

RECEIVED THIS DATE

Station _____ 1956

SAVANNAH & ATLANTA RAILWAY
COMPANY

TIME TABLE No. 2
In Effect 12:01 A.M., Sunday
April 1, 1956

Occupation _____

Conductors and Enginemen receiving this
Time Table at any point on line of road, ex-
cept at Savannah, must acknowledge receipt
of same from first Telephone Office.

All employees required to have time table
will detach, sign and return this Receipt
promptly to my office.

P. H. Googe
Superintendent

Safety First

SAVANNAH & ATLANTA
RAILWAY COMPANY

TIME TABLE No. 2

Taking Effect

12:01 A. M., SUNDAY,
APRIL 1, 1956

SUPERSEDING TIME TABLE No. 1

Dated September 26th, 1948

FOR THE GOVERNMENT OF EMPLOYEES ONLY

Not intended for the information of the public, nor as
an advertisement of the time of trains.

The Railroad reserves the right to vary therefrom as
circumstances may require.

EASTERN STANDARD TIME

C. E. GAY, III
President

P. H. GOOGE
Superintendent

BETWEEN SAVANNAH AND WAYNESBORO

WESTBOUND TRAINS

TIME TABLE No. 2

EASTBOUND TRAINS

THIRD CLASS		FIRST CLASS	In Effect 12:01 A.M., Sunday, April 1, 1956				SECOND CLASS	THIRD CLASS
21 Mixed Daily Ex. Sunday	211 Fruit Express Daily	Capacity of Passing and other tracks based on 44 ft. per car.	Station Number Distance From Savannah	STATIONS	Mile Post	212 Fast Freight Daily	22 Mixed Daily Ex. Sunday	
A.M. Lv. 9 00	P.M. Lv. 10 30	yard	0	N----- Savannah ----YO	0.00	A.M. Ar. 8 30	P.M. Ar. 1 30	
9 30	11 20	yard	4	----- Central Jct. Yard -----	3.88	7 30	1 00	
9 37	11 27	43	7	----- Pt. Wentworth Jct. -----	7.27	6 10	12 35	
9 53	11 43	36	18	----- Blanford -----	17.71	5 52	12 20	
s 10 10	11 53	{ 49 12E 4E	24	D----- Springfield -----	24.39	5 42	s 12 10	
10 25	12 08	54	34	----- Shawnee -----	33.92	5 27	11 50	
10 33	12 16	14E	39	----- Kildare -----	38.73	5 19	11 42	
f 10 45	12 23	33	43	D----- Newington -----W	43.43	5 12	f 11 33	
10 55	12 31	17	49	----- Hunter -----	48.88	5 04	11 24	
11 00	12 35	16	51	----- White Hill -----	50.96	5 01	11 21	
11 05	12 40	27	54	----- Farmdale -----	53.66	4 56	11 17	
11 11-22	12 46	{ P67 38W	57	----- Altman -----	56.67	4 51	11 11-21	
s 11 30	12 48	yard	58	D----- Sylvania -----	57.53	4 49	s 11 05	
11 40	12 56	43	62	----- Lewis -----	62.39	4 40	10 05	
11 45	1 00	22W	65	----- Bascom -----	64.80	4 36	10 00	
f 11 50	1 05	35	68	D----- Hilltonia -----	67.86	4 31	f 9 55	
11 55	1 10		71	----- Millhaven Jct. -----	71.11	4 26	9 50	
f 11 58		yard	72	----- Millhaven -----	71.47		f 9 45	
12 01	1 10		71	----- Millhaven Jct. -----	71.11	4 26	9 40	
s 12 15	1 23	{ P44 yard	78	D----- Sardis -----Y	77.87	4 15	s 9 25	
f 12 30	1 35	26	85	----- Alexander -----	85.35	4 02	f 8 50	
Ar. 12 50	Ar. 1 55	yard	96	D----- Waynesboro --- OY	96.10	Lv. 3 45	Lv 8 30	
P.M. Daily Ex. Sunday 21	A.M. Daily 211					A.M. Daily 212	A.M. Daily Ex. Sunday 22	

All regular eastbound trains have right of track over trains of the same class, moving in the opposite direction, unless otherwise specified by train order or special instructions.

