Safety First

SEABOARD COAST LINE RAILROAD

WAYCROSS 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
W. W. HUCKEBA, 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		

DUPONT SUBDIVISION

SOUTHWARD — NORTHWARD

Third Class 609 Local Freight Mon.-Wed. Fri. A. M.	Second Class 311 Through Freight Ex. Mon. P. M.	First Class 307 Through Freight Daily P. M.	Station Numbers	Distance From Dupont	TIME TABLE NO. 1 IN EFFECT April 26, 1970 — STATIONS	Scales, Wyes, Car Capacity	First Class 308 Through Freight Daily P. M.	First Class 312 Through Freight Ex. Tue. A. M.	Third Class 608 Local Freight Tue.-Thur. Sat. A. M.
625	105[308]	1131	AN622		L T DUPONT ® A	YARD Y	105[311]	130	950
					11.3				
640	120	1146	AR633	11.3	HAYLOW X-GS&F	159P 10	1248	105	910
					8.5				
654	131	1157	AR642	19.8	TARVER	163P 8	1237	1250	850
					12.5				
712	147	1213	AR654	32.3	T JASPER X-GS&F	160P 82	1222	1235	830
					5.4				
725	154	1225[312]	AR660	37.7	MARION	75P 8	1214	1225[307]	820
					10.6				
800	210	1238	AR671	48.3	T LIVE OAK ® X-SCL	160P YARD O	1159	1210	800
					11.4				
857	224	1257	AR682	59.7	McALPIN	164P 19	1140	1156	715
					12.4				
920	240	118	AR694	72.1	T BRANFORD	168P 49	1120	1140	650
					13.5				
1055[308]	257	136	AR708	85.6	T FORT WHITE	158P 16	1055[609]	1120	618
					9.4				
1115	325	200	AR717	95.0	T A HIGH SPRINGS L	YARD O Y	1030	1100	600
A. M. Mon.-Wed. Fri.	P. M. Ex. Mon.	A. M. Daily					A. M. Daily	P. M. Ex. Mon.	A. M. Tue.-Thur. Sat.

PELHAM SUBDIVISION

Southward Second Class 619 Local Freight Ex. Sun. A. M.	Station Numbers	Distance From Albany	TIME TABLE NO. 1 IN EFFECT April 26, 1970 — STATIONS	Scales, Wyes, Car Capacity	Northward Second Class 618 Local Freight Ex. Sun. A. M.
	AP699		L ALBANY A		
			1.3		
L 930	ANC748	1.3	T EAST ALBANY	YARD O Y	A 830
			14.8		
1005	ANC734	16.1	BACONTON	9	753
			10.2		
1045	ANC724	26.3	T CAMILLA X-GAS&C	50	725
			8.2		
1125	ANC715	34.5	T PELHAM	51P 64	710
			5.2		
1150	ANC710	39.7	T MEIGS	46	650
			7.3		
1215	ANC703	47.0	OCHLOCKNEE	40	630
			5.6		
1235	ANC697	52.6	PASCO	30P	615
			5.9		
100	AN691	58.5	T A THOMASVILLE ® L	YARD O Y	600
P. M. Ex. Sun.					A. M. Ex. Sun.

BRUNSWICK SUBDIVISION

Southward SECOND CLASS 625 Local Freight Daily P. M.	605 Local Freight Ex. Sun. A. M.	Station Numbers	Distance From Waycross	TIME TABLE NO. 1 IN EFFECT April 26, 1970 — STATIONS	Scales, Wyes, Car Capacity	Northward THIRD CLASS 604 Local Freight Ex. Sun. P. M.	624 Local Freight Daily P. M.
130	800	AN587		L T WAYCROSS A	YARD O Y	330	930
				14.3			
230[604]	840	A0601	14.3	HOBOKEN	31	230[625]	835
				8.8			
315	910	A0610	23.1	T NAHUNTA X-SCL	29 Y	150	805
				17.0			
405	950	A0627	40.1	BLADEN X-SCL	61	100	730
				12.1			
445	1030	A0639	52.2	SOUTHERN JCT. X-SOU	13	1215	645
				3.5			
530	1100	A0643	55.7	T A BRUNSWICK L	YARD O Y	1201	630
P. M. Daily	A. M. Ex. Sun.					P. M. Ex. Sun.	P. M. Daily

SOUTHWARD — BURROUGHS SUBDIVISION (Savannah Terminal)

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 — STATIONS
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.			
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 — JESUP SUBDIVISION

THIRD CLASS		SECOND CLASS						FIRST CLASS				Station Numbers	Distance From Savannah	TIME TABLE NO. 1 IN EFFECT April 26, 1970 — STATIONS
603	601	301	103	119	367	303	333	5	91	381	395			
Local Freight	Local Freight	Through Freight	Through Freight	Through Freight	Through Freight	Through Freight	Through Freight	C. of M. So. Wind	Champion	Piggyback Special	Piggyback Special			
Ex. Sun.	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily			
P. M.	A. M.	P. M.	P. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.			
500	1201		540	748					705			A548	58.1	L T JESUP
													11.4	
												AN559	69.5	SCREVEN
													7.8	
												AN567	77.3	OFFERMAN
													10.5	
545	230		615	820					725			AN578	87.8	BLACKSHEAR
													2.6	
												AN581	90.4	HOMESTEAD
													6.9	
A 700	500	L 900	A 715	A 930	L 430	L 300	L 200	L 850	S 750	L 640	L 325	AN587	97.3	T WAYCROSS
													0.5	
												ANA588	97.8	SOUTH WYE
													10.5	
												ANA598	108.3	BRAGANZA
	530	935			500	341	241	908	810	715	353		9.2	
												ANA607	117.5	RACE POND
													13.9	
	558	955			525	355	255	921	822	735	407	A602	131.4	T A FOLKSTON
P. M.	A. M.	P. M.	P. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.			
Ex. Sun.	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily			

BURROUGHS SUBDIVISION (Savannah Terminal) — NORTHWARD

TIME TABLE NO. 1 IN EFFECT April 26, 1970 — STATIONS	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.
		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 SAVANNAH ® (2)X-SCL A	232 P 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.

JESUP SUBDIVISION — NORTHWARD

TIME TABLE NO. 1 IN EFFECT April 26, 1970 — STATIONS	Scales, Wyes, Car Capacity	FIRST CLASS				SECOND CLASS					Third Class
		394	92	380	6	102	106	368	104	334	602
		Piggyback Special	Champion	Piggyback Special	C. of M. So. Wind	Through Freight	Through Freight	Through Freight	Through Freight	Through Freight	Local Freight
		Daily	Daily	Ex. Mon.	Daily	Daily	Ex. Mon.	Daily	Daily	Ex. Mon.	Ex. Mon.
		P. M.	P. M.	P. M.	P. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.
T JESUP A	155P YARD Y		F 655				129		830		345
11.4											
SCREVEN	158P 11										
7.8											
OFFERMAN	163P 18										
10.5											
BLACKSHEAR	54P 11		629				1245		745		255
2.6											
HOMESTEAD	159P 3										
6.9											
T WAYCROSS	YARD O Y	A 140	S 620	A 800	S A 745	A 315	L1230	A 400	730	A 545	L 230
0.5											
SOUTH WYE	YARD Y										
10.5											
BRAGANZA	151P 11										
9.2											
RACE POND	155P 9	1244	556	708	716	204		305	430	500	
13.9											
T FOLKSTON L	81PN 82PS Y	1230	544	654	704	147		250	415	445	
		P. M.	P. M.	P. M.	P. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.
		Daily	Daily	Ex. Mon.	Daily	Daily	Ex. Mon.	Daily	Daily	Ex. Mon.	Ex. Mon.

FIRST CLASS								Station Numbers	Distance From Ogeechee	TIME TABLE NO. 1 IN EFFECT April 26, 1970 — STATIONS
75	5	91	381	395	21	85	175			
Gulf Coast Special	C. of M. So. Wind	Champion	Piggyback Special	Piggyback Special	Silver Star	Everglades	Piggyback Special			
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Ex. Tue.			
P. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.			
519		629				1244	1222	A506		L OGEECHEE
								A522	16.8	McINTOSH
F 539		646				103	1245	A530	24.1	WALTHOURVILLE
								A537	31.8	LUDOWICI
								A541	35.1	BACK SWAMP
								A544	38.2	DOCTORTOWN
S 607		F A 705				S 130	103	A548	42.7	T JESUP
621 110						138	112	A558	52.4	BROADHURST
629						146	121	A567	61.8	HORTENSE
634						151	127	A573	67.4	RAYBON
F 638						F 155	131	A576	71.1	T NAHUNTA X-SCL
648						205	142	A589	82.7	WINOKUR
653						210	148	A595	88.7	NEWELL
657						214	153	A598	93.3	BURCH
701	L 921	L 822	L 735	L 407		218	157	A602	97.1	T FOLKSTON
711	931	832	747	419		228	208	A614	108.5	HILLIARD
720	940	841	758	430	L 320	237	218	A624	118.8	CALLAHAN X-SCL
732	952	853	A 830	A 515	333	249	A 245	A640	134.5	T MONCRIEF X-StJT
735	955	856			336	252		A642	136.9	BS
S 755	S1025	S 930			S 410	S 325		A643	137.9	T A JACKSONVILLE
P. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.			
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Ex. Tue.			

TIME TABLE NO. 1 IN EFFECT April 26, 1970 — STATIONS	Scales, Wyes, Car Capacity	SECOND CLASS								THIRD CLASS	
		109	333	303	105	367	119	103	301	601	603
		Through Freight	Through Freight	Through Freight	Through Freight	Through Freight	Through Freight	Through Freight	Through Freight	Local Freight	Local Freight
		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Ex. Sun.
		A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	A. M.	P. M.
2 Tracks — OGEECHEE L							658	448			258
16.8											
McINTOSH	Sig. S 22										
7.3											
WALTHOURVILLE	115P 6						724	515			340
7.7											
2 Tracks — LUDOWICI	36										
3.3											
BACK SWAMP											
3.1											
2 Tracks — DOCTORTOWN	92CP 21										
4.5											
T JESUP	YARD Y						A 748	A 540			A 500
9.7											
BROADHURST	88P										
9.4											
HORTENSE	90P 7										
5.6											
RAYBON	88P										
3.7											
T NAHUNTA X-SCL	116P Y										
11.6											
WINOKUR	193P										
6.0											
NEWELL											
4.6											
BURCH											
3.8											
2 Tracks — T FOLKSTON	81PN 82PS Y		L 255	L 355		L 525			L 955	L 558	
11.4											
HILLIARD	88PS 13		307	407		543			1007	613	
10.3											
CALLAHAN X-SCL	77PN 13	L 302	318	418	L 517	A 558			1018	628	
15.7											
T MONCRIEF X-StJT	YARD O	A 350	A 400	A 500	A 600				A1100	A 715	
2.4											
BS											
1.0											
T JACKSONVILLE A											
		A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	A. M.	P. M.
		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Ex. Sun.

