

Safety



First

**SEABOARD
COAST LINE
RAILROAD**

JACKSONVILLE DIVISION

1

TIME TABLE No. 1

IN EFFECT

Sunday, April 30, 1972

At 2:00 A.M.

SUPERSEDING TIME TABLE NO. 4

DATED DECEMBER 17, 1971

EASTERN STANDARD TIME

**FOR THE GOVERNMENT OF
EMPLOYEES ONLY**

D. C. HASTINGS, Vice President-Operations

L. T. ANDREWS, General Manager-Transportation

C. H. COOK, Superintendent

SOUTHWARD

ORLANDO SUBDIVISION

NORTHWARD

1

THIRD CLASS	Second Class	Station Numbers	Distance from Wildwood	TIME TABLE NO. 1		Scales, Wyes, Car Capacity	Second Class	THIRD CLASS
777	707			708	786			
Local Freight	Local Freight			Local Freight	Through Freight			
Daily	Ex. Sun.			Daily	Ex. Sun.			
A. M.	A. M.	STATIONS				A. M.	P. M.	
215	830	S761		L T	WILDWOOD	YARD 0	1205	300
					-11.6			
235	853	AS802	11.6		LEESBURG	X SCL 58P YARD	1140	230
					-10.4			
250	925	ST783	22.0	T	TAVARES	74P 50 Y	1120	155
					-3.6			
255	932	ST787	25.6		ELLSWORTH		1105	145
					0			
300	940	ST791	29.6	⊕	LAKE JEM	64	1057	135
					-3.0			
310	955	ST795	33.5	T	ZELLWOOD	61P 210 Y	1050	125
					-4.0			
320	1010	ST799	37.5	T	PLYMOUTH	YARD	1040	115
					-3.3			
330	1018	ST802	40.8	T	APOPKA	37	1030	100
					-10.1			
355	1055	ST812	50.9		MODELLO PARK	X SCL 82P YARD	1010	1238
					-1.4			
415	1159	ST814	52.3	T A	ORLANDO	X SCL YARD Y	1000	1230
					⊕	L		
A. M.	A. M.					P. M.	P. M.	
Daily	Ex. Sun.					Daily	Ex. Sun.	

MONTICELLO SUBDIVISION

BAINBRIDGE SUBDIVISION

Southward	Station Numbers	Distance from Drifton	TIME TABLE NO. 1		Scales, Wyes, Car Capacity	Northward
Second Class			Third Class			
653			654			
Local Freight			Local Freight			
Ex. Sun.	Ex. Sun.	STATIONS				Ex. Sun.
A. M.	A. M.					A. M.
745	SP772		L	DRIFTON	A	830
				-4.1		
800	SPB777	4.1	A	MONTICELLO	L ²⁶	815
A. M.					A. M.	
Ex. Sun.					Ex. Sun.	

Westward	Station Numbers	Distance from Tallahassee	TIME TABLE NO. 1		Scales, Wyes, Car Capacity	Eastward
Second Class			Second Class			
391			374			
Through Freight			Through Freight			
Daily	Daily	STATIONS				Daily
A. M.	A. M.					A. M.
145	SP799		L T	TALLHASSEE	A YARD O Y	250
				-6.0		
225 ³⁷⁴	SLC850	6.9		LAKE JACKSON	98P 14	225 ³⁷⁴
				-7.8		
240	SLC841	14.7	T	HAVANA	60	214
				-11.1		
255	SLC830	25.8	T	ATTAPULGUS	142P 10	155
				-12.3		
330	AN729	38.1	T A	BAINBRIDGE	L YARD O Y	130
A. M.					A. M.	
Daily					Daily	

SOUTHWARD

BALDWIN SUBDIVISION

SECOND CLASS								FIRST CLASS	Station Numbers	Distance from Jacksonville	TIME TABLE NO. 1 IN EFFECT APRIL 30, 1972 STATIONS	
317	173	391	165	167	181	115	721	83				
Through Freight	Through Freight	Through Freight	Through Freight	Through Freight	Through Freight	Through Freight	Through Freight	Silver Meteor				
Daily	Ex. Sat.	Daily	Daily	Daily	Daily	Daily	Ex. Sun.	Daily				
P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	A. M.	A. M.				
								1201	855	SP635	L T	JACKSONVILLE
L 830	L 800	L 630		L 200	L 1159	L 1100	1215		900	SP638		2.5
										SP639	3.1	CARNEGIE 5.4
									905	SP644	8.5	WHITE HOUSE 8.6
A 900		A 700		230	1230	1128	A1245		913	S653	17.1	BALDWIN 0.8
	900		L 600	330	145	1230				S653	17.9	T BALDWIN YARD 18.4
										S672	36.3	LAWTEY 6.8
	925								934	S679	43.1	STARKE 8.1
										S685	49.2	HAMPTON 5.4
			700	440	250	120			945	S690	54.6	WALDO 5.4
										S695	60.0	ORANGE HEIGHT 9.1
	946		718	458	310	135			957	S705	69.1	HAWTHORNE X SCL 6.7
										S711	75.8	LOCHLOOSA 11.2
									1012	S722	87.0	SPARR 12.9
	1016		830	550	400	215			1027	S735	99.9	OCALA X SCL 8.4
										S744	108.3	SANTOS 7.4
									1042	S751	115.7	SUMMERFIELD 10.1
	1110		945	630	445	300		s 1100	S761	125.8	2 Tracks T A	WILDWOOD
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.				
Daily	Ex. Sat.	Daily	Daily	Daily	Daily	Daily	Ex. Sun.	Daily				

