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Safety

First

ATLANTIC COAST LINE RAILROAD

CHARLESTON DIVISION

2

TIME TABLE No. 2

IN EFFECT

Tuesday, September 8, 1964

At 12:01 A. M.

SUPERSEDING TIME TABLE NO. 1

DATED APRIL 26, 1964

EASTERN STANDARD TIME

FOR THE GOVERNMENT OF
EMPLOYEES ONLY

W. J. TURNER, Vice-President
 D. C. HASTINGS, Asst. Vice-President
 L. T. ANDREWS, General Manager
 J. J. PEACOCK, General Supt., Transportation
 O. P. DOWLING, Superintendent

SAFETY FIRST

Safety is of the first importance in the discharge of duty.

Alert today alive tomorrow.

Failure to comply with rules leads to disaster.

Everybody for safety for everybody.

Think and be safe.

You are not employed to take unnecessary chances.

Furnish your train proper protection at all times.

Inattention to duty causes accidents.

Remember accident prevention is part of your job.

Safety prolongs human life.

The right way is the safe way.

ALWAYS BE CAREFUL

FIRST AID INSTRUCTIONS

In the case of injury to an employee on duty, or to a passenger, call the most available Local Surgeon in the list.

In case no Local Surgeon can be reached in time to respond, secure the services of the most available surgeon in the vicinity, informing him that he is engaged for the emergency or until such time as the Local Surgeon assumes charge of the case.

Before the arrival of a surgeon, it is always important to be sure of two things: First, that there is no obstruction to the breathing; and Second, that there is no excessive bleeding. Of course, no one can live long if he cannot breathe, or if he is losing much blood.

As to breathing, be sure that there is nothing in the mouth or throat to obstruct the passage of air; also that there is nothing constricting the neck, then see if there is anything about the chest which would prevent free movement of the ribs.

If there is severe bleeding from a limb, and if the blood is spurting from the wound, it should be controlled by a tourniquet placed between the body and the wound. This should always be put between the knee or elbow and the body, and should be tightened until the blood stops. If the blood simply flows and does not spurt, it can generally be controlled by making pressure directly upon the wound. If one has a sterile bandage handy, this should be placed directly in the wound and fastened tight.

When bones are broken, the fractured ends almost always splinter. These splintered ends may do a great deal of damage to the muscles, blood vessels, etc., in the neighborhood, if great care is not taken in moving the patient. It is better not to move such a patient until a temporary splint has been applied to prevent these splintered ends of the bone doing any more damage.

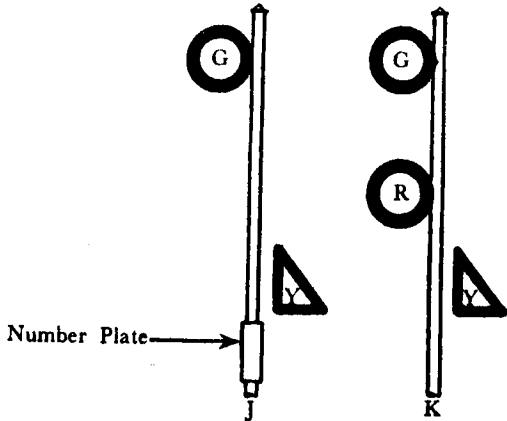
It is never advisable to try to force a patient to swallow when he is not conscious and evidently unable to swallow. An injured person should be kept warm.

THE COMPANY WILL NOT BE RESPONSIBLE FOR BILLS MADE UNLESS THE PHYSICIAN OR SURGEON IS CALLED BY AN AUTHORIZED AGENT OF THE COMPANY.

SIGNAL ASPECTS, SIGNAL INDICATIONS AND SIGNAL RULES

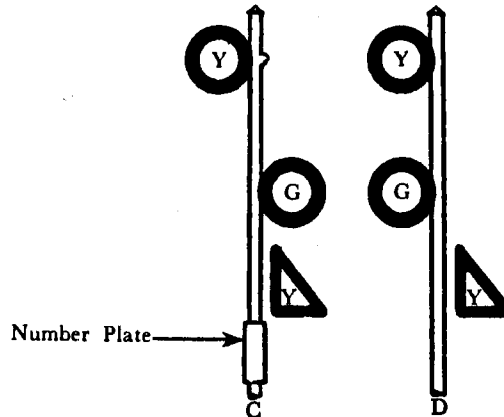
A Yellow Triangular Metal Plate attached to the mast of certain signals located between Florence and Central Junction modifies the indication and name of such signals as indicated below. These aspects are in addition to Signal Rules 281 to 295 inclusive, as shown in the Rule Book, and which remain in full force and effect.

RULE 281



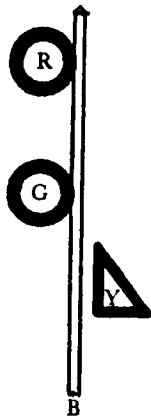
Indication: Proceed.
Name: Clear.

RULE 281-B



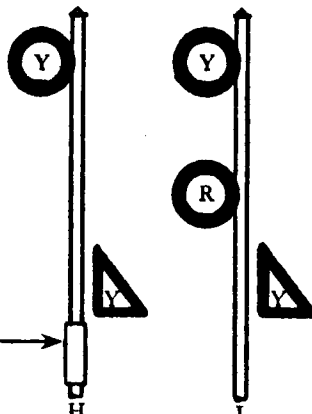
Indication: Proceed Approaching Next Signal At Limited Speed.
Name: Approach Limited.

Rule 281-C



Indication: Proceed; Limited Speed Within Interlocking Limits.
Name: Limited—Clear.

Rule 285



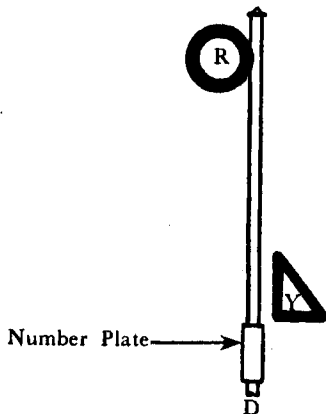
Indication: Proceed Preparing To Stop At Next Signal. Train Exceeding Medium Speed Must At Once Reduce To That Speed.
Name: Approach.

Rule 286



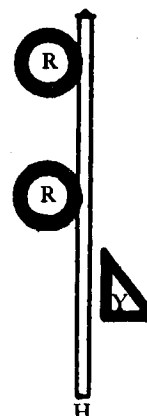
Indication: Proceed At Medium Speed Preparing To Stop At Next Signal.
Name: Medium—Approach.

Rule 291-A



Indication: Proceed At Restricted Speed.
Name: Restricted Proceed.

Rule 292



Indication: Stop.
Name: Stop.

NOTE: The Letters "G", "Y" And "R" Indicate Respectively "GREEN", "YELLOW" And "RED".

NORTHBOUND—MAIN LINE—BETWEEN FLORENCE AND DA

FIRST CLASS

	2	104	112	76	376	Nearest Station Mileage from Richmond	Distance from Florence
	East Coast West Coast Champion	Through Freight	Through Freight	Gulf Coast Special	Everglades		
	Daily	Daily Ex. Monday	Daily Ex. Monday	Daily	Daily		
	P. M.	P. M.	P. M.	P. M.	A. M.		
	\$11.55		6.40	s 2.45	s 6.45	293	
	11.38		6.22	2.26	6.26	296	3.5
	11.29		6.09	2.16	6.16	309	16.3
	11.24		6.01	f 2.10	s 6.10	316	23.2
	11.19		5.54	2.03	5.53	322	29.3
	11.13		5.45	s 1.55	s 5.45	331	37.7
	11.05		5.34	1.39	s 5.27	342	48.4
	11.02		5.30	1.33	5.19	345	52.2
	10.57		5.25	1.28	5.13	348	55.2
	— —		— —	f 1.25	s 5.11	350	56.7
	10.49		5.16	1.17	5.01	357	63.8
	10.43		5.07	f 1.10	s 4.53	365	72.0
	10.34		4.55	1.00	4.38	376	83.3
	10.27		4.45	12.52	4.28	386	93.3
	\$10.25		4.43	s12.50	s 4.25	388	95.0
	10.13		4.41	12.38	4.02	389	95.4
	— —		— —	— —	— —	390	96.3
	10.11		4.39	12.36	4.00	392	97.2
	10.05		4.31	12.30	3.54	399	103.8
	9.59		4.23	12.24	f 3.47	407	111.8
	9.50		4.10	12.14	f 3.36	419	124.5
	9.43		4.00	12.06	f 3.28	429	134.0
	9.39		3.55	12.02	f 3.24	433	138.6
	9.32²⁹⁰		3.45	s11.54	s 3.15	443	148.2
	9.26		3.17	11.40	2.56	451	156.6
	9.20		3.09	f11.34	f 2.49	459	164.6
	9.10		2.54	11.22	f 2.35	474	179.2
	9.06		2.49	11.17	2.28	478	183.8
	9.00		2.42	11.11	2.22	481	186.4
	8.52²⁵⁶		2.30	11.02	2.12	490	196.0
	s 8.50		2.29	s11.00 10.55	s 2.10 2.00	491	196.6
	8.38	A 3.00	2.20 2.00	10.35	1.40	495	201.3
	8.35	2.55	1.35	10.32	1.37	496	202.4
	P. M.	P. M.	P. M.	A. M.	A. M.	497	203.8
	Daily	Daily Ex. Monday	Daily Ex. Monday	Daily	Daily		
	2	104	112	76	376		

TIME TABLE NO. 2

IN EFFECT

September 8, 1964

STATIONS

T A	FLORENCE	
	3.5	
	SOUTH FLORENCE	
	12.8	
	COWARD	
	6.9	
T	LAKE CITY	
	6.1	
	CADES	
	8.4	
T	KINGSTREE	
	10.7	
T	LANE	
	3.8	
	SANTEE BLUFF	
	3.0	
	ETTA	
	1.5	
T	ST. STEPHEN	
	7.1	
	BONNEAU	
	8.2	
T	MONCK'S CORNER	
	11.3	
	MT. HOLLY	
	10.0	
	MEAD'S	X-SOU.
	1.7	
	CHARLESTON	
	0.4	
T	SY	X-SOU.
	0.9	
	BENNETT	
	0.9	
	B N	
	6.6	
	JOHNS ISLAND	
	8.0	
T	RAVENEL	
	12.7	
	JACKSONBOBO	
	9.5	
T	GREEN POND	
	4.6	
	WHITE HALL	
	9.6	
T	YEMASSEE	X-ACL
	8.4	
	COOSAWHATCHIE	
	8.0	
T	RIDGELAND	
	14.6	
T	HARDEEVILLE	
	4.6	
	SAND ISLAND	
	2.6	
	CHATHAM	
	9.6	
T	CENTRAL JCT.	X-CGA
	0.6	
T	SAVANNAH	X-SAL
	4.7	
T	NORTH TOWER	
	1.1	
T	SOUTHOVER	
	1.4	
L	DA	

