

Safety



First

**SEABOARD
COAST LINE
RAILROAD**

FLORENCE DIVISION

1

TIME TABLE No. 1

IN EFFECT

**Sunday, September 15, 1974
At 12:01 A.M.**

SUPERSEDING TIME TABLE NO. 1

DATED APRIL 30, 1973

EASTERN STANDARD TIME

**FOR THE GOVERNMENT OF
EMPLOYEES ONLY**

J. B. CLARK, Vice President-Operations

C. F. KELLY, General Manager-Transportation

G. M. McNEILL, Superintendent

WADESBORO SUBDIVISION

Southward		Station Numbers	Actual Field M. P. Locations	TIME TABLE NO. 1 IN EFFECT September 15, 1974		Scales, Wyes, Car Capacity	Northward	
SECOND CLASS				SECOND CLASS				
545	539			540	546			
Local Freight	Local Freight			Local Freight	Local Freight			
Daily	Ex. Sun.	Daily	Daily	A. M.	P. M.	A. M.	P. M.	
A. M.	A. M.	STATIONS				A. M.	P. M.	
900		SF278	356.0	L T	WADESBORO	A YARD	415	
1030		AJ354	354.4		1.6 WADESBORO JCT.	YARD O Y	350	
1050		AJ346	346.2		8.2 MORVEN	13	333	
1110		S272	332.4		13.8 CHERAW ® X-SCL	YARD Y	300	
1230		AJ320	319.6		12.8 SOCIETY HILL	52	207	
105	L 800	AJ308	308.1		11.5 FLOYD	20 Y A	620 143	
		AJ303	302.2		5.9 DARLINGTON X-SCL	YARD O Y		
130 ⁴⁴⁵	1100	AJ302	301.8		0.4 NIX	71P	605 130 ⁴⁴⁵	
205	1140	A293	292.7	T A	9.0 FLORENCE ® X-SCL L	YARD O Y	500 100	
P. M.	A. M.	66.6 Miles Wadesboro to Florence				A. M.	P. M.	
Daily	Ex. Sun.					Daily	Daily	

FLOYD SUBDIVISION

Southward		Station Numbers	Actual Field M. P. Locations	TIME TABLE NO. 1 IN EFFECT September 15, 1974		Scales, Wyes, Car Capacity	Northward	
SECOND CLASS				SECOND CLASS				
539	540			540	540			
Local Freight	Local Freight			Local Freight	Local Freight			
Ex. Sun.	Ex. Sun.	Daily	Daily	A. M.	A. M.	A. M.	A. M.	
A. M.	A. M.	STATIONS				A. M.	A. M.	
730	SJ315	314.8	L T	HARTSVILLE	A YARD	645		
800	AJ308	308.2		8.6 (3) X-SCL FLOYD	L 20 Y	620		
A. M.	6.6 Miles Hartsville to Floyd				A. M.			
Ex. Sun.					Daily			

HARTSVILLE SUBDIVISION
1

Southward		Station Numbers	Actual Field M. P. Locations	TIME TABLE NO. 1 IN EFFECT September 15, 1974		Scales, Wyes, Car Capacity	Northward	
SECOND CLASS				SECOND CLASS				
519	520			520	520			
Local Freight	Local Freight			Local Freight	Local Freight			
Ex. Sun.	Ex. Sun.	Daily	Daily	A. M.	P. M.	A. M.	P. M.	
A. M.	A. M.	STATIONS				A. M.	P. M.	
900	S300	299.0	L	McBEE	A 98 Y	330		
930	SJ306	306.0		7.0 ROBINSON	YARD			
A 1000	SJ315	314.0	T	HARTSVILLE (3) X SCL	YARD Y L	300		
	SA330	330.0	T	16.0 BISHOPVILLE X SCL	74			
	AK332	352.2	T A	22.2 SUMTER	L YARD Y			
A. M.	53.2 Miles McBee to Sumter				A. M.	P. M.		
Ex. Sun.					Ex. Sun.			

PAMPLICO SUBDIVISION

Southward		Station Numbers	Actual Field M. P. Locations	TIME TABLE NO. 1 IN EFFECT September 15, 1974		Scales, Wyes, Car Capacity	Northward	
SECOND CLASS				SECOND CLASS				
540	540			540	540			
Local Freight	Local Freight			Local Freight	Local Freight			
Ex. Sun.	Ex. Sun.	Daily	Daily	A. M.	A. M.	A. M.	A. M.	
A. M.	A. M.	STATIONS				A. M.	A. M.	
A293	291.3	L T	FLORENCE	A YARD				
SJ346	345.7		0.3 WILLOW CREEK	13				
SJ354	353.7	A	9.0 PAMPLICO	L 60				
17.3 Miles Florence to Pamplico								

THIRD CLASS				SECOND CLASS			FIRST CLASS					Station Numbers	Actual Field M. P. Locations	TIME TABLE NO. 1	
591	581	585	557	105	109	197	175	85	83	3	89			IN EFFECT	
Local Freight	Local Freight	Local Freight	Local Freight	Through Freight	Through Freight	Through Freight	Piggyback Special	Champion	Meteor	Auto Train	Miamian			September 15, 1974	
Daily	Ex. Sat.	Ex. Sat.	Ex. Mon.	Daily	Daily	Daily	Ex. Mon.	Daily	Daily	Daily	Daily			STATIONS	
P. M.	A. M.	A. M.	A. M.	P. M.	P. M.	A. M.	P. M.	A. M.	A. M.	A. M.	A. M.				
	600			1000	930	300	345	400	250	100	1220	A293	292.7	L 2 Tracks	T FLORENCE ⑤
												A296	296.3		SOUTH FLORENCE
												A300	300.0		JAVA
												A309	309.4		COWARD
	655			1030	1001	405	410	420	310	120	1240	A316	316.1		LAKE CITY ⑤
	730			1045	1017	425	426	430	320	130	1250	A331	331.1		KINGSTREE
	800		L 230				435	438	328	138	1259	A342	341.4		LANE ⑤
	900											A350	349.6		ST. STEPHEN
	935		310	1120	1050	500	500	500	350	200	120	A365	365.0		MONCK'S CORNER ⑤
	1000											A376	376.1		MT. HOLLY
	1010		335									A384	383.3		HANAHAN
	1015											A386	386.3		MEAD'S X-SOU
								s 520	410	220	s 140	A388	387.7		CHARLESTON
	1022		353	1150	1130	535	525	522	412	222	142	A389	388.4	T 2 Tracks	T S Y ⑤ X-SOU
900	A 1030	L 730	A 355									A390	389.3		BENNETT
												A392	392.0		B N
												A394	393.8		SO. DRAYTON HALL
		830										A399	398.7		JOHNS ISLAND
		850										A407	406.7		RAVENEL
945		920		1220	1205	649	553	547	437	247	207	A419	419.2		JACKSONBORO
955		A 945						555	445	255	215	A429	428.7		GREEN POND ⑤
1235				1250	1235	731	615	s 610	457	305	226	A443	443.0		YEMASSÉE ⑤ X-SCL
1258				110	1255	800	630	622	509		238	A459	459.3		RIDGELAND
						820		634	521	333	250	A474	473.9		HARDEEVILLE ⑤
												A481	480.8		CHATHAM
140				150	135	900	705	654	541	353	310	A490	490.4	T 2 Tracks	T CENTRAL JCT. X-GGA
200				300	220	930	745	s 715	s 600	410	s 335	A491 S500	A490.9 S498.0		T SAVANNAH X-SCL
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	A. M.	A. M.	A. M.	A. M.				
Daily	Ex. Sat.	Ex. Sat.	Ex. Mon.	Daily	Daily	Daily	Ex. Mon.	Daily	Daily	Daily	Daily				

195.9 Miles
Florence to Savannah

SCHEDULE OF NO. 89 WILL NOT BE EFFECTIVE UNTIL DECEMBER 14, 1974

CHARLESTON SUBDIVISION

NORTHWARD

TIME TABLE NO. 1 IN EFFECT September 15, 1974		Stations, Wyes, Car Capacity	FIRST CLASS					SECOND CLASS			THIRD CLASS							
			90	176	86	84	4	120	112	110	584	580	558	592				
			Miamian Daily	Piggyback Special Daily	Champion Daily	M' tour Daily	Auto Train Daily	Through Freight Daily	Through Freight Ex. Mon.	Through Freight Daily	Local Freight Ex. Sun.	Local Freight Ex. Sun.	Local Freight Ex. Sun.	Local Freight Daily				
			A. M.	P. M.	P. M.	P. M.	A. M.	A. M.	P. M.	A. M.	A. M.	A. M.	P. M.	P. M.				
2 Tracks	T	FLORENCE	Ⓜ	A	YARD O Y	S 450	730	S 920	\$1005	205	1015	810	530		1000			
		3.6													945			
		SOUTH FLORENCE			3													
		3.7																
		JAVA																
		9.4																
		COWARD			Sig. S. 16											925		
		6.7																
		LAKE CITY		Ⓜ	Sig. S. 90	410	637	834	922	120	903	730	425		915			
		14.5																
	KINGSTREE			Sig. S. 86						845		405		758				
	10.3																	
	LANE		Ⓜ	Sig. S. 72 Y	348		812	900	100					723	1040			
	8.2																	
	ST. STEPHEN			Sig. S. 46											710	1022		
	15.4																	
	MONGES CORNER		Ⓜ	Sig. S. 29	325	546	750	838	1240	800	637	325		632	957			
	11.1																	
	MT. HOLLY			Sig. S. 20											618	942		
	7.2																	
	HANAHAH																	
	3.0																	
	MEAD'S		X-SOU															
	1.4																	
	CHARLESTON				S 305		S 730	818										
	0.7																	
2 Tracks	T	S Y		Ⓜ X-SOU	Y	303	520	727	816	1220	720	610	250		602	920		
		0.9																
		BENNETT			200P YARD O Y									A1110	L 600	L 915	A1100	
		0.0																
		B N												1050				
		1.8																
		SO. DRAYTON HALL																
		4.0																
		JOHNS ISLAND			38	253	510	717	806	1210		558			1035			
		8.0																
	RAVENEL			Sig. S. 61 Y												900		
	12.5																	
	JACKSONBORO			Sig. S. 20			452			620	537	150	1010					
	9.5																	
	GREEN POND		Ⓜ	Sig. S. YARD Y	229	443	655	744	1145		527		L1000			800		
	14.3																	
	YEMASSEE		Ⓜ X-SCL	Sig. S. 148P YARD Y	219	430	S 645	734	1135	540	512	110				730		
	16.3																	
	RIDGELAND			Sig. S. 82			414				455							
	14.6																	
	HARDEVILLE		Ⓜ	Sig. S. 73	157	400	622	712	1112	457	440	1228				540		
	6.9																	
	CHATHAM																	
	9.6																	
	CENTRAL JCT.		X-CGA		137	338	602	652	1052	417	411	1147				515		
	0.5																	
2 Tracks	T	SAVANNAH		X-SCL L	YARD O Y	135	330	600	650	1050	400	400	1130				500	
195.9 Miles Florence to Savannah						A. M.	P. M.	P. M.	P. M.	P. M.	A. M.	P. M.	P. M.	A. M.	A. M.	P. M.	P. M.	
						Daily	Daily	Daily	Daily	Daily	Daily	Ex. Mon.	Daily	Ex. Sun.	Ex. Sun.	Ex. Sun.	Daily	

