

8

Safety



First

8

Florida East Coast Railway

W. R. KENAN, JR., AND S. M. LOFTIN, RECEIVERS

Southern Division

TIME-TABLE

No. 8

— Taking Effect —

Sunday, May 1, 1932

12.01 o'clock, a. m.

Eastern Standard Time

FOR THE GOVERNMENT OF EMPLOYEES ONLY
 Not intended for the information of the public, nor as
 an advertisement of the time of trains. The
 Railway reserves the right to vary
 therefrom as circumstances
 may require.

*Note Carefully Important Changes in Foot Notes and
 Special Rules*

CONSULT BULLETIN BOOKS DAILY

H. N. RODENBAUGH, Chief Operating and Traffic Officer
 A. A. JACKSON, Asst. to Chief Operating and Traffic Officer
 C. L. BEALS, General Superintendent
 P. L. GADDIS, Superintendent.

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Florida East Coast Railway

SPECIAL RULE

18. Employees, in their intercourse and relations with the public, must at all times be courteous, and the inquirer for information should have a patient hearing and a polite answer. Even if the inquiry should seem simple, insignificant, or unnecessary, it should receive courteous attention, and if circumstances or other pressing duties prevent full response at the time, that fact should be courteously stated and the inquirer politely requested to await a more favorable opportunity.

All information given to the public must be known to be accurate, especially in regard to sleeping car accommodations, time of connecting trains and similar matters which are of much importance to the traveler. Incorrect information invariably results in expense, disappointment and annoyance to the passenger, and frequently in loss to the Road, directly or indirectly.

When an employee is unable to give correct information, he should so advise the inquirer.

FOR THE GOVERNMENT EMPLOYEES ONLY
Not intended for the general public, not an advertisement for the sale of trains. The Railway is not responsible for any loss or damage to property.

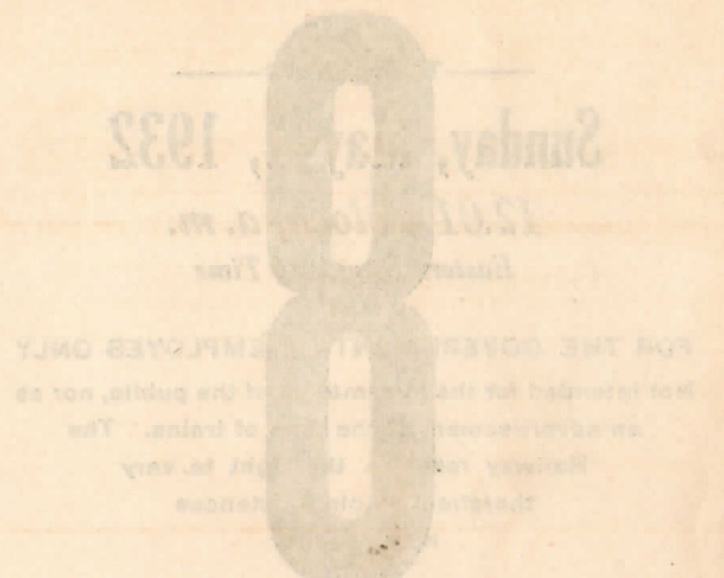
Not Carriage First Class Change to First Class and Special Rates

CONSULT BULLETIN BOOKS DAILY

M. N. RODENBACH, Chief Operating and Traffic Officer
A. A. JACKSON, Asst. to Chief Operating and Traffic Officer
C. L. HEAL, General Superintendent
E. J. GARDNER, Superintendent



Southern Division
TIME-TABLE
No. 8



The following is a list of the physicians and surgeons of the East Coast Hospital Association, which maintains a hospital at St. Augustine, and which will arrange through its physicians and surgeons when called upon for the attention to and care and treatment of employees of the Railway who may become sick or injured while in the discharge of their duties, and of passengers and other persons who may be injured by the operation of the Railway or while upon the Railway property, viz.:

- | | |
|--|--|
| DR. VERNON A. LOCKWOOD, Chief Surgeon, St. Augustine, Fla. | DR. ELBERT McLAURY, Local Surgeon, Hollywood, Fla. |
| DR. E. GORDON FLETCHER, Asst. Chief Surgeon, St. Augustine, Fla. | DR. A. H. WALKER, Local Surgeon, Hollywood, Fla. |
| DR. G. WALTER POTTER, Asst. to Chief Surgeon, St. Augustine, Fla. | DR. B. F. BUTLER, Local Surgeon, Ojus, Fla. |
| DR. C. C. GRACE, Eye, Ear, Nose and Throat Specialist, St. Augustine, Fla. | DR. R. N. BURCH, Asst. to Chief Surgeon, Buena Vista, Fla. |
| DR. WM. S. MANNING, Ear, Nose and Throat Specialist, Jacksonville, Fla. | DR. S. D. W. LIGHT, Asst. to Chief Surgeon, Miami, Fla. |
| DR. J. LEE KIRBY-SMITH, Dermatologist, Jacksonville, Fla. | DR. B. F. HODSDON, Eye and Ear Specialist, Miami, Fla. |
| DR. H. D. CLARK, Local Surgeon, Fort Pierce, Fla. | DR. H. A. LEAVITT, Local Surgeon, Miami, Fla. |
| DR. R. C. BOOTHE, Local Surgeon, Fort Pierce, Fla. | DR. THOMAS W. HUTSON, Local Surgeon, Miami, Fla. |
| DR. G. C. HARDIE, Local Surgeon, Fort Pierce, Fla. | DR. EDGAR PETERS, Local Surgeon, Miami, Fla. |
| DR. F. B. EURIT, Local Surgeon, Stuart, Fla. | DR. M. P. DeBOE, Eye, Ear, Nose and Throat Specialist, Miami, Fla. |
| DR. W. E. VanLANDINGHAM, Local Surgeon, West Palm Beach, Fla. | DR. L. H. O'QUINN, Local Surgeon, Hialeah, Fla. |
| DR. J. H. PITTMAN, Local Surgeon, West Palm Beach, Fla. | DR. M. FREEMAN, Local Surgeon, Perrine, Fla. |
| DR. N. M. WEEMS, Local Surgeon, Boynton, Fla. | DR. JOHN B. TOWER, Local Surgeon, Homestead, Fla. |
| DR. J. R. CASON, JR., Local Surgeon, Delray Beach, Fla. | DR. J. Y. PORTER, JR., Local Surgeon, Key West, Fla. |
| DR. J. A. STANFORD, Local Surgeon, Ft. Lauderdale, Fla. | DR. WM. R. WARREN, Local Surgeon, Key West, Fla. |
| DR. H. J. PEARY, Local Surgeon, Ft. Lauderdale, Fla. | DR. H. C. GALEY, Local Surgeon, Key West, Fla. |

U. S. Army Litters, to be used in caring for injured, are located at the following stations and must be properly cared for at all times, and returned to their respective stations immediately after being used:

- | | |
|--------------------------|---------------------|
| No. 7.....Fort Pierce. | No. 10.....Miami. |
| " 8.....West Palm Beach. | " 11.....Homestead. |
| " 9.....Fort Lauderdale. | " 12.....Key West. |

Stock Pens are located at:

- | | |
|------------------|-----------|
| Fort Pierce, | Yamato, |
| West Palm Beach, | Miami, |
| Boynton | Key West. |

Water Tanks are located at:

- | | | | |
|------------------|--------------|-------------|-----------|
| Fort Pierce, | Yamato, | Goulds, | Marathon, |
| Rio, | Dania, | Homestead, | Cudjoe, |
| Camden, | Buena Vista, | Glades, | Key West, |
| West Palm Beach, | Miami, | Islamorada, | Hialeah. |

LOCAL WATCH INSPECTORS:

- | | |
|------------------------------------|-------------------------------|
| J. H. THOMASON, Ft. Pierce, Fla. | BEN WILSON, Miami, Fla. |
| WATTS & SON, West Palm Beach, Fla. | FRANK JOHNSON, Key West, Fla. |