SOUTHBOUND—MAIN LINE—BETWEEN FLORENCE AND AUGUSTA

FOURTH CLASS										THIRD CLASS			FIRST CLASS				Nearest Station Mileage from Richmond	Distance from Florence	TIME TABLE NO. 2	
547		531		595	537	223	197	55	129	51			IN EFFECT							
Local Freight		Local Freight		Local Freight	Local Freight	Through Freight	Through Freight	Passenger	Through Freight	Passenger			September 8, 1964							
Daily Ex. Sunday		Daily Ex. Monday		Daily Ex. Monday	Daily Ex. Sunday	Daily	Daily	Daily	Daily	Daily			STATIONS							
A. M.		P. M.		A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	A. M.										
			1.30			12.01		8.45	8.30	5.00	293		T L	FLORENCE						
			1.35			12.06		8.50	8.35	5.03	K-296	2.9		REVELL						
			2.00			12.18		s 8.59	8.47	s 5.13	K-304	11.4	T	TIMMONSVILLE						
			2.17			12.31		s 9.11	9.00	5.24	K-314	20.7	T	LYNOXBURG						
			2.33			12.42		f 9.22	9.11	5.34	K-323	29.7	T	MAYESVILLE						
	L 6.30	A 2.45			L 8.30	A 12.55 ¹³⁰		s 9.50	9.30	s 5.45 ⁶⁴ 6.00	K-332	39.0	T	SUMTER						
	6.40				8.42			9.58	9.40	6.10	K-339	46.0		PRIVATEER						
	6.50				8.55			f 10.06	9.50	f 6.21	K-346	53.0	T	PINEWOOD						
	6.58				9.05			f 10.13	9.58	6.28	K-352	58.6		REMINI						
	7.10				9.20			10.24	10.09	6.40	K-357	64.5		LONE STAR						
	7.16				A 9.30			10.29	10.15	6.45	K-361	68.4		ORESTON						
	7.23							f 10.35	10.22	s 6.50	K-366	73.3	T	CAMERON						
	9.00							s 11.01	10.35	s 7.10	K-376	83.0	T	ORANGEBURG						
	9.30 ⁶⁴							11.06 ¹³⁰	10.39 ¹³⁰	7.15	K-377	84.6		EDISTONE						
	9.45							f 11.18	10.54	f 7.30	K-387	94.4		COPE						
	10.25							s 11.33	11.06	s 7.45 ⁶⁴	K-396	103.3	T	DENMARK X-SOU X-SAL.						
	10.50							f 11.42	11.16	7.54	K-403	110.6		HILDA						
	11.20							s 11.56	11.29	s 8.03	K-410	117.8	T	BARNWELL						
	11.40							12.05	11.42	8.15	K-420	126.3	T	DONORA						
	11.48							12.09	11.45	8.20	K-422	128.7		SNAPP						
	1.00		L 12.45			L 4.07		12.20	12.01	8.30	K-431	137.7	T	ROBBINS						
	1.11		1.00			4.16		12.28	12.10	8.38	K-438	144.5		ELLENTON						
	1.23		1.10			4.26	f 12.37	12.19	s 8.47	K-445	151.6	T	JACKSON							
	1.30		1.15			4.31	12.43	12.24	8.53	K-448	155.0		KATHWOOD							
	1.38		1.25			4.41	12.50	12.33	9.00	K-454	160.8		BEECH ISLAND							
	A 1.50		A 1.45			A 5.00 ⁶⁹⁸	12.56	A 12.45	9.06	K-459	165.5	T	EAST BDRY. X-CGA							
							s 1.20		s 9.30	K-460	166.5	A	AUGUSTA L (Union Depot)							
	P. M.	P. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.										
	Daily Ex. Sunday	Daily Ex. Monday	Daily Ex. Monday	Daily Ex. Sunday	Daily	Daily	Daily	Daily	Daily	Daily										
	547	531	595	537	223	197	55	129	51											

Time of No. 197 at East Boundary applies at Lovers Lane.

MAIN LINE BETWEEN FLORENCE AND AUGUSTA—NORTHBOUND

TIME TABLE NO. 2 IN EFFECT September 8, 1964		Car Capacity of Side Tracks	FIRST CLASS				THIRD CLASS	FOURTH CLASS								
			54	50	192	130	224	598	538	536	548					
			Passenger	Passenger	Through Freight	Through Freight	Through Freight	Local Freight	Local Freight	Local Freight	Local Freight					
			Daily	Daily	Daily	Daily	Daily	Daily Ex. Saturday	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday					
STATIONS			A. M.	P. M.	P. M.	A. M.	P. M.	A. M.	A. M.	P. M.	P. M.					
T	FLORENCE	A	YARD	S 7:00	S 8:25		2:00	7:00		11:40						
	REVELL	314	P	6:40	8:12		1:50	6:20		11:15						
	8.5	4														
T	TIMMONSVILLE	165	P	S 6:30	S 8:03		1:38	6:05		11:00						
	9.3	49	Y													
T	LYNOCHBURG	165	P	S 6:15	7:51		1:25	5:50		10:20						
	9.0	38														
T	MAYESVILLE	40		S 6:05	S 7:40		1:13	5:38		10:00						
	9.3															
T	SUMTER	242	P	S 5:55 ⁵¹	S 7:30		1:00 ²²³ 12:35	L 5:25		L 9:40	A 4:45	A 12:30				
	7.0	YARD														
	PRIVATEER	13		5:21	7:05		12:22				4:21	12:08				
	7.0															
T	PINEWOOD	140	P	S 5:11	f 6:57		12:13				3:55	11:58				
	5.6	17														
	REMINI	30		f 5:03	6:51		12:03				3:35	11:45				
	5.9															
	LONE STAR	140	P	4:51	6:39		11:40				3:10	11:30				
	3.9	11														
	ORESTON	27	Y	4:45	6:34		11:35				L 3:00	11:23				
	4.9															
T	CAMERON	140	P	S 4:39	S 6:28		11:28					11:15				
	9.7	16														
T	ORANGEBURG	140		S 4:26	S 6:17		11:15					11:01				
	1.6															
	EDISTONE	160	P	4:11	6:00		11:06 ⁵⁵ 10:34 ¹²⁹					9:30 ⁴⁷				
	9.8															
	COPE	22		f 4:00	f 5:50		10:01					9:05				
	8.9															
T	DENMARK	140	P	S 3:50	S 5:39		9:48					7:45 ⁵¹				
	7.3	X-SOU. X-SAL.	65													
	HILDA	32		f 3:25	5:30		9:36					7:12				
	7.2															
T	BARNWELL	140	P	S 3:14	S 5:22		9:24					6:55				
	8.5	39														
T	DONORA	140		3:01	5:11		9:11					6:40				
	2.4															
	SNAPP	160	P	2:58	5:08		9:07					6:32				
	9.0															
T	ROBBINS	146	P	2:47	4:58	A 8:15	8:55		A 6:00			6:20				
	6.8	39	Y													
	ELLENTON	123	P	2:38	4:50	8:02	8:38		5:45			6:09				
	7.1	25														
T	JACKSON	140	P	f 2:30	S 4:42	7:53	8:26		5:30			5:57				
	3.4	16														
	KATHWOOD	10		2:24	4:35	7:48	8:20		5:20			5:50				
	5.8															
	BEECH ISLAND	72	P	2:18	4:28	7:40	8:10		5:10			5:40				
	4.7	4														
T	EAST BDRY.	X-CGA	YARD	2:11	4:22	L 7:30	L 8:00		L 5:00 ¹⁹⁷			L 5:30				
	1.0															
A	AUGUSTA	L		2:00	4:15											
	(Union Depot)															
				A. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	P. M.	A. M.				
				Daily	Daily	Daily	Daily	Daily	Daily Ex. Saturday	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday				
				54	50	192	130	224	598	538	536	548				

Time of No. 197 at East Boundary applies at Lovers Lane.
Time of No. 54 at Denmark applies at Passenger Station.

WESTBOUND—MAIN LINE BETWEEN EAST BOUNDARY (AUGUSTA) AND SPARTANBURG—EASTBOUND

FOURTH CLASS		THIRD CLASS	FIRST CLASS	Nearest Station Mileage from Richmond	Distance from East Boundary	TIME TABLE NO. 2 IN EFFECT September 8, 1964	Car Capacity of Side Tracks	FIRST CLASS	THIRD CLASS	FOURTH CLASS	
529	517	293	197					192	294	518	528
Local Freight	Local Freight	Through Freight	Through Freight					Through Freight	Through Freight	Local Freight	Local Freight
Daily Ex. Sunday	Tue.-Thur. and Sat.	Daily	Daily					Daily	Daily	Mon.-Wed. and Fri.	Daily Ex. Sunday
P. M.	A. M.	P. M.	A. M.			STATIONS		P. M.	A. M.	A. M.	A. M.
	5:30	10:00	7:30	K-459		TL EAST BDRY. A X-CGA X-GoRR	YARD Y	6:00	1:00	11:30	
	5:55	10:25	7:50	K-461	1.5	BROAD STREET	YARD	5:15	12:10	10:55	
	6:05	10:35	8:01	K-468	8.0	MARTINEZ	125 10 P	5:02	11:56	10:46	
	6:10	10:41	8:09	K-472	11.9	EVANS	14	4:56	11:50	10:41	
	6:11	10:42	8:10	K-473	12.4	GRIFFIN	44 P	4:55	11:49	10:40	
	6:20	10:50	8:20	K-477	16.7	WOODLAWN	46 8 P	4:47	11:42	10:30	
	6:32	11:10	8:40	K-483	23.5	CLARK HILL	9	4:38	11:33	10:20	
	6:40	11:25 ²⁹⁴	8:48	K-488	28.5	MODOC	125 16 P	4:31	11:25 ²⁹³	10:10	
	6:45	11:30	8:53	K-492	32.3	PARKSVILLE	31	4:26	11:05	10:05	
	6:55	11:40	9:01	K-497	37.5	PLUM BRANCH	31	4:18	10:55	9:55	
	7:20	12:20	9:10	K-503	43.0	T McCORMICK	125 YARD Y	4:10	10:45	9:45	
	7:30	12:30	9:20 ⁵¹⁸	K-509	49.2	TROY	28 20 P	3:58	10:23	9:20 ¹⁹⁷	
	7:40	12:40	9:28	K-514	54.5	BRADLEY	125 17 P	3:50	10:15	9:05	
	8:05	1:15	9:50	K-525	65.5	T MAXWELL	YARD Y	3:35	10:00	8:50	
	8:30	1:30	10:05	K-527	68.5	T GREENWOOD	22 YARD Y	3:18	9:39	8:30	
	8:45	1:40	10:14	K-534	74.3	CORONADO	7	3:09	9:30	8:14	
	8:55	1:55	10:30	K-542	82.3	WATERLOO	125 20 P	2:57	9:17	8:02	
	12:01	9:20	10:50	K-554	93.5	T IRBY	YARD	2:40	9:00	7:45	A 9:45
	12:30	A 9:30 ⁵²⁸	10:54	K-555	94.7	LAURENS	YARD Y	2:12	8:35	L 7:00	9:30 ⁵¹⁷
	12:45		11:07	K-562	102.1	ORA	125 12 P	1:59	8:25		9:05
	12:55		11:15	K-567	107.2	T ENOREE	17	1:49	8:17		8:55
	1:01		11:20	K-570	110.1	KILGORE	125 P	1:45	8:12		8:45
	1:35 ¹⁹²		11:27	K-574	114.3	T WOODRUFF	37	1:35 ⁵²⁹	8:05		8:35
	1:45		11:36	K-580	120.0	SWITZER	14	1:25	7:55		8:25
	1:50		11:41	K-583	122.6	MOORE	17	1:21	7:51		8:21
	2:05		11:50	K-587	126.8	T ROEBUCK	116 21 P	1:15	7:45		8:15
	2:30		12:15	K-593	132.6	TA SPARTANBURG L X-P&N.	YARD Y	1:00	7:30		8:00
	P. M.	A. M.	A. M.	P. M.		Time of Nos. 192 & 197 at Spartanburg applies at Crescent Avenue.		P. M.	P. M.	A. M.	A. M.
	Daily Ex. Sunday	Tue.-Thur. and Sat.	Daily	Daily				Daily	Daily	Mon.-Wed. and Fri.	Daily Ex. Sunday
	529	517	293	197				192	294	518	528

WESTBOUND—MAIN LINE—BETWEEN YEMASSEE AND ROBBINS—EASTBOUND

THIRD CLASS		FIRST CLASS	Nearest Station Mileage from Richmond*	Distance from Yemassee	TIME TABLE NO. 2 IN EFFECT September 8, 1964	Car Capacity of Side Tracks	FIRST CLASS	FOURTH CLASS		
595	197	192					598			
Local Freight	Through Freight	Through Freight					Local Freight			
Daily Ex. Sunday	Daily	Daily					Daily Ex. Saturday			
P. M.	A. M.				STATIONS		P. M.	A. M.		
10:30	2:30	443		TL	YEMASSEE A X-ACL. Y	67 YARD P	10:00	8:15		
					6.5					
10:40	2:41	MH-449	6.5		EARLY BRANCH	12	9:42	7:55		
10:48	2:48	MH-453	10.9		4.4 CUMMINGS	36	9:32	7:45		
10:59	2:59	MH-460	17.5		6.6 VARNVILLE	43	9:22	7:35		
11:03	3:02	MH-462	19.5	T	2.0 HAMPTON	26	9:18	7:31		
11:05	3:03	MH-463	20.0		0.5 MAULDINS MILL	57 17 P	9:17	7:30		
11:15	3:12	MH-468	25.7		5.7 BRUNSON	36	9:07	7:20		
11:30	3:20	MH-472	29.3	T	3.6 FAIRFAX	50 40 P	9:01	7:10		
					5.4 X-SAL.					
11:50	3:29	MH-477	34.7	T	ALLENDALE	50 60 P	8:53	6:55		
					8.5 X-SOU.					
12:10	3:43	MH-486	43.2		BELDOC	126 17 P	8:40	6:25		
					3.5					
12:17	3:48	MH-489	46.7		MARTIN	18	8:34	6:20		
					3.5					
12:25	3:54	MH-493	50.2		MILLETT	23	8:28	6:15		
					8.5					
A12:45	A 4:07	K-431	58.7	T	ROBBINS	146 39 P Y	L 8:15	L 6:00		
A. M.	A. M.						P. M.	A. M.		
Daily Ex. Monday	Daily						Daily	Daily Ex. Saturday		
595	197						192	598		

