

GEORGIA — & — FLORIDA RAILROAD

Alfred W. Jones, Receiver

TIME TABLE

No. 3

SUPERSEDING TIME TABLE No. 2

DATED JANUARY 16th, 1949

EFFECTIVE SUNDAY,
OCTOBER 22, 1950
at 12:01 A.M.

For the Government of Employees Only

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

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

Eastern Standard Time

CHAS. McDIARMID,
Chief Operating Officer.

F. S. GRIFFIN,
Superintendent.

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BETWEEN GREENWOOD AND MIDVILLE

SOUTHBOUND				Station Number	Distance from Greenwood	Telegraph Call	TIME TABLE No. 3				Distance from Madison	Capacity of Sidings 45 Foot Cars	NORTHBOUND				Hours Operator on Duty
SECOND CLASS							In Effect Sunday, OCTOBER 22, 1950						SECOND CLASS				
Freight		Freight	Freight				STATIONS						Freight	Freight		Freight	
57		53	51										52	54		58	
Daily		Daily	Daily										Daily	Daily		Daily	
P.M. Lv.		A.M. Lv.	A.M. Lv.										A.M. Ar.	A.M. Ar.		P.M. Ar.	
6 00			3 30	309	0.0	GD	GREENWOOD	YDN	308.7	Yard	1 30			5 00	Continuous		
							12.9										
6 40			4 05	296	12.9		KIRKSEY	W	295.8	60	12 40			4 10			
							19.1										
7 30			5 10	277	32.0		EDGEFIELD	W	276.7	60	11 50			3 20			
							13.7										
8 25			5 45	263	45.7		STEPHENS	TW	263.0	29	11 00			2 40			
							10.3										
9 00			6 10	252	56.0		NORTH AUGUSTA	T	252.7	56	10 15			2 00			
							2.1										
9 15 ⁵² 10 00		1 00	6 30 8 00 ⁵⁴	250	58.1	DS GF		CY WDNF	250.6	Yard	10 00 ⁵⁷ 3 50	7 15 ⁵¹		1 45 5 45 ⁵¹	Continuous		
							0.5										
10 05		1 05	8 05	250	58.6		CALVANS		250.1	Yard	3 45	7 10		5 10			
							2.1										
10 20		1 30	8 20	248	60.7		SOUTH AUGUSTA	W	248.0	Yard	3 35	6 55		4 55			
							3.8										
10 30		1 40	8 27	244	64.5		ADVENTURE		244.2	37	3 26	6 47		4 46			
							1.7										
10 40		1 45	8 35	242	66.2		GRACEWOOD		242.5	20	3 22	6 43		4 41			
							2.1										
10 45		1 52	8 40	240	68.3		DEBRUCE		240.4	54	3 17	6 38		4 36			
							4.4										
11 10		2 05	8 55	236	72.7	CF	HEPHZIBAH	D	236.0	12	3 08	6 30		4 25	8.00a-5.00p.		
							0.8										
11 12		2 08	8 58	235	73.5		MOORES	T	235.2	50	3 05	6 27		4 23			
							5.9										
11 32		2 20	9 10	229	79.4		BLYTHE		229.3	52	2 50	6 14		4 10			
							5.2										
11 50		2 36	9 25	224	84.6	K	KEYSVILLE	WD	224.1	24	2 35	6 00		3 55	8.00a-5.00p.		
							1.7										
12 02		2 40	9 35	223	86.3		McADOO		222.4	55	2 32	5 55		3 50			
							6.0										
12 30		3 30 ⁵³	10 00	216	92.3	SA	TORBIT	YN	216.4	38	2 20	5 40		3 30 ⁵³	1.00a-10.00a.		
							2.6										
12 40		3 38	10 07	214	94.9		COUCH	W	213.8	36	1 56	5 15		3 14			
							4.1										
12 50		3 46	10 17	210	99.0		VIDETTE		209.7	35	1 49	5 07		3 06			
							4.2										
1 00		3 55	10 26	205	103.2		ROSIER		205.5	27	1 40	4 58		2 58			
							3.9										
1 15		4 08	10 35	202	107.1		MAGRUDER		201.6	36	1 32	4 50		2 50			
							7.2										
1 40		4 35 ⁵¹	11 00	194	114.3	MD	MIDVILLE	TWD	194.4	100	1 15	4 35 ⁵³		2 35	8.00a-5.00p.		
A.M. Ar.		A.M. Ar.	A.M. Ar.								P.M. Lv.	A.M. Lv.		A.M. Lv.			

