Safety

First

SEABOARD COAST LINE RAILROAD

SAVANNAH DIVISION

1

TIME TABLE No. 1

IN EFFECT

Sunday, April 26, 1970

At 2:00 A.M.

SUPERSEDING TIME TABLE NO. 2
DATED DECEMBER 12, 1969

EASTERN STANDARD TIME

FOR THE GOVERNMENT OF EMPLOYEES ONLY

D. C. HASTINGS, Vice President-Operations
L. T. ANDREWS, General Manager-Transportation
T. C. WHEELER, Superintendent

1970

JANUARY

SUN	MON	TUES	WED	THUR	FRI	SAT
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

FEBRUARY

SUN	MON	TUES	WED	THUR	FRI	SAT
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28

MARCH

SUN	MON	TUES	WED	THUR	FRI	SAT
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

APRIL

SUN	MON	TUES	WED	THUR	FRI	SAT
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30		

MAY

SUN	MON	TUES	WED	THUR	FRI	SAT
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24 31	25	26	27	28	29	30

JUNE

SUN	MON	TUES	WED	THUR	FRI	SAT
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30				

JULY

SUN	MON	TUES	WED	THUR	FRI	SAT
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

AUGUST

SUN	MON	TUES	WED	THUR	FRI	SAT
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23 30	24 31	25	26	27	28	29

SEPTEMBER

SUN	MON	TUES	WED	THUR	FRI	SAT
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30			

OCTOBER

SUN	MON	TUES	WED	THUR	FRI	SAT
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

NOVEMBER

SUN	MON	TUES	WED	THUR	FRI	SAT
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30					

DECEMBER

SUN	MON	TUES	WED	THUR	FRI	SAT
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

TIME TABLE NO. 1
IN EFFECT
April 26, 1970

SECOND CLASS						Station Numbers	Distance from Hamlet Yard	STATIONS	Scales, Wyes, Car Capacity	SECOND CLASS			
127	595	571	551	197	147					596	550	148	570
Through Freight	Local Freight	Through Freight	Local Freight	Through Freight	Through Freight					Local Freight	Local Freight	Through Freight	Through Freight
Daily	Ex. Sun.	Daily	Mon.-Wed. Fri.	Daily	Daily					Ex. Sun.	Tue.-Thur. Sat.	Daily	Daily
P. M.	P. M.	P. M.	A. M.	A. M.	P. M.					A. M.	P. M.	P. M.	A. M.
650		420	650	1220	1120	S249		L T HAMLET YARD ® A	YARD O Y		125	230	120
						S253	3.7	3.7 HAMLET (Psgr. Station)	YARD Y				
700		430	700	1230	1130	SH254	4.6	0.9 EAST JUNCTION	90P		115	220	110
						SH260	10.5	5.9 SCHOLL	90P 11				
			730			SH264	14.0	3.5 GIBSON	45		100		
						SH267	17.3	3.3 FLETCHER	20©P				
718	L 530		800	1248	1148	SH271	21.3	4.0 McCOLL	36	A 1000	1240	202	
		505	825			SH278	27.8	6.5 CLIO	200P 36		1220		1220
			840			SH283	32.9	5.1 MINTURN	90P 5				
			900			SH288	38.5	5.6 T LITTLE ROCK	28		1145		
A 750	A 600	525	930	A 120	A 1220	SH292	42.7	4.2 DILLON	92P YARD	L 930	1130	L 140	1155
		535	945			SH300	49.8	7.1 FLOYDALE X SCL	9		1100		1140
		549	1030			SH309	59.7	9.9 MULLINS X SCL	90P YARD Y		1035		1125
		601	1055			SH317	67.5	7.8 RAINS	9		955		1115
		612	1115			SH325	75.6	8.1 EULONIA	90P 5		935		1105
		625	1205			SH334	84.3	8.7 POSTON	30		910		1055
		632	1225			SH338	88.6	4.3 JOHNSONVILLE	21		840		1046
		640	100			SH343	92.9	4.3 HEMINGWAY	83P 42		805		1040
		700	140			SH354	104.2	11.3 MORRISVILLE	90P 9		730		1028
		709	155			SH361	110.8	6.6 WARSAW	31				1017
		730	A 210			SH365	115.6	4.8 T ANDREWS	136P YARD Y		L 700		1010
		820				SH373	123.2	7.6 OCEDA	13				842
		833 570				SH379	129.1	5.9 JAMESTOWN	90P 45				833 571
		853				SH394	144.5	15.4 CORDESVILLE	90P 20				810
		915				SH409	159.0	14.5 INNESS	89P 18				745
		922				SH413	162.9	3.9 REMOUNT X SOU	90P				739
		940				SH418	168.7	5.8 X NCT Co NSL Co T CHARLESTON X EF Co A X RFCo XSOU XSCL L	O YARD Y				730
P. M.	P. M.	P. M.	P. M.	A. M.	A. M.					A. M.	A. M.	P. M.	P. M.
Daily	Ex. Sun.	Daily	Mon.-Wed. Fri.	Daily	Daily					Ex. Sun.	Tue.-Thur. Sat.	Daily	Daily

HAMLET SUBDIVISION

SOUTHWARD | NORTHWARD

TIME TABLE NO. 1
IN EFFECT
April 26, 1970

Second Class	FIRST CLASS								FIRST CLASS			SECOND CLASS	
593	21	175	9	57	Station Numbers	Distance from Hamlet Yard	STATIONS	Scales, Wyes, Car Capacity	22	10	58	594	190
Through Freight	Silver Star	Piggyback Special	Palmland	Silver Meteor					Silver Star	Palmland	Silver Meteor	Through Freight	Through Freight
Ex. Sat.	Daily	Ex. Mon.	Daily	Daily					Daily	Daily	Daily	Ex. Mon.	Ex. Mon.
P. M.	P. M.	P. M.	A. M.	A. M.					A. M.	P. M.	P. M.	A. M.	A. M.
1015		600			S249		L T HAMLET YARD ® A	YARD O Y				1230	200
	L 915	620	L 1135	L 150	S253	3.7	T HAMLET (Psgr. Station) X SCL	48P YARD Y	S A 315	S A 300	S A 1030	1145	135
					S261	11.0	OSBORNE	59P 9					
					S269	19.5	WALLACE	70P 111					
1100	933	642	S 1200	208	S272	21.9	CHERAW ® X SCL	64P 187	237	S 225	954	1115	115
					S280	30.0	GILLESPIE	52P 2					
					S285	35.1	PATRICK	60P 22					
					S292	42.3	MIDDENDORF	84P 2					
1201	958	715	F 1228	233	S300	50.2	McBEE	82P 102 Y	208	S 155	925	945	1244
			F 1236		S307	57.1	BETHUNE	58P 63		F 145			
					S313	63.2	CASSATT	59P 10					
					S320	69.8	SHEPARD X SOU	50P					
	1022	745	S 1255	257	S327	77.6	CAMDEN	54P 129	145	S 124	903		1210
1245					S330	80.7	LUGOFF	56P 34				845	
					S339	89.3	ELGIN	41P 13					
					S349	99.4	WEDDELL	58P					
					S358	108.7	ELMWOOD	36P 56					
125	S A 1115	830	S A 145	S A 345	S360	110.0	T COLUMBIA	YARD	L 110	L 1245	L 830	740	
145		845			S362	112.5	T A CAYCE L	YARD O				730	1100
A. M.	P. M.	P. M.	P. M.	A. M.					A. M.	P. M.	P. M.	P. M.	P. M.
Ex. Sun.	Daily	Ex. Mon.	Daily	Daily					Daily	Daily	Daily	Ex. Sun.	Ex. Sun.

BENNETTSVILLE SUBDIVISION

TIME TABLE NO. 1
IN EFFECT
April 26, 1970

Southward				Northward
Second Class	Station Numbers	Distance from McColl	STATIONS	Third Class
597				598
Local Freight				Local Freight
Ex. Sun.				Ex. Sun.
A. M.				P. M.
1000	AG260		L T MC COLL A	530
1030	AG268	8.7	T BENNETTSVILLE	500
	AG275	14.5	A MARLBORO L	
A. M.				P. M.
Ex. Sun.				Ex. Sun.

COLUMBIA SUBDIVISION

SOUTHWARD | NORTHWARD

TIME TABLE NO. 1
IN EFFECT
April 26, 1970

SECOND CLASS			FIRST CLASS					FIRST CLASS		SECOND CLASS			
393	329	593	21	175	57	Station Numbers	Distance from Columbia	STATIONS	Scales, Wyes, Car Capacity	58	22	326	594	190	396
Through Freight	Through Freight	Through Freight	Silver Star	Piggyback Special	Silver Meteor					Silver Meteor	Silver Star	Through Freight	Through Freight	Through Freight	Through Freight
Daily	Ex. Mon.	Ex. Sun.	Daily	Ex. Mon.	Daily					Daily	Daily	Ex. Tue.	Ex. Sun.	Ex. Sun.	Daily
P. M.	P. M.	A. M.	P. M.	P. M.	A. M.					P. M.	A. M.	A. M.	P. M.	P. M.	A. M.
			1115		345	S360		L T COLUMBIA A	YARD	S 830	S 110				
		L 800		L 845		S362	2.5	CAYCE	47P YARD O				A 1201	A 1100	
						S366	6.5	DIXIANA	54P 19						
						S375	15.3	GASTON	54P 7						
		840	1140	915	410	S380	20.7	SWANSEA	36P 28	758	1223		1000	1030	
						S386	25.6	WOODFORD	45P 17						
						S389	29.6	NORTH	90						
						S394	34.3	LIVINGSTON	44P 7						
						S401	41.6	NORWAY	49P 40						
		950	1207	949	437	S410	50.2	DENMARK X SOU X SCL	45P 126	732	1157		900	957	
						S418	57.8	GOVAN	45P 33						
						S426	66.7	ULMERS	45P 23						
L 900	L 230	1030	1229	1021	458	S436	76.2	FAIRFAX X SCL	45P 96	711	1136	A 500		925	A 130
						S443	83.1	GIFFORD	48P 11						
						S450	90.4	ESTILL	67P 42 Y				800		
						S460	100.6	GARNETT	200P 31						
930	300	1100	1255	1104	525	S469	109.3	CLYO	50P 11	645	1110	407	735	837	1232
						S476	116.3	STILLWELL	46P						
						S482	122.6	RINCON	50P 7						
						S490	130.3	MEINHARD	44P 5						
1005	335	1135	116	1135	546	S497	137.6	T CENTRAL JCT. X CofG		621	1046	335	705	805	1200
1030	400	1145	S 140	1145	S 550	S498	138.2	T A ® SAVANNAH X SCL L	YARD O Y	620	1045	330	700	800	1155
P. M.	P. M.	A. M.	A. M.	P. M.	A. M.					P. M.	P. M.	A. M.	A. M.	P. M.	P. M.
Daily	Ex. Mon.	Ex. Sun.	Daily	Ex. Mon.	Daily					Daily	Daily	Ex. Tue.	Ex. Sun.	Ex. Sun.	Daily

Third Class	SECOND CLASS						FIRST CLASS						Station Numbers	Distance from Savannah—East Route or West Route	TIME TABLE NO. 1 IN EFFECT April 26, 1970
603	103	693	119	111	105	109	175	75	91	57	21	85			
Local Freight	Through Freight	Through Freight	Through Freight	Through Freight	Through Freight	Through Freight	Piggyback Special	Gulf Coast Special	Champion	Silver Meteor	Silver Star	Ever-glades			
Ex. Sun.	Daily	Daily	Daily	Daily	Daily	Daily	Ex. Mon.	Daily	Daily	Daily	Daily	Daily			
P. M.	P. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	A. M.	A. M.	A. M.	A. M.			STATIONS
230	430	900	640	430	300	1245	1159	505	615	550	140	1230	A491 S499		2 Tracks L T SAVANNAH ® (2) X-SCL
255	445	908	655	438	308	1253	1219	517	627	602	152	1242	A503 S509	12.6 (E) 9.8 (W)	2 Tracks BURROUGHS
258	448	911	658	441	311	1256	1222	519	629	604	154	1244	A506 S512	15.2 (E) 12.4 (W)	2 Tracks A OGEECHEE
P. M.	P. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	A. M.	A. M.	A. M.	A. M.			
Ex. Sun.	Daily	Daily	Daily	Daily	Daily	Daily	Ex. Tue.	Daily	Daily	Daily	Daily	Daily			