**PORT ROYAL BRANCH—BETWEEN PORT ROYAL AND YEMASSEE
WESTBOUND EASTBOUND**

THIRD CLASS		Nearest Station Mileage from Richmond	Distance from Port Royal	TIME TABLE NO. 2 IN EFFECT September 8, 1964	Car Capacity of Side Tracks	FOURTH CLASS
595	592					
Local Freight	Local Freight					Local Freight
Daily Ex. Sunday	Daily Ex. Saturday					Daily Ex. Saturday
P. M.	P. M.			STATIONS		P. M.
7:30		MJ-468		TL	PORT ROYAL A Y YARD	11:55
					4.0	
7:45		MJ-464	4.0		BEAUFORT	11:35
					2.0	
8:00		MJ-462	6.0		BURTON	11:25
					7.0	
8:15		MJ-455	13.0		SEABROOK	11:05
					1.0	
8:18		MJ-454	14.0		COOSAW X-SAL.	11:00
					4.0	
8:25		MJ-450	18.0		SHELDON	10:45
					6.5	
9:00		443	24.5	TA	YEMASSEE L X-ACL. Y	10:30
P. M.	P. M.					P. M.
Daily Ex. Sunday	Daily Ex. Saturday			Nos. 595-592 will not protect against following extra trains between Port Royal and Yemassee.		Daily Ex. Saturday
595	592					592

MAIN LINE—BETWEEN SUMTER AND LANE SOUTHBOUND

FOURTH CLASS	Nearest Station Mileage from Richmond	Distance from Sumter	TIME TABLE NO. 2 IN EFFECT September 8, 1964		Car Capacity of Side Tracks	FOURTH CLASS
551			552			
Local Freight	Daily Ex. Monday	A. M.	STATIONS		Daily Ex. Sunday	P. M.
12.01			K-332			T L SUMTER
			3.8			
12.20	L-373	8.8	BROGDON	16		10.10
			5.0			
12.30	L-368	13.8	ALCOLU	43 29	P	9.50
			4.0			
12.40	L-365	17.8	T MANNING	35		9.35
			9.5			
1.01	L-355	27.3	FORESTON	19		9.08
			5.2			
1.12	L-350	32.5	T GREELEYVILLE	29 15	P	8.55
			7.8			
1.30	342	40.3	T A LANE	32 Y	L	8.40
A. M.			Nos. 551-552 will not protect against following extra trains between Lane and Sumter.			P. M.
Daily Ex. Monday						Daily Ex. Sunday
551						552

MAIN LINE—BETWEEN SUMTER & COLUMBIA SOUTHBOUND

FOURTH CLASS	THIRD CLASS	Nearest Station Mileage from Richmond	Distance from Sumter	TIME TABLE NO. 2 IN EFFECT September 8, 1964		Car Capacity of Side Tracks	THIRD CLASS	FOURTH CLASS
531	223			224	538			
Local Freight	Through Freight	Daily Ex. Monday	Daily	STATIONS		Daily Ex. Sunday	P. M.	A. M.
3.00	1.40			K-332			T L SUMTER	A YARD
				6.3				
3.12	1.50	KA-338	6.3	CANE SAVANNAH	41		4.51	8.38
				3.7				
3.17	1.55	KA-342	10.0	WEDGEFIELD	58 12	P	4.46	8.18
				4.2 — MP KA-344.3 — X-SOU.				
3.25	2.03	KA-346	14.2	MALTA	33		4.29	7.57
				6.5				
3.34	2.11	KA-353	20.7	T EASTOVER	19		4.21	7.40
				6.5				
3.43	2.19	KA-359	27.2	CONGAREE	18		4.12	7.22
				9.6				
4.00 ²²⁴	2.31	KA-369	36.8	SIMS	64 64	P	4.00 ⁵³¹	6.55
				3.7				
4.11	2.38	KA-372	40.5	ANDREWS	71	P	3.55	6.40
				2.2				
4.30	2.50	KA-375	42.7	T A COLUMBIA	YARD	L	3.45	6.20
				X-SOU.				
P. M.	A. M.						P. M.	A. M.
Daily Ex. Monday	Daily						Daily Ex. Sunday	Daily Ex. Sunday
531	223						224	538

MAIN LINE—BETWEEN WADESBORO AND FLORENCE SOUTHBOUND

THIRD CLASS	Nearest Station Mileage from Richmond	Distance from Wadesboro	TIME TABLE NO. 2 IN EFFECT September 8, 1964		Car Capacity of Side Tracks	FOURTH CLASS
549			545	546		550
Local Freight	Daily Ex. Sunday	A. M.	STATIONS		Daily Ex. Sunday	P. M.
7.00			J-356			T L WADESBORO
			1.6			
7.15	J-354	1.6	WADESBORO JOT.	YARD		12.50
			8.3			
7.32	J-346	9.9	MORVEN	46		12.33
			13.7			
8.00	J-333	23.6	SEABOARD JOT.	X-SAL.		12.05
			1.0			
	J-332	24.6	CHERAW	YARD		
			11.6			
9.00	J-320	36.2	T SOCIETY HILL	58		11.05
			11.7			
L 4.50	J-308	47.9	FLOYD	23 Y		10.40
			5.3 — MP J-304.1 — X-SAL.			A 6.20
	G-293	53.2	DARLINGTON	YARD		
			0.8			
5.00	J-302	54.0	NIX	79 P		10.25 ⁵⁴⁶
			3.4			6.05
5.10	J-299	57.4	PALMETTO	6		10.15
			5.6			5.57
5.30	293	63.0	T A FLORENCE	YARD	L	10.00
			X-SAL.			5.45
P. M.	P. M.		Nos. 545-546 will not protect against following extra trains between Florence and Wadesboro. No. 550 will not protect against following extra trains between Florence and Floyd.			A. M.
Daily Ex. Sunday	Daily					Daily Ex. Sunday
549	545					546

HARTSVILLE BRANCH BETWEEN HARTSVILLE AND FLOYD SOUTHBOUND

THIRD CLASS	Nearest Station Mileage from Richmond	Distance from Hartsville	TIME TABLE NO. 2 IN EFFECT September 8, 1964		Car Capacity of Side Tracks	FOURTH CLASS
549			550			
Local Freight	Daily Ex. Sunday	A. M.	STATIONS		Daily Ex. Sunday	P. M.
4.30			JA-318			T L HARTSVILLE
			10.0 — MP JA-317.2 — X-SAL.			
4.50	J-308	10.0	A FLOYD	L Y		6.20
P. M.			No. 550 will not protect against following extra trains between Floyd and Hartsville.			A. M.
Daily Ex. Sunday						Daily Ex. Sunday
549						550

**ANDERSON BRANCH
BETWEEN McCORMICK AND ANDERSON
WESTBOUND EASTBOUND**

THIRD CLASS	Nearest Station Mileage from Richmond	Distance from McCormick	TIME TABLE NO. 2 IN EFFECT September 8, 1964		Car Capacity of Side Tracks	FOURTH CLASS
521			522			
Local Freight						Local Freight
Daily Ex. Sunday						Daily Ex. Sunday
A. M.						A. M.
4.00	K-503		TL McCORMICK	A	Y	10.30
			7.9			
4.16	KH-511	7.9	BORDEAUX		9	10.00
			4.3			
4.30	KH-515	12.2	WILLINGTON		14	9.50
			4.1			
4.40	KH-519	16.3	MT. CARMEL		28	9.40
			8.3			
5.00	KH-528	24.6	CALHOUN FALLS		39	9.23
			10.2			
5.30	KH-538	34.8	LOWNDESVILLE		15	9.00
			7.8			
5.50	KH-546	42.6	T IVA		26	8.40
			5.8			
6.05	KH-551	48.4	STAER		27	8.24
			1.6			
6.09	KH-553	50.0	DEANS		7	8.20
			8.0			
6.30	KH-561	58.0	TA ANDERSON	L	Y	8.00
A. M.			Nos. 521-522 will not protect against following extra trains between McCormick and Anderson.			A. M.
Daily Ex. Sunday						Daily Ex. Sunday
521						522

**GREENVILLE BRANCH
BETWEEN LAURENS AND GREENVILLE
WESTBOUND EASTBOUND**

FOURTH CLASS	Nearest Station Mileage from Richmond	Distance from Laurens	TIME TABLE NO. 2 IN EFFECT September 8, 1964		Car Capacity of Side Tracks	FOURTH CLASS
523			524			
Local Freight						Local Freight
Daily Ex. Sunday						Daily Ex. Sunday
A. M.						A. M.
3.15	K-555		L LAURENS	A	Y	12.30
			4.3	X-CNL.		
	KJ-559	4.3	DOUBLING		28	
			2.8			
3.30	KJ-562	7.1	BARKSDALE		12	12.01
			3.1			
3.45	KJ-565	10.2	GRAY COURT		21	11.50
			1.6			
3.50	KJ-567	11.8	OWINGS		16	11.46
			6.1			
4.10	KJ-573	17.9	T FOUNTAIN INN		37	11.35
			5.0			
4.30	KJ-578	22.9	T SIMPSONVILLE		12	11.25
			5.3			
4.45	KJ-583	28.2	MAULDIN		32	11.15
			8.0			
5.30	KJ-591	36.2	TA GREENVILLE	L	Y	11.00
A. M.			Nos. 523-524 will not protect against following extra trains between Laurens and Greenville.			A. M.
Daily Ex. Sunday						Daily Ex. Sunday
523						524

**WALTERBORO BRANCH
BETWEEN GREEN POND AND EHRHARDT
SOUTHBOUND NORTHBOUND**

FOURTH CLASS	Nearest Station Mileage from Richmond	Distance from Green Pond	TIME TABLE NO. 2 IN EFFECT September 8, 1964		Car Capacity of Side Tracks	FOURTH CLASS
585			584			
Local Freight						Local Freight
Daily Ex. Sunday						Daily Ex. Sunday
P. M.						A. M.
12.30	429		TL GREEN POND	A	Y	10.45
			11.9			
1.00	MF-441	11.9	T WALTERBORO		39	10.15
			5.9			
1.15	MF-447	17.8	STOKES		8	9.50
			5.9			
1.30	MF-453	23.7	RUFFIN		20	8.55
			8.3			
2.20	MF-461	32.0	H. & B. JOT.		25	8.25
			1.3			
2.40	MF-462	33.3	LODGE		12	8.12
			4.4			
3.00	MF-467	37.7	T A EHRHARDT	L	38	8.00
P. M.			Nos. 584-585 will not protect against following extra trains between Green Pond and Ehrhardt.			A. M.
Daily Ex. Sunday						Daily Ex. Sunday
585						584

**CRESTON BRANCH
BETWEEN CRESTON AND GIANT
SOUTHBOUND NORTHBOUND**

THIRD CLASS	Nearest Station Mileage from Richmond	Distance from Creston	TIME TABLE NO. 2 IN EFFECT September 8, 1964		Car Capacity of Side Tracks	FOURTH CLASS
537			536			
Local Freight						Local Freight
Daily Ex. Sunday						Daily Ex. Sunday
A. M.						P. M.
9.35	K-361		L CRESTON	A	Y	3.00
			6.6			
9.52	KE-368	6.5	T ELLOREE		29	2.40
			16.2			
10.40	KE-384	22.7	T BUTAWVILLE		37	1.45
			6.3			
11.15	KE-391	29.0	T HOLLY HILL		44	12.50
			3.1			
11.30	KE-394	32.1	FOUR HOLES		39	12.20
			2.5			
12.01	KE-396	34.6	A GIANT	L	33	12.10
P. M.			Nos. 537-536 will not protect against following extra trains between Creston and Giant.			P. M.
Daily Ex. Sunday						Daily Ex. Sunday
537						536

SPECIAL INSTRUCTIONS

H. N. STRANGE, JR., Trainmaster

J. CHERRY, Trainmaster

J. F. DRENNAN, Trainmaster

M. A. COX, Terminal Trainmaster

J. P. SCHEIDER, Terminal Trainmaster

MAIN LINES:

Florence to DA
Florence to Spartanburg
Robbins to Yemassee
Sumter to Columbia
Florence to Wadesboro
Lane to Sumter

BRANCHES:

Hartsville Branch
Creston Branch
St. Andrews Branch
Meggetts Branch
Walterboro Branch
Greenville Branch
Anderson Branch
Port Royal Branch
Mont Clare Branch

PRECEDENCE BY DIRECTION

Northbound or eastbound trains are superior to trains of the same class in opposite direction, except such trains as may be otherwise specified in these instructions.