D-Day Telegraph Office. N-Night Telegraph Office. W-Water Station. Y-Wye. C-Coaling Station. T-Telephone. F-Diesel Fueling Station.
 Northbound Trains are superior to Southbound Trains of the same class when running in accordance with Rule 72.

BETWEEN MIDVILLE AND DOUGLAS

SOUTHBOUND				Station Number	Distance from Greenwood	Telegraph Call	TIME TABLE No. 3				Distance from Madison	Capacity of Sidings 45 Foot Cars	NORTHBOUND				Hours Operator on Duty
SECOND CLASS							In Effect Sunday, OCTOBER 22, 1950						SECOND CLASS				
Freight		Freight	Freight				STATIONS						Freight	Freight		Freight	
57		53	51										52	54		58	
Daily		Daily	Daily					Daily	Daily		Daily						
A.M. Lv.		A.M. Lv.	A.M. Lv.								P.M.Ar.	A.M. Ar.		A.M. Ar.			
2 10		4 35 ⁵⁴	11 15	194	114.3	MD	MIDVILLE TWD	194.4	100		1 15	4 35 ⁵³		2 35	8.00a-5.00p.		
2 17 ⁵⁸		4 41	11 25	191	117.6		STEVENS CROSSING T	191.1	14		12 43	4 29		2 17 ⁵⁷			
							2.2										
2 22		4 46	11 32	189	119.8		SUMMERTOWN	188.9	18		12 38	4 24		2 09			
							6.5										
2 36		5 00	11 46	182	126.3		MODOC	182.4	35		12 24	4 10		1 55			
							4.4										
3 00		5 30	12 15 ⁵²	178	130.7	SB	SWAINSBORO DW	178.0	63		12 15 ⁵¹	4 01		1 46	2.00a-10.00a.		
							7.9										
3 17		5 50	12 30	170	138.6		WESLEY	170.1	30		11 44	3 39		1 30			
							4.0										
3 30 ⁵⁴		6 01	12 40	166	142.6		LOMBARD	166.1	37		11 35	3 30 ⁵⁷		1 20			
							7.7										
3 50		6 20	12 55	158	150.3		PENDLETON TCW	158.4	24		11 20	3 00		1 03			
							1.3										
3 55		6 25	1 05	157	151.6		NORMANTOWN	157.1	27		11 16	2 55		1 00			
							7.5										
5 30		8 00	2 30	150	159.1	XN	VIDALIA TYDN	149.6	Yard		11 00	2 40		12 45 11 45	Continuous		
							5.9										
5 45		8 12	2 42	144	165.0		PETROSS	143.7	12		9 45	1 25		11 32			
							5.0										
6 00		8 24	2 55	139	170.0		ALSTON	138.7	23		9 35	1 15		11 22			
							3.7										
6 15		8 32	3 05	135	173.7	CA	UVALDA D	135.0	48		9 25	1 08		11 14	8.00a-5.00p.		
							2.0										
6 20		8 38	3 10	133	175.7		CHARLOTTEVILLE	133.0	28		9 15	1 02		11 10			
							4.6										
6 35		9 00 ⁵²	3 25	128	180.3		ORICO WT	128.4	30		9 00 ⁵³	12 45		11 00			
							7.0										
7 20 ⁵²		9 45	4 30	121	187.3	X	HAZLEHURST WD	121.4	36		8 30 7 20 ⁵⁷	12 30		10 45	8.00a-5.00p.		
							5.0										
7 32		9 55	4 50	116	192.3		ROPER	116.4	22		7 00	11 55		10 23			
							4.8										
7 43		10 04	5 00	112	197.1		BROOKER	111.6	65		6 50	11 46		10 13			
							2.3										
7 50		10 10	5 10	109	199.4		DENTON	109.3	27		6 45	11 40		10 08			
							7.8										
8 10		10 26	5 25	102	207.2		WEST GREEN	101.5	41		6 25	11 24		9 52			
							5.1										
8 22		10 37	5 36	96	212.3		HUFFER	96.4	31		6 14	11 12		9 42			
							4.4										
				92	216.7		BROXTON JUNCTION	92.0	60								
							1.3										
8 45		10 50	5 50 ⁵⁸	91	218.0	DI	DOUGLAS W DYNF	90.7	Yard		6 00	11 00		9 30 ⁵⁴	7.00a-11.59p.		
A.M. Ar.		A.M. Ar.	P.M. Ar.								A.M. Lv.	P.M. Lv.		P.M. Lv.			

D-Day Telegraph Office. N-Night Telegraph Office. W-Water Station. Y-Wye. C-Coaling Station. T-Telephone. F-Diesel Fueling Station.
Northbound Trains are superior to Southbound Trains of the same class when running in accordance with Rule 72.

