

SAFETY



FIRST

SEABOARD AIR LINE RAILROAD COMPANY

Carolina Division

Lines North, South and East of Savannah

Except

**Hamlet, Andrews, Hartsville and Sumter
Subdivisions shown in Virginia Division
Time Table**

TIME TABLE NO. 3

Taking Effect 2:01 A.M., Sunday, April 30, 1967

EASTERN STANDARD TIME

**SUPERSEDING TIME TABLE NO. 2 DATED
DECEMBER 16, 1966**

FOR THE GOVERNMENT OF EMPLOYEES ONLY

DESTROY TIME TABLES OF PREVIOUS DATES

J. N. BROETZMAN, General Manager.

B. C. HIGH, Assistant General Manager.

J. L. COOKE, Assistant General Manager.

C. H. CRUMPLER, General Supt. Transportation.

C. F. KELLY, Asst. General Supt. Transportation.

J. H. HESTER, Superintendent.

SOUTHGATE LEIGH, JR., Chief Surgeon.....Richmond, Va.
 J. W. PALMER, Asst. Chief Surgeon.....Ailey, Ga.
 *CHARLES F. CREWS, Local Surgeon.....Columbia, S. C.
 JOHN H. YOUNG, Surgeon Oculist.....Columbia, S. C.
 DAVID S. ASBILL, Surgeon Oculist.....Columbia, S. C.
 *R. G. LATIMER, Local Surgeon.....Cayce, S. C.
 DRAYTON L. NANCE, JR., Local Surgeon.....North, S. C.
 A. W. LOWMAN, Local Surgeon.....Denmark, S. C.
 L. A. HARTZOG, Local Surgeon.....Olar, S. C.
 W. R. TUTEN, JR., Local Surgeon.....Fairfax, S. C.
 H. L. TUTEN, Local Surgeon.....Orangeburg, S. C.
 HARRISON L. PEEPLES, Local Surgeon.....Estill, S. C.
 LOUIS D. RHODES, Asst. Local Surgeon.....Estill, S. C.
 R. L. NEVILLE, Local Surgeon.....Savannah, Ga.
 *T. A. PETERSON, Asst. Local Surgeon.....Savannah, Ga.
 *W. D. WILSON, Asst. Local Surgeon.....Savannah, Ga.
 *JOHN W. DANIEL, JR., Asst. Local Surgeon.....Savannah, Ga.

W. W. BUCKHAULTS, Surgeon Oculist.....Savannah, Ga.
 J. B. AVERA, Local Surgeon.....Brunswick, Ga.
 CECIL B. BREWTON, Local Surgeon.....Fernandina Beach, Fla.
 *S. M. DAY, Local Surgeon.....Jacksonville, Fla.
 EMMET FERGUSON, Asst. Local Surgeon.....Jacksonville, Fla.
 *CLYDE M. COLLINS, Asst. Local Surgeon.....Jacksonville, Fla.
 *ROBT. H. STILL, Asst. Local Surgeon.....Jacksonville, Fla.
 C. HAROLD HOUSTON, Asst. Local Surgeon.....Jacksonville, Fla.
 THOMAS S. EDWARDS, Surgeon Oculist.....Jacksonville, Fla.
 DAVID D. BENNETT, Local Surgeon.....Callahan, Fla.
 *W. E. WHITLEY, Local Surgeon.....Andrews, S. C.
 ROBERT D. HARPER, Asst. Local Surgeon.....Andrews, S. C.
 *J. HERTZ WARREN, Asst. Local Surgeon.....Charleston, S. C.
 PIERRE G. JENKINS, Surgeon Oculist.....Charleston, S. C.
 SAMUEL E. MILLER, Asst. Local Surgeon.....Georgetown, S. C.
 JOHN T. ASSEY, Asst. Local Surgeon.....Georgetown, S. C.

WATCH INSPECTORS

KROPP JEWELERSColumbia, S. C.
 MEWBORN JEWELERSColumbia, S. C.
 SYLVAN and DuBOSEColumbia, S. C.
 RAY MIXSONSavannah, Ga.
 WEISER'S JEWELERS.....Savannah, Ga.

GRIFFIN JEWELRY CO.....Fernandina Beach, Fla.
 TERMINAL WATCH CO.....Jacksonville, Fla.
 BLAKE JEWELERSAndrews, S. C.
 IRVING'S, INC.Georgetown, S. C.
 LeROY JEWELRY CO.Charleston, S. C.

2nd Class	FIRST CLASS					Distance from Richmond	Station Numbers	TIME TABLE No. 3 April 30, 1967		CAPACITY TRACKS		FIRST CLASS					2nd Class
	93	21	9	57	7							10	58	8	22	94	
Through Freight	Silver Star	The Palmland	Silver Meteor	The Sunland								The Palmland	Silver Meteor	The Sunland	Silver Star	Through Freight	
Ex. Sun.	Daily	Daily	Daily	Daily								Daily	Daily	Daily	Daily	Ex. Sun.	
A. M.	P. M.	P. M.	A. M.	A. M.						Siding	Other	P. M.	P. M.	A. M.	A. M.	P. M.	
STATIONS																	
	1055	1215	415	250	359.7	360	LV	COLUMBIA	AR		Yard	s 210	s 840	s 150	s 135		
600		1221			362.2	362		2.5 CAYCE	T O	47	Yard						1230
610		1225			366.2	366		4.0 DIXIANA		54	19	150		120			1215
640		1235			375.0	375		8.8 GASTON		54	7 S						1155
700		f1242			380.4	380		5.4 SWANSEA		36	28	f 135					1145
715		1246			385.3	386		4.9 WOODFORD		45	17 N						1135
		f1252			389.3	389		4.0 NORTH			90	f 122					
750		1257			394.0	394		4.7 LIVINGSTON		44	7 S						1120
820		f 104			401.3	401		7.3 NORWAY		49	40	f 111					1105
900	1148	s 120	508	s 345	409.9	410		8.6 DENMARK	X SOU X ACL	45	126	s 102	742	s1220	1237	1050	
920					417.5	418		7.6 GOVAN		45	33						1030
945		138			426.4	426		8.9 ULMERS		45	23	1243					1015
1015	1210	s 148	530	413	435.9	436		9.5 FAIRFAX	X ACL	45	96	s1230	721	f1148	1216	1000	
1030		155			442.8	443		6.9 GIFFORD		48	11	1223					930
1055		s 205		425	450.1	450		7.3 ESTILL	Y	67	42	s1213		1137			915
1120		f 216			460.3	460		10.2 GARNETT		47	31	f1200					845
1135		f 225			469.0	469		8.7 CLYO		50	11	f1150					825
1145		231			476.0	476		7.0 STILLWELL		46							810
1155		236			482.3	482		6.3 RINCON		50	7	1136					800
1208					490.0	490		7.7 MEINHARD		44	5						745
1220					497.3	497		7.3 CENTRAL JCT.									730
	s 105	s 255	s 620	s 520	497.9	498	AR	0.6 SAVANNAH	X CoG Y LV			1120	630	1055	1125		
P. M.	A. M.	P. M.	A. M.	A. M.								A. M.	P. M.	P. M.	P. M.	A. M.	
Ex. Sun.	Daily	Daily	Daily	Daily								Daily	Daily	Daily	Daily	Ex. Sun.	