WANEE SUBDIVISION

Southward	TIME TABLE NO. 1 IN EFFECT APRIL 30, 1972 STATIONS		Northward
Station Numbers	Distance from Starke		Stations, Wyes, Car Capacity
S679		L T STARKE	A 110 O Y
SN686	6.6	7.1 SAMPSON CITY X GS&F	5
SN694	14.7	8.1 T A BROOKER	27 11 L

BALDWIN SUBDIVISION

NORTHWARD

3

TIME TABLE NO. 1 IN EFFECT APRIL 30, 1972 STATIONS		Stops, Ways, Car Capacity	FIRST CLASS	SECOND CLASS						Third Class			
			84	166	174	374	186	190	318	778			
			Silver Meteor	Through Freight	Through Freight	Through Freight	Through Freight	Through Freight	Through Freight	Local Freight			
			Daily	Daily	Ex. Mon.	Daily	Ex. Mon.	Daily	Daily	Ex. Sun.			
			P. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	A. M.		
2 Tracks	T	JACKSONVILLE	A	Y	S	405							615
		3.7	X JTCO										
	T	WEST JACKSONVILLE		YARD O		339		A 815	A 830			A 430	550
		0.6											
		CARNEGIE		77P									
		5.4											
		WHITE HOUSE		136P									
		8.6		81									
		BALDWIN		142P	YARD Y		327		L 745			L 400	L 520
		0.8											
	T	BALDWIN YARD		YARD O			A 430	710		A 825	A 1130		
		18.4											
		LAWTEY		233									
		6.8											
		STARKE		136	O	Y	305		645				
	6.1												
	HAMPTON		88P	Y									
	5.4												
	WALDO		205P	YARD		254	250		740	1030			
	5.4												
	ORANGE HEIGHT		200P										
	9.1												
	HAWTHORNE		200P	X SCL		238	230	620		720	1010		
	6.7												
	LOCHLOOSA		200P										
	11.2												
	SPARR		230P			224							
	12.9												
	OCALA		200PS	X SCL		210	130	550		640	920		
	8.4		73PM										
	SANTOS		200P	YARD O									
	7.4												
	SUMMERFIELD		200P										
	10.1												
2 Tracks	T	WILDWOOD		YARD O	Y	145	1245	520		600	835		
						P. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	A. M.
						Daily	Daily	Ex. Mon.	Daily	Ex. Mon.	Daily	Daily	Ex. Sun.

SOUTHWARD

MIAMI SUBDIVISION

SECOND CLASS						FIRST CLASS		Station Numbers	Distance from Wildwood	TIME TABLE NO. 1 IN EFFECT APRIL 30, 1972			
709	165	167	181	115	173	83	93			STATIONS			
Local Freight	Through Freight	Through Freight	Through Freight	Through Freight	Through Freight	Silver Meteor	Silver Star Floridian						
Ex. Sat.	Daily	Daily	Daily	Daily	Ex. Sat.	Daily	Daily						
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.						
	1015	800	445	315	1115	1110		S761		2 Tracks L	T @ WILDWOOD		
	A 1030	810	A 500	325		1116		S766	4.8		COLEMAN		
				340		1125		SX777	16.1	CENTER HILL X SCL			
								SX782	20.6	MABEL			
		840		358	1145	1137		SX793	31.6	@ BRYAN			
								SX800	39.1	WITHLA			
						1150		SX808	47.2	FLANDERS			
								SX812	50.3	POLK CITY			
								SX816	54.5	NOXON			
L 1030		930		435	1215	1201	L 825	SX820	58.9	@ AUBURNDALE X SCL			
						S 1210	S 837	SX827	65.0	WINTER HAVEN X SCL			
	1050	1100		455	1235	1222	846	SX836	74.6	T WEST LAKE WALES			
								SX847	85.5	@ WEST FROST PROOF			
						1244	904	SX858	97.0	AVON PARK			
								SX862	101.2	HARTT			
A 1130		1140		535	102	F 1255	F 915	SX867	106.1	@ SEBRING			
								SX871	109.4	RIDGE			
								SX885	123.5	PLAINS			
					130	120	935	SX892	131.1	@ FT. BASINGER			
								SX902	140.7	MILDRED			
		1230		625	144	133	949	SX909	147.5	OKEECHOBEE			
								SX914	153.1	@ SHERMAN			
								SX925	164.0	ZANA X FEC			
		101		658	207	155	1011	SX936	175.1	@ INDIANTOWN			
						205	1021	SX948	187.1	UNITED			
								SX956	194.5	DELTA			
								SX964	202.6	DYER			
						225	1040	SX968	206.6	NORTHWOOD			
		140		745	315	S 235	S 1050	SX970	208.7	A @ WEST PALM BEACH			
P. M.	P. M.	A. M.	P. M.	P. M.	A. M.	P. M.	A. M.						
Ex. Sat.	Daily	Daily	Daily	Daily	Ex. Sun.	Daily	Daily						

