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Safety



First

# ATLANTIC COAST LINE RAILROAD OCALA DIVISION

# 2

## TIME TABLE No. 2

IN EFFECT

Thursday, December 16, 1965

AT 12:01 A. M.

SUPERSEDING TIME TABLE NO. 1

DATED APRIL 25, 1965

### EASTERN STANDARD TIME

### FOR THE GOVERNMENT OF EMPLOYEES ONLY

D. C. HASTINGS, Vice-President

L. T. ANDREWS, General Manager

J. J. PEACOCK, General Supt., Transportation

J. L. WILLIAMS, Superintendent

NEW YORK OFFICE 11661  
DREW JACKSONVILLE 870343

## SAFETY FIRST

- S**afety is of the first importance in the discharge of duty.
- A**lert today alive tomorrow.
- F**ailure to comply with rules leads to disaster.
- E**verybody for safety for everybody.
- T**hink and be safe.
- Y**ou are not employed to take unnecessary chances.
- F**urnish your train proper protection at all times.
- I**nattention to duty causes accidents.
- R**emember accident prevention is part of your job.
- S**afety prolongs human life.
- T**he 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.**

# 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.

	40 Foot Car	50 Foot Car
Sec-onds	Miles Per Hour	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

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.





## HIGH SPRINGS BRANCH—BETWEEN HIGH SPRINGS AND BURNETT'S LAKE SOUTHWARD—MAIN LINE—BETWEEN BURNETT'S LAKE AND CROOM—NORTHWARD

FOURTH CLASS				FIRST CLASS		Station Numbers	Distance from High Springs	TIME TABLE NO. 2 IN EFFECT December 16, 1965	Capacity of Side Tracks	FIRST CLASS		THIRD CLASS	FOURTH CLASS		
581	583	591	579	37	191					192	38	224	582	594	580
Local Freight	Local Freight	Local Freight	Local Freight	Passenger	West Coast Champion					West Coast Champion	Passenger	Through Freight	Local Freight	Local Freight	Local Freight
Daily Ex. Saturday	Daily Ex. Sunday	Mon. Wed. and Fri.	Daily Ex. Sunday	Daily	Daily	Daily	Daily	Daily Ex. Sunday	Daily Ex. Sunday	Tue. Thur. and Sat.	Daily Ex. Monday				
P. M.	P. M.	P. M.	A. M.	P. M.	A. M.				P. M.	A. M.	A. M.	A. M.	P. M.	A. M.	
6.00		3.30 <sup>584</sup>	12.45			R-717		TL HIGH SPRINGS A	Yard			2.15		3.30 <sup>591</sup>	2.00
6.20		3.50	1.05			RB-725	7.6	EAST ALACHUA	20			1.45		3.05	1.30
6.25		A 3.59	A 1.20 <sup>585</sup>	11.33	11.51	RB-726	9.3	T BURNETT'S LAKE	Yard	A 3.38	A <sub>S</sub> 3.50	L 1.40		L 3.00	1.20 <sup>579</sup>
7.00				11.38	11.56	RB-730	12.6	HAGUE	30	3.31	3.42				12.45
7.15				11.45	12.03	RB-736	18.9	PARADISE	10	3.24	3.35				12.30
7.25				11.50 <sup>580</sup>	12.07	RB-739	21.9	TEEN JAY	Yard	3.20	3.30				11.50 <sup>57</sup>
7.35				s12.10	s12.14	RE-740	23.0	T GAINESVILLE	Yard	s 3.16	s 3.25				11.35
7.40				12.14	12.18	RB-741	23.4	GAINESVILLE YARD	Yard	3.06	3.05				11.30
8.05				12.28	12.30	S-737	32.0	ROCHELLE	Yard	2.54	2.50				11.05
8.20				12.36	12.37	S-742	37.6	MICANOPY JCT.		2.47	2.42				10.45
8.35				s12.44	12.44	S-748	43.1	T MCINTOSH	44 28	P 2.40	s 2.35				10.20
8.55				f12.52	12.52	S-754	49.0	T REDDICK	59 24	P 2.32	f 2.25				9.50
9.05				f12.58	12.56	S-757	51.9	LOWELL	53	2.28	f 2.15				9.40
9.20 <sup>580</sup>				1.06	1.04	S-763	58.1	T KENDRICK	Yard	2.20	2.05				9.20 <sup>581</sup>
10.10				1.12	1.10	S-768	62.7	OCALA YARD	Yard	2.14	1.55				9.10
				s 1.20	s 1.14	S-768	63.2	T Ocala (Union Sta.)	Yard	s 2.12	s 1.50				
10.45				1.25	1.18	S-769	64.4	SOUTH Ocala	48 Yard	P 2.05	1.35				8.10
11.00				1.29 <sup>58</sup>	1.22	S-772	67.4	MARICAMP	25	P 2.00	1.29 <sup>57</sup>				8.02
11.25				f 1.45	1.38	S-785	80.1	OOKLAWAHA	33	1.44	f 1.12				7.40
11.40				f 1.50	1.41 <sup>192</sup>	S-787	82.6	EAST LAKE	53	P 1.41 <sup>191</sup>	f 1.06				7.35
11.55				f 1.56	1.46	S-790	85.1	T WEIRSDALE	45	1.34	f 1.00				7.30
12.45 <sup>58</sup>				f 2.03	1.52	S-795	89.8	LADY LAKE	55	P 1.28	f12.45 <sup>581</sup>				7.20
1.00				f 2.10	1.57	S-799	93.9	FRUITLANDPARK	10	1.22	f12.35				7.10
A 1.15	L 4.00			s 2.30	s 2.10	S-802	97.5	T LEESBURG	Yard	s 1.15	s12.25		A11.59		L 7.00
	4.30			f 2.38	2.18	S-808	103.0	T OKAHUMPKA	45 8	P 1.00	f12.03		11.50		
	5.00			f 2.51	2.30	S-817	112.1	CENTER HILL	116 88	12.46	f11.48		11.35		
	5.20			f 2.58	2.37	S-822	116.7	WEBSTER	53	12.40	f11.40		11.20		
	5.35			3.05	2.44	S-827	121.8	ST. CATHERINE		12.33	11.30		11.05		
	5.45			3.13	2.52	R-814	127.7	TA CROOM	Yard	12.25	11.20		10.45		
A. M.	P. M.	P. M.	A. M.	A. M.	P. M.			Time of all Trains at Rochelle applies at North Wye Switch.		P. M.	P. M.	A. M.	A. M.	P. M.	P. M.
Daily Ex. Sunday	Daily Ex. Sunday	Mon. Wed. and Fri.	Daily Ex. Sunday	Daily	Daily			Daily	Daily	Daily Ex. Sunday	Daily Ex. Sunday	Tue. Thur. and Sat.	Daily Ex. Sunday		
581	583	591	579	37	191			192	38	224	582	594	580		