SCHEDULE OF NO. 90 WILL NOT BE EFFECTIVE UNTIL DECEMBER 16, 1974

WESTWARD

AUGUSTA SUBDIVISION

SECOND CLASS					FIRST CLASS		Station Numbers	Actual Field M. P. Locations	TIME TABLE NO. 1 IN EFFECT September 15, 1974 STATIONS		
327	515	537	547	125	397	129					
Through Freight	Local Freight	Local Freight	Local Freight	Through Freight	Through Freight	Through Freight					
Daily	Daily	Ex. Sun.	Ex. Sun.	Daily	Daily	Daily					
P. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.					
				600		930	A293	292.7	L T	FLORENCE	⊙
				606		945	AK296	295.7		3.0 REVELL	
				620		1025	AK304	304.6		8.9 TIMMONSVILLE	
				632		1040 ¹³⁰	AK314	313.9		9.3 LYNCHBURG	
				643		1054	AK323	322.9		9.0 MAYESVILLE	
		L 830		A 655		1105	AK332	332.0	T	9.1 SUMTER	
		842				1115	AK339	339.0		7.0 PRIVATEER	
		855				1125	AK346	346.0		7.0 PINWOOD	
		905				1133	AK352	351.6		6.6 REMINI	
		920				1144	AK357	357.6		6.0 LONE STAR	
		A 930				1149	AK361	361.4		3.8 CRESTON	
						1156	AK366	366.3		4.0 CAMERON	
			L 800			1210	AK376	376.0	T	9.7 ORANGEBURG	⊙
			804			1213	AK377	377.9		1.0 EDISTONE	
			818			1227	AK387	387.3		9.4 COPE	
			833			1239	S410	396.3		9.0 DENMARK	⊙ X-SOU X-SCL
			844			1249	AK403	403.2		6.0 HILDA	
			855			1258	AK410	410.4	T	7.2 BARNWELL	
			A 915			109	AK420	418.8		8.4 DONORA	
L 945	L 910				L 210	130	AK431	431.2	T	2.4 ROBBINS	⊙
955	931					220	AK438	438.6		7.4 ELLENTON	
1005	940					230	AK445	445.2	T	6.6 JACKSON	
1015	945					240	AK448	448.4		3.2 KATHWOOD	
1023	955					248	AK454	454.3		5.0 BEECH ISLAND	
1045	1010					300	AK459	459.5	T A	5.2 AUGUSTA	⊙
P. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.				166.8 Miles Florence to Augusta	
Daily	Daily	Ex. Sun.	Ex. Sun.	Daily	Daily	Daily					

Fourth Class	Third Class	Second Class	First Class	Station Numbers	Actual Field M. P. Locations	TIME TABLE NO. 1		Scales, Ways, Car Capacity	First Class	THIRD CLASS		Fourth Class
517	529	363	397			IN EFFECT			392	518	528	364
Local Freight	Local Freight	Through Freight	Through Freight			September 15, 1974			Through Freight	Local Freight	Local Freight	Through Freight
Ex. Sat.	Ex. Sun.	Daily	Daily			STATIONS			Daily	Ex. Sun.	Ex. Sun.	Daily
A. M.	P. M.	P. M.	A. M.			P. M.	A. M.	A. M.	A. M.			
630		1000	500	AK459	459.5	L T	AUGUSTA 2.0 Ⓢ X-CGA (2) X-GARR	YARD O Y	420	1130		200
655		1020	510	AK461	461.5		BROAD STREET 8.7	YARD	350	1055		140
705		1031	521	AK468	468.2		MARTINEZ 8.6	115P	341	1046		130
720		1050	540	AK477	476.8		WOODLAWN 8.7	41P 8	325	1030		110
732		1110	600	AK483	483.5		CLARK HILL 4.9 Ⓢ	7	315	1020		100
740		1125	615	AK488	488.4		MODOC 9.3	112P 10	307	1010		1250
755		1140	630	AK497	497.7		PLUM BRANCH 5.2	12	253	955		1230
835		1220 ³⁹⁴	640	AK503	502.9	T	McCORMICK 8.6 Ⓢ	111P O YARD Y	245	945		1220 ³⁹³
850		1230	650	AK509	509.5		TROY 4.3	20	238	920		1153
905 ⁹¹⁹		1240	659	AK514	513.8		BRADLEY 9.5	108P 10	225	905 ⁹¹⁷		1145
A 918		A1253	A 712	SG428	523.3		SALAK	L 203	L 823			L1133
TRAINS WILL OPERATE VIA ABBEVILLE SUBDIVISION BETWEEN SALAK AND PARKE JCT. SEE "OPERATION ON ABBEVILLE SUBDIVISION" IN SPARTANBURG SUBDIVISION SPECIAL INSTRUCTIONS.												
L 918		L1253	L 712	SG428	428.2		SALAK 1.6		A 203	A 823		A1133
935		115	715	SG425	426.6	T	MAXWELL 1.0	180P YARD	200	820		1130
940		120	720	SG425	425.6		GREENWOOD 0.7 Ⓢ	125P YARD Y	135	815		1115
A 945		A 125	A 725	SG422	421.9		PARKE JCT.	L 130	L 810			L1110
TRAINS WILL OPERATE VIA ABBEVILLE SUBDIVISION BETWEEN PARKE JCT. AND SALAK. SEE "OPERATION ON ABBEVILLE SUBDIVISION" IN SPARTANBURG SUBDIVISION SPECIAL INSTRUCTIONS.												
L 945		L 125	L 725	SG422	528.8		PARKE JCT. 4.5		A 130	A 810		A1110
1005		140	740	AK534	534.3		CORONACO 7.6	7	122	800		1100
1020		155	750 ⁹¹⁸	AK542	542.1		WATERLOO 11.7	108P 18	110	750 ³⁹⁷		1047
1040	L 310	300	810	AK554	553.8	T	IBBY 0.9	180P YARD	1255	725	A1030	1030
1101	320	315	815	AK555	554.7		LAURENS 0.9 Ⓢ X-CNL	YARD O Y	1250	L 720	1020	1005
	335	330	825	AK562	561.6		ORA 8.5	108P 9	1237		1005	955
	350	345	840	AK570	570.1		KILGORE 4.3	108P	1222		945	942
	400	355	848	AK574	574.4	T	WOODRUFF 5.5 Ⓢ	33	1212		935	935
	410	405	859	AK580	580.2		SWITZER 6.5	12	1202		925	925
	425	420	912 ⁹²⁸	AK587	586.7		ROEBUCK 8.0	125P 38	1151		912 ³⁹⁷	915
	500	500	945	AK593	592.7	T A	SPARTANBURG X-SCL L	YARD O Y	1130		845	900
A. M.	P. M.	A. M.	A. M.	128.3 Miles					A. M.	A. M.	A. M.	P. M.
Ex. Sat.	Ex. Sun.	Daily	Daily	Augusta to Spartanburg					Daily	Ex. Sun.	Ex. Sun.	Daily

WESTWARD

PIEDMONT SUBDIVISON

EASTWARD

BELTON SUBDIVISION

7

SECOND CLASS			Station Numbers	Actual Field M. P. Locations	TIME TABLE NO. 1 IN EFFECT September 15, 1974	Scales, Wees, Car Capacity	SECOND CLASS			Third Class		
343	577	533					344	578	534	Through Freight	Local Freight	Ex. Sun.
Through Freight	Local Freight	Local Freight					Through Freight	Local Freight	Local Freight			
Daily	Daily	Ex. Sun.					Daily	Daily	Ex. Sun.			
P. M.	P. M.	A. M.	P. M.	P. M.	A. M.							
800	145		SG425	0.0	L	YARD	555	630				
810	155		AKL5	5.1		33P	548	615				
815	202		AKL9	8.8		3	542	609				
825	212		AKL15	14.6		3	535	600				
828	220		AKL18	17.5		28	530	555				
835	235		AKL23	23.1		34P	525	546				
845	305		AKL31	30.9		34P	515	534				
848	315		AKL33	33.2		16	510	530				
855	325		AKL38	38.4		20	500	521				
858	340		AKL41	40.5	T	35P	455	517				
905	400		AKL45	45.2		24	445	507				
910	408		AKL50	50.9		18	440	501				
912	417		AKL52	52.4		48P	435	455				
A 920	445 ⁵⁷⁸	L 245	AKJ591	56.8	T	YARD	L 430	445 ⁵⁷⁷	A 755			
	504	255	AKL59	59.1		10		404	655			
	514	300	AKL62	62.0		24		357	635			
	530	310	AKL66	65.6		28P		348	625			
	545	320	AKL71	70.6	T	32P		339	615			
	605	335	AKL77	76.5	T	23		326	600			
	609	340	AKL79	78.5		40P		322	555			
	615	345	AKL82	82.3		5		314	550			
	620	350	AKL84	83.9		24		311	545			
	625	355	AKL87	87.3		85P		306	535			
	640	420	AK593	88.7	T A	YARD		300	530			
P. M.	P. M.	A. M.	88.7 Miles Greenwood to Spartanburg				P. M.	P. M.	A. M.			
Daily	Daily	Ex. Sun.					Daily	Daily	Ex. Sun.			