MIAMI SUBDIVISION

NORTHWARD

TIME TABLE NO. 1 IN EFFECT APRIL 30, 1972		STATIONS	Stations, Miles, Car Capacity	FIRST CLASS		SECOND CLASS					
				84	94	166	168	190	174	196	710
				Silver Meteor	Silver Star Floridian	Through Freight	Through Freight	Through Freight	Through Freight	Through Freight	Local Freight
				Daily	Daily	Daily	Daily	Daily	Ex. Mon.	Daily	Ex. Sun.
			P. M.	P. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	
2 Tracks	T	WILDWOOD	A								
		COLEMAN									
		CENTER HILL	X SCL						310		
		MABEL									
		BRYAN									
		WITHLA						330		630	
		FLANDERS							240		
		POLK CITY									
		NOXON									
		AUBURNDALE	X SCL						225		A 930
		WINTER HAVEN	X SCL					245		520	
	T	WEST LAKE WALES						230	205	501	910
		WEST FROST PROOF									
		AVON PARK									
		HARTT									
		SEBRING						1245	110	301	L 830
		RIDGE									
		PLAINS									
		FT. BASINGER									
		MILDRED									
		OKEECHOBEE						1145	1235	201	
		SHEERMAN									
		ZANA	X FEC								
		INDIANTOWN						1115	1210	1255	
		UNITED									
		DELTA									
		DYER									
		NORTHWOOD	X FEC								
		WEST PALM BEACH	L					1040	1135	1145	
				A. M.	P. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.
				Daily	Daily	Daily	Daily	Daily	Ex. Sun.	Daily	Ex. Sun.

SOUTHWARD

MIAMI SUBDIVISION

NORTHWARD

SECOND CLASS			FIRST CLASS		Station Numbers	Distance from Withwood	TIME TABLE NO. 1 IN EFFECT APRIL 30, 1972 STATIONS	Scales, Wyes, Car Capacity	FIRST CLASS		SECOND CLASS		
115	173	167	83	93					84	94	190	196	174
Through Freight	Through Freight	Through Freight	Silver Meteor	Silver Star Floridian					Silver Meteor	Silver Star Floridian	Through Freight	Through Freight	Through Freight
Daily	Ex. Sun.	Daily	Daily	Daily					Daily	Daily	Daily	Daily	Ex. Sun.
P. M.	A. M.	A. M.	P. M.	A. M.				A. M.	P. M.	P. M.	P. M.	P. M.	
745	315	140	235	1050	SX970	208.7	L @ WEST PALM BEACH A	41P YARD O	S 1033	S 150	1040	1145	1135
			245	1059	SX977	215.3	6.0 LAKE WORTH	145P 54	1022	136			
					SX983	221.8	0.5 BOYNTON BEACH	148P 92					
			F 255	F 1111	SX988	226.3	4.5 @ DELRAY BEACH	38P 60	F 1010	F 123			
					SX991	230.2	3.9 YAMATO	155P					
			F 312	F 1123	SX998	237.1	0.9 DEERFIELD BEACH	56P 78	F 956	F 110			
830	355	230	320	1128	SX1004	242.7	5.6 POMPANO BEACH	177P YARD	950	104	955	1025	1050
					SX1011	249.6	6.9 CARMEN	146P 27					
	430		S 335	S 1145	SX1012	251.1	1.5 @ FORT LAUDERDALE	126	S 942	S 1257			
					SX1017	255.3	4.2 DANIA	250P 135					
			S 345	S 1202	SX1020	258.5	3.2 HOLLYWOOD	35P 61	S 928	S 1245			
					SX1026	264.5	8.0 MIAMI PLANTATION	197P YARD					
			355	1212	SX1030	268.8	4.3 OPA-LOCKA	88P 47					
A 1030	A 530	A 400			SX1033	271.7	3.9 T @ HIALEAH YARD X FEC	YARD O Y			L 900	L 935	L 1000
			405	1222	SX1036	275.1	3.4 HIALEAH	208P YARD	910	1224			
			S 430	S 105	SX1040	278.8	3.7 T A MIAMI L	YARD	900	1215			
P. M.	A. M.	A. M.	P. M.	P. M.					A. M.	P. M.	P. M.	P. M.	P. M.
Daily	Ex. Sun.	Daily	Daily	Daily					Daily	Daily	Daily	Daily	Ex. Sun.

LAKE WALES SUBDIVISION

Southward	Station Numbers	Distance from West Lake Wales	TIME TABLE NO. 1 IN EFFECT APRIL 30, 1972 STATIONS		Scales, Wyes, Car Capacity	Northward
Second Class			Third Class			
711			712			
Local Freight			Local Freight			
Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.			
A. M.	P. M.	P. M.	P. M.			
	SX836	L T	WEST LAKE WALES A	YARD O Y		
	SV867	3.9	T LAKE WALES X SCL	YARD		
	AVC857	16.3	T FROSTPROOF	59		
	SV867	3.9	T LAKE WALES X SCL	YARD		
	SV874	10.6	A ALCOMA L	15		

HOMESTEAD SUBDIVISION

Southward	Station Numbers	Distance from Hialeah	TIME TABLE NO. 1 IN EFFECT APRIL 30, 1972 STATIONS		Scales, Wyes, Car Capacity	Northward
Second Class			Third Class			
711			712			
Local Freight			Local Freight			
Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.			
A. M.	P. M.	P. M.	P. M.			
	900	SX1036	L T HIALEAH A	YARD		130
	930	SX1053	16.7 STERLING X FEC	YARD Y		1230
	1030	SX1066	30.1 A HOMESTEAD L	YARD Y		1201
A. M.						P. M.
Ex. Sun.						Ex. Sun.