**SOUTHWARD—MAIN LINE—BETWEEN HIGH SPRINGS AND TAMPA—NORTHWARD**

FOURTH CLASS						THIRD CLASS	FIRST CLASS			Station Numbers	Distance from High Springs	TIME TABLE NO. 2 IN EFFECT December 16, 1965	Car Capacity of Side Tracks	FIRST CLASS				FOURTH CLASS	
583	571	227	107	191	37	Through Freight	West Coast Champlon	Passenger	108					192	38	118	570	582	
Local Freight	Local Freight	Through Freight	Through Freight	West Coast Champlon	Passenger				Through Freight					West Coast Champlon	Passenger	Through Freight	Local Freight	Local Freight	
Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily	Daily	Daily				Daily					Daily	Daily	Daily	Daily Ex. Sunday	Daily Ex. Sunday	
P. M.	A. M.	P. M.	P. M.	P. M.	A. M.	A. M.	P. M.	P. M.	A. M.	P. M.	P. M.	A. M.	P. M.	A. M.					
	7.00	6.00	9.15						R-717		TL HIGH SPRINGS	A Yard	5.30			2.00	4.00		
	7.15	6.15	9.22						R-722	5 0	CLARK	X-SAL 79 P	5.03			1.15	3.45		
	7.32	6.35	9.33						R-730	13 2	T NEWBERRY	X-ACL 150 Yard Y	4.50			12.58	3.26		
	7.56	6.56	9.45						R-741	23 0	ARCHER	X-SAL 15	4.36			12.43	3.05		
	8.10	7.15	9.57						R-749	32.0	HODGSON	150 41 P	4.24			12.30	2.45		
	8.50	7.23	10.03						R-752	34 4	T WILLISTON	MP R 757 X SAL 33	4.19			12.25	2.35		
	9.33	7.52	10.19						R-765	47 0	ROMEO	150 16 P	4.02			12.04	1.45		
	9.55	8.03	10.28						R-772	54 2	RAINBOW FALLS		3.53			11.50	1.20		
	10.03	8.09	10.31						R-775	56.1	BLUE RUN	80 P	3.49			11.45	1.00		
	11.00	8.29	10.35						R-777	58 7	T DUNNELLON (Pennsylvania Avenue)	Yard Y	3.45			11.38	12.15		
	11.20 <sup>570</sup>	8.50	10.42						R-781	63.9	GIBARA	223 P	3.35			11.25	11.20 <sup>571</sup>		
	11.44	9.20	11.06 <sup>118</sup>						R-794	76 7	T INVERNESS	289 35 P	3.18			11.06 <sup>107</sup>	10.40		
	12.10	9.33	11.19						R-804	86 5	SOUTH FLORAL CITY	321 P	3.05			10.51	10.05		
L 5.45	12.40	10.05	11.32	L 2.52	L 3.13				R-814	96 4	T CROOM	416 Yard Y	2.51	A 12.25	A 11.20	10.38	9.35	A 10.45	
A 6.00	1.30	10.25 <sup>118</sup>	11.59	S A 3.06	S A 3.25				R-823	105.5	T TRILBY	568 Yard Y	2.38	L 12.12	L 11.05	10.25 <sup>227</sup>	9.00	L 10.30	
	2.10	11.5	12.11						R-830	112 0	T DADE CITY	310 Yard P	2.29			10.15	8.25		
	A 2.40	A 11.15	12.25						R-837	118 7	VITIS	197 70 Y	2.20			L 10.00	L 8.00		
			12.30						RF-840	122.4	T ZEPHYRHILLS	X-SAL 70	2.15						
			12.38						RF-846	128.0	GLENNELL	140 20 P	2.05						
			12.50						RF-855	136.7	T THONOTOSASSA	10	1.52'						
			12.56						RF-859	141.3	TEMPLE TERRACE	76 7 P	1.45						
			A 1.25						880	147.6	GARY	X-SAL Yard Y	L 1.30						
									882	149.6	TA TAMPA	L Yard							
P. M.	P. M.	P. M.	A. M.	P. M.	A. M.								A. M.	P. M.	P. M.	P. M.	A. M.	A. M.	
Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily	Daily	Daily								Daily	Daily	Daily	Daily	Daily Ex. Sunday	Daily Ex. Sunday	
583	571	227	107	191	37								108	192	38	118	570	582	

The time of all Trains at Croom, will apply at the Florida Southern Junction Switch.  
 The time of all Trains at Trilby will apply at Depot.  
 TN is a Train Order Office for Northward Trains Originating at Tampa.

**SOUTHWARD—MAIN LINE BETWEEN TRILBY AND ST. PETERSBURG—NORTHWARD**

THIRD CLASS		FIRST CLASS			Station Numbers	Distance from Trilby	TIME TABLE NO. 2			Car Capacity of Side Tracks	FIRST CLASS		THIRD CLASS
575	191	37					IN EFFECT	192	38		574		
Local Freight	West Coast Champion	Passenger					December 16, 1965	West Coast Champion	Passenger		Local Freight		
Daily	Daily	Daily					STATIONS	Daily	Daily		Daily		
A. M.	P. M.	A. M.					P. M.	P. M.	A. M.				
4.00	3.06	3.25	R-823		TL	TRILBY	A	Yard	12.12	11.05	1.00		
4.23	3.24	f 3.42	RE-835	11 0	T	SAN ANTONIO		54 6 P	11.55	f 10.42	12.40		
4.30	3.29	3.46	RE-838	14 7		PASCO		20	11.51	10.36	12.30		
4.44	3.38	3.55	RE-847	23 2		EHREN		75 10 P	11.41	10.27	12.10		
5.00	3.52	f 4.10	RE-857	33 5	10.3	MP RE 849.6 X SAL		27	11.29	f 10.14	11.45		
5.07	3.56	4.14	RE-861	37 2	5.9	MP RE 864.8 X SAL		54 P	11.25	10.08	11.30		
5.17	4.03	4.20	RE-867	43 1		CHEMICAL		Yard	11.19	10.02	10.45		
5.19	4.05	s 4.22	RE-868	44.1	T	TARPON SPRINGS		39 Yard P	11.17	s 10.00	10.30		
5.32	—	s 4.35	RE-873	50 0		PALM HARBOR		13	—	s 9.45	10.00		
5.45	4.20	s 4.45	RE-878	54.4	T	DUNEDIN		65 45 P	11.04	s 9.35	9.45		
5.50	s 4.30	s 4.57	RE-881	57.6	T	CLEARWATER		50 Yard P	s 10.55	s 9.25 <sup>574</sup>	9.35 <sup>58</sup> 9.10		
6.00	4.45	s 5.20	RE-885	61 2	T	LARGO		42 19 P	10.43	s 9.10	8.15		
6.12	4.55	f 5.35	RE-892	67 7	T	PINELLAS PARK		39	10.34	f 8.55	7.55		
6.15	4.58	5.40	RE-894	70.1		LELLMAN		54 6 P	10.31	8.46	7.48		
6.30	s 5.15	s 6.00	RE-895	71 0	TA	ST. PETERSBURG		Yard Y	10.30	8.45	7.45		
A. M.	P. M.	A. M.							A. M.	P. M.	P. M.		
Daily	Daily	Daily							Daily	Daily	Daily		
575	191	37							192	38	574		

**MAIN LINE—BETWEEN VITIS AND LAKELAND**  
SOUTHWARD NORTHWARD

FOURTH CLASS	THIRD CLASS	Station Numbers	Distance from Vitis	TIME TABLE NO. 2			FOURTH CLASS	FOURTH CLASS
571	227			IN EFFECT		118	570	
Local Freight	Through Freight			December 16, 1965		Through Freight	Local Freight	
Daily Ex. Sunday	Daily			STATIONS		Daily	Daily Ex. Sunday	
P. M.	P. M.			P. M.	A. M.			
2.40	11.15	R-837	L	VITIS	A	197 70 Y	10.00	8.00
3.05	11.35	R-846	9 3	STOKES		165 10 P	9.45	7.35
3.45	11.59	R-855	19 5	TA LAKELAND	L	Yard	9.30	7.10
P. M.	P. M.			P. M.	A. M.		Daily	Daily Ex. Sunday
571	227			118	570			

