



**SEABOARD  
COAST LINE  
RAILROAD**

---

**JACKSONVILLE DIVISION**

---

**2**

**TIME TABLE No. 2**

**IN EFFECT**

**Friday, December 15, 1967**

**At 12:01 A.M.**

**SUPERSEDING TIME TABLE NO. 1**

**DATED SEPTEMBER 1, 1967**

**EASTERN STANDARD TIME**

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**FOR THE GOVERNMENT OF  
EMPLOYEES ONLY**

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**D. C. HASTINGS, Vice-President-Transportation and Maintenance**

**J. N. BROETZMAN, Asst. Vice-President-Transportation**

**L. T. ANDREWS, General Manager-Transportation**

**C. H. COOK, Superintendent**

SECOND CLASS			Station Numbers	Distance from Wildwood	TIME TABLE NO. 2  IN EFFECT  December 15, 1967  STATIONS	Scales, Wyes, Car Capacity	Second Class	THIRD CLASS	
769	707	777					708	786	768
T. & G.	Local Freight	Through Freight					Local Freight	Through Freight	T. & G.
Daily	Ex. Sun.	Daily					Daily	Ex. Sun.	Daily
A. M.	A. M.	A. M.				A. M.	P. M.	P. M.	
	700	100	ST761		L T ® WILDWOOD A	YARD O <sub>Y</sub>	1205	130	
	723	120	ST773	11.6	T LEESBURG X SCL	58 YARD P	1140	100	
L 830	755	135	ST783	22.0	T TAVARES X SCL	74 YARD P	1120	1225	A345
A 845	810	140	ST787	25.6	ELLSWORTH	60 YARD P	1105	1215	L330
	819	146	ST791	29.6	® LAKE JEM	64	1057	1205	
	825	155	ST795	33.5	T ZELLWOOD	81 YARD P	1050	1155	
	839	205	ST799	37.5	T PLYMOUTH	210 YARD	1040	1145	
	848	215	ST802	40.8	T APOPKA	37	1030	1130	
	925	240	ST812	50.9	MODELLO PARK X SCL	82 YARD P	1010	1108	
	1030	300	ST814	52.3	T ORLANDO X SCL	YARD Y	1000	1100	
A					®	L			
A. M.	A. M.	A. M.					P. M.	A. M.	P. M.
Daily	Ex. Sun.	Daily					Daily	Ex. Sun.	Daily

## WANNEE SUBDIVISION

Southward	Station Numbers	Distance from Starke	TIME TABLE NO. 2  IN EFFECT  December 15, 1967  STATIONS	Scales, Wyes, Car Capacity	Northward
	S679		L T STARKE A	110 O <sub>Y</sub>	
	SN686	6.6	T SAMPSON CITY X GS&F	5	
	SN694	14.7	T BROOKER	27 11	
	SN699	20.0	T LA CROSSE	20 14	
	SN703	23.8	HAINESWORTH X SCL	7	
	SN707	27.5	T ALACHUA X SCL	21	
	SN715	36.2	BUDA X SCL	24 P	
	SN730	51.3	T A BELL L	41	

SECOND CLASS					FIRST CLASS							Station Numbers	Distance from Jacksonville	TIME TABLE NO. 2 IN EFFECT December 15, 1967	
391	165	385	167	181	9	39	7	57	115	1	21				
Through Freight	Through Freight	Through Freight	Through Freight	Through Freight	The Palmland	Gulf Wind	The Sunland	Silver Meteor	Through Freight	Florida Special	Silver Star				
Daily	Ex. Mon.	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily				
P. M.	P. M.	P. M.	P. M.	A. M.	P. M.	P. M.	A. M.	A. M.	A. M.	A. M.	A. M.				
					745	530	940	905		545		SP635		L	JACKSONVILLE
L 630		L 400	L 200	L 1000	750	536	946	910	L 900	550		SP638	2.5	T	WEST JACKSONVILLE
												SP639	3.1		CARNEGIE
							540	951	915			SP644	8.5		WHITE HOUSE
A 700		A 430	230	1030	F 817	A 548	1000	923	928	603	L 415	SP653	17.1		BALDWIN
	L 600		330	1145					1030			S653	17.9	T	BALDWIN YARD
								1019				S672	36.3		LAWTEY
					F 844		S 1027	944		624	437	S679	43.1		STARKE
								1033				S685	49.2		HAMPTON
	700		440	1250	F 856		S 1040	955	1120	635	447	S690	54.6		WALDO
												S695	60.0		ORANGE HEIGHT
	718		458	110			F 1054	1007	1135	647		S705	69.1		HAWTHORNE
												S711	75.8		LOCHLOOSA
						924		1105				S717	81.5		CITRA
								1110	1022		702	S722	87.0		SPARR
												S726	90.4		ANTHONY
	830		550	200	F 945		S 1130	1037	1215	715	525	S735	99.9		OCALA
												S744	108.3		SANTOS
								1149	1052			S751	115.7		SUMMERFIELD
	945		630	245	S 1020		S 1210	S 1110	100	S 750	S 600	S761	125.8	T	WILDWOOD
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	P. M.	A. M.	A. M.		A	
Daily	Ex. Mon.	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily			

## BALDWIN SUBDIVISION

NORTHWARD

3

TIME TABLE NO. 2 IN EFFECT December 15, 1967  STATIONS		Seals, Wyes, Car Capacity	FIRST CLASS						SECOND CLASS							
			10	40	58	8	2	22	166	384	186	176	374	190	168	
			The Palmland	Gulf Wind	Silver Meteor	The Sunland	Florida Special	Silver Star	Through Freight	Through Freight	Through Freight	Piggyback Special	Through Freight	Through Freight	Through Freight	
			Daily	Daily	Daily	Daily	Daily	Daily	Ex. Mon.	Daily	Ex. Mon.	Daily	Daily	Daily	Daily	
			A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	
T	JACKSONVILLE	A	YARD	Y	S 630	S 135	S 405	S 730	S 805							
T	® WEST JACKSONVILLE		YARD	O	600	105	342	705	740		A 400			A 815	A 345	
	CARNEGIE		77	P												
	WHITE HOUSE		136 41	P												
	BALDWIN		142 YARD	Y	540	L 1250	332	652	725	A 1010		L 330		L 745	315	
T	BALDWIN YARD		YARD	O							A 430		A 825	A 1000	A 1130 230	
	® LAWTEY		233					634								
	STARKE		136 9	OY	F 510		310	S 627	701	946						
	HAMPTON		88 9	P												
	WALDO		205 YARD	P	F 455		300	S 612	650	936	250		740	900	1030 120	
	® ORANGE HEIGHT		200	P												
	HAWTHORNE		200 35	P	440		244	557	638	924	230		720	845	1010 101	
	LOCHLOOSA		200 8	P												
	CITRA		81 29	P												
	SPARR		230 16	P			230									
	ANTHONY		79 12	P												
	OCALA		200 73 PN YARD	O	F 405		216	S 527	611	856	130		640	805	920 1205	
	® SANTOS		200 14	P												
	SUMMERFIELD		200 16	P												
T	® WILDWOOD		YARD	OY	330		150	455	545	830	1245		600	730	830 1115	
					A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
					Daily	Daily	Daily	Daily	Daily	Daily	Ex. Mon.	Daily	Ex. Mon.	Daily	Daily	Daily

SECOND CLASS			FIRST CLASS										Station Numbers	Distance from Wildwood	TIME TABLE NO. 2	
165	167	181	9	115	27	5	7	59	57	1	23	21			IN EFFECT	
Through Freight	Through Freight	Through Freight	The Palmland	Through Freight	Passenger	C. of M. So. Wind	The Sunland	Silver Meteor	Silver Meteor	Florida Special	Silver Star	Silver Star			December 15, 1967	
Ex. Mon.	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily			STATIONS	
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	A. M.	A. M.	A. M.				
945	800	245	1030	115	1230		1225	1125	1120	800	615	610	S761		<b>T @ WILDWOOD</b>	
A1000	810	A 300	1038	125	F 1237		A 1232	1132	1127	807	A 622	617	S766	4.8	④ <b>COLEMAN</b>	
			1050	140	F 1246				1136				SX777	16.1	<b>CENTER HILL</b> X SCL	
	840			158	100				1148	828		637	SX782	20.6	<b>MABEL</b> X SCL	
													SX793	31.6	<b>BRYAN</b> X SCL	
													SX800	39.1	<b>WITHLA</b> X SCL	
									1201				SX808	47.2	<b>FLANDERS</b> X SCL	
			1125		F 122								SX812	50.3	<b>POLK CITY</b> X SCL	
													SX816	54.5	<b>NOXON</b> X SCL	
	920			235	S 135	L 125			1210	850		658	SX820	58.9	<b>AUBURNDALE</b> X SCL	
			F 1144		S 150	135			S 1220	858		706	SX827	65.0	<b>WINTER HAVEN</b> X SCL	
	1050		F 1157	255	S 205	145			1235	908		716	SX836	74.6	<b>T WEST LAKE WALES</b>	
					F 215				1245				SX847	85.5	<b>WEST FROST PROOF</b>	
			F 1217		S 225				1255	928		734	SX858	97.0	<b>AVON PARK</b> X SCL	
													SX862	101.2	<b>HARTT</b> X SCL	
	1140		F 1229	335	S 240	213			105	938		744	SX867	106.1	<b>SEBRING</b> X SCL	
													SX871	109.4	<b>RIDGE</b> X SCL	
					258								SX885	123.5	<b>PLAINS</b> X SCL	
			1258		F 308				130				SX892	131.1	<b>FT. BASINGER</b> X SCL	
													SX902	140.7	<b>MILDRED</b> X SCL	
	1230		F 114	425	S 330	246			144	1017		818	SX909	147.5	<b>OKEECHOBEE</b> X SCL	
													SX914	153.1	<b>SHERMAN</b> X SCL	
													SX925	164.0	<b>ZANA</b> X SCL	
	101		F 144	458	S 405	308			207	1040		838	SX936	175.1	<b>INDIANTOWN</b> X SCL	
					415				219	1050		848	SX948	187.1	<b>UNITED</b> X SCL	
													SX956	194.5	<b>DELTA</b> X SCL	
													SX964	202.6	<b>DYER</b> X SCL	
			218		431	333			239	1110		903	SX968	206.6	<b>NORTHWOOD</b> X SCL	
	140		S 235	545	S 455	S 345			S 250	S 1120		S 912	SX970	208.7	<b>WEST PALM BEACH</b> X SCL	
P. M.	A. M.	P. M.	A. M.	P. M.	P. M.	P. M.	P. M.	A. M.	P. M.	A. M.	A. M.	A. M.				
Ex. Mon.	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily				

(Continued on Page 6)

TIME TABLE NO 2 IN EFFECT December 15, 1967		Stations	Stales, Ways, Car Capacity	FIRST CLASS							SECOND CLASS						
				6	10	60	58	28	8	2	24	22	166	168	190	196	
				C. of M. So. Wind	The Palmland	Silver Meteor	Silver Meteor	Passenger	The Sunland	Florida Special	Silver Star	Silver Star	Through Freight	Through Freight	Through Freight	Through Freight	
				Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Ex. Mon.	Daily	Daily	Daily	
			P. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	A. M.	A. M.			
2 Tracks	T	WILDWOOD	A	OY		S 300	S 125	S 140	S 435	S 440	S 535	S 805	S 820	1245	330	630	1000
		COLEMAN		YARD													
		CENTER HILL		X SCL			L 110	125	418	L 420	515	L 743	808	L 1230	L 245		
		MABEL		X SCL													
		BRYAN		X SCL													
		WITHLA														330	630
		FLANDERS									445		733				
		POLK CITY							F 327								
		NOXON															
		AUBURNDALE		X SCL		A 155	147		F 317				723				
		WINTER HAVEN		X SCL		140	137		S 1235	S 300		425	S 716			245	520
	T	WEST LAKE WALES		YARD		127	F 127				415		706			230	501
		WEST FROST PROOF															
		AVON PARK				107	102				355		646				
		HARTT															
		SEBRING				1257	F 1250				346		636			1245	301
		RIDGE															
		PLAINS															
		FT. BASINGER															
		MILDRED															
		OKEECHOBEE				1224	1205				313		559			1145	201
		SHERMAN															
		ZANA															
		INDIANTOWN				1201	1140					251		537		1115	1255
		UNITED															
		DELTA															
		DYER															
		NORTHWOOD				1138	1108					226		513			
		WEST PALM BEACH				1135	1105					223		510		1040	1145
					A. M.	P. M.	P. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	P. M.	P. M.
					Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Ex. Mon.	Daily	Daily	Daily

SECOND CLASS		FIRST CLASS							Station Numbers	Distance from Wintwood	TIME TABLE NO. 2 IN EFFECT December 15, 1967	
167	115	27	5	57	1	21	9	STATIONS				
Through Freight Daily A. M.	Through Freight Daily P. M.	Passenger Daily P. M.	C. of M. So. Wind Daily P. M.	Silver Meteor Daily P. M.	Florida Special Daily A. M.	Silver Star Daily A. M.	The Palmland Daily A. M.					
140	545	455	345	250	1120	912	235	SX970	208.7	L <sup>®</sup>	WEST PALM BEACH	
		F 505	355	300	1129	920	247	SX977	215.3		LAKE WORTH <sup>6.6</sup> ⊙W	
		F 515					255	SX983	221.8		BOYNTON BEACH <sup>6.5</sup>	
		F 521	407	310	1139	932	302	SX988	226.3		⊙ DELRAY BEACH <sup>4.5</sup>	
								SX991	230.2		YAMATO <sup>3.9</sup>	
		F 537	420	322	1151	942	315	SX998	237.1		DEERFIELD BEACH <sup>6.9</sup> ⊙W	
230	630	F 550	429	330	1159	951	323	SX1004	242.7		POMPANO BEACH <sup>5.6</sup>	
								SX1011	249.6		CARMEN <sup>3.9</sup>	
		§ 610	§ 445	§ 345	§ 1216	§ 1008	F 335	SX1012	251.1	⊙	FORT LAUDERDALE <sup>1.6</sup>	
		F 616					340	SX1017	255.3		DANIA <sup>4.2</sup> ⊙E	
		§ 622	§ 501	§ 355	§ 1228	§ 1022	F 350	SX1020	258.5		HOLLYWOOD <sup>3.2</sup>	
								SX1026	264.5		MIAMI PLANTATION <sup>6.0</sup>	
		F 635		405	1240	1032	F 410	SX1030	268.8		OPA-LOCKA <sup>4.3</sup>	
A 400	A 830							SX1033	271.7	T	HIALEAH YARD <sup>2.9</sup> X FEC	
		F 650	535	420	100	1048	F 430	SX1036	275.1		HIALEAH <sup>3.4</sup>	
		§ 730	§ 600	§ 445	§ 125	§ 1115	§ 455	SX1040	278.8	T A	MIAMI <sup>3.7</sup>	
A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.					
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily					

## LAKE WALES SUBDIVISION

Southward	Distance from West Lake Wales	TIME TABLE NO. 2 IN EFFECT December 15, 1967		Northward
Station Numbers		STATIONS		Scales, Wyes, Car Capacity
SV864		L T	WEST LAKE WALES	A YARD O <sub>Y</sub>
SV867	3.9	T	LAKE WALES <sup>3.9</sup> X SCL	YARD
SV874	10.6	A	ALCOMA <sup>6.7</sup>	L 15