Third Class	SECOND CLASS					Station Numbers	Distance from Baldwin	TIME TABLE NO. 1 IN EFFECT APRIL 30, 1972 STATIONS	Scales, Weighs, Car Capacity	SECOND CLASS		THIRD CLASS		
	651	683	317	391	721					374	318	778	652	682
Local Freight	Through Freight	Through Freight	Through Freight	Through Freight	Through Freight				Through Freight	Through Freight	Local Freight	Local Freight	Through Freight	
Ex. Sun.	Daily	Daily	Daily	Ex. Sun.					Daily	Daily	Ex. Sun.	Ex. Sun.	Daily	
A. M.	A. M.	P. M.	P. M.	A. M.					A. M.	P. M.	A. M.	P. M.	P. M.	
		930	900	1245	S653		L	BALDWIN X SCL	YARD O Y	715	235	520	300	
				A1255	ASG660	3.8		MAT TOX				L 510		
		940			SP661	8.9		MACCLENNY	65P 22	650	220		235	
					SP671	18.2		SANDERSON	160P 26				200	
					SP681	28.1		OLUSTEE	65P 15				125	
		1010	1000		SP694	41.8		LAKE CITY X GS&F	165P 127	610	130		1207	
					SP705	52.0		WELLBORN	65P 27				1150	
		1035	1040		SP715	62.8		LIVE OAK X SCL X LOP&G	160P 205	540	1250		1133	
					SP722	69.0		DICKERT	65P				1030	
					SP736	83.8		LEE	160P 31				940	
		1105	1115		SP744	91.2		MADISON	207P YARD				920	
					SP757	104.9		GREENVILLE X GS&F	160P YARD	435	1155		902	
					SP765	112.4		AUCILLA	82P 8				842	
		1145	1201		SP772	119.8		DRIFTON X SCL	164P 17	415	1125		830 745	
					SP781	128.7		LLOYD	65P 47				715	
					SP788	135.5		CHAIRES	160P 5				655	
					SP793	140.3		FAY	82P				643	
A 255	L 800	145	A 1245		SP799	146.8	T	TALLAHASSEE	30P YARD Y	L 330	1045		L 630	A 1205
	831	215			SP811	158.9		MIDWAY	50P 10		1010			1140
	905	236			SP823	170.8	T	QUINCY	64		949			1112
	920	258			SP829	176.2		GRETNA	41P 4		940			1101
	1015	330			SP842	189.4	T A	CHATTAHOOCHEE	YARD O Y		915			1030
P. M.	A. M.	A. M.	A. M.	A. M.						A. M.	A. M.	A. M.	A. M.	A. M.
Ex. Sun.	Daily	Daily	Daily	Ex. Sun.						Daily	Daily	Ex. Sun.	Ex. Sun.	Daily

SOUTHWARD

WEST COAST SUBDIVISION

THIRD CLASS		SECOND CLASS					Station Numbers	Distance from High Springs	TIME TABLE NO. 1	
791	771	165	779	311	181	307			IN EFFECT	
Local Freight	Local Freight	Through Freight	Local Freight	Through Freight	Through Freight	Through Freight	P. M.	A. M.	APRIL 30, 1972	
Mon.-Wed. Fri.	Ex. Sun.	Daily	Ex. Sat.	Daily	Daily	Daily				
P. M.	A. M.	P. M.	P. M.	P. M.	P. M.	A. M.	STATIONS			
330	501		1030 ³¹²	645		230	AR717		L T	HIGH SPRINGS
345	510		1045	700		237	AR722	5.0		CLARK 5.0
A 401	530		A 1100	715		258	AR730	13.2	T	NEWBERRY 8.2 9.9
							AR741	23.0		ARCHER 9.0
	552			748		322	AR749	32.0		HODGSON 2.4
	556			751		328	AR752	34.4	T	WILLISTON 12.6
	612			807		344	AR765	47.0		ROMEO 9.1
	630 ³⁰⁶			822		356	AR775	56.1		BLUE RUN 2.6
	701			827		400	AR777	58.7	T	DUNNELLON ® (Pennsylvania Avenue) 5.2
	710			838		407	AR781	63.9		GIBARA 13.0
	730			853		424	AR794	76.7		INVERNESS 9.8
	745			908		437	AR804	86.5		SOUTH FLORAL CITY 9.9
	801			923		451	AR814	96.4		CROOM 9.1
	815			940		515	AR823	105.5	T	TRILBY 1.4
	820	L 1100		943	L 530	518	AR825	106.9		OWENSBORO 5.5
	830			953		525	AR830	112.4		DADE CITY 6.7
	A 900			A 1012		A 535	AR837	119.0		VITIS 3.7
		1130			600		ARF840	122.7	A	ZEPHYRHILLS
P. M.	A. M.	P. M.	P. M.	P. M.	P. M.	A. M.				
Mon.-Wed. Fri.	Ex. Sun.	Daily	Ex. Sat.	Daily	Daily	Daily				

SOUTHWARD COLEMAN SUBDIVISION NORTHWARD

SECOND CLASS		Station Numbers	Distance from Coleman	TIME TABLE NO. 1		Scales, Wyes, Car Capacity	SECOND CLASS		
165	181			IN EFFECT			168	166	
Through Freight	Through Freight	Daily	Daily	APRIL 30, 1972		Through Freight	Through Freight		
Daily	Daily			STATIONS					
P. M.	P. M.	A. M.	A. M.						
1030	500	S766		L	COLEMAN	A	108	245	1201
		S776	10.0		BUSHNELL		179P 33		
		S784	18.2		TERRELL	X SCL	78P		
		S790	24.4		LACOCHEE		141P 50		
1100	530	AR825	26.4	A	OWENSBORO	L		150	1100
P. M.	P. M.							A. M.	P. M.
Daily	Daily							Daily	Daily