**BROOKSVILLE BRANCH**  
BETWEEN CROOM AND BROOKSVILLE  
SOUTHWARD NORTHWARD

THIRD CLASS	Station Numbers	Distance from Brooksville	TIME TABLE NO. 2			FOURTH CLASS	
585			IN EFFECT		584		
Local Freight			December 16, 1965		Local Freight		
Daily Ex. Sunday			STATIONS		Daily Ex. Monday		
P. M.			P. M.	A. M.			
11.01	S-843		TL	BROOKSVILLE	A	Yard	2.35
11.59	R-814	10 0	TA	CROOM	L	Yard	2.00
P. M.			Nos. 584 and 585 will not protect against following extra trains between Brooksville and Croom.		A. M.		Daily Ex. Monday
585					584		

## PERRY BRANCH SOUTHWARD—BETWEEN THOMASVILLE AND DUNNELLON—NORTHWARD

FOURTH CLASS			THIRD CLASS	TIME TABLE NO. 2 IN EFFECT December 16, 1965			FOURTH CLASS		
587	593	589				590	586	592	
Local Freight	Local Freight	Local Freight	Station Numbers	Distance from Thomasville		Local Freight	Local Freight	Local Freight	
Daily Ex. Sunday	Tue. Thur. and Sat.	Daily Ex. Sunday				Daily Ex. Sunday	Daily Ex. Sunday	Mon. Wed. and Fri.	
P. M.	A. M.	A. M.				P. M.	P. M.	A. M.	
		7.00	N-691		<b>TL THOMASVILLE</b> <b>A</b>	Yard 1.30			
		7.25	D-701	10.0	<b>METCALF</b>	33	12.45		
		7.45	ND-704	12.5	<b>FINCHER</b>	125 P	12.30		
		8.15	ND-715	23.3	<b>T MONTICELLO</b>	28	11.55		
		8.25	ND-719	27.2	<b>DRIFTON</b> X-SAL	40 10	11.40		
		8.45	ND-728	36.7	<b>LAMONT</b>	91 10 P	11.15		
	11.00	9.30	ND-750	59.2	<b>T PERRY</b> X-LOP&G X-SGd	Yard 88 P	10.30	12.55	
	11.10	A 9.45	ND-754	63.6	<b>BUCELL JCT.</b>		10.15	12.40	
	11.35		ND-768	76.2	<b>CARBUR</b>	89 P		12.10	
	1.15		ND-795	103.3	<b>T CROSS CITY</b>	95 51 P		10.01	
	3.15		ND-804	112.9	<b>OLD TOWN</b>	23		9.15	
L 2.00	A 3.45		ND-806	114.6	<b>WILCOX</b>	88 Yard P	A 1.40	L 9.01	
	2.20		ND-817	125.4	<b>T CHIEFLAND</b>	68		1.15	
	3.30		ND-842	151.1	<b>LEBANON</b>	89 4 P		12.30	
	4.05		R-777	166.2	<b>TA DUNNELLON</b> <b>L</b> (Pennsylvania Avenue)	Yard P		12.01	
<b>P. M.</b>	<b>P. M.</b>	<b>A. M.</b>			Trains listed below will not protect against following extra trains: Nos. 589 and 590 between Thomasville and Bucell Jct. Nos. 592 and 593 between Perry and Wilcox. Nos. 586 and 587 between Wilcox and Dunnellon.		<b>A. M.</b>	<b>P. M.</b>	<b>P. M.</b>
Daily Ex. Sunday	Tue. Thur. and Sat.	Daily Ex. Sunday					Daily Ex. Sunday	Daily Ex. Sunday	Mon. Wed. and Fri.
<b>587</b>	<b>593</b>	<b>589</b>					<b>590</b>	<b>586</b>	<b>592</b>





# SPECIAL INSTRUCTIONS

J. H. ARNOLD, Trainmaster

H. M. CHEELY, Trainmaster

A. T. McALISTER, Terminal Trainmaster

## MAIN LINE:

Moncrief to Burnett's Lake  
Burnett's Lake to Croom  
High Springs to Gary  
Vitis to Lakeland  
Trilby to St. Petersburg

## BRANCHES:

High Springs Branch  
Wilcox Branch  
Perry Branch  
Crystal River Branch  
Brooksville Branch  
Palatka Branch  
Howey Branch  
Leesburg Branch  
Umatilla Branch  
Trilby Branch  
Florida Midland Branch

## PRECEDENCE BY DIRECTION

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

## TWO OR MORE TRACKS

Two tracks extend between:

Lakeland, MP 851.7, and Winston, MP 854.9  
Uceta Yard, MP 878.6, and Tampa, MP 882.5

## SIGNAL OBSERVANCE

The NOTE under Rule 18, reading as follows, is hereby cancelled: "NOTE.—Headlight on end coupled to cars may be extinguished."

A blue metal disk on brake valve handle of engine must be regarded as a blue signal as defined in Rule 26.

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.

Paragraph 1 of Rule 99-B is hereby amended as follows: On trains equipped to display oscillating red light from rear, such light will be displayed continuously except where automatic signals or C.T.C. 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, 281 to 520)

Automatic Block Signal System is in effect between:

TN, MP 880.4, and Tampa, MP 881.6

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

Trains and engines will run between TN and Tampa Union Station with current of traffic by signal indication, which supersedes time-table superiority.

## TRAFFIC CONTROL SYSTEM (C.T.C.)

(Rules 261 to 295 and 550 to 562)

Traffic Control (C.T.C.) is in effect between:

Moncrief, MP 640.1, and BS, MP 642.5  
(Tampa Division) Lakeland, MP 851.7, and Winston, MP 855  
(Tampa Division) Uceta Yard, MP 878.6, and TN, MP 880.4  
Dunnellon, MP R776.3, and Gary, MP RF866  
Vitis, MP R837, and Lakeland, MP R855

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

Movements MUST NOT clear main track at the following switches, which are not electrically-locked:

Flascor Corp., Moncrief (MP 640.3)

Protane Gasco, Inc., Moncrief (MP 640.4)

All hand-operated switches are electrically-locked except between MP R-823 and MP R-823.8, Trilby; and between Osborne Avenue, Tampa (MP RF-863.3) and Gary (MP RF-866), over which speed must not exceed 20 miles an hour. Train or engine clearing main track at hand-operated switches, not provided with indicator lights, must obtain permission from Control Station to re-enter main track, unless switch remains in reverse position during time train or engine is clear of main

track. Exception: At non-electrically-locked switches between MP R-823 and R-823.8, Trilby, not provided with indicator lights, Rule 513 will govern.

At hand-operated switches where indicator lights are provided, the following instructions will apply:

- (1) If indicator light is burning, switch may be used without further authority.
- (2) If indicator light is not burning, permission must be obtained from Control Station to use switch.
- (3) A flashing indicator light at north wye switch, Trilby, indicates Control Station desires movement from S.&St.P. to proceed northward to siding instead of to main track.

Aspect per Rule 286(B) displayed for northward West Coast trains at Pennsylvania Avenue, Dunnellon, will indicate that overdue superior trains not otherwise indicated by train order have arrived or departed.

Northward signals on signal bridge at north end two tracks Lakeland, when displaying indication as per Rule 288(A), govern movements from JT main track to West Coast main track, and will indicate that track is clear to automatic signal near north end of switching ladder, Lakeland Yard. When displaying indication as per Rule 290 (D) governs movement to yard lead. Rule 93 applies on this yard lead track beyond the power-operated switch and trains and engines will move at restricted speed.

## REMOTELY CONTROLLED SWITCHES AND SIGNALS

Signal houses located at each end of pass tracks 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 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 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.