Southward	Station Numbers	Actual Field M. P. Locations	TIME TABLE NO. 1 IN EFFECT September 15, 1974			Scales, Wees, Car Capacity	Northward
Second Class			553				554
Local Freight			Through Freight	Local Freight	Ex. Sun.		Local Freight
Ex. Sun.			Daily	Daily	Ex. Sun.		Ex. Sun.
A. M.	P. M.	P. M.	A. M.	A. M.			
445	AKL31	31.2	L	BELTON	A	YARD	345
505	AKM9	8.0		TOXAWAY		Y	310
520	AKH561	11.5	T A	ANDERSON	L	YARD	300
A. M.	11.5 Miles Belton to Anderson					A. M.	
Ex. Sun.						Ex. Sun.	

CRESTON SUBDIVISION

Southward	Station Numbers	Actual Field M. P. Locations	TIME TABLE NO. 1 IN EFFECT September 15, 1974			Scales, Wees, Car Capacity	Northward
Second Class			537				536
Local Freight			Through Freight	Local Freight	Ex. Sun.		Local Freight
Ex. Sun.			Daily	Daily	Ex. Sun.		Ex. Sun.
A. M.	P. M.	P. M.	A. M.	A. M.			
935	AK361	361.6	L	CRESTON	A	Y	155
952	AKE368	368.2		ELLOREE		26	140
1040	AKE384	384.5		EUTAWVILLE		33	1255
1115	AKE391	390.7	T	HOLLY HILL		39	1240
1130	AKE394	393.8		CEMENTON		81	1220
1201	AKE396	396.6	A	GIANT	L	72	1210
P. M.	35.0 Miles Creston to Giant					P. M.	
Ex. Sun.						Ex. Sun.	

PORT ROYAL SUBDIVISION

Westward		Station Numbers	Actual Field M. P. Locations	TIME TABLE NO. 1 IN EFFECT September 15, 1974		Scales, Wyes, Car Capacity	Eastward			
Second Class	521			L T	A		Third Class	522	YARD Y	Second Class
Local Freight							Local Freight			
Ex. Sun.							Ex. Sun.			
A. M.							A. M.			
730	AMJ468	468.1	PORT ROYAL	22	1025					
740	AMJ464	463.8	BEAUFORT	22	955					
750	AMJ462	462.1	BURTON	39	950					
805	AMJ455	455.2	SEABROOK	22	935					
808	AMJ454	453.9	GOOSAW	6	925					
815	AMJ450	450.0	SHELDON	26	915					
830	A443	443.3	YEMASSEE X-SCL ® L	YARD O Y	900					
A. M.		24.8 Miles Port Royal to Yemassee				A. M.				
Ex. Sun.						Ex. Sun.				

WALTERBORO SUBDIVISION

Southward		Station Numbers	Actual Field M. P. Locations	TIME TABLE NO. 1 IN EFFECT September 15, 1974		Scales, Wyes, Car Capacity	Northward			
Second Class	585			L	A		Third Class	584	YARD Y	Second Class
Local Freight							Local Freight			
Ex. Sat.							Ex. Sun.			
A. M.							A. M.			
1040	A429	429.0	GREEN POND	36	1000					
1201	AMF441	440.9	WALTERBORO	7	915					
1215	AMF447	446.6	STOKES	18	840					
1230	AMF453	452.8	RUFFIN	126	825					
120	AMF461	460.8	H. & B. JCT.	10	755					
140	AMF462	462.5	LODGE	25	742					
200	AMF467	466.9	EHRHARDT	Y	730					
P. M.		37.9 Miles Green Pond to Ehrhardt				A. M.				
Ex. Sat.						Ex. Sun.				

WESTWARD

ROBBINS SUBDIVISION

EASTWARD

SECOND CLASS			Station Numbers	Actual Field M. P. Locations	TIME TABLE NO. 1 IN EFFECT September 15, 1974		Scales, Wyes, Car Capacity	First Class	Second Class	Third Class				
327	515	397			L T	A					YARD O Y	P. M.	P. M.	P. M.
Through Freight	Local Freight	Through Freight												
Daily	Daily	Daily												
P. M.	A. M.	A. M.												
	700		A443	443.3	YEMASSEE ® X-SCL				215					
	710		AMH449	449.0	EARLY BRANCH				203					
	720		AMH453	453.4	CUMMINGS				145					
	729		AMH460	459.9	VARNVILLE				138					
	735		AMH462	461.9	HAMPTON ®				132					
	740		AMH463	462.6	MAULDINS MILL	49P 13			130					
	800		AMH468	468.4	BRUNSON	28			120					
L 900	810	L 130	S436	471.9	FAIRFAX X-SCL	45P 36	A 900	A 600	110					
	910		AMH477	477.3	ALLENDALE X-SOU	45P 38	840	545	1250					
	920		AMH486	485.6	BELDOC	112P 16	810	530	1235					
	925		AMH489	489.2	MARTIN	12	805	515	1225					
	930		AMH493	492.7	MILLETT	20	800	505	1220					
	945		AK431	501.2	ROBBINS ® L	170P 33	Y 750	450	1205					
P. M.			58.7 Miles Yemassee to Robbins				P. M.							
Daily							Daily							

ANDERSON SUBDIVISION

Westward		TIME TABLE NO. 1 IN EFFECT September 15, 1974		Eastward	
Station Numbers	Actual Field M. P. Locations	STATIONS		Scales, Wyes, Car Capacity	
AK503	502.9	L T	MCCORMICK [Ⓢ]	A	YARD O Y
			10.3		
AKH519	519.2		MT. CARMEL		20
			8.4		
SG455	527.6		CALHOUN FALLS		19
			10.2		
AKH538	537.8		LOWNDESVILLE		13
			7.7		
AKH546	545.5		IYA [Ⓢ]		16
			6.7		
AKH551	551.2		STARR		20
			1.0		
AKH553	553.1		DEANS		4
			8.3		
AKH561	561.4	T A	ANDERSON	L	YARD Y
58.5 Miles McCormick to Anderson					

GREENVILLE SUBDIVISION

Westward		TIME TABLE NO. 1 IN EFFECT September 15, 1974		Eastward	
Third Class	Station Numbers	Actual Field M. P. Locations	STATIONS		Second Class
523					524
Local Freight					Local Freight
Ex. Sun.					Ex. Sun.
A. M.					A. M.
1130	AK555	554.5	L	LAURENS [Ⓢ] A	YARD O Y
				X-CNL	
				4.4	
1145	AKJ559	558.9		DOUBLING	21
				2.9	
1150	AKJ562	561.8		BARKSDALE	8
				3.3	
1200	AKJ565	565.1		GRAY COURT	13
				1.7	
1205	AKJ567	566.8		OWINGS	9
				5.8	
1220	AKJ573	572.6		FOUNTAIN INN [Ⓢ]	27
				5.2	
1230	AKJ578	577.3		SIMPSONVILLE	11
				5.1	
1245	AKJ583	582.9		MAULDIN	24
				7.8	
115	AKJ591	590.7	T A	GREENVILLE	L
				YARD	
P. M.	36.2 Miles Laurens to Greenville				A. M.
Ex. Sun.					Ex. Sun.

LANE SUBDIVISION

Southward		TIME TABLE NO. 1 IN EFFECT September 15, 1974		Northward	
Second Class	Station Numbers	Actual Field M. P. Locations	STATIONS		Second Class
557					558
Local Freight					Local Freight
Ex. Mon.					Ex. Sun.
A. M.					A. M.
100	AK332	382.2	L T	SUMTER	A
				8.8	YARD O Y
120	AL373	373.4		BROGDON	13
				5.0	
130	AL368	368.4		ALCOLU	66
				3.8	
140	AL365	364.6	T	MANNING	31
				9.1	
200	AL355	355.2		FORESTON	17
				5.3	
212	AL350	349.9		GREELEYVILLE	20
				7.4	
230	A342	342.5	A	LANE [Ⓢ]	L
				YARD Y	
A. M.	39.7 Miles Sumter to Lane				P. M.
Ex. Mon.					Ex. Sun.

EASTOVER SUBDIVISION

Westward		TIME TABLE NO. 1 IN EFFECT September 15, 1974		Eastward	
Second Class	Station Numbers	Actual Field M. P. Locations	STATIONS		Second Class
125					126
Through Freight					Through Freight
Daily					Daily
A. M.					A. M.
730 ¹²⁵	AK332	332.0	T L	SUMTER	A
				6.3	YARD O Y
740	AKA338	338.3		CANE SAVANNAH	37
				3.7	
745	AKA342	342.0		WEDGEFIELD	51P 10
				4.2	X-SOU
753	AKA346	346.3		MALTA	26
				3.0	
758	AKA350	349.3		EASTOVER JCT.	YARD Y SPUR
				3.4	
805	AKA353	352.7		EASTOVER [Ⓢ]	14
				6.5	
815	AKA359	359.2		CONGAREE	16
				9.3	
830	AKA369	368.5		SIMS	58P 58
				3.5	
840	AKA372	372.0		ANDREWS X-SOU	64P
				2.9	
850	S360	374.9	T A	COLUMBIA	YARD O Y
				X-SOU	L
A. M.	42.9 Miles Sumter to Columbia				A. M.
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
250-261, 300-392, 1275-1277, 1809-1843, 1406-1415, 1515-1565, 1700-1799, 1800-1855, 3200-3224	75	500-555, 1003-1050, 1053-1065, 1300-1308, 1400-1405, 1500-1514, 1566-1599, 1600-1656, 1900-1923, 1950-1970, 2000-2059, 2100-2124, 2200-2213	70
700-1002, 1051-1052, 1119-1199, 1200-1211, 1250-1259	65		

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

OPERATION ROAD MATE UNITS

4—Road MATE units in series 3200-3224 when coupled with G. E. U-36-B diesel units series 1803-1812 and 1835-1855 will be operated in freight service only under the following arrangements:

Units 3200-3209 will only operate single ended. They will accept power from only one U-36-B unit, but one U-36-B unit and its MATE will operate in multiple with other units. The combination of one MATE and one U-36-B unit produces high tractive effort for starting but the tractive effort developed by the MATE decreases as speed increases until it ceases to produce tractive effort at speed of 30 MPH.

