

INDEX

Page

Jacksonville to Sanford	1-2
Sanford to Tampa	3-4
Lakeland to Naples	5
Tampa to Sarasota	6
Lake Alfred to Bartow	6
Haines City to Lake Harbor	7
Sanford to Lake Charm	8
Palmdale to Sunniland	8
Winston to Fort Meade	8
Special Instructions	9-10-11-12-13-14-15

JACKSONVILLE TERMINALS

Special Instructions	15-16
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JACKSONVILLE TERMINAL COMPANY

Special Instructions	16-17
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Safety



First

ATLANTIC COAST LINE RAILROAD TAMPA 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

B. B. VAUGHAN, Superintendent

W. R. H. JACKSONVILLE 875-3111
CREW JACKSONVILLE E 870445

SAFETY FIRST

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

Alert today alive tomorrow.

Failure to comply with rules leads to disaster.

Everybody for safety for everybody.

Think and be safe.

You are not employed to take unnecessary chances.

Furnish your train proper protection at all times.

Inattention to duty causes accidents.

Remember accident prevention is part of your job.

Safety prolongs human life.

The right way is the safe way.

ALWAYS BE CAREFUL

FIRST AID INSTRUCTIONS

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

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

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

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

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

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

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

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

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.

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

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.

SOUTHWARD—MAIN LINE—BETWEEN FLORENCE AND DA

FIRST CLASS

										Station Numbers	Distance from Florence	TIME TABLE NO. 2	
												IN EFFECT	
												December 16, 1965	
												STATIONS	
	87	375	109	175	75	91	1	153	119				
	Florida Special	Everglades	Through Freight	Piggyback Special	Gulf Coast Special	West Coast Champlen	East Coast Champlen	Sou. Rwy. Freight	Through Freight				
	Daily	Daily	Daily	Daily Ex. Monday	Daily	Daily	Daily	Daily	Daily				
	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	A. M.	A. M.				
	10-10	8-55	8-00	3-50	1-00	3-35	1-30			293		T L	FLORENCE
	10-14	8-59	8-05	3-54	1-04	3-39	1-34			296	3.5		SOUTH FLORENCE
	10-23	9-10	8-19	4-06	1-14	3-48	1-43			309	16.3		COWARD
	10-28	s 9-16	8-27	4-13	1-20	3-53	1-48			316	23.2	T	LAKE CITY
	10-33	9-25	8-35	4-19	1-25	3-58	1-53			322	29.3		CADES
	10-39	s 9-33	8-45	4-27	s 1-36	4-04	1-59			331	37.7	T	KINGSTREE
	10-47	f 9-43	8-57	4-37	1-45	4-12	2-07			342	48.4	T	LANE
	10-50	9-47	9-03	4-42	1-48	4-15	2-10			345	52.2		SANTEE BLUFF
	10-56	9-52	9-09	4-47	1-53	4-21	2-16			348	55.2		ETTA
	— —	f 9-54	— —	— —	1-55	— —	— —			350	56.7	T	ST. STEPHEN
	11-02	10-02	9-20	4-55	2-01	4-27	2-22			357	63.8		BONNEAU
	11-08	f 10-15	9-30	5-05	2-08	4-33	2-28			365	72.0	T	MONCK'S CORNER
	11-16	10-24	9-43	5-16	2-17	4-41	2-36			376	83.3		MT. HOLLY
	11-23	10-32	9-54	5-26	2-25	4-48	2-43			386	93.3		MEAD'S
	s 11-31	s 10-55	9-58	5-30	s 2-45	s 4-58	s 2-55			388	95.0		CHARLESTON
	11-33	10-57	10-01	5-32	2-47	5-01	2-57			389	95.4	T	SY
										390	96.3		BENNETT
	11-35	10-59	10-08	5-34	2-49	5-03	2-59			392	97.2		BN
	11-41	11-05	10-17	5-41	2-55	5-09	3-04			399	103.8		JOHNS ISLAND
	11-47	f 11-11	10-25	5-49	3-01	5-15	3-10			407	111.8		RAVENEL
	11-56	f 11-21	10-38	6-01	3-11	5-24	3-19			419	124.5		JACKSONBORO
	12-03	11-29	10-48	6-10 ²⁹	3-19	5-31	3-26			429	134.0	T	GREEN POND
	12-07	f 11-33	10-53	6-15	3-23	5-35	3-30			433	138.6		WHITE HALL
	12-15	s 11-52	11-05	6-24	s 3-40	5-43	3-37			443	148.2		YEMASSEE
	12-22	12-01	11-14	6-32	3-47	5-50	3-43			451	156.6		COOSAWHATCHIE
	12-28	12-07	11-22	6-40	f 3-55	5-56	3-49			459	164.6		RIDGELAND
	12-38	f 12-19	11-37	6-54	4-07	6-06	3-59	l 1-15		474	179.4		HARDEEVILLE
	12-43	12-26	11-43	6-58	4-12	6-10	4-06	1-21		478	183.4		SAND ISLAND
	12-49	12-32	11-49	7-03	4-18	6-16	4-12	1-27		481	186.4		CHATHAM
	12-58	12-42	11-59	7-16	4-28	6-24	4-26	1-40 1-55		490	196.0	T	CENTRAL JCT.
	s 1-10 ³⁷⁶	s 1-00 ⁸⁷ 1-15	12-01	7-17	s 4-45 4-50	s 6-40	s 4-40	1-56		491	196.6	T	SAVANNAH
	1-18	1-21	12-10	7-22	4-57	6-48	4-48	2-03		495	201.3	T	NORTH TOWER
			12-45 1-30	7-40 7-45					l 2-00	496	202.4	T	SOUTHOVER
	1-21	1-24	1-39	7-50	5-00	6-51	4-51	2-10	2-05	497	203.8	A	DA
	A. M.	A. M.	A. M.	P. M.	P. M.	A. M.	A. M.	A. M.	A. M.				
	Daily	Daily	Daily	Daily Ex. Monday	Daily	Daily	Daily	Daily	Daily				
	87	375	109	175	75	91	1	153	119				