(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 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 "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) 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.

The following switches are electrically operated-dual control unless otherwise indicated:

Dunnellon — Perry Branch (Pennsylvania Avenue), Dunnellon-High Springs main track (Pennsylvania Avenue).

Gibara—Both ends signaled siding.

Inverness—Both ends signaled siding.

South Floral City—Both ends signaled siding.

Croom—Both ends signaled siding and Florida Southern connection.

Trilby—Both ends signaled siding and north switch to west pass track.

Dade City—Both ends signaled siding.

Vitis—Both ends signaled siding and junction switch.

Glennell—Both ends of siding.

## SPECIAL INSTRUCTIONS (continued)

Temple Terrace—South end of siding.

Stokes—Both ends of siding.

Lakeland—Crossover between east and west tracks, crossover between west track and freight lead, switch from freight lead to New West Coast main track, all air operated-dual control.

Winston—The following switches are air operated-dual control: North wye switch, crossover between east and west tracks at north wye, south wye switch, crossover between east and west tracks at south wye. The following switches are electrically operated-dual control: Two crossovers between W.&B.V. main track and long lead, south switch from W.&B.V. main track to long lead.

Gary—Crossover from east to west track between 38th and 39th Streets, north wye switch, stem of wye, south wye switch, crossover between east and west tracks between 34th and 35th Streets, all air operated-dual control.

TN—Switch from east track to yard lead, crossover from east to west track, all air operated-dual control.

Uceta Yard—Switch from yard lead to Tampa Southern main track, crossover from east track to yard lead, crossover between east and west tracks at 50th Street, all air operated-dual control.

### HOT BOX DETECTORS

Location	Track	Provide Detection	Indication to Stop
MP R-828	Single	Both Directions	Radio Instructions and/or Home Signal at Stop.

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.

### 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).

Where "leave siding" signals govern movements 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 dispatcher must be communicated with immediately. The signal must not be passed when in "stop" position without authority. 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.

Spring switches identified by letter "S" on target and protected facing-point as indicated, are located:

Lakeland—West Coast main track at 10th Street, protected by C.T.C. home signal.

Winston—From south end ladder track to long lead, protected facing-point by indicator signal.

### JOINT TRACKS

Trains and engines of foreign lines will be governed by A.C.L. time-tables, rules and special instructions while on A.C.L. tracks. A.C.L. trains and engines will be governed by time-tables, rules and special instructions of foreign lines while on their tracks.

### 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 engines must be reduced sufficiently to avoid hard couplings. Engines must not be stopped over lighted fuses or any 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 lightweight 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 crossing 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.

Capacity of sidings (pass tracks) is based on average overall length of 45 feet per car, plus 4 diesel units and caboose.

Simultaneous operation of opposing trains between Keystone Park and Chemical is prohibited. Dispatchers will arrange to so protect.

Movements between Thomasville freight yard and Perry Branch will use the old main track from the yard, thence crossover between the old main track and the Montgomery main track, to the Perry Branch. First-class trains will operate at yard speed, and in addition at restricted speed, between yard office and passenger station at Thomasville, and other trains and engines may use main track within these limits without clearing or protecting against such first-class trains.

Nos. 107, 108 and 118 will operate at yard speed within yard limits at High Springs. Other trains and engines may occupy main track within yard limits at High Springs without clearing or protecting against these first-class through freight trains, but must give way promptly to avoid delay.

All trains and engines have equal authority and will operate at yard speed on Trilby Branch between Mile Post T-784 and Mile Post T-786, between Mile Post T-791 and Mile Post T-792, between Mile Post T-797 and Mile Post T-800, between Mile Post T-811 and Mile Post T-813 at Clermont, and between Mile Post T-817 and Mile Post T-822 at Groveland, being governed by Rule 93.

All trains and engines have equal authority and will operate at yard speed between Okahumpka and Howey, between Ft. Mason Jct. and Umatilla, between Clarcona and Dr. Phillips, between Red Level Jct. and Power Plant, between Perry and Mile Post ND-755 and on Micanopy, Hillsboro and Victor Spurs, being governed by Rule 93.

### 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 Interlockings:*—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 provided with indicator lights which show whether signals on conflicting route are displaying "stop" indication:

## SPECIAL INSTRUCTIONS (continued)

LOCATION	TIME-OUT DEVICES	INDICATOR LIGHTS
Baldwin (S.A.L.)	Yes	No
Belleair (S.A.L.)	Yes	No
Center Hill (S.A.L.)	Yes	No
Drifton (S.A.L.)	Northward only	Yes
Felicia (S.A.L.)	Yes	Yes
Owensboro (S.A.L.)	Yes	Yes
Zephyrhills (S.A.L.)	Southward only	No

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.

Hawthorne (S.A.L.)	Mattox (S.A.L.)
Leesburg (Walling) (S.A.L.)	St. Catherine (S.A.L.)
Mabel (S.A.L.)	

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.

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

**Crossings protected by Approach-Locked Derails and Signals:**—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. 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.

S.A.L. R.R. crossings at Toronto and Lacoochee on Trilby Branch, and at Leesburg on Leesburg Branch, are protected by approach-locked derails, normally set against A.C.L. movements. A.C.L. crews must operate these derails and they must be restored to normal position after crossing has been cleared.

**Cabin-door Interlockings:**—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.

S.A.L. crossing at Taconey, MP RE-864.8, is protected by cabin-door interlocking.

**Crossings Protected by Gates Operated by Crews:**—Where gates are set normally clear for movement, 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 the crossing.

Where gates are set normally against movement, trains and engines must stop short of crossing. If crossing is seen to be clear, and no approaching conflicting movement is observed, member of crew will set gates against conflicting route and clear for movement to be made. Gates must be restored to normal positions by member of crew after movement has been completed and is clear of crossing.

Crossings at points listed below are protected by hand operated gates:

LOCATION	CROSSING LINE	GATES NORMALLY SET CLEAR FOR
Archer	S.A.L.	A.C.L.
Clark	S.A.L.	A.C.L.
Gainesville (main line)	S.A.L.	A.C.L.
Gainesville (old main line, Main St.)	S.A.L.	S.A.L.
Haynesworth	S.A.L.	A.C.L.
Lake Butler	G.S.&F.	A.C.L.
Montbrook	S.A.L.	A.C.L.
Newberry (W.C. main line)	Wilcox Branch	W.C. main line

LOCATION	JUNCTIONS LINED FOR
Thomasville.....	Montgomery Line
Bucell Junction.....	Perry—Wilcox Line
Burnett's Lake.....	Jacksonville—Croom Line
Rochelle.....	High Springs—Croom Line
Leesburg.....	High Springs—Croom Line
Wilcox.....	Thomasville—Newberry Line
Sylvan Lake.....	Sanford—Leesburg Line
Clarcona.....	Sanford—Trilby Line
Fort Mason Junction.....	Sanford—Leesburg Line
Micanopy Junction.....	High Springs—Croom Line
Trilby.....	High Springs—Tampa Line
Gulf Junction.....	High Springs—Tampa Line
Newberry.....	High Springs—Tampa Line
Red Level Junction.....	Dunnellon—Crystal River 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 after use, straight-railed and bolted up, notifying the superintendent and chief dispatcher when closure is completed. Speed restriction applies over drawspan and approach trestles.

	Maximum Speed Miles an Hour
Withlacoochee River (MP R-776.7) .....	15
Suwannee River, Old Town (MP ND-804.6) .....	35

The following drawbridge may be opened at any time. The speed restriction applies over drawspan and trestle approaches.

