

SAFETY



FIRST

**SEABOARD AIR LINE
RAILROAD COMPANY**

Carolina Division

TIME TABLE NO.

6

Taking Effect 12:01 A. M., Saturday, Dec. 1, 1951

EASTERN STANDARD TIME

SUPERSEDING TIME TABLE NO. 5, DATED APRIL 29, 1951

FOR THE GOVERNMENT OF EMPLOYEES ONLY

DESTROY TIME TABLES OF PREVIOUS DATES

C. H. SAULS, Vice-President - Operations.

J. R. THORNE, Assistant Vice-President - Operations.

J. N. BROETZMAN, General Superintendent.

J. L. COOKE, General Superintendent Transportation.

K. W. RODWELL, Asst. General Supt. Transportation.

M. H. GOLD, Superintendent.

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

COMPANY SURGEONS

JOSEPH D. COLLINS, Chief Surgeon..... Norfolk, Va.
 J. W. PALMER, Asst. Chief Surgeon..... Ailey, Ga.
 D. F. ADCOCK, Local Surgeon..... Columbia, S. C.
 ROBERT DURHAM, Asst. Local Surgeon..... Columbia, S. C.
 C. L. KIBLER, Surgeon Oculist..... Columbia, S. C.
 JOHN H. YOUNG, Surgeon Oculist..... Columbia, S. C.
 A. W. LOWMAN, Local Surgeon..... Denmark, S. C.
 L. A. HARTZOG, Local Surgeon..... Olar, S. C.
 W. R. TUTEN, Local Surgeon..... Fairfax, S. C.
 W. R. TUTEN, JR., Asst. Local Surgeon..... Fairfax, S. C.
 H. L. TUTEN, Asst. Local Surgeon..... Fairfax, S. C.
 JOHNSTON PEEPLES, Local Surgeon..... Estill, S. C.
 HARRISON L. PEEPLES, Asst. Local Surgeon..... Estill, S. C.
 LOUIS D. RHODES, Asst. Local Surgeon..... Estill, S. C.
 JABEZ JONES, Local Surgeon..... Savannah, Ga.
 R. L. NEVILLE, Asst. 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.
 J. F. CHISHOLM, Surgeon Oculist..... Savannah, Ga.
 ST. JULIAN R. deCARADEUC, Surgeon Oculist..... Savannah, Ga.
 J. B. AVERA, Local Surgeon..... Brunswick, Ga.
 J. O. SIMMONS, Local Surgeon..... Woodbine, Ga.
 L. N. MOE, Local Surgeon..... Jacksonville, Fla.
 S. M. DAY, Asst. Local Surgeon..... Jacksonville, Fla.
 F. H. BOWEN, Asst. Local Surgeon..... Jacksonville, Fla.
 WM. S. MANNING, Surgeon Oculist..... Jacksonville, Fla.
 C. M. SANDUSKY, Surgeon Oculist..... Jacksonville, Fla.
 D. G. HUMPHREYS, Local Surgeon..... Fernandina, Fla.
 C. LUNGERHAUSEN, Asst. Local Surgeon..... Fernandina, Fla.
 J. G. PATE, Local Surgeon..... Gibson, N. C.
 GEORGE G. MOORE, Local Surgeon..... McColl, S. C.
 J. C. MOORE, JR., Asst. Local Surgeon..... McColl, S. C.
 W. V. BRANFORD, Local Surgeon..... Dillon, S. C.
 E. BRYAN MICHAUX, Asst. Local Surgeon..... Dillon, S. C.
 P'ON L. WESTON, Local Surgeon..... Mullins, S. C.

DRAYTON L. NANCE, JR., Local Surgeon..... North, S. C.
 C. R. F. BAKER, Local Surgeon..... Sumter, S. C.
 H. L. BAKER, Local Surgeon..... Hemingway, S. C.
 ALLEN H. JOHNSON, Asst. Local Surgeon..... Hemingway, S. C.
 W. E. WHITLEY, Local Surgeon..... Andrews, S. C.
 ROBERT D. HARPER, Asst. Local Surgeon..... Andrews, S. C.
 T. H. MARTIN, Local Surgeon..... Charleston, S. C.
 HUGH CATHCART, Asst. Local Surgeon..... Charleston, S. C.
 PIERRE G. JENKINS, Surgeon Oculist..... Charleston, S. C.
 J. L. POWE, Local Surgeon..... Hartsville, S. C.
 WM. L. BYERLY, SR., Local Surgeon..... Hartsville, S. C.
 WM. L. BYERLY, JR., Asst. Local Surgeon..... Hartsville, S. C.
 J. M. WILLCOX, Local Surgeon..... Darlington, S. C.
 MARSHALL J. COLEMAN, Asst. Local Surgeon..... Darlington, S. C.
 JENNINGS K. OWENS, Local Surgeon..... Bennettsville, S. C.
 P. M. KINNEY, Asst. Local Surgeon..... Bennettsville, S. C.
 GEORGE R. DAWSON, JR., Local Surgeon..... Florence, S. C.
 J. H. PEARCE, Local Surgeon..... Pamplico, S. C.
 OLIN A. SAWYER, Local Surgeon..... Georgetown, S. C.
 PHILLIP E. ASSEY, Local Surgeon..... Georgetown, S. C.
 SAMUEL E. MILLER, Asst. Local Surgeon..... Georgetown, S. C.
 JOHN T. ASSEY, Asst. Local Surgeon..... Georgetown, S. C.
 H. M. McLURE, Local Surgeon..... Bishopville, S. C.
 W. D. JAMES, Local Surgeon..... Hamlet, N. C.
 R. B. GARRISON, Local Surgeon..... Hamlet, N. C.
 M. A. HATCHER, Asst. Local Surgeon..... Hamlet, N. C.
 C. G. MILHAM, Asst. Local Surgeon..... Hamlet, N. C.
 W. C. TERRY, Asst. Local Surgeon..... Hamlet, N. C.
 C. W. BROWN, JR., Asst. Local Surgeon..... Hamlet, N. C.
 O. H. PURVIS, Local Surgeon..... Cheraw, S. C.
 I. S. FUNDERBURK, Asst. Local Surgeon..... Cheraw, S. C.
 M. W. HOOK, Asst. Local Surgeon..... Cheraw, S. C.
 E. C. TRUESDELL, Local Surgeon..... Bethune, S. C.
 C. A. WEST, Local Surgeon..... Camden, S. C.
 GEORGE S. RHAME, Asst. Local Surgeon..... Camden, S. C.

WATCH INSPECTORS

RAY MIXON..... Savannah, Ga.
 A. S. MALITS..... Savannah, Ga.
 KROPP JEWELERS..... Columbia, S. C.
 CLINTON R. HUGUELET..... Hamlet, N. C.
 L. GRUNWALD..... Fernandina, Fla.

TERMINAL WATCH CO..... Jacksonville, Fla.
 GALLOWAY AND MOSELEY..... Sumter, S. C.
 GRUEN'S..... Charleston, S. C.
 L. H. SIAU..... Georgetown, S. C.
 FREEMAN AND SMITH..... Hartsville, S. C.

SOUTHWARD

HAMLET SUB-DIVISION--HAMLET AND COLUMBIA

NORTHWARD

THIRD CLASS 93	FIRST CLASS						Distance from Richmond	Station Numbers	TIME TABLE No. 6 Dec. 1, 1951	CAPACITY TRACKS		FIRST CLASS						THIRD CLASS 94		
	7	21	3	9	57	45				Siding	Other	8	22	10	2	58	46			
	The Sunland Daily P. M.	The Silver Star Daily P. M.	Mail and Express Daily P. M.	The Palmland Daily A. M.	The Silver Meteor Daily A. M.	Orange Blossom Special Daily A. M.						The Sunland Daily A. M.	The Silver Star Daily A. M.	The Palmland Daily P. M.	Local Passenger Daily P. M.	The Silver Meteor Daily P. M.	Orange Blossom Special Daily A. M.		Through Freight Ex. Sun.	
6.25	11.45	9.25	9.15	10.10	1.58	1.18	253.4	253	LV	HAMLET	OT 6.8 X SAL AR X R RR	47	Yard	s 5.25	s 6.15	s 5.50	s 9.15	s 10.42	1.05	8.55
6.38							260.2	260		OSBORNE	9.0	65	10 S	5.03		5.34	8.50	10.28		8.40
6.50				f 10.27			269.2	269		WALLACE	2.4	78	121	4.53			f 8.40			8.25
6.55	12.07			s 10.42			271.6	272		CHERAW	1.0	72	208	s 4.45		s 5.17	s 8.25			8.12
6.58	12.08	9.47	9.37	10.44	2.20	1.40	272.6			SEABOARD JCT.	7.1 X ACL			4.42	5.41	5.15	8.23	10.15	12.28	7.57
							279.7	280		GILLESPIE	5.1	61	3N							7.30
7.20				f 10.59			284.8	285		PATRICK	7.5	65	25	4.30		5.03	f 8.09			7.20
							292.3	292		MIDDENDORF	7.6	92	3N							7.00
7.59	12.34	10.13	10.03	s 11.15	2.46	2.06	299.9	300		McBEE	6.9 Y	91	114	s 4.13	5.13	4.45	s 7.50	9.48	11.59	6.45
				f 11.27			306.8	307		BETHUNE	6.1	66	70	f 4.04			f 7.36			6.19
8.30				f 11.36			312.9	313		CASSATT	6.6	67	12N			4.28	f 7.28			6.07
				f 11.45			319.5	320		SHEPARD	7.8 X SOU	53					f 7.20			5.55
9.20	s 1.02	10.39	10.29	s 11.52	3.14	2.32	327.3	327		CAMDEN	3.1	59	124	s 3.35	4.45	s 4.13	s 7.10	9.20	11.32	5.40
9.30				f 12.05			330.4	330		LUGOFF	8.6	52	23				f 6.56			5.25
9.45	1.20	10.51	10.40	f 12.17	3.26	2.44	339.0	339		BLANEY	4.8	44	15		4.33	3.56	f 6.46	9.07	11.19	5.10
				f 12.24			343.8	344		PONTIAC	5.2		61				f 6.39			
10.10		11.01	10.50		3.36	2.54	349.0	349		WEDDELL	9.4	64	4 S		4.23	3.45		8.57	11.09	4.49
10.25				12.40			358.4	358		ELMWOOD	1.3	41	63			3.35	6.24	8.48		4.30
10.35	s 1.50	s 11.20	11.05	s 12.50	s 3.51	3.10	359.7	360	AR	COLUMBIA	LV		Yard	2.50	4.10	3.30	6.20	8.45	10.55	4.25
P. M. Ex. Sat.	A. M. Daily	P. M. Daily	P. M. Daily	P. M. Daily	A. M. Daily	A. M. Daily								A. M. Daily	A. M. Daily	P. M. Daily	P. M. Daily	P. M. Daily	P. M. Daily	P. M. Ex. Sun.

SOUTHWARD

GROSS SUB-DIVISION--GROSS AND BALDWIN

NORTHWARD

THIRD CLASS 197	SECOND CLASS 99	FIRST CLASS 21	Distance from Richmond	Station Numbers	TIME TABLE No. 6 Dec. 1, 1951	CAPACITY TRACKS		FIRST CLASS 22	SECOND CLASS 80	THIRD CLASS 198				
						Siding	Other				The Silver Star Daily P. M.	The Marketer Daily A. M.	Local Freight Daily A. M.	
											P. M.	A. M.	A. M.	
			604.6	M 605	LV	GROSS	AR	95		11.42		8.45		
			610.7	M 611		MILLS CREEK		94				8.38		
1.19	6.30	3.40	617.6	M 618		NASSAU		95	Conn	11.30		8.31		7.20
1.40	6.33	3.42	619.2	M 619		CALLAHAN	X ACL	46		11.28		8.28		7.15
2.00	6.40		623.6	M 624		CRAWFORD	X GS&F	91	25			8.22		7.05
2.30	6.57	3.59	635.2	M 636		FOURAKER		91		11.14		8.06		6.40
2.45	7.10	4.10	639.1	M 639	AR	BALDWIN	O X SAL Y LV		Yard	11.10		8.00		6.30
P. M. Daily	P. M. Daily	P. M. Daily								P. M. Daily		A. M. Daily		A. M. Daily