THIRD CLASS			SECOND CLASS			FIRST CLASS			TIME TABLE No. 8 May 1, 1932		FIRST CLASS		SECOND CLASS		THIRD CLASS			
									Passing Tracks Capacity 42 Ft. Cars	Other Tracks Capacity 42 Ft. Cars								
											STATIONS							
						Telegraph Calls			Distance from Little River									
						Telegraph Stations												
								X	0.0	*LITTLE RIVER 5.8								
									5.8	*RACE TRACK 2.7								
						YD	X	8.5	*HIALEAH 9.5		4025							
							X	18.0	*KENDAL		100	126						

M. P.		PLATFORMS AND SPURS.	Car Capacity. 42 Ft. Cars
0.5	Walking Lumber & Supply Co.		12
1.0	G. R. Sabin Company		7
1.0	N. W. 2nd Avenue		13
1.1	Harrison Construction Company		9
1.3	Miami Real Estate and Building Co.		7
1.7	Atlantic Refining Company		8
1.8	Radiant, Inc.		9
1.8	Standard Oil Company		7
1.8	Sinclair Refining Co.		89
2.1	Highway Construction Co.		5
3.1	Explosives Track		11
4.1	Phoenix Planing Mill Co.		83
5.5	Hialeah		—
14.8	Coral Gables Racing Association	Platform	60
16.4	Raleigh Granite Company		—

SPECIAL INSTRUCTIONS.

Double track extends from Little River to north side of Miami Canal bridge; from south side of Miami Canal bridge to north end of southward receiving yard, and north end of northward forwarding yard, Hialeah.

Trains may pass over drawbridge at Miami Canal, 7.39 M.P., without stopping, at a speed not to exceed four (4) miles per hour, PROVIDED all signals and indications are that bridge is closed and track clear.

All yard foremen and herders will be expected to see that a flagman precedes cars and light engines over all crossings in Miami and Buena Vista yards where not protected by crossing watchmen, and that the flagman is to remain stationed on crossings while cars or light engines are switched over same. This does not refer to light engines and cars handled by switch engines making straight run between Hialeah, Buena Vista and Miami, but all yard engines as well as light engines handled by herders will be expected to run with care between Hialeah, Buena Vista and Miami, sounding the required whistle signals at all crossings, and herders will be required to ride the back end of tank on light engines backing up.

Hand throw derail located on spur track used by John Scott and Carolina B. Church, on east side of main line at Buena Vista, and on north end of receiving and delivery tracks S. A. L. interchange, south end Hialeah yard.

Manually operated interlocking plant is located at grade crossing of the S. A. L. Ry. and F. E. C. Ry. at Mile Post LR 4.5, known as Iris.

Signal indications will be given as per book of Signal Rules, dated March 1, 1926, EXCEPT that lights in Distant Signals will be normally extinguished, and will show proper indication as train approaches.

The Home Signal will display two Red Lights in vertical position for STOP indication, and must not be passed in the stop position, under any circumstances, until clearance card or hand signal has been given by the operator.

When route is clear a green light over red in vertical position will be displayed in the HOME signal. This indication shows crossing is clear only, and does not indicate the condition of tracks beyond interlocking limits.

Interlocking plant is located at grade crossing of F. E. C. Ry. and S. A. L. Ry., Mile Post LR 11.8, on the Miami Belt Line, known as Oleander, automatic operation. All train and engine movements approaching this plant must not exceed a speed of 20 miles per hour and be prepared to stop in short distance.

A train or engine approaching the crossing will receive a proceed home signal indication as soon as it passes the distant signal unless an S. A. L. train is using the crossing or F. E. C. train is occupying the track beyond the opposing home signal.

If a train is occupying the S. A. L. track between their home and distant signals, a proceed signal indication can only be had by operating the hand release mounted in an iron box at the crossing and marked F. E. C. To operate the time release, turn the knob to the extreme right-hand position, release the knob and wait two minutes for it to return to its normal position, automatically placing S. A. L. signals at stop and allowing F. E. C. signals to indicate proceed.

When reverse movements are made through the plant, trainmen will be required to operate push button located on home signal to secure a proceed indication.

Interchange switch located between the home signals on F. E. C. track will be hand thrown with pipe connected derail and must be locked in normal position when not in use. Caution must be exercised not to close switch until all cars are clear of the derail.