### Not Protected With Interlocking Signals

Trains and engines must stop within 300 feet of drawspan at this bridge. If the way is clear, they may then proceed.

	Maximum Speed Miles an Hour
Haines Creek, Lisbon.....	10

### Interlockings:

	Miles an Hour
Burnett's Lake .....	20
Hawthorne (Automatic) S.A.L. ....	20
Leesburg (Automatic) S.A.L. ....	20
Mabel (Automatic) S.A.L. ....	20
Moncrief (to and from J. & S. W.).....	20
Ocala .....	20

### SPEED LIMITS AND OPERATING RESTRICTIONS

Engine 550 and engines in 1000, 2000 and 3000 series must not exceed speed indicated below through turnouts and crossovers:

	Miles an Hour
Where signal indication authorizes limited or medium speed .....	30
Where signal indication authorizes restricted or slow speed .....	20
Hand-operated or spring main track switches.....	15
All other switches .....	7

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

Southern Railway EMD SD-24 engines Nos. 2502 to 2524, 6305 to 6325 and 6950 to 6953, inclusive, must not be operated on Ocala Division without specific approval of the chief engineer.

Passenger trains handling piggyback cars, loaded or empty, with or without caboose, or other unrestricted freight equipment, will observe authorized passenger train speed.

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

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

## SPECIAL INSTRUCTIONS (continued)

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.

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.

Line	Nominal Line Capacity (Lbs.)	Speed limit (MPH) unless further restricted by engine or by equipment in consist.			Restrict speed (MPH) as shown below for certain equipment												
		Passenger Trains	Unrestricted Freight Trains	Restricted Freight Trains	For cars weighing					For engines in series			For wreckers Nos.				For Locomotive Cranes
					180,000 to 220,000 Lbs.	220,001 to 240,000 Lbs.	240,001 to 251,000 Lbs.	251,001 to 283,000 Lbs.	283,001 to 270,000 Lbs.	100 to 200	800 to 900	550 to 1000 to 3000	65358 65369 65370 **	65265 65301 65302 **	65229 65248 65388 65417	65454	
<b>MAIN LINES:</b>																	
Moncrief to Burnett's Lake	270,000	59	49	49												25	
Burnett's Lake to Paradise	240,000	59	45	45			40	35	30							25	
Paradise to Croom	240,000	50	45	45			40	35	30	40	35					25	
High Springs to Dunnellon	270,000	59	49	49												25	
Dunnellon to Gary	270,000	60	60	50												25	
Bridge MP R-778.7 (SR)		15	15	15				10	*10			10	10	10			
Ville to Lakeland	270,000	60	60	50												25	
Trilby to St. Petersburg	270,000	59	49	49												25	
<b>BRANCHES:</b>																	
High Springs to Burnett's Lake	270,000	45	40	40												25	
Burnett's Lake to Newberry	270,000	45	45	45				25	20							25	
Newberry to Wilcox	251,000	30	30	30						25						25	
Thomasville to Clara	270,000	45	45	45												25	
Clara to Dunnellon	251,000	45	45	45				40	35	40	35					25	
Bridge MP ND-804.6 (SR)		35	35	35					30							25	
Dunnellon to Crystal River	180,000	20	20	20	15	10	7	7	7	15	BARRED		BARRED	BARRED	15	15	
Red Level Jct. to Power Plant	270,000	35	35	35												25	
Croom to Brooksville	240,000	25	25	25			20	15	10					20	20		
Palatka to Rochelle	270,000	25	25	25													
Okahumpka to Howey	220,000	15	15	15		10	7	7	7		BARRED		BARRED	BARRED			
Rands to Sylvan Lake	270,000	40	40	40												25	
Sylvan Lake to Leesburg	251,000	30	30	30				25	20			25				25	
Bridge MP TA-777.3		10	10	10				*	*								
Bridge MP SC-810.1 (NP)		10	10	10				*	*								
Fort Mason to Umatilla	270,000	25	25	25										20	20		
Sylvan Lake to Trilby	251,000	30	30	30				25	20		25			20	20	25	
Claracona to Dr. Phillips	270,000	20	20	20										15	15		
Micanopy Junction to Micanopy	220,000	15	15	15		10	7	7	7		BARRED		BARRED	BARRED			
Temple Terrace to Hillsboro	270,000	15	15	15													

\* Any car having this gross weight shall be preceded and followed by one car having gross weight no greater than 180,000 lbs. each.

\*\* These wreckers shall be separated from the engine by at least one car. Any car preceding or following these wreckers shall not weigh more than 180,000 lbs. gross.

Wreckers and Locomotive Cranes must be handled near head end of train.

ACL 500,000 "Whopper Hopper" will be handled under same restrictions as apply to cars weighing 251,001 to 263,000 lbs.

4-Wheel truck freight cars having wheels less than 36 inches diameter and weighing more than 241,500 lbs. are restricted to 40 MPH.

**Bridges:**

Speed limit across any bridge applies to the entire train. Where speed of train is further reduced because of engine or equipment in consist, the reduction applies until that engine or equipment has cleared the bridge.

(NP) Drawbridge Not Protected with Interlocking Signals.

(SR) Drawbridge Straight-Railed and Bolted Up.

## SPECIAL INSTRUCTIONS (continued)

### Local Speed Restrictions and Municipal Ordinances:

**Clearwater:** Trains will come to a full stop before crossing Drew and Cleveland Streets and crossings will be flagged. Speed through city limits 30 miles an hour, except between Palmetto Street and Druid Road, 15 miles an hour.

**Dunedin:** 25 miles an hour, corporate limits.

**Eustis:** 15 miles an hour between Gottsche and Lemon Avenues. Approach Home Builders warehouse, Gottsche Avenue, under control prepared to stop, expecting to find trucks fouling main track and sidetrack.

**Fruitland Park:** 25 miles an hour over first street crossing north of depot.

**Gainesville:** 35 miles an hour, corporate limits, except 20 miles an hour North 16th Avenue to South 13th Avenue, and Southward trains must not exceed 24 miles an hour approaching S. R. 331, M. P. RB-741.3.

**Jacksonville:** 30 miles an hour over J&SW crossings of Pickettville and Imeson Roads.

**Lakeland:** Whistle will be sounded with light intensity in city limits, except in case of emergency.

**Largo:** 25 miles an hour over the first crossing south of the depot.

**Leesburg:** 15 miles an hour over Center, High and South Streets on main track. Movements over Euclid Avenue, Lake, Main, Second, Sixth, Ninth, Canal, Palmetto and Twelfth Streets on Leesburg Branch, also over Main Street crossing at Depot, will be flagged.

**Ocala:** 25 miles an hour corporate limits except 12 miles an hour May Street to Third Street. Movements over East Broadway and Fort King, also, Eighth Street for northward trains only, will be flagged.

**Palatka:** Movements over Eleventh Street, located in switching area between passenger station and old freight office, will be flagged. Street crossings in corporate limits must not be blocked more than ten minutes.

**St. Petersburg:** 25 miles an hour from the north city limits to the passenger station, 15 miles an hour from passenger station to 9th Street.

All trains will enter the yard limits, St. Petersburg, under control, prepared to stop, unless the track is seen to be clear, and the switches properly lined.

Yard engines may switch at the north end of the passenger yard, or make movements to and from Joe's Creek, without protection against first class trains, but must keep informed as to the expected arrival time, and clear the track promptly so there will be no delay.