MATE units 3210-3224 will operate double or single ended. One MATE can be coupled between two U-36-B units and will accept power from both units. This combination of units produces tractive effort up to maximum authorized speeds. Two U-36-B units with a MATE between them will operate in multiple with other units. This series of MATES can also be operated single ended with one U-36-B unit, but when so operated the tractive effort developed by the MATE will decrease as speed increases until it ceases to produce tractive effort at 30 MPH.

PIGGYBACK, UNRESTRICTED AND RESTRICTED TRAINS

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

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

RESTRICTED FREIGHT TRAIN is a train handling blocks of thirty (30) or more cars of COAL, PHOSPHATE, AGGREGATES (including LIMEROCK) which must be handled next behind the engines, whenever practicable; or one or more RESTRICTED CARS.

RESTRICTED CARS include:

WORK EQUIPMENT CARS—All work equipment cars will be considered RESTRICTED CARS;

PULPWOOD FLAT CARS—Loaded with pulpwood;

FLAT CARS—Loaded with logs or poles.

FLAT CARS—Loaded with machines of pivot or swinging type such as cranes, etc., where practicable, when boom is attached, must be handled near head of train with boom trailing.

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

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

In addition trains handling any of the following equipment or cars will be further restricted as follows:

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

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

JORDAN DITCHERS 40 M.P.H. Must be Handled Near Head of Train.

PILE DRIVER—20 M.P.H. Must be Handled Near Head of Train. On Hartsville Subdivision, see Restrictions.

SCALE TEST CARS 25 M.P.H. next ahead of caboose except cars 771815, 771816, 771817, and 771818 at maximum speed allowed freight trains and next behind locomotive. Scale test cars except 771815, 771816, 771817 and 771818 must not be handled in yard or road movement when coupled to car exceeding 45 feet in length.

LOADED COVERED HOPPER, "TANK TYPE" CARS, in series:

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

must not exceed 45 M.P.H.

LOADED AND EMPTY AADX HOPPER CARS, in series: AADX 22008-22123, 23001-23125 and 24180-24962, must be handled in local freight train service or equivalent and must not exceed 35 M.P.H.

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

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

SPACING WRECKERS AND LOCOMOTIVE CRANES

6—For line of road movement, the following wreckers must be preceded and followed by at least one car not exceeding 100,000 pounds gross weight and must be separated from any other wrecker or locomotive crane by at least two cars not exceeding 100,000 pounds gross weight: 765157, 765160, 765250, 765251, 765252, 771153, 771154, 771200, 771201, 771202, 771203, 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: 776445, 765448, 765449, 765458, 765459, 765460, 765463, 771927, 771929, 771994, 771995, 771996 and 771997 must be preceded and followed by at least one car not exceeding 100,000 pounds gross weight.

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

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

CAR CAPACITY FORMULAS

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

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

RAIL DETECTOR CARS

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

TRAIN BULLETIN BOOKS

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

STANDARD CLOCKS

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

SPECIAL RULES

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

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

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

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

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

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

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

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

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

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

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

15—Engines or cars must not be detached and left standing entirely between the opposing home signals governing movement over a railroad crossing at grade nor entirely between 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 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, "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 of 219°F and higher for testing roller bearing temperatures.

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

MOTOR CARS

Item 17—Listed below is maximum speed allowed for the operation of motor cars on straight track. (See current Operating Rules 755 and 756).

SUBDIVISION	MAXIMUM SPEED
Charleston	30 MPH
Augusta	30 MPH
Eastover	30 MPH
Wadesboro	25 MPH
Floyd	25 MPH
Spartanburg	25 MPH
Port Royal	25 MPH
Creston	25 MPH

SUBDIVISION	MAXIMUM SPEED
Robbins	25 MPH
Anderson	25 MPH
Greenville	25 MPH
Lane	25 MPH
Hartsville	25 MPH
Piedmont	25 MPH
Belton	25 MPH

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.

REGISTER STATIONS

3—Bennett (trains originating and terminating).

SPEED RESTRICTIONS

←—Between Mile Posts	MILES PER HOUR		
	Passenger Trains	Piggy-back Trains	Freight Trains
Both Tracks: 293.6 and 293.7	20	20	20
Single Track: 345.3 and 347.9	40	40	40
361.7 and 361.8	50	50	50
East Track: 388.1 and 388.4	20	20	20
*388.4 and 394.7	50	50	50
West Track: 388.1 and 388.4	30	30	30
*388.4 and 393.7	50	50	50
Single Track: 478.2 and 480.1	30	30	30
*There is NO Mile Post 391 and only 612 feet between M. P. 390 and 392.			

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

5—Protected by remotely controlled interlockings:

Yemassee, M. P. 443.0, S. C. L.

6—Protected by attended interlockings:

Florence, M. P. 292.0, S. C. L.

SY, M. P. 388.3, Sou.

7—Protected by electrically locked derails:

Meads, M. P. 386.2, Sou. Normally clear S. C. L.

8—Protected by non-electrically locked gates:

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

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:

Tail Race Canal, M. P. 361.7. Attended 7:30 A.M. to 12:00 Noon and from 12:30 P.M. to 4:30 P.M., daily. Outside of as-

signed hours of bridge tender, bridge is lined for rail movement.

Trains or engines stopped by home signals governing movements on main tracks or signaled siding, will contact dispatcher and when authority to proceed is received must in addition receive proceed signal (green flag by day and green light by night) or authority from bridge tender to proceed, or when bridge tender is not on duty member of crew must ascertain that drawspan and lift rails are in proper position before movement is allowed to proceed. After which train may proceed, stopping short of power switches to signal siding. Member of crew must handle power switches in accordance with governing rules.

Trains or engines stopped by home signals governing movements on switching lead must not proceed until proceed signal (green flag by day and green light by night) is received from bridge tender or member of crew must ascertain that drawspan and lift rails are in proper position before movement is allowed to proceed.

Ashley River, M. P. 393.7. Attended 8:30 A.M. to 4:30 P.M., daily. Outside of assigned hours of bridge tender, bridge is lined for rail movement.

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

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

Savannah River, M. P. 478.2 to M. P. 480.1. Attended around-the-clock. Trains or engines stopped by home signal will not proceed until proceed signal is received from bridge tender, given with green flag by day and green light by night.

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

Trains and engines will approach stop boards located approximately 100 feet from end of approach structures at slow speed, prepared to stop, and will stop before reaching stop board, unless proceed signal is received from bridge tender, given with green flag by day and green light by night.

BLOCK SIGNAL SYSTEMS

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

SPRING SWITCHES

13—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," on, 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

14—Maximum speed, passenger trains 70 M.P.H., piggyback 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

15—Two tracks extend between Florence, M. P. 292.2 and Java, M. P. 300.0; between Hanahan, M. P. 393.4 and South Drayton Hall, M. P. 394.7; and between Chatham, M. P. 480.8 and Central Jct., M. P. 490.3.

DEFECT DETECTORS

16—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.
Goose Creek 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 4718W, 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.

OPERATION ON SOUTHERN RAILWAY'S READS BRANCH

17—A Manual Block System is in effect on Southern Railway's Reads Branch between Meads Crossing and North Rhett Avenue. This manual block will be under the control of the Southern clerk-telegrapher at Southern Seven Mile Yard. The limits of this block will be designated by roadway signs indicating the beginning and end of block. Trains or engines will not enter the limits of this manual block without authority from the clerk-telegrapher at Seven

Mile Yard obtained by engineman or conductor orally, who will fill out Southern Form 603 completely. When the block is clear the conductor or engineman must notify clerk-telegrapher the time the block is clear and will write on bottom of Form 603 "Block Clear A.M./P.M." Form 603 will be made out in duplicate with copy being placed in boxes provided for that purpose at either Cosgrove Yard Office, Seven Mile Yard Office, or "SY" Tower. The original will be mailed to the Terminal Trainmaster to be filed. Supply of Southern Form 603 will be maintained at Bennett Yard Office and "SY" Tower.

The following will apply to operations on Reads Branch:

Proceed prepared to stop short of another train, obstruction or switch not properly lined and look out for broken rail but at a speed not exceeding 10 M.P.H.

Maximum authorized weight:

Loaded Cars	4-wheel trucks	286,000 lbs.
Loaded Cars	6-wheel trucks	315,000 lbs.
Diesel Units	4-4 type	268,000 lbs.

SD-45 units and other type 6-6 units are barred.

All other SCL operating rules and special instructions not in consistent with the above remain in effect.

SPECIAL RULES

18—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.

19—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.

20—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.

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

22—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.

23—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.

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

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

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

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

Howe, M. P. 297.8 (E).
Cox, M. P. 309.4.
FCX Inc., M. P. 314.8.
Imperial Tobacco Co., M. P. 316.5.
Cades, M. P. 322.5.
Travenol, M. P. 326.3.
Colonial Rubber Works, M. P. 328.7.
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.
Brunswick Pulp and Paper Co., M. P. 455.9.
Talco, M. P. 456.7.
O'Leary, M. P. 481.7 (W).

Augusta Subdivision

CLEARANCE CARDS

1—Trains must obtain clearance card before leaving Sumter. Rule 83-A will not apply at Robbins, Creston and Donora. Trains enroute Columbia Subdivision from Augusta must obtain second clearance card endorsed "Columbia Subdivision," before leaving Augusta.

WHERE TIME APPLIES

2—The time of Eastward trains applies at East Wye switch, at Creston.
The time of Westward trains applies at West Wye switch, at Creston.

REGISTER STATIONS

3—Florence, (crew clerk's office and shop), Sumter (for trains originating and terminating) and Augusta.
No. 536 at Sumter will furnish register slip, leaving it at yard office.

YARD LIMITS

4—Florence, Sumter, Creston, Orangeburg-Edistone, Robbins and Augusta.

JUNCTION SWITCHES

5—Sumter, M. P. 331.8, lined for movements on Augusta Subdivision.
Creston, M. P. 361.7, lined for movements on Augusta Subdivision.
Robbins, M. P. 431.1, lined for movements on either Augusta or Robbins Subdivision (See note under Special Instructions).