FIRST CLASS										Station Numbers	Distance From Ogeechee	TIME TABLE NO. 1 IN EFFECT April 26, 1970 — STATIONS
86	6	380	92	110	58	176	112	394	76			
Everglades	C. of M. So. Wind	Piggyback Special	Champion	Through Freight	Silver Meteor	Piggyback Special	Through Freight	Piggyback Special	Gulf Coast Special			
Daily	Daily	Ex. Mon.	Daily	Daily	Daily	Ex. Mon.	Ex. Mon.	Daily	Daily			
A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.			
123			727	715			240		1038	A506		A OGEECHEE
										A522	16.8	McINTOSH
103			710	650			215		F1018	A530	24.1	WALTHOURVILLE
										A537	31.8	LUDOWICI
										A541	35.1	BACK SWAMP
										A544	38.2	DOCTORTOWN
S1245			L 655	631			152		S1000	A548	42.7	T JESUP
1223				621 75			139		947	A558	52.4	BROADHURST
1214				551			127		939	A567	61.8	HORTENSE
1209				545			120		934	A573	67.4	RAYBON
F1205				541			116		F 930	A576	71.1	T NAHUNTA X-SCL
1155				528			101		919	A589	82.7	WINOKUR
1149				522			1255		914	A595	88.7	NEWELL
1145				517			1250		910	A598	93.3	BURCH
1141	A 704	A 654	A 544	513			1245	A1230	907	A602	97.1	T FOLKSTON
1131	655	642	535	501			1233	1217	857	A614	108.5	HILLIARD
1122	647	631	527	450	A 428	A1235	1221	1205	848	A624	118.8	CALLAHAN X-SCL
1108	635	L 615	515	L 430	415	L1215	L1201	L1145	836	A640	134.5	T MONCRIEF X-StJT
1102	632		512		412				832	A642	136.9	BS
1100	630		510		410				830	A643	137.9	T L JACKSONVILLE
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.			
Daily	Daily	Ex. Mon.	Daily	Daily	Daily	Ex. Mon.	Ex. Mon.	Daily	Daily			

TIME TABLE NO. 1 IN EFFECT April 26, 1970 — STATIONS	Scales, Wyes, Car Capacity	SECOND CLASS					THIRD CLASS	
		102	106	368	104	334	606	602
		Through Freight	Through Freight	Through Freight	Through Freight	Through Freight	Local Freight	Local Freight
		Daily	Ex. Mon.	Daily	Daily	Ex. Mon.	Daily	Ex. Mon.
		A. M.	P. M.	P. M.	P. M.	P. M.	A. M.	P. M.
2 Tracks — OGEECHEE A			215		920			532
16.8								
McINTOSH	Sig. S. 22							
7.3								
WALTHOURVILLE	115P 6		150		855			450
7.7								
2 Tracks — LUDOWICI	36							
3.3								
2 Tracks — BACK SWAMP								
3.1								
2 Tracks — DOCTORTOWN	92CP 27							
4.5								
2 Tracks — T JESUP	YARD Y		L 129		L 830		A 850	L 345
9.7								
BROADHURST	88P						825	
9.4								
HORTENSE	90P 7						812	
5.6								
RAYBON	88P						802	
3.7								
T NAHUNTA X-SCL	116P Y						755	
11.6								
WINOKUR	193P						730	
6.0								
NEWELL							659	
4.6								
2 Tracks — BURCH							652	
3.8								
2 Tracks — T FOLKSTON	81PN 82PS Y	A 147		A 250	A 415	A 445	645	
11.4								
2 Tracks — HILLIARD	88PS 13	133		238	401	431	550	
10.3								
2 Tracks — CALLAHAN X-SCL	77PN 13	120		L 223	350	420	530	
15.7								
2 Tracks — T MONCRIEF X-StJT	YARD O	L 100			L 330	L 400	L 500	
2.4								
BS								
1.0								
T JACKSONVILLE L								
		A. M.	P. M.	P. M.	P. M.	P. M.	A. M.	P. M.
		Daily	Ex. Mon.	Daily	Daily	Ex. Mon.	Daily	Ex. Mon.

THIRD CLASS		SECOND CLASS			FIRST CLASS			Station Numbers	Distance From Waycross	TIME TABLE NO. 1 IN EFFECT April 26, 1970 — STATIONS		
611	609	315	311	313	307	11	89					
Local Freight	Local Freight	Through Freight	Through Freight	Through Freight	Through Freight	South Wind	Passenger					
Tue.-Thur. Sat.	Mon.-Wed. Fri.	Daily	Ex. Mon.	Daily	Daily	Daily	Daily					
A. M.	A. M.	P. M.	P. M.	A. M.	P. M.	P. M.	A. M.					
							820	AN587		L T	WAYCROSS	X-SCL
									1.5			
			L1201			L 750	822	AN589	1.5	T	WAYCROSS (Oklahoma Ave.)	
									2.0			
L 600	L 500	L 805	1204	L 900	L1045	753	825	AN591	3.5		WEST WAYCROSS	
									2.9			
610	520	809	1208	905	1051	756	**835**12	AN594	6.4		RUSKIN	
									8.3			
625	545	819	1218	916	1105	805	844	AN602	14.7		MANOR	
									5.0			
635	555	826	1225	923	1113	811	849	AN607	19.7		ARGYLE	
									6.3			
730	607	836	1234	932	1121	818	S 856	AN613	26.0	T	HOMERVILLE	
									8.8			
80512	A 625	**850**314	A **105**308	**945**610	A1131	**827**314	905	AN622	34.8	T	DUPONT	®
									7.7			
825		905		956		836	**914**610	AN630	42.5		STOCKTON	
									5.2			
835		913		1004		842	920	AN635	47.7		NAYLOR	
									14.0			
900		940		1025		858	S 935	AN650	61.7	T	VALDOSTA ®	X-G&F X-GS&F
									8.4			
915		955		1040		907	944	AN658	70.1		OUSLEY	
									7.6			
930		1015		1055		915	S 957	AN665	77.7	T	QUITMAN	
									6.9			
945		1030		1105			1005	AN672	84.6		DIXIE	
									7.3			
1005 **1024**89		1055		1118		930	**1014**611	AN679	91.9	T	BOSTON	
									7.0			
1100		1105		1128		938	1022	AN686	98.9		NEWARK	
									5.1			
1125		**1130**316		1230		S 955	S1040	AN691	104.0	T A	THOMASVILLE	®
A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.					
Tue.-Thur. Sat.	Mon.-Wed. Fri.	Daily	Ex. Mon.	Daily	Daily	Daily	Daily					

TIME TABLE NO. 1 IN EFFECT April 26, 1970 — STATIONS		Scales, Wyes, Car Capacity	FIRST CLASS					Second Class	THIRD CLASS	
			312	316	12	308	90	314	610	608
			Through Freight	Through Freight	South Wind	Through Freight	Passenger	Through Freight	Local Freight	Local Freight
			Ex. Tue.	Daily	Daily	Daily	Daily	Daily	Mon.-Wed. Fri.	Tue.-Thur. Sat.
			A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	A. M.	A. M.
T	WAYCROSS X-SCL A	YARD O Y					S 545			
	1.5									
T	WAYCROSS (Oklahoma Ave.)	YARD	A 315	A 345	S A 845	A 400	520	A1030		
	2.0									
	WEST WAYCROSS	YARD	220	300	838	220	517	953	A1125	A1145
	2.9									
	RUSKIN	78P	211	245	**835**89	210	514	948	1105	1115
	8.3									
	MANOR	159P 22	200	233	826	158	504	933	1052	1100
	5.0									
	ARGYLE	27	150	225		145	458	915	1045	1050
	6.3									
T	HOMERVILLE	161P 46	141	215	814	125	S 449	905	1035	1040
	8.8									
T	DUPONT ®	140P YARD Y	L 130	200	**805**611	L **105**311	439	**850**315 **827**11	**945**313	L 950
	7.7									
	STOCKTON	51P 16		140			430	813	**914**89	
	5.2									
	NAYLOR	153P 9		125	751		424	804	900	
	14.0									
T	VALDOSTA ® X-G&F X-GS&F	162P YARD O Y		1259	735		S 406	740	840	
	8.4									
	OUSLEY	19		1241	726		357	719	800	
	7.6									
T	QUITMAN	148P 69		1230	718		S 348	709	731	
	6.9									
	DIXIE	22		1215	711			700	722	
	7.3									
T	BOSTON	153P 61		1155	**703**610		333	650	**713** **650**12	
	7.0									
	NEWARK	12		1145				640	635	
	5.1									
T	THOMASVILLE ® L	YARD O Y		**1130**315	650		320	630	625	
			A. M.	P. M.	A. M.	P. M.	P. M.	P. M.	A. M.	A. M.
			Ex. Tue.	Daily	Daily	Daily	Daily	Daily	Mon.-Wed. Fri.	Tue.-Thur. Sat.

THIRD CLASS		SECOND CLASS		FIRST CLASS		Station Numbers	Distance From Thomasville	TIME TABLE NO. 1 IN EFFECT April 26, 1970 — STATIONS	Scales, Wyes, Car Capacity	FIRST CLASS			Second Class	THIRD CLASS	
637	621	313	315	11	89					12	90	316	314	636	620
Local Freight	Local Freight	Through Freight	Through Freight	South Wind	Passenger					South Wind	Passenger	Through Freight	Through Freight	Local Freight	Local Freight
Daily	Daily	Daily	Daily	Daily	Daily					Daily	Daily	Daily	Daily	Daily	Daily
P. M.	A. M.	P. M.	A. M.	P. M.	A. M.					A. M.	P. M.	P. M.	P. M.	A. M.	A. M.
315[90]		150	400	1000	1045	AN691		L T THOMASVILLE ® A	YARD O Y	S 645	S 315[637]	940	300	1130	
								—7.4—							
325		205[314]	420	1008	1053[636]	AN699	7.4	PINE PARK	148P 8	627	255	925	205[313]	1053[89]	
								—6.7—							
337		218	430	1015	S1100	AN705	14.1	T CAIRO	66P 131	620	S 246	915	145	1015	
								—6.9—							
348		235[90]	440	1022	1108	AN713	21.0	T WHIGHAM	47P 28	613	235[313]	856	135	955	
								—6.5—							
A 400		250	450	1029	S1116	AN719	27.5	T CLIMAX	150P 95 Y	606	S 227	847	125	L 938	
								—9.7—							
	L 900	321	505	1039	S1126	AN729	37.2	T BAINBRIDGE ® X-SCL	156P YARD O	556	S 215	833	105		A 845
								—7.9—							
	910	333	547[12]	1050	1136	AN739	45.1	BRINSON	145P 17	547[315]	158	823	1248		835
								—7.2—							
	925	342	556		1144	AN744	52.3	IRON CITY	32	537	150	814	1239		815
								—4.6—							
	935	350	602	1102	S1152	AN748	56.9	T DONALSONVILLE	148P 62	532	S 142	806	1233		800
								—6.1—							
	945	358	610	1109	1159	AN755	63.0	JAKIN	9	525	136	757	1225		745
								—3.8—							
	950	403	615	1113	1203	AN759	66.8	T SAFFOLD ®	8 Y	521	130	751	1220		704
								—1.6—							
	1030	425	620	1115	1206[314]	AN761	68.4	ALAGA	116P	519	128	748	1206[89]		658
								—3.4—							
	1036	430	625	1119	F1210	AN763	71.8	T GORDON	15	515	F 123	742	1143		652
								—4.7—							
	1043	437	645[620]	1125	1215	AN768	76.5	PANSEY	145P	510	117	736	1137		645[315]
								—4.3—							
	1051	443	652	1131	F1221	AN772	80.8	T ASHFORD	45		F 110	730	1131		625
								—10.7—							
	1110	505	730	S1148	S1245[90]	AN783	91.5	T A DOTHAN ® L	YARD O Y	454	1245[83]	715	1115		600
P. M.	A. M.	P. M.	A. M.	P. M.	P. M.					A. M.	P. M.	P. M.	A. M.	A. M.	A. M.
Daily	Daily	Daily	Daily	Daily	Daily					Daily	Daily	Daily	Daily	Daily	Daily