Full face figures indicate meeting or passing points.

BETWEEN WAYNESBORO AND CAMAK JUNCTION

3

WESTBOUND TRAINS		TIME TABLE No. 2					EASTBOUND TRAINS	
THIRD CLASS	FIRST CLASS	In Effect 12:01 A.M., Sunday, April 1, 1956					CLASS SECOND	THIRD CLASS
21 Freight Daily Ex. Sunday	211 Fruit Express Daily	Capacity of Passing and other tracks based on 44 ft. per car.	Station Number Distance From Savannah	STATIONS	Mile Post	212 Fast Freight Daily	22 Freight Daily Ex. Sunday	
P.M. Lv. 1 00	A.M. Lv. 1 55					A.M. Ar. 3 45	A.M. Ar. 8 20	
		yard	96	D ----	Waynesboro ---OY	96.10		
1 05	1 58	65	98	-----	1.71 Carn -----	97.81	3 41	
1 25	2 14	{ P100 O 64	108	NO-----	10.22 Torbit XG&F-Y	108.01	3 26	
1 40	2 27	52	117	-----	8.20 Zebina -----	116.21	3 13	
1 45	2 32	{ P 40	120	D-----	3.32 Wrens -----	119.53	3 08	
1 51	2 38	} yard 26	124	D-----	4.11 Stapleton -----	123.64	3 02	
2 03	2 50-212	90	132	-----	7.43 Bastonsville -----	131.07	2 50-211	
2 09	2 56	23	136	-----	3.96 Reese -----	135.03	2 33	
2 19	3 05	19	141	-----	5.65 East Warrenton -----	140.68	2 24	
Ar. 2 24	Ar. 3 20	-----	142	-----	1.08 Camak Junction -----	141.76	Lv. 2 22	
Ar. 3 00	Ar. 4 30	yard	145	N-----	2.36 Camak ---YO	144.12	Lv. 2 15	
P.M. Daily Ex. Sunday 21	A.M. Daily 211						A.M. Daily 212	
							A.M. Daily Ex. Sunday 22	

All regular eastbound trains have right of track over trains of the same class, moving in the opposite direction, unless otherwise specified by train order or special instructions.

Full face figures indicate meeting or passing points.

Time shown over Georgia Railroad between Camak Junction and Camak is for information only and not to cover operation of trains as Georgia Railroad schedule governs. Savannah & Atlanta employees will note special instructions in Georgia Railroad Time Table governing Savannah & Atlanta trains over Georgia Railroad Tracks.

D—Day only, train order office.

N.O.—Night only, train order office.

N.—Day and night, train order office.

O.—Track scales.

X.—Railroad crossing.

Y.—Wye

s.—Regular stop.

f.—Stop on signal.

E.—Switch opens east.

W.—Switch opens west.

SPECIAL INSTRUCTIONS

RUN NO RISK

1. IN ALL CASES OF DOUBT OR UNCERTAINTY THE SAFE COURSE MUST BE TAKEN AND NO RISKS RUN.

2. STANDARD TIME:

Eastern Standard time will be used. Standard Clocks are located in Dispatchers' office at Savannah and telegraph office at Camak.

3. BULLETIN BOOK:

Bulletin book for all train service employees is at the Superintendent's office at Savannah. All men in train and yard service after reading bulletins are required to sign them, which will be construed as an acknowledgement that they are understood. Failure to sign will not relieve a man from the provisions of such bulletins.

4. REGISTER STATIONS:

(a) Savannah and Camak will be register stations for all trains.

(b) All trains must get a clearance card before leaving terminal and registering points.

5. SPEED OF TRAINS: The speed of all trains must be governed by the condition of track and bridges. Enginemen must use great care to avoid accidents from fast running.

(a) Following is maximum speed permitted:

From	Location	To	Miles per hour
Pt. Wentworth Jctn		55	45
55		59½	35
59½		65½	45
65½		92	35
92		96	45
96		97	25
97		98½	35
98½	Camak Jctn.		45

(b) Trains will not exceed a speed of 15 M.P.H. thru the switch at Camak Jctn.

(c) Approach switches in Savannah and Central Jctn. yards prepared to stop short of any switch that might be set against your train or engine.