TWO OR MORE TRACKS

Two tracks extend between:

Florence, MP 292.2, and Java, MP 300.0
New Hope, MP 306.0, and Coward, MP 310.0
South Lake City, MP 317.6, and North Cades, MP 321.0
Bynum, MP 327.6, and Kingtree, MP 331.8
North Lane, MP 338.0, and Santee Bluff, MP 345.1
Etta, MP 348.4 and South St. Stephen, MP 352.9
Santee Canal, MP 361.9 and South Moncks Corner, MP 366.8
Strawberry, MP 373.1 and Mt. Holly, MP 376.9
Hanahan, MP 383.4 and South Drayton Hall, MP 394.7
Berry Hill, MP 403.4 and South Ravenel, MP 408.0
Parkers Ferry, MP 415.4 and Sand Island, MP 478.3
Chatham, MP 480.8 and DA, MP 497.3
Irby, MP K553 and Laurens, MP K554.5

Trains and engines will keep to left on two tracks between Laurens and Irby, and will move at yard speed.

SIGNAL OBSERVANCE

Paragraph 1 of Rule 27 is hereby amended as follows: A signal imperfectly displayed, or the absence of a signal at a place where a signal is usually shown, must be regarded as the most restrictive indication that can be given by that signal, except that when the day indication is plainly seen, such indication will govern. When a unit of a color light block signal is dark, such dark unit will be regarded as a red aspect, and if signal indication then permits movement, train or engine may proceed in accordance with the indication displayed. Movement must be at restricted speed until such indication can be clearly determined. Paragraphs 2 and 3, and the NOTE under Rule 27, are unchanged by above instructions.

In automatic block territory where sections, or trains, depart from terminals close together, or from any point on the line where they may have closed in, the train or trains following must be run at such speed as will permit the following train to receive a clear signal at each block.

Paragraph 1 of Rule 99-B is hereby amended as follows: On trains equipped to display oscillating red light from rear, flagman will display such light continuously except where automatic signals or CTC are in use. At stations where train is to be switched from rear, the red light must be turned off while the switching is being performed. Paragraphs 2, 3 and 4 of Rule 99-B, are unchanged by above instructions.

AUTOMATIC BLOCK SIGNAL SYSTEM

(Rules D-151, D-152, 251 to 254 and 281 to 520)

Automatic Block Signal System is in effect between:

BN, MP 392.1, and South Drayton Hall, MP 394.7
Parkers Ferry, MP 415.4, and Hardeeville, MP 473.7
North Tower, MP 494.6, and DA, MP 497.3

Trains, other than scheduled trains, will run extra without orders between above points.

Trains and engines will run on northward track in either direction between PR&A crossing Yemassee, and South Yemassee, by signal indication, superseding the superiority of trains.

Trains will run between BN and South Drayton Hall and, except where otherwise authorized, between Parkers Ferry and Hardeeville with current of traffic by signal indication, which supersedes time-table superiority.

Trains and engines will run between Alabama Junction, MP 491.7, and North Tower, MP 494.6, on either track in either direction by

signal indication, superseding the superiority of trains. Crews using S.A.L. interchange track and wye tracks between North Tower and Alabama Junction, when clear of main track, will report "clear" over telephone to operator at Central Junction, and must not again occupy main track without getting permission from operator at Central Junction. Switches to tracks serving Savannah Steel Co., MP 492.6, and Shores Abbatoir, MP 492.7, West or Southward track, are not electrically-locked. Movements MUST NOT clear main track at these switches.

CENTRALIZED TRAFFIC CONTROL

(Rules 261 to 295 and 550 to 562)

Centralized Traffic Control (CTC), with control station at point shown in parentheses, is in effect between:

Florence, MP 293.6, and South Florence, MP 296.3	"FC"
South Florence, MP 296.3, and Mead's, MP 386.2	(Florence)
Mead's, MP 386.2, and BN, MP 392.1	(SY)
South Drayton Hall, MP 394.7, and Parkers Ferry, MP 415.4	(Florence)
Hardeeville, MP 473.7, and Central Junction, MP 490.2	(Hardeeville)
Central Junction, MP 490.2, and Alabama Junction, MP 491.7	(Central Junction)

Trains, other than scheduled trains, will run extra without orders between above points.

All hand-operated switches are electrically-locked except at:

Howe, S. C.	(MP 297.8), east track
Lynch's Spur	(MP 308.6), east track
City Gas and Oil Spur	(MP 318.9), west track
Cades, S. C.	(MP 322.5)
Canada Lumber Co. Spur	(MP 328.2), east track
Independent Spur	(MP 331.5), west track
Highland Crate Coop. Spur	(MP 349.0), east track
Carver Industries	(MP 375.6), east track
Adams Run, S. C.	(MP 413.0)
O'Leary, Ga.	(MP 481.7), west track

Movements MUST NOT clear main track at these switches.

Train or engine clearing main track at hand-operated electrically-locked switches must obtain permission from control station to re-enter main track, unless switch remained in reverse position while train or engine was clear of main track.

When movement into laundry track Florence is to be made, train or engine must stop south of bridge signal on west main track. Permission must be secured from operator at "FC" before operating electric lock switch mechanism and signal obtained for movement. When train or engine is to move from this track, permission must be obtained from operator to operate switch mechanism and then be governed by signal indication.

REMOTELY CONTROLLED SWITCHES AND SIGNALS

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

Rule 553 is amended to read: When a train or engine is stopped by a "stop" signal and cause is not apparent, member of crew will communicate with control station and be governed by instructions. If authorized to proceed over switches equipped with dual control mechanism, selector lever must be placed in hand-throw position before proceeding. Member of crew must see that switch points are fitting up properly for route to be taken and must remain at switch until engine, or at least one car, is standing on switch points, then selector lever must be restored to normal position and secured with padlock. Train or engine must move at restricted speed to next governing signal. Control station must block switch levers and all opposing signal levers before authorizing movement.

If it becomes necessary to hand-throw power operated switches or pass signals indicating "stop" a complete understanding must be reached between the control station and trainmen involved. Then be governed as follows:

(1) Remove any obstructions from switch points with stick. Never use hands.

SPECIAL INSTRUCTIONS (continued)

(2) Where dual control power operated switches (air or electrically operated) are to be placed in hand throw position, it will be necessary to move the switch lever back and forth until it is definitely determined that the lever is connected with the switch points. In every case, the points must be known to fit properly before movement is made.

(3) Types of power operated switches with instructions for emergency hand-throw operation:

(a) Electrically operated-dual control.—Unlock and reverse small lever marked "motor" to the "hand" position. The switch can then be thrown with the large lever. After movement is completed restore all levers to normal and lock same.

(b) Electrically operated-emergency crank.—Emergency crank is located in small box on post or case near the switch. To obtain crank, unlock and open door which exposes crank, remove from holder and insert in hole provided on switch machine. This hole is usually provided with a cover which must be unlocked with standard switch key. Turn crank as far as possible. This action moves the switch points. After switch points have been moved and are seen to fit up properly, drive the wooden wedge between open switch point and rail to secure the points. Wooden wedge will be found in box or telephone booth near the switch. Unless otherwise instructed, trainmen will remove wooden block and crank and restore same to their respective holders. Close and lock all doors and crank hole cover when movement is completed.

(c) Air operated-dual control.—Unlock small lever at end of machine and pull out full stroke. The switch can then be thrown with the large lever. After movement is completed restore all levers to normal and lock same.

(d) Air operated-without dual control.—This type of machine is usually located near interlocking tower where proper tools are provided under supervision of operator. For emergency operation, first make sure that air is cut off at underground cock housed in pipe stand near the switch. To insure that cock is closed, turn ninety degrees and observe that mark on top of cock is at right angle to the pipe line. Remove mechanism cover, place pointed end bar in holes provided in base plate, pushing piston rod lug in direction desired. Be careful in the initial movement of bar to avoid personal injury as a small amount of air remaining in the cylinder may cause a slight kick-back on the bar. After switch points have been moved and seen to fit properly, drive wooden wedge between point and rail to secure the points.

(See "Centralized Traffic Control" for control station.)

Florence: Crossover switches from W. C. & A. main line to freight yard lead, near Dargan Street. Controlled by operator at "FC". Air operated-dual control.

So. Florence: Double crossovers between east and west tracks. Air operated-dual control.

Java: Switch south end two tracks. Electrically operated-dual control.

New Hope: Switch north end two tracks. Electrically operated-dual control.

Coward: Switch south end two tracks. Electrically operated-dual control.

South Lake City: Switch north end two tracks and switch from west track to switching lead (crossover). Electrically operated-dual control.

North Cades: Switch south end two tracks. Electrically operated-dual control.

Bynum: Switch north end two tracks. Electrically operated-dual control.

Kingtree: Switch south end two tracks. Electrically operated-dual control.

North Lane: Switch north end two tracks. Electrically operated-dual control.

Lane: Double crossovers between east and west tracks. Electrically operated-dual control.

South Lane: South switch to pass track. Electrically operated-dual control.

Santee Bluff: Switch south end two tracks. Electrically operated-dual control.

Etta: Switch north end two tracks. Electrically operated-dual control.

South St. Stephen: Switch south end two tracks. Electrically operated-dual control.

Santee Canal: Switch north end two tracks and switch from west track to switching lead (crossover). Electrically operated-dual control.

South Moncks Corner: Switch south end two tracks. Electrically operated-dual control.

Strawberry: Switch north end two tracks. Electrically operated-dual control.

Mt. Holly: Switch south end two tracks. Electrically operated-dual control.

Hanahan: Switch north end two tracks. Electrically operated-dual control.

Mead's: Double crossovers between east and west tracks. Air operated-dual control.

Charleston: Crossover between east and west tracks, North Charleston Terminal Company lead switch and north leg of wye switch. Air operated-dual control.

SY: Double crossovers between east and west tracks, Charleston Yard lead switch, north end of pass track switches and Ashley River Extension switch. Air operated-dual control.

BN: Double crossovers between east and west tracks and south end of pass track switches. Air operated-dual control.

South Drayton Hall: Switch south end two tracks. Electrically operated-dual control.

Berry Hill: Switch north end two tracks. Electrically operated-dual control.

South Ravenel: Switch south end two tracks. Electrically operated-dual control.

Parkers Ferry: Switch north end two tracks. Electrically operated-dual control.

Yemassee: Main line switches south of PR&A crossing at north end center pass track, crotch switch north end center pass track, crossover from center pass track to northbound main line, and crossover to yard pass track. Controlled by operator at Yemassee. Electrically operated-dual control.

So. Yemassee: Main line switches, south end center pass track, crotch switch south end center pass track, crossover from center pass track to northbound main line, and switch to south end of yard pass track. Controlled by operator at Yemassee. Electrically operated-dual control.

Hardeeville: Switch from west track to Southern Rwy.; double crossovers between east and west tracks; east track switch to north end pass track. Electrically operated-dual control.

Purysburg: East track switch to south end pass track. Electrically operated-dual control.

Sand Island: Switch south end two tracks. Electrically operated-dual control.

Chatham: Switch north end two tracks. Electrically operated-dual control.

Galatia: Double crossovers between east and west tracks. Electrically operated-dual control.

Central Junction: Switch to Union Bag lead track. Controlled by operator at Central Junction. Electrically operated-emergency crank provided.

Savannah Joint Passenger Station: North End — Crossover from east main track to station lead and switch from station lead to station track Number 1. Electrically operated-dual control. South End — Switch from station lead to station track Number 1, crossover from east main track to station lead, crossover between east and west main tracks and switch from west main track to S.A.L. connection. Electrically operated-dual control.

HOT BOX DETECTORS

Location	Track(s)	Provide Detection	Indication to Stop
MP 303.4	Single	Both directions	Radio instructions and/or Home Signal at Stop.
MP 348.0	Single	Both directions	Radio instructions and/or Home Signals at Stop.
MP 379.0	Single	Both directions	Radio instructions and/or Home Signals at Stop.
MP 440.5	Southward	With current of traffic	Radio instructions and/or Home Signal at Stop.
MP 446.7	Northward	With current of traffic	Radio instructions and/or Home Signal at Stop.
MP 480.3	Single	Both directions	Radio instructions and/or Home Signals at Stop.
MPK443.6	Single	Both directions	Radio instructions.