Average Speed #3 Hamlet To Jacksonville 58.07 MPH

SOUTHWARD

COLUMBIA SUB-DIVISION--COLUMBIA AND SAVANNAH

NORTHWARD

2nd CLASS 93	FIRST CLASS						Distance from Richmond	Station Numbers	TIME TABLE No. 6 Dec. 1, 1951	CAPACITY TRACKS		FIRST CLASS						2nd CLASS 94	
	21	3	9	57	45	7				Siding	Other	22	10	2	58	46	8		
Through Freight Ex. Sun. A. M.	The Silver Star Daily P. M.	Mail and Express Daily P. M.	The Palmland Daily P. M.	The Silver Meteor Daily A. M.	Orange Blossom Special Daily A. M.	The Sunland Daily A. M.			STATIONS			The Silver Star Daily A. M.	The Palmland Daily P. M.	Local Passenger Daily P. M.	The Silver Meteor Daily P. M.	Orange Blossom Special Daily P. M.	The Sunland Daily A. M.	Through Freight Ex. Sun. P. M.	
	11.25	11.10	1.15	3.56	3.15	2.10	359.7	360	LV COLUMBIA	AR		s 4.05	s 3.15	s 5.55	s 8.40	10.50	s 2.30		
7.30			1.20				362.2	362	CAYCE	TO	55	Yard	2.58	5.47	8.32	10.41		2.30	
7.40			f 1.25				366.2	366	DIXIANA		61	14	2.52	f 5.42				2.00	
8.10	11.45	11.29	f 1.36	4.16	3.35	2.30	374.8	375	GASTON		61	8 S	3.35	2.42	f 5.31	8.18	10.27	1.57	1.40
8.30			s 1.45				380.4	380	SWANSEA		43	32	2.35	f 5.21				1.20	
8.45	11.57	11.40	f 1.52	4.28	3.47	2.42	385.7	386	WOODFORD		51	19 N	3.22	2.28	f 5.14	8.06	10.15	1.45	1.10
9.05			s 2.00				389.3	389	NORTH			106		2.22	s 5.08				12.50
9.20	12.05	11.48	f 2.06	4.36	3.55	2.50	393.9	394	LIVINGSTON		51	8 S	3.14	2.15	f 5.00	7.58	10.07	1.37	12.25
9.40			f 2.18				401.3	401	WAYNOR		55	45			f 4.46				12.05
10.05	12.19	12.02	s 2.27	4.50	4.09	s 3.04	409.9	410	DENMARK	X SOU Y X ACL	50	141	2.58	s 1.55	s 4.38	7.43	9.52	s 1.20	11.45
10.20			f 2.45			3.23	417.3	417	GOVAN		51	22		1.40	f 4.24				11.15
10.38			f 2.55				423.8	424	SCHOFIELD			42			f 4.13				10.55
10.45			f 2.58				426.4	426	ULMERS		51	26	2.44	1.30	f 4.10	7.29	9.38		10.45
11.00			f 3.04				430.5	431	SYCAMORE			57			f 4.04				10.37
11.30	12.41	12.24	s 3.15	5.12	4.31	3.41	435.9	436	FAIRFAX	X C&Wc	51	90	2.36	s 1.15	s 3.55	7.21	9.30	f 12.45	10.30
11.45			f 3.23				442.8	443	GIFFORD		54	13			f 3.48				10.00
12.20	12.53		s 3.35	5.24	4.43	3.55	450.1	450	ESTILL	Y	75	47	2.24	1.02	s 3.35	7.09	9.18		9.45
12.48			f 3.52				460.3	460	GARNETT		51	19		12.48	f 3.19				9.10
1.18	1.09	12.52	f 4.03	5.40	4.59	4.14	469.0	469	CLYO		58	13	2.08	12.39	f 3.09	6.54	9.02	12.17	8.50
1.33			f 4.11				476.3	476	STILLWELL		52	5 N		12.31	f 3.00				8.35
1.43	1.20	1.03	f 4.17	5.51	5.10	4.25	482.2	482	RINCON		54	8	1.57	12.26	f 2.54	6.44	8.51	12.06	8.25
1.53							490.1	490	MEINHARD		50	6							8.13
2.05	1.32	1.15	4.33	6.04	5.23	4.40	497.3	497	CENTRAL JCT.	X ACL X C of G Y LV		Conn	1.44	12.10	2.39	6.31	8.38	11.53	8.00
			s 4.50	s 6.20		s 5.05	501.6	502	AR SAVANNAH	(Union Station)			1.35	12.01	2.30	6.23	8.30	11.45	
P. M. Ex. Sun.	A. M. Daily	A. M. Daily	P. M. Daily	A. M. Daily	A. M. Daily	A. M. Daily							A. M. Daily	P. M. Daily	P. M. Daily	P. M. Daily	P. M. Daily	P. M. Daily	A. M. Ex. Sun.

SOUTHWARD

ORANGE SUB-DIVISION--CENTRAL JCT. AND BLOSSOM

NORTHWARD

2nd CLASS	FIRST CLASS				Distance from Richmond	Station Numbers	TIME TABLE No. 6 Dec. 1, 1951	CAPACITY TRACKS		FIRST CLASS				2nd CLASS
	25	45	21	3				Siding	Other	26				
Through Freight Ex. Sun. A. M.	Local Passenger Daily P. M.	Orange Blossom Special Daily A. M.	The Silver Star Daily A. M.	Mail and Express Daily A. M.			STATIONS			Local Passenger Daily A. M.				
		5.23	1.32	1.15	497.3	497	LV CENTRAL JCT. X ACL C of G AR		Conn					
		5.35	1.45	1.25	498.3	498	WEST SAVANNAH		7 N					
	4.08	5.37	1.47	1.27	498.6		ORANGE	Y X SAL X SUS	Conn	9.15				
	4.13	5.39	1.49	1.29	499.2		ALABAMA JCT.	X ACL	Conn	9.10				
		5.43	1.53	1.33	500.7	501	AR BLOSSOM	LV	Conn					
	P. M. Daily	A. M. Daily	A. M. Daily	A. M. Daily						A. M. Daily				

SOUTHWARD

ANDREWS SUB-DIVISION--HAMLET AND ANDREWS

NORTHWARD

SECOND CLASS			FIRST CLASS		Distance from Richmond	Station Numbers	CAPACITY TRACKS		FIRST CLASS		SECOND CLASS			
75	71	97	25				26	70	72	80				
Through Freight Daily P. M.	Through Freight Daily P. M.	Through Freight Daily A. M.	Local Passenger Daily A. M.				Through Freight Daily A. M.	Through Freight Daily A. M.	The Marketer Daily A. M.					
TIME TABLE No. 6 Dec. 1, 1951														
STATIONS														
			9.00	253.4	H 253	LV	HAMLET	TO Y AR	Yard	5.25				
			9.04	254.3	H 254		EAST JCT.		100	Conn	5.14	4.55	9.00	12.55
10.00	6.10	8.30	f 9.10	259.1	H 259		SCHOLL		100	13 S	f 5.06		8.40	12.40
		8.40	s 9.17	263.7	H 264		GIBSON	o	122	s	5.00			
		8.52	f 9.22	267.4	H 267		FLETCHER		100	f	4.53		8.22	12.26
			s 9.29	271.0	H 271		McCOLL	X ACL	40	s	4.45			
10.35	6.46	9.07	s 9.37	277.5	H 278		CLIO		100	s	4.35	3.56	8.07	12.12
			s 9.47	283.3	H 283		MINTURN		100	6 N	s 4.25		7.59	
			s 9.55	288.2	H 288		LITTLE ROCK		32	S	s 4.17			
11.03	7.08	9.30	s10.01	292.4	H 292		DILLON	o	100	210	s 4.10	3.25	7.43	11.48
			f10.15	299.5	H 300		FLOYDALE	X ACL	100	10 N	f 3.56			
			s10.37	309.4	H 309		MULLINS	Y X ACL		Yard	s 3.39			
11.30	7.37	9.59	10.42	309.4	H 309		SOUTH MULLINS		100		3.27	2.50	7.08	11.20
			s10.53	317.2	H 317		RAINS		100	10 S	s 3.16			
		10.21	11.06	325.7	H 326		EULONIA		100	6 N	3.04		6.41	
12.10	8.14	10.40	s11.22	334.0	H 334		POSTON	Y	100	Yard	s 2.50	2.00	6.25	10.45
			s11.29	338.3	H 338		JOHNSONVILLE			24	s 2.41			
		10.53	s11.40	342.6	H 343		HEMINGWAY		100	47	s 2.31			
12.39	8.48	11.09	f11.59	354.1	H 354		MORRISVILLE		100	10	f 2.16	1.10	5.49	10.16
		11.17	f12.07	360.9	H 361		WARSAW		100	35	f 2.07			
1.00	9.15	11.35	s12.15	365.5	H 365	AR	ANDREWS	Y LV	Yard	2.00		12.45	5.25	9.55
A. M. Daily	P. M. Daily	A. M. Daily	P. M. Daily									P. M. Daily	A. M. Daily	A. M. Daily

HARTSVILLE SUB-DIVISION--McBEE AND POSTON

SOUTHWARD		Distance from Richmond	Station Numbers	CAPACITY TRACKS		NORTHWARD	
THIRD CLASS				THIRD CLASS			
123						124	
Local Freight Ex. Sun. A. M.				Siding	Other	Local Freight Ex. Sun. P. M.	
8.00		299.9	J 300	LV	99	1.00	
9.00		314.5	J 314		Yard	11.35	
9.45		326.2	J 326		54	10.50	
10.15 ¹²⁴		335.5	J 335		67	10.15 ¹²³	
11.50		354.0	J 354		70	8.40	
12.30		365.7	J 366	AR	Yard	8.00	
P. M. Ex. Sun.						A. M. Ex. Sun.	

SUMTER SUB-DIVISION HARTSVILLE AND SUMTER

Southward		Distance from Richmond	Station Numbers	CAPACITY TRACKS		Northward	
THIRD CLASS				THIRD CLASS			
111						112	
Local Freight Ex. Sun. A. M.				Siding	Other	Local Freight Ex. Sun. A. M.	
11.40		314.5	JA 314	LV	Yard	8.30	
12.30		330.3	JA 330		285	7.35	
1.30		352.4	JA 352	AR	Yard	6.30	
P. M. Ex. Sun.						A. M. Ex. Sun.	

SOUTHWARD

JACKSONVILLE SUB-DIVISION--SAVANNAH TO JACKSONVILLE

SECOND CLASS			FIRST CLASS						TIME TABLE No. 6 Dec. 1, 1951		CAPACITY TRACKS		
	99	75	71	9	57	45	7	21	3			Siding	Other
	The Migrator Daily P. M.	Through Freight Daily A. M.	Through Freight Daily A. M.	The Palmland Daily P. M.	The Silver Meteor Daily A. M.	Orange Blossom Special Daily A. M.	The Sunland Daily A. M.	The Silver Star Daily A. M.	Mail and Express Daily A. M.				
				5.05	6.25		5.15			LV	SAVANNAH (Union Station) 1.8		
	3.30	8.30	1.30	5.10	6.30		5.20				FLORIDA JCT. 1.3	X SUS Co.	Conn
				5.12	6.32	5.43	5.23	1.53	1.33		BLOSSOM 2.4	X ACL	Conn
											LANE 5.7		91
	3.50	8.55	1.50	5.20	6.40	5.51	5.31	2.02	1.41		BURROUGHS 4.3	X ACL	94 11
				f 5.25							RICHMOND HILL 4.4		91 41
	4.01	9.06									MARSHALL 4.2		84
											LIMERICK 3.1		83 7
	4.12	9.18	2.12	f 5.38	6.54	6.05	5.46	2.16	1.55		DORCHESTER 4.6		88 12
				f 5.45							RICEBORO 3.9		83
											LACOUNT 3.4		91
	4.27	9.34		f 5.55	7.04	6.15	5.56	2.26	2.05		JONES 3.2		91 21
				f 5.59							WARSAW 3.8		84
	4.38	9.45	2.38	f 6.06	7.10	6.21	6.02	2.32	2.11		TOWNSEND 6.3		82 28
				f 6.14							COX 6.4		83 12N
	4.54	10.03	2.54	s 6.24	7.21	6.32	6.13	2.43	2.22		EVERETT 7.8	X SOU	S 80 N 92
	5.10 ⁵⁸	10.15 ¹⁰	3.04	s 6.35	7.29	6.39	s 6.22	2.50	2.29		THALMANN 3.5	X ACL Y	S 76 N 85
	5.15	10.25	3.08	6.40	7.33	6.42	6.27		2.32		BLADEN 3.1	X ACL	90 6N
				6.43			6.30	2.56			GLYNN 2.8		90
	5.30 ⁷²	10.35	3.15	6.46	7.38	6.47	6.33		2.37		HAYNER 4.5		90 13N
	5.35	10.42	3.21	f 6.51	7.42	6.51	6.37	3.02	2.41		WAVERLY 4.3		88 14N
	5.40	10.48	3.26	f 7.01 ⁴⁶	7.46	6.55	6.41	3.06	2.45		WHITE OAK 4.4		88 21
	5.47	10.55	3.33	f 7.08	7.50	6.59	6.46	3.11	2.49		WOODBINE 3.3		96 35
	5.52	11.00					6.49				COLESBURG 3.6		88 19 S
	5.56	11.05	3.43	7.17	7.56	7.05	6.52	3.17	2.55		SEALS 5.0		88 9 S
	6.02	11.14	3.50	s 7.27	8.00	7.09	6.57	3.21	2.59		KINGSLAND 6.1		123 104
	6.10	11.24	4.00	7.35	8.06	7.15	7.04	3.28	3.05		GROSS 7.0		55 Conn
		11.36 ²	4.10	s 7.42	8.12	7.21	7.10		3.11		YULEE 7.1	X SAL Y	79 Yard
		11.48	4.21	7.55	8.19	7.28	7.20		3.18		TISONIA 5.9		89 5 S
		11.55	4.29	8.02	8.24	7.33	7.25		3.23		EASTPORT 4.5		92 50 Conn
		12.02	4.35	8.07	8.28	7.37	7.30		3.27		PANAMA PARK 2.3	X ACL	14N
		12.08	4.39	8.11	8.32	7.41	7.34		3.31		F. & J. JCT. 2.8	X ACL	
		12.25	4.50	8.18	8.38	7.47	7.40		3.37		BEAVER STREET 0.8	X GS&F	Conn
				s 8.35	s 8.50	s 8.00	s 7.55		3.50		JACKSONVILLE (Ter.Sta.)		
	P. M. Daily	P. M. Daily	A. M. Daily	P. M. Daily	A. M. Daily	A. M. Daily	A. M. Daily	A. M. Daily	A. M. Daily				