(d) Trains handling Derrick, Locomotive Cranes, Ditchers or Scale test car must not exceed speed of 25 M.P.H.

(e) Trains handling loaded hopper bottom high side coal cars must not exceed a speed of 35 miles per hour, except when such cars are loaded with pyrites, stone etc. to not more than 2/3 of visible capacity, must then not exceed a speed of 5 M.P.H. under maximum speed permitted.

6. RAILROAD CROSSINGS:

(a) All trains and engines must be brought to a full stop within fifty feet of railroad crossing at grade and then move slowly over the crossing, except where interlocking and safety devices are operated or flagmen are maintained and the signals indicate that the track for such train is clear. All trains approaching crossings so guarded shall be under such control that they may be stopped by the signals provided.

SAFETY FIRST

(b) The trains of the road first put in operation have the right under the law to cross first when trains of both roads meet at the crossing. The S&A Ry. is the junior carrier at all presently operated main line railroad crossings.

(c) The Seaboard Hutchinson Island Crossing at Savannah is protected by Automatic Signals. Speed thru this plant not to exceed 20 miles per hour.

(d) At Central Junction the S&A crosses the ACL and Seaboard on the track of the CofGa. These crossings are protected by interlocking plant.

7. HIGHWAY AND STREET CROSSINGS:

Rule 729 Revised: Enginemen operating locomotives and motor cars, when reaching standard whistle posts located to conform in each State to the statutory requirement, will sound crossing whistle or horn signal (two longs, one short and one long blast) at intervals of five seconds between each blast, blasts of whistle or horn to be loud and distinct, beginning at whistle posts and continuing until engine passes over the public crossing. In addition thereto, after reaching whistle post and while approaching crossing, enginemen and trainmen will keep and maintain a constant and vigilant lookout along the track ahead and shall otherwise exercise due care in approaching said crossing.

8. ALL TRAINS WILL BE GOVERNED IN CITY LIMITS AND AT STREET CROSSINGS AS FOLLOWS:

(a) Between the hours of sunset and sunrise all trains and engines will flag across Stiles Avenue at Savannah.

(b) Springfield: Within the corporate limits engineers will use discretion in blowing the whistle or horn. Within the "non-sleeping" portion of the day, the regulation whistle or horn signals will be blown and during the "sleeping" portion of the day, the regulation whistle or horn signal will also be blown in the regulation manner, but with a softer tone. At all times, in addition to the whistle or horn signals, crossings will be approached with the constant tolling of the bell.

(c) Sardis: Speed of all trains will not exceed twelve miles per hour in the limits of the town of Sardis and in addition the engineman must reduce speed at the public crossing just west of the depot so as to cross this crossing under full control.

(d) Waynesboro: Within corporate limits, locomotive whistle signal for road crossings will be blown softly between hours of 8:00 PM and 8:00 AM, but trains and engines will approach such crossings signalling by the constant tolling of the bell at all times and regulation whistle blowing at all other times. These crossings must be flagged when switching across them. Proper operation of lights and gates at Liberty Street Crossing is flagging.

9. YARD LIMITS, ETC.:

(a) Rule 93 Revised: Within yard limits, the main track may be used without protecting against second and inferior class, extra trains and engines.

Second and inferior class, extra trains and engines must move within yard limits with the ability to stop within one-half the range of vision unless the track is known to be clear.

When cars are placed on main track at night or during foggy weather, they must be protected by flagman or by a burning red light placed where it can be seen by approaching trains or engines.

SPECIAL INSTRUCTIONS (continued)

NOTE: Yard limits are indicated by sign boards reading "Yard Limit" on each side of yard, and stations having yard limits are designated in current time table.

(b) Savannah and Pt. Wentworth Yard Limits: Passenger station to 1 mile west of Pt. Wentworth branch switch, including Pt. Wentworth branch.

At Central Junction, the third paragraph of Rule 93 Revised will not apply. All trains will approach Central Junction yard under full control expecting to find the main line occupied by yard engines at work or by unprotected cars standing thereon.

Before using the line for movements between Savannah and Central Junction, Central Junction and Pt. Wentworth Junction, Pt. Wentworth Junction and Sugar Mill and Pt. Wentworth Junction and Foundation Tract, all trains and engines will secure block from dispatcher. If unable to contact dispatcher, extra precautions must be taken.