**Tampa:** 20 miles an hour over, upon and across streets and alleys within the City Limits. City Limit on Vitis Line is at Osborne Avenue. Whistle will be sounded with light intensity within corporate limits, except in case of emergency. Movements over Nebraska Avenue crossing when watchman not on duty, 11:00 P.M. to 7:00 A.M., will be flagged.

**Tarpon Springs:** 25 miles an hour from six blocks north of the depot to six blocks south of the depot.

**Thomasville:** 20 miles an hour over all street crossings within corporate limits. Movements over Campbell Street must be flagged.

### YARD LIMITS

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

Brooksville, Burnett's Lake, Clearwater, Croom, Dade City, Dunnellon, Gainesville-Teen Jay, Haile, High Springs, Kendrick, Lakeland, Leesburg, Moncrief, Newberry, Ocala, Palatka, Perry, Rochelle, Sanford, St. Petersburg, Chemical, Tarpon Springs, Tampa, Thomasville, Trilby and Wilcox.

### STANDARD CLOCKS

Dunnellon, Gainesville, High Springs, Jacksonville, Lakeland (passenger station, yard office, shop), Leesburg, Moncrief, Ocala, Palatka, St. Petersburg (passenger station, shop), Sanford (passenger station, shop), Tampa (Union Station, chief dispatcher's office), Thomasville (passenger station, yard office), Trilby, Uceta (yard office, shop).

### REGISTER STATIONS

Brooksville, Burnett's Lake, Dunnellon (for Crystal River and Perry Branch trains), High Springs, Jacksonville (Terminal Station for passenger trains), Lakeland (yard office), Leesburg, Moncrief (yard for freight trains), Palatka (for branch trains), Perry, St. Petersburg (passenger station for passenger trains, shops for freight trains), Sanford (shops), Sylvan Lake, Tampa (Union Station for passenger trains), Thomasville (passenger station for passenger trains, yard for freight

trains), Trilby (for S. & St.P. and Trilby Branch trains), Uceta (yard for freight trains).

Trains will reduce speed and conductors will hand register slip Form 329 $\frac{1}{4}$ , properly filled out, to operator at register points at which trains do not stop.

### BULLETIN BOOKS

Bulletin Books are located at the following points:

Brooksville, Dunnellon (for branch trains), Gainesville, High Springs (yard and shops), Jacksonville (Terminal Station), Lakeland (yard and shops), Leesburg, Moncrief, Palatka, Perry, St. Petersburg (passenger station and shops), Sanford (passenger station and shops), Thomasville (passenger station and yard), Trilby, Uceta Yard (yard and shops).

### LEAVING TERMINALS

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

Burnett's Lake.

Trilby for S.&StP., Trilby Branch and Florida Southern trains.

Newberry for Wilcox Branch trains.

Clearance Form A not required for originating trains at Crystal River, Wilcox, Bucell Junction, Perry (for Foley switches), Rochelle, Brooksville, Croom (for trains enroute Brooksville Branch), and Dunnellon (for trains enroute Crystal River Branch).

### SIGNAL STOPS

Nos. 37 and 38 at all points to discharge and receive passengers to and from Jacksonville and beyond.

Nos. 191 and 192 at Burnett's Lake, San Antonio, Tarpon Springs, Dunedin and Largo to receive and discharge revenue passengers to and from Jacksonville and beyond, at McIntosh to receive and discharge revenue passengers to and from Jacksonville, Clearwater and beyond.

No. 192 at Raiford daily, except Sunday, for 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

Jacksonville: No. 37 wait 30 minutes for No. 17 and one hour for No. 75 when passengers are reported. No. 191 wait one hour for No. 5.

### 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 employee subject to this act to be or remain on duty for a longer period than sixteen consecutive hours; and whenever any such employee . . . shall have been continuously on duty for sixteen hours he shall be relieved and not required or permitted again to go on duty until he has had at least ten consecutive hours off duty; and no such employee 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 employee who by the use of telegraph or telephone dispatches, reports, transmits, receives or delivers orders pertaining to or affecting train movements shall be required or permitted to be or remain on duty for a longer period than nine 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 case of emergency, when the employees 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 employee at the time said employee left a terminal and which could not have been foreseen. Provided further, That the provisions of this Act shall not apply to the crews of wrecking and relief trains."

## SPECIAL INSTRUCTIONS (continued)

### ABBREVIATIONS

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

### LOCAL SURGEONS

Clearwater, Fla. ....	Dr. R. H. Center	Ocala, Fla. ....	Dr. H. L. Harrell
Dade City, Fla. ....	Dr. W. Wardlow Jones	Ocala, Fla. ....	Dr. C. S. Lytle
Dunnellon, Fla. ....	Dr. William C. Waugh	Palatka, Fla. ....	Dr. Roy E. Campbell
Eustis, Fla. ....	Dr. C. M. Tyre	Palatka, Fla. ....	Dr. G. M. Zeagler
Gainesville, Fla. ....	Dr. John E. Maines	Perry, Fla. ....	Dr. J. H. Parker
Gainesville, Fla. ....	Dr. Walter R. Murphree	Pinellas Park, Fla. ....	Dr. John A. Ray
High Springs, Fla. ....	Dr. P. D. Weeks	Sanford, Fla. ....	Dr. Charles W. Hardwick
Inverness, Fla. ....	Dr. Alfred G. Brown	Sanford, Fla. ....	Dr. Edwin L. Lindsey
Jacksonville, Fla. ....	Dr. Sam C. Atkinson	Sanford, Fla. ....	Dr. T. F. McDaniel
Jacksonville, Fla. ....	Dr. Leonard H. Grunthal, Jr.	Sanford, Fla. ....	Dr. J. M. Morgan
Jacksonville, Fla. ....	Dr. A. Lawson Hardie	St. Petersburg, Fla. ....	Dr. H. H. Curd
Jacksonville, Fla. ....	Dr. F. M. Haswell	St. Petersburg, Fla. ....	Dr. Earl R. Fox
Jacksonville, Fla. ....	Dr. A. M. Manson	St. Petersburg, Fla. ....	Dr. L. M. Gable
Jacksonville, Fla. ....	Dr. Harold Newman	St. Petersburg, Fla. ....	Dr. N. Worth Gable
Jacksonville, Fla. ....	Dr. Frederick Oetjen	St. Petersburg, Fla. ....	Dr. R. M. Kilmark
Lacoochee, Fla. ....	Dr. W. H. Walters	Tampa, Fla. ....	Dr. Kenneth G. Gould
Lake Butler, Fla. ....	Dr. George F. Bolls	Tampa, Fla. ....	Dr. J. S. Helms, Jr.
Lakeland, Fla. ....	Dr. C. E. Clark	Tampa, Fla. ....	Dr. Richard A. Martorell
Lakeland, Fla. ....	Dr. Everett S. King	Tampa, Fla. ....	Dr. J. J. Ruskin
Lakeland, Fla. ....	Dr. James R. West	Tampa, Fla. ....	Dr. Harold Sutker
Leesburg, Fla. ....	Dr. L. H. Oetjen	Tampa, Fla. ....	Dr. D. B. York
Leesburg, Fla. ....	Dr. Paul F. Tumlin	Tarpon Springs, Fla. ....	Dr. Wm. J. Clough
Monticello, Fla. ....	Dr. J. B. Brinson	Winter Garden, Fla. ....	Dr. A. H. Gleason

# JACKSONVILLE TERMINALS

D. M. STRICKLAND, Supt. Terminals  
D. E. WRIGHT, Trainmaster

**LINES:**  
Moncrief to Quinlan  
Export Terminals  
Waterfront Street Terminals

*NOTE: Special Instructions of Ocala Division time-table are in effect on Jacksonville Terminals insofar as they are applicable.*

### SPRING SWITCHES

Spring switch at Norwood Avenue, Export-Milldale line is protected facing-point by indicator light, normal position lined for Milldale route. Indicator light displays "green" when lined for Milldale route, "yellow" when lined for Export route. If no light is displayed, stop and examine switch points before making facing-point movement over switch.