Cars should not be left standing on main tracks between the limits of the plant, which are indicated by distant signals.

Signal indications will be as shown in book of signal rules dated March 1st, 1926. Enginemen must not attempt to pass an absolute stop signal indication under any circumstances.

Should any irregularities be noticed while operating this plant, trainmen should notify the dispatcher with as little delay as possible.

*Discontinued operating effective May 1, 1932.
to Hialeah.*

Fourth District

PLATFORMS AND SPURS.

M. P.	Platforms.	Car Capacity. 42 Ft. Cars
247.2	Eldred Warehouse	
248.0	A-248 Platform	
252.4	Walton Warehouse	
254.4	Eden	10
258.1	Sand Pit	31
260.1	Oca	23
264.4	Port Sewall Warehouse	25
268.7	Fruita	9
277.8	Likely	10
279.3	Camden W	4
295.3	Riviera	68
296.5	North Palm Beach	6
304.4	Ardley	15
308.3	Lantana	36
313.3	A-313	8
322.8	Villa Rica	22
337.4	Oakland Park Warehouse	5
337.6	Paragon	20
338.3	Colohatchee	31
342.3	A-342	24
359.0	Biscayne	104

SPECIAL INSTRUCTIONS.

Double track extends from Ft. Pierce to Miami. Automatic Block Signals are in service from Fort Pierce to Miami. Signs are located at the first and last signal in the block indicating the beginning and the end of Automatic Block Signal System.

Signal indications will be given as shown in book of signal rules dated March 1st, 1926.

All main track switches and side track end of crossovers must be kept normal when not in use.

Drawbridges located at Stuart, Jupiter, Ardley and Fort Lauderdale are provided with interlocking plant through which the automatic Block Signals are controlled. Signal indications will be given for normal and reverse movement over the bridge, and when signal indicates its most restrictive indication it must not be passed without clearance card or hand signal (Rule 913).

The home signals for movement with the current of traffic when drawbridge is open or unlocked will display smash signal in horizontal position indicating danger to approaching train. Trains must stop before coming in contact with smash signal.

STUART—Old steel girder bridge on northward track over Saint Lucie River is abandoned. All trains will use southward main track between crossovers just south of bridge and 1,330 feet north of bridge.

Absolute block signals control train movements over the drawbridge and single track section for all trains in both directions. Signal indications supersede time-table authority but inferior trains must not occupy block on the time of first-class trains without instructions from the train dispatcher. Southward trains must not occupy OVERLAP SECTION or pass the overlap section sign located 1,400 feet north of southward home signal unless it is intended to proceed through the block.

The top unit of each high signal and southward dwarf signal will govern movement over single track route.

The lower unit of northward high signal and the lower unit of southward dwarf signal will govern movement to old northward main track to be used for construction purposes only.

Signal indications will be as shown in book of Signal Rules dated March 1, 1926. Signals must not be passed when displaying their most restrictive indications without first having flagman precede the train to ascertain that way is clear, track safe, smash signals clear, and to afford protection against opposing trains.

The crossover located south of the bridge will have spring-operated switch on north end, set normally

for southward main track movement, and hand-operated switch on south end, set normally for northward crossover movement to single track; and the crossover located north of the bridge will have spring-operated switch on south end, set normally for crossover movement, from single track to northward main track, and hand-operated switch on north end, set normally for crossover movement.

Spring switches have been installed to eliminate the necessity of train crews having to stop and throw switches by hand. Trains must approach under control and proceed over same carefully at a speed not to exceed twenty-five (25) miles per hour, and not to exceed ten (10) miles per hour when movement is made through crossover. A circular sign displaying the letters "SS" is located opposite each spring switch. Trains must not attempt to make running switches or reverse movements, and slack must not be taken while any part of train is standing on spring switches without first operating switches by hand.

Should it become necessary to change the normal position of a spring switch by hand, such switch must be restored to its normal position immediately after use.

Cars to which engines are not attached must not be left standing within interlocking limits at any time.