SOUTHWARD — GROSS SUBDIVISION — NORTHWARD

SECOND CLASS				First Class	Station Numbers	Distance from Baldwin	TIME TABLE NO. 1 IN EFFECT April 26, 1970	Scales, Wyes, Car Capacity	FIRST CLASS		SECOND CLASS		
111	367	105	109	21					176	58	186	190	368
Through Freight	Through Freight	Through Freight	Through Freight	Silver Star					Piggyback Special	Silver Meteor	Through Freight	Through Freight	Through Freight
Daily	Daily	Daily	Daily	Daily					Ex. Mon.	Daily	Daily	Daily	Daily
A. M.	A. M.	A. M.	A. M.	A. M.			STATIONS		P. M.	P. M.	A. M.	P. M.	P. M.
631		501	246	309	S605	34.5	L GROSS A	126P Y	1247	439	933	118	
					SM611	28.4	6.1 MILLS CREEK	84P					
					SM617	22.2	6.2 NASSAU	134P					
	L 558	A 517	A 302	A 320	SM619	19.9	T 2.3 CALLAHAN X SCL	41	L 1235	L 428			A 223
					SM624	14.9	5.0 CRAWFORD X SOU	85P 22					
					SM635	4.2	10.7 FOURAKER 4.2 X SCL	141P					
730	630				SM639		T A BALDWIN X SCL L	YARD O Y			845	1230	200
A. M.	A. M.	A. M.	A. M.	A. M.					P. M.	P. M.	A. M.	P. M.	P. M.
Daily	Daily	Daily	Daily	Daily					Ex. Mon.	Daily	Daily	Daily	Daily

TIME TABLE NO. 1 IN EFFECT April 26, 1970	Scales, Wyes, Car Capacity	FIRST CLASS								SECOND CLASS					Third Class
		86	76	176	112	58	110	92	22	186	672	106	190	104	602
		Ever-glades	Gulf Coast Special	Piggyback Special	Through Freight	Silver Meteor	Through Freight	Champion	Silver Star	Through Freight	Through Freight	Through Freight	Through Freight	Through Freight	Local Freight
		Daily	Daily	Ex. Mon.	Ex. Mon.	Daily	Daily	Daily	Daily	Daily	Daily	Ex. Mon.	Daily	Daily	Ex. Mon.
STATIONS		A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
2 Tracks T SAVANNAH A ® (2) X-SCL	232P O E. Route YARDS Y	S 155	S1105	320	330	S 620	800	S 755	S1045	100	1245	245	345	1000	600
2 Tracks BURROUGHS		126	1041	223	243	558	718	729	1023	1118	1231	218	303	923	535
2 Tracks OGEECHEE L		123	1038	220	240	556	715	727	1021	1115	1228	215	300	920	532
		A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.
		Daily	Daily	Ex. Mon.	Ex. Mon.	Daily	Daily	Daily	Daily	Daily	Daily	Ex. Mon.	Daily	Daily	Ex. Mon.

GEORGETOWN SUBDIVISION

Southward Second Class	Station Numbers	Distance from Georgetown	TIME TABLE NO. 1 IN EFFECT April 26, 1970	Scales, Wyes, Car Capacity	Northward Third Class
555					556
Local Freight					Local Freight
Daily					Daily
P. M.			STATIONS		P. M.
1201	SHA17	16.1	L T ANDREWS A	YARD Y	435
			16.1		
1235	SHA0		T A GEORGETOWN L	YARD O Y	400
P. M.					P. M.
Daily					Daily

FERNANDINA SUBDIVISION

Southward Third Class	Station Numbers	Distance from Yulee	TIME TABLE NO. 1 IN EFFECT April 26, 1970	Scales, Wyes, Car Capacity	Northward Second Class
697					698
Local Freight					Local Freight
Daily					Daily
A. M.			STATIONS		A. M.
1100	SMA0	12.1	L T FERNANDINA A BEACH	YARD	1015
			12.1		
1145	SMA12		T A YULEE L	YARD Y	930
A. M.					A. M.
Daily					Daily

SOUTHWARD — EVERETT SUBDIVISION

SECOND CLASS				FIRST CLASS		Station Numbers	Distance from Ogeechee	TIME TABLE NO. 1 IN EFFECT April 26, 1970 — STATIONS
693	111	105	109	57	21			
Through Freight	Through Freight	Through Freight	Through Freight	Silver Meteor	Silver Star			
Daily	Daily	Daily	Daily	Daily	Daily			
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.			
911	441	311	1256	604	154	S512		L OGEECHEE
						S514	1.7	RICHMOND HILL
						S518	4.4 / 6.1	MARSHALL
						S525	7.3 / 13.4	® DORCHESTER
945	500	330	120	620	210	S530	4.6 / 18.0	RICEBORO
						S537	7.3 / 25.3	JONES
						S540	3.3 / 28.6	WARSAW
						S544	3.7 / 32.3	® TOWNSEND
						S550	6.3 / 38.6	COX
						S557	6.4 / 45.0	EVERETT X SOU
1145	540	410	200	653	237	S564	7.6 / 52.6	® THALMANN
						S568	3.5 / 56.1	BLADEN X SCL
						S574	5.9 / 62.0	HAYNER
						S578	4.5 / 66.5	WAVERLY
						S583	4.3 / 70.8	WHITE OAK
						S587	4.4 / 75.2	® WOODBINE
100						S599	11.9 / 87.1	KINGSLAND
	A 631	A 501	A 246	725	A 309	S606	6.8 / 93.9	GROSS
130						S612	6.3 / 100.2	® YULEE
						S619	7.4 / 107.6	TISONIA
						S625	5.6 / 113.2	EASTPORT
						S630	4.5 / 117.7	2 Tracks: PANAMA PARK
						S632	2.3 / 120.0	2 Tracks: F. & J. JCT. X SCL
210						S635	2.8 / 122.8	2 Tracks: BEAVER STREET X GS&F
230				S 820		S635	0.8 / 123.6	T A ® JACKSONVILLE
P. M.	A. M.	A. M.	A. M.	A. M.	A. M.			
Daily	Daily	Daily	Daily	Daily	Daily			

TIME TABLE NO. 1 IN EFFECT April 26, 1970 — STATIONS	Scales, Wyes, Car Capacity	FIRST CLASS			SECOND CLASS		
		176	58	22	186	672	190
		Piggyback Special	Silver Meteor	Silver Star	Through Freight	Through Freight	Through Freight
		Ex. Mon.	Daily	Daily	Daily	Daily	Daily
		P. M.	P. M.	P. M.	A. M.	P. M.	P. M.
OGEECHEE A		220	556	1021	1115	1228	300
1.7							
RICHMOND HILL	82P 18						
4.4							
MARSHALL	141P						
7.3							
® DORCHESTER	82P 10						
4.6							
RICEBORO	141P 16	200	543	1008	1055	1200	240
7.3							
JONES	82P 18						
3.3							
WARSAW	141P						
3.7							
® TOWNSEND	78P 38						
6.3							
COX	75P 10						
6.4							
EVERETT X SOU	72PS 140PN YARD						
7.6							
® THALMANN	168P 55	125	515	940	1015	1110	200
3.5							
BLADEN X SCL	93P 45						
5.9							
HAYNER	141P 11						
4.5							
WAVERLY	77P 12						
4.3							
WHITE OAK	77P 18						
4.4							
® WOODBINE	159P 31						
11.9							
KINGSLAND	135PS 134PN YARD						
6.8							
GROSS	95P 21 Y	L 1247	L 439	908	L 933	1010	L 118
6.3							
® YULEE	116P YARD						
7.4							
TISONIA	94P 4						
5.6							
EASTPORT	87P 45						
4.5							
2 Tracks: PANAMA PARK	12						
2 Tracks: 2.3 X SCL F. & J. JCT. X SCL							
2 Tracks: 2.8 X GS&F BEAVER STREET						920	
0.8							
T ® JACKSONVILLE L	YARD O Y			835		900	
		P. M.	P. M.	P. M.	A. M.	A. M.	P. M.
		Ex. Mon.	Daily	Daily	Daily	Daily	Daily

THIRD CLASS			SECOND CLASS					TIME TABLE NO. 1 IN EFFECT April 26, 1970		SECOND CLASS		THIRD CLASS		
661	631	655	389	383	Station Numbers	Distance from Savannah Yard		STATIONS	Scales, Wyes, Car Capacity	382	388	656	630	662
Local Freight	Local Freight	Local Freight	Through Freight	Through Freight						Through Freight	Through Freight	Local Freight	Local Freight	Local Freight
Tues. Thur.-Sat.	Ex. Sun.	Tues. Thur.-Sat.	Daily	Daily						Daily	Daily	Mon. Wed.-Fri.	Ex. Sun.	Mon. Wed.-Fri.
A. M.	P. M.	A. M.	P. M.	A. M.						A. M.	A. M.	P. M.	P. M.	P. M.
		700	835	1201	SL499		L T	® SAVANNAH (2) X SCL A	YARD O Y	635	100	100		
		845	900	**1229**388	SL514	15.6		15.6 MELDRIM	66P 9	610	**1229**383	1145		
		901	910	1237	SL520	21.6		6.0 ELLABELLE	100P 11	601	1221	1100		
		915	922	1247	SL529	29.9	T	8.3 PEMBROKE	30	550	1210	1030		
		930	932	1257	SL536	36.9		7.0 ® GROVELAND	90P 9	540	1201	955		
		945	941	106	SL542	43.0		6.1 DAISY	70P 16	531	1153	940		
		1030	950	111	SL545	46.8	T	3.8 CLAXTON	40	525	1147	930		
		1045	953	115	SL547	48.4		1.6 HAGAN	140P 22	520	1144	855		
		1101	956	119	SL550	51.0	T	2.6 BELLVILLE	18	515	1140	845		
		1120	1010	135	SL558	59.1	T	8.1 COLLINS	95P 90	505	1130	815		
		1145	1028	155	SL572	72.9	T	13.8 LYONS	68P 55	440	1105	745		
L 800		A 1201	A **1048**388	245	SL577	77.9	T	5.0 VIDALIA X G&F	86P YARD Y	430	L **1048**389	L 700		A 1245
815				315	SL587	87.9	T	10.0 AILEY	36	340				1210
830				**330**382	SL591	92.6		4.7 OCHWALKEE	50	**330**383				1200
940				335	SL593	94.5	T	1.9 GLENWOOD	22	325				1150
1045				345	SL600	101.7	T	7.2 ALAMO	40	315				1130
1105				400	SL611	112.3	T	10.6 HELENA X SOU	32P 117	301				1110
1201				415	SL621	122.3	T	10.0 MILAN	24	236				1010
1235				430	SL630	131.0	T	8.7 RHINE	29	221				945
A 1250	L 100			445	SL636	137.5	T	6.5 ABBEVILLE	64 Y	210			A 1201	L 930
	120			500	SL645	146.7	T	9.2 ROCHELLE	73	150			1125	
	130			510	SL650	151.8	T	5.1 PITTS	22	140			1100	
	355			545	SL665	166.6	T	14.8 CORDELE X GSF X SCL	47P YARD Y	115			1030	
	430			615	SL683	185.0	T	18.4 LESLIE-DESOTO	14	1225			925	
	510			635	SL695	196.3	T A	11.3 AMERICUS L	YARD O	1201			900	
P. M.	P. M.	P. M.	P. M.	A. M.						A. M.	P. M.	A. M.	A. M.	A. M.
Tues. Thur.-Sat.	Ex. Sun.	Tues. Thur.-Sat.	Daily	Daily						Daily	Daily	Mon. Wed.-Fri.	Ex. Sun.	Mon. Wed.-Fri.