SECOND CLASS				FIRST CLASS					TIME TABLE No. 3 April 30, 1967		CAPACITY TRACKS	
93	99	9	57	7	21	175	75	Siding			Other	
Through Freight Daily P. M.	Through Freight Daily P. M.	The Palmland Daily P. M.	Silver Meteor Daily A. M.	The Sunland Daily A. M.	Silver Star Daily A. M.	Through Freight Daily A. M.	Through Freight Daily A. M.					
STATIONS												
			305	625	540	110			LV	SAVANNAH		
	230	130					100	1230	2 Tracks {	1.6 SAVANNAH YARD YO X SAL		Yard
										1.4 BLOSSOM		
										1.6 LANE		
										5.2 BURROUGHS X ACL	84	9 N
			f 325							4.3 RICHMOND HILL	82	18
										4.4 MARSHALL (V)W	141	
										7.3 DORCHESTER	82	10
			342							4.6 RICEBORO	141	16
			349							7.3 JONES (V)W	82	18
										3.3 WARSAW	141	
			354							3.7 TOWNSEND	78	38
			400							6.3 COX (V)W	75	10 N
			f 406							6.4 EVERETT X SOU	S 72 N 140	Yard
	515	300	f 415	723	f 640	208	221	203		7.6 THALMANN	168	55
										3.5 BLADEN X ACL	93	22
										5.9 HAYNER (V)W	141	11 N
			428							4.5 WAVERLY	77	12 S
			432							4.3 WHITE OAK	77	18
			f 438							4.4 WOODBINE	159	31
	630	345	s 451	751	710	233		240		11.9 KINGSLAND (V)W	S 135 N 134	Yard Spur
		355					315			6.8 GROSS (V)W	95	21 Conn
	700		506	803	722					6.3 YULEE	116	Yard Conn
										7.4 TISONIA	94	4 S
										5.6 EASTPORT	87	45 Spur
									2 Tracks {	4.5 PANAMA PARK		12 N
										2.3 F. & J. JCT. X ACL		
										2.8 X GS&F		
	740							330		0.8 BEAVER STREET		Conn
			s 615	s 850	s 820	s 330			AR	JACKSONVILLE		
P. M. Daily	P. M. Daily	P. M. Daily	A. M. Daily	A. M. Daily	A. M. Daily	A. M. Daily	A. M. Daily	A. M. Daily				

Distance from Richmond	Station Numbers	TIME TABLE No. 3 April 30, 1967		FIRST CLASS				SECOND CLASS				
				10	58	8	22	86	80	72	280	
				The Palmland	Silver Meteor	The Sunland	Silver Star	Through Freight	Through Freight	Through Freight	Through Freight	
				Daily	Daily	Daily	Daily	Ex. Mon.	Daily	Daily	Daily	
STATIONS				A. M.	P. M.	P. M.	P. M.	A. M.	A. M.	P. M.	P. M.	
499.4	499	SAVANNAH	AR	s1110	s 625	s1040	s1120					
501.0	500	1.6 SAVANNAH YARD YO X SAL						900	1145	315	610	
502.4		2 Tracks {	1.4 BLOSSOM									
504.0	504		1.6 LANE									
509.2	509	5.2 BURROUGHS	X ACL									
513.5	514	4.3 RICHMOND HILL		f1045								
517.9	518	4.4 MARSHALL	(V)W									
525.2	525	7.3 DORCHESTER										
529.8	530	4.6 RICEBORO		1030								
537.1	537	7.3 JONES	(V)W	1023								
540.4	540	3.3 WARSAW										
544.1	544	3.7 TOWNSEND		1017								
550.4	550	6.3 COX	(V)W	1011								
556.8	557	6.4 EVERETT	X SOU	f1003								
564.4	564	7.6 THALMANN		f 955	521	f 937	1016	732	1006	140	433	
567.9	568	3.5 BLADEN	X ACL									
573.8	574	5.9 HAYNER	(V)W									
578.3	578	4.5 WAVERLY		941								
582.6	583	4.3 WHITE OAK		937								
587.0	587	4.4 WOODBINE		f 932								
598.9	599	11.9 KINGSLAND	(V)W	s 920	455	911	950					
605.7	606	6.8 GROSS	(V)W Y					647	918	1225	344	
612.0	612	6.3 YULEE		905		f 859						
619.4	619	7.4 TISONIA										
625.0	625	5.6 EASTPORT										
629.5	630	4.5 PANAMA PARK										
631.8	632	2.3 F. & J. JCT.	X ACL									
634.6	635	2.8 BEAVER STREET	X GS&F							1130	300	
635.4	635	0.8 JACKSONVILLE	LV	835	415	830	910					
				A. M. Daily	P. M. Daily	P. M. Daily	P. M. Daily	A. M. Ex. Mon.	A. M. Daily	A. M. Daily	P. M. Daily	

NORTHWARD

Second Class		First Class				TIME TABLE				CAPACITY TRACKS		1st Class		Second Class	
	99	175	Distance from Richmond	Station	Numbers	No. 3 April 30, 1967		Mile Post	Locations	Siding	Other			86	80
	Through Freight	Through Freight												Through Freight	Through Freight
	Daily	Daily				STATIONS								Ex. Mon.	Daily
	P. M.	A. M.												A. M.	A. M.
	355	315	604.6	M	605	LV	GROSS	Y AR	34.5	126	Conn			647	918
							6.1								
			610.7	M	611		MILLS CREEK		28.4	84					
							6.2								
			616.9	M	617		NASSAU		22.2	134					
							2.3								
			619.2	M	619		CALLAHAN	X ACL	19.9		41				
							5.0								
			624.2	M	624		CRAWFORD	X SOU	14.9	85	22				
							10.7	ⓂW							
			635.2	M	635		FOURAKER		4.2	141					
							4.2	X ACL							
	500	400	639.1	M	639	AR Y	BALDWIN	O X SAL LV	0.0		Yard			600	830
	P. M.	A. M.												A. M.	A. M.
	Daily	Daily												Ex. Mon.	Daily

GEORGETOWN SUBDIVISION

SOUTHWARD		Distance from Richmond	Station Numbers	TIME TABLE			Mile Post Locations	Capacity Tracks		NORTHWARD	
SECOND CLASS				No. 3 April 30, 1967						THIRD CLASS	
155	153									152	156
Local Freight	Local Freight			Local Freight	Local Freight						
Daily	Daily			Daily	Daily						
P. M.	A. M.	STATIONS			Siding	Other	A. M.	P. M.			
1201	100	365.5	HA 17	LV	ANDREWS y AR -16.1	16.1		Yard	250	435	
1235	135	381.6	HA 0	AR	GEORGETOWN y o LV	0.0		Yard	215	400	
P. M.	A. M.								A. M.	P. M.	
Daily	Daily								Daily	Daily	

FERNANDINA BEACH SUBDIVISION

Southward 3rd Class	Distance from Richmond	Station Numbers	TIME TABLE No. 3 April 30, 1967			Mile Post Locations	CAPACITY TRACKS		Northward 2nd Class
197			Siding	Other	198				
Local Freight					Local Freight				
Daily					Daily				
A. M.					STATIONS		A. M.		
1100	624.1	MA 0	LV FERNANDINA BEACH	Y AR	47.3		Yard	1015	
			12.1						
1145	612.0	MA 12	AR YULEE	LV	35.2		Yard Conn	930	
A. M.							A. M.		
Daily							Daily		