WEST COAST SUBDIVISION

NORTHWARD

TIME TABLE NO. 1 IN EFFECT APRIL 30, 1972 STATIONS		Scales, Wyes, Car Capacity	SECOND CLASS				THIRD CLASS		
			168	308	312	166	722	770	792
			Through Freight	Through Freight	Through Freight	Through Freight	Local Freight	Local Freight	Local Freight
			Daily	Daily	Daily	Daily	Ex. Sun.	Ex. Sun.	Tue.-Thur. Sat.
			A. M.	P. M.	P. M.	A. M.	A. M.	P. M.	
	HIGH SPRINGS	A YARD O Y		830	1030 ⁷⁹		445	1015	545
	5.0 CLARK			755	1020		430	950	530
T	8.2 NEWBERRY	135P YARD Y		735	1005		L 415	930	L 515
	9.8 ARCHER	20							
	9.0 HODGSON	184P		703	935			840	
T	2.4 WILLISTON	30		658	930			835	
	12.6 ROMEO	135P 14		643	915			800	
	9.1 BLUE RUN	72P		630 ⁷⁷¹	901			740	
T	2.0 DUNNELLON ® (Pennsylvania Avenue)	YARD O Y		610	848			725	
	5.2 GIBARA	201P		600	838			715	
	13.0 INVERNESS	242P		540	820			655	
	9.8 SOUTH FLORAL CITY	Sig. S.		525	810			640	
	9.0 CROOM	Sig. S.		510	800			625	
T	9.1 TRILBY	Sig. S. YARD O Y		430	748			555	
	1.4 OWENSBORO		A 150	425	745	A 1100		550	
	5.5 DADE CITY	Sig. S. YARD		417	738			540	
	5.7 VITIS	177P 83 Y		L 407	L 728			L 530	
	3.7 ZEPHYRHILLS	L 49		110					
				A. M.	A. M.	P. M.	P. M.	A. M.	A. M.
				Daily	Daily	Daily	Daily	Ex. Sun.	Ex. Sun.
									Tue.-Thur. Sat.

SOUTHWARD

VITIS SUBDIVISION

NORTHWARD

Third Class	SECOND CLASS		Station Numbers	Distance from Vitis	TIME TABLE NO. 1 IN EFFECT APRIL 30, 1972 STATIONS			Scales, Wyes, Car Capacity	SECOND CLASS			Third Class
771	311	307			308	312	770					
Local Freight	Through Freight	Through Freight			Through Freight	Through Freight	Local Freight					
Ex. Sun.	Daily	Daily			Daily	Daily	Ex. Sun.					
A. M.	P. M.	A. M.	A. M.	P. M.	A. M.							
900	1012	535	AR837	L	VITIS	A 177P 83 Y	407	728	530			
915	1027	550	AR846	9.3	STOKES	148P 9	353	714	515			
930	1100	605	AR855	19.5	LAKELAND	YARD O	340	701	501			
A. M.	P. M.	A. M.					A. M.	P. M.	A. M.			
Ex. Sun.	Daily	Daily					Daily	Daily	Ex. Sun.			

Third Class	SECOND CLASS		Station Numbers	Distance from Mattox	TIME TABLE NO. 1 IN EFFECT APRIL 30, 1972 STATIONS	Scales, Wyes, Car Capacity	Second Class		THIRD CLASS			
	717	785					721	718	778	722	784	
Local Freight	Local Freight	Through Freight					Local Freight	Local Freight	Local Freight	Local Freight		
Ex. Sun.	Ex. Sun.	Ex. Sun.					Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.
P. M.	P. M.	A. M.					P. M.	A. M.	A. M.	P. M.		
			1255	ASG660	L	MATTOX	A		510			
			105	ASG668	8.3	STECKERT	89P		500			
			125	ASG681	21.2	T	RAIFORD	58P	440			
			135	ASG688	29.0	T	LAKE BUTLER	53P	425			
			155	ASG700	40.2		SANTA FE	34	402			
			210	ARB726	47.8		BURNETTS LAKE	YARD	L 330	A 330		
			230	ARB739	60.7		TEEN JAY	YARD		305		
			A 240	ARB740	61.8	T	GAINESVILLE	YARD		L 300		
L 1015				AS737	71.4		ROCHELLE	YARD	Y A	945		
1035				AS748	82.1	T	MCINTOSH	42P	26	920		
1050				AS754	88.0	T	REDDICK	82P	22	901		
1130				AS763	97.3		KENDRICK	YARD	O Y	820		
A 1159				S735	102.2	T	OCALA	YARD	Y	800		
				AS769	103.4	®	SOUTH Ocala	40P	YARD			
				AS772	106.3		MARICAMP	22P				
				AS787	121.7		EAST LAKE	48P				
				AS790	124.3		WEIRSDALE	40				
				AS795	129.2		LADY LAKE	49P				
	L 300			AS802	136.6	T	LEESBURG	YARD	Y		A 815	
	315			AS808	142.1	T	OKAHUMPKA	40P	8		805	
	345			SX777	151.2		CENTER HILL	178			750	
	405			S780	160.9		ST. CATHERINE				720	
	420			AR814	166.8	A	CROOM	L	6		700	
P. M.	P. M.	A. M.							P. M.	A. M.	A. M.	P. M.
Ex. Sun.	Ex. Sun.	Ex. Sun.							Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.