Westward Second Class 389 Through Freight Daily P. M.	Station Numbers	Distance from Macon	TIME TABLE NO. 1 IN EFFECT April 26, 1970 STATIONS	Scales, Wyes, Car Capacity	Eastward Second Class 388 Through Freight Daily P. M.
1048388	SK577	92.6	L T VIDALIA X G&F A	YARD Y	**1048**389
1115	SK588	81.3	11.3 TARRYTOWN	140P 4	1027
1125	SK593	76.2	T 5.1 SOPERTON	40	1020
1135	SK602	67.6	8.6 ROCKLEDGE	140P 5	1010
1201	SK616	53.6	T 14.0 DUBLIN X W&T	YARD	945
1211	SK618	51.1	2.5 WEST DUBLIN	140P 67	935
1248	SK637	32.7	18.4 ALLENTOWN	7	857
103	SK646	22.9	T 9.8 JEFFERSONVILLE	95P 19	836
118	SK654	15.8	7.1 FITZPATRICK	35P 6	821
132	SK660	9.3	T 6.5 DRY BRANCH	31	805
*135	SK662	7.0	2.3 FRANKLINTON	36	800
150	SK669	0.5	T A 6.5 MACON X C of GA X Sou L	YARD O	745
A. M. Daily					P. M. Daily

SECOND CLASS 383 Through Freight Daily A. M.	SECOND CLASS 385 Through Freight Daily A. M.	Station Numbers	Distance from Americus	TIME TABLE NO. 1 IN EFFECT April 26, 1970 STATIONS	Scales, Wyes, Car Capacity	Second Class 384 Through Freight Daily P. M.	Third Class 382 Through Freight Daily P. M.
1159		SL695		L T AMERICUS A	YARD O		1030
1225		SL706	10.9	10.9 T PLAINS	84		950
1250		SL716	21.0	10.1 T PRESTON	35		925
120384	L 200	SL724	29.3	8.3 T RICHLAND X SCL	28PW 80PE O YARD Y	A **120**383	855
130	205	SL728	32.6	3.3 RANDALL	56P	115	842
145	215	SL733	37.8	5.2 T LUMPKIN	83	106	835
155	227	SL740	45.3	7.5 LOUVALE	74P 5	1251	821
209	242	SL751	55.6	10.3 OMAHA	112P 2	1236	806
219	247	SL754	59.2	3.6 T MAHRT	50 Y	1230	800
249	309	SL771	76.3	17.1 RUTHERFORD	72P 3	1205	735
259	318	SL778	82.8	6.5 T HURTSBORO X CofG	56P 18	1155	725
309	330	SL785	89.9	7.1 HANNON	95P 9	1145	715
325	345	SL796	100.7	10.8 T FT. DAVIS	61P 16	1130	700
405	410	SL814	118.6	17.9 CECIL	99P	1105	635
420	425	SL825	129.9	11.3 MITYLENE	57P 13	1050	620
500	500	SL834	139.1	9.2 T A MONTGOMERY (Clisby Park) X CofG L	YARD O Y	1030	600
P. M. Daily	A. M. Daily					A. M. Daily	P. M. Daily

COOSAW SUBDIVISION

Southward Station Numbers	Distance from Coosaw	TIME TABLE NO. 1 IN EFFECT April 26, 1970 STATIONS	Northward Scales, Wyes, Car Capacity
SH473		L COOSAW A	
SH476	2.8	2.8 HANK	89P
SH484	11.2	8.4 BOYD	160P
SH493	19.9	8.7 OKEETEE	89P
SH503	29.7	9.8 LEVY	160P 8
SH511	37.7	8.0 BRIDGE JCT.	
SH514	41.5	3.8 X CofG T A ® SAVANNAH X S&A X SCL L	YARD O Y

KIMBROUGH SUBDIVISION

Westward Station Numbers	Distance from Albany	TIME TABLE NO. 1 IN EFFECT April 26, 1970 STATIONS	Eastward Scales, Wyes, Car Capacity
SLB86		T ALBANY X GN X CofG	44
SLB66	20.9	20.9 T DAWSON X CofG	56
SLB56	30.0	9.1 PARROTT	18
SLB45	41.1	11.1 KIMBROUGH	7

SECOND CLASS 385 Through Freight Daily P. M.	SECOND CLASS 391 Through Freight Daily A. M.	Station Numbers	Distance from Bainbridge	TIME TABLE NO. 1 IN EFFECT April 26, 1970 STATIONS	Scales, Wyes, Car Capacity	SECOND CLASS 384 Through Freight Daily P. M.	SECOND CLASS 374 Through Freight Daily A. M.
1145	630	SLC816		L T A BAINBRIDGE X SCL	YARD O	340	120
1153	640	SLC810	5.9	5.9 LYNN	140P 2	322	1256
1159	650	SLC805	10.8	4.9 ELDORENDO	4	306	1250
1210	715	SLC795	20.6	9.8 T COLQUITT	67P 44	303	1237
1227[374]	740	SLC786	29.4	8.8 T DAMASCUS	154P 26	253	1227[385]
1240	810	SLC776	38.5	9.1 EAST ARLINGTON	43 Y	240	
1255	840	SLC767	48.9	10.4 T EDISON X CofG	140P 41	225	1200
120	940	SLC750	64.5	15.6 T CUTHBERT X CofG	49	208	1138
125	945	SLC750	66.3	1.8 NEW SIDING	99P 12	158	1133
135	1000	SLC742	74.2	7.9 BENEVOLENCE	47	148	1123
150	1030	SLC730	85.2	11.0 KIMBROUGH	7	133	1108
A 200	1100	SLC724	91.6	6.4 T RICHLAND X SCL	140P O YARD Y	L 120	1100
	1125	SLB28	102.1	10.5 RENFROE	73P 6		1045
	1200	SLB11	119.4	17.3 OCHILLEE	50		1015
	1210	SLB7	123.3	3.9 SAND HILL	220		1005
	1220	SLB4	126.9	3.6 FT. BENNING X CofG	73P 14		955
	1230	SLB0	129.9	3.0 T A COLUMBUS YARD X Sou X CofG L	YARD O Y		945
A. M. Daily	P. M. Daily					P. M. Daily	P. M. Daily

DIVISION

PRECEDENCE BY DIRECTION

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

SPEED RESTRICTIONS

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

Series	MPH	Series	MPH
601-620	89	1003-1050, 1053-1065, 1275-1277, 1300-1308, 1400-1405, 1500-1514, 1700-1703, 1719-1777, 1900, 2000, 2100, 2200	70
675-698	83		
1212-1239, 1704-1718	79		
1309-1343, 1406-1415, 1515-1595	75	300, 400, 700, 800, 900, 1000-1002, 1051-1052, 1100, 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.

4—Trains Handling:

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

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

Jordan ditchers 40 M.P.H. and pile drivers 20 M.P.H. must be handled near head of train.

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

PIGGYBACK, UNRESTRICTED AND RESTRICTED TRAINS

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

Piggyback trains will observe freight train speed in non-signaled territory. In signaled territory, solid piggyback trains or passenger trains handling piggyback cars will observe passenger train speed not exceeding 70 M.P.H., but when handling other unrestricted freight equipment will not exceed 60 M.P.H.

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

A restricted freight train is a train handling one or more restricted cars. Restricted cars include roadway equipment cars, flat cars or wood racks loaded with pulpwood, gondolas loaded with stump wood, or other cars which in the judgment of local forces or because of special instructions should not be operated at unrestricted freight train speed.

SPACING WRECKERS AND LOCOMOTIVE CRANES

6—For line of road movement, the following wreckers must be preceded and followed by at least one car not exceeding 100,000 pounds gross weight and must be separated from any other wrecker or locomotive crane by at least two cars not exceeding 100,000 pounds gross weight: 765152, 765157, 765160, 765161, 765250, 765251, 765252, 771153, 771154, 771155, 771156, 771253, 771254, 771255, 771256, 771257, WofA 5 and GA 1901.

For line of road movement, the following locomotive cranes must be preceded and followed by at least one car not exceeding 100,000 pounds gross weight: 765414, 765445, 765448, 765449, 765458, 771927, 771929, 771994, 771995, 771996 and 771997.

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, plus four diesel units and caboose.

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.

BULLETIN BOOKS

9—Hamlet Yard (yard office "A" and diesel shop), Columbia, Cayce, Savannah (passenger station and yard offices), Jacksonville, West Jacksonville (yard office and shops), Fernandina, Baldwin, Baldwin Yard, Andrews, Georgetown, Charleston (Cooper and Bennett Yards), Vidalia, Americus, Macon, Richland, Montgomery, Columbus Yard and Bainbridge.

STANDARD CLOCKS

10—Hamlet Yard (yard office "A" and diesel shop), Hamlet, Columbia, Cayce, Savannah (passenger station, yard office and shop), Jacksonville, West Jacksonville (yard office and shop), Baldwin Yard, Andrews, Charleston (Bennett Yard), Vidalia, Americus, Macon, Richland, Montgomery, Columbus Yard and Bainbridge.

EMERGENCY WATER AND FUEL STATIONS

11—Cayce, Mullins, Georgetown and Thalmann (water only), Vidalia and Richland.

SPECIAL RULES

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

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

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

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

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

DEFECT DETECTORS

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.

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

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

TONNAGE RATING

Engine Numbers / Tonnage Shown Per Unit	300-308, 310-316, 318-413 (A or B), 700-1002, 1118-1201, 1250-1259	675-698	309, 317, 1003-1065, 1202-1239	600-620, 1275-1277, 1300-1343, 1400-1415, 1500-1595, 1700-1777	203-222, 1100-1117	1900-1923, 2100-2110, 2114-2120	2000-2023	2111-2113, 2200-2210	2121-2124, 2211-2213
Hamlet to Cayce	1700	1350	1850	2050	1100	2650	3100	3000	3200
Cayce to McBee	1700	1350	1850	2050	1100	2650	3100	3000	3200
McBee to Hamlet	2200	1750	2400	2650	1450	3400	4000	3850	4150
Cayce to Dixiana	2500	2000	2750	2900	1650	3900	4550	4350	4750
Dixiana to Gaston	1700	1350	1850	2050	1100	2650	3100	3000	3200
Gaston to Denmark	2200	1750	2400	2650	1450	3400	4000	3850	4150
Denmark to Fairfax	2500	2000	2750	2900	1650	3900	4550	4350	4750
Fairfax and Savannah	3000	2400	3300	3600	1950	4650	5450	5250	5700
Fairfax to Denmark	2200	1750	2400	2650	1450	3400	4000	3850	4150
Denmark to Silica	1700	1350	1850	2050	1100	2650	3100	3000	3200
Silica to Cayce	4500	3600	4950	5400	2950	6950	8200	7850	8550
Hamlet and Andrews	3200	2550	3500	3850	2100	4950	5800	5600	6050
Andrews and Georgetown	4000	3200	4400	4800	2600	6200	7300	7000	7600
Andrews and Charleston	3500	2800	3850	4200	2300	5400	6350	6100	6650
Coosaw and Savannah	3500	2800	3850	4200	2300	5400	6350	6100	6650
Savannah and West Jax	3500	2800	3850	4200	2300	5400	6350	6100	6650
Savannah and Baldwin	3500	2800	3850	4200	2300	5400	6350	6100	6650
Yulee and Fernandina Bch	5000	4000	5500	6000	3300	7750	9100	8750	9500
Savannah to Collins	2100	1700	2300	2500	1350	3250	3800	3700	4000
Collins to Vidalia	1900	1500	2100	2300	1250	2950	3450	3300	3600
Vidalia to Collins	2100	1700	2300	2500	1350	3250	3800	3700	4000
Collins to Savannah	2200	1750	2400	2650	1450	3400	4000	3850	4200
Vidalia and Americus	1850	1500	2050	2200	1200	2850	3350	3250	3500
Americus to Richland	1450	1150	1600	1750	950	2250	2650	2550	2750
Richland to Lumpkin	1900	1500	2100	2300	1250	2950	3450	3300	3600
Lumpkin to Montgomery	2150	1700	2350	2600	1400	3300	3900	3750	4100
Montgomery to Louvale	2400	1900	2650	2900	1550	3700	4350	4200	4550
Louvale to Richland	1600	1300	1750	1900	1050	2500	2900	2800	3050
Richland to Americus	1800	1450	2000	2150	1200	2800	3300	3150	3400
Bainbridge to Richland	1900	1500	2100	2300	1250	2950	3450	3300	3600
Richland and Columbus	1600	1300	1750	1900	1050	2500	2900	2800	3050
Richland to Bainbridge	2600	2100	2850	3100	1700	4050	4750	4550	4950
Kimbrough and Albany	.....	.....	.....	.....	1600	.....	.....	.....	.....
Vidalia and Danville	2000	1000	2200	2400	1300	3100	3600	3500	3800
Danville to Jeffersonville	1700	1350	1850	2050	1100	2600	3100	2950	3200
Jeffersonville to Macon	2500	2000	2700	3000	1650	3850	4550	4350	4750
Macon to Danville	1700	1350	1850	2050	1100	2600	3100	2950	3200