JACKSONVILLE SUB-DIVISION--JACKSONVILLE TO SAVANNAH

NORTHWARD

**TIME TABLE
No. 6
Dec. 1, 1951**

FIRST CLASS

SECOND CLASS

Distance from Richmond	Station Numbers	STATIONS	FIRST CLASS						SECOND CLASS					
			10	2	58	46	8	22	80	72				
			The Palmland Daily A. M.	Local Passenger Daily P. M.	The Silver Meteor Daily P. M.	Orange Blossom Special Daily P. M.	The Sunland Daily P. M.	The Silver Star Daily A. M.	The Marketer Daily A. M.	The Greyhound Daily P. M.				
501.6	502	SAVANNAH (Union Station) 1.0	s 11.45	s 2.15	s 6.18	s 8.25	s 11.30	s 1.30						
499.8	500	FLORIDA JCT. 1.3	11.28	2.02	6.07	8.12	11.12	1.15	11.10	7.25				
501.1	501	BLOSSOM 2.4	11.24	2.00	6.05	8.10	11.10	1.12	11.02	7.17				
503.5	503	LANE 5.7												
509.2	509	BURROUGHS 4.3	11.16	1.52	5.58	8.03	11.03	1.05	10.52	7.07				
513.5	514	RICHMOND HILL 4.4		f 1.47										
517.9	518	MARSHALL 4.2												
522.1	522	LIMERICK 3.1												
525.2	525	DORCHESTER 4.6	10.56	f 1.34	5.44	7.49	10.49	12.51	10.32	6.45				
529.8	530	RICEBORO 3.9		f 1.27										
533.7	534	LACOUNT 3.4												
537.1	537	JONES 3.2	10.44	f 1.17	5.35	7.40	10.40	12.42	10.17	6.31				
540.3	540	WARSAW 3.8		f 1.13										
544.1	544	TOWNSEND 6.3	10.36	s 1.09	5.30	7.34	10.34	12.36	10.07	6.22				
550.4	550	COX 6.4		f 12.59										
556.8	557	EVERETT 7.6	10.25	s 12.51	5.19	7.23	10.23	12.25	9.49	6.05				
564.4	564	THALMANN 3.5	10.15 ⁷⁵	s 12.40	5.10 ⁹⁰	7.16	s 10.14	12.18	9.40	5.45				
567.9	568	BLADEN 3.1	10.10	12.35	5.05	7.13	10.09	12.15	9.33	5.38				
571.0	571	GLYNN 2.8	10.07	12.32		7.10	10.06		9.29	5.35				
573.8	574	HAYNER 4.5	10.04	12.29	5.01	7.08	10.04	12.10	9.25	5.30 ⁹⁰				
578.3	578	WAVERLY 4.3	9.59	f 12.24	4.57	7.04	10.00	12.06	9.20	5.25				
582.6	583	WHITE OAK 4.4	9.54	f 12.18	4.54	7.01 ⁹	9.56	12.02	9.15	5.20				
587.0	587	WOODBINE 3.3	9.48	f 12.11	4.50	6.57	9.51	11.58	9.09	5.15				
590.3	590	COLESBURG 3.6		12.05					9.05	5.11				
593.9	594	SEALS 5.0	9.41	12.02	4.44	6.51	9.45	11.52	9.00	5.07				
598.9	599	KINGSLAND 6.1	9.36	s 11.56	4.40	6.47	9.41	11.48	8.53	5.01				
605.0	605	GROSS 7.0	9.29	11.44	4.35	6.41	9.36	11.42	8.45	4.53				
612.0	612	YULEE 7.1	9.21	s 11.36 ⁷⁵	4.29	6.35	f 9.30			4.44				
619.1	619	TISONIA 5.9	9.12	11.24	4.23	6.28	9.23			4.35				
625.0	625	EASTPORT 4.5	9.05	11.19	4.18	6.23	9.18			4.28				
629.5	630	PANAMA PARK 2.3	8.59	11.14	4.13	6.18	9.13			4.22				
631.8	632	F. & J. JCT. 2.8	8.55	11.10	4.09	6.14	9.09			4.15				
634.6	635	BEAVER STREET 0.8	8.49	11.04	4.03	6.08	9.03			4.05				
635.4	635	JACKSONVILLE (Ter.Sta.) LV	8.45	11.00	4.00	6.05	9.00							
			A. M. Daily	A. M. Daily	P. M. Daily	P. M. Daily	P. M. Daily	P. M. Daily	A. M. Daily	P. M. Daily				

SOUTHWARD

CHARLESTON SUB-DIVISION--ANDREWS AND SAVANNAH

NORTHWARD

SECOND CLASS			FIRST CLASS		Distance from Richmond	Station Numbers	TIME TABLE No. 6 Dec. 1, 1951		CAPACITY TRACKS		FIRST CLASS		SECOND CLASS		
71	97	75	25				26	72	80	70	Siding	Other	Local Passenger Daily P. M.	Through Freight Daily A. M.	The Marketer Daily P. M.
Through Freight Daily P. M.	Through Freight Daily P. M.	Through Freight Daily A. M.	Local Passenger Daily P. M.									Through Freight Daily A. M.	The Marketer Daily P. M.	Through Freight Daily A. M.	
STATIONS															
11.30	3.45	1.30	12.30	365.5	H 365	LV	ANDREWS	AR			s 1.40	5.10	9.40	12.15	
	4.00		f 12.41	373.2	H 373		OCEDA		100	15	f 1.25	4.56	9.27	11.57	
	4.10		s 12.50	378.8	H 379		JAMESTOWN		100	51	s 1.17	4.47	9.18		
12.30	4.23	2.05	1.03	388.0	H 388		HERBERTA		100	9	S 1.03	4.32	9.06	11.31	
	4.33		s 1.11	394.2	H 394		CORDESVILLE		100	25	s 12.53	4.20	8.58		
	4.45		1.22	403.0	H 403		PINE GROVE		100		12.42	4.04	8.47		
	4.53		f 1.29	408.2	H 408		INNESS		100	20	f 12.35	3.54	8.39		
1.20	5.00	2.40	1.34	412.6	H 413		REMOUNT	X SOU	100	Conn	12.29	3.45	8.33	10.47	
1.45	5.15	2.50	1.44	418.4	H 418		COOPER YARD	Y O X EFCo	104	Yard	12.15	3.30	8.20	10.30	
			s 2.04	421.8	H 422		CHARLESTON	X SOU			22	s 12.02			
	5.40		f 2.10	424.3	H 424		ALBEMARLE		100	4	N 11.44	2.58	7.59		
	5.50	3.25	f 2.19	431.0	H 431		STONO	X ACL	100	109	f 11.34	2.46	7.49		
	5.58			436.0	H 436		YONGES		100		11.26	2.39	7.41		
			s 2.30	439.7	H 440		MEGGETTS	X ACL			30	s 11.20			
	6.05		2.33	440.8	H 441		TOWLES	X ACL	100	5	N 11.16	2.29	7.35		
	6.17		2.43	448.6	H 449		GRIMBALL	X ACL	100		11.04	2.14	7.24		
	6.25	4.00	f 2.52	455.7	H 456		AIRY HALL		100	22	f 10.54	2.01	7.14		
	6.39		f 3.03	465.3	H 465		WILLIMAN		100	6	S 10.38	1.47	7.01		
			s 3.07	467.9	H 468		DALE				22	s 10.33			
	6.54	4.25	s 3.12	471.0	H 471		LOBECO		100	59	s 10.27	1.39	6.54		
	7.01		3.18	475.6	H 476		HANK	X C&W	100	6	S 10.18	1.30	6.46		
	7.13		3.28	483.9	H 484		BOYD		100		10.06	1.19	6.35		
	7.25		3.39	492.5	H 493		OKEETEE		100		9.54	1.07	6.25		
			s 3.48	498.7	H 499		PRITCHARD				15	s 9.44			
	7.40	5.10	f 3.53	501.9	H 502		LEVY		100	9	N 9.38	12.52	6.12		
	7.52		4.03	510.5	H 511		BRIDGE JCT.			Conn	9.24	12.37	5.57		
	8.00	6.00	4.08	512.5	H 513		ORANGE	X CofG Y X S&A		Yard	9.15	12.30	5.50		
			4.30	515.6	H 516	AR	SAVANNAH	Y LV			9.00				
							(Union Station)								
A. M. Daily	P. M. Daily	A. M. Daily	P. M. Daily									A. M. Daily	P. M. Daily	P. M. Daily	

SOUTHWARD

GEORGETOWN SUB-DIVISION--ANDREWS AND GEORGETOWN

NORTHWARD

SECOND CLASS				Distance from Richmond	Station Numbers	TIME TABLE No. 6 Dec. 1, 1951		CAPACITY TRACKS		THIRD CLASS		
155	153	Local Freight Daily P. M.	Local Freight Daily A. M.			Siding	Other	152	156	Local Freight Daily A. M.	Local Freight Daily P. M.	
		12.01	4.00	365.5	HA 17	LV	ANDREWS	Y AR	16.1	Yard	7.20	5.50
		12.45	4.50	381.6	HA 0	AR	GEORGETOWN	Y o LV		Yard	6.30	5.00
											A. M. Daily	P. M. Daily

SOUTHWARD

FERNANDINA SUB-DIVISION--FERNANDINA AND NASSAU

NORTHWARD

THIRD CLASS				Distance from Richmond	Station Numbers	TIME TABLE No. 6 Dec. 1, 1951		CAPACITY TRACKS		THIRD CLASS		
197	Local Freight Daily A. M.	Local Freight Daily P. M.	Siding			Other	198	Local Freight Daily A. M.	Local Freight Daily P. M.			
		11.30		624.1	MA 0	LV	FERNANDINA	OY AR	6.1	Yard	8.45	
		11.50		618.0	MA 6		ONEIL		6.0	28	8.25	
		12.30		612.0	MA 12		YULEE	X SAL Y	13.7	Yard	8.05	
		1.19		625.7	MA 26	AR	NASSAU	LV		Conn	7.20	
											A. M. Daily	P. M. Daily

TONNAGE RATING

ENGINE	216 to 270	334 to 450	4500 Series	4000 and 4100 Series	1500 Series	1600 and 1700 Series
CLASS	M-1, M-2	Q-3	Per Unit	Per Unit	Per Unit	Per Unit
Hamlet to Cayce.....	1,250	1,700	2,500	1,250	.....	1,700
Cayce to McBee.....	1,250	1,700	2,500	1,250	.....	1,700
McBee to Hamlet.....	1,250	1,700	2,500	1,250	.....	2,200
Hamlet to Andrews.....	.....	3,500	4,400	2,200	.....	2,800
Andrews to Hamlet (Note).....	.....	3,500	4,500	2,250	.....	3,200
Andrews and Savannah.....	.....	3,800	5,000	2,500	.....	3,500
Cayce to Dixiana.....	1,500	1,700	.....	.....	.....	2,500
Dixiana to Gaston.....	1,500	1,700	.....	.....	.....	1,700
Gaston to Denmark.....	1,500	1,700	.....	.....	.....	2,200
Denmark to Fairfax.....	2,300	2,500	.....	.....	.....	2,500
Fairfax and Savannah.....	2,500	2,700	.....	.....	.....	3,000
Fairfax to Denmark.....	2,300	2,500	.....	.....	.....	2,200
Denmark to Silica.....	1,600	1,800	.....	.....	.....	1,750
Silica to Cayce (Note).....	1,650	1,800	.....	.....	.....	4,500
Savannah-Jax-Baldwin.....	3,600	4,000	5,000	2,500	.....	3,500
Baldwin and Yulee.....	.....	.....	.....	.....	.....	4,000
Yulee and Fernandina.....	.....	.....	.....	.....	.....	5,000
Nassau and Fernandina.....	3,600	4,000	.....	.....	.....	.....
Andrews and Georgetown.....	4,000	5,000	.....	.....	2,600	4,000
Hartsville to McBee.....	.....	.....	.....	.....	1,500	.....
McBee to Hartsville.....	.....	.....	.....	.....	2,500	.....
Hartsville and Poston.....	.....	.....	.....	.....	1,600	.....
Sumter Branch.....	.....	.....	.....	.....	1,600	.....

Note:—Northbound into Cayce, a helper engine will be used on Diesel trains arriving M. P. 363.2 with over 2,500 tons per unit.

Note:—Northbound into Hamlet Yard, a helper engine will be used on Diesel trains arriving that point as follows: 1600-1700 series, with over 2400 tons per unit; 4000-4100 series, with over 1250 tons per unit.

SPECIAL INSTRUCTIONS

DIVISION

PRECEDENCE BY DIRECTION

A 1—Northward or eastward trains are superior to trains of the same class in opposite direction.

MAXIMUM SPEEDS

A 2—When the block signal system has been suspended or when trains

are operated against the current of traffic in Signalled Territory, passenger and express trains will not exceed a speed of 59 M. P. H. and freight and mixed trains 49 M. P. H.

A 3—When scheduled time of trains between stations indicates a speed in excess of the designated maximum it conveys no authority for exceeding the authorized maximum speed.