3rd Class	SECOND CLASS			FIRST CLASS		Distance from Richmond	Station Numbers	TIME TABLE No. 3 April 30, 1967		CAPACITY TRACKS		SECOND CLASS				3rd Class			
	67		71	175	75					86	80	70	280	66					
															Through Freight		Through Freight	Through Freight	Through Freight
Tue.Thur.Sat.			Ex. Sat.	Daily	Daily					Siding	Other	Ex. Mon.	Daily	Ex. Sun.	Daily	Mon.Wed.Fri.			
A. M.			P. M.	P. M.	P. M.			STATIONS				P. M.	P. M.	P. M.	P. M.	P. M.			
300			600	855	825	365.3	H 365	LV	ANDREWS	AR	136	Yard	1230	430	850	1120	140		
315						372.9	H 373		7.6 OCEDA		90	13					120		
340						378.8	H 379		5.9 JAMESTOWN	W	90	45					100		
400			635	922	852	388.5	H 389		9.7 HERBERTA		90		1207	400	805	1052	1245		
420						394.2	H 394		5.7 CORDESVILLE		90	34					1230		
435						402.8	H 403		8.6 PINE GROVE		90						1215		
445						408.7	H 403		5.9 INNESS	W	89	18					1205		
455						412.6	H 413		3.9 REMOUNT	X SOU	90	Conn					1150		
535			730	955	925	418.4	H 418	Y O	5.8-X ACL NSL Co COOPER YARD X EF Co		95	Yard	1135	325	730	1015	1130		
550						421.8	H 422	X RFCo Y	3.4 X SOU X ACL CHARLESTON X SOU			19					1045		
600						424.7	H 425		2.9 ALBEMARLE		94	3 N					1040		
630				1020	950	431.2	H 431		6.5 STONO	X ACL	89	98	1108	255		945	1015		
635						436.0	H 436		4.8 YONGES		90						1000		
655						441.4	H 441		5.4 TOWLES	X ACL	90						940		
715						448.5	H 449		7.1 GRIMBALL	W	90						920		
735				1050	1020	455.7	H 456		7.2 AIRY HALL		90	19	1040	220		918	910		
805				1107	1037	471.0	H 471		15.3 LOBECO		90	53	1023	200		900	835		
820						475.6	H 476		4.6 HANK	X ACL	89						815		
840						484.0	H 484		8.4 BOYD	W	90						755		
855						492.7	H 493		8.7 OKEETEE		89						740		
920				1139	1109	502.5	H 503		9.8 LEVY		90	8 S					720		
935						510.5	H 511		8.0 BRIDGE JCT.			Conn					710		
950				1155	1125	514.3	H 514	AR	3.8 SAVANNAH YARD	X CofG X S & A X ACL YO	LV	Yard	930	100		800	700		
A. M.			P. M.	P. M.	P. M.								A. M.	P. M.	P. M.	P. M.	A. M.		
Tue.Thur.Sat.			Ex. Sat.	Daily	Daily.								Ex. Mon.	Daily	Ex. Sun.	Daily	Mon.Wed.Fri.		

DIVISION

MAXIMUM SPEEDS

A 1—Trains handling Seaboard pile drivers, 71927, 71928 and 71929 will not exceed maximum speed shown for derricks on each subdivision.

A 2—Passenger trains handling piggyback cars, loaded or empty, or solid piggyback trains, will not exceed maximum speed of 70 M. P. H. and will observe speed of 5 M. P. H. below maximum authorized passenger train speed where such speed is below 75 M. P. H., except that reduction below maximum speed authorized for freight trains is not required.

SPACING DERRICKS AND PILE DRIVERS

A 3—For line of road movement, 250 ton derricks and pile drivers must be separated from the engine by at least one car not exceeding 100,000 lbs. gross weight. Derricks must be separated by at least 3 cars not exceeding 100,000 lbs. gross weight per car and pile drivers by at least one car not exceeding 100,000 lbs. gross weight per car.

BULLETIN BOOKS

A 4—Columbia, Cayce, Savannah, Savannah Yard, Jacksonville, West Jacksonville, Fernandina, Baldwin, Baldwin Yard, Andrews, Georgetown (Kraft Jct.) and Cooper Yard.

STANDARD CLOCKS

A 5—Columbia, Cayce, Savannah, Savannah Yard, Jacksonville, West Jacksonville, Baldwin, Baldwin Yard, Andrews and Cooper Yard.

EMERGENCY WATER AND FUEL STATIONS

A 6—Georgetown and Thalmann (water only).

WEIGHT AND SIZE LIMITS

A 7—Except where further restricted by subdivision special instructions cars shall not exceed 275,000 pounds gross weight. Cars which exceed published clearances or weight limits must not be accepted for shipment nor be moved until proper authority has been obtained, and must not be moved except over route authorized.

Gross Subdivision

B 1—All trains will obtain Clearance Card before leaving Baldwin Yard.

Rule 83-A will not apply to second and inferior class and extra trains at Baldwin.

Rule 83-A will not apply at Gross.

REGISTERING STATION

B 2—Baldwin Yard for second and inferior class and extra trains.

YARD LIMIT

B 3—Baldwin.

SPEED RESTRICTIONS

B 4—Maximum speed of passenger and express trains, see page 15.

Maximum speed of freight and mixed trains is 60 M. P. H., except as below specified:

35 M. P. H. over R. R. crossing, M. P. 0.7.

45 M. P. H. between M. P. 34.0 and M. P. 34.5.

45 M. P. H. through turnout to Jacksonville Subdivision, M. P. 34.5.

Trains handling derrick, 35 M. P. H.

Trains handling scale test car 71814, 25 M. P. H.

City Ordinance speed restriction:

Callahan, 35 M. P. H. over State Highway No. 1 crossing.

RAILROAD CROSSINGS

B 5—Railroad crossings at grade protected by interlockings:

Baldwin, M. P. 0.0, S. A. L., Unattended.

Baldwin, M. P. 0.7, A. C. L., Unattended.

Crawford, M. P. 15.5, Sou., Unattended.

Callahan, M. P. 19.9, A. C. L., Unattended.

SIGNALLED SIDINGS

B 6—Fouraker, Nassau and Gross.

BLOCK SIGNAL SYSTEM

B 7—Traffic Control system is in service between Signal 6045 at Gross and Signal M-6391 at Baldwin.

C 1—Time of trains at Denmark applies at Passenger Station. Rule 83-A will not apply at Central Jct.

All second and inferior class and extra trains will obtain Clearance Card before leaving Savannah yard.

C 2—Trains will stop on signal as follows:

No. 7 at Fairfax to receive and discharge passengers to and from Raleigh and Jacksonville and beyond.

REGISTERING STATIONS

C 3—Columbia and Savannah for first class trains only. (Cayce for trains originating or terminating). First class trains will register by Form 405 at Savannah.

YARD LIMITS

C 4—Columbia-Cayce, and Central Jct.

SPEED RESTRICTIONS

C 5—Maximum speed of passenger and express trains, see page 15.

Maximum speed of freight and mixed trains is 50 M. P. H., except as below specified:

15 M. P. H. between M. P. 359.7 and M. P. 360.0.

25 M. P. H. between M. P. 360.0 and M. P. 361.2.

35 M. P. H. between M. P. 361.2 and M. P. 363.0.

45 M. P. H. between M. P. 363.3 and M. P. 398.5.

10 M. P. H. through crossover and turnouts at Central Junction.

When moving through turnouts, M. P. 361.4, 10 M. P. H.; M. P. 410.4, 15 M. P. H.