FORT LAUDERDALE DRAWBRIDGE—Absolute block signals control train movement over the drawbridge and gauntlet track for all trains in both directions. Signal indications supersede time-table authority. Northward trains must not occupy OVERLAP SECTION or pass the overlap section sign located 1,500 feet south of northward home signal, unless it is intended to proceed through the block. All trains must approach home signal prepared to stop.

Signal indications will be as shown in book of Signal Rules dated March 1, 1926. Signals must not be passed when displaying their most restrictive indications without first having flagman precede the train to ascertain that way is clear, track safe and smash signals clear, and to afford protection against opposing trains.

Cars to which engines are not attached must not be left standing within interlocking limits at any time.

FORT LAUDERDALE—(Broward County Port Authority Railway Crossing)—An interlocking plant is located at grade crossing of the Broward County Port Authority Railway and the F. E. C. Railway at Mile Post 343 plus 4582 feet.

This plant is known as cabin door lock type and is operated by train crews making moves on the Port Authority's tracks. Operating chart is posted in the cabin.

Signals on F. E. C. tracks are of the color light type and indications will be given as shown in book of Signal Rules dated March 1, 1926. A yellow call-on signal will be displayed below the top red light to allow trains to pass these signals when switching, or when block is occupied, but call-on signal will only be displayed when the plant is not being used by the Port Authority's crews. When both upper and lower lights are red F. E. C. trains must come to a full stop and wait for a proceed indication.

Derails and low switch targets are located on Port Authority's tracks approximately 250 feet from F. E. C. crossing. RED target and RED light indicates STOP (derails on track). GREEN target and GREEN light indicates PROCEED.

All signals on F. E. C. tracks will be set normally in the proceed position and the derails on the Port Authority's track will be set normally in the derailing position with targets indicating stop.

Color light dwarf signals on F. E. C. tracks indicate the condition of the crossing only and do not indicate the condition of the tracks beyond the interlocking limits.

A dispatcher telephone is located in the cabin and when it is desired to make a move across the F. E. C. tracks, train crews on Port Authority's track must first request train dispatcher for release. If the plant is not used within four minutes from the time release is received the release is automatically taken away.

When movement on Port Authority's track is completed all levers in the cabin must be restored to their normal position, placing the derails on the Port Authority's tracks in the derailing position and restoring all F. E. C. signals to the proceed position.

While switching on the Port Authority's track the engine or cars so moved must pass over and across the tracks of the F. E. C. Ry., in order to properly operate the protecting track circuits.

A right-hand independent stand connected DERAIL, (connected with signal circuit) is located on setout track on which cars are placed for movement to Broward County Port Authority track, 343.8 M.P. This DERAIL is located 195 feet from the switch point on east side of track.

MIAMI—An interlocking plant is located at grade crossing of the Miami Municipal Railway and the F. E. C. Ry., at N. W. 11th Street, in the city of Miami (Mile Post 364 plus 5,248 feet).

This plant is known as cabin door lock type and is operated by train crews making moves on the Municipal Railway tracks. Operating chart is posted in the cabin.

Signals on F. E. C. tracks are of the color light type and indications will be given as shown in book of Signal Rules dated March 1, 1926.

Derails and low switch targets are located on Municipal Railway tracks approximately 200 feet from F. E. C. crossing. RED target and RED light indicate STOP (derails on track). GREEN target and GREEN light indicate PROCEED.

All signals on F. E. C. tracks will be set normally in the proceed position and the derails on the Municipal Railway tracks will be kept normally in the derailing position with targets indicating stop.

The southward high interlocked signal and all color-light dwarf signals on F. E. C. tracks indicate the condition of the crossing only and do not indicate the condition of the tracks beyond the interlocking limits.

On the northward high interlocked signal a yellow call-on signal will be displayed below the top red light to allow trains to pass this signal when switching, or when block is occupied, but call-on signal will only be displayed when the plant is not being used by the Municipal Railway crews. When both upper and lower lights are red F. E. C. trains must come to a full stop and wait for a proceed indication.

An indicator is located in train dispatcher's office at Miami, which shows "clear" when plant is normal, and will display a "red disc" when the plant is unlocked or when being used by crews on Municipal track.