Hamlet Sub-Division

B 1—All second and inferior class and extra trains will obtain Clearance Card before leaving Hamlet Yard and Columbia.

Rule 83-A will not apply to second and inferior class trains at Hamlet (Passenger Station).

B 2—The time of first class trains at Hamlet applies at passenger station.

B 3—Trains will stop on signal as follows:

No. 7 at Cheraw to discharge passengers from points beyond Hamlet and to receive passengers for Columbia and beyond.

No. 10 at McBee to discharge passengers from Columbia and beyond and to receive passengers for Hamlet and beyond.

No. 45 at Columbia to receive passengers for points beyond Wildwood where scheduled to stop.

No. 46 at Hamlet to discharge passengers from points beyond Wildwood.

Nos. 21 and 58 at Camden to discharge and receive passengers from and to Washington, D. C., and beyond.

REGISTERING STATIONS

B 4—Hamlet Yard, Hamlet Passenger Station and Columbia (for first class trains only).

BULLETIN BOOKS

B 5—Hamlet Yard, Hamlet Passenger Station and Columbia.

STANDARD CLOCKS

B 6—Hamlet Yard, Hamlet Passenger Station and Columbia.

YARD LIMITS

B 7—Hamlet, Cheraw, McBee and Columbia.

WATER STATIONS

B 8—Hamlet, Cheraw, McBee and Camden.

FUELING STATIONS

B 9—Coal: Hamlet Yard.

Diesel: Hamlet, Hamlet Yard.

SPEED RESTRICTIONS

B 10—Maximum speed for passenger and express trains, see page 18.

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

45 M. P. H. between M. P. 354.9 and M. P. 357.6.

25 M. P. H. between Elmwood and Columbia.

25 M. P. H. through crossovers and turnouts equipped with power operated switches.

Trains handling steam derrick, 25 M. P. H.

250-ton derrick must be separated from the engine or any other derrick by at least 4 cars not exceeding 100,000 pounds gross weight per car when operated over Smith's Branch Bridge, M. P. 357.5.

Trains handling 250-ton derrick, 5 M. P. H. over Smith's Branch Bridge, M. P. 357.5.

Trains handling scale test cars, 25 M. P. H.

Steam engines moving backward, 25 M. P. H.

Trains handling steam engines in tow, 25 M. P. H., and when handling steam engines not equipped with pony trucks, 15 M. P. H.

Steam engines moving under own power, either light, handling train or double heading with one or more rods down, 25 M. P. H.

Speed restrictions will be observed through stations as follows to comply with City Ordinance:

McBee, 10 M. P. H. 4:00 A.M. to 9:00 P.M., and 20 M. P. H. 9:00 P.M. to 4:00 A.M.

Bethune, 30 M. P. H.

Columbia, over Elmwood Avenue and Lady Street, 10 M. P. H.; over Gervais Street, 5 M. P. H., and over Senate Street, 10 M. P. H.

RAILROAD CROSSINGS

B 11—Railroad crossing at grade protected by interlocking:

Seaboard Jet., M. P. 272.6, A. C. L., Attended.

B 12—Railroad crossings at grade protected by electrically locked derails:

Freeman's, M. P. 255.1, Rockingham R. R., Normal clear for S. A. L.

Spaulding, M. P. 324.5, Sou., Normal clear for S. A. L.

B 13—Railroad crossing at grade protected by Seaboard Standard semaphore crossing signal:

Hamlet, M. P. 253.4, Normal clear to Hamlet Sub-Division, 5 M. P. H.

BLOCK SIGNAL SYSTEM

B 14—Traffic Control system is in service between Signal 2537 at Hamlet and Signal 3602 at Columbia.

SPECIAL RULES

B 15—All trains will approach crossover south of passenger station Hamlet at restricted speed and must know that switches are properly set before using same.

B 16—Street crossings Columbia protected by highway crossing signals as follows:

Elmwood Avenue, automatic.

Lady and Gervais Streets, controlled by operator.

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

B 17—An indicator, indicating in three aspects, manually controlled by the stationmaster or, in his absence, by the operator, is located at north end siding South Hamlet on east side of siding 370 feet south of crossover switch connecting siding with main track, and governs northward movements when moving on main track only as follows:

Illuminated red letter "S": Trains will stop clear of crossover until further movement is authorized by the indicator or direct instructions are received from stationmaster or yardman.

Illuminated letter "C": Trains will head through crossover, using "middle track," or other track designated by stationmaster or yardman to the passenger station. Freight trains will, unless otherwise directed, use second track from main track or track known as "running track."

Illuminated letter "M": Trains will continue on main track to passenger station, moving at restricted speed.

When indicator is dark or not indicating, trains will stop clear of crossover switch unless proceed hand signal is received from stationmaster or yardman, in which case, trains may proceed at restricted speed and on track designated by stationmaster or yardman.

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

B 18—Trains and engines moving north of Hamlet will be governed by Virginia Division current time table.

Columbia Sub-Division

C 1—Rule 83-A will not apply to trains 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:

Nos. 9 and 2 at Neeses, Olar, Luray and Scotia.

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

No. 10 at Garnett and Estill to receive passengers for Richmond and beyond. At North to receive passengers for Raleigh and beyond.

Nos. 45 and 46 at Columbia to receive and discharge passengers to and from points beyond Wildwood where scheduled to stop.

REGISTERING STATIONS

C 3—Columbia for first class trains only. (Cayce: for second, inferior class and extra trains). Savannah Yard and Savannah Union Station.

BULLETIN BOOKS

C 4—Columbia, Cayce, Savannah Yard and Savannah Union Station.

STANDARD CLOCKS

C 5—Columbia, Cayce, Savannah Yard and Savannah Union Station.

YARD LIMITS

C 6—Columbia-Cayce, Denmark, Fairfax and Central Jct.

WATER STATIONS

C 7—Cayce, Swansea, Denmark, Fairfax, Garnett, Savannah Yard and Savannah Union Station.

FUELING STATIONS

C 8—Coal: Cayce, Savannah Yard.
Diesel: Cayce, Savannah Yard.
Bunker "C": Savannah Yard.

SPEED RESTRICTIONS

C 9—Maximum speed of passenger and express trains, see page 17.

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

25 M. P. H. between Columbia and Cayce.

45 M. P. H. between Cayce and Waynor.

25 M. P. H. through crossovers and turnouts equipped with power operated switches.

Trains handling scale test cars, 25 M. P. H.

Trains handling steam derrick, 25 M. P. H.

250-ton derrick must be separated from the engine or any other derrick by at least 4 cars not exceeding 100,000 pounds gross weight per car when operated over Southern Railway underpass, M. P. 360.2 and South Edisto River, M. P. 405.2.

Trains handling 250-ton derrick, 5 M. P. H. over Lincoln Street Viaduct, M. P. 359.9, and South Edisto River, M. P. 405.2.

Steam engines moving backward, 25 M. P. H.

Trains handling steam engines in tow, 25 M. P. H., and when handling steam engines not equipped with pony trucks, 15 M. P. H.

Steam engines moving under own power, either light, handling train or double heading with one or more rods down, 25 M. P. H.

Speed restrictions will be observed through stations as follows to comply with City Ordinance:

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

Cayce, 15 M. P. H.

Swansea (northward, 20 M. P. H.) 5:00 A.M. to 7:00 P.M.
(southward, 12 M. P. H.)

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

North, 20 M. P. H.

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

Denmark, 35 M. P. H. between D-Cabin and passenger station.

Olar, 20 M. P. H.

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

Estill, 35 M. P. H.

RAILROAD CROSSINGS

C 10—Railroad crossings at grade protected by interlockings:

Denmark, M. P. 409.9, Sou. and M. P. 410.4, A. C. L., Attended.

Fairfax, M. P. 436.0, C. & W. C., Attended.

Central Jct., M. P. 497.3, A. C. L. and C. of G., Attended, 20 M. P. H.

DRAWBRIDGES

C 11—Drawbridge protected by interlocking:

Savannah River, M. P. 466.0, 45 M. P. H.

BLOCK SIGNAL SYSTEM

C 12—Traffic Control system is in service between Signal 3601 at Columbia and Signal 4972 at Central Junction.

SPECIAL RULES

C 13—Double track between Central Jct. and Telfair Jct. is operated by A. C. L. R. R. The crossing at Telfair Jct. is protected by semaphore signals and derailing switches interlocked; distant signals are not used. The normal position of home signals is at stop. All trains will approach home signal at restricted speed. A speed of 20 M. P. H. must not be exceeded while passing over crossing and switches. Lower arm routes trains to Union Station.

C 14—See double track and block rules Savannah Union Station Company on page 15.

Trains between Central Jct. and Savannah Union Station will be governed by A. C. L. R. R. and Savannah Union Station Co. double track and block rules.

C 15—Street crossings Lady Street and Gervais Street, Columbia, protected by highway crossing signals controlled by operator. All yard movements over these crossings must be preceded by a member of crew.

C 16—Trains and engines using Sou. main track within yard limits, Denmark, and C. & W. C. Ry. main track within yard limits, Fairfax, will be governed by rules and special instructions of those lines.

Jacksonville and Orange Sub-Divisions

D 1—Rule 83-A will not apply to trains at Central Jct., Florida Jct., Blossom, Gross and Beaver Street.

All second and inferior class and extra trains will obtain Clearance Card before leaving West Jacksonville and Savannah Yard.

D 2—The time of trains at Orange applies at either wye switch leading to or from Savannah Yard.

The time of trains at Panama Park applies at north end two tracks.

D 3—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.

No. 10 at Thalmann to receive and discharge passengers for and from Savannah and Jacksonville and beyond.

No. 10 at Yulee to receive passengers for Savannah and beyond.

No. 10 at Woodbine, Everett and Townsend to receive passengers for Richmond and beyond.

Nos. 21, 22, 57 and 58 at Thalmann to receive and discharge passengers for and from Petersburg and beyond and points beyond Wildwood where scheduled to stop.

No. 21 at West Savannah to discharge passengers from Petersburg and beyond and to receive passengers for Wildwood and beyond where scheduled to stop.

No. 45 at West Savannah and Thalmann to discharge passengers from Richmond and beyond and to receive passengers for Wildwood and beyond where scheduled to stop.

No. 46 at Thalmann to discharge passengers from points beyond Wildwood and to receive passengers for Petersburg and beyond where scheduled to stop.

(Continued on next page)

Jacksonville and Orange Sub-Divisions—Continued

REGISTERING STATIONS

D 4—Savannah Yard, Savannah Union Station, Jacksonville Terminal Station and West Jacksonville.

BULLETIN BOOKS

D 5—Savannah Yard, Savannah Union Station, Jacksonville Terminal Station and West Jacksonville.

STANDARD CLOCKS

D 6—Savannah Yard, Savannah Union Station, Jacksonville Terminal Station and West Jacksonville.

YARD LIMITS

D 7—Central Jct.—Blossom, Florida Jct.—Blossom, Everett, Thalman, Yulee, Panama Park—Jacksonville.

WATER STATIONS

D 8—West Savannah, Savannah Yard, Savannah Union Station, Riceboro, Thalmann, Woodbine, Yulee and West Jacksonville.

FUELING STATIONS

D 9—Coal: Savannah Yard, Thalmann.
Diesel: Savannah Yard, West Jacksonville.
Bunker "C": Savannah Yard, West Jacksonville.

SPEED RESTRICTIONS

D 10—Maximum speed of passenger and express trains, see page 18. The maximum speed of freight and mixed trains, 60 M. P. H., except as below specified:

30 M. P. H. Central Jct. to Blossom.
45 M. P. H. between M. P. 602.8 and M. P. 603.7.
25 M. P. H. between Main Street crossing at Panama Park and Beaver Street.

10 M. P. H. over switches at Beaver Street.
25 M. P. H. through crossovers and turnouts equipped with power operated switches except:

West Savannah, Yard lead, 10 M. P. H.
Orange, Charleston Sub-Division and Yard lead, 10 M. P. H.
Alabama Jct., junction switches, 10 M. P. H.
Beaver Street, south end two tracks, 10 M. P. H.
45 M. P. H. through turnout to Gross Sub-Division, M. P. 604.5.
Trains handling scale test cars, 25 M. P. H.
Trains handling steam derrick, 25 M. P. H.

Trains handling 250-ton steam derrick, 5 M. P. H. over following bridges: Riceboro River, M. P. 528.8; and Trout River, M. P. 629.0.
Steam engines moving backward, 25 M. P. H., except Central Jct. to Blossom, 20 M. P. H.

Trains handling steam engines in tow, 25 M. P. H., and when handling steam engines not equipped with pony trucks, 15 M. P. H.
Steam engines moving under own power, either light, handling train or double heading with one or more rods down, 25 M. P. H.

RAILROAD CROSSINGS

D 11—Railroad crossings at grade protected by interlockings:
Central Jct., M. P. 497.3, A. C. L. and C. of G., Attended, 20 M. P. H.
Orange, M. P. 498.5, S. A. L., Unattended, 20 M. P. H.
Alabama Jct., M. P. 499.2, S. U. S. Co. and A. C. L., Attended, 20 M. P. H.