Line	Line Capacity (Lbs.) 4-Axle Cars	Speed limit (M.P.H.) unless further restricted by engine, equipment in consist or special instructions.					Restricted speed (M.P.H.) as shown below for certain equipment.										Locomotive Cranes
							Cars weighing				Engines in series				Wrecker Nos.		
		21–22, 57–58, 91–92	Other Psgr. Trains	Piggy-back Trains	Unrestricted Freight Trains	Restricted Freight Trains	220,001 to 240,000 Lbs.	240,001 to 251,000 Lbs.	251,001 to 263,000 Lbs.	263,001 to 270,000 Lbs.	316, 318-335, 700,800, 900,1000, 1118–1199, 1200	500, 655-671	675-698, 1300, 1400, 1500, 1700	600-620, 1900, 2000, 2100, 2200	765250 765251 765252 771253 771254 771255 771256 771257	765152 765157 765160 765161 771153 771154 771155 771156	765100 765120 765150 765151 771104	765414 765445 765448 765449 765458 771927 771929 771994 771995 771996 771997
Hamlet to Columbia	270,000	70	70	60	50	50	.....	.....	.....	.....	Note A	.....	Note A	Note A	35	35	35	25
Bridge MP 270.4 to 270.6✳✳✳	.....	70	70	70	60	50	.....	.....	.....	.....	Note A	.....	Note A	Note A	35	35	35	25
Columbia to MP 377.0	270,000	79	79	60	50	50	.....	.....	.....	.....	.....	.....	.....	.....	40	40	40	25
MP 377.0 to Central Jct.	270,000	79	79	60	50	50	.....	.....	.....	.....	Note A&B	.....	Note A&B	Note A&B	35	35	35	25
Bridge MP 466.0 to 466.1✳✳✳	.....	45	45	45	45	45	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Savannah Terminal–East Route																		
Central Jct. to MP 495.0	270,000	50	50	50	50	50	.....	.....	.....	.....	.....	.....	.....	.....	40	40	40	25
MP 495.0 to MP 497.4	270,000	70	70	70	60	50	.....	.....	.....	.....	.....	.....	.....	.....	40	40	40	25
MP 497.4 to MP 503.1	270,000	90	80	70	60	50	.....	.....	.....	.....	.....	.....	.....	.....	40	40	40	25
Savannah Terminal–West Route																		
MP 499.9 to Burroughs	270,000	79	79	70	60	50	.....	.....	.....	.....	.....	.....	.....	.....	40	40	40	25
Burroughs to Ogeechee	270,000	90	80	70	60	50	.....	.....	.....	.....	.....	.....	.....	.....	40	40	40	25
Bridge MP 505.6 to 505.7	.....	90	80	70	60	50	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Savannah Terminal–Vidalia Subd.	270,000	.....	50	.....	40	40	.....	.....	.....	.....	.....	.....	.....	.....	35	35	35	25
Savannah Terminal–Coosaw Subd.	270,000	.....	60	.....	60	50	.....	.....	.....	.....	.....	.....	.....	.....	35	35	35	25
Bridge MP 510.5 to 510.7	.....	.....	45	.....	45	45	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ogeechee to Jacksonville	270,000	79	79	70	60	50	.....	.....	.....	.....	.....	.....	.....	.....	40	40	40	25
Bridge MP 553.2 to 553.7✳✳✳	.....	45	45	45	45	45	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Bridge MP 586.6 to 586.7	.....	45	45	45	45	45	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Bridge MP 602.8 to 602.9	.....	45	45	45	45	45	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Bridge MP 629.0 to 629.3	.....	45	45	45	45	45	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Gross to Baldwin	270,000	79	79	70	60	50	.....	.....	.....	.....	.....	.....	.....	.....	40	40	40	25
Yulee to Fernandina Beach	270,000	.....	.....	.....	35	35	.....	.....	.....	.....	.....	.....	.....	.....	15	25	25	25
Bridge MP 43.2 to 43.3✳✳	.....	.....	.....	.....	15	15	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Hamlet to MP 293.2	270,000	.....	75	70	60	50	.....	.....	.....	.....	Note A&B	.....	Note A&B	Note A&B	35	35	35	25
MP 293.2 to MP 412.8	270,000	.....	59	.....	49	49	.....	.....	.....	.....	.....	.....	.....	.....	40	40	40	25
Bridge MP 332.3 to 332.7	.....	.....	45	.....	45	45	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Bridge MP 376.6 to 377.6✳	.....	.....	45	.....	45	45	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Bridge MP 398.4 to 398.5	.....	.....	35	.....	35	35	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
MP 412.8 to MP 420.8	270,000	.....	20	.....	20	20	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
McColl to MP G268.0	270,000	.....	25	.....	25	25	.....	.....	.....	.....	.....	.....	BARRED	.....	.....	20	.....	.....
MP G268.0 to Marlboro	270,000	.....	20	.....	20	20	.....	.....	.....	.....	.....	.....	BARRED	.....	.....	.....	.....	.....
Marlboro to Oak River Mill	270,000	.....	.....	.....	15	15	.....	.....	.....	.....	.....	.....	BARRED	.....	.....	.....	.....	.....
Andrews to Georgetown	270,000	.....	.....	.....	40	40	.....	.....	.....	.....	.....	.....	.....	.....	20	20	20	20
Coosaw to MP 509.4	270,000	.....	75	.....	60	50	.....	.....	.....	.....	Note C	.....	Note C&D	Note C	35	35	35	25
Bridge MP 477.1 to 477.2	.....	.....	45	.....	45	45	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
MP 500.8 to MP 537.6	270,000	.....	50	.....	49	49	.....	.....	.....	.....	.....	.....	.....	.....	35	35	35	25
MP 537.6 to MP 589.6	270,000	.....	45	.....	45	45	.....	.....	.....	.....	.....	.....	.....	.....	35	35	35	25
MP 589.6 to Americus	270,000	.....	50	.....	49	49	.....	.....	.....	.....	.....	.....	.....	.....	35	35	35	25
Americus to MP 708.0	270,000	.....	30	.....	30	30	.....	.....	.....	.....	.....	.....	.....	.....	20	20	25	25
MP 708.0 to MP 726.0	270,000	.....	40	.....	40	40	.....	.....	.....	.....	.....	.....	.....	.....	25	25	25	25
MP 726.0 to MP 747.0	270,000	.....	49	.....	49	49	.....	.....	.....	.....	.....	.....	.....	.....	35	35	35	25
MP 747.0 to MP 778.0	270,000	.....	45	.....	45	45	.....	.....	.....	.....	.....	.....	.....	.....	25	25	25	25
Bridge MP 753.2 to 753.3	.....	.....	45	.....	45	45	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
MP 778.0 to MP 783.5	270,000	.....	49	.....	49	49	.....	.....	.....	.....	.....	.....	.....	.....	25	25	25	25
MP 783.5 to MP 829.8	270,000	.....	40	.....	40	40	.....	.....	.....	.....	.....	.....	.....	.....	25	25	25	25
MP 829.8 to Montgomery	270,000	.....	20	.....	20	20	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Bainbridge to MP 110.6	270,000	.....	59	.....	49	49	.....	.....	.....	.....	.....	.....	.....	.....	35	35	35	25
MP 110.6 to MP 157.2	270,000	.....	45	.....	45	45	.....	.....	.....	.....	.....	.....	.....	.....	25	25	25	25
MP 157.2 to MP 166.2	270,000	.....	59	.....	49	49	.....	.....	.....	.....	.....	.....	.....	.....	35	35	35	25
MP 166.2 to Richland	270,000	.....	45	.....	45	45	.....	.....	.....	.....	.....	.....	.....	.....	25	25	25	25
Richland to Columbus	270,000	.....	40	.....	35	35	.....	.....	.....	.....	.....	.....	.....	.....	25	25	25	25
Albany to Kimbrough	220,000	.....	.....	.....	15	15	Note E	Note E	BARRED	BARRED	Note F	BARRED	BARRED	BARRED	BARRED	10	10	.....
Macon to MP 59.2	270,000	.....	30	.....	30	30	.....	.....	.....	.....	.....	.....	.....	.....	25	25	25	25
MP 59.2 to MP 64.2	270,000	.....	49	.....	49	49	.....	.....	.....	.....	.....	.....	.....	.....	25	25	25	25
MP 64.2 to MP 72.1	270,000	.....	40	.....	40	40	.....	.....	.....	.....	.....	.....	.....	.....	25	25	25	25
MP 72.1 to Vidalia	270,000	.....	49	.....	49	49	.....	.....	.....	.....	.....	.....	.....	.....	25	25	25	25

NOTE A - Passenger trains, handled by other than engines of series 500 and 600, will not exceed 65 M. P. H.
NOTE B - Passenger trains, handled by engines of series 1500 and 1700, will not exceed 60 M. P. H.
NOTE C - Passenger trains, handled by other than engines of series 500 and 600, will not exceed 60 M. P. H.
NOTE D - Trains, handled by engines of series 1500 and 1700, will not exceed 55 M. P. H.
NOTE E - Seasonal movement of grain cars not exceeding 244,000 lbs. permitted between Dawson and Kimbrough not exceeding 10 M. P. H.
NOTE F - Restricted to engines in series 10–19 and 1100–1117.
✳No braking on entire length of bridge except in emergency; trains handling open loads of pulpwood 15 M. P. H. through truss spans.
✳✳Trains handling open loads of pulpwood 10 M. P. H.
✳✳✳Trains handling open loads of pulpwood 15 M. P. H. through truss spans.

CLEARANCE CARDS

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

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

Northward second and inferior class and extra trains will obtain clearance card before leaving Columbia and clearance card will not be required at Cayce.

WHERE TIME APPLIES

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

CONDITIONAL STOPS

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

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

REGISTER STATIONS

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

SPEED RESTRICTIONS

Between 5—Mile Posts	MILES PER HOUR			Between Mile Posts	MILES PER HOUR		
	Psgr. Trains	Piggy-back Trains	Freight Trains		Psgr. Trains	Piggy-back Trains	Freight Trains
253.4 and 254.1	50	50	—	281.3 and 281.5	55	55	—
257.3 and 257.8	55	55	—	288.4 and 289.8	50	50	—
257.8 and 258.7	65	—	—	289.8 and 291.0	60	—	—
258.7 and 260.1	60	—	—	294.9 and 295.2	65	—	—
261.4 and 262.6	60	—	—	298.2 and 298.6	60	—	—
262.6 and 265.5	55	55	—	301.8 and 302.2	60	—	—
265.5 and 267.7	65	—	—	326.2 and 326.8	60	—	—
267.7 and 268.0	60	—	—	332.5 and 333.3	50	50	—
270.4 and 270.6	70	60	50*	352.3 and 353.3	55	55	—
270.8 and 272.3	40	40	40	356.7 and 357.0	60	—	—
277.4 and 279.2	55	55	—	358.4 and 359.7	20	20	20
279.2 and 281.3	60	—	—				

*Trains handling open loads pulpwood 15 M.P.H. through truss spans.

