOU	L YARD O Y	100	700
A. M.	A. M.						A. M.	A. M.
Sun.-Tue. Thur.	Daily						Daily	Mon.-Wed. Fri.

DIVISION

PRECEDENCE BY DIRECTION

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

SPEED RESTRICTIONS

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

Series	MPH	Series	MPH
1309-1343, 1406-1415, 1515-1565	77	2100-2124, 2200-2213	70
1275-1277, 1700-1799, 1800-1834, 3200-3209	75	309, 317, 700-1002, 1051-1052, 1100-1199, 1200-1211, 1250-1259	65
1003-1050, 1053-1065, 1300-1308, 1400-1405, 1500-1514, 1566-1599, 1600-1635, 1900-1923, 2000-2044	71		

3—Switch engines in 10-230 series must not be operated in excess of 60 M.P.H. when used in service or tow and must be handled near head end of train.

4—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 (pile drivers on Hartsville Subdivision, see subdivision restrictions).

Scale test cars 25 M.P.H. next ahead of caboose except cars 771815 and 771816 at maximum speed allowed freight trains and next behind locomotive. Scale tests cars except 771815 and 771816 must not be handled in yard or road movement when coupled to car exceeding 45 feet in length.

Any equipment (loads or empties) which requires a speed restriction below authorized time table speeds as set forth herein must be handled on train order authority at such speeds as may be approved by proper authority.

PIGGYBACK, UNRESTRICTED AND RESTRICTED TRAINS

5—Piggyback train is a train handling only piggyback cars (empty piggyback flat cars, trailers or containers on proper designed piggyback flat cars, or multi-level automobile rack cars). Should any other type of freight car be included in the train, it would then become a regular freight train, either unrestricted or restricted type, depending upon the equipment.

Piggyback trains will observe freight train speed in non-signaled territory. In signaled territory, 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 60 M.P.H.

Unrestricted freight train is a train handling regular unrestricted freight cars, both piggyback and box car type equipment or other type freight cars which are permitted to be operated without restrictions.

Restricted freight train is a train handling one or more restricted cars.

Restricted cars include:

Work Equipment Cars — All work equipment cars will be considered restricted cars;

Pulpwood Flat Cars — Loaded with pulpwood;

Flat Cars — Loaded with logs or poles, machines of pivot or swinging type such as cranes, etc.;

Flat Cars — Loaded with oversized shipment(s) or twin or triple loaded cars when in the judgment of local forces such loads should be restricted;

Gondolas — Loaded with stump wood. When loaded with oversized or overhanging shipments when in the opinion of local forces such loads should be restricted;

Covered hopper, "Tank Type" cars, in series:

SAL FORMER NUMBERS	SCL NUMBERS
7050 - 7099	747050 - 747099
7145 - 7179	747145 - 747179

When handled in LOADED movement.

SPACING WRECKERS AND LOCOMOTIVE CRANES

6—For line of road movement, the following wreckers must be preceded and followed by at least one car not exceeding 100,000 pounds gross weight and must be separated from any other wrecker or locomotive crane by at least two cars not exceeding 100,000 pounds gross weight: 765152, 765157, 765160, 765161, 765250, 765251, 765252, 771153, 771154, 771155, 771253, 771254, 771255, 771256, 771257, WofA 5 and GA 1901.

Where practicable, cranes on their own wheels, whether boom is detached or not (Both commercial shipments and SCL-owned cranes), should be handled in line-of-road movement in trains with counterbalance end forward. SCL locomotive cranes: 765445, 765448, 765449, 765458, 765459, 771927, 771929, 771994, 771995, 771996 and 771997 must be preceded and followed by at least one car not exceeding 100,000 pounds gross weight.

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

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

CAR CAPACITY FORMULAS

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

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

RAIL DETECTOR CARS

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

TRAIN BULLETIN BOOKS

9—Florence ("FC" office, crew clerk's office and shop), Bennett, Yemassee, Savannah (passenger station and yard offices), Walterboro, Ehrhardt, Port Royal, McBee, Hartsville, Wadesboro, Sumter (yard office), Columbia, Orangeburg, Augusta (shops and yard office), McCormick, Greenwood (freight station and shops), Irby, Spartanburg (yard offices), Greenville (freight warehouse East McBee Ave., yard office and shops) and Belton.

STANDARD CLOCKS

10—Florence (crew clerk's office, shop, "FC" office), Bennett, Yemassee, Central Junction, Savannah (passenger station, yard offices and shops), Ehrhardt, Sumter, Hartsville, Columbia (yard office and C.N.&L. office), Augusta, Irby, Spartanburg and Greenville (yard office).

EMERGENCY WATER & FUEL STATIONS

11—Walterboro (water only), Wadesboro (water only), McCormick, Spartanburg, Greenville, Bennett, Yemassee (water only), Hartsville, Sumter and Orangeburg (water only).

SPECIAL RULES

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

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

14—Flag stops for passenger trains are for revenue passengers.

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

DEFECT DETECTORS

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

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

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

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

AT ALL DEFECT DETECTORS:

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

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

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

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

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

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

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

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				
		Psg. Trains	Piggy-back Trains	Unrestricted Freight Trains	Restricted Freight Trains	Cars weighing					Engines in series				Wrecker Nos.					
						180,000 to 220,000 Lbs.	220,001 to 240,000 Lbs.	240,001 to 251,000 Lbs.	251,001 to 283,000 Lbs.	263,001 to 270,000 Lbs.	700,800, 900, 1000, 1119-1199, 1200	500, 655-671	675-698, 1300, 1400, 1500, 1600, 1700, 1800, 3200	600-620, 1900, 2000, 2100, 2200	765250, 765251, 771253, 771254, 771255, 771256, 771257		765152, 765157, 765160, 765161, 771153, 771154, 771155	765100, 765120, 765150, 765151	765445, 765448, 765449, 765458, 765459, 771927, 771929, 771994, 771995, 771996, 771997	
Florence to MP 490.2	270,000	79	70	60	50												40	40	40	25
Bridge MP to 345.3 to 347.8		40	40	30	30															
Bridge MP 361.7 to 361.8		50	50	60	50															
Bridge MP 393.6 to 393.7		50	50	60	50															
Bridge MP 400.1 to 400.2		79	70	60	50															
Bridge MP 425.1 to 425.2		79	70	60	50															
Bridge MP 478.2 to 480.1		30	30	30	30															
Savannah Terminal - East Route																				
Central Jct. to MP 495.0	270,000	50	50	50	50												40	40	40	25
MP 495.0 to MP 497.4	270,000	70	70	60	50												40	40	40	25
MP 497.4 to MP 503.1	270,000	79	70	60	50												40	40	40	25
Savannah Terminal - West Route																				
Central Jct. to Burroughs	270,000	79	70	60	50												40	40	40	25
Burroughs to Ogeechee	270,000	79	70	60	50												40	40	40	25
Bridge MP 506.6 to 505.7		79	70	60	50															
Savannah Terminal - Vidalia Subd.	270,000	50		49	49												35	35	35	25
Savannah Terminal - Coosaw Subd.	270,000	60		60	50												35	35	35	25
Bridge MP 510.5 to 510.7		45		45	45															
Florence to Pamplico	263,000			25	25	20	15	15	15	BARRED	15	BARRED	BARRED	BARRED	15	15	15	15	15	15
St. Stephen to Russellville	270,000			15	15															
North Charleston Term. Co. Lead	270,000												BARRED		15	15	15	15	15	15
Ashely River Spur	270,000												BARRED		15	15	15	15	15	15
Johns Island to Croghan	270,000			15	16			10	7	7			BARRED	7	7	BARRED	10	10	10	15
Dupont to Stone	270,000			20	20															
Bridge MP 429.0 to 429.1																				
Ravenel to Drainage	270,000			15	15					10			BARRED	10			10			
Green Pond to MP 447.0	270,000	25		25	25															
Stokes to MP 461.0	270,000	30		30	30												25	25		25
H&B Junction to Ehrhardt	270,000	25		25	25															
Stokes to Canadys	270,000	30		30	30												25	25		25
Florence to Sumter	270,000	59		49	49												35	35	40	25
Sumter to Remini	270,000	69		49	49												35	35	40	25
Remini to Lone Star	261,000	59		49	49				BARRED	BARRED				BARRED	BARRED	BARRED	35	35	40	25
Bridges MP 353.2 to 364.6		20		20	20				BARRED	BARRED				BARRED	BARRED	BARRED	35	35	40	25
Lone Star to Augusta	270,000	59		49	49												10	10	10	25
Bridge MP 456.0 to 456.3		20		20	20				15	10				10	10					
Bridge MP 456.3 to 456.4		15		15	15					10				10	10					
Augusta to Spartanburg	270,000	49		49	49												35	35	35	25
Bridge MP 461.8 to 462.0		20		20	20					15	10			10	10		10	15	20	
Bridge MP 537.0 to 537.2		25		25	25				20	15	10			10	10		10	15	20	
Bridge MP 552.6 to 552.7		25		25	25				20	15	10			10	10		10	15	20	
Bridge MP 581.2 to 581.3		25		25	25				20	15	10			10	10		10	15	20	
Greenwood to Spartanburg	270,000			49	49												30	30	30	25
Uplown Lead - Greenville	251,000			15	15												BARRED	BARRED	Note A	
Belton to Anderson	240,000			25	25				BARRED	BARRED	BARRED			BARRED	BARRED	BARRED	BARRED	BARRED	Note B	20
Bridge MP 4.3 to 4.9				10	10				BARRED	BARRED	BARRED			BARRED	BARRED	BARRED	BARRED	BARRED		
Bridge MP 5.4 to 5.5				10	10				BARRED	BARRED	BARRED			BARRED	BARRED	BARRED	BARRED	BARRED		
Bridge MP 7.9 to 8.0				10	10				BARRED	BARRED	BARRED			BARRED	BARRED	BARRED	BARRED	BARRED		
Florence to Wadesboro	270,000	35		30	30												25	25		25
Floyd to Hartsville	270,000	30		30	30												25	25		25
Darlington to Mont Clare	270,000	25		25	25												20	20		
Sumter to MP 375.0	270,000	35		35	35												25	25	30	25
MP 375.0 to Lane	270,000	25		25	25															
Sumter to Columbia	270,000	59		49	49												35	35	40	25
Bridge MP 348.6 to 348.6		35		35	35															
Sims to Fort Jackson																	10	10	10	10