THIRD CLASS		SECOND CLASS		FIRST CLASS		Station Numbers	Distance From Thomasville	TIME TABLE NO. 1 IN EFFECT April 26, 1970 — STATIONS	Scales, Wyes, Car Capacity	FIRST CLASS			Second Class	THIRD CLASS	
639	623	313	315	11	89					12	90	316	314	638	622
Local Freight	Local Freight	Through Freight	Through Freight	South Wind	Passenger					South Wind	Passenger	Through Freight	Through Freight	Local Freight	Local Freight
Ex. Sun.	Tue.-Thur. Sat.	Daily	Daily	Daily	Daily					Daily	Daily	Daily	Daily	Ex. Sun.	Mon.-Wed. Fri.
A. M.	A. M.	P. M.	A. M.	P. M.	P. M.					A. M.	P. M.	P. M.	A. M.	P. M.	P. M.
700	630	530	800	1148	1245[90]	AN783	91.5	L T DOTHAN ® A	YARD O Y	S 454	S 1245[89]	657	1050	1235	130
								—6.2—							
710	640	540	810	1155	1253[622]	AN789	97.7	GRIMES	55P 14 Y	444	1237	647	1038	1220	1253[89]
								—3.5—							
720	646	546	816		1258	AN793	101.2	MIDLAND CITY	28		1233	641	1032	1210	1243
								—3.0—							
730	655	551	821	1203	102	AN796	104.2	PINCKARD	60P 8	436	1229[622]	636	1027	1205	1239 1220[90]
								—4.6—							
A 740	705	558	828	1209	108	AN800	108.8	WATERFORD	70P 15 Y	430	1222	629	1020	L1150	1201
								—5.3—							
	715	621[316]	837	1215	114	AN806	114.1	EWELL	118P 4	424	1215	621[313]	1012		1140
								—1.6—							
	725	630	844	1221	S 120	AN810	118.7	T OZARK ®	57P 102	418	S1208	612	1005		1110
								—6.2—							
	740	640	854	1228	127	AN817	124.9	DILLARD	120P	411	1158	601	955		1050
								—5.7—							
	750	649	903	1235	134	AN822	130.6	ARITON	11	404	1150	552	946		1025
								—4.1—							
	758	656	910	1240	139	AN826	134.7	TENNILLE	134P	359	1144	545	939		1000
								—7.6—							
	815	708	927[314 622]	1249	S 148	AN834	142.3	T BRUNDIDGE	53P 81	350	S1133	533	927[315 622]		937[314] 910[315]
								—7.1—							
	830	719	938	1257	156	AN841	149.4	BANKS	131P 22	342	1125	522	914		858
								—7.6—							
	902[314]	731	950	106	205	AN848	157.0	CORCORAN X-CofGa	55P 87	333	1116	510	902[623]		845
								—1.9—							
	915	736	956	109	S 208	AN852	158.9	T TROY ® X-CofGa	84P 116 Y	330	S1111	505	852		835
								—6.8—							
	925	746	1006	116	216	AN858	165.7	YOUNGBLOOD	123P	323	1102	449	832		805
								—14.0—							
	1000	807	1024	130	231	AN872	179.7	GRADY	135P 1	309	1045	428	813		729
								—4.2—							
	1010	815	1039[90]	135	F 238	AN876	183.9	T RAMER ®	57P 24	304	F1039[315]	420	805		710
								—6.8—							
	1029[90]	825	1055	142	246	AN883	190.7	SPRAGUE	125P 39	257	1029[623]	348	749		652
								—11.0—							
	1100	839	1112	153	258	AN894	201.7	SNOWDOUN		245	1016	328	732		625
								—6.8—							
	1112	850	1123	203	312[316]	AN901	208.5	DAY STREET	134P	238	1009	312[89]	720		615
								—1.5—							
	1140	1030	1150	S 235[12]	S 350	AN902	210.0	T A MONTGOMERY L	YARD	235[11]	1005	300	700		555
A. M.	A. M.	P. M.	A. M.	A. M.	P. M.					A. M.	A. M.	P. M.	A. M.	A. M.	A. M.
Ex. Sun.	Tue.-Thur. Sat.	Daily	Daily	Daily	Daily					Daily	Daily	Daily	Daily	Ex. Sun.	Mon.-Wed. Fri.

ALBANY SUBDIVISION

SOUTHWARD — NORTHWARD

Third Class	SECOND CLASS			FIRST CLASS			Station Numbers	Distance From Albany	TIME TABLE NO. 1 IN EFFECT April 26, 1970 — STATIONS	Scales, Wyes, Car Capacity	FIRST CLASS			SECOND CLASS		Third Class
615	301	305	333	5	381	395					394	6	380	334	306	614
Local Freight	Through Freight	Through Freight	Through Freight	City of Miami	Piggyback Special	Piggyback Special					Piggyback Special	City of Miami	Piggyback Special	Through Freight	Through Freight	Local Freight
Mon.-Wed. Fri.	Daily	Daily	Daily	Daily	Daily	Daily					Daily	Daily	Ex. Mon.	Daily	Daily	Tue.-Thur. Sat.
A. M.	P. M.	P. M.	A. M.	A. M.	A. M.	A. M.					P. M.	P. M.	P. M.	P. M.	A. M.	P. M.
				620			AP699		L ALBANY A			s1010				
									2 Tracks — 1.3							
L 600		L1005		622			AP698	1.3	T EAST ALBANY	YARD O Y		1004			A 115	A 200
									0.8							
605		1010		624			AP696	2.1	DARROW X-GN			1003			1259	130
									7.8							
620 5 643		1025		**633 615**			AP690	9.9	ACREE	38P 9		953			1244	1255
									9.8							
745		1040		645			AP680	19.7	T SYLVESTER X-GAS&C	110P 42		941			1229	1230
									3.0							
800		1045		649			AP677	22.7	POULAN	9					1223	1155
									6.7							
815		1056		658			AP670	29.4	GOLDEN	48P		927			1212	1142
									2.7							
825		1101		702			AP667	32.1	TY TY	6					1207	1136
									8.6							
915		1125		713			AP658	40.7	T TIFTON X-GS&F	YARD O Y		915			1154	1120
									7.8							
935		**1142 306**		722			AP651	48.5	BROOKFIELD	78P 9		905			**1142 305**	1030
									3.7							
1000		1148					AP647	52.2	ENIGMA	5					1135	1025
									6.6							
1040		1159		734			AP641	58.8	T ALAPAHA	73P 23		852			1125	1010
									10.9							
1115		1225		747			AP630	69.7	T WILLACOOCHEE X-G&F	78P 18		839			1108	930
									11.6							
1250		1243		**801 614**			AP618	81.3	T PEARSON	70P 26		825			1050	**801 5**
									7.5							
105		1256		810			AP611	88.8	AXSON	10					1038	740
									4.0							
115		102		815			AP607	92.8	MILLWOOD	78P		811			1032	734
									11.3							
130		119		827			AP595	104.1	WARESBORO	68P 14		759			1015	720
									6.6							
140	L 740	129	L 145	834	L 630	L 315	AP589	110.7	LANG		A 150	752	A 810	A 605	1005	710
									1.0							
200	830	145	200	s 845	635	320	AN587	111.7	T A WAYCROSS L	YARD O Y	145	750	805	600	1000	700
P. M.	P. M	A. M.	A. M.	A. M.	A. M.	A. M.					P. M.	P. M.	P. M.	P. M.	P. M.	A. M.
Mon.-Wed. Fri.	Daily	Daily	Daily	Daily	Daily	Daily					Daily	Daily	Ex. Mon.	Daily	Daily	Tue.-Thur. Sat.

MOULTRIE SUBDIVISION

Southward	Second Class	617	Local Freight	Ex. Sun.	A. M.	Station Numbers	Distance From Kingwood	TIME TABLE NO. 1 IN EFFECT April 26, 1970 — STATIONS	Scales, Wyes, Car Capacity	Northward	Second Class	616	Local Freight	Ex. Sun.	A. M.
						ANK722		L KINGWOOD A	5						
								2.3							
L 915						ANK720	2.3	T MOULTRIE X-GN	YARD		A 830				
								13.6							
1100						ANK706	15.9	COOLIDGE	44		655				
								7.9							
1130						ANK698	23.8	DILLON	5		625				
								6.9							
100						AN691	30.7	T A THOMASVILLE ® L	YARD O Y		600				
P. M.											A. M.				
Ex. Sun.											Ex. Sun.				

CHATTAHOOCHEE SUBDIVISION

Westward	Third Class	637	Local Freight	Daily	P. M.	Station Numbers	Distance From Climax	TIME TABLE NO. 1 IN EFFECT April 26, 1970 — STATIONS	Scales, Wyes, Car Capacity	Eastward	Third Class	636	Local Freight	Daily	A. M.
430						AN719		L T CLIMAX A	91 Y		938				
								8.7							
505						ANE728	8.7	FOWLTOWN	26		902				
								6.7							
535						ANE734	15.4	FACEVILLE	25		820				
								14.9							
645						ANE749	30.3	T A CHATTAHOOCHEE L	YARD Y		730				
P. M.											A. M.				
Daily											Daily				

ELBA SUBDIVISION

Westward	Second Class	639	Local Freight	Ex. Sun.	A. M.	Station Numbers	Distance From Waterford	TIME TABLE NO. 1 IN EFFECT April 26, 1970 — STATIONS	Scales, Wyes, Car Capacity	Eastward	Third Class	638	Local Freight	Ex. Sun.	A. M.
745						AN800		L WATERFORD A	15 Y		1150				
								8.0							
810						ANG808	8.0	T DALEVILLE	54		1125				
								9.4							
840						ANG818	17.4	T ENTERPRISE	75		1055				
								9.2							
910						ANG827	26.6	NEW BROCKTON	26		1025				
								10.1							
940						ANG837	36.7	T A ELBA L	39 Y		955				
A. M.											A. M.				
Ex. Sun.											Ex. Sun.				

GRIMES SUBDIVISION

Westward	Second Class	641	Local Freight	Ex. Sun.	A. M.	Station Numbers	Distance From Grimes	TIME TABLE NO. 1 IN EFFECT April 26, 1970 — STATIONS	Scales, Wyes, Car Capacity	Eastward	Third Class	640	Local Freight	Ex. Sun.	A. M.
730						AN789		L GRIMES A	14 Y		950				
								6.8							
745						ANF796	6.8	T HEADLAND	55		932				
								5.6							
759						ANF801	12.4	NEWVILLE	15		920				
								14.5							
840						ANF816	26.9	T A ABBEVILLE L	35 Y		850				
A. M.											A. M.				
Ex. Sun.											Ex. Sun.				

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—Savannah (passenger station, yard office and shop), Jesup, Waycross (passenger station, yard office and shops), Moncrief (yard office and shops), Jacksonville, Brunswick, High Springs, Thomasville (passenger station and yard office), Chattahoochee, Dothan (passenger station and yard office), Montgomery (Union Station, L&N-S&N yard office and roundhouse), East Albany, Albany and Fitzgerald (Atlanta Division).

STANDARD CLOCKS

10—Savannah (passenger station, yard office and shop), Jesup, Waycross (dispatcher's office, passenger station, yard office and shops), Moncrief, Jacksonville, Brunswick, High Springs, Thomasville (passenger station and yard office), Chattahoochee, Dothan (passenger station and yard office), Montgomery (dispatcher's office, Union Station, and L&N-S&N Yard), East Albany and Albany.

SPECIAL RULES

11—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.

12—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.

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

14—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

15—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.

MOVEMENTS AT WAYCROSS PASSENGER YARD

16—The following switches at Waycross Passenger Yard are power operated-dual control and will be operated under supervision of Savannah Side dispatcher:

Electric switch machines equipped with key controllers and with cranks padlocked to switch machines:

Switch from north end Track No. 1 to ladder north of Gilmore Street.

Switch from track No. 1 to Lang route just north of Brunel Street

Switch from track No. 1 to track No. 2 just south of Brunel Street

South switch from Track No. 2 to ladder near Jenkins Street.

Switch from Thomasville Subdivision main track (Track 1) to ladder at south end passenger yard adjacent to Jenkins Street.

When white light on top of key box near switch machine is burning, employee may handle switch locally, without contacting dispatcher, by inserting switch key in control slot, turn, hold two seconds and release. If light is not burning, employee must not operate switch machine without dispatcher's permission.

In event of power failure, be governed as follows:

(a) Remove switch lock from crank cover.
(b) Insert crank (crank must be inserted at slight angle to force entry into crank socket and open safety catch). Information on placing crank in socket is stenciled on machine.
(c) Turn crank until switch points are in desired position and continue cranking until unable to turn crank further. Employee must assure himself that switch points are in desired position.
(d) After using same, emergency crank must be removed from socket and safety catch replaced over socket. After this is done, crank must be padlocked to switch machine.

Electro pneumatic (or electro hydraulic)-dual controlled switches just south and west of Jenkins Street, equipped with hand levers:

Switch from Thomasville Subdivision main track to Jacksonville wye.
North switch points of double slip switch.
Frog points of double slip switch.
South switch points of double slip switch.
Switch from switching lead to mechanical lead.

These switches must not be hand-thrown without permission of Savannah Side dispatcher. When hand-thrown, employees must see that frog points and switch points are in proper position for movement. Sometimes it is necessary to adjust the hand-throw lever inward or outward on its shaft in order to properly engage same.

Switch indicator lights used in conjunction with all of above switches indicate position of the switches; i.e., green if set for normal or straight route and lunar white if set for diverging route. If switch indicator light is not lighted, movement must be stopped and switch and/or frog points examined to insure that they are fitting properly, except at double slip switch a single switch indicator light at first point of switch governs movement through switch and other switch indicator lights at this switch will be disregarded. These switches and the associated indicators are not interlocked; the indicators merely reflect position of the switch points and do not afford signal protection.