City Ordinance speed restrictions:

Bethune, 30 M. P. H.
Eau Claire, M. P. 354.9 to M. P. 357.6, 35 M. P. H.
Columbia, over Elmwood Avenue and Lady Street, 10 M. P. H., over Gervais Street, 5 M. P. H. and over Senate Street, 10 M. P. H.

RAILROAD CROSSINGS AT GRADE

6—Protected by remotely controlled interlocking:
Seaboard Jct., M. P. 272.6, S. C. L.
7—Protected by electrically locked derails:
Spaulding, M. P. 324.5, Sou. Normally clear S. C. L.
8—Protected by Standard semaphore crossing signal:
Hamlet, M. P. 253.4. Normally clear Aberdeen Subdivision.

BLOCK SIGNAL SYSTEMS

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

DEFECT DETECTORS

10-Locations	Protection Provided	Locations of Indicators and Personnel reading charts
Middendorf M. P. 297.2	Single track, both directions. Hot box and dragging equipment.	Indicators west side, M. P. 297.2. Voice instructions.
Lugoff M. P. 334.2	Single track, both directions. Hot box and dragging equipment.	Indicators west side, M. P. 334.2. Voice instructions.

SPECIAL RULES

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

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

13—Trains and engines will approach crossover south of passenger station Hamlet at yard speed not exceeding 20 M.P.H. and must know that switches are properly set before using same.

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

15—Street crossings Columbia protected by highway crossing signals as follows:
Elmwood Avenue and Gervais Street, automatic.
Lady Street, controlled by operator.
All yard movements over Gervais and Lady Streets must be preceded by member of crew.

16—Trains or engines must not clear at the following non-electrically locked hand-operated switch locations:
H. A. Powe, M. P. 272.5.
Carolina Canners Co., M. P. 272.7.
Team Track, M. P. 272.9.
Boyle Construction Co., M. P. 331.2.
Litton Industries, M. P. 345.3.
Shasta, M. P. 346.3.
Carolina Brick Siding, M. P. 346.5.
Dents, M. P. 351.5.
College Siding No. 1, M. P. 356.0.
College Siding No. 2, M. P. 356.1.
Templeton Coal Co., M. P. 356.2.
Elmwood Fuel Co., M. P. 358.6.

CLEARANCE CARDS

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

REGISTER STATIONS

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

SPEED RESTRICTIONS

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

*Trains handling open loads of pulpwood 15 M.P.H. through truss spans.

City Ordinance speed restrictions:
Columbia, over Lady and Senate Streets, 10 M. P. H.
Gervais St., 5 M. P. H.
Swansea, 35 M. P. H.....7:00 A.M. to 7:00 P.M.
Woodford, 20 M. P. H.....6:00 A.M. to 9:00 P.M.
Norway, 25 M. P. H.....6:00 A.M. to 9:00 P.M.
Denmark, 25 M. P. H. between SCL crossing and passenger station.
Olar, 45 M. P. H.....7:00 A.M. to 7:00 P.M.
Fairfax, 45 M.P.H.
Estill, 35 M. P. H.

RAILROAD CROSSINGS AT GRADE

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

DRAWBRIDGE

5—Protected by attended interlocking:
Savannah River, M. P. 466.0.

BLOCK SIGNAL SYSTEMS

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

SIGNALED SIDINGS

7—Garnett.

DEFECT DETECTORS

8—Locations	Protection Provided	Locations of Indicators and Personnel reading charts
Gaston M. P. 371.6	Single track, both directions. Hot box and dragging equipment.	Indicators west side, M. P. 371.6. Voice instructions.
Denmark M. P. 414.1	Single track, both directions. Hot box and dragging equipment.	Indicators west side, M. P. 414.1. Voice instructions.
Scotia M. P. 454.1	Single track, both directions. Hot box and dragging equipment.	Indicators west side, M. P. 454.1. Voice instructions.
Stillwell M. P. 478.9	Single track, both directions. Hot box and dragging equipment.	Indicators west side, M. P. 478.9. Voice instructions.

SPECIAL RULES

9—Street crossings Columbia protected by highway crossing signals as follows:
Gervais Street, automatic.
Lady Street, controlled by operator.
Yard movements over Gervais and Lady Streets must be preceded by a member of crew.

10—Yard speed will be observed on Carolina Eastman Spur not exceeding 20 M. P. H. between main track and plant tracks and 10 M. P. H. on plant tracks.

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

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

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

14—Trains or engines must not clear at the following non-electrically locked hand-operated switch locations:
Union-Camp Co., M. P. 381.9.
Ballington Bros. Lumber Co., M. P. 383.6.
Denmark House Track, M. P. 410.1.
Old Pickle Spur, M. P. 411.1.
Schofield (Kearse Veneer Co.), M. P. 423.8.
Mitchell Insecticide Co., M. P. 437.0.
Hodges Veneer Co., M. P. 437.4.
Elliott, M. P. 451.8.
Georgia Pacific Corp., M. P. 468.1.
Byrds, M. P. 478.9.

Fernandina Subdivision

CLEARANCE CARDS

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

REGISTER STATIONS

2—Fernandina Beach.

YARD LIMITS

3—Fernandina Beach and Yulee.

SPEED RESTRICTIONS

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

*Trains handling open loads of pulpwood 10 M.P.H.

DRAWBRIDGES

5—Protected by gates not interlocked:
Amelia River, M. P. 43.2, attended 8:30 A.M. to 5:30 P.M.
Trains and engines approach drawbridge prepared to stop and must stop unless a proceed signal is received from bridge tender. When necessary for trains and engines to use bridge between 5:30 P.M. and 8:30 A.M. bridge tender will be called to operate bridge.

CLEARANCE CARDS

1—Trains and engines moving to or from the Everett Subdivision, at Ogeechee will retain their identity and proceed on signal indication and clearance card will not be required.

Clearance card not required at Beaver Street or Gross.

Trains will obtain clearance card before leaving West Jacksonville.

WHERE TIME APPLIES

2—Time of trains at Ogeechee applies at Nahunta Subdivision junction switch.

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

CONDITIONAL STOPS

3—Nos. 21 and 22 at Thalmann to receive and discharge revenue passengers to and from Petersburg and beyond and points beyond Wildwood.

Nos. 57 and 58 at Thalmann to receive and discharge revenue passengers to and from Raleigh and beyond and points beyond Wildwood.

REGISTER STATIONS

4—Jacksonville and West Jacksonville.

SPEED RESTRICTIONS

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

*Trains handling open loads of pulpwood 15 M.P.H. through truss spans.

M. P. 611.8, through turnout, Fernandina Subdiv. conn., 15 M.P.H.

City Ordinance speed restrictions:

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

RAILROAD CROSSINGS AT GRADE

6—Protected by remotely controlled interlockings:
Everett, M. P. 556.8, Sou.
Bladen, M. P. 567.9, S. C. L.
F. & J. Jct., M. P. 631.8, S. C. L.

7—Protected by automatic interlocking:
Milldale, M. P. 630.1, S.C.L.

8—Protected by electrically locked derails:
Market Street, M. P. 632.2, G. S. & F. Normally clear S. C. L.

DRAWBRIDGES

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

SIGNALED SIDINGS

10—Marshal, Riceboro, Warsaw, Everett (northward siding), Thalmann, Hayner and Woodbine.

BLOCK SIGNAL SYSTEMS

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

TWO TRACKS

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

DEFECT DETECTORS

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

SPECIAL RULES

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

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

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

17—Train and engine movements on Dame's Point Spur between Eastport M. P. 625.0, including Industrial Area One Lead, North Shore Lead, run-around tracks and joint tracks at St. Regis Mill, to end of line, will be made at yard speed not exceeding 20 M.P.H.

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

Union-Camp Co., M. P. 544.0.

Union-Camp Co., M. P. 587.3.

J. D. Manley Const. Co., M. P. 606.2.

B. B. McCormick Co., M. P. 628.1.

CLEARANCE CARDS

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

Trains will obtain clearance card before leaving Baldwin Yard.

Passenger trains only, will obtain clearance card at Baldwin.

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

REGISTER STATIONS

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

SPEED RESTRICTIONS

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

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

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

City Ordinance speed restrictions:

Callahan, 50 M. P. H. over State Highway No. 1 crossing.
Baldwin, 45 M. P. H.

RAILROAD CROSSINGS AT GRADE

4—Protected by remotely controlled interlockings:
Baldwin, M. P. 0.0, S. C. L.
Baldwin, M. P. 0.7, S. C. L.
Crawford, M. P. 15.5, Sou.
Callahan, M. P. 19.9, S. C. L.

SIGNALED SIDINGS

5—Fouraker, Nassau and Gross.

BLOCK SIGNAL SYSTEMS

6—Traffic Control System is in service between M. P. 34.5 at Gross and M. P. 0.0, Baldwin.

DEFECT DETECTORS

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

SPECIAL RULES

8—Trains or engines must not clear at the following non-electrically locked hand-operated switch locations:
Callahan Team Track, M. P. 20.4.
Bryceville, M. P. 6.3.

Andrews Subdivision

CLEARANCE CARDS

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

Clearance card not required at East Junction, McColl and Dillon.

WHERE TIME APPLIES

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

REGISTER STATIONS

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

YARD LIMITS

4—Mullins, Andrews and Remount-Charleston.

SPEED RESTRICTIONS

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

*No braking on entire length of bridge except in emergency; trains handling open loads of pulpwood 15 M.P.H. through truss spans.

City Ordinance speed restrictions:
Gibson, 35 M. P. H.
McColl, 25 M. P. H.
Clio, 35 M. P. H.
Mullins, 20 M. P. H. over all street crossings.
Andrews, 25 M. P. H. over all street crossings.

RAILROAD CROSSINGS AT GRADE

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

7—Protected by automatic interlocking:
Mullins, M. P. 309.0, S. C. L.

8—Protected by non-electrically locked gates:
North Charleston, M. P. 415.1, NCT Co. Normally clear NCT Co.

9—Protected by "Stop" boards:
Filbin, M. P. 413.9, Sou.
Navy Yard Siding, M. P. 416.0, S.C.L.
North State Lumber Co., M. P. 418.7, S.C.L.
Etiwan Fertilizer Co., M. P. 419.1, S.C.L.-Sou.
Royster Fertilizer Co., M. P. 419.3, S.C.L.-Sou. (2 crossings).
Sou. R.R., M.P. 419.4, Sou.
Town Creek, M.P. 420.8, S.C.L.

DRAWBRIDGES

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

SIGNALED SIDINGS

11—Fletcher and Clio.

BLOCK SIGNAL SYSTEMS

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

DEFECT DETECTORS

13—Locations	Protection Provided	Locations of Indicators and Personnel reading charts
Little Rock M. P. 287.6	Single track, both directions. Hot box and dragging equipment.	Indicators west side, M. P. 287.6. Voice instructions.
NeSmith M. P. 351.1	Single track, both directions Hot box and dragging equipment.	No indicators. Operator, Andrews.
Oceda M. P. 373 3	Single track, both directions Hot box and dragging equipment.	No indicators. Operator, Andrews.

SPECIAL RULES

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

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

16—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.

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

Bennettsville Subdivision

CLEARANCE CARDS

1—Clearance card will not be required at McColl and Bennettsville.

REGISTER STATIONS

2—Bennettsville.

YARD LIMITS

3—McColl and Bennettsville.

SPEED RESTRICTIONS

4—Between Mile Posts	All Trains M.P.H.
G259.2 and G259.4	15

City Ordinance Speed Restrictions:

McColl, 25 M.P.H.
Bennettsville, 10 M.P.H. over Broad and Parsonage Streets and crossings must be flagged.

SPECIAL RULES

5—Between Bennettsville and Oak River Mill trains and engines have equal authority and will operate at yard speed.

6—Nos. 597 and 598 will not protect against following extra trains between McColl and Bennettsville.

7—Trains and engines have equal authority and will operate at yard speed not exceeding 10 M.P.H., on Breeden Spur, M. P. G267.1.

Georgetown Subdivision

CLEARANCE CARD

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

REGISTER STATIONS

2—Andrews and Georgetown (Kraft Jct.).

YARD LIMITS

3—Georgetown.