TIME TABLE NO. 2 IN EFFECT December 15, 1967		Scales, Wyes, Car Capacity	FIRST CLASS						SECOND CLASS	
			58	28	6	2	22	10	190	196
			Silver Meteor	Passenger	C. of M. So. Wind	Florida Special	Silver Star	The Palmland	Through Freight	Through Freight
			Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
STATIONS			A. M.	P. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.
Ⓢ WEST PALM BEACH	41 YARD O	P	1028	1205	1135	223	510	1105	1040	1145
LAKE WORTH	145 YARD P		1018	1140	1119		454			
BOYNTON BEACH	148 YARD P			1130						
Ⓢ DELRAY BEACH	38 YARD P		1007	1119	1107	158	444	1036		
YAMATO	89 YARD P									
DEERFIELD BEACH	155 YARD P									
Ⓢ POMPANO BEACH	96 YARD P		956	1106	1055	147	434			
POMPANO BEACH	78 YARD P									
CARMEN	177 YARD P		951	1058	1049		429		955	1025
Ⓢ FORT LAUDERDALE	146 YARD P									
DANIA	27 YARD P		942	1045	1040	133	420	1015		
HOLLYWOOD	126 YARD P			1030						
MIAMI PLANTATION	250 YARD P		930	1025	1025	115	408			
OPA-LOCKA	35 YARD P									
Ⓢ HIALEAH YARD	61 YARD P									
HIALEAH	197 YARD P									
MIAMI	88 YARD P									
	47 YARD OY								L 900	L 935
	208 YARD P		910	956			350			
	YARD L		900	940	1000	1250	340	930		
			A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.
			Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily

HOMESTEAD SUBDIVISION

Southward	Distance from Hialeah	TIME TABLE NO. 2 IN EFFECT December 15, 1967		Northward
Station Numbers		STATIONS		Scales, Wyes, Car Capacity
SX1036			L T	HIALEAH
SX1053	16.7		STERLING	X FEC YARD Y
SX1066	30.1	T A	HOMESTEAD	L YARD Y



THIRD CLASS	SECOND CLASS			FIRST CLASS		Station Numbers	Distance from Baldwin	TIME TABLE NO. 2 IN EFFECT December 15, 1967	Sealer, Wye, Car Capacity	FIRST CLASS		SECOND CLASS		THIRD CLASS	
	651	391	385	683						39	40		374	384	652
Local Freight	Through Freight	Through Freight	Through Freight		Gulf Wind	Station Numbers	Distance from Baldwin	TIME TABLE NO. 2 IN EFFECT December 15, 1967	Sealer, Wye, Car Capacity	Gulf Wind	Through Freight	Through Freight	Local Freight	Through Freight	
Ex. Sun.	Daily	Daily	Daily		Daily					Daily	Daily	Ex. Sun.	Daily		
A. M.	P. M.	P. M.	A. M.		P. M.					P. M.	A. M.	A. M.	P. M.	P. M.	
	700	900	600		548	SP653		L BALDWIN X SCL 8.0 X SCL	YARD Oy	1250		715	255	300	
	725		615		556	SP661	8.9	MACCLENNY 9.3	65 22 P	1243		650	235	235	
	749					SP671	18.2	SANDERSON 9.0	160 38 P					200	
	830					SP681	28.1	OLUSTEE 13.7	85 15 P					125	
	900	1000	655		F 624	SP694	41.8	LAKE CITY X GS&F 10.2	165 127 P	F 1215		610	155	1207	
	930					SP705	52.0	WELLBORN 10.8	85 27 P					1150	
	1000	1040	725		F 643	SP715	62.8	LIVE OAK X SCL 8.2 X LOP&G	180 205 P	F 1155		540	125	1133	
	1030					SP722	69.0	DICKERT 14.8	65 P					1030	
	1100					SP736	83.8	LEE 7.4	160 31 P					940	
	1145	1115			710	SP744	91.2	MADISON 13.7	207 119 P	1125				920	
	1230					SP757	104.9	GREENVILLE X GS&F 7.5	160 56 P			435	1220	902	
	1256					SP765	112.4	AUCILLA 7.4	82 8 P					847	
	125	1201	845		735	SP772	119.8	DRIFTON X SCL 8.0	164 17 P	1100		415	1201	830 745	
	156					SP781	128.7	LLOYD 6.8	65 47 P					715	
	210					SP788	135.5	CHAIRES 4.8	160 5 P					655	
	226				755	SP793	140.3	FAY 6.5	82 P					643	
A 255	A 1245	A 930	L 800		S 810 830	SP799	146.8	T TALLAHASSEE 12.1	30 YARD Oy	S 1035 1030		L 330	L 1115	L 630 A 1205	
			831		848	SP811	158.9	MIDWAY 11.9	50 10 P	1010				1140	
			905		F 907	SP823	170.8	QUINCY 5.4	46 P	F 958				1112	
			951 <sup>40</sup>		914	SP829	176.2	GRETNA 13.2	41 4 P	951 <sup>683</sup>				1101	
			1015		S 935	SP842	189.4	T CHATTAHOOCHEE 13.2	YARD Oy	935				1030	
P. M.	A. M.	P. M.	A. M.		P. M.					A. M.		A. M.	P. M.	A. M.	A. M.
Ex. Sun.	Daily	Daily	Daily		Daily					Daily		Daily	Daily	Ex. Sun.	Daily

SECOND CLASS		Station Numbers	Distance from Tallahassee	TIME TABLE NO. 2 IN EFFECT December 15, 1967		Scales, Wyes, Car Capacity	SECOND CLASS	
385	391			374	384			
Through Freight	Through Freight			Through Freight	Through Freight			
Daily	Daily			Daily	Daily			
P. M.	A. M.	STATIONS		A. M.	P. M.			
1030 <sup>384</sup>	145	SLC858		L T	TALLAHASSEE	A YARD O <sub>y</sub>	250	1030 <sup>386</sup>
1045	225 <sup>374</sup>	SLC850	6.9		LAKE JACKSON <small>6.9</small>	96 14 P	225 <sup>391</sup>	950
1057	240	SLC841	14.7	T	HAVANA <small>7.8</small>	60	214	935
1115	255	SLC830	25.8	T	ATTAPULGUS <small>11.1</small>	142 13 P	155	915
1145	330	SLC816	38.1	T A	BAINBRIDGE <small>12.3</small>	L YARD O <sub>y</sub>	130	850
P. M.	A. M.						A. M.	P. M.
Daily	Daily						Daily	Daily

## MONTICELLO SUBDIVISION

Southward	Station Numbers	Distance from Drifton	TIME TABLE NO. 2 IN EFFECT December 15, 1967		Scales, Wyes, Car Capacity	Northward
Second Class			653	654		
Local Freight			Local Freight	Local Freight		
Ex. Sun.			Ex. Sun.	Ex. Sun.		
A. M.	STATIONS		A. M.			
745	SPB772		L	DRIFTON	A	830
800	SPB777	4.1	A	MONTICELLO <small>4.1</small>	L <sup>25</sup>	815
A. M.						A. M.
Ex. Sun.						Ex. Sun.

## WAKULLA SUBDIVISION

Southward	Station Numbers	Distance from Tallahassee	TIME TABLE NO. 2 IN EFFECT December 15, 1967		Scales, Wyes, Car Capacity	Northward
Third Class			654	654		
Local Freight			Local Freight	Local Freight		
Ex. Sun.			Ex. Sun.	Ex. Sun.		
A. M.	STATIONS		A. M.			
SPA799			L T	TALLAHASSEE	A YARD O <sub>y</sub>	
SPA820	20.9	A	A	ST. MARKS <small>20.9</small>	L <sup>35</sup>	

THIRD CLASS		Second Class	First Class	Station Numbers	Distance from Jacksonville	TIME TABLE NO. 2 IN EFFECT December 15, 1967 STATIONS	Scales, Wyes, Car Capacity	First Class	THIRD CLASS			
781	785	123	93					94	778	784	780	
Local Freight	Local Freight	Through Freight	Champion					Champion	Local Freight	Local Freight	Local Freight	
Ex. Sat.	Ex. Sun.	Ex. Sun.	Daily					Daily	Ex. Sun.	Ex. Sun.	Ex. Sun.	
P. M.	P. M.	A. M.	A. M.					P. M.	A. M.	A. M.	A. M.	
			1015	A643		<b>JACKSONVILLE</b>	YARD	520				
		L1201	1023	A640	3.4	<b>MONCRIEF</b>	YARD	457	A 515			
		1226	1041	ASG655	19.1	<b>BALDWIN</b>	112 42 P	437	441			
		1246	1055	ASG668	31.7	<b>STECKERT</b>	69 5 P	423	356			
		105	1110	ASG681	44.7	<b>RAIFORD</b>	58 20 P	410	256			
		118	1118	ASG688	51.8	<b>LAKE BUTLER</b>	53 32 P	402	241			
		138	1131	ASG700	63.8	<b>SANTA FE</b>	34	350	217			
L 625		A 155 <sup>778</sup>	1142	ARB726	70.7	<b>BURNETT'S LAKE</b>	YARD	338	L 155 <sup>123</sup>		A1110	
725			1159	ARB739	83.3	<b>TEEN JAY</b>	YARD	320			1045	
735		S 1205	ARB740	84.4	T	<b>GAINESVILLE</b>	YARD	S 315			1040	
805			1221	AS737	93.4	<b>ROCHELLE</b>	YARD	254			1020	
835			1235	AS748	104.5	T	<b>McINTOSH</b>	42 25 P	239		955	
855			1243	AS754	110.4	T	<b>REDDICK</b>	62 22 P	231		940	
920 <sup>780</sup>			1254	AS763	119.5	T	<b>KENDRICK</b>	YARD	Ov 219		920 <sup>781</sup>	
		S 100	AS768	124.6	T	<b>OCALA</b>	YARD	S 210				
950		105	AS769	125.8	①	<b>SOUTH Ocala</b>	40 YARD	P 203			810	
959		110	AS772	128.8		<b>MARICAMP</b>	22 P	159			802	
1030		140 <sup>84</sup>	AS787	144.0		<b>EAST LAKE</b>	48 P	140 <sup>83</sup>			735	
1040		144	AS790	146.5	T	<b>WEIRSDALE</b>	40	136			730	
1050		150	AS795	151.2		<b>LADY LAKE</b>	49 P	130			720	
A1115	L 500	S 200	AS802	158.9	T	<b>LEESBURG</b>	YARD	S 120	A 1159		L 700	
	530		AS808	164.4	T	<b>OKAHUMPKA</b>	40 8 P	111		1150		
	545		AS817	173.5		<b>CENTER HILL</b>	178	100		1135		
	615		AS827	183.2		<b>ST. CATHERINE</b>		1248		1105		
	630		AR814	189.1	T A	<b>CROOM</b>	YARD	Ov 1240		1045		
P. M.	P. M.	A. M.	P. M.						P. M.	A. M.	A. M.	P. M.
Ex. Sat.	Ex. Sun.	Ex. Sun.	Daily					Daily	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.

**SOUTHWARD**

**WEST COAST SUBDIVISION**

**NORTHWARD**

Third Class	FIRST CLASS			Station Numbers	Distance from High Springs	TIME TABLE NO. 2 IN EFFECT December 15, 1967				Scales, Wyes, Car Capacity	FIRST CLASS			Third Class
<b>771</b>	<b>311</b>	<b>93</b>	<b>307</b>			<b>312</b>	<b>310</b>	<b>94</b>	<b>770</b>					
Local Freight	Through Freight	Champion	Through Freight			Through Freight	Through Freight	Champion	Local Freight					
Tue.-Thur. Sat.	Daily	Daily	Daily			Daily	Daily	Daily	Mon.-Wed. Fri.					
<b>A. M.</b>	<b>P. M.</b>	<b>P. M.</b>	<b>A. M.</b>	<b>STATIONS</b>				<b>A. M.</b>	<b>A. M.</b>	<b>P. M.</b>	<b>P. M.</b>			
	600		230	AR717		L T	<b>HIGH SPRINGS</b>	A YARD O <sub>y</sub>	400	700		900		
	615		237	AR722	5.0		<b>CLARK</b> X SCL	71 P	315	635		845		
	635		<b>258</b> <sup>312</sup>	AR730	13.2	T	<b>NEWBERRY</b> X SCL	<b>125</b> YARD P	<b>258</b> <sup>307</sup>	601		820		
	<b>715</b> <sup>770</sup>		322	AR749	32.0		<b>HODGSON</b> X SCL	<b>135</b> 37 P	230	530		<b>715</b> <sup>311</sup>		
	723		328	AR752	34.4	T	<b>WILLISTON</b> X SCL	30	225	520		655		
	752		344	AR765	47.0		<b>ROMEO</b>	<b>135</b> 14 P	204	455		630		
	809		356	AR775	56.1		<b>BLUE RUN</b>	72 P	145	422		600		
	829		400	AR777	58.7	T	<b>DUNNELLON</b> (Pennsylvania Avenue)	YARD O <sub>y</sub>	138	417		515		
	840		407	AR781	63.9		<b>GIBARA</b>	201 P	125	407		410		
	910		424	AR794	76.7	T	<b>INVERNESS</b> X SCL	242 P	106	350		340		
	925		437	AR804	86.5		<b>SOUTH FLORAL CITY</b>	Sig. S.	1251	337		305		
	945	L 239	451	AR814	96.4	T	<b>CROOM</b>	Sig. S. YARD O <sub>y</sub>	1238	323	A 1240	235		
	1000 1025	S A 250	505 515	AR823	105.5	T	<b>TRILBY</b>	Sig. S. YARD O <sub>y</sub>	1225	305	S 1230	200		
	1100		525	AR830	112.0	T	<b>DADE CITY</b> X SCL	Sig. S. YARD	1215	229		125		
A 640	A 1120		535	AR837	118.7		<b>VITIS</b>	<b>177</b> 63 P Y	L 1201	220		L 100		
			540	ARF840	122.4	T	<b>ZEPHYRHILLS</b> X SCL	49		215				
			548	ARF846	128.0		<b>GLENNELL</b>	<b>126</b> 18 P		205				
			605	ARF859	141.3		<b>TEMPLE TERRACE</b>			145				
			A 630	A880	147.6		<b>GARY</b>	YARD Y	L 130					
				A882	149.6	A 2 Tracks	<b>TAMPA</b> X SCL	YARD O						
<b>P. M.</b>	<b>P. M.</b>	<b>P. M.</b>	<b>A. M.</b>	<b>STATIONS</b>				<b>A. M.</b>	<b>A. M.</b>	<b>P. M.</b>	<b>P. M.</b>			
Tue.-Thur. Sat.	Daily	Daily	Daily					Daily	Daily	Daily	Mon.-Wed. Fri.			