SOUTHWARD MAIN LINE BETWEEN SANFORD AND TAMPA

FIRST CLASS												TIME TABLE NO. 2 IN EFFECT December 16, 1965	
	97	109	91	5	1	87	175	75	Station Numbers	Distance from Sanford	STATIONS		
	Passenger	Through Freight	West Coast Champion	City of Miami South Wind	East Coast Champion	Florida Special	Piggyback Special	Passenger					
	Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Tuesday	Daily					
	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	A. M.	A. M.					
		4:15	12:50	12:05	9:45	5:50	4:30	1:00	768		TL SANFORD 9.5		
		4:30	1:00	12:15	9:55	5:59	4:40	f 1:10	778	9.5	LONGWOOD 5.5		
								f 1:15	783	15.0	T MAITLAND 2.5		
		4:40	s 1:10	12:24	10:04	6:08	4:49	s 1:30	786	17.5	T WINTER PARK 4.8		
		5:10	s 1:35	s 12:38	10:16	s 6:20	5:05	s 2:00 ²¹⁰	791	22.3	T ORLANDO X-SAL 7.4		
		5:25	1.41 ⁹²	12.50 ²	10:23	6:27	5:30	2.08	798	29.7	TAFT 10.4		
		5:37	s 2:00 ⁶	1:00	10:32	6:36	5:40	s 2:25	808	40.1	T KISSIMMEE 7.4		
		5:46	2:07	1:06	10:40	6:43	5:48	2:35	816	47.5	REEDER 9.7		
		5:57	2:15	1.14 ⁹²	10:48	6:51	5:58	2:45	825	57.2	T DAVENPORT 8.9		
		6:02	s 2:20	1:18	10:52	6:55	6:03	s 2:50	829	61.1	T HAINES CITY 6.7		
	11.59 ⁷⁴	6:09	2:30	1:24	10:59	7:01	6:10	s 3:20	836	67.8	T LAKE ALFRED 4.3		
		12:05	6:14	2:34	A 1.30 ⁶	A 11:15	A 7:15	f 3:35	840	72.1	T AUBURNDALE X-SAL 5.2		
		12:10	6:20	2:39				6:23	846	77.3	CARTERS 5.4		
	A 12.25 ²¹⁰	6:45	s 3:00					7:00 7:15	851	82.7	T LAKELAND 4.1		
		6:52	3:04					7:20	855	86.8	WINSTON 6.4		
		7:00	s 3:10					7:30	861	93.2	T PLANT CITY X-SAL 6.2		
		7:10	3:17					7:37	867	99.4	DOVER 5.5		
		7:20	3:23					7:45	873	104.9	MANGO 5.9		
		A 8:00	3:30					A 8:00	879	110.8	T UCETA YARD 1.7		
			3:33					5:05	880	112.5	T TN X-SAL 1.3		
			s 3:50					s 6:00	882	113.8	TA TAMPA		
	A. M.	P. M.	P. M.	P. M.	A. M.	A. M.	A. M.	A. M.					
	Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Tuesday	Daily					
	97	109	91	5	1	87	175	75					

Time of Train 97 applies at South Wye Switch, Lake Alfred.
Time of Trains 1, 5, and 87 applies at S.A.L. connection track, Auburndale.

**FORT MYERS BRANCH—BETWEEN LAKELAND AND FORT MYERS
SOUTHWARD—NAPLES BRANCH—BETWEEN FORT MYERS AND NAPLES—NORTHWARD**

	FOURTH CLASS		THIRD CLASS		FIRST CLASS		Station Numbers	Distance from Lakeland	TIME TABLE NO. 2 IN EFFECT December 16, 1965 STATIONS	Car Capacity of Side Tracks	FIRST CLASS		FOURTH CLASS	
	249	549	291	275	292	276					550	250		
	Through Freight	Local Freight	Passenger	Passenger	Passenger	Passenger					Local Freight	Through Freight		
	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily	Daily	Daily					Daily Ex. Sunday	Daily Ex. Sunday		
	A. M.	A. M.	P. M.	A. M.							P. M.	P. M.	P. M.	P. M.
	2:01		3:15		851		TL	LAKELAND	A	Yard	\$12:20			9:55
	2:15				X-855	4.2		EATON PARK		12				9:42
	2:25		3:24		X-859	7.5	T	HIGHLANDS CITY		75 30	P	12:01		9:35
	2:35		3:31	L 4:40	X-864	13.0	T	BARTOW	X-SAL	Yard	11:54	A _S 10:45		8:25
	2:50		3:32	5:01	X-866	13.8		OAKS		64	P	11:51	10:31	8:17
	3:05		3:45	s 5:15	X-875	23.9	T	FORT MEADE		65 Y	P	11:38	\$10:18	8:03
	3:20		3:55	s 5:25	X-883	31.7	T	BOWLING GREEN		26		11:28	\$10:08	7:50
	3:35		4:03	s 5:40	X-889	38.1	T	WAUCHULA		64 83	P	11:20	\$10:00	7:35
	3:45			f 5:55	X-893	42.1		ZOLFO SPRINGS		36			f 9:52	7:20
	3:55		4:12	6:00	X-896	45.6		MOFFITT		63	P	11:11	9:47	7:05
	4:05			6:10	X-903	52.5		GARDNER		7			9:38	6:55
	4:15			6:15	X-907	56.0		BROWNVILLE		37			9:33	6:40
	4:45		4:32	s 6:30	X-913	62.0	T	ARCADIA		47 133	P	10:51	s 9:20	6:15
	5:00			f 6:35	X-917	66.0		NOGATEE		34			f 9:15	5:56
	5:10		4:45	f 6:45	X-924	72.6		FORT OGDEN		28		10:38	f 9:05	5:47
	5:30			7:00	X-933	82.2		CLEVELAND		10			8:50	5:20
	5:50		s 5:02 ²⁶⁰	s 7:15	X-937	86.0	T	PUNTA GORDA		163 Y		\$10:21	s 8:45	5:02 ²⁹¹
	6:05			7:21	X-941	90.2		ACLINE		20		10:15	8:35	4:38
	6:30			7:41	X-958	106.8		BAYSHORE		16			8:15	4:15
	6:40		5:31	7:45	X-961	109.8		TICE		20			8:10	4:10
	A 7:00	L 9:50	s 5:45	A 8:15	X-965	114.0	T	FORT MYERS		Yard	s 9:45	L 8:00	A 1:30	L 4:00
		10:35			X-988	136.3		BONITA SPRINGS		12		9:05		12:30
		11:30	s 6:50		X-1001	150.2	TA	NAPLES	L	34 Y		8:45		11:59
	A. M.	A. M.	P. M.	A. M.							A. M.	P. M.	A. M.	P. M.
	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily				Time of Train 275 applies at South Wye Switch, Bartow. Time of Train 276 applies at Station, Bartow.			Daily	Daily	Daily Ex. Sunday	Daily Ex. Sunday
	249	549	291	275							292	276	550	250