BETWEEN DOUGLAS AND MADISON

SOUTHBOUND				Station Number	Distance from Greenwood	Telegraph Call	TIME TABLE No. 3 In Effect Sunday, OCTOBER 22, 1950 STATIONS				Distance from Madison	Capacity of Sidings 45 Foot Cars	NORTHBOUND				Hours Operator on Duty
SECOND CLASS													SECOND CLASS				
		Freight	Mixed										Mixed	Freight			
		57	17										18	58			
		Daily	Except Sunday	Except Sunday	Daily												
		P.M. Lv.	P.M. Lv.							P.M. Ar.	P.M. Ar.						
		12 05		91	218.0	DI	DOUGLAS CWDNYF	90.7	Yard		9 05			7.00a-11.59p.			
		12 30		81	227.8		MORA	80.9	19		8 45						
		12 40		78	230.3		OBERRY	78.4	11		8 40						
		1 20		73	235.3	W	WILLACOOCHEE WD	73.4	104		8 30			9.00a-6.00p.			
		1 35		69	239.8		BANNOCKBURN	68.9	16		7 14						
		1 50		63	245.7		WEBER	63.0	12		7 00						
		2 50		56	252.7	N	NASHVILLE CWDTYF	56.0	68		6 45			8.00a-6.00p.			
		3 02		50	258.6		ALLENVILLE	50.1	12		6 03						
		3 10		46	262.3		RAY CITY	46.4	36		5 55						
		3 20		41	267.4		BARRETTS	43.2	10		5 32						
		3 25		39	269.9		MOODY FIELD	38.8			5 28						
		3 35		36	272.9		BEMISS	35.8	15		5 20						
		4 00 ^{ss}	5 15	28	280.7	V	VALDOSTA YWDT	28.0	Yard	12 20	5 00 st			9.00a-6.00p.			
		f 5 45		18	291.0		CLYATTEVILLE	17.7	20	f 11 50							
		s 6 05		11	298.3		PINETTA	10.4	27	s 11 30							
		f 6 14		7	301.4		HANSON	7.3	6	f 11 20							
		6 35		0	308.7	D	MADISON WDTY		Yard	11 00				8.00a-6.00p.			
		P.M. Ar.	P.M. Ar.							A.M. Lv.	PM. Lv.						

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BETWEEN NASHVILLE AND MOULTRIE

SOUTHBOUND			Station Number	Capacity of Sidings 45 Foot Cars	Telegraph Call	TIME TABLE No. 3		Distance from Nashville	NORTHBOUND				
SECOND CLASS						In Effect Sunday, OCTOBER 22, 1950			SECOND CLASS				
	Mixed					STATIONS				Mixed		Hours Operator on Duty	
	25									26			
	Ex. Sun.									Ex. Sun.			
	P.M. Lv.									P.M. Ar.			
	3 30		56	68	N	NASHVILLE	CYWDTF		2 50		8.00a-6.00p.		
						7.0							
	3 55		A 7	0		MASSEE		7.0	2 22				
						5.2							
	4 15		A 12	20		SPARKS	WT	12.2	2 05				
						2.2							
	4 30		AA14	Yard		ADEL	T	14.4	1 55				
						2.2							
	4 45		A 12	20		SPARKS	WT	12.2	1 40				
						5.7							
	5 00		A 18	11		BURNEY HILL		17.9	1 22				
						4.1							
	5 15		A 22	20		ELLENTON	T	22.0	1 10				
						10.0							
	5 45		A 32	41		KINGWOOD	YWT	32.0	12 35				
						2.0							
	6 00		A 34	Yard		MOULTRIE	T	34.0	12 25				
	P.M. Ar.								P.M. Lv.				

D-Day Telegraph Office. N-Night Telegraph Office. T-Telephone Office. W-Water Station. Y-Wye. C-Coaling Station. F-Diesel Fueling Station.
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 Nos. 25 and 26 will stop at all stations and private sidings for passengers and freight.

BETWEEN DOUGLAS AND RELEE

SOUTHBOUND				Station Number	Capacity of Sidings 45 Foot Cars	Telegraph Call	TIME TABLE No. 3		Distance from Douglas	NORTHBOUND			Hours Operator on Duty
SECOND CLASS										SECOND CLASS			
Mixed										Mixed			
33		31								30		32	
Tues. Thur.Sat.		Mon. Wed.Fri.					Mon. Wed.Fri.			Tues. Thur.Sat.			
P.M. Lv.		P.M. Lv.					P.M. Ar.			P.M. Ar.			
							STATIONS						
12 25				B 14	40		SAPPSTILL		15.3		11 50		
12 55				1 10	B 9	30	BROXTON		8.5	1 00	11 20		
1 30				1 40	91	Yard	DI	DOUGLAS DNWYCF		12 30	10 40		
P.M. Ar.				P.M. Ar.						P.M. Lv.	A.M. Lv.		