SPEED RESTRICTIONS

6—Between Mile Posts	All Trains M.P.H.
295.0 and 295.6	30
331.5 and 332.1	20
352.2 and 354.6	20
360.8 and 361.2	45
430.3 and 431.0	30
456.0 and 456.3	20
456.3 and 456.4	15

Note—Maximum authorized speed is 30 M.P.H., through turnout of junction switch at Robbins, M. P. 431.1.

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

City Ordinance Speed Restrictions:

Timmonsville, 40 M.P.H. Movements over State Highway 76 must be flagged.

Sumter, simultaneous movements on main track and siding over Liberty Street crossing (U. S. Highway 76) are prohibited; except when movement can completely cover crossing before movement on adjacent track has cleared crossing. Switching movements over both lanes, State Highway 76, via Addlestone Spur, must be flagged.

Pinewood, 40 M.P.H.

Orangeburg, 15 M.P.H. between Rowe and Broughton Streets. Rowe Street crossing must be flagged between 7:00 A.M. and 6:00 P.M., until engine covers crossing. Westward trains must

not foul Broughton Street while standing at passenger station. Switch movements over street and highway crossings must be flagged.

Denmark, 25 M.P.H.

RAILROAD CROSSINGS AT GRADE

7—Protected by automatic interlockings:

Denmark, M. P. 395.8, Sou. 20 M.P.H.*
Denmark, M. P. 396.3, S. C. L. 20 M.P.H. (westward)*
30 M.P.H. (eastward)*

*Until engine reaches crossing.

INTERLOCKINGS

8—Interlocking remotely controlled by operator at Augusta protects main track switch to Kimberly-Clark Spur at M. P. 455.4 with home signals located 100 feet west and 500 feet east, respectively, on main track, dwarf signal located 500 feet east on Kimberly-Clark Spur, power operated derail and gate with dwarf signal located 2600 feet east on Kimberly-Clark Spur and operative approach signal, governing westward trains on main track located at M. P. 454.3.

Movements ready to leave Kimberly-Clark yard will contact operator; if unable to contact operator, movement will stop not more than 100 feet east of dwarf signal, approaching dwarf signal at all times at restricted speed and be governed by indication.

When eastward home signal located 100 feet west of M. P. 455.4 displays aspect per Rule 505B, "Red over Green," main track switch is lined to Kimberly-Clark Spur, gate is open, derail lined and track clear to dwarf signal 2600 feet east of M. P. 455.4.

Maximum speed on Kimberly-Clark Spur, between main track switch and first switch to Kimberly-Clark yard is 25 M.P.H.

DRAWBRIDGES

9—Protected by interlocking:

Savannah River, M. P. 456.3. Attended 7:30 A.M. to 12:00 Noon and from 12:30 P.M. to 4:00 P.M., Monday through Friday. Outside of assigned hours of bridge tender, bridge is lined for rail movement.

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

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

BLOCK SIGNAL SYSTEMS

10—Single Track Automatic Block Signal System in service on main track between remotely controlled interlocking M. P. 455.4 and Savannah River Drawbridge Interlocking M. P. 456.3.

SPRING SWITCHES

11—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:

Florence, north end passenger yard, 15 M.P.H.
Revell, west end siding.
Sumter, east end siding.

JOINT TRACKS

12—Tracks between Donora and Dunbarton will be used jointly by S. C. L. and E. I. duPont de Nemours and Company. Trains and engines must move at yard speed, not exceeding 10 M.P.H., for entire length of lead track to classification yard. Cars must be pulled (not pushed) in each direction. The old main line to classification yard must not be used for meeting or passing.

DEFECT DETECTORS

13—Location	Protection Provided	Locations of Indicators and Personnel reading charts
Creston M. P. 359.0	Single track, both directions. Hot box and dragging equipment.	Indicators north side, M. P. 359.0. Voice instructions.
Hilda M. P. 401.8	Single track, both directions. Hot box and dragging equipment.	Indicators north side, M. P. 401.8. Voice instructions.
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

14—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.

15—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.

16—Sumter, trains and engines have equal authority and will operate at yard speed between Guignard Road, west end Sumter yard and Brooklyn Street.

17—Normal position of switch leading from Lane Subdivision

to freight yard near Fulton Street, Sumter, will be to freight yard.

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

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

19—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.

20—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.

21—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.

22—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.

Spartanburg Subdivision

CLEARANCE CARDS

1—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, Parke Jct., 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 461.2	15	537.0 and 537.2	25
461.2 and 462.1	20	537.2 and 542.0	40
462.1 and 464.0	35	553.0 and 556.0	35
466.4 and 466.8	45	562.4 and 566.4	40
471.3 and 473.0	45	566.4 and 566.8	35
473.0 and 476.1	35	574.2 and 575.5	35
476.1 and 476.8	20	575.5 and 577.9	45
476.8 and 479.0	35	577.9 and 581.2	35
479.0 and 482.5	40	581.2 and 581.3	25
482.5 and 483.9	35	581.3 and 583.4	35
483.9 and 486.1	45	583.4 and 586.1	40
503.0 and 503.1	35	586.1 and 589.0	35
517.1 and 517.4	45	589.0 and 590.0	40
529.8 and 530.7	30	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.

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 interlocking:

Augusta (11th St.), M. P. 461.2, connection track to Georgia Railroad, 20 M.P.H. until engine covers switch. Normal position of switch is lined to S.C.L.

8—Protected by non-electrically locked gates:

Augusta, M. P. 460.1, CofG. Normally clear S.C.L.

Augusta (West of 11th St.), Ga. R. R. Normally clear S. C. L.

Laurens, M. P. 554.6, C. N. & L. Normally clear S. C. L.

DEFECT DETECTORS

9—Location	Protection Provided	Locations of Indicators and Personnel reading charts
Clarks Hill M. P. 485.8	Single track, both directions. Hot box and dragging equipment.	Indicators south side, M. P. 485.8. Voice instructions.
McCormick M. P. 506.8	Single track, both directions. Hot box and dragging equipment.	Indicators south side, M. P. 506.8. Voice instructions.
Maddens M. P. 549.0	Single track, both directions. Hot box and dragging equipment.	Indicators south side, M. P. 549.0. Voice instructions.
Woodruff M. P. 572.0	Single track, both directions. Hot box and dragging equipment.	Indicators south side, M. P. 572.0. Voice instructions.

SPECIAL RULES

10—Unless otherwise instructed, cars will be positioned in train leaving terminals and when picked up on line of road so that tonnage behind piggyback or auto rack cars, either loaded or empty, does not exceed 5,000 gross tons. Cars 75 feet or longer must not be handled coupled to cars less than 40 feet in length except to caboose car when caboose is rear car of train.

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—Augusta, trains and engines have equal authority and will operate at yard speed not exceeding 20 M.P.H. on A&S Railroad tracks between CofGa., crossing, M. P. 459.9 and 8th Street.

13—Augusta, trains and engines have equal authority and will operate at yard speed, on tracks of Georgia Railroad, between 8th and 11th Streets.

14—McCormick, movements on west leg of wye or Union Camp wood yard must flag street crossing over both tracks.

15—Old main line between switch at M. P. 530.6 and end of line M. P. 528.2 will be designated as "Gatlin Lead" and will hold 260 cars. Cars must not be left on this lead unless authorized by dispatcher at Florence.

16—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.

17—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.

OPERATION BETWEEN SALAK AND PARKE JCT. ON ABBEVILLE SUBDIVISION OF ATLANTA DIVISION

Traffic Control System is in service between Salak, M. P. 428.2 and Parke Jct., M. P. 422.2 on Abbeville Subdivision under control of dispatcher at Howells Yard. Spartanburg Subdivision trains will retain their identity proceeding on signal indication and clearance card will not be required to enter the Abbeville Subdivision.

All trains must obtain clearance card before leaving Maxwell. Maximum authorized speed is 60 M.P.H. for unrestricted trains and 50 M.P.H. for restricted trains except as specified below:

M. P. 422.2 and 423.9	— 55 M.P.H.
M. P. 423.9 and 424.7	— 45 M.P.H.
M. P. 424.7 and 425.6	— 35 M.P.H.
M. P. 425.6 and 426.5	— 50 M.P.H.
M. P. 426.5 and 427.1	— 40 M.P.H.
M. P. 427.1 and 428.2	— 50 M.P.H.

Trains and engines will not exceed 15 M.P.H. over switch to yard lead, located in front of yard office on Maxwell siding.

Trains handling wreckers which are listed on chart pages 12 and 13 of this time table will not exceed 40 M.P.H.

Trains handling locomotive cranes which are listed on chart pages 12 and 13 of this time table will not exceed 25 M.P.H.

City Ordinance speed restrictions:

6 M.P.H. over Maxwell Avenue, 15 M.P.H. over Alliance and Sullivan Streets, 25 M.P.H. over Pressley and East Cambridge Streets and 10 M.P.H. over Oak Street.

Division Special Instructions which are listed on pages 10, 11 and 12 of this time table apply while operating on Abbeville Subdivision.

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-White Horse-Oakville, Greer and Saxon-Spartanburg.

JUNCTION SWITCHES

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

SPEED RESTRICTIONS

5—Between 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 7.9	45	60.4 and 66.7	35
7.9 and 9.4	40	66.7 and 70.3	45
23.0 and 23.9	40	70.3 and 71.1	25
29.9 and 30.9	40	71.1 and 74.7	40
30.9 and 32.9	35	74.7 and 77.8	35
37.6 and 40.5	35	83.4 and 86.6	40
40.5 and 41.3	20	86.6 and 88.1	25
41.3 and 44.8	30	88.1 and 88.9	15
55.2 and 58.0	25		

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.
 Taylors, 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, Braw-
 ley and Choice Streets must be preceded by flagman.

RAILROAD CROSSINGS AT GRADE

6—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.
 7—Protected by "STOP" boards:
 Greenwood, M. P. 0.1, S.C.L.
 Greenwood, M. P. 0.1, SOU.