**SARASOTA BRANCH
SOUTHWARD—BETWEEN TAMPA AND SARASOTA—NORTHWARD**

THIRD CLASS			FIRST CLASS	Station Numbers	Distance from Tampa	TIME TABLE NO. 2 IN EFFECT December 16, 1965			Car Capacity of Side Tracks	FIRST CLASS	FOURTH CLASS	
243	565	91	92			564	242					
Through Freight	Local Freight	West Coast Champlon	West Coast Champlon			Local Freight	Through Freight					
Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily			Daily Ex. Sunday	Daily Ex. Sunday					
P. M.	A. M.	P. M.	A. M.			P. M.	P. M.					
		4.15	882	TL	TAMPA	A	Yard	\$11.35				
		4.19	880	1.3	TN	X-SAL	Yard	11.14				
		4.25	879	3.2	T	UCETA YARD	Yard	11.10	12.30	A 8.30		
12.01	L 5.00	4.30	ZA-883	7.0		SUTTON	85 P	11.05	12.10 ²⁴³	7.50		
12.10 ⁵⁶⁴	5.10	4.34	ZA-886	10.3	T	EAST TAMPA	40 Yard P	11.01	12.03	7.40		
12.25	5.20	4.42	ZA-892	16.1		NORTH BUSKIN	64 25 P	10.54	11.53	7.30		
12.35	5.30	4.50	ZA-898	22.0		BUSKIN	45 19 P	10.46	11.43	7.00		
12.50	5.40	5.05	ZA-902	25.6		SUN CITY	9	— —	11.33	6.49		
12.59	5.50	5.11	ZA-910	34.0		GILLETT	43 25 P	10.31	11.20	6.37		
1.11	6.05	5.15	ZA-915	38.8	T	PALMETTO	23 62 P	10.25	11.10	6.30		
1.20	6.15	5.21	ZA-916	40.1	T	BRADENTON	29 Yard P	10.21	11.00	6.26		
1.35	6.30	5.25	ZA-921	44.3		ONECO	18	10.15	10.45	6.10		
1.50	6.45	5.25	ZA-924	47.5		MATOAKA	30 P	10.11	10.40	6.00		
2.00	6.55	5.35	ZA-929	52.2	TA	SARASOTA	L	10.05	10.30	5.40		
2.10	7.30											
P. M.	A. M.	P. M.						A. M.	A. M.	P. M.		
Daily Ex. Sunday	Daily Ex. Sunday	Daily						Daily	Daily Ex. Sunday	Daily Ex. Sunday		
243	565	91						92	564	242		

TN is a Train Order Office for trains originating South of TN.
Time of Train 91 at Uceta Yard applies at Sarasota Branch freight lead switch.

**BARTOW BRANCH
BETWEEN LAKE ALFRED AND BARTOW
SOUTHWARD NORTHWARD**

FIRST CLASS	Station Numbers	Distance from Lake Alfred	TIME TABLE NO. 2 IN EFFECT December 16, 1965			Car Capacity of Side Tracks	FIRST CLASS
275			276				
Passenger			Passenger				
Daily			Daily				
A. M.			P. M.				
4.00	836		T L	LAKE ALFRED	A	50 Y	\$11.45
s 4.10	W-840	3.5	T	WINTER HAVEN		70 Y	11.20
t 4.25	W-845	9.0	5.5	EAGLE LAKE		30	f10.55
s 4.40	X-864	16.7	TA	BARTOW	L	Yard	10.45
A. M.							P. M.
Daily							Daily
275							276

Time of Train 275 applies at South Wye Switch, Bartow.
Time of Train 276 applies at Station, Bartow, and at North Wye Switch, Winter Haven.

**HAINES CITY BRANCH—BETWEEN HAINES CITY AND LAKE HARBOR
SOUTHWARD NORTHWARD**

		FOURTH CLASS		Station Numbers	Distance from Haines City	TIME TABLE NO. 2 IN EFFECT December 16, 1965		Car Capacity of Side Tracks	FOURTH CLASS			
		567	241			240	566					
		Local Freight	Through Freight			Through Freight	Local Freight					
		Daily Ex. Saturday	Daily Ex. Saturday			Daily Ex. Sunday	Daily Ex. Sunday					
		P. M.	P. M.			STATIONS				P. M.	P. M.	
		8:05	1:45	829		TL	HAINES CITY	A	Yard	8:00	11:45	
							5.3					
		8:15	2:00	VC-834	5.3		LAKE HAMILTON		46 10 P	7:40	11:20	
							1.6					
		8:22	2:10	VC-836	6.9	T	DUNDEE		22	7:30	11:15	
							2.3					
		8:32	2:30	VC-839	9.2	T	WAVERLY		55 11 P	7:20	11:10	
							2.8					
		9:02	2:35	VC-841	12.0		MOUNTAIN LAKE		58 Y	7:10	11:05	
							3.4					
		9:30	3:00	VC-844	15.4	T	LAKE WALES	X-SAL	100 77 P	7:00	11:00	
							5.9					
		9:56	4:00	VC-850	21.3		BABSON PARK		7	5:40	10:45	
							6.5					
		10:30 ⁵⁶⁶	4:30	VC-857	27.8	T	FROSTPROOF		82 18 P	5:30	10:30 ⁵⁶⁷	
							10.7					
		11:10	5:00 ²⁴⁰	VC-867	38.5	T	AVON PARK		56 15 P	5:00 ²⁴¹	10:10	
							8.0					
		11:25	A 5:15	VC-875	46.5	T	SEBRING		110 52 Y P	L 4:30	9:55	
							9.1					
		11:45		VC-884	55.6		ISTOKPOGA		60 P		9:35	
							7.8					
		12:01		VC-892	63.4	T	LAKE PLACID		28		9:15	
							6.0					
		12:15		VC-898	69.4		CHILDS		52 P		9:00	
							10.5					
		12:40		VC-909	79.9		VENUS		8		8:40	
							9.0					
		1:25		VC-918	88.9	T	PALMDALE		58 90 Y P		8:20	
							16.6					
		2:15		VD-934	105.5	T	MOORE HAVEN		53 21 P		7:01	
							13.6					
		A 3:30		VD-948	119.1	T	OLEWISTON		96 66 Y P	L 6:30		
							5.7					
				VD-954	124.8		KEELA		55 Y P			
							4.4					
				VD-957	129.2	A	LAKE HARBOR	L	108 Y			
		A. M.	P. M.							P. M.	P. M.	
		Daily Ex. Sunday	Daily Ex. Saturday							Daily Ex. Sunday	Daily Ex. Sunday	
		567	241							240	566	

**LAKE CHARM BRANCH
BETWEEN SANFORD AND LAKE CHARM**

SOUTHWARD **NORTHWARD**

THIRD CLASS	Station Numbers	Distance from Sanford	TIME TABLE NO. 2 IN EFFECT December 16, 1965		Car Capacity of Side Tracks	FOURTH CLASS
Local Freight Daily Ex. Sunday			STATIONS			Local Freight Daily Ex. Sunday
543						542
A. M.						P. M.
8.01	768		TL SANFORD A	Yard		1-10
			1.7			
8.10	U-770	1.7	S. & E. JCT.			12.57
			3.9			
8.25	U-774	5.6	MECCA			12.45
			11.4			
9.00	U-785	17 0	T OVIEDO	60		12.10
			1.4			
9.10	U-786	18.4	A LAKE CHARM L			11.59
A. M.						A. M.
Daily Ex. Sunday						Daily Ex. Sunday
543						542