**SOUTHWARD**

**VITIS SUBDIVISION**

**NORTHWARD**

**CROOM SUBDIVISION**

Third Class	First Class	Station Numbers	Distance from Vitis	TIME TABLE NO. 2 IN EFFECT December 15, 1967		Scales, Wyes, Car Capacity	First Class	Third Class
<b>771</b>	<b>311</b>			<b>312</b>	<b>770</b>			
Local Freight	Through Freight			Through Freight	Local Freight			
Tue.-Thur. Sat.	Daily			Daily	Mon.-Wed. Fri.			
<b>P. M.</b>	<b>P. M.</b>	<b>STATIONS</b>		<b>A. M.</b>	<b>P. M.</b>			
640	1120	AR837		L	<b>VITIS</b>	A <b>177</b> 63 P Y	1201	
705	1145	AR846	9.3		<b>STOKES</b>	<b>148</b> 9 P	1145	
745	1230	AR855	19.5	T A	<b>LAKELAND</b>	L YARD O	1130	
<b>P. M.</b>	<b>A. M.</b>						<b>P. M.</b>	
Tue.-Thur. Sat.	Daily						Mon.-Wed. Fri.	

Southward	Station Numbers	Distance from Croom	TIME TABLE NO. 2 IN EFFECT December 15, 1967		Scales, Wyes, Car Capacity	Northward
Second Class			<b>785</b>	<b>784</b>		
Local Freight			Local Freight	Local Freight		
Ex. Sun.			Ex. Sun.	Ex. Sun.		
<b>P. M.</b>	<b>STATIONS</b>		<b>A. M.</b>			
801	AS833		L T	<b>CROOM</b>	A YARD O <sub>y</sub>	815
900	AS843	10.0	T A	<b>BROOKSVILLE</b>	L YARD	700
<b>P. M.</b>						<b>A. M.</b>
Ex. Sun.						Ex. Sun.

THIRD CLASS		SECOND CLASS		Station Numbers	Distance from Thomasville	TIME TABLE NO. 2		Scales, Wyes, Car Capacity	THIRD CLASS			
773	793		789			IN EFFECT			772	790	792	
Local Freight	Local Freight		Local Freight			December 15, 1967			Local Freight	Local Freight	Local Freight	
Ex. Sun.	Tue.-Thur. Sat.		Ex. Sun.			STATIONS			Ex. Sun.	Ex. Sun.	Mon.-Wed. Fri.	
P. M.	A. M.		A. M.			P. M.	P. M.	P. M.				
			700	AN691		L T	THOMASVILLE	A YARD Oy		130		
			745	AND704	12.5		FINCHER	112 P		1230		
			815	AND715	23.3	T	MONTECELLO	25 P		1155		
			825	AND719	27.2		DRIFTON	36 9 P	X SCL	1140		
			845	AND728	36.7		LAMONT	82 9 P		1115		
	L1100		A 930	AND750	59.2	T	PERRY	79 P Y	X LOP&G X SO.GA.	L1030	A1155	
	115			AND795	103.3	T	CROSS CITY	85 46 P			901	
L 200	A 345			AND806	114.6		WILCOX	79 YARD Y		A1201	L 801	
220				AND817	125.4	T	CHIEFLAND	61 P		1115		
330				AND842	151.1		LEBANON	80 3 P		1030		
405				AR777	166.2	T A	DUNNELLON (Pennsylvania Avenue)	YARD Oy	L	1001		
P. M.	P. M.		A. M.							A. M.	A. M.	P. M.
Ex. Sun.	Tue.-Thur. Sat.		Ex. Sun.							Ex. Sun.	Ex. Sun.	Mon.-Wed. Fri.

## CRYSTAL RIVER SUBDIVISION

Southward			TIME TABLE NO. 2		Northward	
Third Class	Station Numbers	Distance From Dunnellon	IN EFFECT		Third Class	
773			December 15, 1967		772	
Local Freight			STATIONS		Local Freight	
Ex. Sun.					Ex. Sun.	
P. M.					A. M.	
405	AR777		L T	DUNNELLON (Pennsylvania Avenue)	A YARD Oy	810
435	ARD786	9.5		RED LEVEL JCT.	14	745
450	ARD790	14.0	A	CRYSTAL RIVER	L 37	730
P. M.						A. M.
Ex. Sun.						Ex. Sun.

## PALATKA SUBDIVISION

Southward			TIME TABLE NO. 2		Northward	
Second Class	Station Numbers	Distance from Palatka	IN EFFECT		Third Class	
745			December 15, 1967		744	
Local Freight			STATIONS		Local Freight	
Ex. Sun.					Ex. Sun.	
A. M.					P. M.	
800	A698		L T	PALATKA	A YARD Oy	200
835	AS710	11.5		HOLLISTER	30	110
900	AS715	16.6	T	INTERLACHEN	85	1250
930	AS720	21.2	T	EDGAR	24	1225
1100	AS737	38.9	A	ROCHELLE	X SCL L YARD Y	1130
A. M.						A. M.
Ex. Sun.						Ex. Sun.

THIRD CLASS			Station Numbers	Distance from High Springs	TIME TABLE NO. 2 IN EFFECT December 15, 1967	Scales, Wyes, Car Capacity	Second Class	THIRD CLASS	
781	791	779					124	794	780
Local Freight	Local Freight	Local Freight					Through Freight	Local Freight	Local Freight
Ex. Sat.	Mon.-Wed. Fri.	Ex. Sun.					Ex. Sun.	Tue.-Thur. Sat.	Ex. Sun.
P. M.	P. M.	A. M.			A. M.	P. M.	P. M.		
600	330	105	AR717		L T HIGH SPRINGS 9.3	A YARD O <sub>Y</sub>	230	730	1130
A 625	415	A 155 <sup>124</sup>	ARB726	9.3	T BURNETTS LAKE 1.7 X SCL X SCL	YARD Y	L 155 <sup>779</sup>	650	L 1110
	420		ASG709	11.0	T ALACHUA 8.5	3 YARD		645	
	445		ASG716	19.5	HAILE 3.6	YARD		601	
	530		AR730	23.1	T NEWBERRY 13.5 X SCL	YARD Y		530	
	635		ASG734	36.6	T TRENTON 7.8	71 YARD		445	
	730		AND806	44.4	A WILCOX 79	L YARD Y		415	
P. M.	P. M.	A. M.					A. M.	P. M.	P. M.
Ex. Sat.	Mon.-Wed. Fri.	Ex. Sun.					Ex. Sun.	Tue.-Thur. Sat.	Ex. Sun.

## UMATILLA SUBDIVISION

Southward		Station Numbers	Distance from Rands	TIME TABLE NO. 2 IN EFFECT December 15, 1967	Scales, Wyes, Car Capacity	Northward	
SECOND CLASS						THIRD CLASS	
725	727					724	726
Local Freight	Local Freight					Local Freight	Local Freight
Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.				
A. M.	A. M.	P. M.	P. M.				
1000	700	A765		L T Rands 6.6	A YARD O	445	600
1015	A 720	ATA773	6.6	Sylvan Lake 18.6	27	420	L 545
1101		ATA793	25.2	T MOUNT DORA 5.4	17	330	
1115		ASD822	30.6	TAVARES 4.5	14 Y	315	
1130		ASD817	35.1	T EUSTIS 1.9	34	255	
1135		ASC816	37.0	FORT MASON 4.5	14 Y	235	
1201		ASC820	41.5	T A UMATILLA L	YARD L	201	
P. M.	A. M.					P. M.	P. M.
Ex. Sun.	Ex. Sun.					Ex. Sun.	Ex. Sun.

## TRILBY SUBDIVISION

Southward		Station Numbers	Distance from Sylvan Lake	TIME TABLE NO. 2 IN EFFECT December 15, 1967	Scales, Wyes, Car Capacity	Northward	
Second Class	Third Class						
727	726						
Local Freight	Local Freight						
Ex. Sun.	Ex. Sun.						
A. M.	P. M.						
720		ATA773		L Sylvan Lake 11.7	A 27	545	
745		AT785	11.7	FOREST CITY 6.3 X SCL	34	515	
815		AT791	18.0	CLARCONA 7.3	12	450	
945		AT798	25.3	T WINTER GARDEN 13.4 X T&G	25	415	
1045		AT812	38.7	T CLELMONT 6.3	54	310	
1105		AT818	45.0	T GROVELAND 23.4 X SCL	25 30 P	245	
1215		AT841	68.4	LACOCHEE 1.4 X SCL	9	140	
1230		AR823	69.8	T A TRILBY L	YARD O <sub>Y</sub> L	130	
P. M.						P. M.	
Ex. Sun.						Ex. Sun.	

## DIVISION

## PRECEDENCE BY DIRECTION

1—Unless otherwise provided, northward or eastward trains are superior to trains of the same class in opposite direction.

## SPEED RESTRICTIONS

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

Series	MPH	Series	MPH
601-620	89	1003-1050, 1053-1065, 1300-1308, 1400-1405, 1500-1514, 1700-1703, 1900, 2000, 2100, 2200	70
675-698	83		
1212-1237, 1704-1718	79		
1309-1343, 1406-1415, 1515-1565	75	300, 400, 700, 800, 900, 1000-1002, 1051-1062, 1100, 1200-1211	65

3—Engines in series 600-620, 1900, 2000, 2100 and 2200 must not exceed speed indicated below through turnouts and cross-overs:

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

4—Switch engines in the following series must not be operated in excess of 60 M. P. H. when used in service or tow and must be handled near head end of train.  
10-99, 100-199 and 200-202.

5—Except where further restricted by subdivision special instructions, trains handling:

Ribbon rail cars loaded 45 M. P. H. on main track and 10 M. P. H. through other than main track turnouts and must be handled on head end of trains; when empty will be handled on rear of train separated from caboose by three empty cars.
Dump cars 45 M. P. H. and when loaded must be handled in local freight or work trains when practicable.
Jordan ditchers 40 M. P. H. and pile drivers 20 M. P. H. must be handled near head of train.
Scale test cars 25 M. P. H. next ahead of caboose except 771815 in classification at maximum speed allowed freight trains.

6—Solid piggyback trains or passenger trains handling piggyback cars will not exceed speed of 70 M. P. H., and will observe authorized passenger train speed where such speed is below 70 M. P. H. When handling other unrestricted freight equipment will not exceed 65 M. P. H. and will observe authorized passenger train speed where such speed is below 65 M. P. H.

## SPACING WRECKERS AND LOCOMOTIVE CRANES

7—For line of road movement, the following wreckers must be preceded and followed by at least one car not exceeding

100,000 pounds gross weight and must be separated from any other wreckers or locomotive crane in the same train by at least two cars not exceeding 100,000 pounds gross weight: 765152, 765160, 765161, 765250, 765251, 765252, 771153, 771154, 771155, 771156, 771157, 771253, 771254, 771255, 771256 and 771257.

For line of road movement, the following locomotive cranes must be preceded and followed by at least one car not exceeding 100,000 pounds gross weight: A. C. L. 65414, 65445, 65449; S. A. L. 71927, 71929, 71994, 71995, 71996, 71997; S. C. L. 765414, 765445, 765449, 765458, 771927, 771929, 771994, 771995, 771996 and 771997.

Wreckers and locomotive cranes must be handled near head end of train.

## CAR CAPACITY FORMULAS

8—Capacity of sidings is based on average overall length of 50 feet per car, plus four diesel units and caboose.

Capacity of other tracks is based on average overall length of 50 feet per car.

## WEIGHT LIMITS

9—Except where further restricted by subdivision special instructions cars shall not exceed 270,000 pounds gross weight.

## RAIL DETECTOR CARS

10—Rail detector cars of other than Company ownership must not pass over highway or street crossings protected by automatic light signals, or signals and gates until it is known that automatic protection is functioning properly or flag protection has been afforded. At railroad crossings protected by interlockings such cars must stop clear of the crossing and must not proceed over the crossing until proper protection has been afforded.

## BULLETIN BOOKS

11—Jacksonville, West Jacksonville, Baldwin, Baldwin Yard, Starke, Waldo, Ocala, Wildwood, Auburndale, Winter Haven, West Palm Beach, Hialeah Yard, Miami, Orlando, Plymouth, Live Oak, Tallahassee (Passenger Station and Yard "B"), Chattahoochee, Bainbridge, Plant City, Lake Wales, Brooksville, Dunnellon, Gainesville, High Springs (Yard and Shops), Lakeland (yard and shops), Leesburg, Moncrief, Palatka, Perry, Sanford (Shops), Thomasville and Tampa (yard and shops).

## STANDARD CLOCKS

12—Jacksonville, West Jacksonville, Baldwin, Baldwin Yard, Wildwood, West Lake Wales, West Palm Beach, Hialeah Yard, Miami, Orlando, Tallahassee, Chattahoochee, Bainbridge, Dunnellon, Gainesville, High Springs, Lakeland, Leesburg, Moncrief, Ocala, Palatka, Sanford, Thomasville, Trilby and Uceta (yard and shops).

## EMERGENCY WATER AND FUEL STATIONS

13—Starke, Ocala, West Lake Wales, West Palm Beach, Orlando, Tallahassee and at Leesburg and Trilby (water only).

## SPECIAL RULES

14—The symbol "Sig. S." is shown in car capacity column to designate signaled sidings of a capacity in excess of 250 cars.

15—Signal houses located at each end of siding, etc., are equipped with outside white light which burns continuously. When this light is not burning, member of crew of train stopped