Trains handling derrick, 35 M. P. H.

Trains handling scale test car 71814, 25 M. P. H.

City Ordinance speed restrictions:

Columbia, over Lady and Senate Streets, 10 M. P. H., Gervais Street, 5 M. P. H.

Swansea, 35 M. P. H.-----7:00 A.M. to 7:00 P.M.

Woodford, 20 M. P. H.-----6:00 A.M. to 9:00 P.M.

Norway, 25 M. P. H.-----6:00 A.M. to 9:00 P.M.

Denmark, 25 M. P. H. between D-Cabin and passenger station.

Olar, 45 M. P. H.-----7:00 A.M. to 7:00 P.M.

Fairfax, 20 M. P. H. over Main Street crossing.

Estill, 35 M. P. H.

RAILROAD CROSSINGS

C 6—Railroad crossings at grade protected by interlockings:

Denmark, M. P. 409.9, Sou., Special Rule C 11.

Denmark, M. P. 410.4, A. C. L., Attended.

Fairfax, M. P. 436.0 A. C. L., Unattended.

Central Jct., M. P. 497.3, C. of G., Attended.

DRAWBRIDGE

C 7—Drawbridge protected by interlocking:
Savannah River, M. P. 466.0, 45 M. P. H.

BLOCK SIGNAL SYSTEM

C 8—Traffic Control system is in service between Signal 3601 at Columbia and Signal 4972 at Central Junction.

SPECIAL RULES

C 9—Street crossings Columbia protected by highway crossing signals as follows:

Gervais Street, automatic.

Lady Street, controlled by operator.

All yard movements over Gervais and Lady Street must be preceded by member of crew.

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

C 11—Trains and engines using Sou. main track within yard limits, Denmark, and A. C. L. main track within yard limits, Fairfax, will be governed by rules and special instructions of those lines.

C 12—When home signal at Southern Railway Crossing Denmark indicates Stop or Dark and conflicting movement is not observed, member of crew will contact the dispatcher and the operator at D-cabin and if signal cannot be cleared an understanding will be had that the route is lined for the movement and will not be changed until the movement has been completed. After receiving authority and power-operated switch has been handled in accordance with Rule 530, train will enter the interlocking limits and if a conflicting movement is still not observed train will proceed.

C 13—Switch movements over all street crossings Denmark will be preceded by flagman.

C 14—Trains or engines must not clear main track at the following non-electrically locked hand operated switch locations:

Union Bag, M. P. 381.9.

Ballington Bros. Lumber Co., M. P. 383.6.

Schofield (Kearse Veneer Co.), M. P. 423.8.

Mitchell Insecticide Co., M. P. 437.0.

Hodges Veneer Co., M. P. 437.3.

Elliott, M. P. 451.8.

Byrds, M. P. 478.9.

In case entire train or engine enters a track designated above, switch must be left aligned to such track.

D 1—Rule 83-A will not apply at Gross and Beaver Street. All trains will obtain Clearance Card before leaving West Jacksonville.

D 2—Trains will stop on signal as follows:

No. 7 at Yulee to discharge passengers from Savannah and beyond and to receive passengers for Ocala, Tallahassee and beyond.

Nos. 21, 57 and 58 at Thalmann to receive and discharge passengers for and from Petersburg and beyond and points beyond Wildwood.

REGISTERING STATIONS

D 3—Savannah (Savannah Yard: trains originating and terminating), Jacksonville and West Jacksonville. First class trains will register by Form 405 at Savannah.

YARD LIMITS

D 4—Savannah Yard, Yulee, Panama Park—Jacksonville.

SPEED RESTRICTIONS

D 5—Maximum speed of passenger and express trains, see page 15.

Maximum speed of freight and mixed trains is 60 M. P. H., except as below specified:

10 M. P. H. between M. P. 499.9 and M. P. 500.2.

15 M. P. H. through turnout Savh. Yard, M. P. 500.1.

45 M. P. H. between M. P. 500.2 and M. P. 501.6.

25 M. P. H. between M. P. 501.6 and M. P. 501.9.

45 M. P. H. through turnout at Lane, M. P. 504.0.

45 M. P. H. between M. P. 509.5 and M. P. 509.7.

45 M. P. H. between M. P. 602.8 and M. P. 603.7.

45 M. P. H. through turnout to Gross Subdivision, M. P. 604.5.

15 M. P. H. through turnout Fernandina Beach Subdivision, M. P. 611.8.

15 M. P. H. through turnout at Beaver Street, M. P. 634.6.

10 M. P. H. over Beaver Street.

15 M. P. H. through turnout Honeymoon yard, M. P. 635.5.

15 M. P. H. between M. P. 634.6 and M. P. 635.6 Stockton

Street.

City Ordinance speed restrictions:

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

All train and engine movements on Eastport Spur between Eastport and St. Regis Mill, including joint yard tracks, will be made at yard speed and not exceeding 20 M. P. H.

All train and engine movement on Dame's Point Spur between entering switch at 627.2 M. P. including run around tracks will be made at yard speed and not exceeding 20 M. P. H. to end of track at M. P. 633.1.

Trains handling derrick, 35 M. P. H.

Trains handling scale test car 71814, 25 M. P. H.

RAILROAD CROSSINGS

D 6—Railroad crossings at grade protected by interlockings: Savannah Yard, M. P. 500.1, S. A. L., Unattended.

Savannah Yard, M. P. 500.2, S. A. L., Unattended.

Burroughs, M. P. 509.5, A. C. L., Unattended.

Everett, M. P. 556.8, Sou., Unattended.

Bladen, M. P. 567.9, A. C. L., Unattended.

Milldale, M. P. 630.1, A. C. L., Unattended.

F. & J. Jct., M. P. 631.8, A. C. L., Unattended.

D 7—Railroad crossing at grade protected by electrically locked derails:

Market St., M. P. 632.2, G. S. & F., Normal clear for S. A. L.

DRAWBRIDGES

D 8—Drawbridges protected by interlockings: Trout River, M. P. 629.0, 45 M. P. H. Attended 6:00 A.M. to 10:00 P.M.

Train or engine stopped by home signals will not proceed until proceed signal is given by bridge tender (green flag by day or green light by night) or until member of crew ascertains that drawspan is in proper position.

D 9—Drawbridges not interlocked:

Altamaha River, M. P. 553.5; Satilla River, M. P. 586.6; St. Mary's River, M. P. 602.9, straight railed, 45 M. P. H.

When necessary to open these draws trains will be notified and foreman protect in accordance with Rule 99.

SIGNALLED SIDINGS

D 10—Marshall.	Thalmann.
Riceboro.	Hayner.
Warsaw.	Woodbine.
Everett (northward siding).	

BLOCK SIGNAL SYSTEM

D 11—Traffic Control system is in service between Signal 4999 at Telfair Junction and Signals 6346-A, S-6346 at Beaver Street, and Signal 6356, Brick Yard lead, West Jacksonville.

TWO TRACKS

D 12—Two tracks extend between Blossom M. P. 502.5 and Lane M. P. 504.0, and between Panama Park M. P. 629.5 and Beaver Street, M. P. 634.6.

SPECIAL RULES

D 13—Trains and engines using Sou. Ry. main track within yard limits at Everett will be governed by rules and special instructions of that line.