**IMMOKALEE BRANCH
BETWEEN PALMDALE AND SUNNILAND**

SOUTHWARD **NORTHWARD**

THIRD CLASS	Station Numbers	Distance from Palmdale	TIME TABLE NO. 2 IN EFFECT December 16, 1965		Car Capacity of Side Tracks	FOURTH CLASS
Local Freight Daily Ex. Sunday			STATIONS			Local Freight Daily Ex. Sunday
559						558
A. M.						P. M.
11.00	VC-918		TL PALMDALE A	58 90 Y P		5.15
			11.7			
11.30	VC-930	11.7	GOODNO	48		4 20
			13.4			
12.05	VC-943	25.1	KERI	20		3.45
			12.4			
12.45	VC-955	37.5	T IMMOKALEE	Yard 55 Y		3.15
			12.4			
1.15	VC-968	49.9	A SUNNILAND L	69		2.00
P. M.						P. M.
Daily Ex. Sunday						Daily Ex. Sunday
559						558

BONE VALLEY BRANCH— BETWEEN WINSTON AND FORT MEADE

SOUTHWARD **NORTHWARD**

THIRD CLASS	Station Numbers	Distance from Winston	TIME TABLE NO. 2 IN EFFECT December 16, 1965		Car Capacity of Side Tracks	FOURTH CLASS
Local Freight Daily Ex. Sunday			STATIONS			Local Freight Daily Ex. Sunday
563						562
A. M.						P. M.
9.00	855		L WINSTON A	Yard		2.00
			6.7			
9.15	Y-862	6.7	TANOREDE	76 Y		1.40
			3.3			
9.25	Y-865	10.0	PRAIRIE JCT.	Yard		1.30
			0.8			
A 9.30	Y-866	10.8	T MULBERRY X-SAL	27		L 1.00
			3.0			
	Y-869	13.8	ACHAN	31 Y		
			3.4			
	Y-873	17.2	GREEN BAY	30 Y		
			4.2			
	Y-877	21.4	AGRICOLA	30 Y		
			7.4			
	X-875	28.8	TA FORT MEADE L	65 Y		
A. M.						P. M.
Daily Ex. Sunday						Daily Ex. Sunday
563						562

SPECIAL INSTRUCTIONS

L. A. Anderson, Assistant Superintendent
T. O'Brien, Assistant Superintendent
H. F. Martin, Manager, Port Tampa Docks
W. T. Ballard, Supt. Terminals

R. M. Beach, Trainmaster
W. O. Brinson, Trainmaster
J. R. Casey, Trainmaster
W. A. Robarts, Trainmaster
J. H. Arnold, Sr., Trainmaster

MAIN LINE:
Jacksonville to Tampa

BRANCHES:
DeLand Branch
Lake Charm Branch
Sanford & Everglades Branch
Haines City Branch
Mountain Lake Branch
Immokalee Branch
Okeelanta Branch
Bartow Branch
Fort Myers Branch
Naples Branch
Bone Valley Branch
Ridgewood Branch
Port Tampa Branch
Sarasota 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:

Winter Park, MP 784.7, and Orlando, MP 791.9.
Lakeland, MP 851.7, and Winston, MP 854.9.
Uceta Yard, MP 878.6, and Tampa, MP 881.6.

Normal position of crossover switches at south end two tracks, Tampa, is for old freight lead for southward movements and for straightaway movements from single track to northward main track. Switches will be handled by train crews entering or leaving Tampa Union Station when switch tender-operator is not on duty.

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:
Jacksonville, MP 643.9, and Benson Junction, MP 759.6.
Winter Park, MP 785.5, and Orlando, MP 791.8.
TN, MP 880.4, and Tampa, MP 881.6.

Trains, other than scheduled trains, will run extra without orders between Winter Park and Orlando and between TN and Tampa.

Trains and engines will run between Winter Park and Orlando, and between TN and Tampa Union Station with current of traffic by signal indication, which supersedes timetable superiority.

Southward home signal at Black Creek will be used as head block signal governing movements to next pass track. When southward train holds main track for meet at Doctor's Inlet, it will be necessary

to stop at the clearance point at south end of pass track and open south pass track switch, which will cause northward home signal at Black Creek Drawbridge to display red-over-yellow indication governing northward movements to the south end of pass track at Doctor's Inlet.

Train and engine movements may be made on authority of dispatcher between south end Bostwick and north end Palatka pass tracks, by signal indication, which supersedes the superiority of train

TRAFFIC CONTROL SYSTEM (C.T.C.)

(Rules 261 to 295 and 550 to 562)

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

Benson Junction, MP 759.6, and
Winter Park, MP 785.5.

Orlando, MP 791.8, and TN, MP 880.4.

Winston, MP Y855.4, and Prairie Junction, MP Y863.5.

(Ocala Division) Vitis, MP R837, and Gary, MP RF006

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

Switches serving FP & L Co., Valdez, MP 762.5, and Military Packaging Co. of Florida, Inc., Pine Castle, MP 794.8, are not electrically-locked. Movements MUST NOT clear main track at these switches.

All other hand-operated switches are electrically-locked except main track switches between First Street (MP-765.8) and McCracken Road (MP 766.6), Sanford; 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 while train or engine is clear of main track.

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.

Northward signals on signal bridge at north end double track 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.

Dual control switch protected by signals is in service at switch from Sarasota Branch main track to Uceta Yard freight lead just north of Seaboard crossing, Uceta Yard, controlled by S.A.T. Control Station.

Southward signal near Mile Post 876¾, when displaying indication per Rule 286(B), governs movements into Uceta Yard lead. Rule 93 applies on this yard lead track south of power-operated switch and, in addition, trains or engines will move at restricted speed.

REMOTELY CONTROLLED SWITCHES AND SIGNALS

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

SPECIAL INSTRUCTIONS (continued)

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:

Benson Junction—Both ends pass track.

Sanford—Both ends pass track.

Longwood—Both ends pass track.

Winter Park—North end two tracks, crossover at MP 785.5.

Orlando—South end two tracks, crossover between main track and pass track just south of south end two tracks, south end of pass track (Pineclow Avenue).

Taft—Both ends pass track.

Kissimmee—Both ends pass track.

Reeder—Both ends pass track.

Davenport—Both ends pass track.

Haines City—Both ends pass track, north wye switch, south wye switch.

Lake Alfred—Both ends pass track.

Auburndale—Both ends pass track.

Carters—Both ends pass track.

Lakeland—Crossover from C.H. main track to J.T. main track, switch from J.T. main track to north end of freight lead, switch from freight lead to New West Coast main track, crossover between west track and freight lead, and crossover between east and west tracks, all air operated-dual control.

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

Tancrede—North wye switch.

Plant City—Both ends pass track.

Dover—Both ends pass track.

Mango—Both ends pass track.

Uceta Yard—North freight lead, north end two tracks, switch from yard lead to Sarasota Branch main track, Sarasota Branch freight lead switch just north of S.A.L. crossing, crossover from east track to yard lead, crossover between east and west tracks at 50th Street. North freight lead switch and Sarasota Branch freight lead switch are electrically operated-dual control; the other switches are air operated-dual control.