Track circuits extend approximately 50 feet beyond above named power switches, and dispatcher cannot manipulate the switch if cars or engines are occupying these short track circuits.

Switch indicator signals govern movements of trains and engines in the area just south and west of Jenkins Street. A yellow dwarf signal or a staggered red-over-yellow on the signal mast will indicate a route is lined through the Jenkins Street area. Trains or engines finding red switch indicator signals in this area must stop short of the signal and contact Savannah Side dispatcher for instructions.

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 Pssr. Trains	Piggy-back Trains	Unrestricted Freight Trains	Restricted Freight Trains	180,000 to 220,000 Lbs.	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	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 W of A5 GA1901	765100 765120 765150 765151 771104 A&WP2	GA1 GA1900		765414 765445 765448 765449 765458 771927 771929 771994 771995 771996 771997
Savannah Terminal—East Route																				
Central Jct. to MP 495.0	270,000	50	50	50	50	50	....	.....	.....	.....	.....	.....	.....	.....	40	40	40	40		25
MP 495.0 to MP 497.4	270,000	70	70	70	60	50	....	.....	.....	.....	.....	.....	.....	.....	40	40	40	40		25
MP 497.4 to MP 503.1	270,000	90	80	70	60	50	....	.....	.....	.....	.....	.....	.....	.....	40	40	40	40		25
Savannah Terminal—West Route																				
MP 499.9 to Burroughs	270,000	79	79	70	60	50	....	.....	.....	.....	.....	.....	.....	.....	40	40	40	40		25
Burroughs to Ogeechee	270,000	90	80	70	60	50	....	.....	.....	.....	.....	.....	.....	.....	40	40	40	40		25
Bridge MP 505.6 to 505.7	.....	90	80	70	60	50	....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....		.....
Savannah Terminal—Vidalia Subd.	270,000	...	50	...	49	49	....	.....	.....	.....	.....	.....	.....	.....	35	35	35	35		25
Savannah Terminal—Coosaw Subd.	270,000	...	60	...	60	50	....	.....	.....	.....	.....	.....	.....	.....	35	35	35	35		25
Bridge MP 510.5 to 510.7	....	...	45	...	45	45	....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....		.....
MP 506.0 to Jesup	270,000	90	80	70	60	50	....	.....	.....	.....	.....	.....	.....	.....	40	40	40	40		25
Bridge MP 543.5 to 543.6	.....	50	50	50	50	50	....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....		.....
Jesup to Moncrief	270,000	79	79	70	60	50	....	.....	.....	.....	.....	.....	.....	.....	40	40	40	40		25
Moncrief to BS	270,000	60	60	60	60	50	....	.....	.....	.....	.....	.....	.....	.....	40	40	40	40		25
Jesup to MP N584.0	270,000	90	80	70	60	50	....	.....	.....	.....	.....	.....	.....	.....	40	40	40	40		25
MP N584 to Waycross	270,000	80	80	70	60	50	....	.....	.....	.....	.....	.....	.....	.....	40	40	40	40		25
Waycross to Folkston	270,000	79	79	70	60	50	....	.....	.....	.....	.....	.....	.....	.....	40	40	40	40		25
Waycross to MP N782.9	270,000	...	59	...	49	49	....	.....	.....	.....	.....	.....	.....	.....	35	35	35	35		25
Curve MP N728.0 to N728.5	....	...	20	...	20	20	....	.....	.....	.....	.....	.....	.....	15	.....	.....	.....	.....		.....
Bridge MP N728.6 to N728.7	....	...	20	...	20	20	....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....		.....
Bridge MP N760.4 to N760.6	....	...	20	...	20	20	....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....		.....
MP N782.9 to MP N851.8	270,000	...	55	...	40	40	....	.....	.....	.....	.....	.....	.....	.....	35	35	35	35		25
MP N851.8 to MP N873.4	270,000	...	59	...	49	49	....	.....	.....	.....	.....	.....	.....	.....	35	35	35	35		25
MP N873.4 to Montgomery	270,000	...	59	...	49	49	....	.....	.....	.....	.....	.....	.....	.....	35	35	35	35		25
Waycross to MP P603.0	270,000	...	59	...	49	49	....	.....	.....	.....	.....	.....	.....	.....	30	30	35	35		25
MP P603.0 to Darrow	270,000	...	50	...	40	40	....	.....	.....	.....	.....	.....	.....	.....	30	30	35	35		25
Darrow to Albany	270,000	...	45	...	30	30	....	.....	.....	.....	.....	.....	.....	.....	25	25	.....	.....		25
Bridge MP P699.1 to P699.3	....	...	25	...	15	15	....	.....	.....	.....	* 10	.....	20	10	7	10	.....	.....		.....
Dupont to High Springs	270,000	...	59	...	49	49	....	.....	.....	.....	.....	.....	.....	.....	35	35	40	40		25
Waycross to Brunswick	270,000	...	25	...	25	25	....	.....	.....	20	15	.....	.....	15	.....	20	.....	.....		.....
Bridge MP O615.7 to O617.5	....	...	20	...	20	20	....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....		.....
Albany to Thomasville	270,000	...	45	...	45	45	....	.....	.....	.....	.....	.....	.....	.....	30	30	35	40		25
Thomasville to Kingwood	270,000	...	20	...	20	20	15	10	7	7	7	NOTE A	BARRED	BARRED	BARRED	BARRED	10	15		15
Climax to Fowltown	263,000	...	20	...	20	20	....	15	10	7	BARRED	15	BARRED	BARRED	BARRED	BARRED	15	.....		.....
Bridge MP NE726.7 to NE726.8	....	...	7	...	7	7	.....	.....	.....	*	BARRED	.....	BARRED	BARRED	BARRED	BARRED	.....	.....		.....
Fowltown to Chattahoochee	270,000	...	20	...	20	20	....	15	10	7	7	15	BARRED	7	10	BARRED	15	.....		.....
Grimes to Abbeville	270,000	...	20	...	20	20	....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....		.....
Waterford to Elba	270,000	...	20	...	20	20	....	.....	.....	.....	.....	.....	.....	.....	15	15	15	15		15
Bridge MP NG810.1 to NG810.2	....	...	10	...	10	10	....	.....	.....	.....	.....	.....	.....	.....	7	7	.....	.....		.....
Bridge MP NG836.4 to NG836.5	....	...	10	...	10	10	....	.....	.....	.....	.....	.....	.....	.....	7	7	.....	.....		.....

* Any car having this gross weight shall be preceded and followed by one car having gross weight no greater than 180,000 lbs. each.
NOTE A—Restricted to engines in series 10–19 and 1100–1117.

CLEARANCE CARDS

1—Trains originating at Jacksonville or Moncrief en route to Savannah Division via Callahan or Ogeechee, must obtain second clearance card endorsed "Savannah Division" before leaving originating point.

Trains and engines moving to or from diverging routes at Jesup, Folkston and Callahan will retain their identity, proceed on signal indication and clearance card will not be required.

REGISTER STATIONS

2—Jesup (conductors all trains will furnish register slip), Moncrief (freight trains only) and Jacksonville.

YARD LIMITS

3—Nahunta and Moncrief-Jacksonville.

SPEED RESTRICTIONS

4—Between Mile Posts	Miles Per Hour			
	91-92	Pssgr. Trains	Piggy-back Trains	Freight Trains
540.7 and 541.1	50	50	50	50
541.2 and 541.6	75	75	—	—
543.5 and 543.6	50	50	50	50
624.4 and 624.6	70	70	—	—

M. P. 624.2, through turnouts and on connection track Baldwin-Folkston route, 25 M.P.H.

M. P. 624.6, on connection track Jacksonville-Gross route, 45 M.P.H.

City Ordinance Speed Restrictions:

Ludowici, 55 M. P. H. within corporate limits. The excessive use of engine whistle is prohibited.

Jesup, 50 M. P. H., corporate limits, except northward trains, 40 M. P. H. over Orange Street.

Nahunta, the excessive use of engine whistle within the corporate limits is prohibited.

RAILROAD CROSSINGS AT GRADE

5—Protected by remotely controlled interlockings:
Callahan, M. P. 624.3, S. C. L.

6—Protected by attended interlockings:
Nahunta, M. P. 576.7, S. C. L.
Moncrief, M. P. 640.0, St. J. T.

INTERLOCKINGS

7—Protected by attended interlockings:
Folkston, M. P. 602.1, 30 M. P. H., between home signals.

BLOCK SIGNAL SYSTEMS

8—Single Track Automatic Block System is in service between Jesup, M. P. 549.4 and Newell, M. P. 593.7.

9—Two track Automatic Block System is in service between Folkston, M. P. 602.3 and Moncrief, M. P. 640.1.

10—Traffic Control System is in service between Ogeechee, M. P. 505.8, and Jesup, M. P. 549.4; between Newell, M. P. 593.7, and Folkston, M. P. 602.3 and between Moncrief, M. P. 640.1, and BS, M. P. 642.5.

AUTOMATIC TRAIN STOP SYSTEM

11—Automatic Train Stop System is in service between Ogeechee, M. P. 506.0 and Jesup, M. P. 548.6.

SPRING SWITCHES

12—Following spring switches are in signal territory:
Doctortown—Center Siding South End to West Track.
Broadhurst—Both ends siding.
Hortense—Both ends siding.
Raybon—Both ends siding.
Winokur—Both ends siding.
Moncrief—South end two tracks.

SIGNALED SIDINGS

13—Maximum speed, passenger trains 70 M.P.H., piggyback and freight trains 60 M.P.H.
McIntosh, between M. P. 518.0 and M. P. 522.9.

TWO TRACKS

14—Two tracks extend between Ogeechee, M. P. 506.0, and South Ogeechee, M. P. 510.0; between North Ludowici, M. P. 533.4, and Back Swamp, M. P. 540.6; between Doctortown, M. P. 543.7, and Jesup, M. P. 549.4 and between Burch, M. P. 598.3, and Moncrief, M. P. 640.1.

OPERATION BY SIGNAL INDICATION

15—The operation on two tracks between Folkston, M. P. 602.3 and Moncrief, M. P. 640.1 will be by signal indication in accordance with Rule D-251, when moving with the current of traffic and will take the place of train orders.

DEFECT DETECTORS

16—Location	Protection Provided	Locations of Indicators and Personnel reading charts
Ogeechee M. P. 512.0	Single track, both directions. Hot box and dragging equipment.	Indicators east side, M. P. 512.0. Voice Instructions.
Walthourville M. P. 530.0	Single track, both directions. Hot box and dragging equipment.	Indicators east side, M. P. 530.0. Voice Instructions.
Newell M. P. 593.7	Single track, both directions. Hot box.	Indicators west side, M. P. 593.7. Operator, Folkston.
Boulogne M. P. 607.8	Two tracks, both directions. Hot box.	Indicators both sides, M. P. 607.8. Operator, Folkston.

SPECIAL RULES

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

18—Freight trains must not block road crossings at Nahunta, in excess of five minutes, and crossings should be cut when freight trains are stopped for a longer period of time. Movements over U.S. 301, must clear the crossing after each movement so that vehicular traffic may pass.

19—A proceed northward signal at Burch, M. P. 598.3, will indicate that overdue superior trains not otherwise indicated by train order have arrived and left Burch.

20—When southward home signal just south of Dennis Street, Jacksonville, displays an "approach" indication (Rule

512), trains and engines are authorized to use Sanford Subdivision main track between Dennis Street and Edison Avenue as stem of wye. Towerman at "MA" Tower will clear with Sanford Subdivision Dispatcher before allowing train or engine to enter main track for this purpose. To avoid unnecessary lowering of gates at Edison Avenue, this authority should not be requested except when actually necessary.

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

Richmond Hill, M.P. 506.9 (E).

Fleming, M.P. 515.1.
North End House Track, M.P. 522.2.
South End House Track, M.P. 522.5.
Brunswick Pulp & Paper Co., M.P. 522.7 (McIntosh Siding).
Service Concrete Products, Inc., M. P. 527.6.
Union-Camp Wood Yard, M.P. 527.9.
House Track, M.P. 529.4.
Hodges Veneer Co., M. P. 537.6 (E).
McCann Lumber Co., M. P. 543.9 (W).
Union-Camp Corp., M. P. 601.1 (E).
Flascor Corp., M. P. 640.3.
Protane Gasco, Inc., M. P. 640.4.