(c) Sylvania: 1/4 mile West of Mobley's switch to 500 feet east of the Altman Mill track. Yard limit rules at Sylvania will apply only between 9:00 AM and 5:00 PM.

(d) Millhaven: 1/4 mile east and west of junction switch. Yard limit rules at Millhaven will apply only between 9:00 AM and 5:00 PM.

(e) Sardis: 1/4 mile east of pass track east switch to 1/4 mile west of pass track west switch.

(f) Waynesboro: West side of Malabar crossing east of transfer switch to 1/4 mile west of west wye switch.

(g) Torbit: 1/2 mile east of G&F crossing to 109 1/4 mile post.

At Torbit, all trains must approach and run through yard limits with ability to stop within one-half the range of vision and expecting to find main track occupied.

(h) Yard engines may work within yard limits without regard to second and inferior class and extra trains as provided by Rule 93 Revised but must give way immediately upon their approach.

(i) All extra trains will approach all stations under full control expecting to find the main track occupied and, in case of accident, responsibility will rest upon the approaching train.

(j) Work trains within their limits may occupy the main track on the time of second and inferior class trains by protecting as per Rule 99 and, upon approach of same, will proceed to the nearest siding and let them pass. Copy of orders covering working limits of work trains must be delivered to all trains which work train is protecting against.

10. USE OF OTHER CARRIERS' TRACKS:

Savannah & Atlanta trains and engines, while using the tracks of the Georgia & Florida RR at Torbit, and the Georgia RR., Camak Junction to Camak, will be governed by the rules and special instructions of those roads.

11. AIR BRAKES:

All trains must have air brakes on all cars in working order out of all terminals but should defects develop in the air brakes enroute, making it necessary for trainmen to cut out one or more brakes the unserviceable number of air brake units must not exceed 15% of the total cars in train.

12. HANDLING OF ORDERS:

(a) Conductors will require the flagman and rear brakeman to read their orders and enginemen will require the fireman

and front brakeman to read their orders. If conductors and enginemen fail to give such orders to their subordinates, the firemen and trainmen will ask for them.

(b) At points where telephones are located, but there is no agent on duty, the conductor, or engineman, if no conductor is attached to the train, will receive their orders direct from the train dispatcher, and will repeat them to the train dispatcher, receiving his O.K. and time complete.

(c) When trains hold meet orders at points where no agent or operator is on duty, the conductor of the first train arriving will communicate with the dispatcher at once. If there is no outside telephone at the meeting point and the train to be met is not within sight or hearing, after waiting 15 minutes the conductor will use cab phone for communication with the dispatcher.

(d) Agents and operators upon receiving notice from train dispatchers that orders will be ready for an approaching train, will display a red flag by day and in addition a red light by night as an indication that orders are held by them.

(e) When it is impossible for conductors or enginemen to communicate with the train dispatcher in Savannah, owing to the line being out of service, it will be permissible for conductors or enginemen of opposing trains to arrange meeting points between themselves, or with the assistance of the agents at stations which they may be able to reach by telephone. This rule to apply only when it is absolutely impossible for the train dispatchers' office in Savannah to be reached.

MOVEMENTS OF TRAINS:

13. (a) When trains of the same class meet by rule, or when trains of any class meet by special orders, the train which holds the main line at the meeting point will pass the train on the side track at a speed not exceeding ten (10) miles per hour.

(b) Enginemen and conductors will call to each other the numbers of their respective trains, and each must hear distinctly the number called by the other. Train holding main line will call number first.

(c) When enginemen are signalled by the conductor to stop at a flag stop, they will answer with three short blasts of the whistle. If flagged by someone at the station, they will answer with two short blasts of the whistle. This applies to all freight trains as well as passenger trains.

14. An extra may pass second, third or fourth class trains or other extras without orders. Third class trains may run ahead of second class trains without orders.

15. If a train on one schedule passes a train of another schedule of the same class, or an extra passes an extra, it must be reported to the dispatcher from the next open telephone office.