Immediate notice must be extended to train crews when hot box recorders indicate existence of hot boxes. Train crews, upon receiving such notice, or information from other sources that there is a hot box in train, must stop train promptly and examine journal, taking such action thereafter as indicated by its condition. These instructions do not dispense with full observance of Rule 111-A.

SPECIAL INSTRUCTIONS (continued)

DRAGGING EQUIPMENT DETECTORS

Location	Track(s)	Lighted "D" Located
MP 333.9	Single (Southbound trains only)	Automatic Signal 3359
MP 357.3	Single	Automatic Signal 3550 Northbound Automatic Signal 3593 Southbound
MP 373.0	Single	Automatic Signal 3700 Northbound Automatic Signal 3751E, East Track and Automatic Signal 3751, West Track, Southbound
MP 399.3	Single	Automatic Signal 3968 Northbound Automatic Signal 4013 Southbound
MP 473.8	Southward	Automatic Signal 4759 and Southbound Home Signal East Track, Puryburg
MP 484.9	Two (Northbound trains only)	Automatic Signal 4830 East Track Automatic Signal 4830A West Track

When lighted "D" is displayed, train must be stopped promptly and inspected. Indication of home and/or automatic signals must be observed regardless of display of lighted "D".

SPRING SWITCHES

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

Where spring switch is protected for facing-point movements by automatic signal and aspect shown in Rule 291-A is displayed, train or engine must stop and after it is determined switch points fit properly, proceed at restricted speed to next governing signal. Where spring switch is protected for facing-point movements by home signal and aspect shown in Rule 292 is displayed and movement is stopped, it must be determined that switch points fit properly. After complying with other applicable rules, movement may proceed at restricted speed to next governing signal. On two or more tracks, trains and engines running against current of traffic must stop and it must be determined that spring switch points fit properly before passing over them, except where switch indicator signal is in service.

After trailing entirely through a spring switch, a train or engine must pass beyond the signal governing movement over the switch before reverse movement may be made, and the movement must not be made until signal indicates "proceed." If the signal does not indicate "proceed" within one minute, the movement must then be made in accordance with instructions above. (See Rules 113 and 513-B).

Spring switches equipped with indicator signal protecting movement against current of traffic, (see exception Central Jct.), and "leave siding" signal governing movement from sidings, are located as follows:

Green Pond—South end of pass track.

Ridgeland—South end of pass track.

Central Junction—North end Southern Railway yard lead. Protected facing-point by southbound home signal on east track, Galatia. Equipped with electric lock. "Leave siding" signal controlled by operator Hardeeville.

Spring switches protected by indicator signal for facing-point movement without "leave siding" signal, are located as follows:

Florence—North end passenger yard.

Revell—South end of pass track.

Sumter—North end of pass track.

Spring switches identified by letter "S" on target are located as follows:

Green Pond—Junction of Walterboro Branch at wye.

North Tower—Switch at end of two tracks, old main line to Liberty Street.

Wadesboro—North end of wye track.

Irby—End of two tracks.

Laurens—End of two tracks just east of Greenville Branch junction switch.

Where sidings are equipped with "leave siding" signals governing movement from sidings, such signals are a part of the automatic block signal system, unless otherwise specified. Should a train or engine, when ready to proceed, be held by signal and signal does not indicate "proceed" in three minutes, the Train Dispatcher must be communicated with immediately. The signal must not be passed when in "stop" position without authority. Train Dispatcher's permission must be given to operate the switch key release located in box adjacent to signal. After the release has been operated, it will be necessary to wait two to five minutes before signal indicates "proceed at restricted speed." This signal does not relieve trainmen from complying with Rule 99.

AUTOMATIC TRAIN CONTROL

When automatic train control fails and/or is cut out enroute, train may proceed, according to signal indication, but not to exceed 40 miles an hour, to the next available point of communication, where report must be made to the Superintendent and Master Mechanic. From that point train must not proceed until authorized to do so by the Train Dispatcher.

The duty of the Train Dispatcher in such cases will be to establish an absolute block in advance of the train on which the device is inoperative. Upon receipt of train order reading, "Absolute block for No. is established from E to H," train may proceed at speed not to exceed 79 miles an hour. When unable to establish absolute block, Train Dispatcher will issue train order reading, "Unable to establish absolute block ahead. Proceed according to signal indications at speed not exceeding 40 miles an hour."

Train Control System is in effect between Florence and Central Junction.

JOINT TRACKS

S.A.L.R.R. and Southern Railway trains and engines will be governed by A.C.L. time-tables, rules and special instructions at all points where A.C.L. tracks are used.

Trains and engines using S.A.L.R.R. tracks between Hartsville and Robinson will be governed by S.A.L. time-tables, rules, and special instructions.

S.A.L.R.R. trains and engines will be governed by A.C.L. time-tables, rules, and special instructions, while using main tracks between Central Junction and MP 492.5, and while using tracks of Savannah Joint Passenger Station.

Sou. Rwy. and CRR trains and engines will be governed by ACL Time Table, Rules and Special Instructions while using ACL tracks at Spartanburg.

ACL trains and engines will be governed by Sou. Rwy. and CRR Time Table, Rules and Special Instructions while using tracks of those railroads at Spartanburg.

Sou. Rwy. trains and engines will be governed by ACL Time Table, Rules and Special Instructions while using ACL tracks at Greenwood, and must obtain permission from ACL dispatcher before occupying main line.

ACL trains will be governed by Sou. Rwy. Time Table, Rules and Special Instructions while using Sou. Rwy. tracks at Greenwood, and must obtain permission from Southern Railway train dispatcher before occupying main line.

C. N. & L. R. R. trains will be governed by A. C. L. time table, rules and special instructions while using A. C. L. tracks in Laurens Terminal, and must obtain permission from A. C. L. train dispatcher before occupying main line.

A. C. L. R. R. trains will be governed by C. N. & L. R. R. time table, rules and special instructions while using C. N. & L. R. R. tracks in Laurens Terminal.

Sou. Ry. trains will be governed by A. C. L. time table, rules and special instructions, while using A. C. L. tracks at Allendale.

A. C. L. R. R. trains will be governed by Sou. Ry. time table, rules and special instructions while using Sou. Ry. tracks at Allendale.

S. A. L. R. R. trains will be governed by A. C. L. time table, rules and special instructions while using A. C. L. tracks at Fairfax, and must obtain permission from A. C. L. train dispatcher before occupying main line.

A. C. L. R. R. trains will be governed by S. A. L. time table, rules and special instructions while using S. A. L. tracks at Fairfax, and must obtain permission from S. A. L. train dispatcher before occupying main line.

Track between Donora and Dunbarton will be used jointly by A.C.L. R.R. and E. I. du Pont de Nemours and Company. All trains and engines must move at yard speed, and must not exceed speed of 10 miles an hour for entire length of lead track to Classification Yard. Cars must be pulled (not pushed) in each direction. The old main line to Classification Yard must not be used for meeting or passing trains.

Wadesboro Yard (which includes all territory within yard limits) will be used jointly by A.C.L. R.R. and W.S.S.B. Ry. W.S.S.B. Ry. trains and engines will be governed by A.C.L. rules and special instructions while on joint tracks. Speed through switches must not exceed 10 miles an hour, and approaching S.A.L. R.R. interchange tracks, 6 miles an hour.

AUGUSTA & SUMMERVILLE RAILROAD COMPANY

All trains will be governed by the rules of the Augusta & Summerville R. R. while on the tracks of that Company, and will pass through the Georgia Railroad Yard under full control, expecting to find switches set

SPECIAL INSTRUCTIONS (continued)

against them or tracks occupied by other trains. The applicable Augusta and Summerville R. R. rules are:

1. Principal tracks of this Company are as follows:
 - (a) Reynolds Street, via Sixth Street to Central Junction crossing located near Gwinnett Street.
 - (b) Sixth Street, from junction near Calhoun Street to junction with Georgia Railroad track at Seventh Street.
 - (c) Twiggs Street, via Fenwick Street, to Eleventh Street.
 - (d) Sixth Street near Twiggs Street, to junction with Georgia Railroad track near Seventh Street.
2. Crews of all trains of all classes, yard engine movements, and light engines may move over these or other tracks of this Company as required without special permission; but must operate at yard speed which is defined as "a speed that will permit stopping within one-half the range of vision." In case of accident, the responsibility will rest with the approaching train or engine.
3. Crews of all trains and engines must move prepared to stop short of any switch not properly lined.
4. Crews of all trains, yard engine movements and light engines must familiarize themselves with schedules of passenger trains of all lines to and from Augusta Union Station, and avoid delaying any such train as far as practicable.
5. In the event any two or more train or engine movements conflict at any point on these tracks, the train or engine that can be cleared with the least delay must take steps promptly to do so.
6. The General Notice, General Rules and all operating and special rules and special instructions of each tenant line will govern where applicable and not in conflict with the rules and instructions of Augusta and Summerville Railroad Company. Attention is directed to standard Rule "F." Reports required thereby or otherwise should be made promptly to Georgia Railroad Trainmaster, Augusta. This office is authorized to issue special instructions.

CAUTION

Where this time table provides that certain regular trains will not protect against following extra trains, such extra trains must not enter designated limits except at yard speed.

Speed of locomotives must be reduced sufficiently to avoid hard couplings.

Diesel-electric engines must not be stopped over hot clinkers, lighted cases, or any other open flame lights or fires.

When train or engine is delayed, speed materially reduced, or switching is performed after entering approach circuits to highway or street crossings, or when moving on sidings with short track circuits over highway or street crossings, it must proceed to such crossing prepared to stop, unless it is known that the crossing signal devices are displaying "stop" indication sufficiently in advance to afford proper warning to traffic.

When accidents result in personal injury or property damage at crossings protected by flashing light or any automatic signals, crew must observe whether the signals are functioning.

Certain switch appliances are equipped with electric locks and automatic timing devices. When authorized to unlock one of these devices, remove the switch padlock and observe indicator on lock. If "unlocked" appears on indicator, the switch may be used at once. If "locked" appears, it indicates that safety timing device is operating which will require several minutes before indicating "unlocked." The hand operated levers may then be operated as instructed above. In case of failure of electric lock, notify control station. Except within C.T.C. or interlocking limits, electric locks do not afford signal protection for trains moving against the current of traffic.

Certain electrically locked switches are provided with a short releasing track circuit to provide immediate release of locks. Where used, engine or car must be within 25 to 100 feet of switch points on main track, to effect release.

Rail detector cars or similar self-propelled light weight equipment cannot be depended upon to actuate signals. Such cars must not pass over highway crossings protected by automatic flashing light signals until manual protection is provided, unless it is known that automatic protection is functioning as crossing is being entered. At railroad crossings where automatic interlocking is in use, such cars must come to a stop and must not proceed over the crossings until all instructions covering emergency use of such crossings, as prescribed by Rule 672, have been complied with. In addition, fuseses must be placed on both sides of the crossing on the conflicting line. These cars must not be operated testing over hot box detector field installations. Testing should be stopped at least 10 feet from the scanner.

All trains and engines have equal authority and must operate at yard speed north of "FC" interlocking limits, Florence Passenger Station, between Coit Street and first signal north of Church Street, Florence.

Member of crew will call operator "FC" to determine when train may leave yard.

PR&A trains must obtain permission from train dispatcher at Florence before occupying Charleston-Savannah main tracks at Yemassee or M&A main track at Robbins.

C&S trains using PR&A tracks at Yemassee and M&A trains using PR&A tracks at Robbins must obtain permission from train dispatcher at Augusta before occupying main line.

Lane: Trains enroute to or from Central R. R. will not exceed speed of 20 miles an hour passing station.

Charleston: Trains will not exceed speed of 30 miles an hour when passing passenger station. Crews will maintain proper lookout for passengers and mail trucks on or near tracks, and sound proper bell and whistle signals.

Hardeeville: Hand throw type switch with pipe connected derail on warehouse track and Southern Rwy. extension track are not in interlocking limits, but must be in normal position for interlocking signals to display any proceed indication to or from pass track or to and from Southern Railway main line.

Savannah: Movements on Savannah Joint Passenger Station tracks will be made at restricted speed.

To use Derst's Bakery track, MP 494.1, obtain permission from operator at North Tower, stop just clear of switch points, remove lock and wait two minutes, after which switch may be operated by hand. Emergency release instructions are posted in telephone booth. To move from this track, if switch is set for main track, stop clear of derail, call operator for authority and then operate switch as outlined above.