SPEED RESTRICTIONS

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

SPECIAL RULES

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

Coosaw Subdivision

CLEARANCE CARDS

1—Rule 83-A will not apply at Coosaw.

SPEED RESTRICTIONS

Between 2—Mile Posts	MILES PER HOUR Psgr. Trains	Freight Trains	Between Mile Posts	MILES PER HOUR Psgr. Trains	Freight Trains
472.8 and 473.1	30	30	477.2 and 479.6	60	—
473.1 and 477.1	60	—	499.1 and 499.3	60	—
477.1 and 477.2	45	45	508.2 and 509.4	60	—

JUNCTION SWITCHES

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

BLOCK SIGNAL SYSTEMS

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

CLEARANCE CARDS

1—Trains obtain clearance card before leaving Vidalia.

Trains obtain clearance card at Cordele between 8:00 A.M. and 5:00 P.M. daily, except Sunday.

REGISTER STATIONS

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

YARD LIMITS

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

JUNCTION SWITCHES

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

SPEED RESTRICTIONS

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

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

City Ordinance Speed Restrictions:
Pembroke, 25 M. P. H.
Claxton, 20 M. P. H.
Collins, 30 M. P. H.
Lyons, 10 M. P. H.
Vidalia, 6 M. P. H.
Ailey, 35 M.P.H.
Alamo, 25 M. P. H.
Helena, 25 M. P. H.
Milan, 20 M. P. H.
Abbeville, 10 M. P. H.
Rochelle, 20 M. P. H., 7:00 A.M. to 7:00 P.M.
Cordele, 25 M.P.H. while engine is between First and Fourteenth Streets, inclusive. Switching movements over all street crossings must be protected by member of crew and while switching, crossings must not be blocked longer than five minutes. Cars must not be kicked or dropped over any crossing within city limits. Every effort must be made to avoid operating crossing gates and/or lights unnecessarily.
DeSoto, 25 M. P. H.
Americus, 15 M. P. H. between Glessner and New Streets.

RAILROAD CROSSINGS AT GRADE

6—Protected by automatic interlocking:
Helena, M. P. 610.7, Sou.

Cordele, M. P. 665.4, G. S. & F. and S. C. L., operated as follows: 20 M. P. H. until engine reaches crossing.

Trains or engines stopped at Dwarf signal, desiring to make a movement through interlocking plant, will unlock padlock and depress handle on Dwarf signal of route desired. If signal fails to clear, and indicator located on side of signal case at crossing is not illuminated, wait ten minutes, operate release mechanism on side of signal case at crossing being governed by Rule 637.

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

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

SPRING SWITCHES

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

DEFECT DETECTORS

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

SPECIAL RULES

10—S. C. L. trains or engines may use G. & F. main track at Vidalia between connecting tracks switch and M. P. 151.0. G. & F. trains or engines may use S. C. L. main track at Vidalia between M. P. 575.0 and G. & F. crossing.

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

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

12—A. & N. trains or engines may use S. C. L. main track at Cordele between west wye switch and 2nd Street.

S. C. L. trains or engines may use A. & N. main track at Cordele between north and south wye switches.

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

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

Vidalia, Macon Subdivision main track switch.

Americus, west end yard lead.

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

15—TRAILERS in TOFC service, with combined height of FLAT CAR and TRAILER exceeding 16 ft. 3 in. ABOVE TOP OF RAIL, loaded or empty bi-level and tri-level auto racks must not be moved between Americus and Richland, inclusive.

CLEARANCE CARDS

1—Trains obtain clearance card before leaving Richland.

REGISTER STATIONS

2—Americus, Richland, and Clisby Park.
Nos. 384 and 385 will furnish register slip at Richland.
No. 383 at Mahrt and will furnish register slip when operator is on duty.

YARD LIMITS

3—Americus, Richland, Mahrt, Hurtsboro, Clisby Park and Montgomery.

SPEED RESTRICTIONS

4—Between Mile Posts	All Trains M.P.H.
740.1 and 740.2	35
777.6 and 777.7	25

M. P. 732.8, turnout, 10 M.P.H.

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

RAILROAD CROSSINGS AT GRADE

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

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

SPRING SWITCHES

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

DEFECT DETECTORS

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

SPECIAL RULES

9—The following main track switches may be left in reverse position and trains and engines must approach them prepared to stop and must know that they are properly set for movement to be made before passing over them:
Americus, west end yard lead.
Richland, west wye switch.
Montgomery, east end yard lead.

10—S. C. L. trains or engines may use C. of Ga. Ry. main track between Union Station, Montgomery and end of S. C. L. tracks connecting with C. of Ga. Ry. tracks just west of Perry Street.
Movements of trains or engines within these limits must be made at yard speed.

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

12—TRAILERS in TOFC service, with combined height of FLAT CAR and TRAILER exceeding 16 ft. 3 in. ABOVE TOP OF RAIL, loaded or empty bi-level and tri-level auto racks must not be moved between Americus and Richland, inclusive.

Richland Subdivision

CLEARANCE CARDS

1—Trains obtain clearance card before leaving Richland.

WHERE TIME APPLIES

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

REGISTER STATIONS

3—Columbus Yard, Richland and Bainbridge.
Nos. 374, 384, 385 and 391 will furnish register slip at Richland.

YARD LIMITS

4—Columbus Yard, Richland, Cuthbert, East Arlington and Bainbridge.

SPEED RESTRICTIONS

5—Richland-Columbus Segment

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

Bainbridge-Richland Segment

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

City Ordinance Speed Restrictions:
Cusseta, 6 M. P. H.
Richland, 10 M. P. H.
Edison, Hartford Street, 30 M. P. H.
Colquitt, 25 M.P.H.
Bainbridge, 25 M.P.H. within City Limits.

RAILROAD CROSSINGS AT GRADE

6—Protected by "Stop" Boards:
Columbus Freight Yard, Sou.
Columbus Dummy Line, Front Street, C. of Ga.

7—Protected by automatic interlockings:
Bainbridge, M. P. 91.0, S. C. L. { Eastward, 40 M.P.H.* / Westward, 20 M.P.H.*
East Arlington, M. P. 130.4, C. of Ga.

8—Protected by electrically locked gates:
Cuthbert, M. P. 154.5, C. of Ga. Normally clear S. C. L.

9—Protected by standard semaphore crossing signal:
Richland, M. P. 38.7, S. C. L.

10—Protected by non-electrically locked gates:
M. P. 4.0, C. of Ga. Normally clear S. C. L.
*Until engine reaches crossing.

SPRING SWITCHES

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

DEFECT DETECTORS

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

SPECIAL RULES

13—S. C. L. trains or engines may use C. of Ga. main track at Columbus between C. of Ga. passenger Station and S. C. L. crossover connecting track. C. of Ga. trains or engines may use S. C. L. main track between M. P. 1.4 and S. C. L. yard.
Movements of trains or engines within these limits must be made at yard speed.

14—Cuthbert, S. C. L. trains or engines may use C. of Ga. main track between C. of Ga. freight station and east end S. C. L. transfer lead switch. C. of Ga. trains or engines may use S. C. L. main track between railroad crossing and point 500 feet west of west S. C. L. transfer lead switch. Movements of C. of Ga. and S. C. L. trains or engines within these limits must be made at yard speed.

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

Kimbrough Subdivision

CLEARANCE CARDS

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

REGISTER STATIONS

2—Albany.

YARD LIMITS

3—Albany.

SPEED RESTRICTIONS

4—Through Turnouts and Crossovers, 10 M.P.H.
City Ordinance Speed Restrictions:
Parrot, 10 M.P.H.
Dawson, 4 M.P.H.
Albany, 15 M.P.H.

RAILROAD CROSSINGS AT GRADE

5—Protected by non-electrically locked gates:
Albany, M. P. 86.6, C. of Ga. Normally clear C. of Ga.
C. of Ga. gates at Albany must not be opened while bells are ringing.

Albany, M. P. 87.1, GN. Normally clear GN.

6—Protected by "Stop" Boards:
Dawson, M. P. 65.3, C. of Ga.

SPECIAL RULES

7—S. C. L. trains or engines may use the A. & N. main track at Albany between the north wye switch and A. & N. yard.

A. & N. trains or engines may use S. C. L. main track at Albany between the east wye switch and S. C. L. freight station.

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

CLEARANCE CARDS

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

REGISTER STATIONS

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

YARD LIMITS

3—Macon, Dublin and Vidalia.

JUNCTION SWITCHES

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

SPEED RESTRICTIONS

5—Between Mile Posts	All Trains M.P.H.
0.5 and 1.1	10
52.5 and 54.6	10

City Ordinance Speed Restrictions:
Jeffersonville, 25 M. P. H.
Dublin, 15 M. P. H.
Soperton, 15 M. P. H.
Vidalia, 6 M. P. H.

RAILROAD CROSSINGS AT GRADE

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

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

SPRING SWITCHES

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

SPECIAL RULES

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

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

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

JACKSONVILLE TERMINALS

D. M. Strickland, Terminal Superintendent
D. E. Wright, Terminal Trainmaster — F. F. Johnson, Terminal Trainmaster

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

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

SPEED RESTRICTIONS

1—Maximum speed for engine and transfer movements is 20 M.P.H. between Moncrief and Quinlan and 15 M.P.H. between Composite and Export Terminal, except 10 M.P.H. over bridges at M. P. SJ646.0 and M. P. SJ648.9.

RAILROAD CROSSINGS AT GRADE

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

DRAWBRIDGES

3—Not protected by interlockings:
Trout River, M. P. SJ646.0.
Broward River, M. P. SJ648.9.

Trains and engines will stop within 300 feet of draw span of these bridges, if way is clear movement may then proceed.

SPRING SWITCHES

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

Norwood Ave., Export Milldale Line.

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

Green-Normal route lined for Milldale.

Yellow-Route lined for Export.

WEIGHT LIMITS

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

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

LIMITS

1—The limits of Savannah Terminal extend over Burroughs Subdivision and to:
M. P. 506.0, Nahunta Subdivision.
M. P. 512.4, Everett Subdivision.
M. P. 500.8, Vidalia Subdivision, Yard Limit Board.
M. P. 509.4, Coosaw Subdivision, "SL" Board.
M. P. 497.3, Columbia Subdivision, Central Jct.
M. P. 489.5, Charleston Subdivision, "SL" Board, Central Junction.

METHOD OF OPERATION

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

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

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

Traffic Control System is in service between the following points:

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

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

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

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

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

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

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

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

CLEARANCE CARDS

3—Passenger trains will obtain card at passenger station and freight trains at Savannah Yard, except northward freight trains leaving Southover Yard at Central Junction.

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

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

WHERE TIME APPLIES

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

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

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

REGISTER STATIONS

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

YARD LIMITS

6—Savannah, on Vidalia Subdivision.

RAILROAD CROSSINGS AT GRADE

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

8—Protected by remotely controlled interlockings:
Savannah Yard, M. P. 500.1, S. C. L., West Route, Burroughs Subdivision.
Savannah Yard, M. P. 500.2, S.C.L., West Route, Burroughs Subdivision.
Savannah, M. P. 512.3, C. of Ga., Coosaw Subdivision.
Savannah, M. P. 512.4, S. & A., Coosaw Subdivision.
Alabama Junction, M. P. 513.2, S. C. L., Coosaw Subdivision.
Savannah Yard, M. P. 499.5, S. C. L., Vidalia Subdivision.
Savannah Yard, M. P. 499.6, S. C. L., Vidalia Subdivision.
Alabama Junction, M. P. 491.7, S. C. L., East Route, Burroughs Subdivision.

SPRING SWITCHES

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

M. P. 513.3, Savannah Yard Lead, 15 M. P. H., Coosaw Subdivision.
Liberty Street lead near Montgomery St., East Route.

DRAWBRIDGES

10—Protected by interlocking:
Savannah River, M. P. 510.7, Coosaw Subdivision, attended 3:00 P.M. to 7:00 P.M. and 8:00 P.M. to 12:00 midnite daily, except Saturday. Draw open and unattended other hours.

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

TWO TRACKS

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

AUTOMATIC TRAIN STOP

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

SPECIAL RULES

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

SAVANNAH TERMINAL—CONTINUED

14—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.