CLEARANCE CARDS

1—Rule 83-A will not apply at Lane and Green Pond.

WHERE TIME APPLIES

2—Time of all trains applies at signaled sidings at passenger stations; where there are no stations, where traffic is received or discharged.

CONDITIONAL STOPS

3—No. 85 at Yemassee to discharge revenue passengers from Wilson and beyond.

No. 86 at Yemassee to receive revenue passengers for Richmond and beyond.

REGISTER STATIONS

4—Florence (crew clerk's office, shop, "FC" office), Bennett (trains originating and terminating).

SPEED RESTRICTIONS

5—Between Mile Posts	MILES PER HOUR		
	Pass. Trains	Piggy-back Trains	Freight Trains
345.3 and 347.9	40	40	30
361.7 and 361.8	50	50	50
388.1 and 388.4 (West track)	30	30	30
388.1 and 388.4 (East track)	20	20	20
393.6 and 393.7	50	50	50
478.2 and 480.1	30	30	30

Maximum speed between Evans Street and north end "FC" interlocking 15 M. P. H.

Trains and engines will not exceed speed of 15 M.P.H. on wye track between "SY", M. P. 388.4 and Ashley Junction, M. P. CN388.6.

City Ordinance Speed Restrictions:

Charleston, 30 M. P. H. passing station.

Lake City, between Thomas and Dansing Streets, 50 M. P. H., 7:00 A.M. to 9:00 P.M.

Kingstree, street crossings, 50 M. P. H., 8:00 A.M. to 7:00 P.M.

St. Stephen, 60 M. P. H., 7:00 A.M. to 10:00 P.M., between first crossing south of station and second crossing north of station.

RAILROAD CROSSINGS AT GRADE

6—Protected by remotely controlled interlockings: Yemassee, M. P. 443.0, S. C. L.

7—Protected by attended interlockings: Florence, M. P. 292.0, S. C. L. SY, M. P. 388.3, Sou.

8—Protected by electrically locked derails: Meads, M. P. 386.2, Sou. Normally clear S. C. L.

9—Protected by non-electrically locked gates: North Charleston, M.P. 415.1, S.C.L. Normally clear North Charleston Terminal Co.

10—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

11—Protected by attended interlocking: Savannah River, M. P. 478.2 to 480.1.

12—Protected by interlockings: Tall Race Canal, M. P. 361.7. Attended 7:30 A.M. to 12:00 noon and from 12:30 P.M. to 4:00 P.M., daily.

Trains or engines stopped by home signals, governing movements on main track or signaled siding, will contact train dispatcher and when authority to proceed is received must, in addition, get hand signal or authority from the bridge tender or until member of crew ascertains that draw span is in proper position, after which, train may proceed, stopping short of power switches to signaled siding. Member of crew must handle power switches in accordance with governing rules.

Trains and engines stopped by home signals, governing movements on switching lead, will not proceed until proceed signal is given by bridge tender or until member of crew ascertains that draw span is in proper position.

Ashley River, M. P. 393.7. Attended 8:30 A.M. to 4:30 P.M., daily.

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

13—Not protected by interlockings: Stono River, M. P. 429.0, Stono Spur. Attended 10:00 A.M. to 6:00 P.M., Monday through Friday.

Trains and engines must stop within 300 feet of draw span and must not proceed until proceed signal is received from bridge tender.

Outside of assigned hours of bridge tender, bridge will be left in open position.

BLOCK SIGNAL SYSTEMS

14—Traffic Control System is in service between Florence, M. P. 293.6 and Central Jct., M. P. 490.3.

SPRING SWITCHES

15—Following Spring Switch is in signal territory: Central Junction—north end Sou. Rwy. yard lead, 15 M. P. H.

16—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: Florence, north end passenger yard, 15 M. P. H.

SIGNALED SIDINGS

17—Maximum speed, passenger trains 70 M. P. H., piggy-back and freight trains 60 M. P. H., except on signaled siding Yemassee, between M. P. 442.0 and M. P. 445.0, passenger trains 55 M. P. H., piggyback and freight trains 45 M. P. H.

Coward, between M. P. 306.0 and M. P. 310.0.
Lake City, between M. P. 315.6 and M. P. 321.0.
Kingstree, between M. P. 327.6 and M. P. 331.8.
Lane, between M. P. 338.0 and M. P. 345.1.
St. Stephen, between M. P. 348.4 and M. P. 352.9.
Moncks Corner, between M. P. 361.9 and M. P. 366.8.
Mt. Holly, between M. P. 373.1 and M. P. 376.9.
Ravenel, between M. P. 403.5 and M. P. 408.0.
Jacksonboro, between M. P. 415.4 and M. P. 419.8.
Green Pond, between M. P. 428.0 and M. P. 432.0.
Yemassee, between M. P. 440.6 and M. P. 446.6.
Ridgeland, between M. P. 455.6 and M. P. 460.6.
Hardeeville, between M. P. 470.0 and M. P. 477.8.

TWO TRACKS

18—Two tracks extend between Florence, M. P. 292.2 and Java, M. P. 300.0; between Hanahan, M. P. 383.4 and South Drayton Hall, M. P. 394.7; and between Chatham, M. P. 480.8 and Central Jct., M. P. 490.3.

DEFECT DETECTORS

19—Location	Protection Provided	Locations of Indicators and Personnel reading charts
Scranton M. P. 314.4	Single track, both directions. Hot box and dragging equipment.	Indicators west side, M. P. 314.4. Operator "FC", Florence.
Salters M. P. 336.4	Single track, both directions. Hot box and dragging equipment.	Indicators west side, M. P. 336.4. Operator "FC", Florence.
McBeth M. P. 359.5	Single track, both directions. Hot box and dragging equipment.	Indicators west side, M. P. 359.5. Voice instructions.
Sodke M. P. 379.0	Single track, both directions. Hot box and dragging equipment.	Indicators east side, M. P. 379.0. Operator, "SY" tower.
Rantowles M. P. 400.2	Single track, both directions. Hot box and dragging equipment.	Indicators west side, M. P. 400.2. Voice instructions.
Jacksonboro M. P. 421.0	Single track, both directions. Hot box and dragging equipment.	Indicators west side, M. P. 421.0. Operator, Yemassee.
Salkahatchee M. P. 440.4	Single track, both directions. Hot box and dragging equipment.	Indicators west side, M. P. 440.4. Voice instructions.
Okeetee M. P. 462.0	Single track, both directions. Hot box and dragging equipment.	Indicators west side, M. P. 462.0. Operator, Yemassee.
M. P. 473.8	Two tracks (Main and Sig. S), both directions. Dragging equipment.	"D" lights on northward signal 4718 (Sig. S) and signal 4718 W, southward signals 4759E (Sig. S) and signal 4759.
Chatham M. P. 480.3	Single track, both directions. Hot box.	Indicators west side, M. P. 480.3. Operator, Yemassee.
M. P. 484.9	Two tracks, both directions. Dragging equipment.	"D" lights on northward signals 4830 and signal 4830A, southward home signals, Galatia M. P. 487.7.

SPECIAL RULES

20—Trains and engines have equal authority and will operate at yard speed between north end of "FC" interlocking, Florence Passenger Station and T. C. limits M. P. 292.2; and between Coit Street and first signal north of Church Street. Member of crew will call operator "FC" to determine when train may leave yard.

21—Florence, M&A freight lead switch on west main track freight lead, under control of operator "FC" is air-operated dual control, equipped with indicator lights, on both east and west side of switch, which indicates position of switch. When lunar white light on east side of main track freight lead is burning, switch may be operated by hand.

All movements must approach this switch at yard speed prepared to stop; if switch not properly lined.