Gary—Crossover between east and west tracks 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 between east and west tracks, all air operated-dual control.

HOT BOX DETECTORS

Location	Track	Provide Detection	Indication to Stop
MP 659.7	Single	Both directions	Radio instructions.
MP 711.7	Single	Both directions	Radio instructions.
MP 801.0	Single	Both directions	Radio instructions and/or home signals 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 as follows:

Bartow—South wye switch. Protected facing-point by indicator signal.

Green Bay—North wye switch. Protected facing-point by indicator signal.

Park Spur—Protected facing-point by automatic signal. (Southward movements out of Park Spur authorized by interlocking signal controlled by Control Station at Tampa).

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

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

Single Track WITHOUT "Leave Siding Signal", protected facing-point by automatic signals:

Yukon—South end pass track.

Doctor's Inlet—Both ends pass track. (Switch at south end protected by northward home signal at Black Creek drawbridge).

Green Cove Springs—Both ends pass track.

Bostwick—Both ends pass track.

Palatka—Both ends pass track.

SPECIAL INSTRUCTIONS (continued)

Single Track WITH "Leave Siding Signal", protected facing-point by automatic signals:

Jacksonville—South end pass track. (St. Johns Avenue).

Yukon—North end pass track.

West Toccoi—Both ends pass track.

Satsuma—North end pass track.

Huntington—North end pass track.

Seville—North end pass track.

Barberville—North end pass track.

DeLand—North end pass track.

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

Naples—Three switches on wye.

Tampa—South end freight lead near Jefferson Street.

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

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

Engines must not be stopped over lighted fuseses 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 Bayshore and Tice is prohibited. Dispatchers will arrange to so protect.

Simultaneous operation of opposing engines on Thirteenth Street Lead, Tampa, between Fifth Avenue and switch to Frank Adamo Drive Lead, is prohibited. Yardmasters will arrange to so protect.

Hand-operated switch at Huckins Yacht Corporation spur located at McGirts Creek is equipped with an electric lock which is unlocked by operating time release located in the box at switch.

Movements over highway crossings Government track at Gordonville, Pembroke spur, Punta Gorda dock track, Highway 17-A just north of Mile Post VE-845 and Scenic Highway on Mountain Lake Branch, Dolomite spur, Main Street crossing over Morris Mine spur at Bartow, spur track serving Plant City Steel Corp. at Plant City, Highway No. 17 over Hudson Pulp & Paper Company lead at Pecan, over U. S. Highway No. 17 on Navy Base Spur at Duroc; and over U. S. Highway No. 17 (Roosevelt Boulevard), U. S. Naval Air Base at Yukon, and across Highway No. 37 on both legs of wye at Kingsford, will be flagged.

All trains and engines have equal authority and will operate at yard speed on DeLand Branch, S&E Branch, between Oviedo and Lake Charm, Mountain Lake and Okelanta Branches, between MP VC-953 and VC-957 on Immokalee Branch, Ridgewood Branch, between Agricola and Rockland Jct. via Rockland, between Kingsford and Nichols, between Sarasota and Belspur, and between south yard limit board at Tampa (Howard Avenue) and north yard limit board at Port Tampa, being governed by Rule 93.

Trains and engines will operate between Achan and Prairie Junction at Yard Speed in accordance with Rule 93, under the supervision of the dispatcher and will call dispatcher before leaving Achan, Prairie Junction, when clear at Kingsford wye, and before fouling main track on return from Nichols, and will operate between Achan and MP Y-874.5, which is designated by fixed signal, at yard speed not exceeding speed of 20 miles an hour in accordance with Rule 93, under supervision of the dispatcher and will secure permission from the dispatcher before leaving Achan and MP Y-874.5, before fouling main track at Achan, Pierce, Bonnie Lead and Noralyn Lead and will notify dispatcher when clear of main track at Achan, Pierce, Bonnie Lead and north leg of wye at Green Bay when enroute Noralyn and when clear of MP Y-874.5 when operating beyond that point.

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

LOCATION

Palmetto (S.A.L.)

Bradenton ZA 917.9 (S.A.L.)

Winter Haven (S.A.L.)

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.

Remotely Controlled Interlockings:—Interlockings protecting Sarasota Branch crossing of S.A.L., Uceta and crossing of S.A.L. at Auburndale are remotely controlled. If home signal indicates "stop" and cause is not apparent, member of crew will communicate with dispatcher and be governed by instructions. If communication with dispatcher cannot be established, the provisions of Rule 672 will apply.

Crossings Protected by Approach-Locked Derails and Signals:—S.A.L. crossing at Mulberry is protected by approach-locked derails, home signals normally clear for A.C.L. movements. If train or engine

SPECIAL INSTRUCTIONS (continued)

is stopped by a "stop" signal, and there is no evidence of a conflicting movement being made, member of crew must ascertain that derails are on conflicting route, after which movement may be made.

Crossings Protected by Gates or Signals Operated by Crews:—Where gates or signals are set normally clear for movement, trains and engines must approach crossing expecting to find gates or signals displaying "stop" indication, prepared to stop short of crossing, derails or home signals and may proceed if crossing is seen to be clear and gates or signals 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 or signals are set normally against movement, trains and engines must stop short of crossing, derails or home signals. If crossing is seen to be clear, and no approaching conflicting movement is observed, member of crew will set gates or signals against conflicting route and clear for movement to be made. Gates or signals must be restored to normal positions by member of crew after movement has been completed and is clear of crossing, derails and home signals.

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

LOCATION	CROSSING LINE	SIGNALS OR GATES NORMALLY SET CLEAR FOR
Bradenton	S.A.L.	A.C.L.
Lake Wales (MP VC-843.9)	S.A.L.	A.C.L.
Palatka*	G.S.&F.	A.C.L.
Sarasota (Hog Creek lead)	S.A.L.	S.A.L.
Tampa (13th St. lead)	S.A.L.	S.A.L.

*Maximum speed 40 miles an hour.

JUNCTIONS

LOCATION	LINED FOR
DeLand.....	Sanford—Jacksonville Line
Sanford.....	Sanford—Jacksonville Line
Bartow.....	Lakeland—Fort Myers Line
Fort Meade.....	Lakeland—Fort Myers Line
Rockland Jct.....	Lakeland—Fort Myers Line
Fort Myers.....	Lakeland—Naples Line
Kingsford.....	Winston—Fort Meade Line
Achan.....	Winston—Fort Meade Line
Mountain Lake.....	Haines City—Lake Harbor Line
Palmdale.....	Haines City—Lake Harbor Line
Keela.....	Haines City—Lake Harbor Line

DRAWBRIDGES

The following drawbridges may be opened at any time. Speed restriction applies over drawspan and approach trestles.