## TONNAGE RATING

Engine Numbers	300- 308, 310- 316, 318- 413 (A or B),		600- 620, 1300- 1343, 1400- 1415, 1500- 1565, 1700- 1718		1900- 1923, 2100- 2110, 2114- 2120		2000- 2009		2111- 2113, 2200- 2210		2121- 2124, 2211- 2213	
	Tonnage Shown Per Unit	675- 698	309, 317, 1003- 1065, 1202- 1237	203- 222, 1100- 1117	203- 222, 1100- 1117	203- 222, 1100- 1117	203- 222, 1100- 1117	203- 222, 1100- 1117	203- 222, 1100- 1117	203- 222, 1100- 1117	203- 222, 1100- 1117	203- 222, 1100- 1117
W. Jacksonville to Baldwin.....	2700	2150	2950	3250	1750	4200	4900	4700	5150			
Baldwin to W. Jacksonville.....	4000	3200	4400	4800	2600	6200	7300	7000	7600			
Baldwin and Wildwood.....	3500	2800	3850	4200	2300	5400	6350	6100	6650			
Starke and Bell.....					2200							
Wildwood and Orlando.....	2200	1750	2400	2650	1450	3400	4000	3850	4200			
Wildwood and Hialeah Yd.....	3500	2800	3850	4200	2300	5400	6350	6100	6650			
W. Lake Wales and Alcoma.....	4000	3200	4400	4800	2600	6200	7300	7000	7600			
Baldwin to Lake City.....	2500	2000	2750	3000	1650	3900	4550	4350	4750			
Lake City to Tallahassee.....	2100	1700	2300	2500	1350	3250	3800	3700	4000			
Tallahassee to Chattahoochee.....	1600	1300	1750	1900	1050	2500	2900	2800	3050			
Chattahoochee to Tallahassee.....	2000	1600	2200	2400	1300	3100	3650	3500	3800			
Tallahassee to Lake City.....	2100	1700	2300	2500	1350	3250	3800	3700	4000			
Lake City to Baldwin.....	3500	2800	3850	4200	2300	5400	6350	6100	6650			
Tallahassee and Bainbridge.....	1700	1350	1850	2050	1100	2650	3100	2950	3200			
Moncrief to Burnett's Lake.....	2100	1650	2300	2500	1350	3250	3800	3650	4000			
Burnett's Lake to Ocala.....	1800	1450	1950	2150	1200	2800	3300	3150	3400			
Ocala to Leesburg.....	2200	1750	2400	2650	1450	3400	4000	3850	4150			
Leesburg to Croom.....	3500	2800	3850	4200	2300	5400	6350	6100	6650			
Croom to Leesburg.....	3000	2400	3300	3600	1950	4650	5450	5250	5700			
Leesburg to Ocala.....	1800	1450	1950	2150	1200	2800	3300	3150	3400			
Ocala to Burnett's Lake.....	1800	1450	1950	2150	1200	2800	3300	3150	3400			
Burnett's Lake to Moncrief.....	2600	2050	2850	3100	1700	4000	4750	4550	4950			
High Springs to Newberry.....	2500	2000	2750	3000	1650	3850	4550	4350	4750			
Newberry to Dunnellon.....	2500	2000	2750	3000	1650	3850	4550	4350	4750			
Dunnellon to Trilby.....	2200	1750	2400	2650	1450	3400	4000	3850	4150			
Trilby to Vitis.....	2800	2250	3050	3350	1850	4350	5100	4900	5300			
Vitis to Gary.....	3300	2650	3600	3950	2150	5100	6000	5750	6250			
Gary to High Springs.....	2800	2250	3050	3350	1850	4350	5100	4900	5300			
Vitis to Lakeland.....	3050	2450	3350	3650	2000	4700	5550	5350	5800			
Lakeland to Vitis.....	2850	2250	3100	3400	1850	4400	5200	5000	5400			
Thomasville to Perry.....	2900	2300	3200	3450	1900	4500	5300	5050	5500			
Perry to Dunnellon.....	3300	2650	3600	3950	2150	5100	6000	5750	6250			
Dunnellon to Perry.....	3000	2400	3300	3600	1950	4650	5450	5250	5700			
Perry to Thomasville.....	2200	1750	2400	2650	1450	3400	4000	3850	4150			
Dunnellon to Crystal River.....	2000	1600	2200	2400	1300	3100	3600	3500	3800			
Crystal River to Dunnellon.....	1800	1450	1950	2150	1200	2800	3300	3150	3400			
High Sprgs. to Burnett's Lake.....	2800	2250	3050	3350	1850	4350	5100	4900	5300			
Burnett's Lake and Wilcox.....	3100	2450	3400	3700	2000	4800	5650	5400	5900			
Croom and Brooksville.....	2000	1600	2200	2400	1300	3100	3650	3500	3800			
Palatka to Rochelle.....	2500	2000	2750	3000	1650	3850	4550	4350	4750			
Rochelle to Palatka.....	3200	2550	3500	3850	2100	4950	5800	5600	6050			
Rands to Ft. Mason Jct.....	2600	2050	2850	3100	1700	4000	4750	4550	4950			
Ft. Mason Jct. to Leesburg.....	2900	2300	3320	3450	1900	4500	5300	5050	5500			
Leesburg to Ft. Mason Jct.....	3300	2650	3600	3950	2150	5100	6000	5750	6250			
Ft. Mason Jct. to Rands.....	1700	1350	1850	2050	1100	2600	3100	2950	3200			
Sylvan Lake to Trilby.....	1800	1450	1950	2150	1200	2800	3300	3150	3400			
Trilby to Sylvan Lake.....	1500	1200	1650	1800	1000	2300	2750	2600	2850			

**CLEARANCE CARDS**

1—Trains originating at West Jacksonville, Baldwin and Baldwin Yard will obtain Clearance Card before leaving these points.

**CONDITIONAL STOPS**

2—No. 7 at Baldwin to receive revenue passengers for points south of Wildwood where Nos. 7 and 27 are scheduled to stop, and at all points south of Jacksonville to discharge revenue passengers from north of Jacksonville, and arriving on connecting lines.

No. 8 at all points between Wildwood and Baldwin for revenue passengers.

Nos. 21 and 22 at Waldo and Ocala for revenue passengers from and to Petersburg and beyond.

Nos. 57 and 58 at Waldo and Ocala for revenue passengers from and to stations where these trains are regularly scheduled to stop. Also from and to Petersburg.

**REGISTER STATIONS**

3—Jacksonville and Wildwood. West Jacksonville and Baldwin Yard (for trains originating and terminating).

Nos. 1, 165 and 181 will furnish register slip at Wildwood.

**YARD LIMITS**

4—West Jacksonville, Baldwin (including Baldwin Yard), Waldo, and Wildwood.

**SPEED RESTRICTIONS**

5—Maximum speed for passenger and express trains handled by engines series 500 and 600 is 79 M. P. H., and maximum speed for freight trains is 60 M. P. H. except as specified below:

Between Mile Posts	Miles Per Hour	
	Pass.	Freight
634.6 and 636.3	20	20
652.4 and 652.7	20	20
690.2 and 690.6	45	45
704.5 and 705.1	45	45
731.1 and 735.0	60	60
735.0 and 736.0	20	20
736.0 and 740.8	60	60
747.3 and 747.7	70	—
747.7 and 749.3	75	—
749.3 and 750.8	70	—
758.4 and 759.4	75	—
759.4 and 760.6 Both Tks	45	45
760.6 and 762.0 Both Tks	20	20

Through turnouts and crossovers as listed below:

M. P. 634.6, turnout Beaver Street to Everett Subdiv., 20 M. P. H.

M. P. 635.3, turnout to passenger wye, 20 M. P. H.

M. P. 635.5, turnout to Honeymoon yard lead, 20 M. P. H.

M. P. 652.7, main track crossover, 20 M. P. H.

M. P. 680.1, south end two tracks, 45 M. P. H.

M. P. 759.4, north end two tracks, 45 M. P. H.

M. P. 761.5, turnouts to yard lead, Orlando Branch and main track crossovers, 20 M. P. H.

**Engines and Equipment Restrictions:**

Series	MPH	Series	MPH
1003-1050, 1053-1065, 1212-1237, 1300, 1400, 1500, 1700, 1900, 2000, 2100, 2200	70	300, 400, 700, 800, 900, 1000-1002, 1051-1052, 1100, 1200-1211	65
		10-222	60

**Trains Handling:**

Wreckers 35 M. P. H., locomotive cranes or scale test cars 25 M. P. H., except 771815 maximum freight train speed; pile drivers 20 M. P. H.

Wreckers 765250, 765251, 765252 and 771253 through 771257 are prohibited on Kendrick Spur.

**City Ordinance speed restrictions:**

Jacksonville, 25 M. P. H. through City limits.

Starke, 20 M. P. H.

Waldo, 45 M. P. H., De Sha and Cole Streets.

Hawthorne, 30 M. P. H.

Ocala, 25 M. P. H. through City limits.

Belleview, 50 M. P. H. through City limits.

**RAILROAD CROSSINGS AT GRADE**

6—Protected by automatic interlocking:

Hawthorne, M. P. 705.1, S. C. L.

7—Protected by attended interlocking:

Ocala, M. P. 735.3, S. C. L.

**BLOCK SIGNAL SYSTEMS**

8—Traffic Control system is in service between Jacksonville Terminal Company, M. P. 635.4 and Wildwood M. P. 761.5.

**SIGNALED SIDINGS**

9—Whitehouse, Baldwin, Orange Height, Hawthorne, Sparr, Ocala (Southward siding) and Santos.

**TWO TRACKS**

10—Two tracks extend between Baldwin, M. P. 652.4 and M. P. 680.1.

Two tracks extend between M. P. 759.4 and Wildwood, M. P. 761.5.

**SPECIAL RULES**

11—All movements either straight away or switching on Kendrick Spur over West Anthony Road Crossing, Joy Crossing, U. S. Highway Alt. 301, also over the three paved road crossings on Ocala-Gainesville Highway in vicinity of Dixie and Martin Mines must be preceded by member of crew and in addition at night lighted fusee must be placed on each side of track near center of highway during entire period that crossing is occupied by engine or cars.

All train, engine and yard movements, Kendrick main line between junction switch, Ocala, and Cummer-Martin mine plant will be made at yard speed and not exceeding 20 M. P. H. on straight track, 15 M. P. H. on curves and 10 M. P. H. on all spur tracks that lead off Kendrick main track.

12—All movements over May Street, Ocala, must be preceded by member of crew when working Ocala Mfg. Co. tracks. Trains and engines using yard lead, Ocala, will not exceed speed of 5 M. P. H. over Anthony Road crossing.

13—All trains or engines from either direction on either main track will move between M. P. 760.6 located just south of overpass Wildwood Yard and M. P. 762.0 located just south of south wye switch Wildwood at speed not exceeding 20 M.P.H.

14—Trains or engines must not clear at the following non-electrically locked hand-operated switch locations:

Southern Steel Const. Co., M. P. 641.2.

Slade Gas Co., M. P. 641.7.

Duval Engineering Co., M. P. 643.9.

Duval Engineering Co., M. P. 644.3.

Owen Joist of Florida, Inc., M. P. 681.1.

Marion Construction Co., M. P. 732.0.

Automated Metals Co., M. P. 734.4.

Atlas Concrete Co., M. P. 737.0.

McFall, M. P. 740.7.

Haskins Auto Parts, M. P. 742.3.

Kirkland, M. P. 745.0.

**CLEARANCE CARDS**

1—Rule 83-A does not apply at Bell.

**YARD LIMITS**

2—Starke

**SPEED RESTRICTIONS**

3—Maximum speed of all trains is:  
Between M. P. 679.0 and M. P. 693.9 — 40 M. P. H.  
Between M. P. 693.9 and M. P. 730.3 — 10 M. P. H.  
except as specified below.

Between Mile Posts	Miles Per Hour
679.0-679.2 .....	10
692.9-693.9 .....	20

Line Capacity:  
Between M. P. 679.0 and M. P. 693.9 — 270,000 lbs.  
Between M. P. 693.9 and M. P. 730.3 — 220,000 lbs.

Equipment Restrictions:  
Locomotives:  
Between M. P. 679.0 and M. P. 693.9 — Line Speed  
Between M. P. 693.9 and M. P. 730.3, operation restricted  
to engines in series 1100-1117.

**Trains Handling:**

Wreckers 35 M. P. H. between M. P. 679.0 and M. P. 693.9.

Wreckers 765250, 765251, 765252 and 771253 through 771257 are prohibited between M. P. 693.9 and M. P. 730.3 and other wreckers are restricted to 10 M. P. H.  
Locomotive cranes and scale test cars, 25 M. P. H. between M. P. 679.0 and M. P. 693.9 and 10 M. P. H. between M. P. 693.9 and M. P. 730.3.

Yard speed will be observed 7:01 A.M. to 3:01 P.M. between M. P. 679.0 and M. P. 693.9 daily except Saturday and Sunday, and 7:01 A.M. to 5:01 P.M. between M. P. 693.9 and end of line daily except Saturday and Sunday.

**RAILROAD CROSSINGS AT GRADE**

4—Protected by attended interlocking:

Alachua, M. P. 705.4, S. C. L.  
Attended 8:00 P.M.-5:00 A.M., Monday through Friday.

5—Protected by non-electrically locked gates:  
Sampson City, M. P. 685.6, G. S. & F. Normally clear G. S. & F.

Hainesworth, M. P. 702.0, S. C. L. Normally clear Ocala Subdivision.

Buda, M. P. 714.9, S. C. L. Normally clear West Coast Subdivision.

**SPECIAL RULES**

6—A member of crew will precede all movements over Main Street crossing Alachua, over Highway 41 just north of Buda and over crossing Highway 49 at Bell.

## Orlando Subdivision

**CLEARANCE CARDS**

1—Rule 83-A does not apply at Orlando when operator is not on duty.

Rules 83 and 83-A do not apply at Tavares and Ellsworth, except T&G trains will obtain Clearance Card or oral authority from dispatcher before leaving Tavares.

**REGISTER STATIONS**

2—Wildwood and Orlando.

**YARD LIMITS**

3—Wildwood, Leesburg, Tavares, Plymouth and Modello Park-Orlando.

**SPEED RESTRICTIONS**

4—Maximum speed of all trains is 49 M. P. H. except as specified below:

Between Mile Posts	M. P. H.
771.9 RR Crossing .....	20
773.3 RR Crossing .....	20
783.2-783.5 .....	10
811.7-814.6 .....	30

Trains and engines will operate at yard speed on Plymouth and Muck Spurs not exceeding 20 M. P. H. and will not exceed 15 M. P. H. between M. P. 792.4 and end of line on Muck Spur.

**Trains Handling:**

Wreckers and locomotive cranes 20 M. P. H.  
Wreckers 765250, 765251, 765252 and 771253 through 771257, 5 M. P. H. over Dead River Bridge, M. P. 781.3.

**RAILROAD CROSSINGS AT GRADE**

5—Protected by automatic interlocking:

Walling Mill, M. P. 771.9, S. C. L., 20 M. P. H.\*

6—Protected by attended interlocking:  
Orlando, M. P. 814.6, S. C. L., 20 M. P. H.\*

7—Protected by electrically locked derrails:  
Leesburg, M. P. 773.3, S. C. L. Normally clear Orlando Subdivision. 20 M. P. H.\*

Toronto, M. P. 806.0, S. C. L. Normally clear Orlando Subdivision.

\*Until engine reaches crossing.

**DRAWBRIDGES**

8—Not protected by interlocking:

Dead River, M. P. 781.3, 15 M. P. H.

Attended 6:00 A.M. to 10:00 P.M., trains will approach prepared to stop and must stop unless bridge is in proper position, track is clear and signal indicates proceed.

**SPRING SWITCHES**

9—Following spring switch is in signal territory:

Ellsworth Junction, 15 M. P. H. to and from T&G Line.

**BLOCK SIGNAL SYSTEMS**

10—Traffic Control system is in service between M. P. 783.7, Tavares and M. P. 786.8, Ellsworth Jet.

**SPECIAL RULES**

11—Train movements over Highway 301 on south leg of wye Wildwood will be preceded by flag.

12—All trains, engines or car movements across the following streets at Leesburg must be preceded by member of crew: Thirteenth, Canal, Third, and Palmetto Streets.

Crossings at Main St. and Fourteenth St. are protected by flasher signals and trains making straightaway movement over these crossings and over Perkins Street may, when engine is in leading position, proceed at a speed not exceeding 15 M. P. H. without being preceded by flagman, except between the hours of 7:00 A.M. and 5:00 P.M., Monday through Friday, during school months, all train, engine or car movements must be preceded by member of crew over Perkins St. All movements, when engine is in other than leading position, must be protected by member of crew.

13—All trains will be preceded by member of crew over the following streets in Orlando:

Golf View Ave.,	Westmoreland Drive,	Garland Street,
Country Club Drive,	Bentley Street,	Ferris Street,
Amelia Ave.,	Parramore Street,	Virginia Drive
West Livingston Ave.,	Hughey Street,	

14—Each street crossing, Pine Street to and including Concord Avenue, also Highland Avenue (at the ice plant near M. P. 816) is protected by electric traffic signals.

These traffic signals are operated from towers between 7:00 A.M. and 11:00 P.M. and stand normally clear for vehicular traffic. Between 11:00 P.M. and 7:00 A.M. signals stand at "CAUTION" (Flashing Red) to vehicular traffic.

When traffic signals are out of service for any cause, trains and engines must be preceded over crossings within the designated territory by a member of crew 150 feet in advance of the movement to stop vehicular traffic.