D-Day Telegraph Office. N-Night Telegraph Office. T-Telephone Office. W-Water Station. Y-Wye. C-Coaling Station. F-Diesel Fueling Station.
 Northbound Trains are superior to Southbound Trains of the same class when running in accordance with Rule 72.

WORK SAFELY

SPECIAL INSTRUCTIONS

READ THESE INSTRUCTIONS CAREFULLY AS IMPORTANT CHANGES ARE FREQUENTLY MADE.

NOTICE

Following is an extract from an Act of Congress governing the hours of service of railroad employees:

"It shall be unlawful for any common carrier, its officers or agents, to require or permit any employee to be or remain on duty for a longer period than sixteen (16) consecutive hours, and whenever any such employee has been continuously on duty for sixteen (16) consecutive hours he shall be relieved and not required or permitted again to go on duty until he has had at least ten (10) consecutive hours off duty; and no such employee who has been on duty sixteen (16) hours in the aggregate in any twenty-four (24) hour period shall be required or permitted to continue or again go on duty without having had at least eight (8) consecutive hours off duty. Provided, that no operator, train dispatcher, or other employee who by the use of telegraph or telephone dispatches, reports, transmits, receives, or delivers orders pertaining to or affecting train movements shall be required or permitted to be or remain on duty for a longer period than nine (9) hours in any one twenty-four (24) hour period in all towers, offices, places and stations continuously operated night and day, nor for any longer period than thirteen (13) hours in all towers, offices, places and stations operated only during day time, except in cases of emergency, when employee named in this proviso may be permitted to be and remain on duty for four (4) additional hours in a twenty-four (24) hour period on not exceeding three days in any week.

Provided, That the provisions of this Act shall not apply in any case of casualty or unavoidable accident or the act of God; nor where delay was the result of a cause not known to the carrier or its officer or agent in charge of such employee at the time said employee left a terminal and which could not have been foreseen.

Provided further, That the provisions of this Act shall not apply to the crews of wrecking or relief trains."

A-1—All employees of this Railroad shall be governed by Georgia & Florida Book of Rules, effective Sept. 1st, 1945, and must have in their possession at all times a copy of current Time Table.

A-2—Georgia & Florida trains and engines while using the tracks of the Central of Georgia at Augusta, Seaboard Air Line at Madison, and Atlantic Coast Line Railroad between Kingwood and Moultrie, will be governed by the rules and special instructions of those roads:

All trains before occupying Augusta & Summerville tracks at Augusta between Gwinnett Street, Union Station and Reynolds Street, will get the block from, and be governed by instructions of the Augusta & Summerville dispatchers.

All trains occupying Southern Railway tracks between Reynolds Street, Kitower and North Augusta, will get the block from, and be governed by, Southern Railway instructions.

A-3—The clocks in the telegraph offices at Augusta Yard, Vidalia, Douglas, Nashville and Valdosta are designated as Standard Time.

Conductors and Enginemen will compare their watches with Standard Time before starting on each trip. In addition to conductors and engineers comparing time with each other before starting on each trip, the conductor must compare time with the flagman and the engineer must compare time with the fireman. Failure to comply with these instructions will be considered sufficient cause for discipline.

Conductors must know that flagmen have standard watches and engineers must know that firemen have standard watches. If a flagman or fireman starts out without standard watch, a report must be made to the Superintendent.

A-4—Telegraphic orders for the movement of trains will be issued from Chief Dispatcher's Office at Augusta.

A-5—Trains must approach Railroad crossings at grade under full control. If crossings are not protected trains must be brought to a full stop and will not proceed until crossing is known to be clear.

A-6—Yard limits are indicated by sign boards reading "YARD LIMIT" South of Greenwood. North and South of Edgefield, at Mile Post 253½, at Mile Post 245.6, on either side of Moores, Torbit, Midville, Swainsboro, Vidalia, Hazlehurst, Douglas, Willacoochee, Nashville, Valdosta, and Sparks, North of Madison, Adel and Moultrie. Switch engines, other engines and trains may work within these limits without regard to second class and extra trains, but must give way immediately upon their approach. Second class and extra trains must approach and run through Yard Limits prepared to stop within one half the range of vision. At Torbit, Midville, Vidalia and Douglas, all trains must approach and run through Yard Limits, expecting to find main track occupied.