Jesup Subdivision

CLEARANCE CARDS

1—Rule 83-A will not apply at Jesup (except No. 601 will obtain clearance card) and Folkston.

Nos. 381 and 395 will not obtain clearance card at Waycross Passenger Station.

Trains originating at Waycross en route to Savannah Division via Callahan or Ogeechee, must obtain second clearance card endorsed "Savannah Division" before leaving Waycross.

WHERE TIME APPLIES

2—Time for train Southwind at Waycross applies at Oklahoma Avenue and will operate between South Wye and Oklahoma Avenue at yard speed.

REGISTER STATIONS

3—Jesup, trains will furnish register slip.

Waycross, except Nos. 91, 92, 381 and 395; yard office for trains operating via Oklahoma Avenue, except enginemen are authorized to register at Shops. Nos. 5, 6, 11, 12, 380 and 394 will furnish register slip.

YARD LIMITS

4—Waycross.

SPEED RESTRICTIONS

5—Between Mile Posts	Miles Per Hour			
	91-92	Psgr. Trains	Piggy-back Trains	Freight Trains
NA607.0 and NA607.3	70	70	—	—
NA612.0 and NA612.4	70	70	—	—

City Ordinance Speed Restrictions:

Blackshear, 40 M. P. H. corporate limits between 6:00 A.M. and 7:00 P.M.; 50 M. P. H. 7:00 P.M. to 6:00 A.M.

Jesup, 50 M. P. H. corporate limits, except northward trains, 40 M. P. H. over Orange Street.

Screven, 50 M. P. H. corporate limits.

INTERLOCKING

6—Protected by attended interlocking:
Folkston, M. P. 602.1, 30 M. P. H., between home signals.

BLOCK SIGNAL SYSTEM

7—Traffic Control System is in service between Jesup, M. P. 548.6 and Waycross, M. P. N587.1 and between South Wye, M. P. NA587.7 and Folkston, M. P. NA621.0.

AUTOMATIC TRAIN STOP SYSTEM

8—Automatic Train Stop System is in service between Jesup, M. P. 548.6 and Waycross, M. P. N587.1.

DEFECT DETECTORS

9—Location	Protection Provided	Locations of Indicators and Personnel reading charts
Screven M. P. N561.8	Single track, both directions. Hot box.	INDICATORS west side, M. P. N561.8. DISPATCHER, Waycross.

SPECIAL RULES

10—Waycross, trains and engines must move between South Wye and north end Waycross Passenger Yard at Yard speed but not exceeding 15 M. P. H., expecting to find tracks occupied or conflicting movements. Northward trains using Track 1 in straight-away movements from Thomasville Subdivision en route Savannah may increase speed to 30 M. P. H. after engine covers Gilmore Street, the second crossing north of the passenger station. Trains and engines using Boulevard track between Jenkins Street and Lee Avenue will move at restricted speed.

11—30 M. P. H. over street crossings on Jesup Subdivision main track, Dewey Street and Lee Avenue.

12—Passenger trains 10 M. P. H. through crossovers from Thomasville Subdivision main track to south leg of Jacksonville wye.

13—Movements from Old 97 route must contact dispatcher before removing derail adjacent to Jenkins Street.

14—Waycross, trains and engines will move at restricted speed on yard tracks north of South Wye.

Trains and engines will operate at yard speed not exceeding 25 M.P.H. on Thomasville Subdivision main track between Waycross passenger station and west yard limit M. P. N591.6. Inferior class and extra trains and engines may use main track between above points on time of first-class trains without protecting against such trains, but must clear up promptly to avoid delay.

15—Switching and hostler movements over Brunel and Gilmore Street crossings north of passenger station, Waycross, must be protected by flag. Such protection must be provided by a member of the crew unless it is seen that the crossing is being protected by another employee.

16—No. 6 will make station stop at Waycross with engine just clear of Plant Avenue, north of passenger station.

17—Train and engine movements use bell and horn over Jenkins, Brunel and Gilmore Streets in the passenger yard at Waycross with sufficient intensity to insure proper warning to pedestrian and vehicular traffic.

18—Trains and engines must not clear at following non-electrically locked hand-operated switch locations:
South Georgia Broiler, Inc., M. P. N578.4.
Phillips Petroleum Fertilizer Spur, M. P. N583.5.

CLEARANCE CARDS

1—Rule 83-A will not apply at Brunswick for No. 624.

REGISTER STATIONS

2—Brunswick and Waycross (yard for freight trains, except enginemen on those trains are authorized to register at shops).

YARD LIMITS

3—Brunswick, Bladen, Nahunta and Waycross.

SPEED RESTRICTIONS

4—Between Mile Posts	All Trains M.P.H.
0615.7 and 0617.5	20

City Ordinance Speed Restrictions:

Brunswick, 15 M. P. H. within corporate limits. All trains and engines must be preceded by flagman on Cochran Avenue at Gloucester Street, and when shoving cars ahead of locomotive on Cochran Avenue all movements must be preceded by a flagman at Fourth Avenue, Albermarle, George, Mansfield, G, L and 4th Streets; on the Kaiser Avenue lead track at Altama Avenue and Glynn Avenue; and on Q Street connection track at Norwich, Reynolds and Albany Streets.

The use of engine whistle within corporate limits is prohibited and must be used only when necessary to warn vehicular traffic, persons, animals, or in an emergency and when used, must be of light intensity.

Nahunta, the excessive use of whistle within the corporate limits is prohibited.

RAILROAD CROSSINGS AT GRADE

5—Protected by non-electrically locked gates:
Glynco, M. P. OB 540.9, Air Station Lead. Normally clear S. C. L.

Southern Junction, M. P. OB541.0, Sou. Rwy. Gates may be left set against either intersecting line.

6—Protected by automatic interlocking:
Bladen, M. P. O627.2, S. C. L. 20 M. P. H.*

7—Protected by attended interlocking:
Nahunta, M. P. O609.9, S. C. L., 20 M. P. H.*

*Until engine reaches crossing.

JOINT TRACKS

8—Brunswick, Southern Railway first class trains are required by Southern to operate at yard speed within yard limits. Other trains and engines may occupy Southern main track within yard limits without clearing or protecting against Southern first class trains but must give way promptly to avoid delay.

SPECIAL RULES

9—Freight trains must not block road crossings at Nahunta, in excess of five minutes, and crossings should be cut when freight trains are stopped for a longer period of time. Movements over U.S. 301, must clear the crossing after each movement so that vehicular traffic may pass.

Albany Subdivision

CLEARANCE CARDS

1—Rule 83-A will not apply at Albany.

Southward trains will obtain clearance card at East Albany.

CONDITIONAL STOPS

2—Nos. 5 and 6 at Tifton to receive and discharge revenue passengers to and from Birmingham, Jacksonville and beyond.

REGISTER STATIONS

3—Albany, East Albany and Waycross (passenger station for passenger trains, Waycross yard for freight trains, except enginemen on those trains are authorized to register at shops).

Trains will furnish register slip at East Albany, while operator is on duty.

YARD LIMITS

4—Albany-East Albany-Darrow-Firestone, Tifton and Ware-co-Waycross.

JUNCTION SWITCHES

5—East Albany, M. P. 698.1, lined for movements on Albany Subdivision.

SPEED RESTRICTIONS

6—Between Mile Posts	MILES PER HOUR	
	Psgr. Trains	Freight Trains
699.1 and 699.3	25	15

City Ordinance Speed Restrictions:

Albany, 15 M. P. H. over street crossings.

Tifton, 20 M. P. H. over Love Avenue. Blocking of street crossings for longer than 10 minutes, except 5 minutes between hours of 5:00 A.M. and 10:00 P.M., is prohibited.

Pearson, 25 M. P. H. over first three streets north of station 7:00 A.M. to 11:59 P.M., Saturdays only. Southward City of Miami 35 M. P. H. daily except 25 M. P. H. Saturdays. The sounding of engine whistles within the corporate limits is prohibited, except for crossing signals, and when necessary to protect the train.

RAILROAD CROSSINGS AT GRADE

7—Protected by non-electrically locked gates:
Tifton, (old Western Division main line), M. P. NK746.2, G. S. & F. Ry. Normally clear G. S. & F. Ry.

Willacoochee, M. P. 629.5, G. & F. Ry. Normally clear S. C. L.

Waycross, M. P. N588.0, S. C. L. Normally clear S. C. L. freight lead.

8—Protected by automatic interlocking:
Darrow, M. P. 696.6, GN.

Tifton, M. P. 658.7, G. S. & F., 20 M. P. H.*

9—Protected by cabin-door locked interlockings:
Sylvester, M. P. 679.6, G. A. S. & C. Normally clear S. C. L., 20 M. P. H.*

*Until engine reaches crossing.

BLOCK SIGNAL SYSTEMS

10—Two Track Automatic Block System is in service between Darrow, M. P. 695.5 and Albany, M. P. 699.0.

11—Traffic Control System is in service between Waycross, M. P. 587.7 and Lang, M. P. 589.0.

OPERATION BY SIGNAL INDICATION

12—The operation on two tracks between Darrow, M. P. 696.9 and Albany, M. P. 699.0 will be by signal indication in accordance with Rule D-251, when moving with the current of traffic and will take the place of train orders.

SPRING SWITCHES

13—Following spring switches are in signal territory:
Darrow, south end two tracks.
Albany, north end two tracks.*

*Will approach at slow speed prepared to stop and be governed by indication received.

TWO TRACKS

14—Two tracks extend between Darrow, M. P. 696.9 and Albany, M. P. 699.0.

JOINT TRACKS

15—Trains and engines operating over tracks of Albany Passenger Terminal Company will move at restricted speed

expecting to find tracks occupied between Third Avenue and Flint River.

SPECIAL RULES

16—Trains and engines will operate at yard speed not exceeding 10 M. P. H. between north end two tracks and passenger terminal at Albany. Inferior class and extra trains and engines may occupy main track within these limits without clearing or protecting against first-class trains, but must clear up promptly to avoid delay.

17—Simultaneous operation of opposing trains between Sylvester and Poulan is prohibited. Dispatchers will arrange to so protect.

18—Trains using north leg of wye track at Tifton, Georgia, will not exceed speed of five M. P. H. through switch entering G.S. & F. Rwy. track.

19—Movements across U. S. Highway No. 82, at Wareco, Georgia, must be preceded by flagman. The derailer at Wareco is located at point just north of Highway No. 82.

20—Trains and engines will operate at yard speed not exceeding 25 M.P.H. on Thomasville Subdivision main track between Waycross Passenger Station and West Yard Limit, M. P. N591.6. Inferior class, extra trains and engines may use main track between above points on time of first-class trains without protecting against such trains, but must clear up promptly to avoid delay.

21—Trains and engines using freight lead between Lang and Waycross Yard have equal authority and will operate at yard speed.

22—Movements from Old 97 route must contact dispatcher before removing derail adjacent to Jenkins Street.

23—Waycross, trains and engines must move between South Wye and North end Waycross Passenger Yard at restricted speed but not exceeding 15 M. P. H., expecting to find tracks occupied or conflicting movements.

30 M. P. H. over street crossings Nichols Street to Alice Street.

Thomasville Subdivision

CONDITIONAL STOPS

1—Nos. 11 and 12 at Valdosta to receive and discharge revenue passengers to and from Montgomery, Jacksonville and beyond.

REGISTER STATIONS

2—Waycross (passenger station for passenger trains, except the Southwind, and for Fitzgerald Subdivision trains which do not operate via Waycross freight yard; yard for passenger trains operating via Oklahoma Avenue and for other freight trains, except enginemen on those trains are authorized to register at shops), Dupont, Thomasville (station for passenger trains, yard for freight trains).

Trains will furnish register slips at Dupont, while operator is on duty.

YARD LIMITS

3—Waycross, Dupont, Valdosta and Thomasville.

JUNCTION SWITCHES

4—Dupont, M. P. N622.3, lined for movements on Thomasville Subdivision.

Thomasville, M. P. N690.6, lined for movements on Thomasville Subdivision.