16. (a) Employees must not be allowed to stand at switches. When a train is in a siding to meet other trains, or be passed by other trains, expecting to head out, the head brakeman will cross to the opposite side and inspect the passing train while other members of the crew inspect the side nearest their train, signalling the crew of the passing train in event trouble is detected and will not go to the switch until after the trains to be met or passed have passed. The engineman will be held responsible for the action of this trainman. When a train is in a siding to meet other trains, or to be passed by other trains, expecting to back out, the trainman will remain at the rear of the train and not go to the switch until the trains to be met, or to pass, have passed, the conductor will be held responsible for the action of this trainman.

(b) Unless there is ample time without risk of accident, do not attempt to throw the switch until the train has stopped.

SPECIAL INSTRUCTIONS (continued)

Stand on the opposite side of the track from the switch stand while the train is passing over the switch. After locking the switch, jerk the chain to insure that the switch is locked, and see that the points are up. Conductors and enginemen are required to closely observe the position of switch targets at all points, regardless of whether or not switches may be handled by switch tenders or tower men at interlocking plants. With switches not equipped with targets, enginemen are required to observe the switch points to see if properly set. Conductors and enginemen must report by wire any switches that may be set wrong or against them. Enginemen will be held responsible for running thru switches improperly set. When switches are set for a train to take or leave a siding, reduce speed to 12 miles per hour while passing over switches and frogs.

17. Rule 104-D Revised: Running switches must be avoided when practicable; when made, extra precaution must be exercised to avoid injury to employees and damage to equipment or contents of cars. Before making the switch, it must be known that the track is sufficiently clear and the switches and brakes are in good working order. Engine must be run on straight track when practicable. Such movements must not be made with cars placarded "explosives" or other "dangerous" articles, nor with cars occupied by persons or live stock, nor to tracks occupied by such cars. They must not be made over road crossings or at other hazardous places unless the move can be made safe by complete protection. Switches will be handled personally by Conductor or a competent trainman designated by Conductor.

CAUTION:

18. (a) During storms and wet weather all trains will be handled under full control and without regard to making schedule time. At points where water courses may damage track or bridges, and at places where soft track is liable to be encountered, enginemen will be held responsible for running at a higher rate of speed than justified by weather conditions.

(b) Section foremen will be required to go over their respective sections during and immediately after heavy rains and wind storms for the purpose of examining tracks and bridges, and must know that track is in a safe condition before allowing trains to pass over same.

19. (a) When section foremen have track obstructed, they will place yellow signals on engineer's side of track not less than 15 telephone poles in each direction from the point obstructed, and, when necessary, will use red flags in addition placing them not less than 300 yards from the point obstructed. Red flags must be removed to allow trains to pass.

(b) Enginemen of all trains finding yellow signals of track forces will answer same with one long, two short and one long (-OO-) blast of the whistle and reduce speed at once expecting to find a stop signal, and will run under control until such forces have been passed. If no force is working, speed will be reduced for a distance of 15 telephone poles after passing such caution signal.

(c) The caution whistle signal will be sounded by enginemen of all trains on approaching track and bridge forces at work in order that trainmen will know when they are approaching such forces and be on the alert for passing signals from ground forces should any trouble be detected. To assist station and section forces to detect the approach of diesel power the headlight on such power will be burned at all times while trains are in motion, except while switching at stations when not otherwise required by rule.

20. The utmost care must be exercised in operating trains about stations where passengers may be getting on or off trains;

on team or industrial tracks where vehicles may be backed up against cars or where persons may be loading or unloading cars, and all such persons must be warned to get away from cars before coupling to them. While switching at stations, neither engines moving backwards nor cars being shoved, must cross over any public road or street crossing unless preceded by a member of the train crew at least fifty feet. Public crossings must not be blocked for a period exceeding five minutes.

21. (a) Employees are warned of the risk they assume in accepting service upon this Company's trains and engines, and are expected to look after and be responsible for their own safety as well as to exercise the utmost caution to prevent injury to others.

(b) All employees are warned that it is dangerous to ride on the sides of cars or lean out from locomotives, tenders or cars while passing structures such as bridges, platforms, freight houses, storage houses, warehouses, stock pens, nearby fences and telephone poles, crossing gates, piles of lumber and similar buildings and structures. Employees are also warned that there are numerous overhead installations such as wires and pipe lines that will not clear a man on the top of a box car.