Protected with Interlocking Signals

	Maximum Speed Miles an Hour
McGirts Creek (MP 649.1)	
Passenger Trains.....	50
Freight Train.....	45
Black Creek (MP 664.6).....	20
Rice Creek (MP 694.1).....	20
St. Johns River (MP 703.6).....	50
Lake Monroe (MP 763.1).....	50
Hillsboro River (MP 882.9).....	20
Caloosahatchee River, Tice (MP X-959.7).....	20
Alafia River (MP ZA-886.4).....	20
Little Manatee River (MP ZA-898.8).....	20
Big Manatee River (MP ZA-915.8).....	20

Not Protected with Interlocking Signals

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

	Maximum Speed Miles an Hour
Caloosahatchee River, Goodno (MP VC-928.4).....	15
Caloosahatchee River, Moore Haven (MP VD-934.3)	20

Interlockings:

	Maximum Speed Miles an Hour
Bartow.....	20
Mulberry.....	20
Winter Haven (Automatic) S.A.L. R.R.....	40

SPEED LIMITS AND OPERATING RESTRICTIONS

Following engines must not be operated in excess of speeds shown:

	Miles an Hour
900, 1000, 2000 and 3000 Series	70
100, 200, 300, 400 Series, 1103, CN&L 100-104, WSS 1503-1504	65

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 Tampa Division without specific approval of the chief engineer.

Passenger trains handling piggyback cars, loaded or empty, with or without caboose, will not exceed speed of 70 miles an hour, and will observe authorized passenger train speed where such speed is below 70 miles an hour. When handling other unrestricted freight equipment, will not exceed speed of 65 miles an hour, and will observe authorized passenger train speed where such speed is below 65 miles an hour.

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.

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														
		1-2 5-6 87-88 91-92	Other Passenger Trains	Piggyback Trains **	Restricted 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 263,000 Lbs.	263,001 to 270,000 Lbs.	100 to 200	600-549 750-766	800 900	550 1000 2000 3000	65358 65369 65370 ***	65285 65301 65302 ***	65229 65248 65388 65417	65454	65332 65414 65445 65448 65455	
MAIN LINES:																					
Jacksonville to Doctors Inlet.....	270,000	79	70	70	60	50											35	35	40	40	25
Bridge MP 649.1 (P)		50	60	60	45	45											35	35	40	40	25
Doctors Inlet to																					
Green Cove Springs.....	240,000	79	70	70	60	50											35	35	40	40	25
Bridge MP 664 (P)		20	20	20	20	20			10	* 10	* 10						10	10	15		
Green Cove Springs to Tampa	270,000	79	70	70	60	50											35	35	40	40	25
Bridge MP 694.1 (P)		20	20	20	20	20											15				
Bridge MP 703.6 (P)		50	60	60	50	50											35	35	40	40	25
Bridge MP 763.1 (P)		50	60	60	50	50											35	35	40	40	25
BRANCHES:																					
Deland Junction to Deland.....	180,000		20		20	20	15	10	7	7	7	15		BARRED			BARRED	BARRED	10	15	15
Sanford to Lake Charm.....	180,000		20		20	20	15	10	7	7	7	15		BARRED			BARRED	BARRED	10	10	10
S&E Junction to Beck Hammock.....	180,000		20		20	20	15	10	7	7	7	15		BARRED			BARRED	BARRED	10	10	10
Haines City to Palmdale.....	240,000	45			45	45			40	35	30				35		25	25	30	35	25
Palmdale to Lake Harbor.....	240,000	30			30	30				25	20				25		20	15	25	25	25
Bridge MP VD-934.3 (NP)		20			20	20			10	* 10	* 10				15		10	10	15		
Mountain Lake to Mammoth.....	270,000	25			25	25											20	20			
Palmdale to Immokalee.....	220,000	40			40	40					35	30			30		25	25	30	35	25
Bridge MP VC-928.4 (NP)		15			15	15		10	* 10	BARRED	BARRED			BARRED			BARRED	BARRED	10	10	10
Immokalee to Sunniland.....	220,000	25			25	25		20	15	10	10			20			BARRED	BARRED	15	20	
Keela to Okeelanta.....	220,000	15			15	15		10		7	7						BARRED	BARRED	10		
Lake Alfred to Bartow.....	240,000	50			45	45			40	35	30	40		35			25	25	30	35	25
Lakeland to Fort Meade.....	270,000	50			45	45											30	30	35	40	25
Fort Meade to Punta Gorda.....	263,000	50			45	45								40			25	25	30	35	25
Punta Gorda to Fort Meyers.....	240,000	50			45	45											25	25	30	35	20
Bridge MP X-958.7 (P)		20			20	20			10	* 10	* 10				15		7	10	15		
Fort Meyers to Naples.....	263,000	40			35	35								35			25	20	30	30	25
MP X-989.0 to X-993.0.....		30			25	25								25			15	15	20	20	20
Winston to Agricola.....	270,000	59			49	49											30	30	35	40	25
Agricola to Rockland Junction (Via Rockland).....	270,000		25		25	25															
Tancrede to Ridgewood.....	270,000		20		20	20											15	15			
Kingsford to Nichols.....					15	15															
Tampa to Port Tampa.....	270,000		30		30	30											25	25			25
Bridge MP 882.9 (P)			20		20	20											15				
Uceta to Sarasota.....	270,000		50		45	45											30	30	35	40	25
Bridge MP ZA-886.4 (P)			20		20	20											15				
Bridge MP ZA-898.8 (P)			20		20	20											15				
Bridge MP ZA-915.8 (P)			20		20	20											15				
Sarasota to Belspur.....	263,000		15		15	15															
Tampa City Docks.....	240,000						10	10	BARRED	BARRED	BARRED	BARRED	BARRED	BARRED	BARRED	BARRED	BARRED	BARRED	BARRED	BARRED	BARRED
Temple Terrace to Hillsboro (Ocala Div.).....	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.

** Piggyback Trains handling other than piggyback equipment will operate at freight train speed.

*** 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 in 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.

(P) Drawbridge protected with Interlocking Signals.

(NP) Drawbridge not protected with Interlocking Signals.

SPECIAL INSTRUCTIONS (continued)

Local speed restrictions and municipal ordinances:

Arcadia: 15 miles an hour over first four crossings and 35 miles an hour over 5th, 6th and 7th crossings north of depot; 15 miles an hour over first and second crossings south of depot.

Bartow: No train or engine movements except trains handling passengers are permitted over Main Street or Church Street crossings between 11:50 A.M. and 12:15 P.M., except on Sundays and legal holidays.

Bowling Green: 35 miles an hour from 6:00 A.M. to 10:00 P.M., and 40 miles an hour from 10:00 P.M., to 6:00 A.M., over first crossing north and first crossing south of the depot.

Bradenton: Movements over first crossing south of depot will be flagged. Whistle will be used within corporate limits with light intensity.

Brewster: Movements over road crossing on lead to wet rock yard will be flagged.