22—Florence, main track crossover M. P. 292.3, controlled by operator "FC". No protecting home signals but equipped with indicator lights. When lunar white indicator light on nearby key box is burning, switches may be operated by use of switch key without contacting operator. If light is not burning, switches must not be operated without permission of operator.

23—Switch engine movements must be made over Huguenin Street, Goldburgs Spur, Charleston during daylight hours only.

24—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.

25—Crews operating on St. Andrews Spur must use whistle in accordance with the law, but not unnecessarily. When flagging the Folly Beach Highway, crew should use lighted fuseses, leaving them burning on edge of highway after crossing is occupied. Train will flag all crossings within the Charleston City limits, which are all streets, including Edgewater Park Road (Wappoo Station) to Croghan. Trains will be operated on St. Andrews Spur beyond Wappoo Road, during daylight hours only.

26—Trains and engines will operate at yard speed, not exceeding 20 M. P. H., on St. Andrews spur and Stono spur.

27—Trains and engines will operate at yard speed, not exceeding 15 M.P.H., on Ravenel spur.

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

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

Howe, M. P. 297.8 (E).

Lynch, M. P. 308.6.

Cox, M. P. 309.4.

Imperial Tobacco Co., M. P. 316.5.

Cades, M. P. 322.5.

Travenol, M. P. 326.3

Canada Lumber Co., M. P. 328.2.

Independent, M. P. 331.5.

Highland Crate Coop., M. P. 349.0.

Tidewater, M. P. 375.6.

Drayton Hall, M. P. 393.8 (E).

Parkers Ferry, M. P. 416.0.

White Hall, M. P. 433.3.

Kress, M. P. 446.7.

Talco, M. P. 456.7.

O'Leary, M. P. 481.7 (W).

DEFECT DETECTORS

12—Location	Protection Provided	Locations of Indicators and Personnel reading charts
Jackson M. P. 443.6	Single track, both directions. Hot box and dragging equipment.	Indicators north side, M. P. 443.6. Operator, Augusta.

SPECIAL RULES

13—Trains and engines have equal authority and will operate at yard speed between north end of "FC" interlocking, Florence Passenger Station and T. C. limits M. P. 292.2; and between Coit Street and first signal north of Church Street. Member of crew will call operator "FC" to determine when train may leave yard.

14—Florence, main track crossover M. P. 292.3, controlled by operator "FC". No protecting home signals but equipped with indicator lights. When lunar white indicator light on nearby key box is burning, switches may be operated by use of switch key without contacting operator. If light is not burning, switches must not be operated without permission of operator.

15—Sumter, trains and engines have equal authority and will operate at yard speed between Sumter Street and Brooklyn Street.

16—Normal position of switch leading from Lane Subdivision to freight yard near Fulton Street, Sumter, will be to freight yard.

17—Westward trains switching between westward distant signal and westward home signal at Southern Railway crossing, Denmark, must throw immediately either switch between these signals, or use switch key in nearest box. Westward

trains switching between eastward home signal and station, if entire train cannot clear this signal, must cut off east of switch to Southern connection track, and use switch key in box at that point. Before return movement is made, eastward starting point for highway crossing signals must be cleared. Eastward trains switching between westward home signal at S. C. L. Columbia subdivision crossing and eastward home signal at Southern crossing must throw switch at east end of house track, or east end of old siding track, or use switch key in box near these switches.

18—Robbins Subdivision Junction switch, M. P. 431.1, may be left lined to either subdivision, trains and engines must approach this switch prepared to stop and know it is properly set for movement to be made.

Operator, when on duty, will handle junction switch. When train order signal is displaying "stop," eastward trains will stop clear east end siding, and westward trains will stop clear junction switch, unless proceed signal is received from operator. Trains have equal authority and will operate at yard speed between junction switch and east siding switch.

19—Augusta Subdivision trains must obtain permission from dispatcher before occupying Robbins Subdivision main track.

20—Trains and engines have equal authority and will operate at yard speed, between yard limit board, M. P. 455.4 and first switch west of C. of Ga. R.R. crossing, M. P. 459.9, Augusta.

21—Augusta, power-operated switch controlled by operator, equipped with indicators, which indicate position of switch only, located on main track end of crossover east end of Glascock siding, M. P. 457.6, maximum speed over or through power-operated switch 15 M.P.H. When lunar white light on south side of tracks is burning, switch may be operated by hand.

Rules Augusta & Summerville Railroad Company, Augusta, Ga.

All trains will be governed by the rules of the Augusta & Summerville R. R. while on the tracks of that Company, and will pass through the Georgia Railroad Yard under full control, expecting to find switches set against them or tracks occupied by other trains. The applicable Augusta and Summerville R. R. rules are:

1. Principal tracks of this Company are as follows:
 - (a) Reynolds Street, via Sixth Street to Central Junction crossing located near Gwinnett Street.
 - (b) Sixth Street, from Junction near Walton Way to junction with Georgia Railroad track at Seventh Street.
 - (c) Twiggs Street, via Fenwick Street, to Eleventh Street.
 - (d) Sixth Street near Twiggs Street, to junction with Georgia Railroad track near Seventh Street.

2. Crews of all trains of all classes, yard engine movements, and light engines may move over these or other tracks of this Company as required without special permission; but must operate at yard speed which is defined as "a speed that will permit stopping within one-half the range of vision." In case

of accident, the responsibility will rest with the approaching train or engine. Maximum speed, 20 M. P. H.

3. Crews of all trains and engines must move prepared to stop short of any switch not properly lined.

4. In the event any two or more train or engine movements conflict at any point on these tracks, the train or engine that can clear with the least delay must take steps promptly to do so.

5. The General Notice, General Rules and all operating and special rules and special instructions of each tenant line will govern where applicable and not in conflict with the rules and instructions of Augusta and Summerville Railroad Company. Attention is directed to Standard Rule "F." Reports required thereby or otherwise should be made promptly to Georgia Railroad trainmaster, Augusta. This office is authorized to issue special instructions.

Spartanburg Subdivision

CLEARANCE CARDS

1—Trains will obtain clearance card before leaving Maxwell. Trains must not leave Irby without clearance card.

WHERE TIME APPLIES

2—Time of Nos. 392 and 397 at Spartanburg applies at Crescent Avenue, M. P. 591.9.

REGISTER STATIONS

3—Augusta, Spartanburg, Irby (for Greenville Subdivision trains).

YARD LIMITS

4—Augusta, McCormick, Salak-Maxwell-Greenwood, Irby-Laurens-Doubling and Spartanburg.

JUNCTION SWITCHES

5—Laurens, M. P. 554.5 lined for movements on Spartanburg Subdivision.

Laurens, M. P. 554.7, lined for movements on Spartanburg Subdivision.

SPEED RESTRICTIONS

6—Between Mile Posts	All Trains M.P.H.	Between Mile Posts	All Trains M.P.H.
460.5 and 462.1	20	552.8 and 552.7	25
462.1 and 464.0	35	553.0 and 556.0	35
473.0 and 476.1	35	562.4 and 566.4	40
476.1 and 476.8	20	566.4 and 566.8	35
476.8 and 479.0	35	574.2 and 575.5	35
479.0 and 482.5	40	575.5 and 577.9	45
482.5 and 483.9	35	577.9 and 581.2	35
503.0 and 503.1	35	581.2 and 581.3	25
524.4 and 524.5	15	581.3 and 583.4	35
525.8 and 526.8	35	583.4 and 586.1	40
526.8 and 527.8	15	586.1 and 589.0	35
537.0 and 537.2	25	589.0 and 590.0	40
541.8 and 542.0	40	590.0 and 591.7	35

City Ordinance Speed Restrictions:

Augusta, 10 M. P. H. over street crossings not protected by automatic crossing signals; movements over these crossings must be flagged (flag on staff or fusee by day and lighted lantern or fusee by night). 20 M. P. H. over street crossings protected by automatic crossing signals.

Plum Branch, 30 M. P. H. over the three (3) grade crossings between M. P. 497.5 and M. P. 497.7.

McCormick, 15 M. P. H. First, second and third street crossings west of station must be flagged.

Greenwood, 10 M. P. H. from the S. C. L. underpass to Court House Street and 15 M. P. H. over other street crossings. Movements over street crossings between Grace Street and Edgefield Avenue, both inclusive, must be flagged.

Laurens, flag East Main Street crossing; westward movements flag Green Street crossing. Crossings protected by automatic signals need not be flagged.

Woodruff, 20 M. P. H. Flag West Georgia and West Hayne Streets, also North Main Street (industry track). Flag street crossings during switching operations. Unlawful to blow whistle except in emergency or to signal crews. Bell must be rung continuously while in motion. Street crossings must not be blocked more than 5 minutes.

Spartanburg, crossings not protected by automatic signals must be flagged. Maximum speed, 35 M. P. H.