Before making a switch or reverse movement over crossings in designated territory, it must be known that traffic signals indicate "STOP" to vehicular traffic, or that the movement is preceded by member of crew.

15—All movements over Highway 441 on California Spray Lead and Silver Star Rd., on Fairvilla Ind. Spur, Fairvilla, must be preceded by member of crew.

## Miami and Homestead Subdivisions

### CLEARANCE CARDS

1—All trains will obtain Clearance Card before leaving West Lake Wales. Rule 83-A does not apply at Homestead.

Rule 83-A does not apply at Coleman and trains from Coleman Subdivision will retain their identity.

### WHERE TIME APPLIES

2—Time of Lakeland Subdivision trains at Auburndale applies at South end storage track No. 1, M. P. 821.2.

### CONDITIONAL STOPS

3—Nos. 1 and 2 at Winter Haven, Delray Beach and Deerfield Beach, for revenue passengers to and from Jacksonville and beyond.

Nos. 5 and 6 at Winter Haven for revenue passengers to and from Jacksonville and beyond.

Nos. 5 and 6 at Delray Beach and Deerfield Beach for revenue passengers to and from Orlando and beyond.

No. 9 at Lake Worth, Boynton Beach, Delray Beach, Deerfield Beach (Boca Raton), Pompano Beach and Dania to discharge revenue passengers from Jacksonville and beyond.

Nos. 21 and 22 at Sebring for revenue passengers to and from stations where these trains are regularly scheduled to stop. Also to and from Petersburg.

Nos. 21 and 22 at Delray Beach, Deerfield Beach and Hialeah for revenue passengers to and from Savannah and beyond.

Nos. 57 and 58 at Sebring for revenue passengers to and from stations where these trains are regularly scheduled to stop. Also to and from Petersburg.

Nos. 57 and 58 at Okeechobee, Delray Beach, Deerfield Beach and Hialeah for revenue passengers to and from Jacksonville and beyond.

### REGISTER STATIONS

4—Wildwood and Miami. Hialeah Yard (for trains originating and terminating).

Nos. 2, 8 and 166 will furnish register slip at Wildwood.

### YARD LIMITS

5—Wildwood, West Lake Wales, Hialeah Yard and Homestead. Yard limit board at Hialeah Yard near M. P. 1031.5 includes all tracks south of yard limit board to Miami freight station and Hialeah south on Homestead Subdivision to yard limit board, M. P. 1047.0.

### SPEED RESTRICTIONS

6—Maximum speed for passenger and express trains handled by engines series 500 and 600 is 79 M. P. H.; and maximum speed for freight trains is 60 M. P. H. except as specified below:

Between Mile Posts	Miles Per Hour	
	Pass.	Freight
760.6 and 762.0 Both Tks. ....	20	20
766.1 and 766.7 .....	65	—
819.6 and 820.5 .....	60	—
820.5 (R.R. Crossing) .....	50	50
825.7 and 826.3 .....	30	30
826.3 and 826.4 .....	55	55
826.4 and 827.1 .....	60	—
835.4 and 836.4 .....	65	—
841.0 and 841.3 .....	75	—
857.4 and 858.8 .....	45	45
858.8 and 866.0 .....	75	—
866.0 and 867.4 .....	70	—
867.4 and 868.0 .....	60	—
937.2 (Drawbridge) .....	45	45
967.0 and 969.8 .....	75	—
969.8 and 970.2 .....	20	20
970.2 and 971.8 .....	40	40
974.2 and 974.9 .....	45	45
982.2 and 982.4 .....	75	—
987.2 and 987.4 .....	70	—
1014.0 (Drawbridge) .....	45	45
1028.3 and 1030.9 .....	75	—
1034.2 (R.R. Crossing) .....	60	45
1034.2 and 1036.5 .....	60	45
1036.5 and 1040.0 .....	20	20

Trains and engines will operate at yard speed not exceeding 30 M. P. H. on Teneroc Spur.

## Engine and Equipment Restrictions:

Series	MPH	Series	MPH
1003-1050, 1053-1065, 1212-1237, 1200, 1300, 1400, 1500, 1700, 1900, 2000, 2100 2200	70	300, 400, 700, 800, 900, 1000-1002, 1051-1052, 1100, 1200-1211	65
		10-222	60

Trains handling wreckers 35 M. P. H.; locomotive cranes 20 M. P. H.

**HOMESTEAD SUBDIVISION**

Maximum speed for all trains is 35 M. P. H. except as specified below.

Between Mile Posts	M. P. H.
1036.3-1042.2 .....	30
1041.1 RR Xing .....	20
1042.2-Tamiami Trail .....	10
1042.2-1045.0 .....	30

Through turnouts and crossovers as listed below:

M. P. 1036.8, turnout Horn Wilson track, 10 M. P. H.  
M. P. 1037.1, Spencer Machine Lead, 10 M. P. H.

Yard speed will be observed 8:00 A.M. to 4:30 P.M. daily except Saturday and Sunday on Homestead Subdivision.

Yard speed not exceeding 25 M. P. H. on Lehigh Spur, M. P. 1041.2 and on General Portland Spur, M. P. 1053.0.

Equipment Restrictions:

On Homestead Subdivision:

Trains handling wreckers and locomotive cranes 20 M. P. H.  
City Ordinance speed restrictions:

Coleman, 25 M. P. H. over street crossing immediately south of station.

Avon Park, 30 M. P. H. over Main Street.

Sebring, 35 M. P. H. over Pear St., Lemon, Center, Highland Ave., Cemetery Road and Suniland Drive.

Okeechobee, 55 M. P. H., M. P. 908.0 to M. P. 910.0.

Mangonia Park, 30 M. P. H., M. P. 966.6 to M. P. 967.0.

West Palm Beach, 40 M. P. H., M. P. 967.1 to M. P. 968.8 and 30 M. P. H., M. P. 968.8 to M. P. 972.0.

Lake Worth, 35 M. P. H. between the limits of 10th Ave. (street crossing tracks near south end of siding) and 6th Ave. (second street crossing south of overpass).

Boynton Beach, 35 M. P. H. through city limits.

Ft. Lauderdale, 35 M. P. H., through city limits.

Hollywood, 30 M. P. H. through city limits.

Opa Locka, 35 M. P. H. through city limits.

**RAILROAD CROSSINGS AT GRADE**

7—Protected by automatic interlockings:

Center Hill, M. P. 777.6, S. C. L.

Mabel, M. P. 782.8, S. C. L.

Marcy, M. P. 922.2, F. E. C.

Iris, M. P. 1034.2, F. E. C.

Oleander, M. P. 1041.1, F. E. C., 20 M. P. H., until engine reaches crossing.

8—Protected by remotely controlled interlockings:

Auburndale, M. P. 820.5, S. C. L.

Winter Haven, M. P. 826.4, S. C. L.

9—Protected by electrically locked details:

West Palm Beach, M. P. 969.8, F. E. C., Normally clear S. C. L.

10—Protected by non-electrically locked gates:

Oleander, M. P. 1040.8, F. E. C., Conn.

Normally clear S. C. L.

**DRAWBRIDGES**

11—Protected by attended interlockings:

St. Lucie Canal, M. P. 937.2, 45 M. P. H. Attended 6:00 A.M. to 10 P.M. Train or engine stopped by home signals will not proceed until proceed signal is given by bridge tender or until member of crew ascertains that drawspan is in proper position.

South Fork New River, M. P. 1014.0, 45 M. P. H.

Miami Canal, Mile Post 1036.8, Homestead Subdivision, 10 M. P. H. Attended 8:30 A.M. to 12:30 P.M. and from 1:30 P.M. to 5:30 P.M., Monday through Friday. Between 12:30 P.M. and 1:30 P.M., Monday through Friday, bridge will be left in open position.

Outside of assigned hours of Bridge Tender, bridge will be in closed position except that it may be opened for vessels upon three hours advanced notice being given the Railroad.

**SPRING SWITCHES**

12—Following spring switch is in signal territory:

Hialeah Junction switch leading from Homestead Subdivision, 20 M. P. H.

**BLOCK SIGNAL SYSTEMS**

13—Traffic Control system is in service between Wildwood, M. P. 761.5, and Miami, M. P. 1039.4.

**SIGNALED SIDINGS**

14—Center Hill

Bryan

Flanders

Auburndale

\*West Lake Wales

West Frostproof

Hartt

Ridge

Plains

Ft. Basinger

Mildred

Sherman

Indiantown

Delta

Hialeah

\*Note—West Lake Wales signaled between south switch and southward signals north end of siding south of depot only.

**TWO TRACKS**

15—Two tracks extend between Wildwood, M. P. 761.5 and Coleman, M. P. 766.0.

**SPECIAL RULES**

16—All trains or engines from either direction on either main track will move between M. P. 760.6 located just south of overpass Wildwood Yard and M. P. 762.0 located just south of south wye switch Wildwood, at speed not exceeding 20 M. P. H.

17—All trains and engines using secondary (storage) track, West Palm Beach, will not exceed speed of five (5) M. P. H. over 15th Street crossing.

18—An indicator light located on mast at north end of Miami passenger station, between tracks 2 and 3, will display a white light when T. C. Signal is displaying an indication permitting northward movement, and will be authority for

movement of trains or engines from passenger station. In the event indicator light fails to display a white light, verbal authority may be obtained from the Dispatcher for movement of trains or engines from passenger station to T. C. Limits. All movements between End T. C. and the end of track, Miami, must be made at yard speed.

19—First class trains or trains carrying passengers must not occupy the secondary, or switching track between 36th Street, Hialeah, and N. W. 14th Avenue, Miami, unless authorized by train order, or under flag protection.

20—Trains or engines must not clear at the following non-electrically locked hand-operated switch locations:

\*Poyner—M. P. 802.9.  
Smith Industries—M. P. 823.7.  
St. Joe Paper—M. P. 835.1.  
City Lumber siding—M. P. 849.5.  
Florida Home Juice Co.—M. P. 854.7.  
Broward Grain and Supply Co.—M. P. 908.6.  
Record Press—M. P. 936.6.  
P. L. Hinson—M. P. 937.6.  
Apix—M. P. 945.3.  
Big Three Welding Co.—M. P. 948.0.  
Team Track—M. P. 963.3.

Lykes Bros. Lead Track—M. P. 967.6.  
Palm Beach Mfg. Co.—M. P. 970.6.  
Pyrofax Gas Corp.—M. P. 976.4.  
Rinker Snow Corp.—M. P. 982.5.  
Gri-P-Late Co.—M. P. 1005.2.  
Enterprise Developers—M. P. 1006.7.  
Nenumaker—M. P. 1006.8.  
Broward Warehouse & Mfg. Center—M. P. 1008.1.  
Ft. Lauderdale Waterworks—M. P. 1008.1.  
Ft. Lauderdale Waterworks—M. P. 1008.2.  
Enterprise Developers—M. P. 1008.3.  
Caulley Steel—M. P. 1009.9.  
Last Chance—M. P. 1012.3.  
Florida Tank Lines—M. P. 1014.9.  
R. H. Wright & Sons—M. P. 1016.3.  
Florida Tallow Corp.—M. P. 1021.0.  
International Paper Co.—M. P. 1025.7.  
M & M Bottled Gas Co.—M. P. 1028.9.  
Lehman Lumber Co.—M. P. 1029.1.  
Opa-Locka Lumber Sales Corp.—M. P. 1029.5.  
\*Trains or engines must not clear in this location even though an electric lock is provided at the north end of this track at M. P. 802.5.

## Lake Wales Subdivision

### CLEARANCE CARDS

1—All trains will obtain clearance card before leaving West Lake Wales. Rule 83-A will not apply at Lake Wales when operator not on duty.

### YARD LIMITS

2—West Lake Wales to Alcoma.

### SPEED RESTRICTIONS

3—Maximum speed for all trains is yard speed not exceeding 30 M. P. H. between M. P. 863.5 and M. P. 867.4 and 20 M. P. H. between M. P. 867.4 and M. P. 874.1.

### Trains Handling:

Wreckers and locomotive cranes, 25 M. P. H.

### RAILROAD CROSSINGS AT GRADE

4—Protected by non-electrically locked gates:  
Lake Wales, M. P. 867.4, S. C. L., may be left set against either intersecting line. Trains will approach at slow speed, and must stop short of gates unless crossing is seen to be clear and gates are set against intersecting line.

### SPECIAL RULES

5—A member of crew will precede all movements over Scenic Highway, Lake Wales.

## Tallahassee, Bainbridge, Monticello and Wakulla Subdivisions

### CLEARANCE CARDS

1—All trains will obtain Clearance Card before leaving Tallahassee.

All trains will obtain Clearance Card at Quincy when operator is on duty.

Rule 83-A does not apply at Baldwin, Drifton, Monticello and St. Marks.

### WHERE TIME APPLIES

2—Time of Nos. 651 and 652 at Baldwin applies at west end of storage track.

### CONDITIONAL STOPS

3—Nos. 39 and 40 at Madison to receive and discharge revenue passengers from Jacksonville, Tallahassee and beyond.

Nos. 39 and 40 at Macclenny to receive and discharge revenue passengers to and from Tallahassee and Chattahoochee.

### REGISTER STATIONS

4—Baldwin Yard (trains originating and terminating), Tallahassee, Chattahoochee, Bainbridge and Drifton for Monticello Subdivision trains.

All trains will furnish register slip at Tallahassee.

### YARD LIMITS

5—Baldwin, Tallahassee, Quincy, Chattahoochee and Bainbridge.

### SPEED RESTRICTIONS

#### TALLAHASSEE SUBDIVISION

6—Maximum speed for passenger and express trains handled by engines series 500 and 600 is:

Between M. P. 652.5 and 798.7 — 79 M. P. H.  
Between M. P. 798.7 and 841.9 — 59 M. P. H.  
And maximum speed for freight trains is:  
Between M. P. 652.5 and 798.7 — 60 M. P. H.  
Between M. P. 798.7 and 841.9 — 45 M. P. H.

except as specified below:

Between Mile Posts	Miles Per Hour	
	Pass.	Freight
661.3 and 661.6	55	55
692.8 and 693.1	45	45
693.1 and 693.5	20	20
715.0 and 715.6	20	20
727.5 and 728.8	65	—
741.2 and 743.5	65	—
743.5 and 744.5	35	35
744.5 and 746.5	65	—
749.8 and 754.7	65	—
755.8 and 756.3	70	—
756.8 and 757.1	70	—
757.1 and 757.8	35	35
763.1 and 763.5	60	50
774.3 and 774.6	70	—
790.7 and 797.6	60	—
797.6 and 798.7	40	40
798.7 and 799.8	20	20
808.3 and 818.5	50	—
818.5 and 820.0	35	35
820.0 and 824.0	50	—
832.0 and 841.9	50	—

M. P. 799.5, through turnout "A" yard lead, 10 M. P. H.

Following engines are allowed a maximum speed as indicated below:

Series	Maximum Speed M. P. H.		
	Subdivision Maximum M. P. H.	Between Mile Posts 670.4 and 690.2 M. P. H.	Between Mile Posts 799.8 and 808.3 and between 824.0 and 832.0 M. P. H.
300, 400, 700, 800, 900, 1000, 1100, 1200, 1300, 1900, 2000, 2100, 2200	65	65	50
1400, 1500, 1700	65	60	50
10-222	60	60	50

Trains handling wreckers or locomotive cranes 35 M. P. H. between M. P. 652.8 and M. P. 798.7 and 25 M. P. H. between M. P. 798.7 and M. P. 844.9.