A-7—All second class and extra trains will approach coal chutes, and water tanks under full control expecting to find main track occupied, and in case of accident, the responsibility will rest upon the approaching train. Extras may run ahead of second class trains.

A-8—MAXIMUM SPEED—The Maximum speed must not be exceeded at any time for each class of train as follows:

MIXED—FREIGHT TRAINS

Between Greenwood and Valdosta, 30 miles per hour.

Between Nashville and Kingwood, 15 miles per hour.

Between Valdosta and Madison, 20 miles per hour.

Between Broxton Junction and Sappstill, 15 miles per hour.

Trains handling loaded high side coal cars of 100,000 capacity and over must not exceed a speed of 25 miles per hour on main line between Greenwood and Valdosta, 15 miles per hour on Moultrie and Madison Branches, 10 miles per hour on Broxton Branch.

Trains handling loaded tank cars reduce speed to 30 miles per hour between Valdosta and Greenwood, 15 miles per hour elsewhere.

Trains handling steam wrecker, ditcher, steam shovel and pile driver will not exceed 20 miles per hour. Camp cars, pile driver, and steam shovel will be handled on rear of trains.

Steam engines backing up light or backing up towing a train must not exceed a speed of fifteen (15) miles per hour between Valdosta and Augusta, or a speed of ten (10) miles per hour on other parts of the line. When engines are being towed backwards in a train, the train handling the engine must not exceed a speed of twenty (20) miles an hour on any part of the line.

A-9—Where signs are erected to indicate permanent slow orders the figures on the sign designate the speed in miles per hour. When more than one set of figures appear, the upper figures govern passenger trains and the lower figures mixed and freight trains. Reduce to the speed indicated when passing such sign on the right hand side and continue at such speed until the corresponding sign on the left side is reached.

All trains reduce speed to 5 miles per hour over Withlacoochee River trestle Mile Post 13.2.

SPECIAL INSTRUCTIONS—(Continued)

A-10—All Branch Line Junction Switches must be set to Main Line after being used.

A-11—Register Stations Are—Greenwood, Augusta, Vidalia, Douglas, Nashville, Valdosta, Madison, Bulletin Stations Are—Augusta, Vidalia, Douglas, Nashville, Valdosta. All trains will get Clearance Cards before leaving Register Stations at telegraph offices, except when train order signal is used.

A-12—During storms or wet weather, all trains will be handled under full control and without regard to making schedule time. At all points where water courses may damage track or bridges and at all places where enginemen will be held responsible for running at higher rate of speed than justified by weather conditions. Diesel locomotives will not be operated over track covered by water.

A-13—Section Foremen will be required to go over their respective sections during and immediately after heavy rains and wind storms, for the purpose of examining track and bridges, and must know that track is in safe condition before allowing trains to pass over same. When section, bridge, or other roadway foremen have track or bridges obstructed, they will first place yellow signal on engineman's side of track, not less than one-half mile in each direction from point obstructed, and as much farther as may be necessary to insure full protection, and will use red flags in addition, placing them not less than 200 yards from the point obstructed. Red flags must be removed to allow trains to pass. In addition to the yellow flag foreman will place on the rail near them two torpedoes to insure that enginemen see the flags. Enginemen will acknowledge the caution signals by sounding one long blast, two short blasts and one long blast of the whistle.

A-14—When Steam Locomotives are operated enginemen will personally see that dampers are closed while passing over bridges and trestles, and will drown fire in ash pans by priming injectors while crossing any long bridges; while passing stations where cotton is stored awaiting shipment, enginemen will close back dampers and when practicable, shut of steam. Enginemen will report promptly by telegraph to the Chief Dispatcher and Superintendent Motive Power when their engines are dropping fire from pan or throwing fire from stack.

A-15—Flying switches must be avoided when practicable. When they must be made the brakes of the cars and the switch must be examined, and known to be in good order before attempting to make a flying switch.

A-16—Derailing Switches must be left for derail. Employees finding them otherwise will set them to derail and report to the Superintendent. Cars on side tracks must be placed so as to not foul switches or adjoining tracks.

A-17—While switching at stations persons loading or unloading or working about cars to be switched, must be warned to get away from the cars before coupling to them, and cars loading and unloading must be examined to see the lading is in safe condition for the cars to be handled before moving them.

A-18—All trains will stop to take on or let off the telegraph line repairer and the pump repairer when signaled by him or by his request.

A-19—When a train is in a siding to be met or passed by other trains, the trainmen must remain 50 feet distant or on the opposite side of the track from the switch to be passed by the expected train while such train is passing over switch. When closing a switch behind a train going into a siding, get off on the opposite side from the switch and cross behind the last car. Look at the points of all switches after throwing, and see that they fit properly before signaling a train or engine to pass over them.