DeLand: Movements over Clara, Delaware and Florida Avenues, Woodland Boulevard and new truck route crossing (S-15-A) at Parrish Concrete Products, will be flagged.

Fort Meade: 35 miles an hour over first two street crossings north of depot and first street crossing south of depot.

Fort Myers: Movements over Michigan and Fowler Avenues north of passenger station and all street crossings south of passenger station will be flagged. 20 miles an hour over First Street, East Fort Myers, and over first crossing north and first crossing south of First Street. All trains and engines will approach wye switches at yard speed, expecting to find opposing movements using the wye tracks, and will operate at yard speed around the wye and over C.H. main track between Anderson Avenue and passenger station, looking out for opposing trains and engines.

Frostproof: 25 miles an hour over first, second and third crossings south of depot and first crossing north of depot; 35 miles an hour over second crossing north of depot and fourth and fifth crossings south of depot.

Green Cove Springs: 55 miles an hour over first crossing north of depot.

Haines City: 40 miles an hour over first four crossings south and first crossing north of depot. Whistle should be sounded with light intensity for first two crossings south of depot.

Jacksonville: 35 miles an hour over Edgewood Avenue; 30 miles an hour between McDuff-Post Streets and Stockton Street; 20 miles an hour between Stockton Street and Dennis Street. Trains and engines using siding between St. Johns Avenue and Dennis Street will operate at restricted speed.

Kissimmee: Movements over Broadway Street will be flagged. 35 miles an hour between Magnolia Street and Clyde Avenue. First crossing north and first three crossings south of station must not be blocked longer than five minutes, except while performing station work or in emergency. Whistle will be sounded as lightly as possible from 9:00 P.M. to 6:00 A.M., except in case of emergency.

Lake Alfred: 50 miles an hour over first street crossing north and first three crossings south of depot.

Lakeland: 40 miles an hour on JT main track; 20 miles an hour on north freight lead; 20 miles an hour on CH main track Dakota Avenue to Iowa Avenue and 25 miles an hour Rose Street to Lake Hollingsworth Road. Whistle will be sounded with light intensity within city limits except in case of emergency.

Lake Wales: 30 miles an hour between Lincoln Avenue, two blocks north of the Seaboard crossing, and Johnson Avenue, the first crossing north of Depot.

Orlando: 25 miles an hour between south City Limits and Wilkinson Avenue. Whistle should be sounded with light intensity within the corporate limits, except in case of emergency.

Oviedo: Movements over Broadway Street and Central Avenue will be flagged. Street crossings in corporate limits must not be blocked more than five minutes.

Palatka: Street crossings in corporate limits must not be blocked more than ten minutes.

Automatic crossing signals and gates at Madison Street protect southward movements only when lunar white indicator light, located on east side of track, is flashing. Southward trains meeting northward trains approach this crossing under control until it is known that crossing protection devices are functioning.

Pierson: Street crossings in corporate limits must not be blocked more than ten minutes.

Plant City: 25 miles an hour over first six crossings south of passenger station.

Punta Gorda: Whistle should be sounded with light intensity, except in case of emergency.

Sanford: Movements over French (except at 13th Street), Park and Sanford Avenues, First Street at old freight station, and 9th and 20th Streets, Lake Charm Branch, will be flagged. Whistle will be sounded with light intensity and engine bell not rung continuously except when necessary to prevent accidents, particularly in the area between French avenue and 20th street, on Lake Charm and S.&E. Branches.

Sarasota: 12 miles an hour over all crossings south of the passenger station; 25 miles an hour over all crossings north of the passenger station, within City Limits. Member of the crew will protect movements over Ringling Boulevard and over Tamiami Trail crossing at Hog Creek Terminal.

Sebring: Whistle will be sounded with light intensity within corporate limits between 10:00 P.M. and 6:00 A.M.

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.

Wauchula: 20 miles an hour over first two crossings north, and first three crossings south of depot.

Winter Haven: Whistle will be sounded with light intensity within corporate limits, except in emergency.

Winter Park: 25 miles an hour within city limits.

YARD LIMITS

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

Achan, Auburndale, Bartow, Bradenton, Clewiston, East Tampa, Fort Meade, Fort Myers, Haines City, Jacksonville, Kissimmee, Lakeland—Winston, Lake Alfred, Lake Harbor, Mulberry, Orlando, Palatka, Palmdale, Plant City, Port Tampa, Prairie Junction, Sanford, Sarasota, Sebring, Tampa and Winter Haven.

STANDARD CLOCKS

Clewiston, Fort Myers, Haines City, Jacksonville, Lakeland (passenger station, yard office, shop), Moncrief, Orlando, Palatka, Sanford (passenger station, shop), Sarasota, Tampa (Union Station, chief dispatcher's office), Uceta (yard office, shop).

REGISTER STATIONS

Bartow (for Nos. 275 and 276), Clewiston, Fort Myers, Jacksonville (Terminal Station for passenger trains), Lake Alfred (for Nos. 275 and 276), Lakeland (except through JT trains, passenger station for passenger trains, yard and shops for freight trains), Moncrief (yard and shops for freight trains), Palmdale (for Immokalee Branch trains), Sanford (passenger station for passenger trains, shops for freight trains, except conductors of outbound freight trains and No. 175 will register at passenger station), Sarasota, Tampa (Union Station for passenger trains), Uceta Yard (yard and shops for freight trains).

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

BULLETIN BOOKS

Bulletin books are located at the following points:

Clewiston, Fort Myers, Jacksonville (Terminal Station), Lakeland (passenger station, yard and shops), Moncrief (yard and shops), Palatka, Palmdale, Sanford (passenger station and shops), Sarasota, Tampa (Union Station), Uceta Yard (yard and shops), Winston.

LEAVING TERMINALS

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

Sanford, Clewiston (566 only), Fort Myers, Haines City (for trains enroute to branch line only.)

SPECIAL INSTRUCTIONS (continued)

Nos. 275 and 97 will leave Lake Alfred, No. 542 will leave Lake Charm, No. 558 will leave Sunniland and No. 550 will leave Naples without Clearance Form A.

All trains may leave Lake Harbor without Clearance Form A.

SIGNAL STOPS

No. 76 at Altamonte Springs to receive or discharge revenue passengers.

Nos. 91 and 92 at Green Cove Springs to discharge and receive revenue passengers to and from Richmond, Albany, Atlanta, Montgomery and beyond, and at Auburndale to receive and discharge revenue passengers to and from Jacksonville and beyond.

The flag stops for Nos. 91 and 92 at Crescent City and Palmetto are for revenue passengers only.

No. 91 at Lake Alfred to discharge revenue passengers from Jacksonville and beyond.

Nos. 96 and 97 at Auburndale.

Nos. 291 and 292 at Bartow, Wauchula and Arcadia to receive and discharge revenue passengers to and from Lakeland and beyond.

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. 75 wait 30 minutes for No. 17 and one hour for No. 75 when passengers are reported. No. 91 wait 30 minutes 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."