#### BAINBRIDGE SUBDIVISION

Maximum speed of all trains is 49 M. P. H. except as specified below:

Between Mile Posts	M. P. H.
52.8-53.8	40
68.7-69.3	45
70.9-71.5	45
75.0-90.1	40

Equipment Restrictions:

Trains handling wreckers 35 M. P. H., locomotive cranes 25 M. P. H., pile drivers 20 M. P. H.

#### MONTICELLO SUBDIVISION

Maximum speed for all trains is 30 M. P. H.

Trains handling wreckers and locomotive cranes 20 M. P. H.

#### WAKULLA SUBDIVISION

Maximum speed for all trains is 40 M. P. H. except as specified below:

Between Mile Posts	M. P. H.
799.3-804.0	20
802.5 paved crossing	10

Equipment Restrictions:

Trains handling wreckers and locomotive cranes 25 M. P. H.

City Ordinance speed restrictions:

Macclenny, 25 M. P. H. over all street crossings within business area, Lee, 20 M. P. H., Madison, 30 M. P. H., Greenville, 20 M. P. H., Quincy, 25 M. P. H. over Comilla Street and Havana, 40 M. P. H.

All trains will approach Marion Street, Lake City, at restricted speed and not exceed a speed of 5 M. P. H. over this crossing.

#### RAILROAD CROSSINGS AT GRADE

7—Protected by remotely controlled interlockings:

Baldwin, M. P. 652.5, S. C. L.

Mattox, M. P. 656.6, S. C. L.

Live Oak, M. P. 715.0, S. C. L.

8—Protected by automatic interlockings:

Greenville, M. P. 757.7, South Georgia R.R.

Drifton, M. P. 772.6, S. C. L.

9—Protected by electrically locked gates:

M. P. 691.7, G. S. & F. Normally clear S. C. L.

M. P. 716.6, L. O. P. & G. Normally clear S. C. L.

#### SPRING SWITCHES

10—Following spring switch is protected for facing-point movements by indicator signal in non-signal territory and against current of traffic in D-251 territory, 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.

Attapulgas, west end siding.

#### BLOCK SIGNAL SYSTEMS

11—Traffic Control system is in service on the Tallahassee and Bainbridge Subdivisions between M. P. 652.3, Baldwin, and M. P. 802.9, Tallahassee, M. P. 52.0, Tallahassee.

#### SIGNALED SIDINGS

12—Sanderson, Madison, Drifton and Chaires.

#### SPECIAL RULES

13—Trains and engines will approach and move on Dupont Subdivision tracks within yard limits at Live Oak at yard speed and flag protection is not required. Second and inferior class and extra trains and engines are not required to clear the time of first class trains, but must give way promptly to avoid delay.

14—All train and engine movements over Washington and Pearl Street crossings, Monticello, will be preceded by flag.

15—All trains and engines using main track between Adams Street, Tallahassee and M. P. 800.0 will approach and move between these points at yard speed.

16—All trains will approach street crossing just east of passenger station Quincy, not in excess of 10 M. P. H.

17—All train and engine movements over U. S. 90 on Quincy Mine Spur will be preceded by flag.

18—Trains and engines will approach and move within yard limits at Chattahoochee at yard speed and flag protection is not required except passenger trains must be protected in accordance with Rule 99, except when standing at the station. Second and inferior class and extra trains and engines are not required to clear the time of first class trains, but must give way promptly to avoid delay.

19—Trains or engines must not clear at the following non-electrically locked hand-operated switch locations:  
 Yarbrough and Sons—M. P. 660.0.  
 Glen St. Mary—M. P. 664.0.  
 Continental Can Company—M. P. 666.2.  
 Mann's Spur—M. P. 673.7.  
 East End Team Track—M. P. 680.3.  
 West End Team Track—M. P. 680.5.  
 Bell Lumber Co.—M. P. 688.9.  
 Pyrofax Gas—M. P. 689.5.  
 Wilburn—M. P. 689.6.  
 Southern Wood Preserving—M. P. 689.9.  
 J. J. Noland—M. P. 691.4.

Houston—M. P. 710.0.  
 Team Track—M. P. 715.7.  
 Tofc Track—M. P. 716.3.  
 West Farm—M. P. 738.4.  
 Oglesby Wood Yard—M. P. 743.2.  
 Eddy—M. P. 751.4.  
 Sherrods—M. P. 758.8.  
 Capitola—M. P. 785.9.  
 Perkins—M. P. 794.2.  
 City Track High—M. P. 798.4.  
 City Track Low—M. P. 798.5.  
 Capital Paper Co.—M. P. 802.2.

## West Coast Subdivision

### CLEARANCE CARDS

1—Rule 83-A does not apply at Croom and trains from Ocala Subdivision, will retain their identity.  
 Rule 83-A does not apply at Vitis and trains from Vitis Subdivision will retain their identity.

### WHERE TIME APPLIES

2—Time of trains at Trilby applies at passenger station.

### REGISTER STATIONS

3—High Springs and Tampa Yard Office.

### YARD LIMITS

4—High Springs, Newberry, Dunnellon, Croom, Trilby, Dade City and Tampa.

### JUNCTION SWITCHES

5—Trilby, M. P. R823.3 lined for movements on West Coast Subdivision.

### SPEED RESTRICTIONS

6—Between Mile Posts	All Trains M. P. H.
R737.8 and R738.0	55
R764.7 and R764.9	55
R771.1 and R771.4	40
R776.7 and R776.8	15
R777.4 and R777.7	50
R777.7 and R778.2	45
R778.3 and R778.5	55
R778.5 and R779.0	55
R780.1 and R780.4	55
R786.5 and R786.6	55
R786.7 and R786.9	55
R787.5 and R787.8	55
R791.1 and R791.3	55
R792.3 and R792.5	50
R794.4 and R794.8	55
R796.8 and R797.1	55
R797.5 and R797.7	55
R798.5 and R798.9	55
R799.8 and R800.0	55
R800.4 and R800.5	55
R802.7 and R803.1	45
R828.3 and R830.0	40
RF853.2 and RF854.5	50
RF854.6 and RF854.8	45
RF855.0 and RF855.8	50
RF860.2 and RF860.5	55
RF860.7 and RF860.8	45

Through turnouts and crossovers as listed below:

M. P. RF865.5, turnout stem of wye, 20 M. P. H.

M. P. RF866.0, turnout south wye switch, 20 M. P. H.

M. P. RF866.0, turnout north wye switch, 20 M. P. H.

All movements on connection track between West Coast Subdivision M. P. RF837.2 and Vitis Subdivision M. P. R837.2 is 10 M. P. H.

City Ordinance Speed Restrictions:  
 Tampa: 20 M. P. H. over, upon and across streets and alleys within city limits.

### RAILROAD CROSSINGS AT GRADE

7—Protected by non-electrically locked gates:  
 Buda, M. P. R722.4, S. C. L. Normally clear West Coast Subdivision.  
 Newberry, M. P. R730.0, S. C. L. Normally clear West Coast Subdivision.  
 Archer, M. P. R740.4, S. C. L. Normally clear West Coast Subdivision.  
 Montbrook, M. P. R756.9, S. C. L. Normally clear West Coast Subdivision.

8—Protected by automatic interlockings:  
 Felicia: M. P. R786.8, S. C. L.  
 Owensboro: M. P. R824.4, S. C. L.  
 Zephyrhills: M. P. RF841.2, S. C. L.

### BLOCK SIGNAL SYSTEMS

9—Traffic Control System is in service between Dunnellon, M. P. R776.3 and Trilby, M. P. R823.0, between Trilby, M. P. R823.8 and Gary, M. P. RF866.0, and between Uceta Yard, M. P. 878.6 and TN, M. P. 880.4.

10—Single Track Automatic Block Signal System is in service between Trilby, M. P. R823.0 and M. P. R823.8.

11—Two Track Automatic Block Signal System is in service between TN, M. P. 880.4 and Tampa, M. P. 881.6.

### SIGNALED SIDINGS

12—Gibara, Inverness, Vitis,  
 South Floral City, between M. P. R804.0 and M. P. R806.5  
 Croom, between M. P. R812.7 and M. P. R816.5.  
 Trilby, between M. P. R820.9 and M. P. R826.1.  
 Dade City, between M. P. R828.0 and M. P. R831.0.

### TWO TRACKS

13—Two tracks extend between,  
 Uceta Yard, M. P. 878.6 and Tampa, M. P. 882.5.

### OPERATION BY SIGNAL INDICATION

14—The operation on two tracks between TN, M. P. 880.4 and Tampa, M. P. 881.6, will be by signal indication in accordance with Rule D-251, when moving with the current of traffic and will take the place of train orders.



**SPECIAL RULES**

15—A flashing indicator light at north wye switch Trilby indicates route is lined from St. Petersburg Subdivision to the siding instead of to the West Coast Subdivision.

16—Aspect per Rule 513(a) displayed for northward West Coast Subdivision trains at Pennsylvania Avenue, Dunnellon, will indicate that overdue superior trains not otherwise indicated by train order have arrived or departed Pennsylvania Avenue.

17—Nos. 307, 310, 311 and 312 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.

18—All trains and engines have equal authority and will operate at restricted speed between M. P. R823.0 and M. P. R823.8 at Trilby.

19—Engine horns will be sounded with light intensity within corporate limits of Tampa, except in case of emergency.

20—Movements over Nebraska Avenue crossing Tampa must be flagged during hours watchman is not on duty, 11:00 P.M. to 7:00 A.M.

21—All movements over Highway 35-A crossing Evans Spur will be preceded by a flagman and fusee must be used at night and during inclement weather while equipment is on the crossing.

22—All movements are restricted to 5 M. P. H. on track serving Connell Mine at Williston. Under no circumstances are loaded cars to be moved west of the loading tipple.

23—Switches between Osborne Avenue, Tampa, M. P. RF-863.3, and Gary, M. P. RF866.0, are hand operated, non-electrically locked, and speed of trains must not exceed 20 miles an hour over these switches. Trains or engines 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. (See Rule 569).

24—All trains and engines will operate at yard speed not exceeding 15 M. P. H., on the Hillsboro Spur at Temple Terrace.

25—Trains or engines must not clear at the following non-electrically locked hand-operated switch locations:  
O'Neal Steel, Inc., M. P. RF 862.7.

**Ocala Subdivision****CLEARANCE CARDS**

1—Rule 83-A does not apply at Croom.

All trains will obtain clearance card or oral authority from Dispatcher before leaving Burnetts Lake.

**WHERE TIME APPLIES**

2—Time of trains at Rochelle applies at north wye switch, M. P. RB749.2.

Time of trains at Center Hill applies at express track, M. P. S816.8.

Time of trains at Croom applies at junction switch, M. P. S832.9.

**CONDITIONAL STOPS**

3—Nos. 93 and 94 at Burnett's Lake to receive and discharge revenue passengers to and from Jacksonville and beyond.

Nos. 93 and 94 at McIntosh to receive and discharge revenue passengers to and from Jacksonville, Clearwater and beyond.

**REGISTER STATIONS**

4—Jacksonville and Moncrief Yard (Freight trains only).

**YARD LIMITS**

5—Moncrief, Burnetts Lake, Gainesville, Rochelle, Kendrick, Ocala, Leesburg and Croom.

**JUNCTION SWITCHES**

6—Burnetts Lake, M. P. RB726.2, lined for movements on Ocala Subdivision.

Rochelle, M. P. RB749.2, lined for movements on Ocala Subdivision.

**SPEED RESTRICTIONS**

7—Between Mile Posts	All Trains M. P. H.
SG665.2 and SG665.4 .....	50
SG667.4 and SG667.6 .....	50
SG707.5 and RB726.2 .....	20
RB743.2 and RB744.4 .....	40
RB744.9 and RB745.2 .....	40
RB745.7 and RB746.4 .....	40
RB749.4 and S737.6 .....	20
S746.3 and S746.8 .....	40
S787.1 and S788.4 .....	45
S802.6 and S802.8 .....	30
S804.3 and S804.8 .....	40
S821.5 and S821.8 .....	40

Through turnouts and crossovers as listed below:  
M. P. 640.1, all turnouts and crossovers Moncrief interlocking, 20 M. P. H., except crossover south end two tracks.

M. P. S821.5, north end house track, Webster, 5 M. P. H.  
All trains and engines will not exceed speed of 20 M. P. H. on wye tracks Burnett's Lake.

City Ordinance Speed Restrictions:  
Jacksonville, 30 M. P. H. over crossings at Pickettville and Imeson Roads.

Gainesville, 35 M. P. H., corporate limits, except 20 M. P. H. North 16th Avenue to South 13th Avenue, and southward trains must not exceed 24 M. P. H. approaching State Road 331 at M. P. RB-741.3.

Ocala, 25 M. P. H. corporate limits except 12 M. P. H. May Street to Third Street. Movements over East Broadway and Fort King, also, Eighth Street for northward trains only, will be flagged.

Fruitland Park, 25 M. P. H. over first street crossing north of old depot.

Leesburg, 15 M. P. H. over Center, High and South Streets. Movements over Main Street will be flagged.

Center Hill, 25 M. P. H. between State Road 476 and second crossing southward.

**RAILROAD CROSSINGS AT GRADE**

8—Protected by electrically locked derails:  
Leesburg, M. P. SC802.5, S. C. L.

9—Protected by automatic interlockings:

Baldwin, M. P. SG855.4, S. C. L.  
 Mattox, M. P. SG660.0, S. C. L.  
 Leesburg, M. P. S802.2, S. C. L., 20 M. P. H.\*  
 Center Hill, M. P. S818.1, S. C. L.  
 St. Catherine, M. P. S827.1, S. C. L.

10—Protected by attended interlocking:  
 Ocala, M. P. S768.3, S. C. L., 20 M. P. H.\*

11—Protected by non-electrically locked gates:  
 Lake Butler, M. P. SG688.5, GS&F. Normally clear S. C. L.  
 Hainesworth, M. P. SG704.4, S. C. L. Normally clear  
 Ocala Subdivision.

Gainesville, M. P. RB740.5, S. C. L. Normally clear Ocala  
 Subdivision.

Gainesville, (Old Yard Lead at Main Street), S. C. L. Nor-  
 mally clear Brooksville Subdivision.

12—Protected by "Stop" boards:  
 Grand Crossing, M. P. SG639.9, GS&F.

\*Until engine reaches crossing.

**INTERLOCKINGS**

13—Protected by attended interlocking:  
 Moncrief, M. P. SG639.6, 20 M. P. H. between home signals.

**BLOCK SIGNAL SYSTEMS**

14—Traffic Control System is in service between Moncrief,  
 M. P. 640.1, and B. S., M. P. 642.5.

**SPECIAL RULES**

15—All movements over track serving Cummer Mine at  
 Kendrick will not exceed 10 miles an hour.

16—All back-up movements over four paved crossings be-

tween Okahumpka and Howey on the Howey Spur must be  
 preceded by member of crew and, in addition, at night lighted  
 fusee must be placed on each side of track.

17—All movements, straight-away or switching, over Old  
 Dixie Highway, Kendrick, must be preceded by member of crew  
 and, in addition, at night lighted fusee must be placed on each  
 side of track during entire period that crossing is occupied by  
 engine or cars.