SPECIAL RULES

8—Loaded or empty bi-levels and tri-levels exceeding 17'-9"
 above top of rail must not be moved under Southern Railway
 overpass near Williamston, M. P. 38.3.
 9—Greenwood, trains and engines en route to or from Max-
 well Yard on Abbeville Subdivision will be governed by the
 following:
 (A) Authority and route to be used must be obtain from
 operator at Maxwell Yard.
 (B) 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 west-
 ward home signal Salak, M. P. 523.5.
 (C) City ordinances; movements over Maxwell Avenue
 must be preceded by a flagman with "Stop" signals.
 15 M.P.H. over Sullivan and Alliance Streets, 6
 M.P.H. over Maxwell Avenue, 10 M.P.H. over Oak
 Street, 25 M.P.H. over Pressley and East Cambridge
 Streets.

10—Trailers in TOFC service, loaded or empty bi-level and
 tri-level auto racks must not be moved between Laurens and
 Greenville, on Greenville Subdivision.

11—All movements through Main Street Overpass, M. P.
 591.2, Greenville Subdivision, will be made with member of crew
 on ground using radio or hand signals.

Equipment exceeding AAR Plate "B" clearance will not clear
 through this structure and equipment is marked Plate "C" or
 greater.

Belton Subdivision

CLEARANCE CARDS

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

REGISTER STATIONS

2—Belton and Anderson.

YARD LIMITS

3—Belton and Toxaway-Anderson.

SPEED RESTRICTIONS

4—Between 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 pre-
 ceded 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 movement on either sub-
 division. Trains and engines must approach this switch prepared
 to stop and know it is properly set for movement to be made.

RAILROAD CROSSINGS AT GRADE

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

DRAWBRIDGES

6—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. Outside of assigned hours of bridge tender, bridge is lined for rail movement.

Trains and engines will approach stop boards located approximately 100 feet from end of approach structures at slow speed, prepared to stop, and will stop before reaching stop board, unless proceed signal is received from bridge tender, given with green flag by day and green light by night.

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

SPECIAL RULES

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

8—Nos. 521 and 522 will not protect against following extra trains between Port Royal and Coosaw.

OPERATION BETWEEN YEMASSEE AND COOSAW

An Absolute Block System designated as the Coosaw Block is in effect on the main track of the Port Royal Subdivision between Yemassee, M. P. 445.0 and Coosaw, M. P. 453.7, of Port Royal Subdivision and M. P. 473.0, Coosaw Subdivision, which is clearance point of junction switch. This Absolute Block will be under the control of the Operator located at Yemassee under direction of the dispatcher.

The limits of this block will be designated by roadway signs indicating the beginning and end of block.

Trains or engines will not enter the limits of this absolute block without authority from the operator obtained by the engineman or conductor orally or by message.

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

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

The junction switch at Coosaw, M. P. 453.7, Port Royal Subdivision and M. P. 473.0, Coosaw Subdivision, may be left in reverse position and all trains and engines must approach this switch prepared to stop and know it is properly set for movement to be made before passing over switch.

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

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

Creston Subdivision**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.

7—Operation on Harleyville Spur, Southern Railway, between Giant and Gifford Hall will be as follows:

Trains and engines will operate at yard speed not exceeding 10 M.P.H., except 5 M.P.H. on curve just north of Highway I-26, approximately 1000 feet in length. Air brake system must be in operation.

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: Brunson, 30 M.P.H. from second road crossing east through second crossing west of old Station site. Fairfax, 35 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 Augusta Subdivision siding switch and westward train 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 end Augusta Subdivision siding switch.

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.

Florence, M. P. 293.0. Normally clear Wadesboro Subdivision.

SPRING SWITCHES

8—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

9—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

10—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.

11—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.

12—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.

13—Wadesboro Junction, movements either backing up or shoving must not be made with more than twenty-five (25) cars, around north leg of wye toward spring switch or uptown lead.

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 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) 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—No. 584 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—Anderson.

YARD LIMITS

- 3—McCormick, Anderson and Calhoun Falls.

SPEED RESTRICTIONS

4—Between Mile Posts	All Trains M.P.H.
537.0 and 539.3	20

City Ordinance Speed Restrictions:

Anderson, movements over street crossings not protected by automatic signals must be flagged.

Greenville Subdivision

CLEARANCE CARDS

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

YARD LIMITS

- 2—Irby-Laurens-Doubling and Greenville.

JUNCTION SWITCHES

- 3—Laurens, M. P. 554.5, lined from movements on Spartanburg Subdivision.

SPEED RESTRICTIONS

- 4—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. Mauldin, 25 M.P.H.
Greenville, 25 M.P.H.

RAILROAD CROSSINGS AT GRADE

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

SPECIAL RULES

- 6—Trailers in TOPC service, loaded or empty bi-level and tri-level auto racks must not be moved between Laurens and Greenville.
7—All movements through Main Street Overpass, M. P. 591.2, will be made with member of crew on ground using radio or hand signals.
Equipment exceeding AAR Plate "B" clearance will not clear through this structure and equipment is marked "Plate "C" or greater.

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.

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

4—Between Mile Posts	All Trains M.P.H.
348.5 and 348.6	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.
Columbia, M. P. 374.1, Sou.

6—Protected by non-electrically locked gates:
Andrews, M. P. 372.4, 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—SCL trains and engines will be governed by SCL rules and special instructions while operating on Southern Railway main track from SCL railroad crossing near Southern M. P. R108.4 to new "Columbia-Cayce" connection track switch near Southern M. P. R109.4 and on connection track to SCL M. P. 361.8 on Columbia Subdivision.

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

8—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.

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

Hartsville Subdivision

CLEARANCE CARDS

1—Rule 83-A will not apply at McBee.
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 will not exceed 25 M.P.H. on Pamplico Subdivision between Florence and Pamplico.

3—Pamplico, all movements over Fourth Avenue must be flagged.

LIMITS

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

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

METHOD OF OPERATION

2—Within the terminal limits these instructions and in addition all operating rules not inconsistent therewith, will apply. Movements on the Vidalia Subdivision within the terminal will be governed by Rule 93.

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

Traffic Control System is in service between the following points:

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

On Burroughs Subdivision: Between Central Jct. and Burroughs on East Route.

Between M. P. 499.9 and M. P. 500.2 on West Route.

Between M. P. 502.4 and Burroughs on West Route.

Between Burroughs and Ogeechee on both tracks.

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

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

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

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

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

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

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

CLEARANCE CARDS

3—Trains will obtain clearance cards as follows:

Passenger trains at passenger station.

Freight trains at Savannah Yard.

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

Northward trains en route to Charleston Subdivision must

obtain Florence Division clearance card before leaving Savannah.

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

WHERE TIME APPLIES

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

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

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

YARD LIMITS

5—Savannah, on Vidalia Subdivision.

RAILROAD CROSSINGS AT GRADE

6—Protected by remotely controlled interlockings:

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

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

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

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

Alabama Junction, M. P. 513.2, S. C. L. Savannah River Lead.

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

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

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

7—Protected by Special Interlockings:

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

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

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

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:

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

TWO TRACKS

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

SPECIAL RULES

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

11—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.

12—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 must be flagged.

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

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

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

SPEED RESTRICTIONS—EAST ROUTE

15—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 Savannah River Lead, 15 M.P.H. (E).
- M. P. 491.8, turnout to Savannah Yard, 15 M.P.H. (W).

SPEED RESTRICTIONS—WEST ROUTE

16—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—SAVANNAH RIVER LEAD

17—Between Mile Posts	All Trains M. P.H.
512.3 and 513.3	15

Through turnouts as listed below:

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

Savannah River Lead, trains and engines will operate at yard speed not exceeding 20 M.P.H. between M. P. 512.3 and M. P. 510.7 (end of line), on authority of yardmaster at Savannah Yard.

TONNAGE RATING

Engine Numbers	700- 1002, 1119- 1201, 1250- 1259	250- 261, 300- 392, 1003- 1065, 1202- 1239	500- 555, 1275- 1277, 1300- 1343, 1400- 1415, 1500- 1599, 1600- 1656, 1700- 1799, 1800- 1855, 1950- 1970, 3200- 3224	203- 222	1900- 1923, 2100- 2110, 2114- 2120	2000- 2059	2111- 2113, 2200- 2210	2121- 2124, 2211- 2213
Florence to Savannah.....	2700	2950	3250	1750	4150	4900	4700	5100
Savannah to Florence.....	2600	2850	3100	1700	4000	4750	4550	4950
Florence and Sumter.....	2500	2750	3000	1650	3850	4550	4350	4750
Sumter and Robbins.....	2400	2600	2850	1550	3700	4350	4200	4500
Robbins to Augusta.....	3000	3300	3600	1950	4650	5450	5250	5700
Augusta to Robbins.....	3700	4050	4450	2400	5700	6750	6450	7000
Sumter to Columbia.....	2200	2400	2650	1450	3400	4000	3850	4150
Columbia to Sumter.....	1500	1650	1800	1000	2300	2750	2600	2850
Sumter to Lane.....	3500	3850	4200	2300	5400	6350	6100	6650
Lane to Sumter.....	2600	2850	3100	1700	4000	4750	4550	4950
Augusta and McCormick.....	1150	1250	1350	750	1750	2100	2000	2150
McCormick to Maxwell.....	1700	1850	2050	1100	2600	3100	2950	3200
Irby and Spartanburg.....	1250	1350	1500	800	1950	2300	2200	2350
Irby and Maxwell.....	1300	1400	1550	850	2000	2350	2250	2450
Maxwell to McCormick.....	2000	2200	2400	1300	3100	3650	3500	3800
Spartanburg to Belton.....	1800	1900	2150	1150	2800	3300	3150	3400
Belton to Greenwood.....	2500	2600	3000	1600	3800	4550	4350	4750
Greenwood to Spartanburg.....	1800	1900	2150	1150	2800	3300	3150	3400
Belton and Anderson.....	1400	1500	1700	900	2150	2550	2500	2700
Robbins to Yemassee.....	2250	2450	2700	1450	3500	4100	3950	4250
Yemassee and Port Royal.....	3500	3850	4200	2300	5400	6350	6100	6650
Yemassee to Robbins.....	1900	2100	2250	1250	2950	3450	3300	3600
Laurens to Greenville.....	1350	1450	1600	900	2100	2450	2350	2550
Greenville to Laurens.....	1700	1800	2050	1100	2600	3100	2950	3200
McCormick and Anderson.....	1300	1400	1550	850	2000	2350	2250	2450
Florence and Darlington.....	3500	3850	4200	2300	5400	6350	6100	6650
Darlington to Wadesboro Jct.....	2000	2200	2400	1300	3100	3650	3500	3800
Wadesboro Jct. to Darlington.....	2500	2750	3000	1650	3800	4550	4350	4750
Floyd to Hartsville.....	2750	3000	3300	1800	4250	5000	4800	5200
Hartsville to Floyd.....	3450	3800	4150	2250	5350	6300	6050	6550
Creston to Giant.....	2550	2800	3050	1650	3950	4650	4450	4850
Giant to Creston.....	3600	3950	4300	2350	5550	6550	6500	6850
Green Pond to Walterboro.....	3100	3400	3700	2000	4800	5650	5400	5900
Ehrhardt and Walterboro.....	2600	2850	3100	1700	4000	4750	4550	4950
Walterboro to Green Pond.....	3200	3500	3850	2100	4950	5850	5600	6050
Hartsville to McBee.....	2100	2300	2400	1200	3250	3800	3700	4000
McBee to Hartsville.....	3500	3800	3900	2500	5400	6350	6100	6650
Hartsville and Sumter.....				1600				