Sumter: All trains and engines have equal authority and must operate at yard speed between Sumter Street and Magnolia Street. Mechanical device for delivering train orders at passenger station will not clear man on side of car when in operating position. Normal position of switch leading from Central Railroad to freight yard near Fulton Street, will be set to freight yard. Central Railroad trains must stop clear of Florence-Augusta main track and must not change switch unless that track is clear and no train approaching.

Normal position of switch connecting M&A main track with PR&A main track at Robbins is set for M&A main track. Operator, when on duty, will handle this switch for PR&A trains. M&A southbound trains must not foul PR&A main track without permission from the Operator, when on duty, or from Train Dispatcher at Augusta when operator not on duty. M&A northbound trains must not pass over this switch without a proceed signal from the operator, when on duty, and in the absence of such signal must stop clear of north end of pass track.

Simultaneous operation of opposing trains and engines between Darlington and Floyd is prohibited. Train Dispatchers will arrange to so protect.

Simultaneous operation of opposing trains and engines between Darlington and Mont Clare is prohibited. Train Dispatchers will arrange to so protect.

Simultaneous operation of opposing trains and engines between Florence and Palmetto is prohibited. Train Dispatchers will arrange to so protect. Engines using C. & D. main track within yard limits at Florence must obtain train orders to do so.

Darlington: Normal position of stem of wye switch is set for south leg wye.

All trains and engines have equal authority and will operate at yard speed on St. Andrews Branch, Meggetts Branch, Sims Extension, between Stokes and Canadys, and between Holly Hill and Giant, being governed by Rule 93.

All southbound or westbound trains will reduce speed to 30 miles an hour over No. 20 main line switch located approximately 750 feet north of Mile Post K459 (East Boundary).

All trains will operate at yard speed between Central of Georgia Railroad crossing and main line switch to ladder track at south or west end of Port Royal yard, Augusta, expecting to find main line occupied.

All first class trains have equal authority between East Boundary and Central of Georgia Railroad crossing, Augusta.

All westbound trains must stop at clear post, west end of two tracks, Laurens, and see that the track is clear before proceeding.

Trains or light engines moving between Laurens and Irby without train orders or scheduled rights will, when possible, procure line-up from operator at Irby and be governed accordingly; and in the absence of such line-up, will protect with flag between Laurens and west end of two tracks, being prepared to stop immediately should the necessity arise.

RAILROAD CROSSINGS

Trains and engines must stop not less than 50 feet from unprotected railroad crossings. If the way is clear, they may then proceed.

Automatic Interlocking: Automatic Interlockings protecting railroad crossings at following points are provided with "time-out" devices, designed to release the crossing for use by trains on conflicting route if crossing is not used promptly after route is established, and, where shown, are pro-

SPECIAL INSTRUCTIONS (continued)

vided with indicator lights which show whether signals on conflicting route are displaying "stop" indication:

LOCATION	TIME-OUT DEVICES	INDICATOR LIGHTS
Augusta (11th St.)	(GaRR) Westbound only	Yes
Charleston (Town Creek)	(SAL) Yes	No
Cheraw	(SAL) Yes	No
Foxville	(SOU) Southbound only	Yes

If train or engine approaching such crossings is delayed in the block, or if speed is less than 10 miles an hour, it must approach home signal at crossing at restricted speed. If home signal has changed its indication from "proceed" to "stop" during the delayed approach, movement of train or engine onto the short releasing track circuit (designated by signs) should clear home signal, provided there is no conflicting movement. If signal does not clear promptly, be governed by Rule 672.

Automatic interlockings at following points are not provided with "time-out" devices or indicator lights. Rule 672 governs:

Coosaw	(SAL)
Denmark	(SOU)
Meggetts	(SAL)
Spartanburg	(PN)

Engines and cars should be left clear of designated points to avoid delay to trains on conflicting route, and must not be left within home signal limits.

Northbound trains switching cotton mill track or C&L spur, Cheraw, must leave train south of relay case, located 1200 feet north of north wye switch.

Southbound trains switching between southbound distant signal and southbound home signal at Southern Railway crossing, Denmark, must throw immediately either switch between these signals, or use switch key in nearest box. Southbound trains switching between northbound home signal and station, if entire train cannot clear this signal, must cut off north of switch to Southern connection track, and use switch key in box at that point. Before return movement is made, northbound starting point for highway crossing signals must be cleared. Northbound trains switching between southbound home signal at SAL crossing and northbound home signal at Southern crossing must throw switch at north end of house track, or north end of old pass track, or use switch key in box near these switches.

Interlocking rules govern within home signal limits. All movements over crossing must, in so far as possible, be made on signal indication.

Remotely Controlled Interlockings:—Interlocking protecting S.A.L. crossing at Fairfax is remotely controlled. If home signal indicates 'stop' and cause is not apparent, member of crew will inform control station of desired movement by operating key-operated controller. If signal does not indicate 'proceed' within one minute, a member of crew will communicate with Train Dispatcher and be governed by instructions. If communication with Train Dispatcher cannot be established, the provisions of Rule 672 will apply.

Interlocking protecting S.A.L. Crossing at Alabama Junction is remotely controlled. If home signal indicates "Stop" and cause is not apparent, member of crew will communicate with control station and be governed by instructions. If communication with control station cannot be established, the provisions of Rule 672 will apply.

Crossings Protected by Approach-Locked Derails and Signals:—Where signals are set normally clear for A.C.L. movements, and a train or engine is stopped by a "stop" signal, and there is no evidence of a conflicting movement being made, member of crew must call Train Dispatcher.

Where signals are set normally against A.C.L. trains and engines, stop clear of derails, open instrument case and push button. If indicator shows no train or engine is approaching on conflicting route, the ground lever may be unlocked and derails removed to permit movement over crossing. If indicator does not function, and no conflicting movement is evident, operate time release by turning knob to right as far as possible and release the knob. When the time interval has expired, the indicator should appear for 20 seconds, and the device must be operated during that interval. If this is not done, the release must be operated again. If the indicator shows a conflicting movement is being made, the device cannot be operated until the crossing is cleared. After the crossing movement has been completed and train, or engine and cars, has cleared derails, restore lever to normal position, insert and lock switch lock.

Southern Railway crossing at Mead's is protected by approach-locked derails, signals normally clear for ACL movements.

SAL RR crossings at Charleston (NCT Company) at Filbin Creek and Oakdene pass track, at Charleston (Navy Yard spur, Royster leads, Etiwan lead and North State lead), and at Dupont are protected by approach-locked derails, normally set against ACL movements. ACL crews must operate these derails, and they must be restored to normal position after crossing has been cleared.

Cabin-door Interlocking:—If a train or engine is stopped by home signal at cabin-door interlocking protecting railroad crossing, a member of the crew must ascertain, where derails are used, that they are set for the safe movement of his train or engine, that the signals on the conflicting route are set in "stop" position, and that no one is in the tower. The movement may then be made at restricted speed.

Crossings at points listed below are protected by cabin-door interlockings:

LOCATION	CROSSING LINE	SIGNALS NORMALLY SET CLEAR FOR
Darlington (C&D)	SAL	ACL
Darlington (Branch)	SAL	ACL
Florence	SAL	ACL

Crossings Protected by Gates Operated by Crews:—Where gates are set normally clear for A.C.L., trains and engines must approach crossing expecting to find gates displaying "stop" indication, prepared to stop short of crossing, and may proceed if crossing is seen to be clear and gates are set against conflicting route. Maximum speed at such crossings, 20 miles an hour unless otherwise specified.

Unless otherwise specified, speed restrictions at railroad crossings apply only until engine covers crossing.

Crossing at point listed below is protected by hand operated gates:

LOCATION	CROSSING LINE	GATES NORMALLY SET CLEAR FOR
Laurens	CN&L	ACL

LOCATION	JUNCTIONS LINED FOR
Lane.....	Savannah—Florence line
Johns Island.....	Savannah—Florence line
Ravenel.....	Savannah—Florence line
Green Pond.....	Savannah—Florence line
Stokes.....	Green Pond—Ehrhardt line
Sumter.....	Augusta—Florence line
Creston.....	Augusta—Florence line
Donora.....	Augusta—Florence line
Robbins.....	Augusta—Florence line
Andrews.....	Columbia—Sumter line
Floyd.....	Florence—Wadesboro line
Darlington.....	Florence—Wadesboro line
McCormick.....	Augusta—Spartanburg line
Laurens.....	Augusta—Spartanburg line

DRAWBRIDGES

Following drawbridges are straight-railed, bolted up, and will be opened only on advance notice. When necessary to open, the Superintendent, Chief Dispatcher and Roadmaster will be notified. The Chief Dispatcher will notify all trains concerned by train order. The Roadmaster will have the drawbridge opened under flag protection and closed immediately, straight-railed and bolted up, notifying the Superintendent and Chief Dispatcher when closure is completed. Speed restriction applies over drawspan unless otherwise indicated.

	Maximum Speed Miles an Hour
Santee River, Etta. Including trestles between Etta and Santee Bluff.....	40
Ashepool River, Ashepool.....	Time Table Speed
Rantowles Creek, Johns Island.....	Time Table Speed
Santee River, Remini. Including approach trestles.....	20
(30 miles an hour after rear of train clears drawspan).	
Waterree River, Malta.....	Time Table Speed

The following drawbridges may be opened at any time. Where the drawbridge is protected with interlocking signals, the speed restriction applies between home signals unless otherwise indicated. Where there are no interlocking signals, the speed restriction applies over the drawspan.

	Maximum Speed Miles an Hour
<i>Protected with Interlocking Signals</i>	
Santee Canal, Moncks Corner.....	50
Ashley River, Drayton Hall.....	50
Savannah River, Chatham. Including trestles and fill between Sand Island and Chatham.....	30
Savannah River, Augusta.....	20

Not Protected with Interlocking Signals
Trains and engines must stop within 300 feet of drawspan at these bridges. If the way is clear, they may then proceed.

	Maximum Speed Miles an Hour
Whale Branch, Seabrook.....	6

SPECIAL INSTRUCTIONS (continued)

SPEED LIMITS

Maximum speed permitted, except where otherwise specified, is as follows:

Between Florence and Savannah:

Regular sections of Trains 1-2, 90 miles an hour, other passenger trains, 80 miles an hour between Florence and Central Junction.

All passenger trains 79 miles an hour between Central Junction and Savannah. Southbound passenger trains on West or Southward Track, 79 miles an hour between Savannah and DA; Northbound passenger trains on East or Northward track, 70 miles an hour between DA and Savannah.

Following Diesel Units must not be operated in excess of speeds shown:
 324B-335B, 850-893, inclusive.....83 miles an hour
 900-914, 1000-1003, 2000-2003, 3000-3003, inclusive.....70 miles an hour
 100-274, 300-323, 324A-335A, 336-429, inclusive.....65 miles an hour

Piggyback trains handling unrestricted traffic, 65 miles an hour. Express trains, 60 miles an hour.

Through freight trains and local freight trains, 60 miles an hour when handling unrestricted traffic, 50 miles an hour when handling restricted traffic; work trains and trains handling loaded high side coal cars, 50 miles an hour.

Between Florence and DA, where automatic highway and street crossing signals and/or automatic gates are in service, trains and engines may operate over such crossings at maximum authorized speed on either main track in either direction.

Speed permitted on other segments of line:

	Miles an Hour		
	Passenger trains	Through and local freight trains	Work trains
BETWEEN:			
Florence and Augusta.....	59	49	45
Spartanburg and Augusta.....	49	49	40
Robbins and Allendale.....	49	49	40
Allendale and Yemassee.....	40	40	40
Laurens and Greenville.....	35	35	30
McCormick and Anderson.....	30	30	25
Yemassee and Port Royal.....	35	35	25
Sumter and Columbia.....	59	49	40
Sims and Fort Jackson.....	20	20	20
Florence and Wadesboro.....	35	30	30
Darlington and Mont Clare.....	25	25	25
Creston and Giant.....	30	25	25
Hartsville and Floyd.....	30	30	30
Lane and Sumter.....	35	35	30
Green Pond and Ehrhardt.....	25	25	25
Stokes and Canadys.....	25	25	25
Ravenel and Meggetts.....	-	20	20
Meggetts and Magwood.....	-	15	15
Johns Island and Croghan.....	-	20	20

Interlockings:

	Miles an Hour
Alabama Junction	50
Central Junction (over C. of Ga. Rwy).....	50
Charleston (through crossover)	15
Darlington—C. & D.	20
Darlington—Mont Clare Branch (Northbound)	20
Denmark—(automatic)—Sou. Ry.	20
Denmark—S.A.L. R.R.	20
Florence "FC"	15
Hardeeville (to and from Southern Ry.)	20
Meggetts—(automatic)	20
North Tower	30
Cheraw (automatic) S.A.L.R.R.	20
SY (west track between Charleston and SY).....	30
SY (east track between Charleston and SY).....	20
SY (to and from Ashley Junction)	15
Town Creek (automatic)—S.A.L. R.R.	20
Yemassee—Port Royal-Augusta Main Track.....	20

PR&A trains must approach home signals at Yemassee Interlocking prepared to stop.