Florida Jct., M. P. 499.8, S. U. S. Co., Attended, 20 M. P. H.
C. & S. Crossing, M. P. 500.3, A. C. L., Unattended, 20 M. P. H.
Burrroughs, M. P. 509.5, A. C. L., Attended, 45 M. P. H.
Everett, M. P. 556.8, Sou., Attended, Freight trains 50 M. P. H.
Bladen, M. P. 567.9, A. C. L., Unattended.
Milldale, M. P. 630.1, A. C. L., Cabin-door lock, Unattended. Normal clear for S. A. L., 25 M. P. H.

D 12—Railroad crossings at grade protected by electrically locked derails:

Thalmann, M. P. 564.4, A. C. L., Normal clear for S. A. L., Freight trains 50 M. P. H.

Yulee, M. P. 612.0, S. A. L., Normal clear for Jacksonville Sub-Division 50 M. P. H.

F. & J. Jct., M. P. 631.8, A. C. L., Normal clear for S. A. L., 25 M. P. H.
Market St., Jacksonville, M. P. 632.2, G. S. & F., Normal clear for S. A. L., 25 M. P. H.

REMOTE CONTROLLED SWITCH

D 13—Thalmann, south switch northward siding, 25 M. P. H.

AUTOMATIC SPRING SWITCHES

D 14—Waverly, south end siding, 25 M. P. H.

White Oak, north end siding, 25 M. P. H.

Woodbine, south end siding, 25 M. P. H.

Colesburg, north end siding, 25 M. P. H.

Seals, north end siding, 25 M. P. H.

Kingsland, north end siding, 25 M. P. H.

DRAWBRIDGES

D 15—Drawbridges protected by interlockings:

Satilla River, M. P. 586.6, 45 M. P. H.

Trout River, M. P. 629.0, 45 M. P. H.

D 16—Drawbridges not interlocked:

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

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

BLOCK SIGNAL SYSTEMS

D 17—Automatic Block system is in service between Signal 5636, north end southward siding Thalmann and Signal 6295, Panama Park.

D 18—Traffic Control system is in service between Signal 4971, Central Junction, Signal 4984, West Savannah, Signals 4985 and H-4985, Orange, Signal L-4994, Alabama Junction, Signals 4997 and 4999, Florida Junction and Signal 5636 at north end southward siding, Thalmann, and between Signal 6295, Panama Park and Signals 6346 and B-6346, Beaver Street.

TWO TRACKS

D 19—TWO TRACKS EXTEND BETWEEN PANAMA PARK, M. P. 629.5, AND BEAVER STREET, M. P. 634.6.

SPECIAL RULES

D 20—Crossover switches at F. & J. Jct. and Pearl St. are hand operated and are not equipped with signals to authorize movements through these crossovers. Train order authority must be secured before reversing switch or fouling opposite main track.

After securing train order authority to operate hand operated switches and to 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 two minutes after reversing switch before proceeding. Train or engine may then proceed at restricted speed to next signal.

Engines performing work, switching industrial tracks or working on main track between Panama Park and Beaver St. on either main track must secure train order showing time they must clear before entering block. If work cannot be completed in time allowed, train order must be obtained from operator F. & J. Jct. extending time limit. Failing to clear main track at time indicated, protection must be given by the crew in both directions as required by Rule 99-A.

Second and inferior class, extra trains and engines must move between Panama Park, M. P. 629.5 and Beaver Street, M. P. 634.6, at yard speed.

Engines or trains passing a signal or receiving a train order authorizing a straight away movement must not make a reverse movement except under flag protection.

Trains meeting on two tracks between F. & J. Jct. and north end two tracks Panama Park must exchange identification with each other.

Northward trains will be given an overdue order at F. & J. Jct. on superior trains overdue at north end two tracks Panama Park.

D 21—Trains or engines entering Terminal Co. tracks will be governed by Jacksonville Terminal Co. rules and signals south of Beaver Street.

D 22—See double track and block rules, Savannah Union Station Company and Jacksonville Terminal Company rules, on pages 15 and 16. Schedule time at Savannah and Jacksonville as information only.

D 23—Trains and engines using Sou. Ry. main tracks within yard limits, Everett and A. C. L. R. main track within yard limits, Thalman, will be governed by rules and special instructions of those lines.

Fernandina and Gross Sub-Divisions

E 1—Second and inferior class and extra trains will obtain Clearance Card before leaving Baldwin Yard, and at Yulee between 7:00 A.M. and 4:00 P.M.

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

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

Rule 83-A will not apply to trains at Fernandina between 5:30 P.M. and 8:30 A.M.

REGISTERING STATIONS

E 2—Baldwin for first class trains. Baldwin Yard and Fernandina for second and inferior class and extra trains.

BULLETIN BOOKS

E 3—Baldwin, Baldwin Yard and Fernandina.

STANDARD CLOCKS

E 4—Baldwin and Baldwin Yard.

YARD LIMITS

E 5—Baldwin, Fernandina, Yulee.

WATER STATIONS

E 6—Fernandina, Yulee, Callahan and Baldwin Yard.

FUELING STATIONS

E 7—Coal: Baldwin Yard.

Diesel: Baldwin Yard.

Bunker "C": Baldwin Yard.

SPEED RESTRICTIONS

E 8—The maximum speed of passenger and express trains between Fernandina and Yulee, 35 M. P. H.; between Yulee and Nassau, 30 M. P. H.

Maximum speed of passenger and express trains between Gross and Baldwin, see page 18.

The maximum speed of freight and mixed trains between Fernandina and Yulee, 35 M. P. H.; between Yulee and Nassau, 30 M. P. H.; between Gross and Baldwin, 60 M. P. H., except as below specified:

45 M. P. H. through turnout to Jacksonville Sub-Division, Gross, M. P. 604.5.

25 M. P. H. through other crossovers and turnouts equipped with power operated switches.

Trains handling scale test cars, 15 M. P. H. between Fernandina and Nassau; 25 M. P. H. between Gross and Baldwin.

Trains handling steam derrick, 15 M. P. H. Fernandina Sub-Division; 25 M. P. H. Gross Sub-Division.

Steam engines moving backward and trains handling steam engines in tow will not exceed 15 M. P. H. between Nassau and Fernandina and 25 M. P. H. between Gross and Baldwin and when handling steam engines not equipped with pony trucks, will not exceed 15 M. P. H. Steam engines moving under own power, either light, handling train or double-heading, with one or more rods down, will not exceed 15 M. P. H. between Nassau and Fernandina, and 25 M. P. H. between Gross and Baldwin.

RAILROAD CROSSINGS

E 9—Railroad crossings at grade protected by interlockings:

Callahan, M. P. 19.9, A. C. L., Attended, 50 M. P. H.

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

Baldwin, M. P. 0.7, A. C. L., Unattended, 35 M. P. H.

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

E 10—Railroad crossing at grade protected by electrically locked derails:

Yulee, M. P. 35.2, S. A. L., Normal clear for Jacksonville Sub-Division.

DRAWBRIDGE

E 11—Drawbridge not interlocked:

Amelia River, M. P. 43.2, protected by gates, Attended 10:00 A.M. to 6:00 P.M., 5 M. P. H.

Trains will stop and proceed on signal from Bridge Tender. When necessary for trains to use bridge between 6:00 P.M. and 10:00 A.M. member of crew will call bridge tender to clear gates and operate bridge.

BLOCK SIGNAL SYSTEM

E 12—Traffic Control system is in service between Signal 6045 at Gross and Signal M-6391 at Baldwin.

Andrews Sub-Division

F 1—Second and inferior class and extra trains will obtain Clearance Card before leaving Hamlet Yard.

Rule 83-A will not apply at East Jet.

F 2—The time of trains at Mullins applies at passenger station.

The time of first class trains at Andrews applies at passenger station.

F 3—Trains will stop on signal as follows:

Nos. 25 and 26 at Galavon, Smithboro, Koonce, Centenary, Gresham, Henry and Nesmith.

REGISTERING STATIONS

F 4—Hamlet for first class trains. Hamlet Yard and Andrews for second and inferior class and extra trains.

BULLETIN BOOKS

F 5—Hamlet, Hamlet Yard, Poston and Andrews.

STANDARD CLOCKS

F 6—Hamlet, Hamlet Yard and Andrews.

YARD LIMITS

F 7—Hamlet-East Jet., Dillon, Mullins, Poston and Andrews.

WATER STATIONS

F 8—Hamlet, Fletcher, Dillon, Le Gette, M. P. 321.2, Poston and Andrews.

FUELING STATIONS

F 9—Coal: Hamlet Yard and Andrews.

Diesel: Hamlet, Hamlet Yard and Andrews.

Bunker "C": Andrews.

SPEED RESTRICTIONS

F 10—The maximum speed of all trains, 60 M. P. H., except as below specified:

45 M. P. H. between M. P. 253.4 and M. P. 254.3.

25 M. P. H. through crossovers and turnouts equipped with power operated switches.

Trains handling scale test cars, 25 M. P. H.

Trains handling steam derrick, 25 M. P. H.

Steam engines moving backward, 25 M. P. H.

Trains handling steam engines in tow, 25 M. P. H., and when handling steam engines not equipped with pony trucks, 15 M. P. H.

Steam engines moving under own power, either light, handling train or double-heading, with one or more rods down, 25 M. P. H.

Speed restrictions will be observed through stations as follows to comply with City Ordinance:

Gibson, 35 M. P. H.

McCull, 25 M. P. H.

Clio, 35 M. P. H.

Mullins, 20 M. P. H.

Andrews, 25 M. P. H.

RAILROAD CROSSINGS

F 11—Railroad crossings at grade protected by interlockings:

McCull, M. P. 271.1, A. C. L., Unattended, 35 M. P. H.

M. P. 293.2, A. C. L., Attended.

Mullins, M. P. 309.0, A. C. L., Unattended.

DRAWBRIDGE

F 12—Drawbridge not interlocked:

Pee Dee River, M. P. 332.3, straight railed, unattended, 45 M. P. H.

When necessary to open this draw trains will be notified and section foreman protect in accordance with Rule 99.

BLOCK SIGNAL SYSTEM

F 13—Traffic Control system is in service between Signal H-2539 at East Junction and Signal H-3654 at Andrews.

SPECIAL RULES

F 14—Trains and engines moving between East Junction and Hamlet will be governed by Georgia Division current time table.

F 15—Trains and engines moving north of Hamlet or East Wye will be governed by Virginia Division current time table.

F 16—Time of first class trains at Hamlet shown as information only.

Charleston and Georgetown Sub-Divisions

G 1—First class trains will obtain Clearance Card before leaving Cooper Yard. Second and inferior class and extra trains will obtain Clearance Card before leaving Cooper Yard and Savannah Yard.

Rule 83-A will not apply to trains at Orange and Georgetown.

G 2—The time of trains at Orange applies at either wye switch leading to or from Savannah Yard.

The time of first class trains at Andrews applies at passenger station.

G 3—Trains will stop on signal as follows:

Nos. 25 and 26 at Dorlen, Betheria, Witherbee, Childsbury, Kittredge, Yeamans Hall, North Charleston, Dupont, Limehouse, Walton, Parishville, Barrelville, Wiggins, Coosaw, Halls, Knowles, Murad, Cooler, Jasper and Lynah.

REGISTERING STATIONS

G 4—Andrews (Yard Office) and Savannah Yard for second and inferior class and extra trains, and Georgetown (Kraft Jct.).

BULLETIN BOOKS

G 5—Andrews, Cooper Yard, Savannah Yard, Savannah Union Station and Georgetown (Kraft Jct.).

STANDARD CLOCKS

G 6—Andrews, Cooper Yard, Savannah Yard and Savannah Union Station.

YARD LIMITS

G 7—Bridge Jct.-Orange, Charleston-Cooper Yard, Andrews and Georgetown.

WATER STATIONS

G 8—Andrews, Tanbur (M. P. 391.0), Cooper Yard, Yonges, Airy Hall, Hank, Savannah Yard, Savannah Union Station and Georgetown.

FUELING STATIONS

G 9—Coal: Andrews, Cooper Yard and Savannah Yard.

Diesel: Andrews, Savannah Yard and Georgetown.

Bunker "C": Andrews and Savannah Yard.

SPEED RESTRICTIONS

G 10—The maximum speed of all trains, 60 M. P. H., except as below specified:

45 M. P. H. between M. P. 365.5 and M. P. 366.6.

20 M. P. H. between M. P. 417.3 and M. P. 422.3.

30 M. P. H. between M. P. 510.0 and Orange.

40 M. P. H. on Georgetown Sub-Division.

25 M. P. H. through crossovers and turnouts equipped with power-operated switches, except:

Bridge Jct., Hutchinson Island lead, 10 M. P. H.

Orange, Yard lead, 10 M. P. H.

Alabama Jct. junction switches, 10 M. P. H.

Trains handling scale test cars, 25 M. P. H.

Trains handling steam derrick, 25 M. P. H., except 20 M. P. H. on Georgetown Sub-Division.

Trains handling 250-ton steam derrick, 5 M. P. H. over Savannah River Bridge, M. P. 510.6.

Steam engines moving backward, 25 M. P. H., except 20 M. P. H. on Georgetown Sub-Division.

Trains handling steam engines in tow, 25 M. P. H., and when handling steam engines not equipped with pony trucks, 15 M. P. H.

Steam engines moving under own power, either light, handling train or double-heading, with one or more rods down, 25 M. P. H.

Speed restrictions will be observed through stations as follows to comply with City Ordinance:

Charleston, 10 M. P. H. over Rutledge, King and Meeting Streets.

Andrews, 25 M. P. H. over all street crossings.