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

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

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

Savannah Steel Company, M. P. 492.6, East Route (W).
Shores Abbatoir, M. P. 492.7, East Route (W).
Sears, M. P. 493.3, East Route (W).
Savannah Truckers Exchange, M. P. 507.9, West Route.

SPEED RESTRICTIONS — EAST ROUTE

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

Through turnouts as listed below:

M. P. 491.4, turnout to West Route, 10 M.P.H. (W).
M. P. 491.8, turnout to Coosaw Subdivision, 15 M.P.H. (E).
M. P. 491.8, turnout to Savannah Yard, 15 M.P.H. (W).

SPEED RESTRICTIONS — WEST ROUTE

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

Through turnouts as listed below:

M. P. 499.9, turnout to West Route, 10 M. P. H. (W).
M. P. 500.1, turnout to Savannah Yard, 10 M. P. H.

SPEED RESTRICTIONS — COOSAW SUBDIVISION

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

Through turnouts as listed below:

M. P. 510.5, turnout to Hutchinson Island, 15 M.P.H.
M. P. 512.5, turnout to wye track, 15 M.P.H.
M. P. 512.6, turnout to yard lead, 15 M.P.H.
M. P. 513.1, turnout to Burroughs Subdivision East Route, 15 M. P. H. (E).
M. P. 513.3, turnout to yard lead, 15 M.P.H.

RULES JACKSONVILLE TERMINAL COMPANY

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

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

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

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

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

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

SIGNAL INDICATIONS (DAY)

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

SIGNAL INDICATIONS (NIGHT)

Red	Stop.
Yellow	Proceed Under Caution.
Green	Proceed.

COLOR LIGHT INTERLOCKING SIGNAL INDICATIONS (DAY OR NIGHT)

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

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

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

Outside of interlocking territory hand throw switch indications are:

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

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

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

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

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

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

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

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

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

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

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

10—Train Starting Signals: Push button signals are located as follows:
To contact Myrtle Avenue Tower:
Tracks 2 to 15 inclusive: On supporting columns of train sheds near butting block and the west end of sheds.
Track 16: On supporting column of train shed opposite station and the west end of shed.
Track 17 to 26 inclusive: On supporting columns of train sheds near the head of rampway and the west end of shed.
To contact Lee Street Tower:
Track 16: On supporting column of train shed opposite station.
Track 17 to 26 inclusive: On supporting columns of train sheds near the head of rampway, also on east side of concrete columns Lee Street Viaduct for tracks 23, 24, 25 and 26.

Conductors are required to transmit signal to the proper tower one minute in advance of the time his train will be ready to depart by pressing starting signal button. After this signal gives proper indication in the tower, it will be repeated back by a light to the Conductor immediately. If such light does not show up, it indicates to the Conductor that the apparatus is not working and steps must immediately be taken to communicate with the tower by phone.

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

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

11—Conductors, Trainmen, Enginemen and Firemen of tenant lines must pass proper examination on interlocking rules and special instructions before being permitted to operate into and out of the Terminal.

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

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

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

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

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

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

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

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

GROSS SUBDIVISION

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

GEORGETOWN SUBDIVISION

Kent	12.1	SHA 12	9	North
Pyrofac-Rokco	4.1	SHA 4	12	East

FERNANDINA BEACH SUBDIVISION

Union Carbide Company	44.0	SMA 4	14	Both

COLUMBIA SUBDIVISION

Carolina Eastman (2.9 Miles)	366.4	S 366	Spur	North
Fosters	367.1	S 367	Spur	North
Silicia	367.4	S 367	109	Both
Wilson's	367.5	S 367	Spur	North
Silica Spur	368.0	S 368	Spur	North
Union-Camp Co.	381.9	S 382	23	South
Ballington Bros. Lumber Company	383.6	S 384	11	North
Neeces	395.4	S 396	18	Both
Olar	420.3	S 420	27	Both
Schofield (Kearse Veneer Company)	423.7	S 424	3	North
Sycamore	430.5	S 431	31	Both
Luray	445.9	S 446	27	Both
Elliott	451.8	S 452	9	North
Scotia	455.2	S 455	13	South
Goldkist	466.4	S 466	Spur	South
Byrds	478.9	S 479	22	North

HAMLET SUBDIVISION

Kimberly	276.6	S 277	3	South
International Paper Company	282.8	S 283	46	North
Community Siding	317.4	S 317	8	North
Spaulding	324.5	S 325	12	North
Orlon	329.2	S 329	Yard	Both
Whitehead	335.3	S 335	114	North
Blaney Lumber Company	337.0	S 337	30	North
Pontiac	343.9	S 344	61	Both
Litton Industries	345.3	S 345	Yard	North
Sumner Co. Inc.	345.3	S 345	8	North
Shasta	346.3	S 346	7	South
Carolina Brick Siding	346.6	S 347	2	South
Dents	351.4	S 351	18	South
College Siding No. 1	356.0	S 356	7	North
College Siding No. 2	356.1	S 356	9	Both

SAVANNAH TERMINAL

East Route				
Grubbs (E)	498.2	A 498	Spur	North
West Route				
Savannah Truckers Exchange	507.9	S 508	14	North

EVERETT SUBDIVISION

Interstate	529.8	S 530	Yard	Both
Seals	593.9	S 594	10	North
Trinity Bag Company	613.4	S 613	81	North
Houdaille Duval Wright Company	620.3	S 620	Spur	North
DAME'S POINT SPUR(5.5 miles)	625.3	SO 625	Spur	South
Shuman	625.5	SO 626	3	South
Newt-Morris	625.6	SO 626	6	South
Good Housekeeping Gas Co.	625.9	SO 626	3	North
Industrial Area One Lead (0.6 mile)	626.4	SO 626	Spur	South
Textile Paper Company	626.4	SO 626	6	North
Growers Container Corp.	626.4	SO 626	17	North
Sealite	626.4	SO 626	Spur	North
Hickory Charcoal Co.	626.4	SO 626	20	South
National Kraft Container	627.3	SO 627	Spur	South
Simplex Paper Company No. 1	627.4	SO 627	10	South
Simplex Paper Company No. 2	627.4	SO 627	18	South
Quinlan	627.4	SO 627	Yard	North
City of Jacksonville	630.7	SO 631	Spur	North
Blount Island	630.8	SO 631	Spur	North
North Shore Lead (3.0 miles)	630.3	SO 630	Spur	North
McCormick	630.9	SOA 631	20	Both
Southern Materials	633.0	SOA 633	13	North
Kaiser Gypsum Company	633.2	SOA 633	Yard	North
Busch	626.0	S 626	Yard	Both
Setzers Bakery	626.6	S 627	18	North
Setzers Warehouse	626.8	S 627	19	North

EVERETT SUBDIVISION (CONTINUED)

NAME	Mile Post	Station Nos.	Car Capacity	Opening
Capitol Concrete Company	627.1	S 627	17	North
Airport	627.1	S 627	40	Both
B.B. McCormick Co.	628.1	S 628	12	North
Navy Fuel Depot	628.4	S 628	Spur	South

ANDREWS SUBDIVISION

Lockamy Steel Service	293.7	SH 294	12	North
Smithboro	303.7	SH 304	8	North
West Virginia Pulp & Paper Company	311.3	SH 311	31	Both
Centenary	322.2	SH 322	9	North
Gresham	330.0	SH 330	22	Both
Wellman	336.7	SH 337	80	North
Henry	347.8	SH 348	18	Both
Nesmith	350.3	SH 350	21	Both
Georgetown Textile Company	375.8	SH 376	16	North
Witherbee	390.4	SH 390	10	Both
E.P. Keller Lumber Company	391.8	SH 392	13	North
Kitterdge	400.8	SH 401	5	North
Charbulk	412.1	SH 412	Spur	North

BENNETTSVILLE SUBDIVISION

Tatum	G 262.1	AG 262	12	North
BREEDEN SPUR (2.9 miles)	G 267.1	——	Spur	North
Planters Chemical Corp.	GA 269.7	GA 270	7	North
Rowe Coal Track	GA 270.4	GA 270	2	North
Essex Wire Corp.	GA 271.1	GA 271	10	South
C.P. Polston Warehouses	GA 271.2	GA 271	3	South
Emerson Electric Co.	GA 271.3	GA 271	22	South
Agrico Chemical Co.	GA 272.0	GA 272	8	North
Breeden House Track	GA 272.1	GA 272	3	South

COOSAW SUBDIVISION

Cooler	484.5	SH 485	13	North
Jasper	491.2	SH 491	5	North
Pritchard	498.7	SH 499	13	South

VIDALIA SUBDIVISION

Rebar	503.0	SL 503	13	West
South Pooler	505.9	SL 506	7	Both
Dawes Silica Mining Company	514.2	SL 514	Spur	East
Newman Lumber Company	520.8	SL 521	8	West
Lanier	523.5	SL 524	15	Both
Shuman Supply Co.	524.5	SL 525	6	East
Reka	531.8	SL 532	10	Both
Groveland Petrol Co.	538.8	SL 539	5	West
Dupree	543.4	SL 543	36	West
Walter	543.9	SL 544	6	West
Scott Farm Supply Company	544.1	SL 544	11	East
Strickland	544.6	SL 545	23	East
Bellville Wood Yard	548.2	SL 548	9	East
Agricultural Chemical Company	548.4	SL 548	11	West
Peninsular Lumber Company	548.9	SL 549	8	West
Blues Central Gas Company	550.2	SL 550	2	East
Manassas	552.3	SL 552	30	Both
Ohoopee	565.2	SL 565	7	West
Truax	570.4	SL 570	3	West
Cherokee Wood Yard	572.2	SL 572	13	East
Rural Gas Company	573.2	SL 573	5	West
Federal Pacific Electric Company	574.0	SL 574	5	West
Union-Camp Co.	581.4	SL 581	33	East
McGregor	582.6	SL 583	5	West
Container Corp.	590.8	SL 591	12	East
Kaiser Agric. Chem. Company	600.3	SL 600	4	East
McRae Terminal (1.1 miles)	609.4	SL 609	Spur	East
Telfair Wood Yard	619.1	SL 619	19	East
Copeland	632.0	SL 632	9	East
Witherington Wood Yard	652.3	SL 652	13	East
Seville	654.2	SL 654	9	East
Union-Camp Co.	655.0	SL 655	16	West
East Cordele	662.7	SL 663	21	West
East Cordele Industrial Lead	662.8	——	Spur	West
Farmville Manuf. Co.	662.8	SL 663	28	West
Allied Mills Inc.	662.8	SL 663	12	West
Mobley Wood Yard	671.3	SL 671	17	East
Flintside	675.7	SL 676	5	West
Cook Brothers	679.1	SL 679	4	West
Deseret Farms	679.5	SL 679	Spur	West
R.S. Pryor	681.3	SL 681	4	West
DeSoto	682.2	SL 682	10	Both
Huntingdon	687.9	SL 688	7	Both
New Moorr-East	693.5	SL 694	10	West

VIDALIA SUBDIVISION (Continued)

NAME	Mile Post	Station Nos.	Car Capacity	Opening
East Americus Ind. Lead	693.6		Spur	West
Flint Beverage	693.6	SL 694	4	West
TOFC	693.6	SL 694	7	West
Bowen Supply Co.	693.6	SL 694	5	West
New Moon-West	693.6	SL 694	30	West
Phillips Industries	693.6	SL 694	28	West
Cullips Industries	693.6	SL 694	46	West
Mobile Homes Inc.	693.7	SL 694	8	West
Marlette Coach Co.	693.8	SL 694	5	West

AMERICUS SUBDIVISION

Foster	697.2	SL-697	9	East
Shipps	697.6	SL 698	4	East
Newpoint	699.9	SL 700	31	Both
Dumas	712.6	SL 713	32	Both
Sullivan Lumber Company	712.8	SL 713	16	West
Sullivan Chip Track	712.8	SL 713	25	West
McLendon	756.3	SL 756	20	Both
Pittsview	761.0	SL 761	15	Both
Pitts Wood Yard	761.2	SL 761	7	East
Alabama Wood Products	761.9	SL 762	10	East
Roba	788.7	SL 789	6	West
Hardaway	804.6	SL 805	7	East
Chesson	808.9	SL 809	24	Both
Vandergriff	825.7	SL 825	18	West
Eastmont	827.2	SL 827	12	East
T.G.& Y. Stores	827.4	SL 827	48	West
Airport	829.8	SL 830	9	East
Kilby	830.6	SL 831	10	East
Ala. Agricultural Center	831.2	SL 831	15	East