WADESBORO SUBDIVISION

NAME	Mile Post	Station Nos.	Car Capacity	Opening
IMC	295.9	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)	298.4	AJ 299	7	South
Mont Clare Spur (8.4 Miles)	302.4	AJ 302	Spur	South
Mont Clare	286.3	JG 286	15	South
Perfection Gear	306.6	AJ 307	23	North
Davesville	310.5	AJ 310	16	Both
Gandy	313.7	AJ 314	7	South
Cash	327.2	AJ 327	130	Both
Laney	337.4	AJ 337	6	North

FLOYD SUBDIVISION

Auburn	312.4	AJA 312	2	North
New Auburn	313.5	AJA 314	10	South

WALTERBORO SUBDIVISION

Walterboro 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
Calco	443.5	AMF 443	10	South
Stanco	443.8	AMF 444	10	Both
Ready Mix	444.1	AMF 444	12	North
Westvaco Wood Yard	444.2	AMF 444	12	North
Holly Hill Lumber Co.	444.2	AMF 444	20	North
Holly Hill Lumber Co.	444.4	AMF 444	2	Both
Roundwood Corporation	444.5	AMF 444	19	North
Colleton Wood Products	445.5	AMF 444	10	South
Canadys Spur (9.0 Miles)	447.0	AMF 447	Spur	North
Canadys	456.0	MG 456	Yard	North
Williams	455.3	AMF 455	7	North
Warren & Griffin	456.3	AMF 456	5	North
Westvaco Wood Yard	456.6	AMF 466	26	South

CHARLESTON SUBDIVISION

Hawe (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 Street	317.3	A 317	18	South
Singletary	317.9	A 318	13	South
Dixon	320.5	A 321	30	North
Travenol	326.3	A 326	7	South
Roxter	326.5	A 327	40	South
Black River	327.9	A 328	13	North
Colonial Rubber Works	328.7	A 329	25	South
Bynum	329.0	A 329	20	North
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
Bonneau	356.5	A 357	30	North
Pinopolis Junction (Loop)	360.5	A 361	150	North
Pinopolis Junction (Hydra)	361.4	A 361	20	South
Pinopolis Junction (Steam)	361.7	A 361	35	South
Goose Creek	378.6	A 379	15	North
Hanahan (Wetterau) (W)	384.1	A 384	27	South
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
Harris	406.3	AM 406	4	South
Craghan	408.0	AM 408	50	Both
Stono Spur (5.3 Miles)	403.9	—	Spur	Both
Limehouse	429.5	SH 429	17	Both
Carville	429.6	SH 430	5	North
Cherokee	429.6	SH 430	7	North
Blitch	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	AMB 409	4	North
Jaricho	410.6	A 411	Yard	Both
Parkers Ferry	416.1	A 416	20	North
Ashkepo	424.7	A 425	25	Both
Whitehall	433.3	A 433	6	North
Kress	446.7	A 447	10	South
Brunswick Pulp and Paper Co.	455.9	A 457	14	North
Talco	456.7	A 457	16	Both
Okatee	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

Cartersville	310.1	AK 310	10	Both
Campbell Soup Company	336.1	AK 337	130	East
Exide Battery Company	336.9	AK 337	15	East
Privateer	339.0	AK 339	30	Both
Continental Can	371.0	AK 371	17	East
Cordova	389.7	AK 381	4	East
Snelling	415.0	AK 415	10	East
Wellton	417.9	AK 418	100	West
Myers Mill	426.0	AK 426	15	Both

SPARTANBURG SUBDIVISION

Superior Stone Company (Don)	465.7	AK 466	Yard	East
Hallmark	471.0	AK 471	17	East
Evans	472.0	AK 472	24	West
Parksville	492.3	AK 492	22	Both
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	567.3	AK 567	13	Both
Jeffrey Manufacturing Company	572.7	AK 573	26	East
Hale Siding	572.7	AK 573	24	Both
Moore	582.6	AK 583	12	East
Southern Fertilizer Company	587.9	AK 588	11	East

PIEDMONT SUBDIVISION

Harris	1.0	AKL 1	4	East
Black Siding	29.3	AKL 29	3	East
Lee Power Plant	40.0	AKL 40	215	East
Gaylord Container Corp.	54.8	AKL 55	15	East
Southern Worsind Corp.	62.8	AKL 63	6	West
Commodity Warehouse No. 3	63.3	AKL 63	20	West
C.H. Patrick & Co.	65.9	AKL 64	5	West
Harper's Siding	70.0	AKL 70	53	Both
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 Startex	80.0	AKL 80	10	West
Wadsworth	85.2	AKL 85	45	Both

PORT ROYAL SUBDIVISION

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	Both
Roseida	460.7	AMJ 461	20	Both
General Gas Company	467.0	AMJ 467	3	East

CRESTON SUBDIVISION

Parlers	372.8	AKE 373	20	Both
Santee	375.1	AKE 375	8	South
Yanca	379.4	AKE 379	20	Both
Eutow Nitrogen Company	385.9	AKE 386	4	South

ROBBINS SUBDIVISION

Herrin	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

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 Fiberglas	555.5	AKH 556	92	East
Duke Power Company	556.0	AKH 556	19	East

Location of Public and Private Tracks Not Shown In Schedule Pages—(Continued)

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 573	22	West
W.R. Grace & Company	579.0	AKJ 579	20	West
American Monorail 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

NAME	Mile Post	Station Nos.	Car Capacity	Opening
Wilson Mills	359.0	AL 359	11	South
W. Va. Wood Yard	366.5	AL 366	30	North
Harvin	370.1	AL 370	6	North
Britton	376.7	AL 377	11	South
Corpew	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
North Wateree Spur (2.4 miles)	349.3	AKB 350	Spur	Wye
Wateree River (Hercules Powder Co.)	350.8	AKB 351	Yard	North
North Wateree (S. C. Electric and Gas)	352.1	AKB 352	Yard	North
Acton	350.6	AKA 351	12	West
Lykes	365.7	AKA 366	6	West

HARTSVILLE SUBDIVISION

NAME	Mile Post	Station Nos.	Car Capacity	Opening
Ridgeview Farms	303.2	SJ 303	90	South
Darico	305.6	SJA 306	95	North
Lydia	320.8	SJA 321	31	Both
Una	322.8	SJA 323	4	North
Alcot	325.8	SJA 326	9	North
Martville	335.3	SJA 335	3	South
Ashwood	337.3	SJA 337	17	South
Brent	345.8	SJA 346	10	North

PAMPLICO SUBDIVISION

NAME	Mile Post	Station Nos.	Car Capacity	Opening
Florence Iron & Steel Company	338.1	SJ 338	6	South
Socar, Inc.	339.7	SJ 340	8	South

DIVISION OFFICERS

29

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.
W. J. MOORE, 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.	M. L. FISHER, Captain of Police.....	Florence, S.C.
K. R. CHANDLER, Trainmaster.....	Greenville, S.C.	J. J. SHEFFIELD, Master Carpenter.....	Florence, S.C.
H. W. COOKE, Trainmaster.....	Sumter, S.C.	R. L. RIDGEWAY, Roadmaster.....	Florence, S.C.
M. A. COX, Terminal Trainmaster.....	Florence, S.C.	D. G. QUICK, Roadmaster.....	Florence, S.C.
M. E. LEDDON, Terminal Trainmaster.....	Charleston, S.C.	O. C. ABBOTT, Roadmaster.....	Charleston, S.C.
J. S. TYLER, Terminal Trainmaster.....	Augusta, Ga.	J. V. BROWN, Roadmaster.....	Sumter, S.C.
J. GREEN, Road Foreman of Eng's.....	Florence, S.C.	P. BRYANT, JR., Roadmaster.....	Augusta, Ga.
J. M. DIXON, Road Foreman of Eng's.....	Florence, S.C.	W. B. WATSON, Roadmaster.....	Greenville, S.C.
C. T. BILLITER, Road Foreman of Eng's.....	Augusta, Ga.	J. H. MOODY, Roadmaster.....	Laurens, S.C.
C. T. JONES, Road Foreman of Eng's.....	Augusta, Ga.	E. E. BRADY, Roadmaster.....	Yemassee, S.C.