SPEED RESTRICTIONS

5—City Ordinance Speed Restrictions:
Homerville, 45 M. P. H. within corporate limits.
Valdosta, 35 M.P.H. within city limits, except 20 M.P.H. over Oak Street, M. P. N648.3 to and including Troupe Street, M. P. N647.8, for entire length of train.
Thomasville, 35 M. P. H. over all street crossings within corporate limits. Movements over Campbell Street must be flagged.

RAILROAD CROSSINGS AT GRADE

6—Protected by non-electrically locked gates:
Waycross, M. P. N588.0, S. C. L. Normally clear freight lead.
Valdosta, M. P. N647.4, G. & F. Ry. Normally clear S. C. L.
7—Protected by automatic interlocking:
Valdosta, M. P. N648.7, G. S. & F.

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:
Waycross, M. P. N590.9, west yard lead.
Thomasville, M. P. N691.3, East End Psgr. Station, 15 M.P.H.

DEFECT DETECTORS

9—Location	Protection Provided	Locations of Indicators and Personnel reading charts
Cutting M. P. N616.6	Single track, both directions. Hot box.	INDICATORS south side, M. P. N616.6. Dispatcher, Waycross.
Valdosta M. P. N651.7	Single track, both directions. Hot box.	INDICATORS south side, M. P. N651.7. Dispatcher, Waycross.
Pidcock M. P. N674.9	Single track, both directions. Hot box.	INDICATORS south side, M. P. N674.9. Dispatcher, Waycross.

SPECIAL RULES

10—Waycross, trains and engines must move between South Wye and north end Waycross Passenger Yard at restricted speed but not exceeding 15 M. P. H., expecting to find tracks occupied or conflicting movements. Trains and engines using Boulevard track between Jenkins Street and Lee Avenue will move at restricted speed.

11—Waycross, trains and engines will move at restricted speed on yard tracks north of South Wye.

Trains and engines will operate at yard speed not exceeding 25 M.P.H. on Thomasville Subdivision main track between Waycross passenger station and west yard limit, M. P. N591.6. Inferior class and extra trains and engines may use main track between above points on time of first-class trains without protecting against such trains, but must clear up promptly to avoid delay.

12—Movements from Old 97 route must contact dispatcher before removing derail adjacent to Jenkins Street.

13—No. 316 will operate at yard speed within yard limits at Thomasville and Valdosta, other trains and engines may occupy main track within yard limits at Thomasville and Valdosta without clearing or protecting against No. 316 but must give way promptly to avoid delay.

14—Wait indicator (Rule 525) governing westward movements on main track is located just west of Blackshear Street, M. P. 690.5 at Thomasville. Westward first-class trains after having been stopped by the wait indicator, upon being authorized to proceed will move at yard speed between Blackshear Street and passenger station. When notified wait indicator is

displayed, inferior trains and engines may occupy main track between Blackshear Street and passenger station on time of westward first-class trains.

15—Movements between Thomasville freight yard and Perry Subdivision will use the old main track from the yard, thence crossover between the old main track and the Dothan Subdivision main track, to the Perry Subdivision. First-class trains will operate at yard speed, and in addition at restricted speed, between yard office and passenger station at Thomasville, and other trains and engines may use main track within these limits without clearing or protecting against such first-class trains.

Dothan Subdivision

CLEARANCE CARDS

1—Trains will obtain clearance card at Dothan.

WHERE TIME APPLIES

2—Time of Nos. 12 and 90 will apply at Passenger Station, Bainbridge.

Time of Nos. 11, 12, 89 and 90 will apply at Passenger Station, Dothan.

Time at Montgomery applies at Passenger Station for passenger trains and L. & N.-S. & N. Yard for freight trains.

CONDITIONAL STOPS

3—Nos. 11 and 12 at Bainbridge, Ozark and Troy to receive and discharge revenue passengers to and from Montgomery and Jacksonville and beyond.

REGISTER STATIONS

4—Dothan, Montgomery (Union Station for passenger trains; L. & N.-S. & N. Yard and shops for freight trains), Thomasville (Passenger Station for passenger trains, yard for freight trains).

YARD LIMITS

5—Thomasville, Climax, Bainbridge, Dothan, Troy-Corcoran and Day Street-Montgomery.

JUNCTION SWITCHES

6—Thomasville, M. P. N691.3, lined for movements on Dothan Subdivision.

Climax, M. P. N719.0, lined for movements on Dothan Subdivision.

SPEED RESTRICTIONS

Between 7—Mile Posts	Psgr. Trains	Freight Trains	Between Mile Posts	Psgr. Trains	Freight Trains
N728.0 and N728.7	20	20	N822.4 and N823.3	50	—
N760.4 and N760.6	20	20	N823.8 and N824.6	40	—
N773.1 and N773.2	50	—	N827.3 and N827.7	50	—
N777.4 and N777.8	50	—	N833.0 and N833.2	50	—
N779.6 and N779.9	50	—	N842.0 and N842.3	50	—
N779.9 and N780.0	25	25	N845.3 and N845.8	45	—
N781.4 and N782.6	50	—	N847.0 and N847.5	50	—
N798.3 and N798.5	45	—	N847.7 and N848.2	45	—
N799.0 and N799.1	45	—	N848.7 and N848.8	30	30
N799.4 and N799.5	50	—	N848.8 and N850.5	40	—
N800.3 and N800.6	45	—	N850.5 and N851.0	25	25
N804.4 and N804.9	40	—	N851.9 and N852.2	50	—
N806.7 and N806.9	50	—	N853.6 and N853.8	50	—
N808.7 and N809.2	50	—	N854.2 and N854.5	50	—
N810.5 and N810.9	45	—	N854.9 and N855.2	45	—
N812.6 and N812.8	50	—	N855.9 and N856.2	50	—
N813.7 and N813.9	50	—	N859.5 and N859.7	45	45
N814.4 and N814.7	50	—	N864.4 and N864.7	50	—
N815.1 and N816.0	50	—	N866.8 and N867.1	50	—
N817.1 and N817.5	45	—	N872.7 and N872.9	45	45
N818.1 and N818.9	50	—	N876.6 and N877.5	45	45
N819.2 and N819.4	50	—	N886.1 and N886.5	45	45
N820.4 and N820.6	50	—	N892.4 and N892.9	50	—
N820.9 and N821.1	45	—			

City Ordinance Speed Restrictions:
Thomasville, 35 M. P. H. over street crossings.
Cairo, 20 M. P. H. between 6:00 A.M. and 10:00 P.M. and 25 M. P. H. between 10:00 P.M. and 6:00 A.M. from first crossing west of station to first crossing east of highway overpass. Switching movements over these crossings will be flagged.

Whigham, 45 M. P. H. between 7:00 A.M. and 8:00 P.M.

Bainbridge, 25 M.P.H. over first five crossings east of Flint River.

Brinson, 40 M. P. H. over all crossings east of station between 6:00 A.M. and 10:00 P.M.

Donalsonville, 40 M. P. H. between North Morris avenue, first crossing west of station, and Farmer's Market between the hours of 6:00 A.M. and 10:00 P.M.

Dothan, 40 M. P. H. between Seabs Road and Lake Street, except 20 M. P. H. over Headland avenue and 15 M. P. H. over Range street, until crossings are covered. Headland avenue must be flagged.

Midland City, 30 M.P.H. within the City Limits.

Ozark, 40 M.P.H. over second, third and fourth crossings east of station between 7:00 A.M. and 11:00 P.M. 50 M.P.H. within City Limits between 11:00 P.M. and 7:00 A.M.

Brundidge, 40 M. P. H. for forward movements and 15 M. P. H. for back-up movements over first three crossings east of station.

Troy, 20 M. P. H. between station and Central of Georgia crossing 12:01 A.M. to 6:00 A.M.; 12 M. P. H. 6:00 A.M. to 12:01 A.M. In making back-up movement or when handling cars ahead of engine speed of 4 M. P. H. must be observed and all street crossings flagged. Switch engine will flag all street crossings, except South Three Notch street, between station and Central of Georgia crossing and must not exceed speed of 4 M. P. H. between these points.

RAILROAD CROSSINGS AT GRADE

8—Railroad crossings protected by automatic interlockings:
Bainbridge, M. P. N728.9, S. C. L. {Eastward, 40 M. P. H.* / Westward, 20 M. P. H.*
Corcoran, M. P. N848.8, C. of Ga.
Troy, M. P. N850.4, C. of Ga.
*Until engine reaches crossing.

INTERLOCKINGS

9—Protected by attended interlocking:
Montgomery, Bell Street M. P. N902.0, 20 M. P. H.

SPRING SWITCHES

10—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:
Dothan, Headland Avenue, crossover to siding, 20 M. P. H.

DEFECT DETECTORS

11—Location	Protection Provided	Locations of Indicators and Personnel reading charts
Whigham M. P. N714.5	Single track, both directions. Hot box.	INDICATORS south side, M. P. N714.5. DISPATCHER, Waycross.
Pansey M. P. N770.5	Single track, both directions. Hot box.	INDICATORS south side, M. P. N770.5. DISPATCHER, Waycross.
Ozark M. P. N808.6	Single track, both directions. Hot box.	INDICATORS south side, M. P. N808.6. DISPATCHER, Waycross.
Banks M. P. N844.1	Single track, both directions. Hot box.	INDICATORS south side, M. P. N844.1. DISPATCHER, Waycross.
Ramer M. P. N877.6	Single track, both directions. Hot box.	INDICATORS south side, M. P. N877.6. DISPATCHER, Waycross.

SPECIAL RULES

12—Trains and engines operating between Bell Street Bridge and Union Station and over tracks of Montgomery Union Station will move at yard speed.

Trains and engines using tracks of the Union Station will be governed by instructions of Stationmaster.

13—Trains and engines will move at yard speed on S. C. L. tracks between East Yard limit M. P. N899.3 and Bell Street Bridge.

Inferior trains and engines may use main track within Yard Limits at Day Street-Montgomery without clearing or protecting against No. 316.

14—First-class trains will operate at yard speed and in addition at restricted speed, between yard office and Passenger station at Thomasville and other trains and engines may use main track within these limits without clearing or protecting against such first-class trains.

15—No. 316 will operate at yard speed within Yard Limits at Dothan, Bainbridge and Thomasville and other trains and engines may occupy main track within Yard Limits at Dothan, Bainbridge and Thomasville without clearing or protecting against No. 316.

Dupont Subdivision

CLEARANCE CARDS

1—Rule 83-A will not apply at Dupont.

REGISTER STATIONS

2—Dupont and High Springs.

Trains will furnish register slip at Dupont, while operator is on duty.

YARD LIMITS

3—Dupont, Live Oak and High Springs.

JUNCTION SWITCHES

4—Dupont, M. P. R622.3, lined for movements on Thomasville Subdivision.

SPEED RESTRICTIONS

5—Between Mile Posts	Miles Per Hour: Psgr. Trains	Miles Per Hour: Freight Trains
R622.3 and R622.7	35	35
R660.7 and R662.1	50	—
R670.1 and R671.1	30	30

City Ordinance Speed Restrictions:

Live Oak, 25 M. P. H. over street crossings from Duval Street, (second crossing north of station) to Howard street, (first crossing south of S. C. L. crossing).

RAILROAD CROSSINGS AT GRADE

6—Protected by non-electrically locked gates:
Jasper, M. P. R654.2, G. S. & F. Normally clear S. C. L.

7—Protected by automatic interlockings:
Haylow, M. P. R633.4, G. S. & F.
Live Oak, M. P. R670.8, S. C. L.

DEFECT DETECTORS

8—Locations	Protection Provided	Locations of Indicators and Personnel reading charts
Tarver M. P. R640.7	Single track, both directions. Hot box and dragging equipment.	Indicators east side, M. P. R640.7. Voice instructions.
Marion M. P. R660.0	Single track, both directions. Hot box and dragging equipment.	Indicators east side, M. P. R660.0. Voice instructions.
Branford M. P. R688.6	Single track, both directions. Hot box and dragging equipment.	Indicators east side, M. P. R688.6. Voice instructions.
Fort White M. P. R711.2	Single track, both directions. Hot box and dragging equipment.	Indicators east side, M. P. R711.2. Voice instructions.

SPECIAL RULES

9—Nos. 307, 308 and 312 will operate at yard speed within yard limits at High Springs and Live Oak. Trains and engines may occupy main track within yard limits at above points without clearing or protecting against these first-class trains, but must give way promptly to avoid delay.

Pelham Subdivision

CLEARANCE CARDS

1—Rule 83-A will not apply to No. 619 at East Albany.