KIMBROUGH SUBDIVISION

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

RICHLAND SUBDIVISION

NAME	Mile Post	Station Nos.	Car Capacity	Opening
Babcock	105.4	SLC 800	5	West
Owens Illinois	116.2	SLC 790	18	West
Rowena	125.2	SLC 781	15	West
Carnegie	145.2	SLC 761	20	Both
Kraft Wood Yard	157.2	SLC 750	15	West
Union-Camp Co.	163.9	SLC 742	16	West
Brooklyn	32.3	SLB 32	28	Both
Container Corporation	20.0	SLB 20	18	West
Cusseta	18.5	SLB 19	12	Both
Valley Wood Yard	17.5	SLB 18	10	West
Valley Wood & Lumber Company	3.4	SLB 3	6	East

MACON SUBDIVISION

Soperton Wood Yard	79.0	SK 589	31	West
New Team Track	75.1	SK 594	9	Both
Union-Camp Co.	75.1	SK 594	16	East
Knox Lumber Company	74.2	SK 595	6	West
American Agricultural Chemical Company	63.3	SK 607	6	East
Minter	63.2	SK 606	14	Both
Laurens Woodchip Mill	57.7	SK 611	11	West
Mohasco Industries	57.2	SK 612	Spur	West
W. W. Frazier Wood Yard	56.3	SK 613	7	West
Whitehead Lumber Co.	56.0	SK 613	13	West
Dublin Woolen Mills	55.3	SK 614	21	West
Dudley Station	42.4	SK 627	72	Both
Montrose	37.5	SK 632	17	Both
St. Regis Paper Company	34.0	SK 635	14	East
Payne Gas Company	33.8	SK 635	3	West
Danville	31.1	SK 638	18	Both
Wimberly Lumber Company	23.8	SK 645	7	West
Georgia Coating Clay Company	18.7	SK 651	Yard	West
Storage Track	18.5	SK 650	8	Both
Diversey Corp.	11.9	SK 659	Spur	West
Georgia Kaolin Company	9.0	SK 660	225	West
Georgia Who. Dist. Co.	5.0	SK 664	13	East

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WM. A. GUNTER, M.D. ..... Montgomery, Ala.
JOHN A. MARTIN, M.D. ..... Montgomery, Ala.
DRAYTON L. NANCE, JR., M.D. ..... North, S.C.
W. E. SMITH, M.D. ..... Pembroke, Ga.
E. A. MAYO, M.D. ..... Richland, Ga.
W. W. BUCKHAULTS, M.D., Ophthal. ..... Savannah, Ga.
WM. H. LIPPITT, M.D. ..... Savannah, Ga.
R. L. NEVILLE, M.D. ..... Savannah, Ga.
T. A. PETERSON, M.D. ..... Savannah, Ga.
GEORGE W. STRAIGHT, M.D. ..... Savannah, Ga.
W. D. WILSON, M.D. ..... Savannah, Ga.
HERBERT I. CONNER, M.D. ..... Vidalia, Ga.

TABLE OF SPEEDS
(Minutes and seconds per mile, in terms of miles per hour.)

Time Per Mile Min.	Time Per Mile Sec.	Miles Per Hour	Time Per Mile Min.	Time Per Mile Sec.	Miles Per Hour
..	40	90.0	1	36	37.5
..	41	87.8	1	37	37.1
..	42	85.7	1	38	36.7
..	43	83.7	1	39	36.4
..	44	81.8	1	40	36.0
..	45	80.0	1	41	35.6
..	46	78.3	1	42	35.3
..	47	76.6	1	43	35.0
..	48	75.0	1	44	34.6
..	49	73.5	1	45	34.3
..	50	72.0	1	46	34.0
..	51	70.6	1	47	33.6
..	52	69.2	1	48	33.3
..	53	67.9	1	49	33.0
..	54	66.7	1	50	32.7
..	55	65.5	1	51	32.4
..	56	64.3	1	52	32.1
..	57	63.2	1	53	31.9
..	58	62.1	1	54	31.6
..	59	61.0	1	55	31.3
1	00	60.0	1	56	31.0
1	01	59.0	1	57	30.8
1	02	58.1	1	58	30.5
1	03	57.1	1	59	30.3
1	04	56.3	2	00	30.0
1	05	55.4	2	05	28.8
1	06	54.5	2	10	27.7
1	07	53.7	2	15	26.7
1	08	52.9	2	20	25.7
1	09	52.2	2	25	24.8
1	10	51.4	2	30	24.0
1	11	50.7	2	35	23.2
1	12	50.0	2	40	22.5
1	13	49.3	2	45	21.8
1	14	48.6	2	50	21.2
1	15	48.0	2	55	20.6
1	16	47.4	3	00	20.0
1	17	46.8	3	15	18.5
1	18	46.2	3	30	17.1
1	19	45.6	3	45	16.0
1	20	45.0	4	00	15.0
1	21	44.4	4	15	14.1
1	22	43.9	4	30	13.3
1	23	43.4	4	45	12.6
1	24	42.9	5	00	12.0
1	25	42.4	5	15	11.4
1	26	41.9	5	30	10.9
1	27	41.4	5	45	10.4
1	28	40.9	6	00	10.0
1	29	40.4	6	15	9.6
1	30	40.0	6	30	9.2
1	31	39.6	7	00	8.6
1	32	39.1	7	30	8.0
1	33	38.7	8	34	7.0
1	34	38.3	10	00	6.0
1	35	37.9	12	00	5.0

TABLE OF RUNNING TIME OF TRAINS FOR USE OF MOTOR CAR OPERATORS ONLY
TIME IN MINUTES FOR VARIOUS AUTHORIZED SPEEDS

DISTANCE MILES	90 MPH	85 MPH	80 MPH	75 MPH	70 MPH	65 MPH	60 MPH	55 MPH	50 MPH	45 MPH	40 MPH	35 MPH	30 MPH	25 MPH	20 MPH	15 MPH
1	1	1	1	1	1	1	1	1	1	1	1	1	2	2	3	4
2	2	2	2	2	2	2	2	2	2	2	2	2	4	4	6	8
3	3	3	3	3	3	3	3	3	3	3	3	3	6	6	9	12
4	4	4	4	4	4	4	4	4	4	4	4	4	8	8	12	16
5	5	5	5	5	5	5	5	5	5	5	5	5	10	10	15	20
6	6	6	6	6	6	6	6	6	6	6	6	6	12	12	18	24
7	7	7	7	7	7	7	7	7	7	7	7	7	14	14	21	28
8	8	8	8	8	8	8	8	8	8	8	8	8	16	16	24	32
9	9	9	9	9	9	9	9	9	9	9	9	9	18	18	27	36
10	10	10	10	10	10	10	10	10	10	10	10	10	20	20	30	40
11	11	11	11	11	11	11	11	11	11	11	11	11	22	22	33	44
12	12	12	12	12	12	12	12	12	12	12	12	12	24	24	36	48
13	13	13	13	13	13	13	13	13	13	13	13	13	26	26	39	52
14	14	14	14	14	14	14	14	14	14	14	14	14	28	28	42	56
15	15	15	15	15	15	15	15	15	15	15	15	15	30	30	45	60
16	16	16	16	16	16	16	16	16	16	16	16	16	32	32	48	64
17	17	17	17	17	17	17	17	17	17	17	17	17	34	34	51	68
18	18	18	18	18	18	18	18	18	18	18	18	18	36	36	54	72
19	19	19	19	19	19	19	19	19	19	19	19	19	38	38	57	76
20	20	21	20	20	20	20	20	20	20	20	20	20	40	40	60	80
21	21	22	21	21	21	21	21	21	21	21	21	21	42	42	63	84
22	22	23	22	22	22	22	22	22	22	22	22	22	44	44	66	88
23	23	24	23	23	23	23	23	23	23	23	23	23	46	46	69	92
24	24	25	24	24	24	24	24	24	24	24	24	24	48	48	72	96
25	25	26	25	25	25	25	25	25	25	25	25	25	50	50	75	100
26	26	27	26	26	26	26	26	26	26	26	26	26	52	52	78	104
27	27	28	27	27	27	27	27	27	27	27	27	27	54	54	81	108
28	28	29	28	28	28	28	28	28	28	28	28	28	56	56	84	112
29	29	30	29	29	29	29	29	29	29	29	29	29	58	58	87	116
30	30	31	30	30	30	30	30	30	30	30	30	30	60	60	90	120
31	31	32	31	31	31	31	31	31	31	31	31	31	62	62	93	124
32	32	33	32	32	32	32	32	32	32	32	32	32	64	64	96	128
33	33	34	33	33	33	33	33	33	33	33	33	33	66	66	99	132
34	34	35	34	34	34	34	34	34	34	34	34	34	68	68	102	136
35	35	36	35	35	35	35	35	35	35	35	35	35	70	70	105	140
36	36	37	36	36	36	36	36	36	36	36	36	36	72	72	108	144
37	37	38	37	37	37	37	37	37	37	37	37	37	74	74	111	148
38	38	39	38	38	38	38	38	38	38	38	38	38	76	76	114	152
39	39	40	39	39	39	39	39	39	39	39	39	39	78	78	117	156
40	40	41	40	40	40	40	40	40	40	40	40	40	80	80	120	160
41	41	42	41	41	41	41	41	41	41	41	41	41	82	82	123	164
42	42	43	42	42	42	42	42	42	42	42	42	42	84	84	126	168
43	43	44	43	43	43	43	43	43	43	43	43	43	86	86	129	172
44	44	45	44	44	44	44	44	44	44	44	44	44	88	88	132	176
45	45	46	45	45	45	45	45	45	45	45	45	45	90	90	135	180
46	46	47	46	46	46	46	46	46	46	46	46	46	92	92	138	184
47	47	48	47	47	47	47	47	47	47	47	47	47	94	94	141	188
48	48	49	48	48	48	48	48	48	48	48	48	48	96	96	144	192
49	49	50	49	49	49	49	49	49	49	49	49	49	98	98	147	196
50	50	51	50	50	50	50	50	50	50	50	50	50	100	100	150	200

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FAYETTEVILLE
TERRELL
CHARLOTTE
HAMLET
EAST JCT.
SCHOLL
GIBSON
FLETCHER
GOLDEN
McCOLL
WADESBORO
OSBORNE
BENNETTS
WALLACE
CHERAW
CLIO
DILLON
FLOYDALE
MULLINS
RAINS
EULONIA
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WARSAW
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JAMESTOWN
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REMOUNT
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DRAINAGE
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McBEE
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LOBECO
HANEY
BOYD
CREETE
CLYO
STILLWELL
RINCON
MEINHARD
CENTRAL JCT.
LEVY
BRIDGE JCT.
SAVANNAH
SOUTHOVER
SAVANNAH YARD
BLOSSOM
LANE
BURROUGHS
OGEECHEE
RICHMOND HILL
MARSHALL
DORCHESTER
RICEBORO
JONES
WARSAW
TOWNSEND
COX
EVERETT
JESUP
THALMANN
ANGILLA JCT.
BLADEN
HAYNE
WAVERLY
BRUNSWICK
COLONELS IS.
WHITE OAK
WOODBINE
KINGSLAND
FOLKSTON
GROSS
MILLS CREEK
NASSAU
CALLAHAN
CRAWFORD
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YULEE
TISONIA
EASTPORT
BEAVER ST.
QUINLAN
PANAMA PARK
JACKSONVILLE
FOURAKER
BALDWIN
LIVE OAK
PALATKA
GAINESVILLE
HIGH SPRINGS
PERRY
TALLAHASSEE
DUPONT
VALDOSTA
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WAYCROSS
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