Switch from Savannah-Port Royal leg of wye to run around track is protected by electric lock, pipe-connected derail and dwarf signals. For movements from wye to run-around track, secure permission from operator. For movements from run-around track to wye, not necessary to secure permission from operator; member of crew will remove padlock and when indicator reads "unlocked", switch may be reversed.

Wreckers and Locomotive Cranes:

Wreckers and bridge department locomotive cranes are separated into classes as shown below:

Class 1—250 ton wreckers Nos. 65358, 65369 and 65370.

Class 2—160 ton wreckers Nos. 65301, 65302; 150 ton wrecker No. 65255.

Class 3—150 ton wreckers Nos. 65229, 65248; 120 ton wrecker No. 65417 and 100 ton wrecker No. 65388.

Class 4—75 ton wreckers Nos. 65155 and 65454.

Class 5—Bridge department locomotive cranes Nos. 65332, 65414, 65445 and 65455.

These machines must be handled near head end of train.

Class 1 and 2 wreckers must be separated from engines by at least one car of not more than 180,000 lbs. gross weight.

Speed over bridges not listed in table will be governed by speed allowed over lines on which bridges are located.

LINES	Miles an Hour				
	Class 1	Class 2	Class 3	Class 4	Class 5
Florence to Savannah	40	40	40	40	25
Florence to Augusta	35	35	35	35	25
Robbins to Whale Branch.....	20	20	25	25	20
Whale Branch to Port Royal	Barred	20	25	25	20
Augusta to Coronaco	30	30	30	30	20
Coronaco to Maddens	20	20	25	25	20
Maddens to Spartanburg	30	30	30	30	20
McCormick to Latimer	20	20	25	25	20
Latimer to Anderson.....	Barred	Barred	10	20	10
Laurens to Greenville	20	20	25	25	20
Florence to Wadesboro Jct.	25	25	25	25	25
Floyd to Hartsville	25	25	25	25	25
Sumter to Columbia	30	30	30	30	25
Sims to Fort Jackson.....	10	10	10	10	10
Darlington to Mont Clare	15	15	20	20	20
Creston to Giant	15	15	20	20	20
Sumter to Lane.....	25	25	25	25	25
Ashley River Extension	15	15	15	15	15
Johns Island to Croghan	15	15	15	15	15
North Charleston Terminal Company lead to end of A.C.L. ownership	15	15	15	15	15
Stokes to Canadys.....	15	15	25	25	25
Ravenel to Magwood	15	15	15	15	15
Green Pond to Ehrhardt	15	15	25	25	25

BRIDGES

Santee River, Etta	30	30	40	40	25
Sand Island to Chatham ...	20	20	25	30	25
Santee River, Remini	6	6	10	10	10
Whale Branch, Seabrook	Barred	6	6	6	6
Lower Savannah River, Augusta	10	10	20	20	10
Augusta Factory Raceway, Augusta	10	10	20	20	10
Saluda River, Coronaco	10	10	20	20	10
Burnt Mill Hwy. U'pass, Laurens	10	10	20	20	10
S. Tyger River, Switzer	10	10	20	20	10
N. Tyger River, Moore	10	10	20	20	10

Speed of class 1 and class 2 wreckers applies to both steel bridge and approaches at Remini.

SPECIAL INSTRUCTIONS (continued)

Miscellaneous speed restrictions:

Switch engines numbered 10 to 59 and 600 to 720, inclusive, 60 miles an hour when used in service, 50 miles an hour when handled in tow. Switch engines in tow must be handled near head end of train.

Passenger trains handling piggyback cars, loaded or empty, with or without caboose, will not exceed speed of 70 miles an hour, and will observe authorized passenger train speed where such speed is below 70 miles an hour. When handling other unrestricted freight equipment, will not exceed speed of 60 miles an hour, and will observe authorized passenger train speed where such speed is below 60 miles an hour.

Train handling air dump cars, 45 miles an hour. When loaded these cars must be handled in local freight trains if practicable.

Trains handling wood chip cars, loaded or empty, 45 miles an hour.

Trains handling Jordan ditcher, 40 miles an hour. These machines must be handled near head end of train.

Trains handling scale test car, 25 miles an hour. Car must be handled next ahead of caboose.

Trains handling pile driving machines, 20 miles an hour. These machines must be handled near head end of train.

Diesel units 1000 to 1003, 2000 to 2003, and 3000 to 3003, inclusive, must not exceed speed indicated below:

MILE POST	LOCATION	MAXIMUM SPEED MILES AN HOUR
479.3	Savannah River truss spans (Drawbridge), Chatham	25
K-460.5	Augusta Factory Raceway, Augusta	15
K-462.0	Sibley Mill Flume, Augusta	35
K-537.0	Saluda River, Coronaco	30
K-552.7	Burnt Mill Hwy, underpass, Laurens	30
K-581.2	South Tyger River, Switzer	30
K-584.5	North Tyger River, Moore	30

These locomotives must not exceed speed indicated below through turnouts and crossovers:

Hand-operated and spring switches.....	7 miles an hour
Power-operated switches equipped with switch indicator lights	7 miles an hour
Power-operated switches, Florence Passenger Yard	7 miles an hour
Other power-operated switches where signal indication authorizes less than Medium Speed	15 miles an hour

Southern Railway EMD SD-24 locomotives Nos. 2502 to 2524, 6305 to 6325 and 6950 to 6953, inclusive, may be operated with not more than 6 units coupled between Hardeeville and DA, restricted to 10 miles an hour through truss spans over Savannah River near Hardeeville, M.P. 478.9. These locomotives must not be operated elsewhere on Charleston Division without specific approval of the Chief Engineer.

On two or more tracks, where automatic block signals govern only the movement of trains running with the current of traffic, passenger trains running against the current of traffic must not exceed speed of 59 miles an hour and freight trains running against the current of traffic must not exceed speed of 49 miles an hour. All trains running against the current of traffic must approach interlockings at restricted speed, being governed by signal aspects displayed.

When one of two or more tracks, provided with automatic block signals for operation with the current of traffic, is operated as single track, passenger trains must not exceed speed of 59 miles an hour and freight trains must not exceed speed of 49 miles an hour. All trains running against the normal current of traffic must approach interlockings at restricted speed, being governed by signal aspects displayed.

Trains or engines entering or leaving main track switches, 20 miles an hour, unless otherwise provided.

Speed of trains trailing through spring switches, 30 miles an hour, unless otherwise provided.

Local speed restrictions and municipal ordinances:

Allendale: 6 miles an hour between the western boundary of Memorial Ave., and east end of cotton platform, and 20 miles an hour elsewhere.

Anderson: Movements over street crossings must be flagged unless protected by automatic signals.

Augusta: 10 miles an hour over street crossings not protected by automatic crossing signals, and movements over these crossings must be flagged. 20 miles an hour over street crossings protected by automatic crossing signals. EXCEPTION: Westbound trains 12 miles an hour over Marbury (Twelfth) Street.

Brunson: 30 miles an hour from second road crossing east through second crossing west of old depot site.

Charleston: GP-7 Class diesel engines, 30 miles an hour over Ashley River Extension and North Charleston Terminal Company lead. Movements over Columbus Street crossing must be flagged. 20 miles an hour over Dorchester Road Crossing. Movements over Meeting Street at Magnolia must be flagged.

Cheraw: Switching moves over Front Street crossing, between freight station and Wannamaker Oil Company, must be flagged.

Columbia: 10 miles an hour over street crossings within City limits. Movements over Gervais Street where not protected by flashing lights must be flagged at least 10 feet and not more than 20 feet ahead. Movements over street crossings in industrial area in vicinity of the stadium must be flagged. Movements over Whaley Street crossing must be flagged.

Darlington: Movements over Main Street must be flagged.

Elloree: 25 miles an hour.

Fairfax: 20 miles an hour.

Florence: Movements over Dargan and Irby Streets must be at slow speed. Yard engines must flag over these crossings. See "Caution."

Fountain Inn: 10 miles an hour over Fairview Street crossing, and 20 miles an hour elsewhere. Unlawful to block any street crossing more than five minutes.

Garden City: Trains, engines or cars must not obstruct any street, highway, or lane more than 10 minutes.

Greenville: 4 miles an hour over East Washington Street.

Greenwood: 10 miles an hour from the S.A.L. undergrade crossing to Court House Street and 15 miles an hour over other street crossings in Greenwood. Movements over street crossings between Grace Street and Edgefield Avenue, both inclusive, must be flagged. Engine bell must be rung or air whistle used passing over street crossings.

Hartsville: Movements over Railroad Avenue, Third Street-Coker Avenue, Fourth Street, Fifth Street, Sixth Street, Seventh Street-Marlboro Avenue, Bell Avenue and Home Avenue, must be preceded at least 50 feet by a flagman with red flag by day and red light by night displayed conspicuously in the center of the crossings. Crossings in vicinity of Sonoco Products Company, including walkway at clock house, must be protected by a flagman; and cars must not be left standing nearer than 30 feet and under no circumstances must movements of cars and engines be stopped nearer than 30 feet on either side of Second Street crossing, near main entrance to this plant. Whistle signal Rule 14 (1) is prohibited within city limits except when necessary to prevent accident.

Kingstree: Street crossings, 50 miles an hour, 8:00 a.m. to 7:00 p.m.

Lake City: Between Thomas and Dansing Streets, 50 miles an hour, 7:00 a.m. to 9:00 p.m.

Laurens: Flag Hampton, Sitgreaves, Chestnut, South Harper, East Main and Fleming street crossings—Westbound movements flag Green Street crossing. Ring engine bell approaching and over crossings. Crossings protected by automatic signals need not be flagged.

Lynchburg: 50 miles an hour between State Highway 341 and south end of station.

McCormick: 15 miles an hour. First, second and third street crossings west of depot must be flagged.

Moncks Corner: Nos. 75 and 76, 50 miles an hour daily except Sunday, exchange U. S. Mail.

Orangeburg: 15 miles an hour, between Rowe and Broughton Streets. Rowe Street crossing must be flagged between 7:00 a.m. and 6:00 p.m., until engine covers crossing. Southbound trains, other than No. 55, must not foul Broughton Street while standing at passenger station. Switch movements over street and highway crossings must be flagged. See Rule 103.

Pinewood: 40 miles an hour.

Plum Branch: 30 miles an hour within one-quarter mile of old depot site.

SPECIAL INSTRUCTIONS (continued)

St. Stephen: 60 miles an hour, 7:00 a.m. to 10:00 p.m., between first crossing south of station and second crossing north of station. No. 76, 50 miles an hour daily except Sunday, to exchange U. S. Mail.

Savannah: 10 miles an hour between Montgomery Street and East Broad Street inclusive, when moving with current of traffic; when moving against current of traffic, all street crossings must be flagged. Movements over crossings at Montgomery Street, Bull Street and Victory Drive must be made with caution, and if traffic control lights are not operating, engines moving with current of traffic must stop and flag over these crossings. Movements over crossings at Wheaton Street, President Street, wharf lead, and Anderson Street, Liberty Street lead, must be flagged.

Simpsonville: 10 miles an hour over first road crossing west of depot.

Sims: 15 miles an hour between home signals, which applies to lead engine or car.

Spartanburg: Crossings within the City limits of Spartanburg, not protected by automatic signals must be flagged. Maximum speed, 35 miles an hour.

Sumter: Switching movements over both lanes, State Highway 76, via Addlestone Spur, must be flagged.

Timmons ville: 40 miles an hour. Movements over State Highway 76 must be flagged.

Varnville: 30 miles an hour.

Wadesboro: Movements over street crossings at north and south ends of freight station must be flagged. See "Joint Tracks."

Walterboro: 10 miles an hour approaching Jeffries Blvd., main highway crossing south of depot.

Woodruff: 20 miles an hour. Flag West Georgia and West Hayne Streets, also North Main Street (industry track). Flag street crossings during switching operations. Unlawful to blow whistle (horn) except in emergency or to signal crews. Bell must be rung continuously while in motion. Street crossings must not be blocked more than 5 minutes.