D 14—Switches to north crossover at F. & J. Jct. and Pearl Street are hand-operated and not equipped with signals to authorize movement through these crossovers. Trains or engines desiring to cross over from one main track to another main track through these crossovers must secure permission from the train dispatcher before reversing switch or fouling opposite main track. After securing permission to use crossover and operate on the opposite main track (Northward or Southward), switches may be thrown providing no train or engine can be seen or heard approaching on the track to be used, then wait three minutes after reversing switch before proceeding. If any conflicting movement is observed before a three minute time limit has expired, switch must be immediately returned to normal position. Trains or engines making straight away movement may then proceed at restricted speed to next signal.

Trains or engines desiring to make a reverse movement or to perform switching on main track between Beaver Street and Panama Park must obtain permission from the train dispatcher in accordance with Rule 551. Such permission must be repeated to the dispatcher.

D 15—Trains or engines must not clear main track at the following non-electrically locked hand operated switch locations:

Savannah Truckers Exchange M. P. 507.9.

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

Ga. Pacific Plywood Co., M. P. 551.7.

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

Jacksonville International Airport, M. P. 626.4.

In case entire train or engine enters track designated above switch must be left aligned to such track.

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

REGISTERING STATIONS

E 2—Andrews, Savannah Yard and Georgetown (Kraft Jct.).

YARD LIMITS

E 3—Bridge Jct.-Savannah Yard, Charleston-Cooper Yard, Andrews and Georgetown.

SPEED RESTRICTIONS

E 4—Maximum speed of passenger and express trains, see page 15.

Maximum speed of freight and mixed trains is 60 M. P. H., except as below specified:

45 M. P. H. between M. P. 365.5 and M. P. 366.6.
45 M. P. H. between M. P. 376.6 and M. P. 377.6.
25 M. P. H. between M. P. 413.5 and M. P. 417.3.
20 M. P. H. between M. P. 417.3 and M. P. 421.4.
15 M. P. H. over Railroad Crossing, M. P. 421.4.
20 M. P. H. between M. P. 421.4 and M. P. 422.3.
25 M. P. H. between M. P. 422.3 and M. P. 423.3.
30 M. P. H. between M. P. 510.7 and M. P. 512.7.
40 M. P. H. on Georgetown Subdivision.
When moving through turnouts, M. P. 420.9, 10 M. P. H.;
M. P. 510.3, M. P. 512.5, M. P. 512.6 and M. P. 513.3, 15
M. P. H.

Trains handling derrick, 35 M. P. H., Except 20 M. P. H. on Georgetown Subdivision.

Trains handling Scale Test Car 71814, 25 M. P. H.

City Ordinance speed restrictions:

Andrews, 25 M. P. H. over all street crossings.
Charleston, 10 M. P. H. over Rutledge, King and Meeting Streets.

BLOCK SIGNAL SYSTEM

E 5—Traffic Control system is in service between Signal H-3653 at Andrews and Signal H-5132 at Savannah Yard.

RAILROAD CROSSINGS

E 6—Railroad Crossings at grade protected by interlockings:
Town Creek, M. P. 420.8, A. C. L., Unattended.
Grove Street, Charleston, M. P. 421.4, Sou., Unattended.
Meggetts, M. P. 439.5, A. C. L., Unattended.
Coosaw, M. P. 472.9, A. C. L., Unattended.
Savannah, M. P. 512.3, C. of G., Unattended.
Savannah, M. P. 512.4, S. & A., Unattended.
Alabama Jctn., M. P. 513.1, A. C. L., Unattended—See Special Rule E 13.

E 7—Railroad crossings at grade protected by electrically locked derrails:

Filbin, M. P. 413.9, Sou., Normal clear for S. A. L.
North Charleston, M. P. 415.1, A. C. L., Normal clear for S. A. L.
Navy Yard Siding, M. P. 416.0, A. C. L., Normal clear for S. A. L.

North State Lumber Co., M.P. 418.7, Normal clear for S.A.L.
Etiwan Fertilizer Co., M.P. 419.1, Normal clear for S.A.L.
Royster Fertilizer Co., M.P. 419.3, Normal clear for S.A.L.
Sou. R.R., M.P. 419.4, Normal clear for S.A.L.
Dupont, M. P. 426.4, A. C. L., Normal clear for S. A. L.

DRAWBRIDGES

E 8—Drawbridges protected by interlockings:

Cooper River, M. P. 398.4, 35 M. P. H. Attended 8:00 a.m. to 4:00 p.m. Trains stopped by home signal will not proceed until proceed signal is given by bridge tender (green flag by day or green light by night), or until member of crew ascertains that draw span is in proper position.

Ashley River, M. P. 422.3 to M. P. 423.3, 25 M. P. H. with no braking on entire length of bridge except in emergency.

First Stono River, M. P. 429.0, 45 M. P. H.

Second Stono River, M. P. 433.0, 45 M. P. H.

Savannah River, M. P. 510.7, 45 M. P. H.

E 9—Drawbridges not interlocked:

Santee River, M. P. 376.6 to M. P. 377.6, straight railed, 45 M. P. H. with no breaking on entire length of bridge except in emergency.

Edisto River, M. P. 450.4, straight railed, 45 M. P. H.

Ashepoo River, M. P. 454.4, straight railed, 45 M. P. H.

Combahee River, M. P. 463.9, straight railed, 45 M. P. H.

Wymbee River, M. P. 466.3, straight railed, 45 M. P. H.

Broad River, M. P. 476.8, straight railed, 45 M. P. H.

When necessary to operate these draws trains will be notified and foreman protect in accordance with Rule 99.

SIGNALLED SIDING

E 10—Cooper Yard.

SPECIAL RULES

E 11—All movements over Frazier and Front Streets, Georgetown, will stop and be preceded by member of crew.

E 12—Engines working in the North Charleston Terminal Company's joint tracks also including tracks of West Virginia Pulp & Paper Company, Ordnance Depot and Army Base territory, will move at yard speed.

E 13—When home signal at Alabama Junction indicates Stop or Dark and conflicting movement is not observed, member of crew will contact the dispatcher and operator at Central Junction and if signal cannot be cleared an understanding will be had that the route is lined for the movement and will not be changed until the movement has been completed. After receiving authority train will then enter interlocking limits and if conflicting movement is still not observed train will proceed.

E 14—Trains or engines must not clear main track at the following non-electrically locked hand operated switch locations:

Georgetown Textile Co., M. P. 375.8.

Kirven Lumber Co., M. P. 380.4.

Berkshire Color Chem. Co., M. P. 470.2.

In case entire train or engine enters track designated above, switch must be left aligned to such track.

F 1—Rule 83-A will not apply at Yulee and Fernandina Beach when operator is not on duty.

REGISTERING STATION

F 2—Fernandina Beach.

YARD LIMITS

F 3—Fernandina Beach and Yulee.

SPEED RESTRICTIONS

F 4—Maximum speed of all trains is 35 M. P. H., except as below specified:

15 M. P. H. through turnout to Jacksonville subdivision, M. P. 35.2.

15 M. P. H. between M. P. 35.2 and M. P. 35.4.

When moving through turnouts, M. P. 35.2, M. P. 35.3, M. P. 44.0, M. P. 44.2 and M. P. 46.3, 10 M. P. H.

Trains handling derrick, 25 M. P. H. except derricks larger than 150 tons, 15 M. P. H.

Trains handling scale test car 71814, 25 M. P. H.