After closing and locking a switch pull the lock to see that it is securely fastened, and look at the switch points to see that they fit properly.

With switches not equipped with targets, engineers are required to observe closely the position of the switch points that may be set wrong or against him. Conductors and Engineers are required to closely observe the position of switch targets at all points, regardless of whether switches may be handled by switch tenders or towermen at interlocking plant. Engineers will be held responsible for running through switches improperly set or over derailleurs set to derail. When switches are set for train to take or leave siding reduce speed to 12 miles per hour while passing over switches or frogs.

A-20—Enginemen on all trains approaching meeting and waiting points will blow two long and one short blasts of the whistle. Conductors must acknowledge by giving a steady or slow down signal, holding out hand by day and lantern by night at arm's length. Failure to give these signals will not relieve enginemen and Conductors from responsibility.

A-21—Conductors and flagmen, enginemen and firemen will distinctly call to each other the color of all semaphores; "White Board" or "Red Board" (as the case may be), day or night. This rule will also extend to all types of signals, including signals on lines operated over by trackage rights.

A-22—Conductors must see that cars loaded with cotton or other inflammable matter are placed in their train as far from a steam engine as practicable, and that all doors and openings are securely closed and covered. Cars containing explosives must be placed in middle of train, and at least five cars lengths from engine or cars containing inflammable matter when practicable; see rules and regulations for transportation of inflammable articles and acid.

A-23—FOR THE ALTAMAHA RIVER DRAW BRIDGE—A sign reading "Draw Bridge" is erected one mile on either side of the draw span and engineman will, when approaching draw bridge give one long blast of whistle opposite sign board. Enginemen of all trains must approach draw span with their train under full control and must know that the draw span is in proper position before proceeding. Trains will not exceed a speed of 5 miles per hour for the entire train over trestle. Locomotives not to doublehead over length of trestle.

A-24—All coal chutes, loading platform at Douglas shop, and stand pipe located on east side of track 150 feet north of railroad crossing at Willacoochee will not clear a man on side of car.

Adel Canning & Pickling Plant building, west side track No. 2, will not clear car longer than 40 feet and will not clear man on side of car.

A-25—All trains must flag over Ward Street at Douglas, Patterson Street at Valdosta, Bullard to Daxis Street at Nashville on the Moultrie Branch, Goodman Street (the paved highway) at Sparks, Colquitt Street at Sparks, 4th Street at Adel.

Reduce speed to 15 miles per hour over all crossings at Neco, Blythe and Uvalda.

SPECIAL INSTRUCTIONS—(Continued)

Reduce speed to 10 miles per hour over Street and Highway crossings within the corporate limits of Douglas.

Reduce speed to 10 miles per hour within the corporate limits of Augusta. (See Bulletin No. 39-A.)

Streets and road crossings in cities and towns must not be blocked longer than 5 minutes.

Train and yard crews must see that air is coupled up and operating on all switch movements of a cross-town nature, especially where it is necessary to move over heavily traversed public highways and railroad crossings.

While trains are switching at any station before crossing any street or highway where conditions are such that the train cannot be seen at a safe distance by persons on the highway, to prevent accidents some member of the train crew must precede the movement of the train over the Street or Highway crossing; and the train must be handled in such manner that an accident will be prevented if it is found that automobile or other vehicle attempts to cross ahead of the train.

A-26—Freight trains must test air brakes before starting down heavy grades, northbound from Hephzibah and Gracewood, and Southbound approaching Keysville. Conductors must see that brakemen are in proper position to assist if necessary in controlling by hand brakes.

A-27—Trainman must not ride on pilot of engine.

A-28—Do not run locomotives over live rails at track scales. Do not use sand while on the scales nor prime the injector while engine is passing over, or, standing on track scales. Avoid slipping of engine drivers on the scale tracks. Avoid using sand on Railroad crossings. Diesel locomotives are to be operated in accordance with operating manuals prepared by Electro Motive Division-General Motors and issued by Superintendent and Superintendent Motive Power and in accordance with instructions issued by Operating Officials.

A-29—Reduce speed to 5 miles per hour over Hamburg Trestle Mile Post 251.3. All trains moving over Chavous Creek Trestle 265.2 Mile Post and Turkey Creek Trestle 284.7 Mile Post, must be inspected by competent member of train crew not more than 1½ miles from these trestles before the train is allowed to pass over these structures.