WAKULLA SUBDIVISION

Southward	Station Numbers	Distance from Tallahassee	TIME TABLE NO. 1 IN EFFECT APRIL 30, 1972 STATIONS	Northward
				Scales, Wyes, Car Capacity
	SP799		L T TALLAHASSEE	A YARD O Y
	SPA820	20.9	A ST. MARKS	L 35

12 SOUTHWARD

WILCOX SUBDIVISION

NORTHWARD

OKEELANTA SUBDIVISION

Third Class		Second Class		Station Numbers	Distance from Wilcox	TIME TABLE NO. 1 IN EFFECT APRIL 30, 1972		Scales, Wyes, Car Capacity	THIRD CLASS	
793	779					722	794			
Local Freight	Local Freight					Local Freight	Local Freight			
Tue.-Thur. Sat.	Ex. Sun.					Mon.-Wed. Fri.	Ex. Sun.			
P. M.	A. M.			A. M.	P. M.					
415		AND806		L	WILCOX	A	79P YARD Y		501	
445		ASG734	7.8	T	TRENTON		71		435	
A 515	L 1230	AR730	21.3	T	NEWBERRY		YARD Y	A 415	L 401	
		250	24.9		HAILE		YARD		401	
		315	33.4	T	ALACHUA		60		340	
		330 ⁷²²	35.1	A	BURNETTS LAKE	L	YARD Y		330 ⁷⁷⁹	
P. M.	A. M.							A. M.	P. M.	
Tue.-Thur. Sat.	Ex. Sun.							Ex. Sun.	Mon.-Wed. Fri.	

Station Numbers	Distance from Keela	TIME TABLE NO. 1 IN EFFECT APRIL 30, 1972		Scales, Wyes, Car Capacity
		STATIONS		
AVD954		KEELA		Y
AVF958	4.3	VAUGHN	68	
AVF970	15.9	OKEELANTA	YARD Y	
AVF972	18.2	CANE	24	
AVF978	24.3	DUDA	YARD	

SEBRING SUBDIVISION

IMMOKALEE SUBDIVISION

Southward				Northward					
SECOND CLASS		Station Numbers	Distance from Sebring	TIME TABLE NO. 1 IN EFFECT APRIL 30, 1972		Scales, Wyes, Car Capacity	THIRD CLASS		
709	759						710	758	
Local Freight	Local Freight						Local Freight	Local Freight	
Ex. Sat.	Ex. Sun.						Ex. Sun.	Ex. Sun.	
P. M.	P. M.			P. M.	P. M.				
1130	1201	SX867		L	SEBRING	A	YARD Y	830	730
		AVC880	4.3	T	DeSOTO CITY		3		
1150	1215	AVC884	8.8		ISTOKPOGA		64P	755	701
1205	1237	AVC892	16.6	T	LAKE PLACID		26	725	647
1215	1247	AVC898	22.8		CHILDS		47P	710	636
1240	105	AVC909	33.3		VENUS		14	650	618
125	A 125	AVC918	42.1	T	PALMDALE		52P 81 O Y	630	L 600
215		AVD934	58.5	T	MOORE HAVEN		48P 19	500	
224		AVD937	61.6		GRAMLIN		42	410	
A 330		AVD948	72.4	T	CLEWISTON		86 89P Y	L 400	
		AVD954	78.2		KEELA		49P Y		
		AVD957	82.6	A	LAKE HARBOR	L	87 Y		
A. M.	P. M.							P. M.	P. M.
Ex. Sun.	Ex. Sun.							Ex. Sun.	Ex. Sun.

Southward		Station Numbers	Distance from Palmdale	TIME TABLE NO. 1 IN EFFECT APRIL 30, 1972		Scales, Wyes, Car Capacity	Northward	
SECOND CLASS							THIRD CLASS	
759				758				
Local Freight				Local Freight				
Ex. Sun.			Ex. Sun.					
P. M.			P. M.					
130	AVC918		L	PALMDALE	A	52P 81 O Y		600
	AVC926	8.2	T	CALLOOSA		SPUR		
145	AVC927	9.1		ORTONA		15		537
	AVC930	11.9		GOODNO		48		
207	AVC939	21.7		SEARS		10		515
	AVC943	25.1		KERI		44		
	AVC948	30.0		FELDA		15		
245	AVC955	37.4	T	IMMOKALEE		YARD 48 Y		445
325	AVC968	49.9	A	SUNNILAND	L	62		400
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
1309-1343, 1406-1415, 1515-1565	77	2100-2124, 2200-2213	70
1275-1277, 1700-1799, 1800-1855, 3200-3224	75	309, 317, 700-1002, 1051-1052, 1100-1199, 1200-1211, 1250-1259	65
1003-1050, 1053-1065, 1300-1308, 1400-1405, 1500-1514, 1566-1598, 1600-1656, 1900-1923, 2000-2044	71		

3—Switch engines in 10-230 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.

PIGGYBACK, UNRESTRICTED AND RESTRICTED TRAINS

4—**PIGGYBACK TRAIN** is a train handling only piggyback cars (empty piggyback flat cars, trailers or containers on proper designed piggyback flat cars, or multi-level automobile rack cars). Should any other type of freight car be included in the train, it would then become a regular freight train, either unrestricted or restricted type, depending upon the other equipment.

UNRESTRICTED FREIGHT TRAIN is a train handling regular unrestricted freight cars, both piggyback and box car type equipment or other type freight cars which are permitted to be operated without restrictions.

RESTRICTED FREIGHT TRAIN is a train handling blocks of thirty (30) or more cars of **COAL, PHOSPHATE, AGGREGATES** (including **LIMEROCK**); or one or more **RESTRICTED CARS**.

RESTRICTED CARS include:

WORK EQUIPMENT CARS—All work equipment cars will be considered **RESTRICTED CARS**;

PULPWOOD FLAT CARS—Loaded with pulpwood;

FLAT CARS—Loaded with logs or poles.