RAILROAD CROSSINGS

G 11—Railroad crossings at grade protected by interlockings:

Town Creek, M. P. 420.8, A. C. L., Attended, 20 M. P. H.

Grove Street, Charleston, M. P. 421.4, Sou., Unattended, 10 M. P. H.

Meggetts, M. P. 439.5, A. C. L., Unattended.

Coosaw, M. P. 472.9, C. & W. C., Unattended.

Savannah, M. P. 512.3, C. of G., Unattended, 30 M. P. H.

Savannah, M. P. 512.4, S. & A., Unattended, 30 M. P. H.

Orange, M. P. 512.5, S. A. L., Unattended, 20 M. P. H.

G 12—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.

M. P. 418.7, North State Lumber Co., Normal clear for S. A. L., 20 M. P. H.

M. P. 419.1, Eitwan Fertilizer Co., Normal clear for S. A. L., 20 M. P. H.

M. P. 419.3, Royster Fertilizer Co., Normal clear for S. A. L., 20 M. P. H.

M. P. 419.4, Sou., Normal clear for S. A. L., 20 M. P. H.

Dupont, M. P. 426.4, A. C. L., Normal clear for S. A. L.

Parishville, M. P. 443.0, A. C. L., Normal clear for S. A. L.

Heath, M. P. 444.5, A. C. L., Normal clear for S. A. L.

Barrelville, M. P. 446.5, A. C. L., Normal clear for S. A. L.

DRAWBRIDGES

G 13—Drawbridges protected by interlockings:

Cooper River, M. P. 398.4, 45 M. P. H., except 20 M. P. H. 5:00 A.M. to 8:00 A.M. and 4:00 P.M. to 9:00 P.M.

Ashley River, M. P. 422.6, 15 M. P. H.

First Stono River, M. P. 428.8, 45 M. P. H.

Second Stono River, M. P. 432.8, 45 M. P. H.

Savannah River, M. P. 510.6, 15 M. P. H.

G 14—Drawbridges not interlocked:

Santee River, M. P. 377.2, straight railed, unattended, 45 M. P. H.

Edisto River, M. P. 450.0, straight railed, unattended, 45 M. P. H.

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

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

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

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

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

SIGNALLED SIDING

G 15—Cooper Yard.

BLOCK SIGNAL SYSTEM

G 16—Traffic Control system is in service between Signal H-3653 at Andrews and Signal H-4986 at Orange and Signal H-5126 at Savannah Yard Jct.

SPECIAL RULES

G 17—Time shown at Savannah Union Station for information only. See double track and block rules, Savannah Union Station Co., page 15.

G 18—Engines working in the North Charleston Terminal Company's joint tracks also including tracks of West Virginia Pulp & Paper Company, Ordinance Depot and Army Base territory, will move at yard speed.

G 19—Engines of 200-300-400 or 800 class and steam derricks larger than 100 tons will not be used over the island trestle which leads from Bridge Jct. to Hutchinson Island.

G 20—All movements over Frazier and Front Streets, Georgetown, will stop and be preceded by member of crew.

Hartsville and Sumter Sub-Divisions

H 1—All trains will obtain Clearance Card before leaving Hartsville.

H 2—The time of trains at Hartsville applies at south wye switch. The time of trains at Florence applies at south wye switch.

REGISTERING STATIONS

H 3—Poston, Hartsville, McBee and Sumter.

BULLETIN BOOKS

H 4—Poston, McBee and Sumter.

STANDARD CLOCK

H 5—Hartsville.

YARD LIMITS

H 6—McBee, Hartsville, Darlington, Florence, Poston and Sumter.

WATER STATIONS

H 7—Poston, Florence, Hartsville, McBee, Bishopville and Sumter.

FUELING STATIONS

H 8—Coal: Poston and McBee.

SPEED RESTRICTIONS

H 9—The maximum speed of all trains, 25 M. P. H., except as below specified:

20 M. P. H. between M. P. 322.5 and M. P. 328.5, Sumter Sub-Division.

Trains handling high-side loaded coal cars of any capacity, 20 M. P. H. on Hartsville Sub-Division, 15 M. P. H. on Sumter Sub-Division.

Trains handling single cars exceeding 180,000 pounds gross weight between McBee and Hartsville, 15 M. P. H.

Steam engines moving backward, 20 M. P. H.

Trains handling steam derrick, 15 M. P. H. Derricks larger than 150-tons prohibited.

Trains handling steam engines in tow, 25 M. P. H., and when handling steam engines not equipped with pony trucks, 15 M. P. H.

Steam engines moving under own power, either light, handling train or double-heading, with one of more rods down, 15 M. P. H.

RAILROAD CROSSINGS

H 10—Railroad crossings at grade protected by interlockings:

Dargan, M. P. 324.5, A. C. L., Cabin-door-lock, unattended, Normal clear for A. C. L.

Darlington, M. P. 326.1, A. C. L., Cabin-door-lock, unattended, Normal clear for A. C. L.

Florence, M. P. 335.0, A. C. L., Cabin-door-lock, unattended, Normal clear for A. C. L.

H 11—Railroad crossings at grade not protected:

Hartsville, M. P. 313.9, A. C. L.

Hartsville, M. P. 314.0, A. C. L.

Hartsville, M. P. 314.1, A. C. L., south leg of wye.

Bishopville, Sumter Sub-Division, M. P. 330.0, S. A. L.

Trains will stop short of crossings and proceed if crossings are seen or known to be clear.

SPECIAL RULES

H 12—Single cars for movement between Hartsville and Poston or Sumter must not exceed 180,000 pounds gross weight.

Single cars for movement between McBee and Hartsville must not exceed 210,000 pounds gross weight.

H 13—City ordinances of Hartsville prohibits blowing of engine whistle at any point within the city limits except to avoid accident.

All trains will flag over Cushua Street at Darlington.

All trains and engines stop and be preceded by flag over East Home Avenue, Third and Fourth Streets, Hartsville. Locations: Third Street at roundhouse, M. P. 313.0; Fourth Street at depot; East Home Avenue, 2500 feet south of M. P. 313.0.

DOUBLE TRACK AND BLOCK RULES, SAVANNAH, GA.

The tracks between Central Jct. and Telfair Jct. are operated by the Atlantic Coast Line Railroad Company, and the following rules will govern the use of the double track between these points:

Double track extends from Central Jct. to Telfair Jct. and from Telfair Jct. to Savannah Union Station. Single track extends from Georgia Jct. to Union Jct. Both single and double tracks between these points

are operated as an absolute block in either or both directions. Trains will be governed by signal indications, which will govern the track on which they will run between these points.

Switches at connecting tracks with Atlantic Coast Line double tracks at Central Jct. and with Union Station Company's tracks at Alabama Jct. will be kept set to Union Station track.

RULES GOVERNING OPERATION OF TRAINS OVER SAVANNAH UNION STATION TRACKS

All trains operating over Savannah Union Station tracks between Telfair Jct., Florida Jct., Alabama Jct. and Georgia Jct. and the Savannah Union Station will be governed by the Savannah Union Station Company's rules as follows:

RAILROAD CROSSINGS

Railroad crossings protected by attended interlockings:

Alabama Jct.—S. A. L. R. R.

Florida Jct.—S. A. L. R. R.

Trains and engines will be governed by interlocking signals governing movements over these crossings.

SPEED RESTRICTIONS

The maximum speed of passenger trains is 40 M. P. H. and freight and mixed trains 30 M. P. H., except between Georgia Jct. and Gwinnett Street viaduct speed must not exceed 15 M. P. H.

Over railroad crossings, 40 M. P. H.

Trains or engines backing up, 15 M. P. H.

On turnouts, 10 M. P. H.; on wye tracks, 15 M. P. H.

Trains heading in or backing into the passenger shed will not exceed speed of 6 M. P. H. from Gwinnett Street to the point where train is stopped.

INTERLOCKING RULES

All main track switches of the Savannah Union Station Company are interlocked, except the switches at Alabama Jct. which are hand thrown.

Signals controlled by towers at Georgia Jct. and Florida Jct. governing all main track switches are the three position standard indications—red for stop, yellow for caution and green for clear. Signals Gwinnett Street east to and including signals in station tracks controlled by tower at Union Station are of two position type indicating red for stop, yellow for proceed. All trains and engines will approach each signal prepared to stop, unless the clear indication is obtained.

TRAINS OPERATED AGAINST THE CURRENT OF TRAFFIC

Trains operated against the current of traffic will be governed by dwarf signals which show standard indications.

SPECIAL RULE

Trains receiving orders to display signals to or from the junction with Savannah Union Station Company will construe order to cover Union Station tracks and will display signals to or from Union Station, registering accordingly.

All trains will be equipped with back-up air hose. Conductors must know the appliance is in working order and will personally handle all back-up movements.

Before stopping trains under shed the rear of train should be as near the end of track as is practicable.

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

RULES JACKSONVILLE TERMINAL COMPANY

1. Standard rules govern 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 indication 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 must not exceed a speed of twenty (20) M. P. H. through Lee Street, Myrtle Avenue and Beaver Street Interlocking; ten (10) M. P. H. by station platforms and approach main baggage trucking platforms at west end of station tracks prepared to stop, unless crossing is known to be clear.

SIGNAL INDICATIONS (DAY)

5. Interlocking signals are of the right hand upper quadrant type, giving the following indications:

HORIZONTAL.....STOP.
45° ANGLE.....CAUTION.
PERPENDICULAR.....PROCEED.

SIGNAL INDICATIONS (NIGHT)

RED.....STOP.
YELLOW.....CAUTION.
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.

Hand signals must not be recognized over fixed signals, except after thorough understanding with the signal men on the ground.

Outside of interlocking territory hand thrown switch indications are:

RED.....STOP, OR FOR TURN-OUT.
LUNAR WHITE.....PROCEED, OR SWITCH IN NORMAL POSITION.

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

5-a. Suspended bridge type signal directly under automatic Signal 6428: Bridge "C" Myrtle Avenue Interlocking operates in conjunction with Signal 6428. When both signals are in (horizontal—red) stop position trains will stop and proceed only on proper signal indication or instructions from Myrtle Avenue Tower. When block is occupied between Bridge "C" and Beaver Street Tower Signal 6428 will be in stop position, bottom signal will be displayed in caution position (45° angle or yellow signal) which indicates the block is occupied and trains will proceed with caution without stopping. This permissive signal is to permit northbound trains to follow closely and avoid blocking Myrtle Avenue Interlocking.

6. Emergency stop signals of following types are located as follows:

SIREN HORN, south end A. C. L. R. R., B. Yard.
SIREN HORN, northward home signal, Beaver Street tower.
SIREN HORN, north end of Freight Interchange Yard, Beaver Street tower.
SIREN HORN, Bridge "C," Myrtle Avenue tower.
SIREN HORN, south end A. C. L. R. R., Tampa wye track.
SIREN HORN, Honeymoon Yard.
SIREN HORN, S. A. L. R. R. northward main track opposite water tank.
SIREN HORN, west end Station Track No. 9.
SIREN HORN, west end Station Track No. 16.
SIREN HORN, east end Station Track No. 20.
SIREN HORN, east of Lee Street tower between F. E. C. Ry. northward main track and A. C. L. R. R. lower yard.
SIREN HORN, south beside F. E. C. Ry. main track between Broad Street viaduct and St. Johns River bridge.
AIR WHISTLE, Bridge "B," Myrtle Avenue 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. R. R. freight line crossing at Beaver Street interlocking, will if compelled to stop for a period of over five minutes, immediately cut their train and clear the signal governing opposite direction of movement unless otherwise directed by the towerman.

8. All trains will approach the junction of the Jacksonville Terminal Company's running track and wye at F. O. Cabin, also the Jacksonville Terminal Company's running track, wye, crossovers and switches at Church Street under full control expecting to find track occupied. (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 train 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 on Jacksonville Terminal Form 419 of all arriving and departing trains, this form to 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. Conductors will secure supply form 419 at Telegraph Office.

10. Train Starting Signals: Push buttons are installed on the supporting columns of train sheds from track 2 to 26, inclusive, to communicate with Myrtle Street or Lee Street towers; when trains are ready to depart. Conductors are required to transmit such signal to the proper tower one minute in advance of the time his train will be ready to depart. 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.

10-a. Trains will not depart from the Jacksonville Terminal Station 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.

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. 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.

11. Conductors, flagmen, enginemen and firemen of tenant lines must pass proper examination on their interlocking and special instructions before being permitted to operate into and out of the terminal.

12. Doors to 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. All members of train crews must register names and addresses in book provided for that purpose in the Telegraph Office.

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

15. Enginemen on arriving trains heading into station will stop cab of steam engine opposite post fourth from butting block, and enginemen on Diesel engine 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.

16. Engines equipped with trailer wheels, in backward motion, will not exceed a speed of ten (10) M. P. H. around curves or through diverging routes of interlocking.

(Continued on next page)

RULES JACKSONVILLE TERMINAL COMPANY—Continued

17. Ash pans of locomotives and kitchen cars, or refuse of any nature must not be cleaned or thrown on tracks within terminal limits.

18. Headlights on all engines will be dimmed while on tracks on the Jacksonville Terminal Company.

19. Engine crews on arriving trains will leave fires banked in such condition as to prevent smoke or raising of safety valve. Automatic and independent brakes to be left applied. Cylinder and air pump cocks left open and reverse gears placed on center. Boilers should not be filled to the extent that engine will work water.