SPEED TABLE—RUNNING TIME

Speed Per Hour	Time 1 Mile		Speed Per Hour	Time 1 Mile		Speed Per Hour	Time 1 Mile		Speed Per Hour	Time 1 Mile	
	M.	S.		M.	S.		M.	S.		M.	S.
1	60	—	11	5	27	21	2	51	31	1	56
2	30	—	12	5	—	22	2	43	32	1	52
3	20	—	13	4	37	23	2	36	33	1	49
4	15	—	14	4	17	24	2	30	34	1	46
5	12	—	15	4	—	25	2	24	35	1	43
6	10	—	16	3	45	26	2	18	36	1	40
7	8	34	17	3	31	27	2	13	37	1	37
8	7	30	18	3	20	28	2	8	38	1	34
9	6	40	19	3	9	29	2	4	39	1	32
10	6	—	20	3	—	30	2	—	40	1	30

LOCATION OF TRACK SCALES

Moultrie

Valdosta

Douglas

Vidalia

South Augusta

TIME INSPECTORS

THE BALL RAILROAD TIME SERVICE Chicago, Ill.
 BECKUM & JONES Augusta, Ga.
 W. R. WILSON Douglas, Ga.
 THOMPSON & GIRADIN Valdosta, Ga.

VETERINARIANS

DR. JULIAN LYONS, Chief Veterinarian, Augusta, Ga.
 DR. M. J. RATTRAY, Local Veterinarian Vidalia, Ga.
 DR. W. C. STROUD, Local Veterinarian Valdosta, Ga.
 DR. S. J. SHIRLEY, Local Veterinarian Douglas, Ga.
 DR. T. L. WRIGHT, Local Veterinarian Moultrie, Ga.
 DR. H. F. HOOK, Local Veterinarian Statesboro, Ga.
 DR. W. B. HIRLEMAN, Local Veterinarian Waynesboro, Ga.

**LOCATION OF TRACKS AND PRIVATE
SIDINGS NOT SHOWN IN THE
TIME TABLE**

MAIN LINE

Sta. No.	Name	Mile Post	Car Capy.	Opens
13	Smiths	12.7	5	South
24	South Valdosta	24.5	10	Both
69	Sand Pit	69.2	63	South
85	BearCreek	84.8	14	South
127	Halls Spur	127.1	7	North
128	Orico Spur	128.6	8	North
130	Sand Pit	130.0	30	North
130	130 Mile Post	130.1	14	South
161	Leman	160.9	10	North
230	Cloers	230.1	8	South
246	Neco	245.9	3	South
269	Wise	269.2	3	North
286	Pleasant Lane	286.5	9	South
288	Crafton	287.3	12	North
291	Pittsburg	291.3	6	North
293	Poinsett	293.0	8	North
299	Epworth Team	298.5	10	South
299	Epworth Industrial	298.5	7	North
300	Dominicks	299.9	1	North

MOULTRIE BRANCH

A- 3	Ruby	A- 3.0	11	South
A- 8	Barnesdale	A- 8.0	5	North
A-27	Pineboro	A-27.0	8	South
A-31	Ladson	A-31.8	6	North

BROXTON BRANCH

B- 2	Blystone	B- 2.0	2	South
B- 4	Lotts	B- 4.1	1	South
B-13	Pridgen	B-12.5	6	South
B-14	Sappstill Spur	B-14.0	26	South

LOCOMOTIVE RATING IN TONS 2000 POUNDS

ENGINE	70-71-72	701-706	700 Class 70 Class coupled	206-212	500-504 509-513	505-508	130
MAIN LINE							
NORTHBOUND							
Madison to Valdosta	920			800			
Valdosta to Nashville	1320	2330	3350	1600	2000	2100	
Nashville to Douglas	1480	2330	3210	1600	2000	2100	
Douglas to Hazelhurst	1200	2150	3050	1600	2000	2100	
Hazelhurst to Vidalia	1200	2150	3050	1100	1300	1325	
Vidalia to Midville	1200	2180	3050	1000	1250	1325	
Midville to Torbit	1100	2180	2980	1125	1250	1325	
Torbit to Augusta	1100	1920	2720	950	1400	1250	
Augusta to Greenwood	1420	2500	3500	1200	1325	1425	
SOUTHBOUND							
Greenwood to Augusta	1430	2400	3400	1250	1450	1550	
Augusta to Torbit	720	1120	1640	500	600	700	
Torbit to Midville	1100	2180	2980	1200	1600	1700	
Midville to Vidalia	1240	2330	3270	1000	1200	1300	
Vidalia to Hazelhurst	1200	2230	3130	1025	1200	1300	
Hazelhurst to Douglas	1200	2230	3130	1600	1800	1900	
Douglas to Nashville	1780	2510	3990	1600	1800	1900	
Nashville to Valdosta	1780	2510	3990	1600	1800	1900	
Valdosta to Madison	920			800			
BRANCH LINES							
Broxtton Branch				700			525
Moultrie Branch	1365			900			525

NOTE: Ratings for Diesel Locomotives are approximate only and are subject to correction.