DRAWBRIDGE

F 5—Drawbridge not interlocked:

Amelia River, M. P. 43.2, protected by gates, attended 10:00 A.M. to 6:00 P.M., 15 M. P. H.

All trains and engines approach drawbridge prepared to stop and must stop unless a proceed signal (green flag by day, green light by night) is received from bridge tender. When necessary for trains and engines to use bridge between 6:00 P. M. and 10:00 A. M. bridge tender will be called to operate bridge.

OPERATION OVER TWO TRACKS ATLANTIC COAST LINE R. R. CO. AND SAVANNAH PASSENGER STATION TRACKS

Seaboard trains and engines will operate over A. C. L. tracks between Central Junction, A. C. L. M. P. 490.2, and A. C. L. M. P. 492.5 just south of S. A. L.-A. C. L. interchange track by block signals whose indications supersede the superiority of trains for both opposing and following movements on the same track.

Trains and engines must not enter the A. C. L. main track at the wye or interchange switches, near A. C. L. M. P. 492.5, without permission from the operator at Central Junction and upon clearing at either of these switches, must report clear to that operator. To re-enter main track after clearing, permission must again be obtained.

Maximum speed allowed on A. C. L. main tracks is: 50 M. P. H. between A. C. L. M. P. 490.2 at Central Junction and A. C. L. M. P. 492.5 just south of S. A. L.-A. C. L. interchange tracks.

Movements on Passenger Station tracks are confined to restricted speed. Speed through turnouts and crossovers is 10 M. P. H.

When a train or engine is stopped by a stop signal, member of crew will communicate with the operator at Central Junction and will be governed by his instructions. If authorized to proceed over a power-operated switch in hand position, person handling the switch will remain at the switch until engine, or at least one car, is standing on the switch points and then restore selector lever to "motor" position and secure with padlock.

If the signal system becomes inoperative, movements will be made as directed by the operator at Central Junction.

SIGNAL ASPECTS, NAMES AND INDICATIONS:

Aspect	Name	Indication
Green, or Green over Red, or top semaphore arm vertical	Clear	Proceed
Yellow, or Yellow over Red, or top semaphore arm 45 degrees	Approach	Proceed prepared to stop at next signal
Red over Yellow over Red	Medium Approach	Proceed prepared to stop at next signal
Red over Yellow, or bottom semaphore arm 45 degrees	Restricting	Proceed at restricted speed
Red, or Red over Red, or semaphore arms horizontal	Stop	Stop
<u>Dwarf Signals</u>		
Yellow	Restricting	Proceed at restricted speed
Yellow over Red	Slow Approach	Proceed prepared to stop at next signal and not exceeding slow speed
Red	Stop	Stop

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 a speed of fifteen (15) M. P. H. through Lee Street, Myrtle Avenue or Beaver Street Interlocking. Ten (10) M. P. H. by station platforms. Approach main baggage trucking platforms at West End and East End of station tracks prepared to stop, unless crossing is known to be clear.

Twenty (20) M. P. H. is authorized when turnouts or cross-overs are not used in a straight-away movement, except along station platforms.

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. A. 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.

Tracks 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 en-

(Continued on next page)

trance 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 the 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 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.

HANDLED BY ENGINES SERIES 1100, 3000 AND 3100

Between Mile Posts	Miles per Hour	Between Mile Posts	Miles per Hour	Between Mile Posts	Miles per Hour	Between Mile Posts	Miles per Hour
Columbia Subdivision							
79 MILES PER HOUR EXCEPT AS SPECIFIED BELOW:							
359.7 and 360.0.....	20	367.0 and 368.9.....	60	387.0 and 387.4.....	60	396.6 and 398.5.....	60
360.0 and 361.2.....	25	368.9 and 372.7.....	45	391.4 and 392.8.....	60	416.7 and 417.1.....	75
361.2 and 363.0.....	35	378.9 and 379.7.....	55	392.8 and 393.8.....	50	466.0 and 466.1.....	45
363.0 and 363.9.....	70	379.7 and 383.0.....	45	393.8 and 395.1.....	45	496.9 and 497.3.....	35
363.9 and 364.3.....	60	383.0 and 385.3.....	55	395.1 and 396.4.....	65		
364.3 and 367.0.....	70	385.3 and 387.0.....	70	396.4 and 396.6.....	50		

Engines 100, 400, 500, 600, 800, 1500, 1600, 1700, 1800 and 1900 series will not exceed speed of 65 M. P. H., except engines 535 to 544 incl., 600 and 800 series will not exceed speed of 60 M. P. H. between M. P. 377.0 and M. P. 497.3. Engines in 1400 series will not exceed speed of 60 M. P. H. When moving through turnouts, M. P. 361.4, 10 M. P. H.; M. P. 410.4, 15 M. P. H.

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

Jacksonville Subdivision

79 MILES PER HOUR EXCEPT AS SPECIFIED BELOW:

499.9 and 500.2.....	10	550.2 and 550.6.....	65	602.8 and 603.7.....	45	629.4 and 634.6 (B.T.)*.....	25
500.2 and 501.6.....	45	552.0 and 553.2.....	65	604.5 thru turnout....	45	634.6 (Beaver St.).....	10
501.6 and 501.9.....	25	553.2 and 553.7.....	45	614.8 and 617.2.....	75	*Both Tracks	
504.0 thru turnout....	45	553.7 and 554.3.....	65	621.6 and 621.8.....	75		
509.5 and 509.7.....	45	556.4 and 557.8.....	60	629.0 and 629.4.....	45		
512.0 and 512.7.....	60	586.6 and 586.7.....	45				

Engines 110 to 136 incl., and 400, 500, 600, 800 and 1900 series will not exceed speed of 70 M. P. H. Engines 100 to 109 incl., and 1500, 1600, 1700 and 1800 series will not exceed speed of 65 M. P. H. Engines in 1400 series will not exceed speed of 60 M. P. H. When moving through turnout, M. P. 611.8, 15 M. P. H.

City Ordinance speed restrictions: Between Main Street crossing at Panama Park and Beaver Street, both tracks, 25 M. P. H.

Gross Subdivision

79 MILES PER HOUR EXCEPT AS SPECIFIED BELOW:

0.7 (R.R.).....	50	34.0 and 34.5.....	45	34.5 thru turnout	45		
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Engines 110 to 136 incl., and 400, 500, 600, 800 and 1900 series will not exceed speed of 70 M. P. H. Engines 100 to 109 incl., and 1500, 1600, 1700 and 1800 series will not exceed speed of 65 M. P. H. Engines in 1400 series will not exceed speed of 60 M. P. H.

City Ordinance speed restriction: Callahan, 35 M. P. H. over State Highway No. 1 crossing.