INSPECTION OF TRAIN AND CARS:

22. When freight trains are pulling out of sidings or leaving stations where a stop has been made and where inspectors are not stationed, the enginemen will not exceed a speed of six (6) miles per hour to permit crew to make a running inspection of the entire train. At such points the conductor should be at the head of the train before it starts and inspect each car as it passes, watching closely for bent axles, defective trucks, defective brakes, loose wheels, broken flanges, wheels sliding, brakes sticking, defective drawbars, loose car doors or any other defect that may be in evidence.

23. At junction points where no car inspector is stationed, conductors will make a careful inspection of all cars received in interchange, and must not handle in trains, cars that are defective, without special instructions. Particular attention must be given to safety appliances.

MISCELLANEOUS:

24. When as many as four (4) diesel units are in one train and one of them is in tow, the dead unit will be spaced 4 or 5 cars from the pulling units. Should a train have more than one dead unit it will be proper to handle one of the dead units next to the pulling units and then cut the other one back 4 or 5 cars.

In the event there are only three units and one of them is in tow, the dead unit will be handled immediately in rear of the pulling units.

25. No passengers will be carried on freight trains without orders from proper authority.

26. All irregular incidents, no matter how trifling they may appear, relating to persons, passengers or property, must be reported immediately in writing, with the name of each employee on the train, or at the station, and in case of a controversy with or accident to passengers, the names and addresses of every passenger or other person who witnessed the circumstances or accident.

27. (a) Contents of merchandise cars will be estimated at five tons.

(b) Contents of cars containing lumber will be shown as 35 tons when necessary to estimate them, and pulp wood 40 tons when in box cars, 50 tons when on wood rack cars.

SPECIAL INSTRUCTIONS (continued)

28. The parking of trucks or vehicles of any kind on or foul of the main track of this Railway for the purpose of loading or unloading of cars, or for any other purpose, is prohibited and all employees must report any violation observed.

FIRST AID INSTRUCTIONS

29. In case of injury to an employee on duty, or to a passenger, call the most available Local Surgeon in the list.

In case no Local Surgeon can be reached in time to respond, secure the services of the most available surgeon in the vicinity, informing him that he is engaged for the emergency or until such time as the Local Surgeon assumes charge of the case.

Before the arrival of a surgeon, it is always important to be sure of two things: First, that there is no obstruction to the breathing; and, Second, that there is no excessive bleeding. Of course, no one can live long if he cannot breathe, or if he is losing much blood.

As to breathing, be sure that there is nothing in the mouth or throat to obstruct the passage of air; also that there is nothing constricting the neck, then see if there is anything about the chest which would prevent free movement of the ribs.

If there is severe bleeding from a limb, and if the blood is spurting from the wound, it should be controlled by a tourniquet placed between the body and the wound. This should always be put half way between the knee or elbow and the body, and should be tightened until the blood stops. If the blood simply flows and does not spurt, it can generally be controlled by making pressure directly upon the wound. If one has a sterile bandage handy, this should be placed directly in the wound and fastened tight.

Tourniquet must be released and retightened every fifteen minutes.

When bones are broken the fractured ends almost always splinter. These splintered ends may do a great deal of damage to the muscles, blood vessels, etc., in the neighborhood, if great care is not taken in moving the patient. Never move such a patient until a temporary splint has been applied to prevent these splintered ends of bone doing any more damage.

It is never advisable to try to force a patient to swallow when he is not conscious and evidently unable to swallow. An injured person should be kept warm.

The following information concerning Prone Pressure Method of Resuscitation is given in order that all employees in train service may familiarize themselves of this method and be in position to give first aid in event of electric shock, etc.:

The Prone Pressure Method of Resuscitation is equally applicable to cases of apparent death from electric shock, drowning or asphyxiation from poisonous fumes. Many persons meet death from these causes every year when a few simple measures would have saved their lives. The victims are seldom killed outright and only need to have their breathing restored artificially. The Prone Pressure Method of Resuscitation is exceedingly simple, easily and quickly learned and involves the services of but one person and no mechanical apparatus.

Speed in getting artificial respiration under way is of the utmost importance—lose no time. If anyone is present, send him for a doctor at once.

In asphyxiation from gas, remove patient immediately from gaseous atmosphere. In case of electric shock, quickly shut off power if possible or break contact with patient by use of a piece of dry wood or other non-conductor.