A dispatcher telephone is located in the cabin, and when it is desired to make a move across the F. E. C. tracks, train crews on Municipal tracks must first call train dispatcher on telephone for release. If the plant is not used within four minutes from time the release is received the release is automatically taken away. When passing stop signals by permission of the train dispatcher, rule 809-B must be strictly obeyed.

When movement on the Municipal track is completed all levers in the cabin must be restored to their normal position, placing the derails on the Municipal tracks in the derailing position and restoring all F. E. C. signals to the proceed position.

While switching on the Municipal Railway tracks, the engine or cars so moved must pass over and across the tracks of the F. E. C. Ry., in order to properly operate the protecting track circuits.

Northbound and southbound trains and engines will come to a full stop within 400 feet of draw over Lake Worth bridge, and must not proceed until draw is known to be closed.

Hand throw Derails are located at following places:
Track No. 34, 150 feet south of Oil Platform, Ft. Pierce.

Track of Pan-American Petroleum Corp., 244 M.P.
East commodity track, Stuart.

Track No. 12 (Dock Track), 100 feet east of Olive Street, West Palm Beach.

Rock pit track at Ojus.

Maximum gross weight of car and lading allowed Fort Pierce to Miami 210,000 pounds.

Maximum gross weight of car and lading allowed on Palm Beach Branch 210,000 pounds.

Additional Flag Stops for Passenger Trains

Nos. 29 and 30—Eldred, Walton, Eden, Riviera, Port Sewall, Lantana, Oakland Park.

Fifth District

M. P.		PLATFORMS AND SPURS.	Car Capacity
		Platforms	42 Ft. Cars
378.6	Howard	Warehouse	9
380.2	Rockdale	Platform	9
382.5	Peters	Warehouse	65
386.6	Black Point		9
415.4	Jewfish	Platform	
427.8	B-427	Platform	
433.0	A-433	Platform	
434.1	Plantation	Platform	
436.1	A-436	Platform	
437.6	Mizner Industries, Inc.		8
437.8	J. B. Orr, Inc.		8
437.9	C. Ed. DeBrauwere Co.		8
441.5	Matecumbe	Platform	2
445.2	Indian Key		18
449.2	Lower Matecumbe	Platform	
451.0	Craig	Platform	
461.7	Toms Harbor		22
488.7	Spanish Harbor	Platform	25
495.0	Torch Key		
495.8	Ramrod Key		33
502.9	Pirates Cove		
514.8	Boca Chica		

SPECIAL INSTRUCTIONS.

Hand throw Derails are located at following places:
South end of Commodity track at Perrine.
South end of American Agricultural Chemical Company's track at Peters.
Rock Pit tracks at Naranja.
Maximum gross weight of car and lading allowed Miami to Key West 210,000 pounds.

Additional Flag Stops for Passenger Trains

Trains 75 and 76—Pirates Cove, Jewfish, Plantation, Craig, Ramrod Key, Lower Matecumbe.

Crossovers are located as follows:

White City	246.6 M. P.
Ankona	249.8 M. P.
Walton	252.3 M. P.
Jensen	256.4 M. P.
Rio	258.3 M. P.
Mile Post	259.1 M. P.
Stuart	261.3 M. P.
Port Sewall	264.2 M. P.
Salerno	266.2 M. P.
Mile Post	273.3 M. P.
Olympia	274.3 M. P.
Mars	280.8 M. P.
Jupiter	283.1 M. P.
Monet	289.1 M. P.
Kelsey City	293.7 M. P.
West Palm Beach	298.4 M. P.
Lake Worth	306.6 M. P.
Hypoluxo	310.2 M. P.
Boynton	311.9 M. P.
Delray Beach	316.9 M. P.
Yamato	321.8 M. P.
Boca Raton	324.7 M. P.
Deerfield	327.0 M. P.
Pompano	333.0 M. P.
Colohatchee	338.4 M. P.
Ft. Lauderdale	340.2 M. P.
Ft. Lauderdale	340.8 M. P.
Dania	345.5 M. P.
Mile Post	347.1 M. P.
Hallandale	350.0 M. P.
Ojus	353.2 M. P.
North Miami Beach	355.5 M. P.
North Miami	357.2 M. P.
Little River	361.0 M. P.
Hialeah Branch:	
Mile Post	1.2 M. P.
Mile Post	3.5 M. P.
Mile Post	4.6 M. P.