20. In case boiler or throttle is leaking or other unsafe conditions exist enginemen in person will notify Station Master's Office. Relief

valves must be blocked open on engines with throttle leaking and air pumps left running if engine has independent brake.

21. Engine crews on departing trains will build fires in proper manner to minimize smoke. Every effort must be made to prevent annoyance, personal injury or damage to passengers' clothing by water thrown from stack or cylinders.

22. 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 Streets interlocking.

23. Air whistle on back-up hose will be sounded at frequent intervals on all trains backing into station.

LOCATION AND CLEARANCE OF OVERHEAD BRIDGES

BETWEEN HAMLET AND CAYCE

Kind of Bridge	Mile Post	Height	Width
Public.....	269.0	Standard	Standard
Pee Dee River.....	270.5	Standard	6 ft. 10 in.
A. C. L. Overpass.....	271.1	21 ft. 4 in.	Standard
Public.....	278.5	Standard	Standard
Public.....	290.2	Standard	Standard
Public.....	293.4	Standard	Standard
Public.....	298.2	Standard	Standard
Public.....	308.4	Standard	Standard
Public.....	326.0	19 ft. 4 in.	Standard
Public.....	327.4	Standard	Standard
Waterce River Bridge.....	328.4	21 ft. 4 in.	6 ft. 11 in.
Public.....	331.6	Standard	Standard
Public.....	338.3	Standard	Standard
Weddell Highway Overpass.....	347.8	Standard	Standard
Public.....	353.2	Standard	Standard
Sou. Ry. Overpass.....	354.4	17 ft. 5 in.	Standard
Public.....	354.5	21 ft. 3 in.	Standard
Smith Branch Bridge.....	357.5	21 ft. 5 in.	6 ft. 0 in.
Public (Newmans).....	357.7	19 ft. 9 in.	Standard
Public (Broad St.).....	357.9	Standard	Standard
Public (Park St.).....	358.1	20 ft. 4 in.	Standard
Public (Lomber St.).....	358.8	21 ft. 0 in.	6 ft. 9 in.
Public (Richland St.).....	358.9	16 ft. 3 in.	Standard
Public (Wayne St.).....	359.0	20 ft. 7 in.	7 ft. 6 in.
Public (Laurel St.).....	359.1	20 ft. 3 in.	Standard
Public (Blanding St.).....	359.2	Standard	6 ft. 9 in.
Hampton Street Bridge.....	359.4	16 ft. 0 in.	Standard
Washington St. Bridge.....	359.5	17 ft. 3 in.	Standard
Lincoln St. Viaduct (Sou. Ry. Br.).....	360.3	21 ft. 7 in.	6 ft. 11 in.

BETWEEN ANDREWS AND GEORGETOWN

Public, So. Kraft Dock.....	381.4	Standard	Standard
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BETWEEN McBEE AND POSTON

A. C. L. R. R.....	336.8	Standard	Standard
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BETWEEN HAMLET AND SAVANNAH (Via Charleston)

Kind of Bridge	Mile Post	Height	Width
Public.....	256.2	Standard	Standard
Public.....	317.5	Standard	Standard
Railroad Santee River.....	377.2	Standard	6 ft. 11 in.
Public.....	401.0	Standard	Standard
Public.....	417.2	21 ft. 11 in.	Standard
Public Cooper River.....	421.4	Standard	Standard
Railroad Ashley River.....	422.6	Standard	6 ft. 11 in.
Public.....	483.5	21 ft. 4 in.	7 ft. 0 in.
Public.....	498.6	21 ft. 5 in.	Standard
Railroad Savannah River.....	510.6	21 ft. 1 in.	7 ft. 0 in.

BETWEEN CAYCE AND JACKSONVILLE

Dixiana Highway.....	367.1	Standard	Standard
Highway.....	395.9	Standard	Standard
South Edisto River.....	405.2	Standard	6 ft. 11 in.
Sou. Ry.....	448.1	20 ft. 5 in.	Standard
Savannah River.....	466.0	Standard	6 ft. 10 in.
Public.....	481.9	21 ft. 4 in.	Standard
S. & A. Ry.....	492.8	21 ft. 4 in.	Standard
Louisville Road.....	497.3	Standard	Standard
Ogeechee Road.....	501.9	21 ft. 2 in.	Standard
Coastal Highway.....	529.8	Standard	Standard
Altamaha River.....	553.5	21 ft. 11 in.	6 ft. 11 in.
Highway.....	557.1	Standard	Standard

BETWEEN HARTSVILLE AND SUMTER

Public.....	337.0	Standard	Standard
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NOTE. "Standard" as shown in column "height" means the distance is 22 feet or more; as shown in column "width," means distance is 8 feet or more from center of track. Information shown above must not be used in clearing oversize loads. Be governed by current issue of Railway Lines clearances.

MAXIMUM SPEED FOR PASSENGER AND EXPRESS TRAINS

(Handled by Diesel Engines Series 3000 and 3100 and Steam Passenger Engines)

Between Mile Posts	Diesel		Between Mile Posts	Steam		Between Mile Posts	Diesel		Steam	
	Miles per Hour	Miles per Hour		Miles per Hour	Miles per Hour		Miles per Hour	Miles per Hour	Miles per Hour	
COLUMBIA SUB-DIVISION										
359.7 and 361.2.....	25	25	383.0 and 385.3.....	55	55	416.7 and 417.1.....	65	65		
361.2 and 363.0.....	35	35	385.3 and 387.0.....	70	60	417.1 and 418.0.....	75	70		
363.0 and 363.9.....	70	60	387.0 and 387.4.....	60	60	418.0 and 418.3.....	70	65		
363.9 and 364.3.....	60	60	387.4 and 391.4.....	65	60	418.3 and 434.8.....	75	70		
364.3 and 366.0.....	70	60	391.4 and 392.8.....	60	60	434.8 and 435.1.....	70	65		
366.0 and 367.0.....	65	60	392.8 and 393.8.....	50	50	435.1 and 463.1.....	75	70		
367.0 and 368.9.....	55	55	393.8 and 395.1.....	45	45	463.1 and 466.0.....	60	60		
368.9 and 372.7.....	45	45	395.1 and 396.4.....	65	65	466.0 and 466.1.....	45	45		
372.7 and 378.9.....	75	70	396.4 and 396.6.....	50	50	466.1 and 496.9.....	75	70		
378.9 and 379.7.....	55	55	396.6 and 398.5.....	60	60	496.9 and 497.3.....	35	35		
379.7 and 383.0.....	45	45	398.5 and 416.7.....	75	70					

25 M. P. H. through crossovers and turnouts equipped with power operated switches.

Speed restrictions will be observed through stations as follows to comply with City Ordinance: Columbia, Lady and Senate Streets, 10 M. P. H.; Gervais Street, 5 M. P. H.; Cayce, 15 M. P. H.; Swansea northward 20 M. P. H., southward 12 M. P. H. 5:00 A.M. to 7:00 P.M.; Woodford, 20 M. P. H. 6:00 A.M. to 9:00 P.M.; North, 20 M. P. H.; Waynor, 25 M. P. H. 6:00 A.M. to 9:00 P.M.; Denmark, 35 M. P. H. between D. Cabin and passenger station; Olar, 20 M. P. H.; Fairfax, 20 M. P. H. over Main Street crossing; Estill, 35 M. P. H. No. 7 reduce speed to 10 M. P. H. at Estill to discharge newspapers.

(Continued on next page)

MAXIMUM SPEED FOR PASSENGER AND EXPRESS TRAINS—Continued

(Handled by Diesel Engines Series 3000 and 3100 and Steam Passenger Engines)

Between Mile Posts	Diesel Miles per Hour	Steam Miles per Hour	Between Mile Posts	Diesel Miles per Hour	Steam Miles per Hour	Between Mile Posts	Diesel Miles per Hour	Steam Miles per Hour
HAMLET SUB-DIVISION								
253.4 and 257.3	70	65				323.9 and 324.2	60	60
257.3 and 257.8	55	55	289.8 and 290.8	60	60	324.2 and 325.3	70	65
257.8 and 258.7	65	65	290.8 and 294.3	65	65	325.3 and 326.8	60	60
258.7 and 260.1	60	60	294.3 and 294.5	60	60	326.8 and 332.5	65	65
260.1 and 261.4	65	65	294.5 and 298.2	70	65	332.5 and 333.3	50	50
261.4 and 262.6	60	60	298.2 and 298.6	50	50	333.3 and 337.6	60	60
262.6 and 265.5	55	55	298.6 and 300.3	70	65	337.6 and 338.5	70	65
265.5 and 268.0	60	60	300.3 and 302.2	50	50	338.5 and 338.7	50	50
268.0 and 270.8	65	65	302.2 and 304.3	70	65	338.7 and 341.5	65	65
270.8 and 272.3	40	40	304.3 and 309.2	70	60	341.5 and 343.0	55	55
272.3 and 274.8	70	65	309.2 and 309.5	60	60	343.0 and 344.7	60	60
274.8 and 275.6	55	55	309.5 and 310.7	70	65	344.7 and 348.3	65	65
275.6 and 277.4	65	65	310.7 and 311.4	50	50	348.3 and 348.4	55	55
277.4 and 279.2	55	55	311.4 and 312.4	70	65	348.4 and 349.5	70	65
279.2 and 281.3	60	60	312.4 and 312.8	50	50	349.5 and 349.7	60	60
281.3 and 281.5	55	55	312.8 and 316.8	65	65	349.7 and 350.7	70	65
281.5 and 282.8	70	65	316.8 and 317.0	55	55	350.7 and 351.4	55	55
282.8 and 283.1	65	65	317.0 and 318.1	70	65	351.4 and 352.3	70	65
283.1 and 284.6	70	65	318.1 and 318.6	60	60	352.3 and 354.0	55	55
284.6 and 284.8	65	65	318.6 and 321.0	70	65	354.0 and 356.7	70	65
284.8 and 285.7	70	65	321.0 and 322.5	65	65	356.7 and 357.0	60	60
285.7 and 286.0	55	55	322.5 and 322.6	60	60	357.0 and 358.4	70	65
286.0 and 288.4	70	65	322.6 and 323.9	65	65	358.4 and 359.7	30	30
288.4 and 289.8	50	50						

25 M. P. H. through crossovers and turnouts equipped with power operated switches.

Speed restrictions will be observed through stations as follows to comply with City Ordinance: McBee, 10 M. P. H., 4 A.M. to 9 P.M., 20 M. P. H., 9 P.M. to 4 A.M.; Bethune, 30 M. P. H.; Eau Claire (M. P. 354.9 to M. P. 357.6), 45 H. M. P.; Columbia, Elmwood Ave., Lady and Senate Streets, 10 M. P. H., Gervais Street, 5 M. P. H.

ORANGE AND JACKSONVILLE SUB-DIVISIONS

Central Jct.-Blossom			521.3 and 550.2	75	70	586.7 and 602.8	75	70
497.3 (R. R.)	20	20	550.2 and 550.6	65	65	602.8 and 603.7	45	45
497.3 and 499.2	45	45	550.6 and 552.0	75	70	603.7 and 612.0	75	70
499.2 (R. R.)	20	20	552.0 and 553.2	65	65	612.0 and 612.8	50	50
499.2 and 500.7	45	45	553.2 and 553.7	45	45	612.8 and 614.8	75	70
Florida Jct.-Beaver St.			553.7 and 554.3	65	65	614.8 and 615.2	65	65
499.9 and 500.3	50	50	554.3 and 556.4	75	70	615.2 and 616.9	75	70
500.3 (R. R.)	20	20	556.4 and 557.8	60	60	616.9 and 617.2	70	70
500.3 and 509.5	75	70	557.8 and 561.3	70	65	617.2 and 621.6	75	70
509.5 and 509.7	45	45	561.3 and 561.7	60	60	621.6 and 621.8	70	65
509.7 and 512.0	75	70	561.7 and 564.4	75	70	621.8 and 629.0	75	70
512.0 and 512.7	60	60	564.4 (R. R.)	60	60	629.0 and 629.4	45	45
512.7 and 521.0	75	70	564.4 and 586.6	75	70	629.4 and 634.6	25	25
521.0 and 521.3	70	60	586.6 and 586.7	45	45	634.6 (Street)	10	10

25 M. P. H. through crossovers and turnouts equipped with power operated switches except: West Savannah, yard lead, 10 M. P. H.; Orange, Charleston Sub-Division, yard lead, 10 M. P. H.; Alabama Jct., junction switches, 10 M. P. H.; 10 M. P. H. over switches at Beaver Street.

No. 7 reduce speed to 35 M. P. H. at Kingsland and 15 M. P. H. at Yulee to discharge U. S. Mail. No. 8 reduce speed to 25 M. P. H. at Yulee to discharge U. S. Mail.

GROSS SUB-DIVISION

34.7 and 34.0	45	45	21.3 and 19.9	75	70	0.7 (R. R.)	35	35
34.0 and 21.6	75	70	19.9 (R. R.)	50	50	0.7 and 0.0	40	40
21.6 and 21.3	65	65	19.9 and 0.7	75	70			

25 M. P. H. through crossovers and turnouts equipped with power operated switches, except: 45 M. P. H. through turnout to and from Gross Sub-Division, Gross.