RAILROAD CROSSINGS AT GRADE

7—Protected by automatic interlockings:
Augusta (11th St.), Ga. R. R., 20 M. P. H.*
Spartanburg, M. P. 593.0, S.C.L., 20 M. P. H.*

8—Protected by non-electrically locked gates:
Augusta, M. P. 460.1, CofGa. Normally clear S.C.L.
Augusta (West of 11th St.), Ga. R. R. Normally clear S. C. L.
Greenwood, M. P. 527.0, Sou. Normally clear S. C. L.
Laurens, M. P. 554.6, C. N. & L. Normally clear S. C. L.
*Until engine reaches crossing.

INTERLOCKINGS

9—Protected by remotely controlled interlocking:
Salak, M. P. 523.5.

DEFECT DETECTORS

10—Location	Protection Provided	Locations of Indicators and Personnel reading charts
Clarks Hill M. P. 485.8	Single track, both directions. Hot box and drag- ging equipment.	Indicators south side, M. P. 485.8. Voice instructions.
McCormick M. P. 506.8	Single track, both directions. Hot box and drag- ging equipment.	Indicators south side, M. P. 506.8. Voice instructions.
Woodruff M. P. 572.0	Single track, both directions. Hot box and drag- ging equipment.	Indicators south side, M. P. 572.0. Voice instructions.

SPECIAL RULES

11—Trains and engines have equal authority and will operate at yard speed, between yard limit board, M. P. 455.4 and first switch west of C. of Ga. R.R. crossing, M. P. 459.9, Augusta.

12—Nos. 392 and 397 will operate at yard speed between east siding switch, McCormick, and east ladder track switch, McCormick Yard. Nos. 521 and 522 may use main track between those points without clearing or protecting against Nos. 392 and 397, but must give way promptly to avoid delay.

13—Trains and engines have equal authority and will operate at yard speed not exceeding 15 M.P.H. on main track of Spartanburg Subdivision between switch to Connie Maxwell spur M. P. 525.7 and westward home signal Salak, M. P. 523.5.

14—To avoid conflicting movements, authority will be obtained from Operator at Irby for all train and engine movements except first class trains between Laurens and Irby.

15—Trains and engines have equal authority and will operate at yard speed, between yard limit board, M. P. 590.5 and Crescent Avenue, M. P. 591.9, Spartanburg.

Piedmont Subdivision

CLEARANCE CARDS

1—Trains must obtain clearance card before leaving Maxwell (Greenwood) and Greenville.

REGISTER STATIONS

2—Greenwood, Greenville (yard office) and Spartanburg.

YARD LIMITS

3—Greenwood, Shoals Jct., Honea Path, Belton, Pelzer, Greenville, Greer and Saxon-Spartanburg.

JUNCTION SWITCHES

4—Belton, M. P. 31.2, lined for movements on Piedmont Subdivision.

SPEED RESTRICTIONS

Between 5—Mile Posts	All Trains M.P.H.	Between Mile Posts	All Trains M.P.H.
0.0 and 0.7	15	58.0 and 60.4	40
0.7 and 4.8	45	60.4 and 61.7	35
7.9 and 9.4	40	64.4 and 66.7	35
23.0 and 23.9	40	66.7 and 70.3	45
29.9 and 30.9	40	70.3 and 71.1	25
30.9 and 32.6	35	71.1 and 74.7	40
37.6 and 40.5	35	74.7 and 77.8	35
40.5 and 41.3	20	83.4 and 84.3	40
44.3 and 44.8	30	86.6 and 88.1	25
55.2 and 58.0	25	88.1 and 89.9	15

City Ordinance Speed Restrictions:
Greenwood, movements over Oak, Maxwell, Duncan, Merri-
man and Mill Streets must be preceded by flagman.
Hodges, 15 M.P.H.
Honea Path, 15 M.P.H. over street crossings.
Belton, 25 M.P.H. except 10 M.P.H. over street crossings.

Movements must be stopped or protected by flagman before crossing O'Neal Street.

Piedmont, movements over Highway 20 on Piedmont Mill lead must be protected by flagman.

Greenville, Washington Street, 10 M.P.H.

Movements over McBee Ave., Hudson and Westfield Streets must be preceded by flagman. Movements over all other streets must be stopped or protected by flagman.

Taylor's, movements over Highway on Southern Bleachery lead must be protected by flagman.

Greer, 25 M.P.H. through city limits. Movements must be stopped or protected by flagman before crossing Hill and Trade Streets.

Lyman, movements over Pacific Street and Highway 29 on Pacific Mill tracks must be protected by flagman.

Spartanburg, 10 M.P.H. Movements over Thompson, Brawley and Choice Streets must be preceded by flagman.

RAILROAD CROSSINGS AT GRADE

6—Protected by automatic interlocking:
Spartanburg, M.P. 88.9, S.C.L. 20 M.P.H. until engine reaches crossing.

7—Protected by non-electrically locked gates:
Shoals Jct., M. P. 14.6, Ware Shoals. Normally clear S.C.L.
Honea Path, M. P. 23.3, Sou. Normally clear S.C.L.
Pelzer, M. P. 40.5, Sou. Normally clear S.C.L.
Piedmont, M. P. 45.0, Sou. Normally clear S.C.L.
Greenville, M. P. 56.7, S.C.L. Normally clear Piedmont Subdivision.

Greenville, M. P. 56.8, G&N, gates may be left set against either line.

Greenville, M.P. 57.2, Sou. Normally clear S.C.L.

Greer, M. P. 70.3, Sou. Normally clear S.C.L.

Startex, M. P. 78.7, Sou. Normally clear S.C.L.

8—Protected by "STOP" boards:

Greenwood, M. P. 0.1, S.C.L.

Greenwood, M. P. 0.1, SOU.

Belton Subdivision

CLEARANCE CARDS

1—No. 554 may leave Anderson without clearance card.

REGISTER STATIONS

2—Belton.

YARD LIMITS

3—Belton and Toxaway-Anderson.

SPEED RESTRICTIONS

Between 4—Mile Posts	All Trains M.P.H.
0.0 and 0.4	10
4.8 and 4.9	10
5.4 and 5.5	10
7.8 and 8.0	10

City Ordinance Speed Restrictions:

Belton, 25 M.P.H. except 10 M.P.H. over street crossings. Movements must be stopped or protected by flagman before crossing O'Neal, Breazeale or Main Streets.

Anderson, movements over all street crossings must be preceded by flagman and red light must be used at night.

RAILROAD CROSSINGS AT GRADE

5—Protected by "STOP" boards:

Belton, M. P. 0.4, Sou.

SPECIAL RULES

6—Nos. 553 and 554 will not protect against following extra trains between Belton and Anderson.

Port Royal Subdivision

CLEARANCE CARDS

1—Eastward trains en route to Savannah via Coosaw must, before leaving Yemassee, obtain second clearance card endorsed "Coosaw Subdivision."

Rule 83-A will not apply at Coosaw.

No. 515 may leave Port Royal, without clearance card.

REGISTER STATIONS

2—Port Royal and Yemassee.

YARD LIMITS

3—Yemassee and Beaufort-Port Royal.

JUNCTION SWITCHES

4—Coosaw, M. P. 453.7, lined for movements on Coosaw Subdivision, equipped with electric lock and hand-operated derail at clearance point on Port Royal Subdivision main track.

SPEED RESTRICTIONS

5—Between Mile Posts	All Trains M.P.H.
454.8 and 454.9	6

RAILROAD CROSSINGS AT GRADE

6—Protected by remotely controlled interlocking:
Yemassee, M. P. 443.0, S. C. L., 20 M. P. H., until engine reaches crossing.

DRAWBRIDGES

7—Not protected by interlocking:
Whale Branch, M. P. 454.8. Attended 8:00 A.M. to 12:00 noon and from 1:00 P.M. to 5:00 P.M., Monday through Saturday.

Trains and engines must stop within 300 feet of draw span and 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

8—Traffic Control System is in service between Yemassee, M. P. 445.0 and Coosaw, M. P. 453.7.

SPECIAL RULES

9—Trains and engines will operate at yard speed not exceeding 20 M.P.H. on Lobeco Spur.

10—Nos. 515 and 516 will not protect against following extra trains between Port Royal and Coosaw.

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

Sheldon, west end, M. P. 449.8.

Sheldon, east end, M. P. 450.2.

CLEARANCE CARDS

1—Rule 83-A will not apply at Giant and Creston.

YARD LIMITS

2—Creston and Holly Hill.

JUNCTION SWITCHES

3—Creston, M. P. 362.0, lined for movements on Augusta Subdivision.

SPEED RESTRICTIONS

4—City Ordinance Speed Restrictions:
Elloree, 25 M. P. H.

SPECIAL RULES

5—Trains and engines have equal authority and will operate at yard speed between Holly Hill and Giant.

6—Nos. 537 and 536 will not protect against following extra trains between Creston and Giant.

Robbins Subdivision**CLEARANCE CARDS**

1—Trains having received clearance card before leaving Savannah endorsed "Robbins Subdivision," will leave Fairfax without clearance card.

Rule 83-A will not apply at Robbins.

REGISTER STATIONS

2—Yemassee.

YARD LIMITS

3—Yemassee, Fairfax, Allendale and Robbins.