REGISTER STATIONS

2—East Albany and Thomasville.

YARD LIMITS

3—Albany-East Albany, Pelham and Thomasville.

JUNCTION SWITCHES

4—East Albany, M. P. NC698.1, lined for movements on Albany Subdivision.

SPEED RESTRICTIONS

5—City Ordinance Speed Restrictions:
Albany, 15 M. P. H. over street crossings.

Baconton, 35 M. P. H. over all street crossings.

Thomasville, 35 M. P. H. over all street crossings within corporate limits.

RAILROAD CROSSINGS AT GRADE

6—Protected by non-electrically locked gates:
Camilla, M. P. NC724.3, G. A. S. & C. Normally clear S. C. L.

SPECIAL RULES

7—Account consignee handling dangerous commodities, all switching within plant of Merck & Company, Inc., Merck, Georgia, must be performed with air coupled through all cars, and all movements across U. S. Highway 19 and over crossings within the Chemical Plant at Merck must be preceded by flagman.

CLEARANCE CARD

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

REGISTER STATION

2—Thomasville.

YARD LIMITS

3—Thomasville and Kingwood-Moultrie.

JUNCTION SWITCHES

4—Thomasville, M. P. NK690.6, lined for movements on Thomasville Subdivision.

SPEED RESTRICTIONS

5—City Ordinance Speed Restrictions:
Thomasville, 35 M. P. H. over all street crossings within corporate limits.

Moultrie, blocking of street crossings for longer than 8 minutes is prohibited. Flag first crossings north and south of station when switching over them.

RAILROAD CROSSINGS AT GRADE

6—Protected by non-electrically locked gates:
Moultrie, M. P. NK720.0, GN. Normally clear G.N.

SPECIAL RULES

7—Nos. 616 and 617 will not protect against following extra trains between Thomasville and Kingwood.

8—Movements between Thomasville freight yard and Perry Subdivision will use the old main track from the yard, thence crossover between the old main track and Dothan Subdivision main track, to the Perry Subdivision. First-class trains will operate at yard speed, and in addition at restricted speed, between yard office and passenger station at Thomasville, and other trains and engines may use main track within these limits without clearing or protecting against such first-class trains.

9—No. 316 will operate at yard speed within yard limits at Thomasville. Trains and engines may occupy main track at Thomasville without clearing or protecting against No. 316, but must give way promptly to avoid delay.

Chattahoochee Subdivision

CLEARANCE CARDS

1—Rule 83-A will not apply at Climax.

REGISTER STATIONS

2—Chattahoochee and Climax.

YARD LIMITS

3—Chattahoochee and Climax.

JUNCTION SWITCHES

4—Chattahoochee, M. P. NE749.3, lined for movements on Tallahassee Subdivision.

Climax, M. P. N719.0, lined for movements on Dothan Subdivision.

SPEED RESTRICTIONS

5—Between Mile Posts	All Trains M.P.H.
NE726.7 and NE726.8	7

SPECIAL RULES

6—Nos. 636 and 637 will not protect against following extra trains between Chattahoochee and Climax.

7—First class trains will operate at yard speed within yard limits at Chattahoochee, trains and engines may use main track within these limits without clearing first class trains but will give way promptly.

8—Chattahoochee, trains, engines or cars must not obstruct any street crossing in excess of five minutes and must not obstruct Main Street crossing in excess of three minutes, except by passage of train in continuous movement. Sufficient time between movements over that crossing should be allowed to avoid an accumulation of pedestrian or vehicular traffic.

Elba Subdivision

CLEARANCE CARDS

1—Rule 83-A will not apply at Waterford and Elba.

SPEED RESTRICTIONS

2—Between Mile Posts	All Trains M.P.H.
NG810.1 and NG810.2	10
NG836.4 and NG836.5	10

City Ordinance Speed Restrictions:

Enterprise, movements over College Street, Lee Street and Highway 84 (Main Street), will be flagged.

SPECIAL RULES

3—Nos. 638 and 639 will not protect against following extra trains between Waterford and Elba.

4—The track with 25-degree curve which loops from Track 5 to Track 8 and is known as the "Turnaround" track at Fort Rucker must not be used.

5—Trains handling loaded piggyback flats, 20 M.P.H.

6—Unloading pit in Deep South team track at Kelly is approved for cars and engines at speed not to exceed 10 M. P. H.

Grimes Subdivision

CLEARANCE CARDS

1—Rule 83-A will not apply at Grimes and Abbeville.

SPECIAL RULES

2—Nos. 640 and 641 will not protect against following extra trains between Abbeville and Grimes.

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 midnight daily, except Saturday. Draw open and unattended other hours.

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

TWO TRACKS

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

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.

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.

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

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.

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.

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
Savannah to Moncrief	2800	2250	3050	3350	1850	4350	5900	4900	5300
Moncrief to Savannah	2600	2050	2850	3100	1700	4000	4750	4550	4900
Savannah to Waycross	2800	2250	3050	3350	1850	4350	5900	4900	5300
Waycross to Savannah	2900	2300	3200	3500	1900	4500	5300	5050	5500
Moncrief to Waycross	2600	2050	2850	3100	1700	4000	4750	4550	4900
Waycross to Moncrief	2800	2250	3050	3350	1850	4350	5900	4900	5300
Waycross to Brunswick	3600	2850	3950	4300	2350	5550	6550	6300	6850
Brunswick to Waycross	2800	2250	3050	3350	1850	4350	5900	4900	5300
Waycross to Tifton	2700	2150	2950	3250	1750	4150	4900	4700	5100
Tifton to Albany	2200	1750	2400	2650	1450	3400	4000	3850	4150
Albany to Tifton	1750	1400	1900	2100	1150	2700	3200	3050	3300
Tifton to Waycross	2850	2250	3100	3400	1850	4400	5200	5050	5400
Albany to Thomasville	2500	2000	2750	3000	1650	3850	4550	4350	4750
Thomasville to Albany	2650	2100	2900	3150	1750	4100	4850	4650	5000
Waycross and DuPont	3800	3050	4150	4550	2500	5900	6900	6650	7200
DuPont and Valdosta	2700	2150	2950	3250	1750	4150	4900	4700	5100
Valdosta and Thomasville	2200	1750	2400	2650	1450	3400	4000	3850	4150
Thomasville to Bainbridge	2000	1600	2200	2400	1300	3100	3650	3500	3800
Bainbridge to Dothan	1650	1300	1800	1950	1100	2550	3000	2900	3100
Dothan to Montgomery	1450	1150	1600	1750	950	2250	2650	2550	2750
Montgomery to Dothan	1200	950	1450	1450	800	2250	2200	2100	2300
Dothan to Bainbridge	2000	1600	2200	2400	1300	3100	3650	3500	3800
Bainbridge to Thomasville	1900	1500	2100	2250	1250	2950	3450	3300	3600
DuPont to High Springs	2800	2250	3050	3350	1850	4350	5100	4900	5300
High Springs to DuPont	2500	2000	2750	3000	1650	3850	4550	4350	4700
Thomasville and Kingwood	.....	.....	.....	.....	1700	.....	.....	.....	.....
Climax to Chattahoochee	3200	2550	3550	3850	2100	4950	5850	5600	6050
Chattahoochee to Climax	2000	1600	2200	2400	1300	3100	3650	3500	3800
Grimes to Abbeville	2200	1750	2400	2650	1450	3400	4000	3850	4150
Abbeville to Grimes	2100	1650	2300	2500	1400	3250	3800	3650	4000
Waterford to Daleville	1550	1250	1700	1850	1000	2400	2800	2700	2950
Daleville to Elba	1200	950	1300	1450	800	1850	2200	2100	2250
Elba to Waterford	1400	1100	1550	1650	900	2150	2550	2450	2650

DUPONT SUBDIVISION

NAME	Mile Post	Station Nos.	Car Capacity	Opening
Alexis	R 639.2	AR 639	15	South
O'Brien	R 688.8	AR 689	8	North
Ocala Lime Rock	R 699.3	AR 699	Spur	North

PELHAM SUBDIVISION

Dawes Silica Mining	NC 698.6	ANC 699		
West Track (Silica)			28	South
East Track (Sand)			Spur	South
Johnson-March	NC 707.6	ANC 708	15	Both
St. Joe Paper Co.	NC 721.9	ANC 722	14	South
International Paper	NC 722.4	ANC 722	11	South
Georgia Power	NC 738.8	ANC 739		
Storage Tracks (2)			90	Both
Plant Lead			Spur	South
Merck & Company	NC 742.7	ANC 743	Spur	South

SAVANNAH TERMINAL

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

NAHUNTA SUBDIVISION

Richmond Hill (E)	506.9	A 507	7	North
Fleming	515.1	A 515	10	North
Service Concrete Products, Inc.	527.6	A 528	12	North
Union Camp Wood Yard	527.9	A 528	14	North
Denmark Gas Co.	528.4	A 528	1	South
Dawes Sand Co.	541.9	A 542	Spur	South
Humphrey's Mining Co. (E)	599.5	A 600	Spur	North
Union Camp Corp. (E)	601.1	A 601	Spur	North
Diamond W. Feed (E)	607.8	A 608	16	North
Gold Kist Eggs (W)	616.0	A 616	18	Both
Dinsmore (E)	634.3	A 634	11	North

JESUP SUBDIVISION

Patterson	N 569.5	AN 570	8	North
Phillips Petroleum Company	N 583.5	AN 584	3	South
Ace Post Company	N 584.5	AN 585	28	South

BRUNSWICK SUBDIVISION

Schlatterville	O 597.0	AO 597	30	Both
Orser	O 611.1	AO 611	2	North
Atkinson	O 618.2	AO 618	36	Both
Waynesville	O 621.7	AO 622	12	South
Anguilla	O 632.6	AO 632	10	South
Gas Spur	O 637.1	AO 637	6	South
Escambia Treating Company	O 637.2	AO 637	Spur	North
McManus	O 638.5	AO 639	Spur	North
Sou Jct.	O 638.8	AO 639	15	North
Glynco	OB 540.8	AO 639	Spur	South

ALBANY SUBDIVISION

Pyrofax Gas	592.2	AP 592	3	North
Wareco Ind. Park	592.2	AP 592	Spur	North
Run Around Track	592.8	AP 593	38	Both
Brunswick P & P Yard	616.1	AP 616	16	North
Tri County Gas	619.4	AP 619	2	North

ALBANY SUBDIVISION (CONTINUED)

NAME	Mile Post	Station Nos.	Car Capacity	Opening
Del-Cook Lumber	621.7	AP 622	12	South
St. Regis Paper	682.1	AP 682	12	North
Albany Warehouse	682.2	AP 682	12	North
Great Northern Paper Co.	682.5	AP 683	9	North
Firestone	692.8	AP 693	Spur	South
USMC Supply Depot	692.9	AP 693	Spur	Both

THOMASVILLE SUBDIVISION

Atlantic Creo.	N 611.5	AN 612	Spur	East
Union Timber	N 614.7	AN 615	10	East
International Paper	N 615.5	AN 616	22	West
Standard Container	N 615.6	AN 616	32	West
Sou Wood Preserving	N 616.7	AN 617	4	East
Frye	N 628.8	AN 629	4	West

MOULTRIE SUBDIVISION

Columbia Nitrogen	NK 713.8	ANK 714	Spur	South
Pyrofax Gas	NK 715.4	ANK 715	3	South

CHATTAHOOCHEE SUBDIVISION

Jinks	NE 747.0	ANE 747	17	Both

ELBA SUBDIVISION

Kelford	NG 802.7	ANG 803	2	East
Kelly	NG 803.8	ANG 804	30	Both
Ft. Rucker	NG 805.3	ANG 805	76	East
Speigner	NG 806.0	ANG 806	17	West
Gerald	NG 810.8	ANG 811	18	Both

GRIMES SUBDIVISION

Talley	NF 791.6	ANF 792	24	East
Escambia Chemical Corp.	NF 797.9	ANF 798	5	West
Pepperell Manufacturing Company	NF 812.4	ANF 812	8	West
Owen-Illinois Glass Company	NF 812.7	ANF 813	16	East
Reliance Gas Corp.	NF 812.9	ANF 813	2	East
International Wood Yard	NF 813.7	ANF 814	12	East
Run-Around-Track	NF 813.8	ANF 814	17	Both