HAMLET, COLUMBIA, ORANGE, JACKSONVILLE AND GROSS SUB-DIVISIONS

Diesel engines 1600 and 1700 series will not exceed speed of 60 M. P. H.; Diesel engines 1500-2700, 4000, 4100, 4200, 4300 and 4500 series will not exceed speed of 65 M. P. H.; Steam freight engines used on passenger and express trains will not exceed speed authorized such engines in freight service. Steam engines moving backward, 25 M. P. H., except Central Jct. to Blossom, 20 M. P. H.

LOCATION OF TRACKS AND PRIVATE SIDINGS NOT SHOWN IN TIME TABLE

BETWEEN HAMLET AND SAVANNAH (Via Charleston)

Name	Mile Post	Station Nos.	Car Capacity	Opening
Green Pond	261.5	H 261	20	North
Clio Jet Spur	277.2	H 277	40	North
McInnis	280.0	H 280	8	North
Dunlap	287.4	H 287	6	North
Hayes Spur	292.9	H 293	2	South
Smithboro	303.7	H 304	6	North
Centenary	322.2	H 322	15	North
Gresham	330.0	H 330	25	Both
Coastal Sand Co.	336.3	H 336	17	South
Hemingway Lumber Co.	341.1	H 341	2	North
Henry	347.8	H 348	20	Both
Nesmith	350.3	H 350	23	Both
Witherbee	390.3	H 390	12	Both
Kittredge	400.8	H 401	6	North
Liberty Hall	406.0	H 406	Wye	Both
Filbin	413.1	H 413	26	North
North Charleston	414.6	H 415	12	Both
Navy Yard Siding	415.8	H 416	39	Both
White	424.8	H 425	2	North
Dupont	425.8	H 426	8	North
Corbett	425.9	H 426	4	South
Limehouse	429.4	H 429	17	Both
BLITCH SPUR (.8 mile)	429.6	H 430	85	South
Cherokee	430.2	H 430	6	Both
Blitch	430.4	H 430	.....	South
Gift	432.4	H 433	14	North
Point Pleasant	436.6	H 434	4	North
Carlton	438.0	H 438	20	Both
Ellis	438.2	H 438	15	Both
Gibsonia	439.1	H 439	5	North
Kongo	441.9	H 442	3	North
McPherson	442.4	H 442	12	North
Parishville	443.0	H 443	6	South
Prentiss	444.3	H 444	4	North
Barrellville	446.6	H 447	52	Both
Wiggins	459.4	H 459	24	Both
Chisholms	467.0	H 467	Wye	Both
Guffin	470.3	H 470	11	North
Cosaw	472.9	H 473	Conn.	North
Halls	475.1	H 475	6	South
Knowles	478.6	H 479	3	North
Woods	479.1	H 479	3	North
Cooler	484.5	H 485	3	North
Jasper	491.2	H 491	6	North
Vincent	494.4	H 494	6	North

BETWEEN HARTSVILLE AND SUMTER

Name	Mile Post	Station Nos.	Car Capacity	Opening
McKorrell	314.6	JA 315	1	North
Malone	314.7	JA 315	11	North
Stevenson Oil Company	315.2	JA 315	2	South
Lydia	321.0	JA 321	35	Both
Una	322.8	JA 323	5	North
Alcot	325.8	JA 326	10	North
Manville	335.3	JA 335	4	South
Ashwood	337.3	JA 337	19	Both
Dubose	342.7	JA 343	8	South
Brent	345.8	JA 346	6	South
Fireside Coal Company	350.5	JA 350	1	South
Bordeaux	350.6	JA 351	3	North

BETWEEN HAMLET AND JACKSONVILLE

Name	Mile Post	Station Nos.	Car Capacity	Opening
Kimberly	276.6	277	4	South
Community Siding	317.5	318	9	North
Spaulding	324.5	324	14	North
Palmetto Power Company	324.6	324	9	South
Orlon	328.8	329	Conn.	Both
Guions Siding	331.2	331	31	North
Carolina Brick Siding	346.6	347	1	South
Dents	351.4	351	20	South
Marquardt Cast Stone Company	351.9	352	2	South
College Siding No. 1	356.1	356	8	North
College Siding No. 2	356.2	356	7	South
Fosters	367.1	367	Conn.	North
Silica	367.4	367	122	Both
Wilson's	367.5	367	Conn.	North
Silica Spur	368.0	368	Conn.	North
Neeses	395.5	396	20	Both
Olar	420.3	420	30	Both
Weekley	428.2	428	12	North
Chisholm Spur	438.4	438	6	North
Luray	445.9	446	31	Both
Scotia	455.2	455	19	Both
Anderson	506.5	506	6	North
Savannah Truckers Exchange	507.9	508	16	North
J. F. Browning Lumber Company	529.1	529	7	North
Highland Crate Company	558.2	588	14	South
592 M. P. Siding	592.0	592	10	North
Airport	627.1	627	45	Both
Darby's	628.1	628	10	North
Jacksonville Oil Terminal	628.4	628	Conn.	South

BETWEEN FERNANDINA AND BALDWIN

Name	Mile Post	Station Nos.	Car Capacity	Opening
Bangs	22.9	MA 24	9	North
Ingle	8.8	M 630	5	North
Bryceville	6.3	M 633	10	North

BETWEEN ANDREWS AND GEORGETOWN

Name	Mile Post	Station Nos.	Car Capacity	Opening
Kent	369.5	HA12	8	North
Morberry	377.1	HA 5	9	South
Graves	377.9	HA 4	7	South
Lawton Spur	378.8	HA 3	5	South

BETWEEN McBEE AND POSTON

Name	Mile Post	Station Nos.	Car Capacity	Opening
Earth	299.5	J 299	6	South
Ingram	301.8	J 302	14	Both
Leland	305.2	J 305	6	North
Segars	309.3	J 309	6	North
China	317.0	J 317	3	North
Lunn	319.8	J 320	18	Both
Pinedale	322.3	J 322	3	North
Dargan (A. C. L. Conn.)	324.4	J 324	10	North
Gulf Refining Company	325.3	J 325	4	North
Warner	330.3	J 330	5	South
Airport No. 1	337.1	J 337	Conn.	South
Airport No. 2	337.4	J 337	Conn.	South
Fendall	338.2	J 338	10	South
Poyner	341.9	J 342	11	North
Claussen	343.8	J 344	2	South
Willow Creek Lumber Company	345.7	J 346	8	North
Willow Creek	345.8	J 346	7	North
Munn	347.8	J 348	3	North
Perrott	350.8	J 351	3	North
Fleet	357.2	J 357	2	South
Kingsburg	364.5	J 364	22	Both

DIVISION OFFICERS

T. C. JOHNSON, Asst. Superintendent.....	Savannah, Ga.	J. F. MARTIN, Roadmaster.....	Charleston, S. C.
W. J. WINFREE, Asst. Superintendent.....	Charleston, S. C.	R. L. SCOTT, Roadmaster.....	Mullins, S. C.
R. L. TYLER, Trainmaster.....	Savannah, Ga.	W. C. JOHNSON, Roadmaster.....	Hamlet, N. C.
R. E. KEAN, Trainmaster.....	Savannah, Ga.	C. H. WIGGINS, Asst. Roadmaster.....	Savannah, Ga.
J. W. ARNETT, Trainmaster.....	Georgetown, S. C.	R. B. PITTS, Gen. Superv. Telephones & Signals.....	Norfolk, Va.
F. E. BROWN, Trainmaster.....	Hamlet, N. C.	H. N. WILKINSON, Superv. Telephones & Signals...	Savannah, Ga.
S. F. OSTEEN, Trainmaster.....	Andrews, S. C.	C. P. MIDDLETON, Asst. Superv. Tele. & Signals...	Savannah, Ga.
W. E. OGLETREE, Terminal Trainmaster.....	Savannah, Ga.	J. G. STAPLES, Asst. Superv. Telephones & Signals..	Columbia, S. C.
W. F. LAMB, JR., Terminal Trainmaster.....	Columbia, S. C.	C. E. SWEATT, Asst. Super. Telephones & Signals..	Charleston, S. C.
W. R. COX, Division Engineer.....	Savannah, Ga.	J. W. RODDY, Asst. to Superv. Telephones & Signals..	Savannah, Ga.
J. L. McBRIDE, Asst. Division Engineer.....	Savannah, Ga.	C. O. JOHNSON, Research and Test Engineer.....	Jacksonville, Fla.
W. G. MERRITT, Asst. Division Engineer.....	Savannah, Ga.	R. J. DUHSE, Chief Chemist.....	Jacksonville, Fla.
R. H. BAILEY, Asst. Division Engineer.....	Savannah, Ga.	J. R. BISSETT, Fuel Supervisor.....	Savannah, Ga.
H. E. AENCHBACHER, Master Mechanic.....	Savannah, Ga.	E. D. FOXWORTH, Fuel Supervisor.....	Hamlet, N. C.
A. T. BAKER, Road Foreman of Engines.....	Savannah, Ga.	J. A. SHEA, Supt. Station Operations.....	Jacksonville, Fla.
G. W. FONES, Road Foreman of Engines.....	Andrews, S. C.	J. C. STRIBLING, Superv. Pass. Train Operations..	Jacksonville, Fla.
C. A. CHINNIS, Chief Dispatcher.....	Savannah, Ga.	SMITH R. BRITTINGHAM, Senior General Attorney...	Norfolk, Va.
E. P. EMBRY, Asst. Chief Dispatcher.....	Savannah, Ga.	GEORGE B. BARNER, Asst. General Attorney.....	Norfolk, Va.
L. F. JOHNSTON, Asst. Chief Dispatcher.....	Savannah, Ga.	W. A. POWELL, Claims Attorney.....	Norfolk, Va.
F. L. NELSON, Asst. Chief Dispatcher.....	Savannah, Ga.	T. A. BAIN, JR., Supervising Claim Agent.....	Norfolk, Va.
R. C. GUEST, Dispatcher.....	Savannah, Ga.	J. D. CULPEPPER, Superv'ng Claim Agent (Stock)	Jacksonville, Fla.
R. W. FEATHERSTON, Dispatcher.....	Savannah, Ga.	S. H. McGUIRT, Claim Agent, Personal Injury, Fire, Stock and Miscellaneous Claims and Suits from south yard limit, Ham- let, to north yard limit, McBee.....	Monroe, N. C.
R. H. FORMAN, Dispatcher.....	Savannah, Ga.	J. S. LANE, Claim Agent, Personal Injury, Fire, Stock and Mis- cellaneous Claims and Suits from the north yard limit, McBee, to north limits of Savannah Yard (main line) and from McBee to Poston, including Sumter Branch Line.....	Columbia, S. C.
R. F. LEWIS, Dispatcher.....	Savannah, Ga.	J. L. DEANTONIO, Claim Agent, Personal Injury, Fire, Stock and Miscellaneous Claims and Suits from the south yard limits of Hamlet to the north yard limits of Savannah via Charleston, including Georgetown Branch.....	Charleston, S. C.
R. A. HUEY, Dispatcher.....	Savannah, Ga.	H. P. MURPHY, JR., Claim Agent, Personal Injury, Fire, Stock and Miscellaneous Claims and Suits, Savannah, Ga. (within yard limits).....	Savannah, Ga.
C. M. TURNER, Dispatcher.....	Savannah, Ga.	J. A. WILLIS, Claim Agent, Personal Injury, Fire, Stock and Miscellaneous Claims and Suits from the south yard limits, Savannah, to Eastport and to Baldwin and branches.....	Jacksonville, Fla.
KIRBY TYLER, Dispatcher.....	Savannah, Ga.	E. H. HENSON, Claim Agent, Personal Injury, Fire, Stock and Miscellaneous Claims and Suits from Eastport to Jacksonville.....	Jacksonville, Fla.
J. CAMERON, Dispatcher.....	Savannah, Ga.	J. W. FANT, JR., Traveling Claim Adjuster (Territory: Savannah south).....	Jacksonville, Fla.
I. J. JONES, JR., Dispatcher.....	Savannah, Ga.	H. A. DECOVER, JR., Traveling Auditor and Claim Adjuster.....	Hamlet, N. C.
E. H. CROOM, Dispatcher.....	Savannah, Ga.	M. C. McLEOD, Supervisor of Property Protection...	Savannah, Ga.
N. J. STEWART, Dispatcher.....	Savannah, Ga.	D. C. GARNER, Asst. Superv. of Property Protection..	Savannah, Ga.
J. S. MORRIS, Dispatcher.....	Savannah, Ga.		
M. E. PHAIL, Dispatcher.....	Savannah, Ga.		
H. C. BIZZELL, Dispatcher.....	Savannah, Ga.		
B. W. MALOY, Dispatcher.....	Savannah, Ga.		
G. G. STANFORD, JR., Dispatcher.....	Savannah, Ga.		
J. W. PRITCHER, Dispatcher.....	Savannah, Ga.		
G. PARNELL, Division Auditor.....	Savannah, Ga.		
E. L. MURPHY, Asst. Division Auditor.....	Savannah, Ga.		
F. W. LEOPOLD, Division Paymaster.....	Savannah, Ga.		
R. L. NORTON, Master Carpenter.....	Savannah, Ga.		
J. F. WARRENFELLS, Master Carpenter.....	Savannah, Ga.		
W. A. THOMPSON, Roadmaster.....	Savannah, Ga.		
W. E. BOWEN, Roadmaster.....	Savannah, Ga.		
J. D. COE, Roadmaster.....	Columbia, S. C.		