Charleston Subdivision

75 MILES PER HOUR EXCEPT AS SPECIFIED BELOW:

365.0 and 365.5.....	60	417.3 and 421.4.....	20	433.0 and 434.3.....	60	472.1 and 476.8.....	60
365.5 and 366.6.....	45	421.4 (R.R.).....	15	450.3 and 450.4.....	45	476.8 (Drawbridge).....	45
377.1 and 377.3.....	45	421.4 and 422.3.....	20	450.4 and 454.4.....	60	476.8 and 479.6.....	60
381.8 and 382.4.....	60	422.3 and 423.3.....	25	454.4 and 454.6.....	45	499.1 and 499.3.....	60
396.9 and 398.4.....	60	423.3 and 429.0.....	60	463.8 and 463.9.....	45	508.2 and 510.7.....	60
398.4 (Drawbridge)...	35	429.0 (Drawbridge) ..	45	463.9 and 466.3.....	60	510.7 (Drawbridge).....	45
398.4 and 413.5.....	60	429.0 and 433.0.....	60	466.3 and 466.5.....	45	510.7 and 512.5.....	30
413.5 and 417.3.....	25	433.0 (Drawbridge) ..	45				

Engines 100 to 109 incl., and 1500, 1600, 1700 and 1800 series will not exceed speed of 65 M. P. H. and engines 110 to 136 incl., and 400, 500, 600, 800 and 1900 series will not exceed speed of 70 M. P. H. between M. P. 365.3 and M. P. 421.8. Engines 500 to 534 incl., and 100, 400, 1500, 1600, 1700, 1800 and 1900 series will not exceed speed of 60 M. P. H. between M. P. 421.8 and M. P. 512.5. Engines 535 to 544 incl., 600 and 800 series will not exceed speed of 55 M. P. H. between M. P. 421.8 and M. P. 512.5. Engines in 1400 series will not exceed speed of 60 M. P. H. When moving through turnouts, M. P. 420.9, 10 M. P. H.; M. P. 510.3, M. P. 512.5, M. P. 512.6 and M. P. 513.3, 15 M. P. H.

City Ordinance speed restrictions: Andrews, 25 M. P. H.; Charleston, 10 M. P. H. over Rutledge, King and Meeting Streets.

16 LOCATION OF TRACKS AND PRIVATE SIDINGS NOT SHOWN IN TIME TABLE

COLUMBIA SUBDIVISION

Name	Mile Post	Station Nos.	Car Capacity	Opening
Carolina Eastman (2.9 miles)	366.4	366	Spur	North
Fosters	367.1	367	Spur	North
Silica	367.4	367	109	Both
Wilson's	367.5	367	Spur	North
Silica Spur	368.0	368	Spur	South
Union Bag	381.9	382	23	South
Ballington Bros. Lumber Co.	383.6	384	5	North
Neeves	395.4	396	18	Both
Olar	420.3	420	27	Both
Schofield (Kearse Veneer Co.)	423.7	424	3	North
Sycamore	430.5	431	51	Both
Luray	445.9	446	27	Both
Elliott	451.8	452	9	North
Scotia	455.2	455	13	South
Byrds	478.9	479	22	North

JACKSONVILLE SUBDIVISION

Savannah Truckers Exchange	507.9	508	14	North
Interstate	529.8	530	Yard	Both
Ga. Pacific Plywood Co.	551.7	552	10	North
Seals	593.9	594	10	North
Kings Bay Spur	597.4	599	Spur	North
Trinity Bag Co.	613.4	613	81	North
EASTPORT SPUR (3 miles)	625.0	625	Spur	South
Shuman	625.2	625	3	South
Newt-Morris	625.3	625	6	South
Good Housekeeping Gas Co.	625.5	625	3	North
Industrial Area One Spur	626.1	625	Spur	South
Sealite	626.1	625	Spur	North
Growers Container Corp.	626.1	625	17	North
Textile Paper Co.	626.1	625	6	North
Kirby Chemical Co.	626.3	625	8	South
Jacksonville International Airport	626.4	625	Spur	North
National Kraft Container	627.0	625	17	South
Simplex Paper Co.	627.1	625	10	South
DAME'S POINT SPUR (5.9 miles)	627.2	626	Spur	North
City of Jacksonville	630.3	630	Spur	North
McCormick	630.8	631	20	Both
Southern Materials Co.	632.7	633	13	North
North Shore (Kaiser Gypsum Co.)	633.1	633	Spur	North
Quinlan	628.0	625	Yard	North
Setzers Bakery	626.8	627	18	North
Setzers Warehouse	626.8	627	19	North
Capitol Concrete Company	627.1	627	17	North
Airport	627.1	627	40	Both
Darby's	628.1	628	9	North
Navy Fuel Depot	628.4	628	Spur	South

FERNANDINA BEACH SUBDIVISION

Name	Mile Post	Station Nos.	Car Capacity	Opening
Union Carbide Co.	44.0	MA 4	14	Both

CHARLESTON SUBDIVISION

Georgetown Textile Co.	375.8	H 376	16	North
Wetherbee	390.4	H 390	10	Both
E. P. Keller Lumber Co.	391.8	H 392	13	North
Kittredge	400.8	H 401	5	North
Charbulk	412.1	H 412	Spur	North
Dupont	425.8	H 426	7	North
Limehouse	429.4	H 429	15	Both
BLITCH SPUR (.8 mile)	429.6	H 430	76	South
Cherokee	430.2	H 430	5	Both
Blitch	430.4	H 430	Spur	South
Ellis	438.2	H 438	13	Both
Meggetts	439.7	H 440	27	Both
Barrellville	446.6	H 447	46	Both
Wiggins	459.4	H 459	21	Both
Dale	467.9	H 468	19	Both
Coosaw	472.9	H 473	7-Conn.	North
Cooler	484.5	H 485	13	North
Jasper	491.2	H 491	5	North
Pritchard	498.7	H 499	13	Both

GEORGETOWN SUBDIVISION

Kent	12.1	HA 12	9	North
Morberry	4.6	HA 5	5	South

GROSS SUBDIVISION

Ingle	8.8	M 630	5	North
Bryceville	6.3	M 633	9	North

TONNAGE RATING

ENGINE	1462-1481	1600	100	535-544	600	3000
	1500 Series	1700 Series	400 Series		800 Series	
	Per Unit	Per Unit	Per Unit	Per Unit	Per Unit	Per Unit
Cayce to Dixiana	2,100	2,500	2,700	3,000	3,200	.....
Dixiana to Gaston	1,300	1,700	1,900	2,300	2,500	.....
Gaston to Denmark	1,800	2,200	2,400	2,900	3,100	.....
Denmark to Fairfax	2,100	2,500	2,700	3,000	3,200	.....
Fairfax and Savannah	2,600	3,000	3,300	3,800	4,000	.....
Fairfax to Denmark	1,800	2,200	2,400	2,900	3,100	.....
Denmark to Silica	1,300	1,700	1,900	2,300	2,500	.....
Silica to Cayce	4,100	4,500	4,900	5,100	5,400	.....
Andrews-Jax-Baldwin	3,100	3,500	3,900	4,300	4,600	2,200
Baldwin and Yulee	3,600	4,000	4,400	5,000	5,300	.....
Yulee and Fernandina Bch.	4,000	5,000	5,500	5,900	6,200	.....
Andrews and Georgetown	3,600	4,000	4,400	5,000	5,300	.....

T. B. RENFROW, Asst. Superintendent.....Savannah, Ga.
 A. J. RICHARDSON, JR., Trainmaster.....Savannah, Ga.
 C. C. TAYLOR, JR., Trainmaster.....Hamlet, N. C.
 W. R. GOODSON, Trainmaster.....Columbia, S. C.
 H. W. COOKE, Trainmaster.....Andrews, S. C.
 R. H. HESTER, Trainmaster.....Jacksonville, Fla.
 F. J. LORICK, Terminal Trainmaster.....Savannah, Ga.
 E. L. MASCIO, Road Foreman of Engines.....Savannah, Ga.
 V. M. QUINN, Road Foreman of Engines.....Hamlet, N. C.
 I. J. JONES, JR., Chief Dispatcher.....Savannah, Ga.
 C. R. HARRELL, Division Engineer.....Savannah, Ga.
 J. G. CARLTON, General Master Mechanic.....Hamlet, N. C.
 R. L. PIERCE, Master Mechanic.....Savannah, Ga.
 R. C. MOCK, Division Auditor.....Savannah, Ga.
 N. S. MADDUX, Division Paymaster.....Savannah, Ga.
 H. N. WILKINSON, Supv. Telephone & Signals.....Savannah, Ga.