SPEED RESTRICTIONS

4—City Ordinance Speed Restrictions:

Varnville, 30 M. P. H.

Brunson, 30 M. P. H. from second road crossing east through second crossing west of old Station site.

Fairfax, 25 M. P. H.

Allendale, 6 M.P.H. between the western boundary of Memorial Avenue, and east end of cotton platform; 20 M.P.H. elsewhere.

JUNCTION SWITCHES

5—Robbins, M. P. 501.2, lined for movement on either Robbins or Augusta Subdivision.

RAILROAD CROSSINGS AT GRADE

6—Protected by remotely controlled interlockings:
Yemassee, M. P. 443.0, S. C. L., 20 M. P. H., until engine reaches crossing.

Fairfax, M. P. 471.9, S. C. L.

7—Protected by non-electrically locked gates:
Allendale, M. P. 477.0, Sou. Normally clear S.C.L.

DEFECT DETECTORS

8—Location	Protection Provided	Locations of Indicators and Personnel reading charts
Allendale M. P. 474.5	Single track, both directions. Hot box and dragging equipment.	Indicators south side, M. P. 474.5. Voice instructions.
Millett M. P. 496.5	Single track, both directions. Hot box and dragging equipment.	Indicators south side, M. P. 496.5. Voice instructions.

SPECIAL RULES

9—Augusta Subdivision Junction switch M. P. 501.2, may be left lined to either subdivision, trains and engines must approach this switch prepared to stop and know it is properly set for movement to be made.

Operator, when on duty, will handle junction switch. When train order signal is displaying "Stop," eastward trains will stop clear east end siding and westward trains will stop clear junction switch, unless proceed signal is received from operator. Trains have equal authority and will operate at yard speed between junction switch and east siding switch.

10—Robbins Subdivision trains must obtain permission from dispatcher before occupying Augusta Subdivision main track.

Wadesboro Subdivision**CLEARANCE CARDS**

1—Rule 83-A will not apply at Floyd.

REGISTER STATIONS

2—Wadesboro and Florence ("FC" office for passenger trains, crew clerk's office and shop for freight trains).

YARD LIMITS

3—Florence, Darlington-Nix, Floyd, Cheraw and Wadesboro-Wadesboro Junction.

JUNCTION SWITCHES

4—Floyd, M. P. 308.1, lined for movements on Wadesboro Subdivision.

SPEED RESTRICTIONS

5—City Ordinance Speed Restrictions:

Wadesboro, movements over street crossings north of station must be flagged. 10 M. P. H. through all switches and 6 M. P. H. approaching connection tracks.

Cheraw, switching moves over Front Street crossing, between freight station and Wannamaker Oil Company, must be flagged.

Darlington, movements over Main Street must be flagged.

Florence, 20 M. P. H. over Irby Street.

RAILROAD CROSSINGS AT GRADE

6—Protected by Automatic interlocking:
Cheraw, M. P. 332.4, S. C. L.

7—Protected by non-electrically locked gates:
Darlington (Mont Clare Spur), M. P. 293.3, S.C.L. Normally clear Wadesboro Subdivision.

8—Protected by "Stop" boards:
Florence (shop track lead), M. P. 293.0, S. C. L.

SPRING SWITCHES

9—Following spring switch is identified by "SS" on target. Trains and engines approaching this switch must know that points are set in proper position before passing over same:

Wadesboro, north end wye track, 15 M. P. H.

JOINT TRACKS

10—Wadesboro Yard (which includes all territory within yard limits) will be used jointly by S. C. L. and W. S. S. B. Speed through switches must not exceed 10 M. P. H., and approaching S. C. L. connection tracks, 6 M. P. H.

SPECIAL RULES

11—Trains and engines have equal authority and will operate at yard speed between north end of "FC" interlocking, Florence Passenger Station and T. C. limits M. P. 292.2; and between

Coit Street and first signal north of Church Street. Member of crew will call operator "FC" to determine when train may leave yard.

12—Florence, main track crossover M. P. 292.3, controlled by operator "FC". No protecting home signals but equipped with indicator lights. When lunar white indicator light on nearby key box is burning, switches may be operated by use of switch key without contacting operator. If light is not burning, switches must not be operated without permission of operator.

13—Trains and engines will operate at yard speed, not exceeding 25 M.P.H., and all paved crossings must be flagged on Mont Clare Spur.

Floyd Subdivision

CLEARANCE CARDS

1—Rule 83-A will not apply at Hartsville and Floyd.

REGISTER STATIONS

2—Hartsville.

YARD LIMITS

3—Hartsville and Floyd.

JUNCTION SWITCHES

4—Floyd, M. P. 308.0, lined for movement on Wadesboro Subdivision.

RAILROAD CROSSINGS AT GRADE

5—Protected by "Stop" boards:
Hartsville, M.P. 317.2, S. C. L.
Hartsville, Sonoco lead, S. C. L.
Hartsville, wye, S. C. L.

SPECIAL RULES

6—Crossings in vicinity of Sonoco Products Company, Hartsville, including walkway at clock house, must be protected by flag. Cars must not be left standing nearer than 30 feet and under no circumstances must movements of cars and engines be stopped nearer than 30 feet on either side of Second Street crossing, near main entrance to this plant.

7—City Ordinance of Hartsville prohibits the blowing of engine whistle between the hours of 10:00 P.M. and 6:00 A.M., except to prevent accidents, and at no time should a long blast of the whistle be sounded. At street crossings not protected by automatic lights and bells or gates, a flagman must precede train and engine movement and give stop signals for vehicular traffic with a red light by night or red flag by day, so that crossing can be made safely.

8—No. 540 will not protect against following extra trains between Hartsville and Floyd.

Walterboro Subdivision

CLEARANCE CARDS

1—Rule 83-A will not apply at Green Pond. No. 584 may leave Ehrhardt, Saturdays only, without clearance card.

REGISTER STATIONS

2—Green Pond (No. 584 only) and Ehrhardt.

YARD LIMITS

3—Green Pond, Walterboro, Stokes and H. & B. Junction.

SPEED RESTRICTIONS

4—Between Mile Posts	All Trains M.P.H.
429.0 and 429.4	10
440.8 and 445.3	20
455.2 and 455.4	15

Yard speed not exceeding 30 M.P.H. will be observed 7:01 A.M. to 4:30 P.M. between Stokes and Canadys daily except Saturdays and Sundays. During these hours motor cars may be operated without lineup.

SPECIAL RULES

5—Trains and engines have equal authority between Stokes and Canadys on Canadys spur not exceeding 30 M.P.H.

6—Nos. 584 and 585 will not protect against following extra trains between Green Pond and Ehrhardt.

Anderson Subdivision

CLEARANCE CARDS

1—Rule 83-A will not apply at McCormick and Anderson.

REGISTER STATIONS

2—McCormick.

YARD LIMITS

3—McCormick and Anderson.

SPEED RESTRICTIONS

4—Between Mile Posts	All Trains M.P.H.
537.0 and 538.5	20

City Ordinance Speed Restrictions:
Anderson, movements over street crossings not protected by automatic signals must be flagged.

SPECIAL RULES

5—Nos. 521 and 522 will not protect against following extra trains between McCormick and Anderson.

CLEARANCE CARDS

- 1—Rule 83-A will not apply at Laurens.
No. 523 must secure clearance card at Irby.
No. 524 may leave Greenville without clearance card.

REGISTER STATIONS

- 2—Irby.

YARD LIMITS

- 3—Irby-Laurens-Doubling and Greenville.

JUNCTION SWITCHES

- 4—Laurens, M. P. 554.5, lined for movements on Spartanburg Subdivision.

SPEED RESTRICTIONS

5—Between Mile Posts	All Trains M.P.H.
585.3 and 586.0	20

City Ordinance Speed Restrictions:
Laurens, flag College Place, Chestnut and South Harper Streets.

Fountain Inn, 10 M. P. H. over Fairview Street crossing, and 20 M. P. H. elsewhere. Unlawful to block any street crossing more than five minutes.

Simpsonville, 10 M. P. H. over first road crossing west of station.

Greenville, 4 M. P. H. over East Washington Street.

RAILROAD CROSSINGS AT GRADE

6—Protected by non-electrically locked gates:
Laurens, M. P. 554.6, C. N. & L. Normally clear S. C. L.

SPECIAL RULES

7—Nos. 523 and 524 will not protect against following extra trains between Laurens and Greenville.

Lane Subdivision

CLEARANCE CARDS

- 1—Rule 83-A will not apply at Lane.

REGISTER STATIONS

- 2—Sumter.

YARD LIMITS

- 3—Sumter and Lane.

SPEED RESTRICTIONS

4—City Ordinance Speed Restrictions:

Lane, 20 M. P. H. passing station.

SPECIAL RULES

5—Nos. 557 and 558 will not protect against following extra trains between Lane and Sumter.

Eastover Subdivision

REGISTER STATIONS

- 1—Columbia, conductor will furnish register slip at yard office.

YARD LIMITS

- 2—Sumter, Sims and Columbia-Andrews.