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

Arcadia, Fla.	Dr. C. H. Kirkpatrick
Bartow, Fla.	Dr. W. F. Peacock
Bradenton, Fla.	Dr. J. B. Ganey
Clewiston, Fla.	Dr. H. W. Shupe
DeLand, Fla.	Dr. W. R. Hutchinson
Everglades, Fla.	Dr. Kenneth E. Snyder
Fort Myers, Fla.	Dr. H. O. Jones
Haines City, Fla.	Dr. Frank James Thornton, Jr.
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
Kissimmee, Fla.	Dr. John O. Rao
Lakeland, Fla.	Dr. C. E. Clark
Lakeland, Fla.	Dr. Everett S. King
Lakeland, Fla.	Dr. James R. West
Lake Wales, Fla.	Dr. J. P. Tomlinson, Jr.
Mulberry, Fla.	Dr. David L. Hardin
Orlando, Fla.	Dr. E. R. Koger
Orlando, Fla.	Dr. T. F. McEwan
Orlando, Fla.	Dr. T. B. Thames
Palatka, Fla.	Dr. Roy E. Campbell
Palatka, Fla.	Dr. G. M. Zeagler
Plant City, Fla.	Dr. Ben F. Gatliff
Plant City, Fla.	Dr. W. G. Meriwether
Punta Gorda, Fla.	Dr. Stephen R. Roddy
Sanford, Fla.	Dr. Charles W. Hardwick
Sanford, Fla.	Dr. Edwin L. Lindsey
Sanford, Fla.	Dr. J. M. Morgan
Sanford, Fla.	Dr. T. F. McDaniel
Sarasota, Fla.	Dr. Rudolph C. Garber
Sebring, Fla.	Dr. H. V. Weems
Tampa, Fla.	Dr. Kenneth G. Gould
Tampa, Fla.	Dr. J. S. Helms, Jr.
Tampa, Fla.	Dr. Richard A. Martorell
Tampa, Fla.	Dr. Richard C. Rodgers
Tampa, Fla.	Dr. J. J. Ruskin
Tampa, Fla.	Dr. Harold Sutker
Tampa, Fla.	Dr. D. B. York
Wauchula, Fla.	Dr. Roland W. Banks
Winter Haven, Fla.	Dr. John W. Smythe

JACKSONVILLE TERMINALS

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

LINES:

Moncrief to Quinlan
Export Terminals
Waterfront Street Terminals

NOTE: Special Instructions of Tampa 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.

JACKSONVILLE TERMINALS (continued)

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, Quinlan (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 2000 3000	65358 65369 65370 *	65255 65301 65302 *	65229 65248 65388 65417	65454	65332 65414 65445 65448 65455
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.

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

JACKSONVILLE TERMINAL COMPANY (continued)

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.

8a. 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.

9a. 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 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.

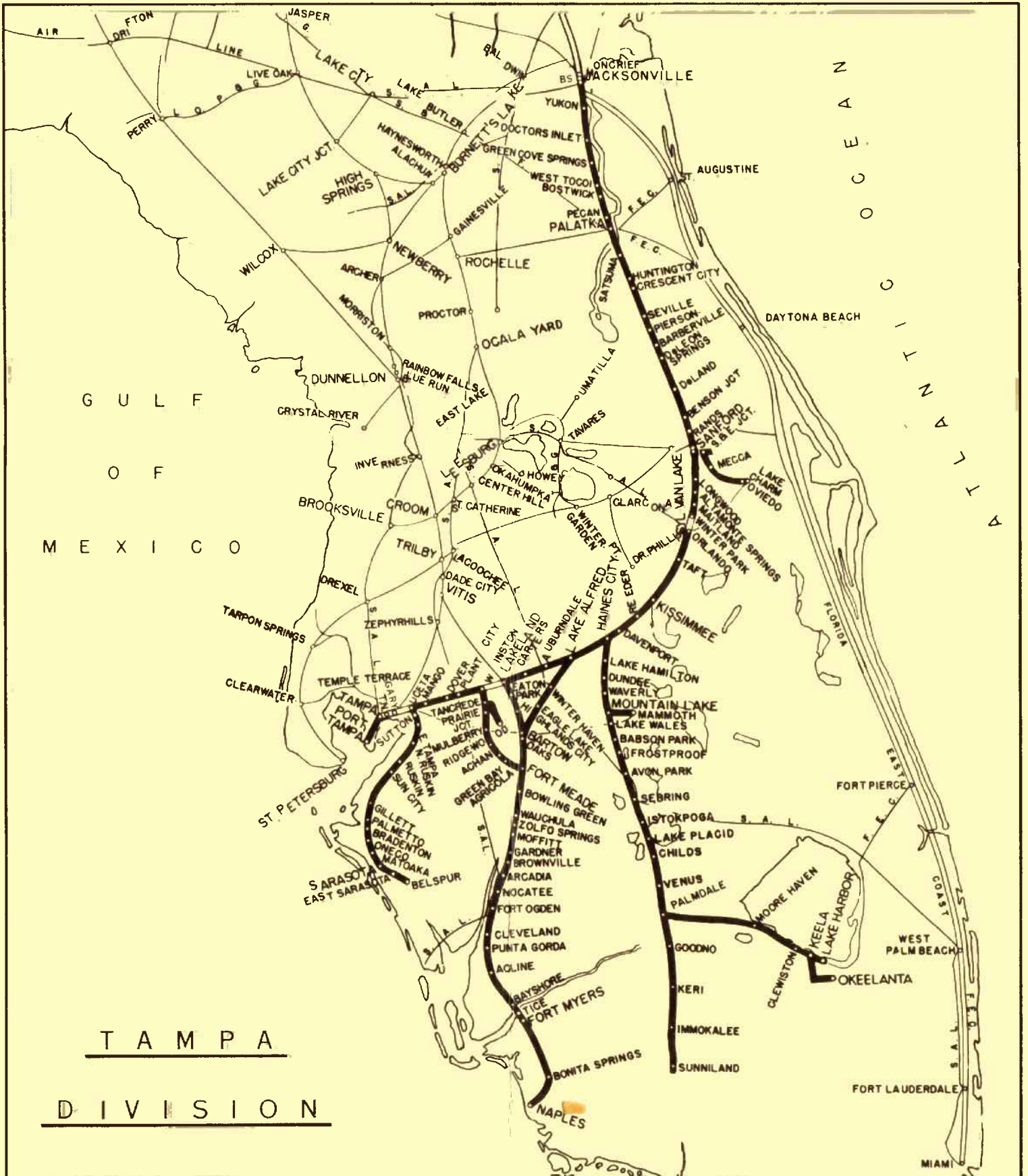
15-a. Enginemen on arriving trains using Station Tracks 16 to 26, inclusive, will stop just to clear main trucking crossing at extreme East or West end of the Station, inside of interlocking signals, unless otherwise spotted by hand signals.

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.



TAMPA
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MIAMI