18—Movements of cars 85-feet or more in length must be  
 at slow speed under observation of member of crew through  
 turnout on north end of No. 1 rip track on west side of old shop  
 building at Ocala.

19—All trains and engines will operate at yard speed, not  
 exceeding 15 M. P. H., between Okahumpka and Howey  
 on the Howey Spur, and between Micanopy Junction and Mican-  
 opy on the Micanopy Spur.

20—When southward home signal just south of Dennis  
 Street, Jacksonville, displays an approach aspect, Rule 512,  
 trains and engines are authorized to use Sanford Subdivision  
 main track between Dennis Street and Edison Avenue as stem  
 of wye. Towerman at MA Tower will clear with Sanford Sub-  
 division Dispatcher before allowing train or engine to enter  
 Sanford Subdivision main track for this purpose. To avoid  
 unnecessary lowering of gates at Edison Avenue this authority  
 should not be requested except when actually necessary.

21—All movements restricted to 20 M. P. H. over first two  
 crossings north and first crossing south of depot, Alachua.

22—All movements over Euclid Avenue, Lake, Main, Sec-  
 ond, Sixth, Ninth, Canal, Palmetto and Twelfth Streets, Lees-  
 burg, will be flagged.

23—Trains or engines must not clear at the following non-  
 electrically locked hand-operated switch locations:

Flascor Corp., M. P. 640.3.  
 Protane Gasco, Inc., M.P. 640.4.

**Palatka Subdivision**

**CLEARANCE CARDS**

1—Rule 83-A will not apply at Rochelle.

**WHERE TIME APPLIES**

2—Time of all trains at Rochelle applies at North Wye  
 switch M. P. RB749.2.

**REGISTER STATIONS**

3—Palatka.

**YARD LIMITS**

4—Palatka and Rochelle.

**JUNCTION SWITCHES**

5—Rochelle, M. P. RB749.2, lined for movements on Ocala  
 Subdivision.

**RAILROAD CROSSINGS AT GRADE**

6—Protected by automatic interlocking:  
 Hawthorne, M. P. S728.7, S. C. L. 20 M. P. H., until engine  
 reaches crossing.

**SPECIAL RULES**

7—Movements over 11th Street located in switching area of  
 passenger station, old freight office Palatka, will be flagged.  
 Street crossings in corporate limits must not be blocked more  
 than ten minutes.

8—Trains and engines will not exceed 5 M. P. H. on all  
 industry tracks at Edgar, M. P. S720.

9—Unless otherwise provided, Nos. 744 and 745 will not  
 protect against following extra trains between Palatka and  
 Rochelle.

**Perry Subdivision**

**CLEARANCE CARDS**

1—Rule 83-A does not apply for scheduled trains originating  
 at Wilcox and Perry, except No. 793 will obtain clearance card  
 or oral authority from Dispatcher before leaving Perry.

**REGISTER STATIONS**

2—Thomasville.

**YARD LIMITS**

3—Thomasville, Perry, Wilcox and Dunnellon.

**JUNCTION SWITCHES**

4—Thomasville, M. P. ND691.4, lined for movements on  
 Thomasville Subdivision.

Wilcox, M. P. ND806.0, lined for movements on Wilcox Sub-  
 division.

## SPEED RESTRICTIONS

5—Between Mile Posts	All Trains M. P. H.
ND696.2 and ND696.4 .....	40
ND696.7 and ND696.9 .....	40
ND697.3 and ND697.5 .....	40
ND697.7 and ND697.9 .....	40
ND698.0 and ND698.2 .....	40
ND700.7 and ND700.9 .....	40
ND703.2 and ND703.4 .....	40
ND804.8 and ND804.9 .....	35
R776.7 and R776.8 .....	15

## City Ordinance Speed Restrictions:

Thomasville, 35 M. P. H. over street crossings within corporate limits. Movements over Campbell Street must be flagged.

Perry, 15 M. P. H. over Green and Main Street crossings, first crossing south and north of depot.

## RAILROAD CROSSINGS AT GRADE

## 6—Protected by automatic interlocking:

Drifton, M. P. ND 718.7, S. C. L.

## 7—Protected by "Stop" boards:

Perry, M. P. ND 750.9, LOP&G.

Perry, M. P. ND 751.1, South Georgia.

## SPECIAL RULES

8—Movements between Thomasville Freight Yard and Perry Subdivision will use the old main track from the yard, thence cross over between the old main track and Dothan Subdivision main track to the Perry Subdivision.

First class trains will operate at yard speed and, in addition, at restricted speed between Yard Office and Passenger Station at Thomasville, and the other trains and engines may use main track within these limits without clearing or protecting against such first class trains.

9—All trains and engines have equal authority and will operate at yard speed between Perry and Mile Post ND 755.0.

10—All movements over industry tracks serving Suwannee Lumber Company, Shamrock, restricted to 5 M. P. H.

11—All movements over U. S. Highway 19, Shamrock, must be preceded by member of crew and, in addition, fuseses must be placed on both sides of the track at night and during inclement weather while equipment is on the crossing.

12—Smoking is prohibited around loading docks at Continental Turpentine Company plant, Shamrock.

13—All movements over Old Dixie Highway on both legs of wye at Perry must be preceded by a member of the crew.

## 14—Unless otherwise provided:

Nos. 789 and 790 will not protect against following extra trains between Thomasville and Perry.

Nos. 792 and 793 will not protect against following extra trains between Perry and Wilcox.

Nos. 772 and 773 will not protect against following extra trains between Dunnellon and Wilcox.

## Umatilla Subdivision

## CLEARANCE CARDS

1—Rule 83-A will not apply at Umatilla.

## WHERE TIME APPLIES

2—Time of trains at Sylvan Lake applies at switch, M. P. TA773.5.

## REGISTER STATIONS

3—Sanford.

## YARD LIMITS

4—Sanford and Umatilla.

## JUNCTION SWITCHES

5—Sylvan Lake, M. P. TA773.5, lined for movements on Umatilla Subdivision.

## SPEED RESTRICTIONS

6—Between Mile Posts	All Trains M. P. H.
TA777.1 and TA777.2 .....	10
SD817.3 and SD817.9 .....	15
SD821.7 and SD821.9 .....	15

## City Ordinance Speed Restrictions:

Eustis, 15 M. P. H. between Gottsche and Lemon Avenues.

7—All trains and engines have equal authority and will operate at restricted speed between M. P. TA773.0 and TA774.0 at Sylvan Lake.

## SPECIAL RULES

8—Employees are prohibited from riding on side of equipment on long siding at Eustis.

9—Engine horn will be sounded with light intensity through corporate limits of Mount Dora, except in case of emergency.

10—Trains enroute to or from Tracks 15 and 17 at Rands Yard will not move in these tracks while red light is burning on icing platform. Cars in these tracks must not be moved while red light is burning.

11—All trains approach Home Builders Warehouse, Gottsche Avenue, Eustis, prepared to stop, expecting to find trucks fouling main track and side track.

## 12—Unless otherwise provided:

Nos. 724 and 725 will not protect against following extra trains between Rands and Umatilla.

Nos. 726 and 727 will not protect against following extra trains between Rands and Sylvan Lake.

1—Rule 83-A will not apply at Wilcox.  
All trains will obtain clearance card or oral authority from Dispatcher before leaving Burnett's Lake and Newberry.

**REGISTER STATIONS**

2—High Springs.

**YARD LIMITS**

3—High Springs, Burnett's Lake, Haile, Newberry and Wilcox.

**JUNCTION SWITCHES**

4—Wilcox, M. P. SG741.9, lined for movements on Wilcox Subdivision.

Burnett's Lake, M. P. RB726.2, lined for movements on Ocala Subdivision.

**RAILROAD CROSSINGS AT GRADE**

5—Protected by non-electrically locked gates:  
Newberry, M. P. SG720.6, S. C. L. Normally clear West Coast Subdivision.

6—Protected by interlocking:  
Burnett's Lake, M. P. RB725.8, S. C. L. 20 M. P. H. until engine reaches crossing.

NOTE—Burnett's Lake, M. P. RB725.8, attended 8:30 P.M. to 5:30 A.M., Mondays through Saturdays. Unless otherwise instructed, Leverman will leave plant lined for straight-away movements and home signal in "Stop" position. Movement through the plant may be made in accordance with Rule 635, Report to the Superintendent is not necessary unless home signal on conflicting route is displaying proceed.

**SPECIAL RULES**

7—All movements restricted to 20 M. P. H. over first two crossings north and first crossing south of depot, Alachua.

8—All movements restricted to 30 M. P. H. over U. S. Highway 27-41 at Newberry.

9—Unless otherwise provided, Nos. 791 and 794 will not protect against following extra trains between Newberry and Wilcox.

**Croom Subdivision**

**CLEARANCE CARDS**

1—Rule 83-A does not apply at Croom and Brooksville.

**REGISTER STATIONS**

2—Brooksville.

**YARD LIMITS**

3—Brooksville and Croom.

**SPECIAL RULES**

4—All movements over industry tracks at Conrock restricted to 5 M. P. H.

5—Unless otherwise provided, Nos. 784 and 785 will not protect against following extra trains between Brooksville and Croom.

**Vitis Subdivision**

**CLEARANCE CARDS**

1—Rule 83-A does not apply at Vitis and trains from West Coast Subdivision will retain their identity.

Trains originating Lakeland Yard will display white classification signals, run extra and, unless otherwise provided, leave Lakeland Yard without clearance card.

Trains originating Winston Yard will secure clearance card when passing Lakeland Ticket Office.

**REGISTER STATIONS**

2—Lakeland Yard Office.

**YARD LIMITS**

3—Lakeland

**SPEED RESTRICTIONS**

4—M. P. R856.5, through turnout to Lakeland Subdiv., 20 M. P. H.

All movements on connection track between West Coast Subdivision M. P. RF837.2 and Vitis Subdivision M. P. R837.2 is 10 M. P. H.

**BLOCK SIGNAL SYSTEMS**

5—Traffic Control System is in service between Vitis, M. P. R837.0 and Lakeland, M. P. R855.0, and between Lakeland, M. P. 851.7 and Winston, M. P. 855.0.

**SPRING SWITCHES**

6—Following spring switch is in signal territory:  
Lakeland, 10th Street, 20 M. P. H.

7—Following spring switch is protected for facing-point movements by indicator signal in non-signal territory and against current of traffic in D251 territory, 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.

Winston, South End Ladder Track to Long Lead.

**TWO TRACKS**

8—Two tracks extend between:

Lakeland, M. P. 851.7 and Winston, M. P. 854.9.

**SPECIAL RULES**

9—Northward signals on signal bridge at north end two tracks Lakeland, when displaying aspect as per Rule 515 (c) govern movements from Lakeland Subdivision main track to Vitis Subdivision main track. When displaying aspect per Rule 515 (a) signal governs movement to yard lead. Trains and engines will move at restricted speed on yard lead beyond power operated switch.

10—Nos. 311 and 312 will operate at yard speed within yard limits at Lakeland. Other trains and engines may occupy main track within yard limits at Lakeland without clearing or protecting against these first class through freight trains but must give way promptly to avoid delay.

11—Engine horns will be sounded with light intensity within corporate limits of Lakeland, except in case of emergency.

**CLEARANCE CARDS**

1—Rule 83-A does not apply at Sylvan Lake.

**WHERE TIME APPLIES**

2—Time of trains at Sylvan Lake applies at switch, M. P. TA773.5.

**YARD LIMITS**

3—Trilby.

**JUNCTION SWITCHES**

4—Sylvan Lake, M. P. T773.5, lined for movements on Umatilla Subdivision.

**SPEED RESTRICTIONS**

5—Between Mile Posts	All Trains M. P. H.
T784.8 and T784.9	20
T842.4 and T842.6	15

City Ordinance Speed Restrictions:  
Winter Garden: 15 M. P. H. through corporate limits.

**RAILROAD CROSSINGS AT GRADE**

6—Protected by automatic interlocking:  
Mabel, M. P. T826.7, S. C. L. 20 M. P. H., until engine reaches crossing.

7—Protected by electrically locked derails:  
Toronto, M. P. T788.2, S. C. L.  
Lacoochee, M. P. T841.2, S. C. L.

8—Protected by "Stop" Boards:  
Killarney, M. P. T802.8, T&G.

**SPECIAL RULES**

9—All trains and engines have equal authority and will operate at restricted speed at following locations:  
M. P. T773.5 and T774.0 at Sylvan Lake.  
M. P. T784 and M. P. T786 at Forest City.  
M. P. T791 and M. P. T792 at Clarcona.  
M. P. T797 and M. P. T800 at Winter Garden.  
M. P. T811 and M. P. T813 at Clermont.  
M. P. T817 and M. P. T822 at Groveland.  
M. P. R823.0 and M.P. R823.8 at Trilby.

10—All trains and engines have equal authority and will operate at yard speed between Clarcona and Dr. Phillips.

11—All movements over Highway 50 at Groveland must be preceded by a flagman.

12—All trains approach Blue Goose Packing House, Clermont, prepared to stop short of ice trucks blocking main track while engaged in icing cars on the packing house track.

13—All trains approach packing house Zellwood Fruit Company at Forest City prepared to stop, expecting to find trucks blocking the main track.

14—Unless otherwise provided:  
Nos. 726 and 727 will not protect against following extra trains between Sylvan Lake and Trilby.

**Crystal River Subdivision****CLEARANCE CARDS**

1—Rule 83-A does not apply for scheduled trains originating at Crystal River and Dunnellon.

**YARD LIMITS**

2—Dunnellon.

**SPEED RESTRICTIONS**

3—Between Mile Posts	All Trains M. P. H.
R776.7 and R776.8	15

**BLOCK SIGNAL SYSTEMS**

4—Traffic Control System is in service between Pennsylvania Avenue, M. P. R776.3 and M. P. R777.8, Dunnellon.

**SPECIAL RULES**

5—All trains and engines will operate at yard speed between Red Level Junction and Florida Power Plant.

6—Unless otherwise provided:  
Nos. 772 and 773 will not protect against following extra trains between Crystal River and Dunnellon.

D. M. Strickland, Terminal Superintendent

D. E. Wright, Terminal Trainmaster — F. F. Johnson, Terminal Trainmaster

The following applies only to portion of Jacksonville Terminals Moncrief to Quinlan, Export Terminals and Water Front Street Terminals.

*NOTE: Special Instructions of Waycross, Tampa, Jacksonville and Savannah Division time tables are in effect on Jacksonville Terminals insofar as they are applicable.*

## SPEED RESTRICTIONS

1—The maximum speed for all engine and transfer movements is 20 M. P. H. between Moncrief and Quinlan and 15 M. P. H. between Composite and Export Terminal, except engines in series 600-620 and 1900 through 2200 or when handling cars weighing 251,001 to 270,000 pounds or wreckers, 10 M. P. H. over bridges at M. P. SJ646.0 and M. P. SJ648.9.

## RAILROAD CROSSINGS AT GRADE

2—Protected by automatic interlockings:  
F&J Junction, M. P. SJA645.5, S. C. L.  
Milldale, M. P. SJ644.8, S. C. L.

## DRAWBRIDGES

3—Not protected by interlockings:  
Trout River, M. P. SJ464.0.  
Broward River, M. P. SJ648.9.  
Trains and engines will stop within 300 feet of draw span of these bridges, if way is clear movement may then proceed.