FLAT CARS—Loaded with machines of pivot or swinging type such as cranes, etc., where practicable, when boom is attached, must be handled near head of train with boom trailing.

FLAT CARS—Loaded with oversize shipment (s) or twin or triple loaded cars when in the judgment of local forces such loads should be restricted;

GONDOLAS—Loaded with stump wood. When loaded with oversize or overhanging shipments when in the opinion of local forces such loads should be restricted.

In addition trains handling any of the following equipment or cars will be further restricted as follows:

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. Must be Handled Near Head of Train.

PILE DRIVER—20 M.P.H. Must be Handled Near Head of Train.

SCALE TEST CARS 25 M.P.H. next ahead of caboose except cars 771815, 771816, 771817, and 771818 at maximum speed allowed freight trains and next behind locomotive. Scale test cars except 771815, 771816, 771817 and 771818 must not be handled in yard or road movement when coupled to car exceeding 45 feet in length.

LOADED COVERED HOPPER, "TANK TYPE" CARS, in series:

SAL FORMER NUMBERS **SCL NUMBERS**

7050-7099 747050-747099

7145-7179 747145-747179

must not exceed 45 M.P.H.

LOADED AND EMPTY AADX HOPPER CARS, in series:

AADX 22008-22123, 23001-23125 and 24180-24962, must be handled in local freight train service or equivalent and must not exceed 35 M.P.H.

Any equipment (loads or empties) which requires a speed restriction below authorized time table speeds as set forth herein must be handled on train order authority at such speeds as may be approved by proper authority.

SPACING WRECKERS AND LOCOMOTIVE CRANES

5—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 wrecker or locomotive crane by at least two cars not exceeding 100,000 pounds gross weight: 765152, 765157, 765160, 765161, 765250, 765251, 765252, 771153, 771154, 771155, 771200, 771201, 771202, 771203, 771253, 771254, 771255, 771256, and 771257.

Where practicable, cranes on their own wheels, whether boom is detached or not (Both commercial shipments and SCL owned cranes) should be handled in line-of-road movement in trains with counterbalance end forward. SCL locomotive cranes: 765445, 765448, 765449, 765458, 765459, 765460, 771927, 771929, 771994, 771995, 771996 and 771997 must be preceded and followed by at least one car not exceeding 100,000 pounds gross weight.

Speed restrictions on SCL locomotive cranes listed herein are carried in the current issues of the time tables under the Speed Charts for each Division. On all other cranes, the speed restrictions should be established with each movement by qualified Mechanical representative before they leave originating points or terminals.

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

CAR CAPACITY FORMULAS

6—Capacity of sidings is based on average overall length of 50 feet per car. Diesel units and caboose cars must be counted as cars, as they are not included in car capacity, but an allowance of 200 feet has been made for stopping.

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

RAIL DETECTOR CARS

7—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.

TRAIN BULLETIN BOOKS

8—Jacksonville, West Jacksonville, Baldwin, Baldwin Yard, Starke, Ocala, Wildwood, Auburndale, Winter Haven, Sebring, West Palm Beach, Ft. Lauderdale, Hialeah Yard, Miami, Orlando (Amelia St.), Plymouth, Live Oak, Tallahassee (passenger station and Yard "B"), Chattahoochee, Bainbridge, Plant City, Lake Wales, Dunnellon, Gainesville, High Springs (yard and shops), Lakeland (yard), Leesburg, Moncrief, Palatka, Perry, Thomasville, Uceta (yard and shops), Yeoman, Palmdale and Clewiston.

STANDARD CLOCKS

9—Jacksonville, West Jacksonville, 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, Thomasville, Trilby, Uceta (yard and shops) and Clewiston.

SPECIAL RULES

10—Rules of The Operating Department are amended or revised as follows:

Paragraph 4 of Rules 1108 and 1119 is amended as follows: When necessary to make emergency repairs to tracks, bridges or other structures which create an obstruction to the passage of trains, roadway forces are permitted to make such repairs without flag protection provided the foreman communicates with the dispatcher and obtains permission for the use of the track to make the repairs. It must be understood that when repairs are not completed within 15 minutes of the time the dispatcher has given for the repairs to be complete full flag protection against the train or trains approaching the point of work must be afforded until repairs are completed or until the dispatcher has given more time for accomplishing the work.

Paragraph 3 of Rule 1220 is amended as follows: On a freight train when locomotive is to be detached to set off or pick up cars, engineman will reduce brake pipe pressure to 20 lbs. above zero pressure with the automatic brake valve. When this reduction has been completed and the exhaust of the brake valve stops blowing, engineman will indicate to trainman that reduction has been completed by one short blast of the engine horn. Trainman will then observe that the air brake is applied on the first car of the train section to be left standing, slowly close angle cock on the rear of train section to be moved with the locomotive, and leave angle cock open on train section to be detached and left standing. After recoupling and opening angle cock and before proceeding, it must be known that the brake pipe pressure is being restored as indicated by the caboose gauge and that the rear brakes are released.

Rule 1224 is revised as follows: On freight trains, upon arrival in the yard at terminal, and yard movements being handled with air brakes operating, engineman will reduce brake pipe pressure to 20 lbs. above zero pressure with the automatic brake valve. When this reduction has been completed and the exhaust of the brake valve stops blowing, engineman will indicate to trainman that reduction has been completed by one short blast of the engine horn. Trainman will then observe that the air brake is applied on the first car of the train section to be left standing, slowly close angle cock on the rear of train section to be moved with the locomotive, and leave angle cock open on train section to be detached and left standing.