DIVISION OFFICERS.

P. L. GADDIS, Superintendent.
G. R. BRANCH, Train Master.
M. NORWOOD, Road Foreman of Engines.
F. L. HORTON, Chief Train Dispatcher.
C. O. MORGAN, Train Dispatcher.
W. L. BAKER, Train Dispatcher.
E. H. HALL, Train Dispatcher.
J. R. SANDIFER, Train Dispatcher.
J. F. COLEMAN, Train Dispatcher.

1. On single track Northward trains are superior to Southward trains of the same class.

2. Standard clocks are located at following telegraph offices: Ft. Pierce, West Palm Beach, Miami, Key West.

3. The following signs, placed before the stations, indicate: †Agency. *No agent. X in column for telegraph stations denotes telephone. D Day telegraph office. N Day and night telegraph office. NO night only telegraph office. W, after name of station, Water.

4. Train Register Books are provided at Ft. Pierce, West Palm Beach, Miami, Key West, Hialeah and Kendal.

Only trains originating or terminating at West Palm Beach will register at that station.

5. When trains are running over the road in heavy storms, or immediately after such storms, enginemen will run very cautiously, and without regard to making Time-table time. They must run very slowly in approaching all curves and places liable to wash, and see that track is clear.

6. Conductors will personally supervise switching while at stations, and will not absent themselves without permission from the Superintendent.

7. Except upon written permission from proper authority, only the following officers and employes will be allowed to ride in baggage cars:

Receivers, Chief Operating and Traffic Officer, Assistant to Chief Operating and Traffic Officer, General Superintendent, General Passenger Agent, Superintendent Stations and Transfers, Superintendents, Train Masters, Road Foremen of Engines, Superintendent of Air Brakes, Linemen on duty looking for wire trouble, Conductors and Trainmen on duty.

When employes ride in baggage cars under proper permit, the permit must be taken up and sent to the General Passenger Agent at the end of each trip.

The baggagemen must also note on baggage slip the names of all persons occupying car during the run.

8. Train porters and local freight helpers are prohibited from giving train signal movements either by hand or air whistle signal. Such signals must be given by the conductor or trainmen. Train porters and local freight helpers are prohibited from inspecting cars, testing signals and brakes for the safety of train movements, using hand or lamp signals for the protection and movement of trains, opening or closing switches, coupling or uncoupling cars engines, hose or chain attachments.

In addition to hand signals, when a passenger train is ready to leave a station the baggagemaster will signal with air whistle signal, and engineman should not leave station without the air whistle signal being sounded in addition to hand signal being given.

9. Where bridges or trestles are located adjacent to stations, passenger trains must not stop with passenger cars extending over such bridges or trestles.

10. Trains moving against the current of traffic on double track must approach all crossovers under control and prepared to stop, if necessary.

11. When a train is running on double track and is stopped by an application of brakes, the cause for which is not known by the crew on the head end of train, the head brakeman or the fireman must immediately protect against trains in opposite direction on opposite main track until it is determined that nothing has occurred to obstruct the opposite main track. Conductors and enginemen will see that crews understand this.

12. Flagmen of opposing trains will exchange signals when passing on double track. They will watch the opposing train while it is passing, and if they observe nothing wrong, will give the flagman of that train a proceed signal. In the event any unsafe condition is noted, they will give the flagman of the opposing train a stop signal. All signals thus given should be acknowledged, and flagman will be expected to be constantly on the alert for this purpose. On passenger trains handling observation cars, flagmen will conduct this exchange of signals from the vestibule door at the head end of the observation car.

13. Southbound trains will stop at stations opposite which "Flag" or "Stop" is NOT shown ONLY to allow through passengers holding tickets issued at Jacksonville or points north thereof to detrain when the desired stop is the destination of the ticket. No. 75 will stop at any station south of Bunnell to discharge passengers from stations Elkton to Espanola, inclusive.