D. C. GARNER, Supv. Property Protection.....Savannah, Ga.
 G. A. MOORE, Master Carpenter.....Savannah, Ga.
 W. A. THOMPSON, Roadmaster.....Savannah, Ga.
 W. E. BOWEN, Roadmaster.....Savannah, Ga.
 R. A. McCRAY, Roadmaster.....Columbia, S. C.
 E. C. MONCUS, Roadmaster.....Charleston, S. C.
 E. A. KELBAUGH, Claim Agent, from Columbia to the north
 yard limits of Savannah.....Columbia, S. C.
 J. S. SANDERS, JR., Claim Agent, from Andrews, north yard
 limit Savannah; Georgetown subdivision.....Charleston, S. C.
 H. P. MURPHY, JR., Claim Agent, from north yard limits
 Savannah, Altamaha River, M. P. 553.5.....Savannah, Ga.
 J. A. WILLIS, Claim Agent, from M. P. 553.5, to and includ-
 ing Jacksonville; Gross to north yard limit Baldwin; Fernan-
 dina Beach subdivision; Jacksonville Shops.....Jacksonville, Fla.
 T. W. DEAN, Traveling Claim Adjuster, M. P. 466 to
 Jacksonville, and lines west of Savannah.....Jacksonville, Fla.
 E. E. BLACKARD, Trav. Aud.-Claim Adjuster.....Jacksonville, Fla.

SYSTEM OFFICERS

F. W. WHITAKER, JR., Supt. Station Oprs.....Jacksonville, Fla.
 S. B. MILLER, Gen. Supv. Yds. & Termls.....Jacksonville, Fla.
 T. A. BROWN, Asst. Gen. Supv. Yds. & Termls.....Jacksonville, Fla.
 C. J. THOROUGHGOOD, Supv. Pass. Train Oprs.....Raleigh, N. C.

R. E. WHITE, Gen. Rules Supv.....Jacksonville, Fla.
 O. T. HALL, System Trainmaster.....Richmond, Va.
 E. D. FOXWORTH, Gen. Road Foreman of Engs.....Hamlet, N. C.
 C. C. YONGE, Gen. Road Foreman of Engs.....Jacksonville, Fla.

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\$1.50

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

DISTANCE MILES	79 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
1.....	1	1	1	1	1	1	1	1	1	1	2	2	3
2.....	2	2	2	2	2	2	2	2	3	3	4	4	6
3.....	3	3	3	3	3	3	3	3	4	5	6	7	9
4.....	4	4	4	4	4	4	4	5	6	8	10	12	15
5.....	5	5	5	5	5	5	6	7	9	11	14	17	21
6.....	6	6	6	6	6	6	7	9	12	15	18	22	28
7.....	7	7	7	7	7	7	8	10	13	17	21	26	33
8.....	8	8	8	8	8	8	9	11	15	19	24	29	37
9.....	9	9	9	9	9	9	10	13	17	22	27	33	42
10.....	10	10	10	10	10	10	12	15	19	24	30	36	45
11.....	11	11	11	11	11	11	13	16	20	25	32	38	48
12.....	12	12	12	12	12	12	14	18	22	28	34	41	51
13.....	13	13	13	13	13	13	15	19	24	30	36	43	54
14.....	14	14	14	14	14	14	16	20	25	32	38	45	57
15.....	15	15	15	15	15	15	18	22	28	34	41	48	60
16.....	16	16	16	16	16	16	19	24	30	36	43	50	63
17.....	17	17	17	17	17	17	20	25	32	38	45	52	66
18.....	18	18	18	18	18	18	21	26	33	40	48	55	69
19.....	19	19	19	19	19	19	22	27	34	41	49	57	72
20.....	20	20	20	20	20	20	24	29	36	43	51	60	75
21.....	21	21	21	21	21	21	25	31	39	47	55	64	78
22.....	22	22	22	22	22	22	26	32	40	48	57	66	81
23.....	23	23	23	23	23	23	27	33	41	49	58	67	84
24.....	24	24	24	24	24	24	28	34	42	51	60	69	87
25.....	25	25	25	25	25	25	30	36	44	52	62	72	90
26.....	26	26	26	26	26	26	31	38	46	54	64	74	
27.....	27	27	27	27	27	27	32	39	47	56	66	76	
28.....	28	28	28	28	28	28	33	40	48	57	67	77	
29.....	29	29	29	29	29	29	34	42	50	59	69	79	
30.....	30	30	30	30	30	30	36	44	52	62	72	82	

SPEED TABLE

TIME PER MILE		MILES PER HOUR
Minutes	Seconds	
3	00	20
2	24	25
2	00	30
1	43	35
1	30	40
1	20	45
1	12	50
1	06	55
1	00	60
0	56	65
0	52	70
0	48	75
0	45	80
0	42	85
0	40	90

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JANUARY							FEBRUARY							MARCH							APRIL						
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S
1	2	3	4	5	6	7					1	2	3	4					1	2	3	4	5	6	7	8	9
8	9	10	11	12	13	14	5	6	7	8	9	10	11		5	6	7	8	9	10	11	2	3	4	5	6	7
15	16	17	18	19	20	21	12	13	14	15	16	17	18	12	13	14	15	16	17	18	19	9	10	11	12	13	14
22	23	24	25	26	27	28	19	20	21	22	23	24	25	19	20	21	22	23	24	25	26	16	17	18	19	20	21
29	30	31					26	27	28					26	27	28	29	30	31			23	24	25	26	27	28

MAY							JUNE							JULY							AUGUST						
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S
1	2	3	4	5	6	7	4	5	6	7	8	9	10	1	2	3	4	5	6	7	8	1	2	3	4	5	6
7	8	9	10	11	12	13	11	12	13	14	15	16	17	9	10	11	12	13	14	15	16	6	7	8	9	10	11
14	15	16	17	18	19	20	18	19	20	21	22	23	24	16	17	18	19	20	21	22	23	13	14	15	16	17	18
21	22	23	24	25	26	27	25	26	27	28	29	30		23	24	25	26	27	28	29	30	20	21	22	23	24	25
28	29	30	31				22	23	24	25	26	27	28	30	31							27	28	29	30	31	

SEPTEMBER							OCTOBER							NOVEMBER							DECEMBER							
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	
						1	1	2	3	4	5	6	7	8	1	2	3	4	5	6	7	9	3	4	5	6	7	8
3	4	5	6	7	8	9	8	9	10	11	12	13	14	15	5	6	7	8	9	10	11	10	11	12	13	14	15	
10	11	12	13	14	15	16	15	16	17	18	19	20	21	22	12	13	14	15	16	17	18	17	18	19	20	21	22	
17	18	19	20	21	22	23	22	23	24	25	26	27	28	29	19	20	21	22	23	24	25	24	25	26	27	28	29	
24	25	26	27	28	29	30	29	30	31						26	27	28	29	30			31						