JUNCTION SWITCHES

- 3—Sumter, M. P. 331.9, lined for movements on Augusta Subdivision.

SPEED RESTRICTIONS

Between 4—Mile Posts	MILES PER HOUR	
	Pass. Trains	Freight Trains
347.6 and 347.8	25	25
348.5 and 348.6	35	35

City Ordinance Speed Restrictions:

Columbia, 10 M. P. H. over street crossings within City limits. Movements over Gervais Street where not protected by flashing lights must be flagged at least 10 feet and not more

than 20 feet ahead. Movements over street crossings in industrial area in vicinity of the stadium must be flagged. Movements over Whaley Street crossing must be flagged.

RAILROAD CROSSINGS AT GRADE

5—Protected by Automatic interlocking:

Foxville, M. P. 344.4, Sou.

6—Protected by non-electrically locked gates:

Andrews, M. P. 372.4, Sou.*

Columbia, M. P. 374.1, Sou.*

Sims, M. P. 369.0, 2 gates (Southern Railway connection and Sims Extension). Normally clear Eastover Subdivision.

*Gates may be left set against either intersecting line.

SPECIAL RULES

7—Trains and engines have equal authority and will operate at yard speed between Columbia-Andrews and Sims.

Yard crews operating between the above points will obtain authority from the dispatcher before entering main track at or between these points and must report clear after movement has cleared main track.

8—Columbia, movements over highway U.S. No. 76 and S.C. No. 62, on Sims Extension will be flagged.

Hartsville Subdivision

CLEARANCE CARDS

- 1—No. 520 will leave Hartsville, Saturday only without clearance card.

REGISTER STATIONS

- 2—McBee and Hartsville.

YARD LIMITS

- 3—McBee, Robinson, Hartsville, Bishopville and Sumter.

SPEED RESTRICTIONS

4—Trains and engines will not exceed speed of 10 M.P.H. on McBee Wye, and through all turnouts.

Trains handling pile drivers 20 M.P.H. between M. P. 299.3 and M. P. 312.5 and 15 M.P.H. between M. P. 312.5 and Sumter.

RAILROAD CROSSINGS AT GRADE

- 5—Protected by "Stop" boards:
 Hartsville, M. P. 313.9, S. C. L.
 Hartsville, M. P. 314.0, S. C. L.
 Hartsville, M. P. 314.1, S. C. L., south leg of wye.
 Bishopville, M. P. 330.0, S. C. L.

SPECIAL RULES

6—Crossings in vicinity of Sonoco Products Company, Hartsville, including walkway at clock house, must be protected by flag. Cars must not be left standing nearer than 30 feet and under no circumstances must movements of cars and engines

be stopped nearer than 30 feet on either side of Second Street crossing, near main entrance to this plant.

7—City Ordinance of Hartsville prohibits the blowing of engine whistle between the hours of 10:00 P.M. and 6:00 A.M., except to prevent accidents, and at no time should a long blast of the whistle be sounded. At street crossings not protected by automatic lights and bells or gates, a flagman must precede train and engine movement and give stop signals for vehicular traffic with a red light by night or red flag by day, so that crossing can be made safely.

8—Nos. 519 and 520 will not protect against following extra trains between McBee and Hartsville.

Pamplico Subdivision**YARD LIMITS**

- 1—Florence.

SPECIAL RULES

2—After being authorized by dispatcher, trains and engines have equal authority and will operate at yard speed not exceeding 25 M.P.H. on Pamplico Subdivision between Florence and Pamplico.

SAVANNAH TERMINAL**LIMITS**

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

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

METHOD OF OPERATION

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

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

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

Traffic Control System is in service between the following points:

- On Coosaw Subdivision: Between "SL" Board, M. P. 509.4 and Savannah Yard.
 On Burroughs Subdivision: Between Central Jct. and Burroughs on East Route.
 Between M. P. 499.9 and M. P. 500.2 on West route.
 Between M. P. 502.4 and Burroughs on West route.
 Between Burroughs and Ogeechee on both tracks.

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

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

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

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

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

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

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

CLEARANCE CARDS

3—Trains will obtain clearance cards as follows:

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

Passenger trains at passenger station;

Southward freight trains at Savannah Yard;

Freight trains en route to Charleston Subdivision from either Southover or Savannah Yard at Central Junction;

Freight trains en route to Columbia, Coosaw or Vidalia Subdivision at Savannah Yard.

Columbia Subdivision trains en route to Robbins Subdivision will obtain clearance card endorsed "Robbins Subdivision" at Central Jct. Clearance card will not be required at Fairfax.

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., Charleston Subdivision.

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

8—Protected by remotely controlled interlockings:
 Savannah Yard, M. P. 500.1, S. C. L., West Route, Burroughs Subdivision.

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

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.

SPRING SWITCHES

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

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

DRAWBRIDGES

10—Protected by interlocking:

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

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

TWO TRACKS

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

SPECIAL RULES

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

13—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.

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

15—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.

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

Savannah Steel Company, M. P. 492.6, East Route (W).

Shores Abbatoir, M. P. 492.7, East Route. (W).

Sears, M. P. 493.3, East Route. (W).

Savannah Truckers Exchange, M. P. 507.9, West Route.

SPEED RESTRICTIONS — EAST ROUTE

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

Through turnouts as listed below:

M. P. 491.4, turnout to West Route, 10 M.P.H. (W).

M. P. 491.8, turnout to Coosaw Subdivision, 15 M.P.H. (E).

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

SPEED RESTRICTIONS — WEST ROUTE

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

Through turnouts as listed below:

M. P. 499.9, turnout to West Route, 10 M.P.H. (W).

M. P. 500.1, turnout to Savannah Yard, 10 M. P. H.

SPEED RESTRICTIONS — COOSAW SUBDIVISION

Between Mile Posts	All Trains M.P.H.
509.6 and 510.7	45
510.7 and 512.7	30
512.7 and 513.3	15

Through turnouts as listed below:

M. P. 510.5, turnout to Hutchinson Island, 15 M.P.H.

M. P. 512.5, turnout to wye track, 15 M.P.H.

M. P. 512.6, turnout to yard lead, 15 M.P.H.

M. P. 513.1, turnout to Burroughs Subdivision East Route, 15 M.P.H.

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

TONNAGE RATING

Engine Numbers	Tonnage Shown Per Unit	700-1002, 1119-1201, 1250-1259	675-698	309, 317, 1003-1065, 1202-1239	600-620, 1275-1277, 1300-1343, 1400-1415, 1500-1599, 1600-1635, 1700-1799, 1800-1834, 3200-3209*	203-222, 1100-1117	1900-1923, 2100-2110, 2114-2120	2000-2044	2111-2113, 2200-2210	2121-2124, 2211-2213
Florence to Savannah	2700	2150	2950	3250	1750	4150	4900	4700	5100	
Savannah to Florence	2600	2050	2850	3100	1700	4000	4750	4550	4950	
Florence and Sumter	2500	2000	2750	3000	1650	3850	4550	4350	4750	
Sumter and Robbins	2400	1900	2600	2850	1550	3700	4350	4200	4500	
Robbins to Augusta	3000	2400	3300	3600	1950	4650	5450	5250	5700	
Augusta to Robbins	3700	2950	4050	4450	2400	5700	6750	6450	7000	
Sumter to Columbia	2200	1750	2400	2650	1450	3400	4000	3850	4150	
Columbia to Sumter	1500	1200	1650	1800	1000	2300	2750	2600	2850	
Sumter to Lane	3500	2800	3850	4200	2300	5400	6350	6100	6650	
Lane to Sumter	2600	2050	2850	3100	1700	4000	4750	4550	4950	
Augusta and McCormick	1150	900	1250	1350	750	1750	2100	2000	2150	
McCormick to Maxwell	1700	1350	1850	2050	1100	2600	3100	2950	3200	
Irby and Spartanburg	1250	1000	1350	1500	800	1950	2300	2200	2350	
Irby and Maxwell	1300	1050	1400	1550	850	2000	2350	2250	2450	
Maxwell to McCormick	2000	1600	2200	2400	1300	3100	3650	3500	3800	
Spartanburg to Belton	1800	1450	1900	2150	1150	2800	3300	3150	3400	
Belton to Greenwood	2500	2000	2600	3000	1600	3800	4550	4350	4750	
Greenwood to Spartanburg	1800	1450	1900	2150	1150	2800	3300	3150	3400	
Belton and Anderson	1400	1100	1500	1700	900	2150	2550	2500	2700	
Robbins to Yemassee	2250	1800	2450	2700	1450	3500	4100	3950	4250	
Yemassee and Port Royal	3500	2800	3850	4200	2300	5400	6350	6100	6650	
Yemassee to Robbins	1900	1500	2100	2250	1250	2950	3450	3300	3600	
Laurens to Greenville	1350	1050	1450	1600	900	2100	2450	2350	2550	
Greenville to Laurens	1700	1360	1800	2050	1100	2600	3100	2950	3200	
McCormick and Anderson	1300	1050	1400	1550	850	2000	2350	2250	2450	
Florence and Darlington	3500	2800	3850	4200	2300	5400	6350	6100	6650	
Darlington to Wadesboro Jct.	2000	1600	2200	2400	1300	3100	3650	3500	3800	
Wadesboro Jct. to Darlington	2500	2000	2750	3000	1650	3800	4550	4350	4750	
Floyd to Hartsville	2750	2200	3000	3300	1800	4250	5000	4800	5200	
Hartsville to Floyd	3450	2750	3800	4150	2250	5350	6300	6050	6650	
Creston to Giant	2550	2050	2800	3050	1650	3950	4650	4450	4850	
Giant to Creston	3600	2850	3950	4300	2350	5550	6550	6500	6850	
Green Pond to Walterboro	3100	2450	3400	3700	2000	4800	5650	5400	5900	
Ehrhardt and Walterboro	2600	2050	2850	3100	1700	4000	4750	4550	4950	
Walterboro to Green Pond	3200	2550	3500	3850	2100	4950	5850	5600	6050	
Hartsville to McBee	2100	1700	2300	2400	1200	3250	3800	3700	4000	
McBee to Hartsville	3500	2800	3800	3900	2500	5400	6350	6100	6650	
Hartsville and Sumter	1600	