### JOINT TRACKS

Engines of foreign lines will be governed by A.C.L. time-tables, rules and special instructions while on A.C.L. tracks. A.C.L. engines will be governed by time-tables, rules and special instructions of foreign lines while on their tracks.

### 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 Interlockings:** Automatic Interlockings protecting S.A.L. R.R. crossings at F.&J. Junction and Milldale 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.

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.

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.

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

### DRAWBRIDGES

The following drawbridges are not protected with interlocking signals and may be opened at any time. Trains and engines must stop within 300 feet of drawspan at these bridges. If the way is clear, they may then proceed. The speed restriction applies over drawspan and approach trestles.

	Maximum Speed Miles an Hour
Trout River (MP SJ-646.0) .....	20
Broward River (MP SJ-648.9) .....	20

### SPEED LIMITS AND OPERATING RESTRICTIONS

Engine 550 and engines in 1000, 2000 and 3000 series must not exceed speed indicated below through turnouts and crossovers:

	Miles an Hour
Where signal indication authorizes limited or medium speed .....	30
Where signal indication authorizes restricted or slow speed .....	20
Hand-operated or spring main track switches.....	15
Power-operated turnouts and crossovers,	
BS Interlocking .....	7
All other switches .....	7

Line	Nominal Line Capacity (Lbs.)	Speed limit (MPH) unless further restricted by engine or by equipment in consist.  Yard Engines and Transfers	Restrict speed (MPH) as shown below for certain equipment							
			For cars weighing		For engines in series		For wreckers Nos.			For Locomotive Cranes
			251,001 to 263,000 Lbs.	263,001 to 270,000 Lbs.	550 to 1000 to 2000 to 3000	65358 to 65370 *	65255 to 65302 *	65229 to 65388	65454	65332 to 65465
Moncrief to Quinlan .....	270,000	20								
Bridge MP SJ-646.0 .....	(NP)	20	10	10	10	10	10	15	20	20
Bridge MP SJ-648.9 .....	(NP)	20	10	10	10	10	10	15	20	20
Composite to Export Terminal .....	270,000	15								

\*These wreckers shall be separated from the engine by at least one car. Any car preceding or following these wreckers shall not weigh more than 180,000 lbs. gross.

Wreckers and Locomotive Cranes must be handled near head end of train.

ACL 500,000 "Whopper Hopper" will be handled under same restrictions as apply to cars weighing 251,001 to 263,000 lbs.

#### Bridges:

Speed limit across any bridge applies to the entire train. Where speed of train is further reduced because of engine or equipment in consist, the reduction applies until that engine or equipment has cleared the bridge.

(NP) Drawbridge Not Protected with Interlocking Signals.

#### Wharfs and Docks:

Cars weighing in excess of 220,000 lbs. gross, Engine 550, Engines in Series 100, 200, 800, 900, 1000, 2000 and 3000, and all Wreckers and Locomotive Cranes shall not be operated onto any wharf or dock.

### LOCAL SURGEONS

Jacksonville, Fla.....Dr. Sam C. Atkinson  
Jacksonville, Fla.....Dr. Leonard H. Grunthal, Jr.  
Jacksonville, Fla.....Dr. A. Lawson Hardie  
Jacksonville, Fla.....Dr. F. M. Haswell

Jacksonville, Fla.....Dr. A. M. Manson  
Jacksonville, Fla.....Dr. Harold Newman  
Jacksonville, Fla.....Dr. Frederick Oetjen

## JACKSONVILLE TERMINAL COMPANY

1. Standard rules govern operations on Jacksonville Terminal Company's tracks. Employees will comply with special rules or instructions when issued by proper officers.

2. All train movements will be governed by signal indications within interlocking territory; outside of interlocking territory all trains will

move under control, expecting to find the track occupied, and be able to stop within half the range of vision. The burden of responsibility is with the approaching train.

3. In foggy weather, or other conditions that obscure clear vision, extreme caution must be exercised.



## JACKSONVILLE TERMINAL COMPANY (continued)

4. Trains, engines and switch movements must not exceed speed of 15 miles an hour through turnouts and crossovers and 20 miles an hour in straight-away movements through Lee Street, Myrtle Avenue and Beaver Street Interlockings; 10 miles an hour alongside station platforms. Approach main baggage trucking platforms at West End and East End of station tracks prepared to stop, unless crossings are known to be clear.

ACL engine 550 and engines in 1000, 2000 and 3000 series, must not exceed speed of 15 miles an hour through power-operated stem of wye switch and crossover at Dennis Street, and 7 miles an hour through all other turnouts and crossovers.

5. Interlocking signals of the right hand upper quadrant type have three positions as follows:

### SIGNAL INDICATIONS (DAY):

Horizontal—Stop  
45 Degree Angle—Proceed under Caution  
Perpendicular—Proceed

### SIGNAL INDICATIONS (NIGHT):

Red—Stop  
Yellow—Proceed under Caution  
Green—Proceed

### COLOR LIGHT INTERLOCKING SIGNALS INDICATIONS (DAY OR NIGHT):

Red—Stop  
Yellow—Proceed under Caution  
Yellow over Red—Proceed, approaching next signal prepared to stop.  
Red over Yellow—Proceed at restricted speed expecting to find the track occupied, switch improperly lined, and be able to stop short of train or obstruction.  
Green—Proceed

Interlocking signals are located on the right of the tracks they govern. A fixed interlocking signal is provided for all movements, either in the direction or reverse direction of traffic.

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

Outside of interlocking territory hand throw switch indications are:

Red—Stop or for turn-out  
Green—Proceed, or switch in normal position  
Normal position for all such switches is "Set for Running Track or Ladder."

Trailing movement may be made through a spring switch when points are in normal position. If train or engine is stopped on spring switch when making a trailing movement, reverse movement must not be made nor slack taken up in train until switch is placed in proper position by hand.

Spring switches are identified by marker bearing letters "SS".

6. Emergency stop air whistles are located as follows:

TOWER "A"—LEE STREET INTERLOCKING:  
On pole east of tower.  
TOWER "MA"—MYRTLE AVENUE INTERLOCKING:  
On Bridge "B" at tower.  
TOWER "BS"—BEAVER STREET INTERLOCKING:  
At Beaver Street tower.

Enginemen or those in charge of back up hose in the vicinity of these emergency signals upon hearing one long continuous blast of such whistle will immediately stop; after which they may proceed upon hearing two blasts of the same whistle, being governed by signal indications.

7. Freight movements over the S.A.L. freight line crossing at Beaver Street Interlocking, if compelled to stop for a period of over five minutes, will immediately cut their train and clear the signals in both directions governing movements over crossings, unless otherwise directed by Towerman.

8. All trains will approach "FO" Cabin Junction and Terminal Company's WYE at Church Street under full control expecting to find tracks occupied. Movements through crossovers, switches and over Church Street crossing must not exceed a speed of ten (10) miles an hour.

8-a. Movements around Honeymoon WYE and Church Street WYE must not exceed a speed of ten (10) miles an hour for entire length of train. (See Rule 2)

9. Proper members of passenger train crews, uniformed, are required to be on hand thirty (30) minutes prior to departing time of their trains and protect the loading of passengers.

9-a. Consist from engine to rear, in train order, showing all information called for will be furnished by Conductors in duplicate on A.C.L.