RAILROAD CROSSINGS AT GRADE

Main Track Crossings Only

AUGUSTA	Georgia Railroad. (Belt Line—248.9 M. P.)
TORBIT	Savannah & Atlanta Railway.
MIDVILLE	Central of Georgia Railway. (Interlocked)
SWAINSBORO	*Wadley Southern Railway. (Interlocked)
VIDALIA	M. D. & S. Railroad and S. A. L. Railroad.
HAZELHURST	Southern Railway.
DOUGLAS	*A. C. L. Railroad (Interlocked)
WILLACOOCHEE	Atlantic Coast Railroad.
VALDOSTA	*A.C.L. Railroad. (Interlocked) Sou. Railway.
MADISON	*S. A. L. Railroad. (Interlocked)
SPARKS	*Southern Railway. (Interlocked)
ADEL	Southern Railway. (Spur)

* Crossing Gates

OPERATING OFFICERS

H. C. Baird	Auditor
W. Blanchard	General Claim Agent
C. C. Stelling	Engineer M. W. & S.
J. L. Upton	Sup't Motive Power
G. K. Rheney	Train Master
I. W. Peters	Terminal Train Master
C. R. Arrington	Chief Dispatcher
H. G. McNure	Dispatcher
H. N. Molton	Dispatcher
B. J. Hindman	Dispatcher
T. F. Hindman	Dispatcher

RAILROAD SURGEONS

Dr. Geo. W. Wright, Chief Surgeon, Augusta, Ga.

Dr. S. J. Lewis, Oculist	Augusta, Ga.
Dr. M. H. Wylie, Local Surgeon	Augusta, Ga.
Dr. H. D. Pinson, Local Surgeon	Augusta, Ga.
Dr. J. H. Hudson, Local Surgeon	Gough, Ga.
Dr. W. C. McCarver, Local Surgeon	Vidette, Ga.
Dr. H. F. Bent, Local Surgeon	Midville, Ga.
Dr. W. B. Lowe, Asst. Local Surgeon	Midville, Ga.
Drs. Smith & Smith, Local Surgeons	Swainsboro, Ga.
Dr. J. E. Mercer, Local Surgeon	Vidalia, Ga.
Dr. H. G. McDermid, Local Surgeon	Vidalia, Ga.
Dr. C. W. Findley, Oculist	Vidalia, Ga.
Dr. O. L. Gross, Local Surgeon	Vidalia, Ga.
Dr. H. C. Sharpe, Local Surgeon	Alston, Ga.
Dr. W. M. Moses, Local Surgeon	Uvalda, Ga.
Dr. S. W. Martin, Local Surgeon	Hazlehurst, Ga.
Dr. Benj. Goldman, Local Surgeon	Hazlehurst, Ga.
Dr. Dan A. Jardine, Local Surgeon	Douglas, Ga.
Dr. Calvin S. Meeks, Assistant Local Surgeon	Douglas, Ga.
Dr. M. H. Turrentine, Roentgenologist	Douglas, Ga.
Dr. J. J. Lott, Local Surgeon	Broxton, Ga.
Dr. L. H. Shellhouse, Local Surgeon	Willacoochee, Ga.
Dr. P. A. Shuman, Local Surgeon	Nashville, Ga.
Dr. W. W. Turner, Local Surgeon	Nashville, Ga.
Drs. Sanders & Perry, Local Surgeons	Valdosta, Ga.
Dr. A. G. Little, Jr., Asst. Local Surgeon	Valdosta, Ga.
Dr. T. H. Smith, Oculist	Valdosta, Ga.
Dr. E. E. Thorpe, Local Surgeon	Madison, Fla.
Dr. C. Thompson, Local Surgeon	Millen, Ga.
Dr. J. R. Lanier, Local Surgeon	Summit-Graymont, Ga.
Dr. W. R. McGinty, Local Surgeon	Moultrie, Ga.
Dr. H. W. Clements, Local Surgeon	Adel, Ga.
Dr. L. R. Hutchinson, Local Surgeon	Adel, Ga.
Dr. J. B. Oliphant, Local Surgeon	Sparks, Ga.
Dr. A. R. Nicholson, Local Surgeon	Edgefield, S. C.
Dr. J. G. Harper, Local Surgeon	Greenwood, S. C.

SAFETY FIRST

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