*MATE Units Nos. 3200-3209 are without diesel engines and operate only coupled with engines Nos. 1803-1812. MATE units cut out and do not supply tractive effort, for train movement at speed in excess of 29.2 M.P.H.

WADESBORO SUBDIVISION

NAME	Mile Post	Station Nos.	Car Capacity	Opening
Tennessee Corporation	298.9	AJ 296	12	North
Wickes Corporation	295.8	AJ 296	10	North
Florence Concrete Products Company	296.0	AJ 296	9	North
Royster Guano (Palmetto)	298.6	AJ 299	7	South
Pyrofax Gas (Palmetto)	398.7	AJ 299	5	South
Mont Clare Spur (8.4 Miles)	302.4	AJ 302	Spur	South
Mont Clare	286.3	IG 286	15	South
Perfection Gear	310.5	AJ 307	23	North
Dovesville	310.5	AJ 310	16	Both
Gandy	313.7	AJ 314	7	South
Cash	327.2	AJ 327	130	Both
Kenneth	336.3	AJ 336	4	South
Laney	337.4	AJ 337	6	North
McFarlan	342.8	AJ 343	16	Both

FLOYD SUBDIVISION

NAME	Mile Post	Station Nos.	Car Capacity	Opening
Auburn	312.4	AJA 312	2	North
New Auburn	313.5	AJA 314	10	South

WALTERBORO SUBDIVISION

NAME	Mile Post	Station Nos.	Car Capacity	Opening
Ritter	433.2	AMF 433	24	Both
Waterboro Veneer	437.6	AMF 438	14	North
Garwood	438.3	AMF 438	5	North
Thompson Lumber Company	438.4	AMF 438	9	North
Kim	443.0	AMF 443	5	North
Kim	443.5	AMF 443	10	South
Colca	443.8	AMF 444	10	Both
W. Va. Wood Yard	443.9	AMF 444	12	North
Ready Mix	444.1	AMF 444	12	North
Canady's Spur (9.0 miles)	447.0	AMF 447	Spur	North
Canady's	456.0	MG 456	Yard	North
Williams	455.3	AMF 455	7	North
Warren & Griffin	456.3	AMF 456	3	North
W. Va. Wood Yard	465.6	AMF 466	26	South

CHARLESTON SUBDIVISION

NAME	Mile Post	Station Nos.	Car Capacity	Opening
Howe (E)	297.9	A 298	7	North
Effingham	302.7	A 303	15	North
W. Lee Flowers	311.7	A 312	20	North
Scranton	312.8	A 313	19	North
West Virginia Spur	314.8	A 315	21	North
Pre-Stress	317.3	A 317	18	South
Singletarys	317.9	A 318	13	South
Dixon	320.5	A 321	30	North
Dixon	326.3	A 326	7	South
Travenol	326.5	A 327	40	South
Baxter	327.9	A 328	13	North
Black River	328.2	A 328	5	North
Canada	329.0	A 329	20	North
Bynum	329.4	A 329	4	South
Sand Pit	329.4	A 329	4	South
Salters	336.1	A 336	21	South
Russellville Spur (3.4 miles)	349.2	A 350	Spur	North
Russellville	352.6	ALR 353	Yard	North
Pinopolis Junction (Loop)	360.5	A 361	150	North
Pinopolis Junction (Hydro)	361.4	A 361	20	South
Pinopolis Junction (Steam)	361.7	A 361	35	South
Sadke	378.6	A 379	15	North
Hanahan (Water Works) (E)	384.3	A 384	74	North
Hanahan (Dye Works) (W)	384.4	A 384	28	South
The Farms (E)	385.5	A 386	3	North
Drayton Hall (E)	393.8	A 394	8	North
St. Andrews Spur (9.0 Miles)	300.0	A 399	Spur	South
Dupont	403.9	—	30	Both
Wappoo	404.3	AM 404	4	South
Morris	406.3	AM 406	4	South
Creghan	408.0	AM 408	50	Both
Stono Spur (5.3 Miles)	403.9	—	Spur	Both
Limetouse	429.5	SH 429	17	Both
Corryville	429.6	SA 32	5	North
Cherokee	429.6	SH 430	7	North
Blich	429.6	SH 430	6	North
Stono	431.0	SH 431	100	Both
Ravenel Spur (3.0 Miles)	406.9	A 407	Spur	North
Drainage	408.7	MB 409	4	North
Jericho	410.8	A 411	Yard	Both
Parkers Ferry	416.1	A 416	20	North
Ashpoa	424.7	A 425	25	Both
Kress	446.7	A 447	10	South
Talco	456.7	A 457	16	Both
Okeete	462.9	A 463	17	South
Oleary (W)	481.7	A 482	5	South

SAVANNAH TERMINAL

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

AUGUSTA SUBDIVISION

NAME	Mile Post	Station Nos.	Car Capacity	Opening
Cartersville	310.1	AK 310	10	Both
Paulson	320.1	AK 320	5	East
Comball Soup Company	336.1	AK 337	130	East
Exide Battery Company	336.9	AK 337	15	East
Privateer	339.0	AK 339	30	Both
Cardova	380.7	AK 381	4	East
Snelling	416.0	AK 416	6	Both
Wellton	417.9	AK 418	100	West
Myers Mill	426.0	AK 426	15	Both

SPARTANBURG SUBDIVISION

NAME	Mile Post	Station Nos.	Car Capacity	Opening
Superior Stone Company (Dan)	465.7	AK 466	Yard	East
McCormick Wood Products	501.2	AK 501	35	West
White's Chipmill	505.2	AK 505	9	West
Harrison Spur	513.0	AK 513	8	West
Verdery	519.1	AK 519	7	Both
Maddens	549.8	AK 550	18	Both
Rulane	551.6	AK 552	4	East
St. Joe	559.3	AK 559	22	East
Kearney	564.4	AK 565	58	Both
Cherokee Products Company	571.5	AK 572	17	West
Jeffrey Manufacturing Company	572.7	AK 573	26	East
Hale Siding	572.7	AK 573	24	Both
Southern Fertilizer Company	587.9	AK 588	11	East

PIEDMONT SUBDIVISION

NAME	Mile Post	Station Nos.	Car Capacity	Opening
Harris	1.0	AKL 1	4	East
Black Siding	29.3	AKL 29	3	East
Gaylord Container Corp.	54.8	AKL 55	15	East
Southern Worsted Corp.	62.8	AKL 63	6	East
Commodity Warehouse No. 3	63.3	AKL 63	20	West
C. H. Patrick & Co.	63.9	AKL 64	5	West
Dodson Fertilizer Mill	72.4	AKL 72	5	West
Duke Power Co. (Duncan)	74.8	AKL 75	36	West
Thomas & Howard	79.9	AKL 80	5	West
East Starlex	80.0	AKL 80	10	West
Wadsworth	85.2	AKL 85	35	Both

PORT ROYAL SUBDIVISION

NAME	Mile Post	Station Nos.	Car Capacity	Opening
Lobeco Spur (2.9 Miles)	453.7	AMJ 554	Spur	West
Lobeco	471	S 471	Yard	West
Grays Hill	457.9	AMJ 458	20	Both
Long & Bellamy	460.0	AMJ 460	5	West
Angle Siding	460.1	AMJ 460	150	West
Roseida	460.7	AMJ 461	20	Both
General Gas Company	467.0	AMJ 467	3	East

CRESTON SUBDIVISION

NAME	Mile Post	Station Nos.	Car Capacity	Opening
Parlers	372.8	AKE 373	20	Both
Santee	375.1	AKE 375	8	South
Vance	379.4	AKE 379	20	Both
Eutaw Nitrogen Company	385.9	AKE 386	4	South
Conner	388.3	AKE 388	4	South