14. Especial attention is directed to the necessity for full compliance with Rule 518. When trains leave terminals or stations where cars are picked up, conductors and trainmen will see that all car doors are securely latched. Flagmen will station themselves on the rear platform of cabooses when passing inter-track fences, and in the event fence is found damaged, will make arrangements to stop the train and see that any obstructions from the damaged fence are removed from the track.

15. Track instruments for controlling automatic highway crossing signal devices are located approximately 1200 feet approaching the crossing protected, and are painted WHITE.

To avoid continuous operation of the signals, train crews are cautioned not to leave cars or engine setting over these instruments.

This particularly applies to points where switching moves are made within the control limits, such as Lake Worth and Homestead.

Speed Restrictions

16. The speed of passenger trains on the main line shall not exceed sixty-five (65) miles per hour over straight track, and fifty-five (55) miles per hour around curves, except as noted below:

CURVE AT	MAXIMUM SPEED
M.P. 260 plus 3984 feet.....	25 miles per hour
M.P. 486 plus 2746 feet.....	25 miles per hour
M.P. 487 plus 4119 feet.....	25 miles per hour

Maximum speed of main line second-class freight trains—forty-five (45) miles per hour.

Maximum speed of all other freight trains or trains handling freight cars—thirty (30) miles per hour.

Maximum speed of switch engines on line of road from terminal to terminal—fifteen (15) miles per hour.

The movement of all wrecking cranes and derricks, and trains handling wrecking cranes and derricks, must not exceed speed of thirty (30) miles per hour on tangent track and twenty (20) miles per hour around curves, except that where slower speed is required by other instructions at certain points the slower speed will be observed.

Speed of trains—

Ft. Pierce—10 miles per hour over Palmetto and Orange Avenue street crossings.

Stuart Drawbridge—10 miles per hour over Southward track, temporary bridge.

Jupiter Drawbridge—45 miles per hour.

West Palm Beach—10 miles per hour over Lake Worth draw span between West Palm Beach and Palm Beach.

Switch engines of the 250 class, and road engines of the 700 and 800 class, must not be operated over Lake Worth drawbridge between West Palm Beach and Palm Beach.

West Palm Beach—25 miles per hour between 15th Street and Flamingo Drive.

Ardley Drawbridge—40 miles per hour.

Ft. Lauderdale Drawbridge—25 miles per hour.

Buena Vista to Miami—20 miles per hour between 36th street and passenger station.

Long Key Viaduct, 457.5-459.7 M.P.—25 miles per hour.

Knights Key Bridge 476.1-482.8 M.P.—25 miles per hour.

Pigeon Key, 478 M.P.—10 miles per hour over platform.

Bahia Honda Bridge 486.7-487.7 M.P.—25 miles per hour.

Comfort Canal Bridge No. 12.23 between Hialeah and Kendal—Mountain, Mikado and 250 class switch engines, 15 miles per hour.

Coral Gables Canal Bridge No. 14.46 between Hialeah and Kendal—Mountain, Mikado and 250 class switch engines, 15 miles per hour.

Trains may pass over drawbridge at following points without stopping at a speed not to exceed four (4) miles per hour PROVIDED all signals and indications are that bridge is closed and track clear:

Miami River, 366.0 M.P.

Jewishfish, 415.3 M.P. Moser Channel, 479.0 M.P. Channel 5, 451.6 M.P. Key West, 520.9 M.P.

In the operation of 700 and 800 class engines, and when doubleheading 400 class engines, between Miami and Key West, the following speed restrictions should be observed:

20 Miles Per Hour over Tavernier Creek Bridge, 432.07 Milepost.

20 Miles Per Hour over Snake Creek Bridge, 437.34 Milepost.

20 Miles Per Hour over Bahia Honda Bridge, 486.7-487.7 Milepost.

Speed Table

Time Per Mile in Minutes	12'	6'	4'	3'	2'24"	2'	1'43"	1'30"	1'20"	1'12"	1'5"	1'	55"
Miles Per Hour	5	10	15	20	25	30	35	40	45	50	55	60	65