Lay victim on stomach—face to one side, arms over head.

Now kneel, straddling victim, well below the waist, facing toward head.

Place your hands on victim's sides, just above hips and touching lower ribs.

With arms straight, swing forward slowly, bring your weight to bear upon the victim gradually and heavily but not violently for about three seconds.

Then swing back to original position, releasing your weight.

Repeat operation about twelve times a minute or at rate you breathe.

All you do in following these instructions is to force air out of the lungs when you exert pressure, and when you release pressure the air flows back itself. The victim will usually show signs of returning to life within a half hour, but if not, continue as long as two hours.

Do not move him until he is breathing normally without assistance, then only in a horizontal position using a stretcher, keeping him warm and in bed for several hours.

OPERATING OFFICERS

P. H. Googe, Superintendent
W. T. Crane, Asst. Superintendent
L. E. Carn, Chief Dispatcher
M. H. Howard, Night Chief Dispatcher
J. E. Hall, Dispatcher
L. E. Hinely, Dispatcher
J. W. Waters, Dispatcher
B. J. Hindman, Dispatcher

LOCATION OF SPUR TRACKS AND SIDINGS NOT SHOWN IN TIME TABLE, AND WHICH ARE FLAG STOPS FOR LOCAL FREIGHT TRAINS

Name	Station No.	Switch Opens	Mile Post	Car Clearance
36 M. P. Spur	36	West	35.87	11
Sheppards	47	East	47.36	15
55 M. P.	55	Double	55.06	16
Old Church	90	East	89.58	10
Harts	133	West	132.76	5

DESTROY ALL TIME TABLES OF A PREVIOUS DATE. NOTE IMPORTANT CHANGES IN TRAIN NUMBERS, AND SCHEDULE TIME IN SPECIAL INSTRUCTIONS AND FOOT NOTES

LOCATION OF OUTSIDE TELEPHONES

Savannah Scale House	Newington	Alexander
S. A. L. Interchange	Sheppards	CofGa Tfr. 96 M. P.
Hercules Powder Co.	Hunter	Waynesboro
Central Jctn., two	Farmdale	Carn
Eanes lead	Altman	Torbit
Pt. Wentworth Jctn.	Sylvania, two	Zebina
Blanford	Lewis	Wrens
Springfield	Bascom	Stapleton
Springfield tool house	Hilltonia	Bastonville, two
Shawnee	Millhaven Jctn.	Camak Junction
Kildare	Sardis	Camak, long track

GENERAL AND LOCAL COUNSEL

Hitch and Harrison, General Counsel	Savannah, Ga.
J. Henry Howard, Local Counsel	Sylvania, Ga.
F. S. Burney, Local Counsel	Waynesboro, Ga.
W. Wright Abbott, Local Counsel	Louisville, Ga.
J. Cecil Davis, Local Counsel	Warrenton, Ga.

COMPANY SURGEONS

Dr. C. F. Holton, Chief Surgeon	Savannah, Ga.
Dr. C. W. Straight, Local Surgeon	Savannah, Ga.
Dr. W. H. Lippitt, Local Asst. Surgeon	Savannah, Ga.
Dr. J. K. Train, Jr., Ophthalmologist	Savannah, Ga.
Dr. St. J. R. deCaradeuc, Oculist	Savannah, Ga.
Dr. Robert Drane, Roentgenologist	Savannah, Ga.
Dr. Lee Howard, Pathologist	Savannah, Ga.
Dr. John S. Howkins, Dermatologist	Savannah, Ga.
Dr. Wm. Weichselbaum, Jr., Dental Surgeon	Savannah, Ga.
Dr. Wm.G. Simmons, Local Surgeon	Sylvania, Ga.
Dr. J. M. Byne, Jr., Local Surgeon	Waynesboro, Ga.
Dr. E. A. Bargeron, Local Surgeon	Waynesboro, Ga.
Dr. J. J. Pilcher, Local Surgeon	Wrens, Ga.
Dr. A. W. Davis, Local Surgeon	Warrenton, Ga.

WATCH INSPECTORS

L. Lindauer, 423 Broughton Street, West	Savannah, Ga.
A. S. Malits, 405 West Broad Street	Savannah, Ga.