ROBBINS SUBDIVISION

NAME	Mile Post	Station Nos.	Car Capacity	Opening
Harris	474.8	AMH 475	3	East
Farmers Mutual Exchange	475.4	AMH 476	12	East
Thomas & Howard Grocery Company	475.5	AMH 476	12	East
Royster Guano Company	475.7	AMH 476	8	West
Wool Mill	487.8	AMH 488	33	West

ANDERSON SUBDIVISION

NAME	Mile Post	Station Nos.	Car Capacity	Opening
Hester	525.8	AKH 526	8	West
Rocky River Wool Mill	531.6	AKH 532	74	West
Trask	534.1	AKH 534	3	West
Continental Can Wood Yard	543.2	AKH 543	7	West
Piedmont Wood Yard	549.4	AKH 549	12	East
Carolina Tank Corporation	550.0	AKH 550	11	West
Dyplast	554.8	AKH 555	9	East
Owens-Corning Fiberglass	555.5	AKH 556	92	East
Duke Power Company	556.0	AKH 556	19	East

GREENVILLE SUBDIVISION				
NAME	Mile Post	Station Nos.	Car Capacity	Opening
Laurens, S. C. Electric Coop.	556.0	AKJ 556	4	West
Woodside Mills	574.8	AKJ 575	22	West
W.R. Grace & Company	579.0	AKJ 579	20	West
American Monaral Company	580.3	AKJ 580	12	East
Louis Allis Company	580.9	AKJ 581	8	West
Ballard-Rice Prestressed Corporation	581.4	AKJ 581	17	East
Trylon Chemical Corporation	581.6	AKJ 582	9	East
Texize Chemicals, Inc.	581.8	AKJ 582	34	East
C.F. Sauer Company	583.7	AKJ 584	12	East
Bonitz Insulation Company	584.0	AKJ 584	11	West
Bi-Lo Grocery Inc.	584.0	AKJ 584	10	West
F.H. Ross Company	584.2	AKJ 584	16	West
Fiber Industries Inc.	584.7	AKJ 585	193	Both
Hollingsworth	585.2	AKJ 585	21	East
Ashmore Brothers Asphalt Company	587.3	AKJ 587	4	East
LANE SUBDIVISION				
W. Va. Wood Yard	366.5	AL 366	30	North
Harvin	370.1	AL 370	6	North
Britton	376.7	AL 377	11	South
Carpow	380.6	AL 381	15	North

EASTOVER SUBDIVISION				
NAME	Mile Post	Station Nos.	Car Capacity	Opening
Esbrick	336.9	AKA 336	12	West
Southern Connection	344.1	AKA 344	18	East
Acton	350.6	AKA 351	12	West
Lykes	365.7	AKA 366	6	West
HARTSVILLE SUBDIVISION				
Ridgeview Farms	303.2	SJ 303	90	South
Lydia	320.8	SJA 321	31	Both
Jana	322.8	SJA 323	4	North
Alcot	325.8	SJA 326	9	North
Manville	335.3	SJA 335	3	South
Ashwood	337.3	SJA 337	17	South
Brent	345.8	SJA 346	10	North
Brent No. 1	345.8	SJA 346	6	South
PAMPLICO SUBDIVISION				
Florence Iron & Steel Company	338.1	SJ 338	6	South
Socar, Inc.	339.7	SJ 340	8	South

DIVISION OFFICERS

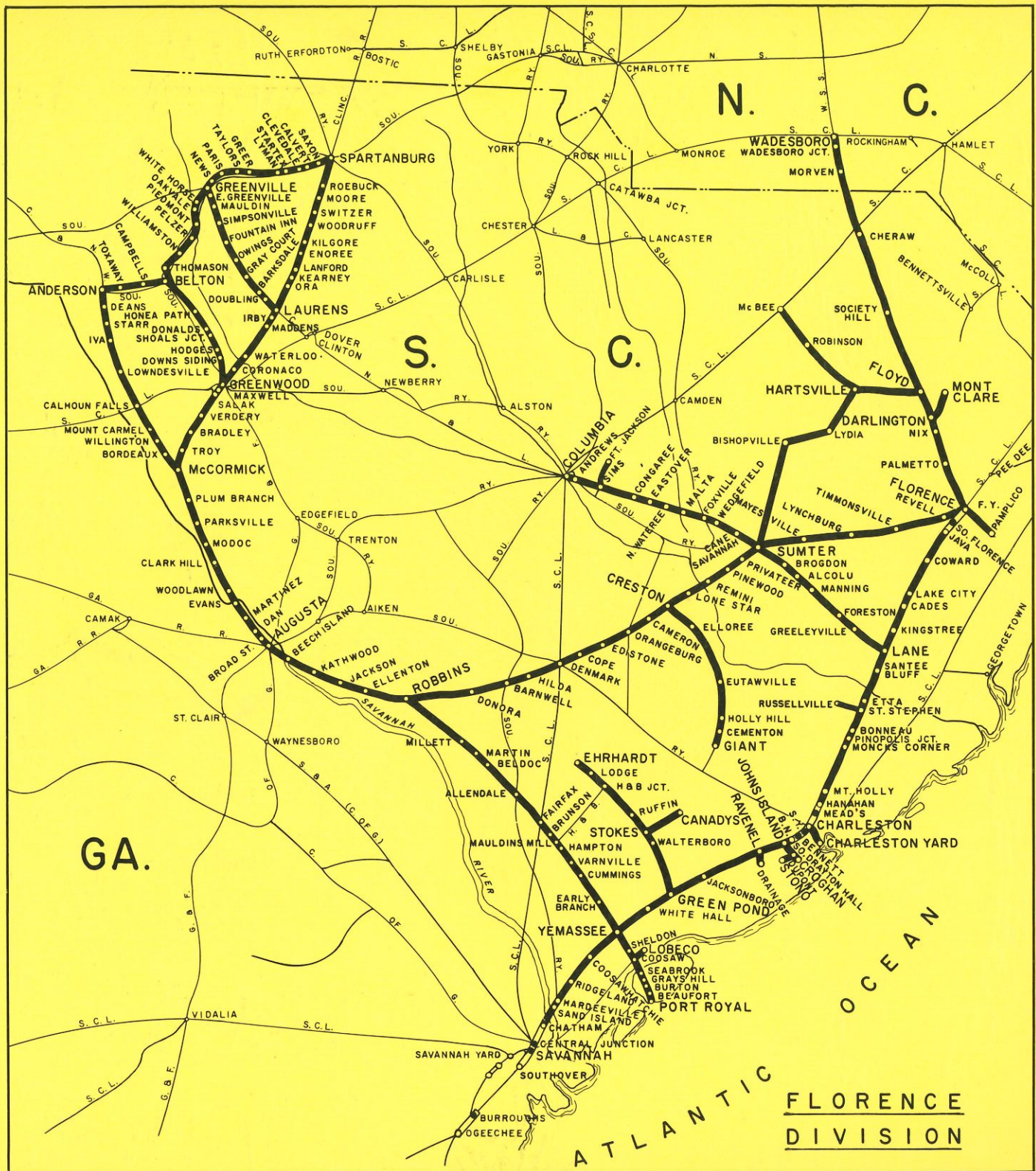
C. A. CHINNIS, Asst. Superintendent.....	Florence, S.C.	J. A. SMOAK, Chief Dispatcher.....	Florence, S.C.
G. H. ALLEN, Trainmaster.....	Florence, S.C.	S. T. WATSON, Division Engineer.....	Florence, S.C.
S. L. COX, JR., Trainmaster.....	Florence, S.C.	C. F. DENISON, Master Mechanic.....	Florence, S.C.
J. F. DRENNAN, Trainmaster.....	Augusta, Ga.	C. E. SWEATT, Supv. Comm. and Signals.....	Florence, S.C.
J. H. EATON, Trainmaster.....	Augusta, Ga.	J. E. REDISH, Captain of Police.....	Florence, S.C.
K. R. CHANDLER, Trainmaster.....	Greenville, S.C.	R. L. RIDGEWAY, Roadmaster.....	Florence, S.C.
H. W. COOKE, Trainmaster.....	Sumter, S.C.	D. G. QUICK, Roadmaster.....	Florence, S.C.
M. A. COX, Terminal Trainmaster.....	Florence, S.C.	O. C. ABBOTT, Roadmaster.....	Charleston, S.C.
M. E. LEDDON, Terminal Trainmaster.....	Charleston, S.C.	J. V. BROWN, Roadmaster.....	Sumter, S.C.
J. S. TYLER, Terminal Trainmaster.....	Augusta, Ga.	M. S. JERNIGAN, Roadmaster.....	Augusta, Ga.
F. J. SUTTON, Road Foreman of Eng's.....	Florence, S.C.	W. B. WATSON, Roadmaster.....	Greenville, S.C.
J. M. DIXON, Road Foreman of Eng's.....	Florence, S.C.	I. HANCOCK, Roadmaster.....	Laurens, S.C.
C. T. BILLITER, Road Foreman of Eng's.....	Augusta, Ga.	E. E. BRADY, Roadmaster.....	Yemassee, S.C.
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