Form 32 Revised of all arriving and departing trains. Consists will be made in triplicate for arriving trains, one copy to be filed and transmitted by wire not less than one hour before arrival. Boxes for consists of departing trains are located on concourse fence and on shed posts on hill tracks.

10. Train Starting Signals: Push button signals are located as follows:

To contact Myrtle Avenue Tower:

Tracks 2 to 15 inclusive: On supporting columns of train sheds near butting block and the west end of sheds.

Track 16: On supporting column of train shed opposite station and the west end of shed.

Tracks 17 to 26 inclusive: On supporting columns of train sheds near the head of rampway and the west end of shed.

To contact Lee Street Tower:

Track 16: On supporting column of train shed opposite station.

Tracks 17 to 26 inclusive: On supporting columns of train sheds near the head of rampway, also on east side of concrete columns Lee Street Viaduct for tracks 23, 24, 25 and 26.

Conductors are required to transmit signal to the proper tower one minute in advance of the time his train will be ready to depart by pressing starting signal button. After this signal gives proper indication in the tower, it will be repeated back by a light to the Conductor immediately. If such light does not show up, it indicates to the Conductor that the apparatus is not working and steps must immediately be taken to communicate with the tower by phone.

Green starting lights are located over the gates on the low level, parallel with the platform side of each station track, and on the high level on the lower edge of platform shed near entrance to subway; also under Lee Street Viaduct, Tracks 23, 24, 25 and 26. After the Gatemen close the gates and assure themselves that the last passenger for a given train has had opportunity to reach that train to board it, they will immediately give the above green starting signal as an indication to the Conductor that all passengers for his train have reached the side of the train, after which the Conductor will be governed in starting his train by the loading of his passengers, baggage and mail. The Conductor is then authorized to depart when the baggage and mail foreman advises him or in the absence of the Conductor the foreman may notify the baggage master and postal clerk, that all baggage and mail connections for that train are loaded, whereupon the Conductor will push his starting light and depart upon receiving interlocking signals. The Conductor should work out a proper understanding with the baggage and mail foreman in each instance as to when this work will be completed. Starting light should not be pushed in excess of one (1) minute before the anticipated time that the train will be ready to move.

10-a. Trains must not depart from the Jacksonville Terminal until the engineman has received a release card Form 725 from the Car Inspector indicating that the train is ready to proceed insofar as the Mechanical Department is concerned.

11. Conductors, Trainmen, Enginemen and Firemen of tenant lines must pass proper examination on interlocking and special instructions before being permitted to operate into and out of the Terminal.

12. Doors of toilets on all passenger trains must be kept locked while cars are located on station tracks; private or chartered cars must be kept locked until buckets are supplied.

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

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

15. Enginemen on arriving trains heading into station will stop as near butting block as practical, consistent with safety, on Station Tracks 2 to 15, inclusive, to avoid blocking the trucking platform at north or west end of Station.

15-a. Enginemen on arriving trains using Station Tracks 16 to 26, inclusive, will stop just to clear main trucking crossing at extreme East or West end of the Station, inside of interlocking signals, unless otherwise spotted by hand signals.

16. Ash pans of kitchen cars, or refuse of any nature, must not be dumped or thrown within Terminal limits.

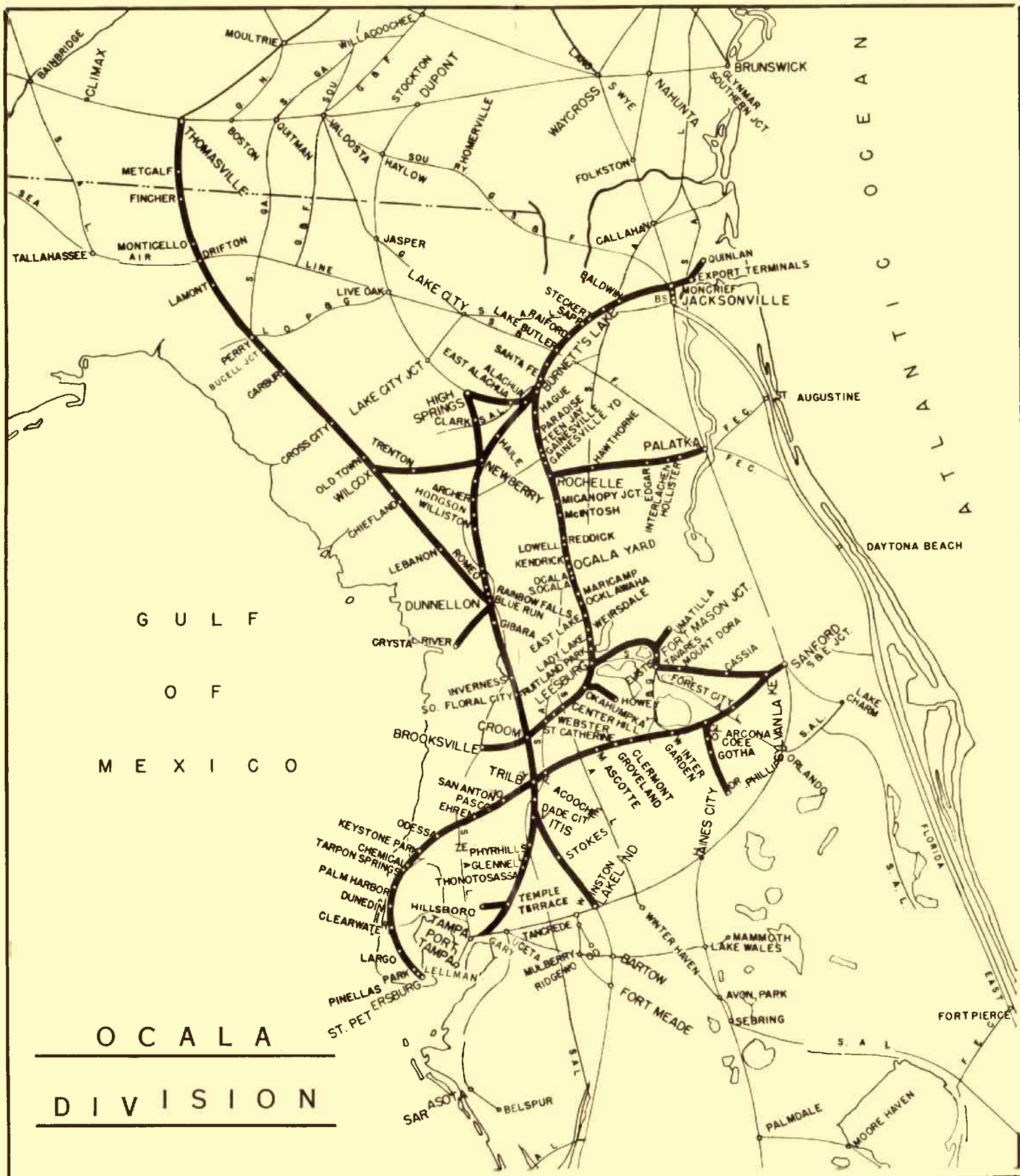
17. Headlights on all engines will be dimmed while on tracks of the Jacksonville Terminal Company.

18. The use of sand within interlocking territory must be avoided as far as possible and is prohibited through switches and crossovers at Myrtle Avenue, Beaver and Lee Street Interlocking.

19. Air Whistle on back up hose will be sounded at frequent intervals on all trains backing into Station.







G U L F  
O F  
M E X I C O

A T L A N T I C  
O C E A N

OCALA  
DIVISION