YARD LIMITS

Yard limits at following points are indicated by signs marked "YARD LIMIT":

Florence, Charleston, Yemassee, Savannah (including Central Junction to DA), Sumter, Creston, Orangeburg-Edistone, Donora, Robbins, Sims, Columbia-Andrews, Holly Hill, Darlington, Floyd, Cheraw, Wadesboro-Wadesboro Junction, Hartsville, Port Royal, Fairfax, Allendale, Augusta, McCormick, Maxwell-Greenwood, Irby-Laurens, Spartanburg, Anderson and Greenville.

Port Royal yard limits extends to Ealeys Trestle west of Beaufort.

The yard limits at Irby and Laurens extend from east limit board at Irby to west limit board west of Watt's Mill, and to Doubling on Greenville Branch, and is ONE YARD.

STANDARD CLOCKS

Florence ("FC" Office and crew clerk's office), Bennett, Ehrhardt, Yemassee, Hardeeville, Central Junction, Savannah, Southover, Sumter (yard office), Columbia, Port Royal, Augusta (dispatcher's office, yard office, Union Station and Board Room, Shop), and Spartanburg (yard office).

REGISTER STATIONS

Trains will reduce speed and conductors will hand register slip, Form 329½ properly filled out, to operator at register points at which trains do not stop.

Florence ("FC" office, for passenger trains), Florence (crew clerk's office, for freight trains), Bennett, Savannah (for passenger trains), Southover (for freight trains), Sumter (for trains originating and terminating), Green Pond for No. 584, Ehrhardt (for branch line trains), Hardeeville (for Southern Railway trains), Central Junction (for Southern Railway freight trains), Robbins, Columbia, Hartsville, Nix for No. 545, Wadesboro, Port Royal, Yemassee (for Augusta-Port Royal line trains), East Boundary, Augusta Union Station, McCormick for trains 521 and 522 only, Irby, Spartanburg, Anderson and Greenville. Greenville Branch trains will register at Irby.

No. 536 and No. 548 at Sumter and all trains arriving Columbia, will leave Form 329½ for the operator in care of the yard office.

BULLETIN BOOKS

Bulletin books are located at the following points:

Florence ("FC" office, crew clerk's office and shop), Bennett, Ehrhardt, Hardeeville (for Southern Railway trains), Central Junction, Savannah, Southover, Sumter (yard office), East Boundary, Augusta

Union Station, Columbia, Wadesboro, Port Royal, Yemassee (for Augusta-Port Royal line trains), Augusta Shops, McCormick, Irby, Spartanburg, Anderson and Greenville.

LEAVING TERMINALS

Trains must not leave the following points without Clearance Form A:

Yemassee (for PR&A line trains), Robbins (when Operator is on duty), Irby.

Northbound Passenger trains will leave Augusta Union Station without Clearance Form A and will secure Clearance Form A at East Boundary. M&A trains will secure M&A Clearance Form A in addition to PR&A Clearance Form A, at East Boundary.

All trains must obtain Clearance Form A before leaving Sumter. No. 536 may leave Giant without Clearance Form A.

No. 549 may leave Hartsville without Clearance Form A.

No. 584 may leave Ehrhardt, Saturdays only, without Clearance Form A.

No. 585 may leave Green Pond without Clearance Form A.

No. 521 may leave McCormick without Clearance Form A.

No. 522 may leave Anderson without Clearance Form A.

No. 524 may leave Greenville without Clearance Form A.

No. 595 may leave Port Royal without Clearance Form A.

SIGNAL STOPS

No. 1 at Yemassee to discharge revenue passengers from Richmond and beyond.

No. 2 at Yemassee to receive revenue passengers for Richmond and beyond.

Nos. 50, 51, 54 and 55 will stop at Beech Island and Kathwood for passengers to or from points north of Robbins.

No. 51 at Cordova daily except Sunday to receive or discharge U. S. Mail or Parcel Post on signal from Postmaster or Mail Clerk.

No. 54 at Cope, Lone Star, Remini and Cordova, daily, to receive and discharge U. S. mail and parcel post.

No. 55 at Lone Star, Cordova and Cope daily, to receive and discharge U. S. mail.

No. 75 at Ridgeland daily except Sunday to exchange U. S. Mail.

No. 75 at Lake City, St. Stephen, Moncks Corner to discharge revenue passengers from Richmond and stations north thereof and at Green Pond to receive passengers for Savannah and beyond.

The flag stops for train No. 76 at Moncks Corner, St. Stephen and Lake City and Nos. 75 and 76 at Ridgeland are for revenue passengers only.

No. 76 at Lake City, St. Stephen, Moncks Corner and No. 75 at Ridgeland daily except Saturday and Sunday for express.

No. 76 at Hardeeville, Ravenel, Lane and No. 75 at Johns Island and Green Pond whenever there is express to load or unload.

The flag stops for Trains 375 and 376 at Ravenel, Jacksonboro, White Hall and Hardeeville; No. 375 at Lane, St. Stephen and Moncks Corner, and No. 376 at Green Pond are for revenue passengers only.

Nos. 375 and 376 will stop on flag at Salters to receive or discharge revenue passengers.

No. 376 at Hardeeville Sundays and Mondays only to receive U. S. Mail.

Local freight trains will stop on flag at all stations. Private sidings are flag stations for all trains performing local freight work.

PASSENGER TRAIN CONNECTIONS

Florence: No. 51 wait 2 hours for No. 77. No. 55 wait 1 hour for No. 375. No. 375 wait 30 minutes for No. 55 and 20 minutes for No. 50.

Augusta: No. 50 wait 25 minutes for Georgia R. R. No. 2 when passengers reported. No. 54 wait 3 hours for Georgia R. R. No. 4.

NOTICE

Attention is specifically directed to the "Hours of Service" law, effective March 4, 1908, excerpts from which are as follows:

"Sec. 2. That it shall be unlawful for any common carrier, its officers or agents . . . to require or permit any employe subject to this Act to be or remain on duty for a longer period than sixteen consecutive hours; and whenever any such employe . . . shall have been continuously on duty for sixteen hours he shall be relieved and not required or

SPECIAL INSTRUCTIONS (continued)

permitted again to go on duty until he has had at least ten consecutive hours off duty; and no such employe who has been on duty sixteen hours in the aggregate in any twenty-four hour period shall be required or permitted to continue or again go on duty without having had at least eight consecutive hours off duty; Provided, that no operator, train dispatcher, or other employe who by the use of the 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 hours in any twenty-four hour period in all towers, offices, places and stations continuously operated night and day, nor for a longer period than thirteen hours in all towers, offices, places and stations operated only during the daytime, except in cases of emergency, when the employes named in this proviso may be permitted to be and remain on duty for four additional hours in a twenty-four hour period on not exceeding three days, in any week: Provided, further, The Interstate Commerce Commission may after full hearing in a particular case and for cause shown extend the period within which a common carrier shall comply with the provisions of this proviso as to such case."

"Sec. 3 . . . 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 the delay was the result of a cause not known to the carrier or its officer or agent in charge of such employe at the time said employe 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 and relief trains."

ABBREVIATIONS

L.—leave;
 A.—arrive;
 s.—regular stop;
 f.—flag stop to receive or discharge passengers;
 T.—train order office;
 P.—pass track (siding);
 PN.—pass track, north;
 PS.—pass track, south;
 CP.—center pass track;
 X.—railroad crossing;
 Y.—wye track.

LOCAL SURGEONS

Augusta, Ga.....	Dr. T. L. Clary, Jr.	Greenville, S. C.....	Dr. J. L. Anderson, Jr.
Augusta, Ga.....	Dr. C. G. Henry	Greenville, S. C.....	Dr. L. H. Taylor, Jr.
Augusta, Ga.....	Dr. Jack B. Lindley	Greenwood, S. C.....	Dr. J. D. Harrison, Jr.
Allendale, S. C.....	Dr. H. L. Laffitte	Hampton, S. C.....	Dr. J. A. Hayne
Anderson, S. C.....	Drs. J. R. and C. H. Young	Hardeeville, S. C.	Dr. T. B. Carroll, Jr.
Barnwell, S. C.	Dr. H. W. Gibson	Hartsville, S. C.	Dr. W. L. Byerly
Beaufort, S. C.....	Dr. W. A. Black	Holly Hill, S. C.	Dr. Peter C. Gaillard
Charleston, S. C.	Dr. I. Rippon Wilson, Jr.	Hollywood (Drainage) S. C.	Dr. J. V. Denning
Charleston Heights, S. C.	Dr. David W. Baxley, Jr.	Kingstree, S. C.	Dr. T. S. Hemingway
Cheraw, S. C.	Dr. M. W. Hook	Lake City, S. C.	Dr. Dexter M. Evans, Jr.
Cheraw, S. C.	Dr. James Thraikill	Manning, S. C.	Dr. J. H. King
Columbia, S. C.	Dr. J. S. Dillard	Orangeburg, S. C.	Dr. Jas. C. Shecut
Columbia, S. C.	Dr. C. Tucker Weston	Orangeburg, S. C.	Dr. W. L. Heaner
Darlington, S. C.	Dr. M. J. Coleman	Pinewood, S. C.....	Dr. S. Perry Davis
Darlington, S. C.	Dr. C. E. Aimar	Ridgeland, S. C.	Dr. C. P. Ryan, Jr.
Denmark, S. C.	Dr. A. Wells Lowman	Savannah, Ga.	Dr. A. W. Coward
Eastover, S. C.	Dr. Isaac Hayne	Savannah, Ga.	Dr. Wm. H. Lippitt
Ehrhardt, S. C.	Dr. John F. McLaughlin	Spartanburg, S. C.....	Dr. Rembert O. Burgess
Elloree, S. C.	Dr. Robert E. Burnett	Spartanburg, S. C.....	Dr. Chas. B. Hanna
Elloree, S. C.	Dr. Robert E. Holman	Spartanburg, S. C.....	Dr. W. D. Hastings, Jr.
Florence, S. C.	Dr. C. H. Kingsbury	Sumter, S. C.	Dr. Ragsdale Hewitt
Florence, S. C.	Dr. E. M. Allen, Jr.	Sumter, S. C.	Dr. J. M. Rhame
Florence, S. C.	Dr. James Allen	Timmonsville, S. C.	Dr. D. O. Holman
Florence, S. C.	Dr. T. H. Houck	Wadesboro, N. C.	Dr. J. M. Covington, Jr.
Florence, S. C.	Dr. M. R. Mobley	Walterboro, S. C.	Dr. Reddick Ackerman, Jr.
Florence, S. C.	Dr. J. H. Stokes	Woodruff, S. C.....	Dr. B. J. Workman

AVOID DAMAGE SWITCH CUSTOMERS CARS CAREFULLY

JUDGING SPEED

Accurate judgment of coupling speed depends upon correct timing. An excellent way to get accurate timing without a watch is to count "one hundred and thirty-one, one hundred and thirty-two" and so on as the car passes a stationary point. With a little practice counting can be done at the rate of one a second.

Ability to closely estimate speed at time car strikes is extremely important because impact force builds up as the square of the speed. This means that impact delivered by a car coupled at 8 miles per hour is not four times that at 2 miles per hour, but 16 TIMES AS GREAT. Damage to freight or car can be avoided by always keeping coupling speed within the safe range — NOT OVER 4 MILES PER HOUR — A BRISK WALK.

IMPACT FORCE AT VARIOUS STRIKING SPEEDS

	Coupled Car at	Units of Destructive Force
Safe	1 mph	1
	2 "	4
	3 "	9
	4 "	16
Damaging	5 "	25
	6 "	36
	7 "	49
	8 "	64
	9 "	81
	10 "	100

SPEED CARD

To Find Coupling Speed of 40 Foot and 50 Foot Car

Sight vertical end of car body on a fixed point and note the number of seconds it takes car to pass. Speed in miles per hour is shown opposite.

Damage as a result of Rough Handling makes up a large part of the claim bill for Loss and Damage to Freight. From the Railroad standpoint it is the major item in the expense. We all know that Rough Handling can be reduced, often eliminated. It is hoped that this card will be helpful in your efforts to prevent Rough Handling.

Switch Crews must function as a team. Clear signals properly given are mighty important; talk it over — prevent Rough Handling — it can be done.

Sec- onds	40 Foot Car Miles Per Hour	50 Foot Car Miles Per Hour
1	28	35
2	14	17.5
3	9.3	11.6
4	7	8.7
5	5.6	7
6	4.7	5.9
7	4	5
8	3.5	4.4
9	3.1	3.9
10	2.8	3.5
11	2.5	3.1
12	2.3	2.9
13	2.15	2.7
14	2	2.5

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

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

