real promoter of these roads was the Savannah, Florida & Western Railway Company. The two lines were built simultaneously. The first shovel of dirt was thrown June 21, 1880, and the last spike was driven April 23, 1881, at the 27-mile-post from Jacksonville; it was a silver spike made in the S. F. & W. shops in Savannah. Actual operation of the line which was called "The Waycross Short Line", began on April 30, 1881. This furnished the Savannah, Florida & Western Railway a terminus at Jacksonville and enabled it to operate, via Waycross, the first through trains between Jacksonville and Savannah. These roads were operated under lease until March 10, 1884, when they were made a part of and operated as the Savannah, Florida & Western Railway, which was the most important link in the subsequent "Plant System".

**Speed Record**

*On February 28, 1901, the Plant System set a record that has never been equalled by Southern railroads. A train consisting of engine No. 111, one 60-foot vestibule postal car and one standard sleeper ran from Fleming, Ga., to Jacksonville, a distance of 148 miles, in 134 minutes. The fastest time on the run was from Screven, Ga., to the 74-mile siding, a distance of 4.8 miles, which was covered in exactly 2 minutes and 40 seconds, or at the rate of 108 miles an hour. The time between Jesup and Waycross, 40 miles, was 30 minutes; Waycross to Folkston, 34 miles, in 28 minutes; Waycross to Callahan, 55 miles, in 48 minutes; Waycross to Jacksonville, 75 miles, in 69 minutes. The train stopped for water at Jesup and Waycross; stopped at the S. A. L. crossing at Callahan; and slowed down twice, at the A. V. & W. and the J. & S. W. crossings between Callahan and Jacksonville.

This record was made under the observation of the U. S. Postal authorities in a series of tests by the Plant System and the Seaboard Air Line as to which could handle the Florida and Cuban mails with the greater dispatch. It was the last test of the series. Engineer Albert H. Lodge, in charge of engine No. 111, was instructed by the railroad officials to open the throttle wide. The engine was brand new from the factory and Engineer Lodge did as instructed; the train fairly flew over the track. Ever afterward the Plant System track between Savannah and Jacksonville was known among railroad men of the Southeast as the "Speedway". The old engine is still in service and is now known as A. C. L. No. 210.