DOTHAN SUBDIVISION

Brownlee	N 703.3	AN 703	8	East
Brownlee	N 703.4	AN 703	26	East
Roddenbery	N 708.7	AN 709	15	East
Doraland	N 731.6	AN 732	7	East
Cyrene	N 735.9	AN 736	3	East
Napier Field	N 791.0	AN 791	36	West
Flack	N 808.6	AN 809	14	East
International Paper Company	N 811.6	AN 812	11	East
Couch Ready-Mix	N 812.1	AN 812	13	West
Dunn	N 844.7	AN 845	14	East
Ansley	N 862.6	AN 863	18	East
Shady Grove	N 865.9	AN 866	5	East

DIVISION OFFICERS

H. J. PIGGE, Asst. Superintendent	Waycross, Ga.
A. A. KARLE, Supt., Terminals	Waycross, Ga.
S. E. DAVIS, Trainmaster	Waycross, Ga.
D. MOBLEY, Trainmaster	Waycross, Ga.
C. J. BOWLING, JR., Trainmaster	Waycross, Ga.
H. V. NELSON, JR., Trainmaster	Dothan, Ala.
W. E. BAILEY, Trainmaster	Montgomery, Ala.
J. F. BEALES, Terminal Trainmaster	Waycross, Ga.
J. A. BUNCH, Road Foreman of Engs.	Waycross, Ga.
H. B. GERINER, Road Foreman of Engs.	Savannah, Ga.
R. H. STANALAND, Rd. For. of Engs.	Montgomery, Ala.
B. N. NESMITH, Chief Dispatcher	Waycross, Ga.
L. H. KELLEY, Division Engineer	Waycross, Ga.
F. W. JERKINS, Master Mechanic	Waycross, Ga.
E. S. COOLER, Supv. Comm. and Signals	Waycross, Ga.
M. L. FISHER, Supv. Property Protection	Waycross, Ga.
R. L. PATE, Roadmaster	Jesup, Ga.
H. BASHLOR, Roadmaster	Waycross, Ga.
J. L. STONE, Roadmaster	Waycross, Ga.
C. C. OVERMIER, Roadmaster	Thomasville, Ga.
G. L. GREEN, Roadmaster	Dothan, Ala.
R. C. SHARPE, Roadmaster	Troy, Ala.

SYSTEM OFFICERS

J. W. THOMPSON, Gen. Supt.-Rules	Jacksonville, Fla.
O. P. DOWLING, Gen. Supt.-Safety	Jacksonville, Fla.
M. C. JENNETTE, Gen. Supt. Terminals	Jacksonville, Fla.
F. W. WHITAKER, JR., Supt. Sta. Oprs.	Jacksonville, Fla.

COMPANY PHYSICIANS

J. L. BERG, M.D., Ophthalmologist	Albany, Ga.
M. W. FOWLER, M.D.	Albany, Ga.
JAMES B. MARTIN, M.D.	Albany, Ga.
W. F. McKEMIE, M.D.	Albany, Ga.
G. E. SEYMOUR, M.D.	Albany, Ga.
M. L. CUMMINGS, M.D.	Ashford, Ala.
FRANK L. GIBSON, M.D.	Bainbridge, Ga.
E. M. GRIFFIN, M.D.	Bainbridge, Ga.
L. W. WILLIS, M.D.	Bainbridge, Ga.
W. A. HENDRY, M.D.	Blackshear, Ga.
J. B. AVERA, M.D.	Brunswick, Ga.
W. O. INMAN, JR., M.D.	Brunswick, Ga.
C. K. SINGLETON, M.D.	Cairo, Ga.
DAVID D. BENNETT, M.D.	Callahan, Fla.
J. E. THOMPSON, M.D.	Chattahoochee, Fla.
PAUL R. FLOWERS, M.D.	Dothan, Ala.
E. GIBSON, M.D.	Enterprise, Ala.
JOSEPH M. JACKSON, M.D.	Folkston, Ga.
P. D. WEEKS, M.D.	High Springs, Fla.
D. B. TERRY, M.D.	Homerville, Ga.
SAM C. ATKINSON, M.D.	Jacksonville, Fla.
CLYDE M. COLLINS, M.D.	Jacksonville, Fla.
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RICHARD A. WORSHAM, M.D.	Jacksonville, Fla.
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JAMES F. DIETRICH, M.D.	Live Oak, Fla.
ROBT. T. ASHURST, III, M.D.	Montgomery, Ala.
WM. A. GUNTER, M.D.	Montgomery, Ala.
JOHN A. MARTIN, M.D.	Montgomery, Ala.
CECIL N. BRANNEN, M.D.	Moultrie, Ga.
W. R. McGINTY, M.D.	Moultrie, Ga.
H. P. SMITH, M.D.	Pearson, Ga.
J. C. BRIM, M.D.	Pelham, Ga.
HARRY A. WASDEN, M.D.	Quitman, Ga.
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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.
J. B. BRINSON, M.D.	Thomasville, Ga.
C. H. WATT, JR., M.D.	Thomasville, Ga.
WILLIAM V. WATT, M.D.	Thomasville, Ga.
F. MORRIS DAVIS, M.D.	Tifton, Ga.
C. S. PITTMAN, M.D.	Tifton, Ga.
J. A. BRANTLEY, M.D.	Troy, Ala.
A. G. LITTLE, M.D.	Valdosta, Ga.
ROBERT L. STUMP, JR., M.D.	Valdosta, Ga.
S. W. CLARK, M.D., Ophthalmologist	Waycross, Ga.
M. T. McGOOGAN, JR., M.D.	Waycross, Ga.
W. L. POMEROY, M.D.	Waycross, Ga.
LEO SMITH, M.D., Ophthalmologist	Waycross, Ga.
S. VICTOR, M.D.	Waycross, Ga.

TABLE OF RUNNING TIME OF TRAINS FOR USE OF MOTOR CAR OPERATORS ONLY

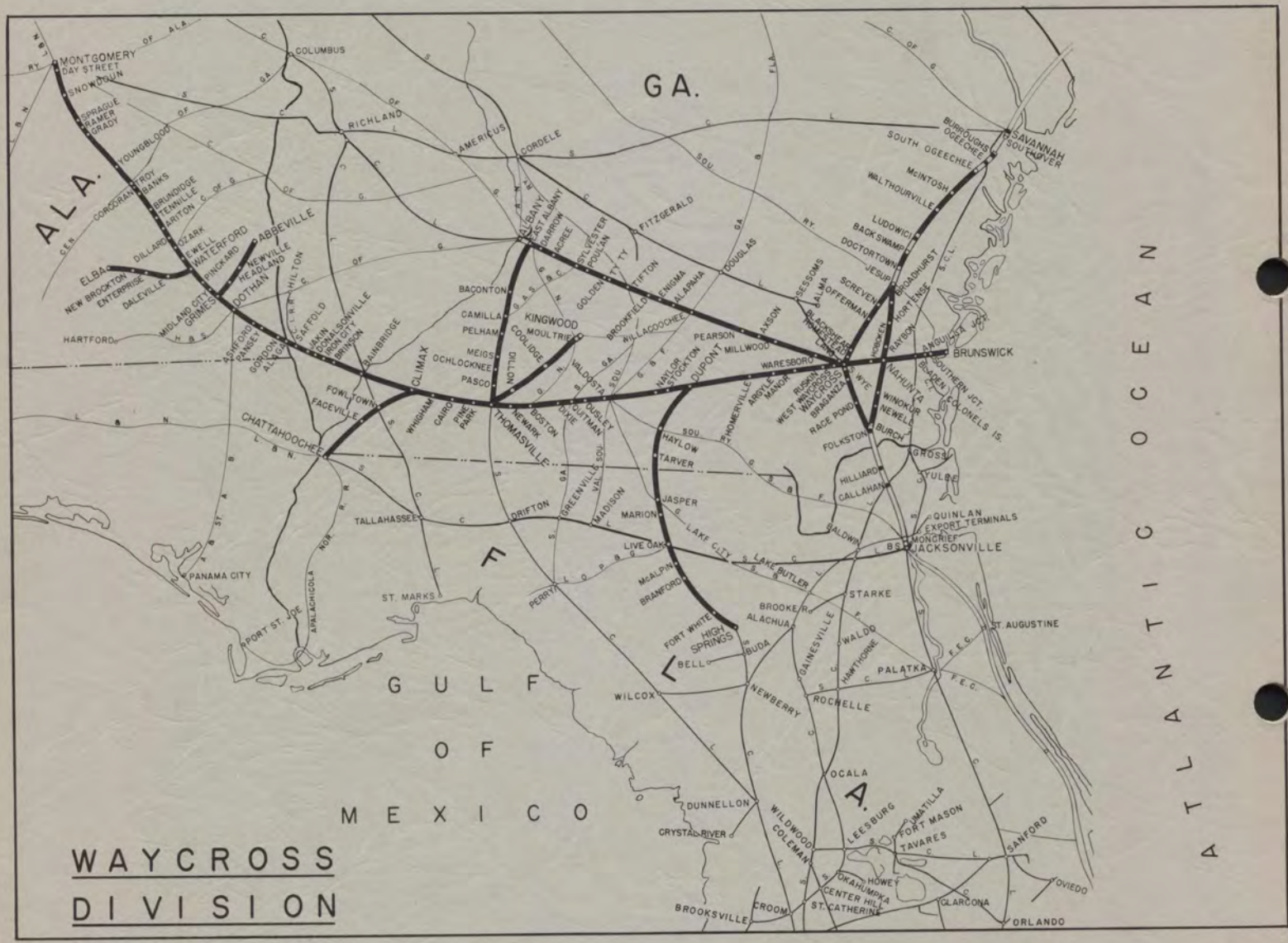
TIME IN MINUTES FOR VARIOUS AUTHORIZED SPEEDS

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	2	2	2	3	3	4	4	6	8
2	2	2	2	2	2	2	3	3	4	4	5	5	6	7	9	12
3	2	3	3	3	3	3	4	4	6	6	7	8	8	9	12	16
4	3	3	3	4	4	4	5	5	7	7	8	9	10	12	15	20
5	4	4	4	5	5	5	6	6	8	8	10	11	12	14	18	24
6	4	4	4	5	5	6	7	7	9	9	11	12	14	16	21	28
7	5	5	5	6	6	7	8	8	10	10	12	14	16	19	24	32
8	6	6	6	7	7	8	9	9	11	11	13	15	18	21	27	36
9	6	6	6	7	8	9	10	10	12	13	15	17	20	24	30	40
10	7	7	7	8	8	9	11	11	13	14	16	18	22	26	33	44
11	7	8	8	8	9	10	11	12	14	15	18	20	24	28	36	48
12	8	8	8	9	9	10	12	13	15	16	19	21	26	31	39	52
13	8	9	9	9	10	11	12	14	16	17	20	23	28	33	42	56
14	9	9	9	10	10	11	13	14	16	18	21	24	30	36	45	60
15	10	10	10	11	11	12	13	15	17	19	22	25	30	38	48	64
16	10	11	11	12	12	13	14	15	17	19	22	25	31	38	48	64
17	11	11	12	12	13	14	15	16	18	20	23	26	32	40	51	68
18	11	12	12	13	14	15	16	17	19	21	24	27	34	43	54	72
19	12	13	13	14	15	16	17	18	20	22	25	28	36	45	57	76
20	13	14	14	15	16	17	18	19	21	24	26	30	38	48	60	80
21	14	14	15	16	16	17	19	20	22	25	27	31	40	50	63	84
22	14	15	16	16	17	18	19	21	23	25	28	33	42	52	66	88
23	15	16	16	17	18	19	20	22	24	26	29	34	44	55	69	92
24	16	16	17	18	19	20	21	22	25	27	30	36	46	57	72	96
25	16	17	18	19	20	21	22	23	25	27	30	37	47	60	75	100
26	17	18	19	20	21	22	23	24	26	28	31	38	49	62	78	104
27	18	18	19	20	21	22	23	24	26	28	31	39	49	64	81	108
28	18	19	20	21	22	23	24	25	27	29	32	40	50	67	84	112
29	19	19	20	21	22	23	24	25	27	29	32	40	51	69	87	116
30	20	20	21	22	23	24	25	26	28	30	33	41	52	72	90	120

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



WAYCROSS DIVISION