SYSTEM OFFICERS

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

COMPANY PHYSICIANS

H. L. LAFITTE, M.D.....	Allendale, S.C.	E. W. TUCKER, M.D., Ophthalmologist.....	Greenwood, S.C.
JAMES H. YOUNG, M.D.....	Anderson, S.C.	W. P. TURNER, M.D.....	Greenwood, S.C.
T. L. CLARY, JR., M.D.....	Augusta, Ga.	J. A. HAYNE, M.D.....	Hampton, S.C.
C. STEPHEN MULHERIN, M.D.....	Augusta, Ga.	J. H. YOUNG, M.D., Ophthalmologist.....	Hopkins, S.C.
JOSEPH L. MULHERIN, M.D.....	Augusta, Ga.	T. B. CARROLL, JR., M.D.....	Hardeeville, S.C.
H. W. GIBSON, M.D.....	Barnwell, S.C.	W. L. BYERLY, M.D.....	Hartsville, S.C.
J. HERTZ WARREN, M.D.....	Charleston, S.C.	BENTON A. MATTHEWS, M.D.....	Hartsville, S.C.
B. E. COGGESHALL, JR., M. D.....	Cheraw, S.C.	MELVIN B. NICKLES, M.D.....	Hartsville, S.C.
JAMES THRAILKILL, M.D.....	Cheraw, S.C.	PETER C. GAILLARD, M.D.....	Holly Hill, S.C.
D. S. ASBILL, JR., M.D., Ophthalmologist.....	Columbia, S.C.	J. V. DENNING, M.D.....	Hollywood, S.C.
CHARLES F. CREWS, M.D.....	Columbia, S.C.	MICHAEL HOLMES, M.D., Ophthalmologist.....	Kingstree, S.C.
J. S. DILLARD, M.D.....	Columbia, S.C.	J. C. MONTGOMERY, M.D.....	Kingstree, S.C.
EDWARD D. HOPKINS, M.D., Ophthalmologist.....	Columbia, S.C.	J. S. LIVERMAN, M.D.....	Lexington, S.C.
C. TUCKER WESTON, M.D.....	Columbia, S.C.	J. H. KING, M.D.....	Manning, S.C.
J. H. YOUNG, M.D., Ophthalmologist.....	Columbia, S.C.	W. F. DUKES, M.D.....	Orangeburg, S.C.
C. E. AIMAR, M.D.....	Darlington, S.C.	W. L. HEANER, M.D.....	Orangeburg, S.C.
JOSEPH D. THOMAS, M.D.....	Denmark, S.C.	IRA B. HORTON, M.D.....	Orangeburg, S.C.
ISAAC HAYNE, M.D.....	Eastover, S.C.	H. L. TUTEN, M.D.....	Orangeburg, S.C.
JOHN F. McLAUGHLIN, M.D.....	Ehrhardt, S.C.	J. H. PEARCE, M.D.....	Pamlico, S.C.
ROBERT E. BURNETT, M.D.....	Elloree, S.C.	S. PERRY DAVIS, M.D.....	Pinewood, S.C.
ROBERT E. HOLMAN, M.D.....	Elloree, S.C.	C. P. RYAN, JR., M.D.....	Ridgeland, S.C.
W. R. TUTEN, JR., M.D.....	Fairfax, S.C.	W. W. BUCKHAULTS, M.D., Ophthalmologist.....	Savannah, Ga.
E. M. ALLEN, JR., M.D.....	Florence, S.C.	WM. H. LIPPITT, M.D.....	Savannah, Ga.
JAMES ALLEN, M.D.....	Florence, S.C.	R. L. NEVILLE, M.D.....	Savannah, Ga.
W. S. HOUCK, M.D.....	Florence, S.C.	T. A. PETERSON, M.D.....	Savannah, Ga.
C. H. KINGSBURY, M.D.....	Florence, S.C.	GEORGE W. STRAIGHT, M.D.....	Savannah, Ga.
L. D. LIDE, M.D., Ophthalmologist.....	Florence, S.C.	JOSEPH T. STUBBS, M.D., Ophthalmologist.....	Savannah, Ga.
M. R. MOBLEY, M.D.....	Florence, S.C.	W. D. WILSON, M.D.....	Savannah, Ga.
J. H. STOKES, M.D., Ophthalmologist.....	Florence, S.C.	S. O. BLACK, JR., M.D.....	Spartanburg, S.C.
W. H. AMSPACHER, M.D.....	Greenville, S.C.	REMBERT O. BURGESS, M.D.....	Spartanburg, S.C.
G. M. GRIMBALL, M.D.....	Greenville, S.C.	CHAS. B. HANNA, M.D.....	Spartanburg, S.C.
L. H. TAYLOR, JR., M.D.....	Greenville, S.C.	W. D. HASTINGS, JR., M.D.....	Spartanburg, S.C.
J. R. THOMASON, M.D.....	Greenville, S.C.	C. R. F. BAKER, M.D.....	Sumter, S.C.
J. W. JERVEY, M.D., Ophthalmologist.....	Greenville, S.C.	RAGSDALE HEWITT, M.D.....	Sumter, S.C.
WILLIAM S. BROCKINGTON, M.D.....	Greenwood, S.C.	GULTEKRI ERTUGAL, M.D.....	Wadesboro, N.C.
J. D. HARRISON, M.D.....	Greenwood, S.C.	W. J. MCKINNON, M.D.....	Wadesboro, N.C.
P. R. MASSENGILL, M.D., Ophthalmologist.....	Greenwood, S.C.	B. J. WORKMAN, JR., M.D.....	Woodruff, S.C.

L. E. YARBOROUGH, Florence, S. C.
Florence Terminal.

J. D. RHODES, III, Florence, S. C.
Charleston Subd., M. P. 292.7 to M. P. 346.0; Lane, Harts-
ville, Floyd, Wadesboro and Pamplico Subdivisions includ-
ing Mont Clare Spur; Augusta Subd., M. P. 292.7 to M. P.
332.0.

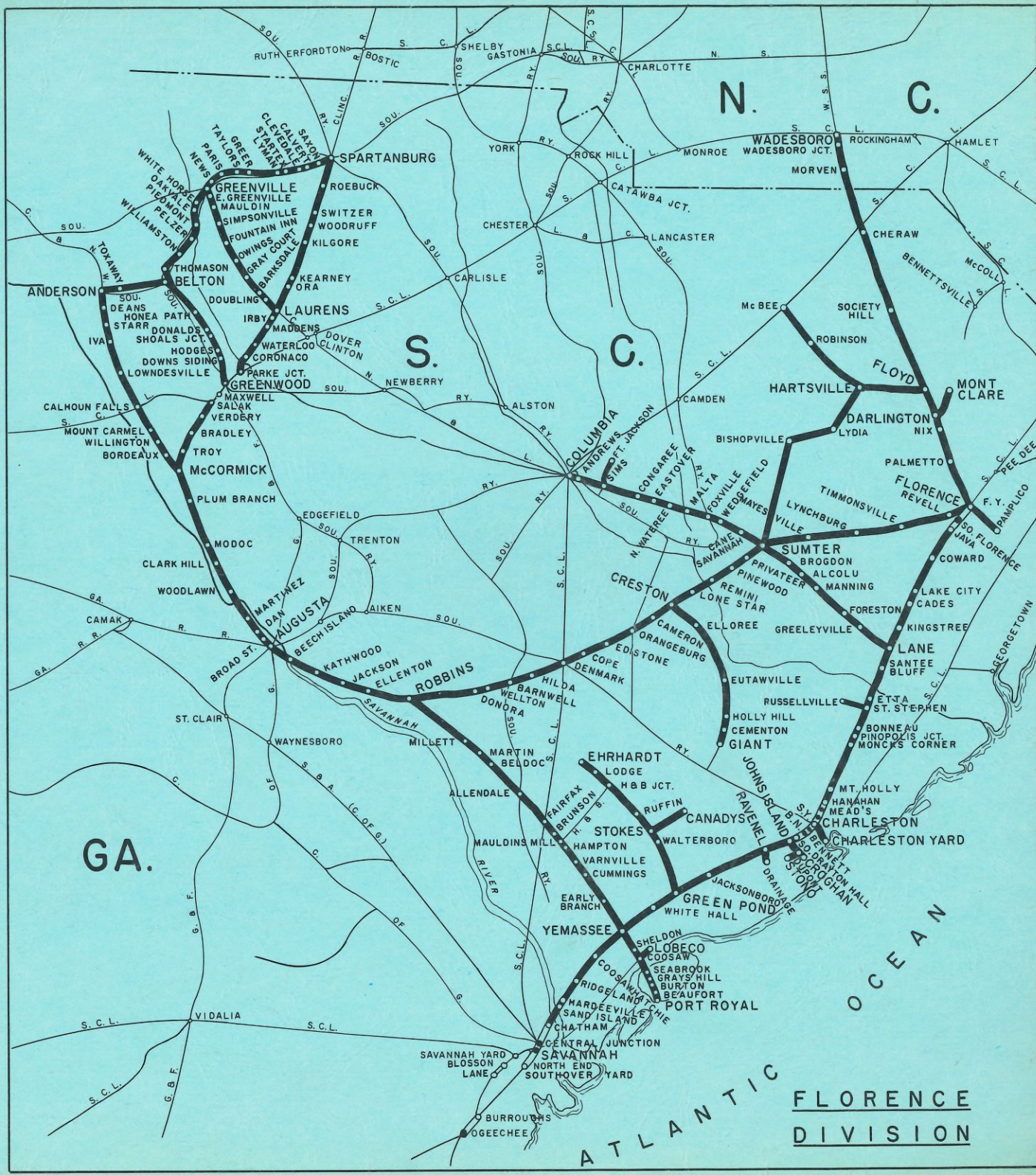
J. S. SANDERS, JR., Charleston, S. C.
Charleston Subd., M. P. 346.0 to M. P. 478.0 including Rus-
sellville, Croghan and Stono Spurs; Walterboro Subd. includ-
ing Canadys Spur.

H. D. THOMERSON, JR., Columbia, S. C.
Eastover Subd.; Augusta Subd., M. P. 332.0 to M. P. 376.0;
Creston Subd.

L. F. SANDY, JR., Augusta, Ga.
Spartanburg Subd., M. P. 459.0 to M. P. 503.0; Augusta
Subd., M. P. 376.0 to M. P. 459.0; Robbins Subd.; Port Royal
Subd. including Lobeco Spur.

R. E. BARMORE, JR., Greenwood, S. C.
Anderson and Belton Subdivisions; Spartanburg Subd., M. P.
503.0 to M. P. 537.0; Piedmont Subd., M. P. 0.0 to M. P. 56.0.

J. G. MCREE, Clinton, S. C.
Greenville Subd.; Piedmont Subd., M. P. 56.0 to M. P. 89.0;
Spartanburg Subd., M. P. 537.0 to M. P. 593.0.



**FLORENCE
DIVISION**

ATLANTIC