## SPRING SWITCHES

4—Following spring switch is protected for facing-point movements by indicator signal in non-signal territory and 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.

Norwood Ave., Export Milldale Line.

The signal governing movements over the spring switch will indicate as follows:

Green-Normal route lined for Milldale.

Yellow-Route lined for Export.

## WEIGHT LIMITS

5—Cars shall not exceed 270,000 pounds gross weight.

Cars weighing in excess of 220,000 lbs. gross, Engines in Series 316, 318-335, 700, 800, 900, 1000, 1100-1105, 1118-1199 and 1200, 2000 and 3000, and all Wreckers and Locomotive Cranes shall not be operated onto any wharf or dock.

S. C. L. 500,000 Loaded "Whopper Hopper" will be handled under same restrictions as apply to cars weighing 251,001 to 270,000 lbs.

1—Standard rules governing 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 M. P. H. through turnouts and crossovers and 20 M. P. H. in straight-away movements through Lee Street, Myrtle Avenue and Beaver Street Interlockings; 10 M. P. H. 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.

Engines in series 600-620, 1900, 2000, 2100 and 2200 must not exceed speed of 15 M. P. H. through power-operated stem of wye switch and crossover at Dennis Street, around curve Beaver Street to Dennis Street, and 7 M. P. H. 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 SIGNAL 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.

Trains and engines must not pass an interlocking STOP indication without authority. Enginemen and trainmen must not proceed on hand signals until after their train or engine has been brought to a stop and they are fully informed of the situation.

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 engines are 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. C. L. freight line crossing at Beaver Street Interlocking, if compelled to stop for a period of 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 F. O. 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) M. P. H.

8-a—Movements around Honeymoon WYE and Church Street WYE must not exceed a speed of ten (10) M. P. H. 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 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.

Track 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.

Track 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 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 rules 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—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.

14—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.

14-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 Station, inside of the interlocking signals, unless otherwise spotted by hand signals.

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

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

17—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.

18—Air whistle on back-up hose will be sounded at frequent intervals on all trains backing into Station.

**DIVISION OFFICERS**

J. H. ARNOLD, Asst. Supt.....Ocala, Fla.  
 W. E. SATTERWHITE, Asst. Supt.....Jacksonville, Fla.  
 S. O. GRIFFIN, Trainmaster.....Jacksonville, Fla.  
 C. L. VAUGHAN, Trainmaster.....Miami, Fla.  
 R. S. MILLS, Trainmaster.....West Palm Beach, Fla.  
 W. A. TENNANT, Trainmaster.....W. Lake Wales, Fla.  
 J. B. DURHAM, Trainmaster.....Wildwood, Fla.  
 H. M. CHEELY, Trainmaster.....Ocala, Fla.  
 L. B. GARNER, Trainmaster.....Leesburg, Fla.  
 G. C. HARRIS, Trainmaster.....Lakeland, Fla.  
 J. W. ARNETT, Trainmaster.....Jacksonville, Fla.  
 J. L. BIZZELL, Trainmaster.....Tallahassee, Fla.  
 H. M. SLATON, Terminal Trainmaster.....Hialeah, Fla.  
 A. T. McALISTER, Terminal Trainmaster.....High Springs, Fla.  
 C. C. COATS, JR., Road Foreman of Engs.....Jacksonville, Fla.  
 F. C. STRICKLAND, JR., Rd. For. of Engs.....Wildwood, Fla.  
 N. M. MOTT, Chief Dispatcher.....Jacksonville, Fla.

F. E. COOPER, Chief Dispatcher.....Ocala, Fla.  
 H. E. RICHARDSON, Division Engineer.....Jacksonville, Fla.  
 L. B. ALEXANDER, Master Mechanic.....Jacksonville, Fla.  
 J. H. BARBER, Supv. Comm. and Signals.....Jacksonville, Fla.  
 ALTON BATTS, Supv. Property Protection.....Jacksonville, Fla.  
 W. O. ALLEN, Roadmaster.....Jacksonville, Fla.  
 G. B. COX, Roadmaster.....Jacksonville, Fla.  
 L. G. SHARPE, Roadmaster.....Ocala, Fla.  
 C. N. BENTON, Roadmaster.....High Springs, Fla.  
 J. T. BROWN, Roadmaster.....Wildwood, Fla.  
 W. H. JOHNSON, Roadmaster.....Wildwood, Fla.  
 H. H. TURNER, Roadmaster.....Leesburg, Fla.  
 J. B. WALKER, Roadmaster.....Tribby, Fla.  
 R. L. SMITH, JR., Roadmaster.....Dunnellon, Fla.  
 W. H. MINOR, Roadmaster.....W. Palm Beach, Fla.  
 S. W. HEFNER, Roadmaster.....Miami, Fla.  
 H. C. ALFORD, Roadmaster.....Lake City, Fla.  
 J. H. JARRIEL, Roadmaster.....Tallahassee, Fla.

**SYSTEM OFFICERS**

J. W. THOMPSON, Gen. Supt.-Rules.....Jacksonville, Fla.  
 O. P. DOWLING, Gen. Supt.-Safety.....Jacksonville, Fla.  
 M. C. JENNETTE, Gen. Supt. Terminals.....Jacksonville, Fla.  
 F. W. WHITAKER, JR., Supt. Sta. Oprs.....Jacksonville, Fla.

C. J. THOROUGHGOOD, Supv. Pass. Train Oprs.....Raleigh, N.C.  
 E. D. FOXWORTH, Gen. Rd. Foreman of Engs.....Hamlet, N.C.  
 F. L. LATHAN, Gen. Rd. Foreman of Engs.....Jacksonville, Fla.  
 C. C. YONGE, Gen. Rd. Foreman of Engs.....Jacksonville, Fla.



SOUTHGATE LEIGH, JR., Chief Surgeon .....	Richmond, Va.	*THOMAS N. RYON, Local Surgeon .....	Miami, Fla.
ADNEY K. SUTPHIN, JR., Chief Med. Dir.....	Jacksonville, Fla.	KENNETH S. WHITMER, Surgeon Oculist .....	Miami, Fla.
J. W. PALMER, Asst. Chief Surgeon .....	Alley, Ga.	*J. B. BRINSON, JR., Local Surgeon .....	Monticello, Fla.
J. A. GOODE, Local Surgeon .....	Alachua, Fla.	WM. L. HUNTER, Asst. Local Surgeon .....	Monticello, Fla.
JOSEPH L. AKERMAN, Local Surgeon .....	Apopka, Fla.	JOHN A. WARD, Asst. Local Surgeon .....	Monticello, Fla.
C. H. KIRKPATRICK, Local Surgeon .....	Arcadia, Fla.	WILLIAM H. ANDERSON, JR., Surgeon Oculist ..	Ocala, Fla.
G. H. McSWAIN, Asst. Local Surgeon .....	Arcadia, Fla.	*H. L. HARRELL, Local Surgeon .....	Ocala, Fla.
ELMER J. SCHMIERER, Asst. Local Surgeon ..	Arcadia, Fla.	*WILLIAM H. LILLY, Local Surgeon .....	Ocala, Fla.
CARL B. WELCH, Local Surgeon .....	Attapulgus, Ga.	*C. S. LYTTLE, Local Surgeon .....	Ocala, Fla.
HUBERT W. COLEMAN, Local Surgeon .....	Avon Park, Fla.	EUGENE G. PEEK, JR., Asst. Local Surgeon ..	Ocala, Fla.
FRANK L. GIBSON, Local Surgeon .....	Bainbridge, Ga.	JAMES A. HORTON, Local Surgeon .....	Okeechobee, Fla.
*E. M. GRIFFIN, Local Surgeon .....	Bainbridge, Ga.	E. W. JOHNSON, Asst. Local Surgeon .....	Orlando, Fla.
JOHN H. MILLER, Local Surgeon .....	Bartow, Fla.	WALTON WALL, Surgeon Oculist .....	Orlando, Fla.
GEORGE S. FRITZ, Local Surgeon .....	Boca Grande, Fla.	*ROY E. CAMPBELL, Local Surgeon .....	Palatka, Fla.
W. D. SUGG, Local Surgeon .....	Bradenton, Fla.	*G. M. ZEAGLER, Local Surgeon .....	Palatka, Fla.
*G. R. CREEKMORE, Local Surgeon .....	Brooksville, Fla.	*J. H. PARKER, Local Surgeon .....	Perry, Fla.
J. O. ESCAMILLA, Asst. Local Surgeon .....	Brooksville, Fla.	*JOHN A. RAY, Local Surgeon .....	Pinellas Park, Fla.
*K. T. HUMES, Local Surgeon .....	Bushnell, Fla.	*MADISON R. POPE, Local Surgeon .....	Plant City, Fla.
J. E. THOMPSON, Local Surgeon .....	Chattahoochee, Fla.	TAYLOR W. GRIFFIN, Local Surgeon .....	Quincy, Fla.
*R. H. CENTER, Local Surgeon .....	Clearwater, Fla.	*H. H. CURD, Local Surgeon .....	St. Petersburg, Fla.
W. H. GROVES, Local Surgeon .....	Clearwater, Fla.	*EARL R. FOX, Local Surgeon .....	St. Petersburg, Fla.
*W. WARDLAW JONES, Local Surgeon .....	Dade City, Fla.	*L. M. GABLE, Local Surgeon .....	St. Petersburg, Fla.
*LAWRENCE D. HUGHES, Local Surgeon .....	Dunnellon, Fla.	*N. WORTH GABLE, Local Surgeon .....	St. Petersburg, Fla.
*WILLIAM C. WAUGH, Local Surgeon .....	Dunnellon, Fla.	E. A. HEIBNER, Asst. Local Surgeon ..	St. Petersburg, Fla.
*C. M. TYRE, Local Surgeon .....	Eustis, Fla.	*R. M. KILMARK, Local Surgeon .....	St. Petersburg, Fla.
J. MAXEY DELL, JR., Local Surgeon .....	Gainesville, Fla.	H. P. KNAPPER, Asst. Local Surgeon .....	St. Petersburg, Fla.
*JOHN E. MAINES, Local Surgeon .....	Gainesville, Fla.	N. M. MARR., Local Surgeon .....	St. Petersburg, Fla.
*WALTER R. MURPHREE, Local Surgeon ..	Gainesville, Fla.	*T. F. McDANIEL, Local Surgeon .....	Sanford, Fla.
J. W. SAPP, Local Surgeon .....	Havana, Fla.	*J. M. MORGAN, Local Surgeon .....	Sanford, Fla.
*P. D. WEEKS, Local Surgeon .....	High Springs, Fla.	L. J. THOMAS, Local Surgeon .....	Sarasota, Fla.
J. A. SMITH, Local Surgeon .....	Homestead, Fla.	*H. V. WEEMS, Local Surgeon .....	Sebring, Fla.
*ALFRED G. BROWN, Local Surgeon .....	Inverness, Fla.	*V. GREGG WATTERS, Local Surgeon .....	Sebring, Fla.
*SAM C. ATKINSON, Local Surgeon .....	Jacksonville, Fla.	H. H. ADAMS, Local Surgeon .....	Starke, Fla.
*CLYDE M. COLLINS, Asst. Local Surgeon ..	Jacksonville, Fla.	THOS. G. RITCH, Asst. Local Surgeon .....	Starke, Fla.
*SAMUEL M. DAY, Local Surgeon .....	Jacksonville, Fla.	L. L. DOZIER, Asst. Local Surgeon .....	Tallahassee, Fla.
THOMAS S. EDWARDS, Surgeon Oculist ..	Jacksonville, Fla.	*EDWARD G. HASKELL, Asst. Local Surgeon .....	Tallahassee, Fla.
EMMET FERGUSON, Asst. Local Surgeon ..	Jacksonville, Fla.	FRANCIS T. HOLLAND, Local Surgeon .....	Tallahassee, Fla.
*LEONARD H. GRUNTHAL, JR., Local Surgeon .....	Jacksonville, Fla.	ODIS G. KENDRICK, Surgeon Oculist .....	Tallahassee, Fla.
*A. LAWSON HARDIE, Local Surgeon .....	Jacksonville, Fla.	JOHN L. WILLIAMS, Asst. Local Surgeon ..	Tallahassee, Fla.
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C. HAROLD HOUSTON, Asst. Local Surgeon ..	Jacksonville, Fla.	R. R. DUKE, Surgeon Oculist .....	Tampa, Fla.
*A. M. MANSON, Local Surgeon .....	Jacksonville, Fla.	*KENNETH G. GOULD, Local Surgeon .....	Tampa, Fla.
*FREDERICK OETJEN, Local Surgeon .....	Jacksonville, Fla.	*J. S. HELMS, JR., Local Surgeon .....	Tampa, Fla.
*ROBERT H. STILL, Asst. Local Surgeon ..	Jacksonville, Fla.	*RICHARD A. MARTORELL, Local Surgeon ..	Tampa, Fla.
*ASHEBEL C. WILLIAMS, Local Surgeon .....	Jacksonville, Fla.	*W. MAHON MYERS, Local Surgeon .....	Tampa, Fla.
W. H. WALTERS, Local Surgeon .....	Lacoochee, Fla.	H. E. PARSONS, Surgeon Oculist .....	Tampa, Fla.
*GEORGE F. BOLLS, Local Surgeon .....	Lake Butler, Fla.	*J. J. RUSKIN, Local Surgeon .....	Tampa, Fla.
FRANK E. ADEL, Asst. Local Surgeon .....	Lake City, Fla.	*P. R. STUTSMAN, Asst. Local Surgeon .....	Tampa, Fla.
*L. G. LANDRUM, Local Surgeon .....	Lake City, Fla.	*HAROLD SUTKER, Local Surgeon .....	Tampa, Fla.
J. P. TOMLINSON, JR., Local Surgeon .....	Lake Wales, Fla.	*D. B. YORK, Local Surgeon .....	Tampa, Fla.
*C. E. CLARK, Local Surgeon .....	Lakeland, Fla.	*WM. J. CLOUGH, Local Surgeon .....	Tarpon Springs, Fla.
*EVERETT S. KING, Local Surgeon .....	Lakeland, Fla.	A. A. BOGGUS, JR., Local Surgeon .....	Tavares, Fla.
*JAMES R. WEST, Local Surgeon .....	Lakeland, Fla.	*ROBERT V. ARTOLA, Local Surgeon ..	West Palm Beach, Fla.
*L. H. OETJEN, Local Surgeon .....	Leesburg, Fla.	LLOYD J. NETTO, Local Surgeon .....	West Palm Beach, Fla.
*PAUL F. TUMLIN, Local Surgeon .....	Leesburg, Fla.	*A. H. GLEASON, Local Surgeon .....	Winter Garden, Fla.
*H. DURHAM YOUNG, JR., Local Surgeon ..	Leesburg, Fla.	WM. W. COTTRELL, Asst. Local Surgeon ..	Winter Haven, Fla.
A. F. HARRISON, Local Surgeon .....	Madison, Fla.	H. FREDERICK KEIBER, Surgeon Oculist ..	Winter Haven, Fla.
B. A. CUSANI, Asst. Local Surgeon .....	Miami, Fla.	SAMUEL R. GARRETT, Local Surgeon .....	Winter Haven, Fla.
*JAMES E. FISCHER, Local Surgeon .....	Miami, Fla.		