11—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 on red or dark signal or train performing work over power switches in hand-throw position will contact dispatcher immediately.

12—Flag stops for passenger trains are for revenue passengers.

13—Engines or cars must not be detached and left standing entirely between the opposing home signals governing movement over a railroad crossing at grade nor entirely between derails protecting such crossings.

DEFECT DETECTORS

14—Defect detectors are located as listed by subdivisions on which located and by special instructions.

Approaching and passing such locations a member of engine and rear train crew must listen for radio report or instructions and must be in position to check Indicator Lights where provided and member of rear train crew must notify engine crew the indication after rear of train passes Defect Detector and engineman must acknowledge.

Personnel assigned to read charts of defect detectors must notify train crews and designated person at once of defects indicated. Train crews upon receiving such notice by radio or information from other sources must make the required inspections and take appropriate action. Except for an emergency, or to comply with Operating Rules, train brakes should not be applied until rear of train passes Defect Detector to avoid undesired indications of the Defect Detector.

When stop is made or there is evidence that a Defect Detector is not working properly, a prompt report must be made orally to the dispatcher or operator when communications are available and by wire at first open office using Form 11 giving complete applicable information called for on form.

AT ALL DEFECT DETECTORS:

When instructions are received from dispatcher that a Defect Detector has been removed from service and only running inspection is necessary, a close running inspection of both sides of the train must be made passing Defect Detector location from both head end and rear end of train. Conductors and enginemen will be responsible for having running inspection made and your attention is directed to Operating Rule 110.

If red, or "D" light is illuminated, train must be stopped and inspection made, being governed by voice instructions from defect detector or those received from personnel reading chart as to location and type of defect. If defect is not found at location indicated, three cars on each side of reported defect must be inspected. If not radio equipped, voice instructions not understood, or unable to contact personnel reading charts, entire train must be inspected.

If white light or red light is burning, or radio of the voice type is reporting before the train reaches a point 200 feet in advance of Defect Detector, the train must be stopped and entire train inspected.

Of the voice type, if neither white light nor red light is illuminated, train must be stopped for complete inspection, unless a clear and unmistakable voice message is received that indicates that no defects were found.

Of the non-voice type, if white light fails to light immediately after engine passes, personnel reading charts must be contacted for instructions. If chart indicates proper inspection has been received and if no defect is indicated, personnel will allow train to proceed.

Road conductors and trainmen are required to have in their possession while on duty a temperature testing stick, which will melt at temperatures at 219°F and higher for testing roller bearing temperatures.

Temperature of suspected overheated roller bearings will be tested by making a mark approximately three inches long on outside face of bearing adapter located above bearing between bearing and truck frame. If material forming mark melts, bearing is not in condition to run.

Wannee Subdivision

CLEARANCE CARDS

1—Rule 83-A does not apply at Brooker.

YARD LIMITS

2—Starke.

SPEED RESTRICTIONS

3—Between Mile Posts	All Trains M.P.H.
679.0 and 679.2	10

RAILROAD CROSSINGS AT GRADE

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

Lake Wales Subdivision

YARD LIMITS

1—West Lake Wales-Lakes Wales-Frostproof-Alcoma.

SPEED RESTRICTIONS

2—City Ordinance Speed Restrictions:

Lake Wales, 30 M.P.H. between Lincoln Avenue, two blocks north of S.C.L. crossing, and Johnson Avenue, the first crossing north of station.

Frostproof, 25 M.P.H. over first, second and third crossings south of station and first crossing north of station; 35 M.P.H.

over second crossing north of station and fourth and fifth crossings south of station.

RAILROAD CROSSINGS AT GRADE

3—Protected by "Stop" board:
Lake Wales, M. P. 867.4, S.C.L.

SPECIAL RULES

4—Trains and engines will operate at yard speed on Lake Wales Subdivision, not exceeding line speed.

Baldwin Subdivision

WHERE TIME APPLIES

1—Jacksonville, time of passenger trains applies at Jacksonville Terminal Station, time of freight trains applies at Moncrief Yard.

Ocala, time of trains applies at passenger station.

CONDITIONAL STOPS

2—Nos. 83 and 84 at Waldo and Ocala for revenue passengers from and to stations where these trains are regularly scheduled to stop. Also from and to Richmond and beyond.

REGISTER STATIONS

3—Jacksonville (Terminal Station for passenger trains, Moncrief Yard for freight trains) and Wildwood, West Jacksonville and Baldwin Yard for trains originating and terminating.

No. 83 will furnish register slip at Wildwood.

SPEED RESTRICTIONS

Between 4—Mile Posts	MILES PER HOUR		
	Pass. Trains	Figgy- back Trains	Freight Trains
634.6 and 636.3	20	20	20
652.4 and 652.7	20	20	20
690.2 and 690.6	45	45	45
704.5 and 705.1	45	45	45
731.1 and 735.0	60	60	—
735.0 and 736.0	20	20	20
736.0 and 740.8	60	60	—
747.3 and 747.7	70	70	—
747.7 and 749.3	75	70	—
749.3 and 750.8	70	70	—
758.1 and 759.4	60	60	—
759.4 and 760.6 (Both Trks.)	45	45	45
760.6 and 762.0 (Both Trks.)	20	20	20

City Ordinance speed restrictions:

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

Baldwin, 45 M.P.H.

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., M. P. 731.3 to M. P. 736.2.

Bellevue, 50 M.P.H., M. P. 746.7 to M. P. 747.5.

RAILROAD CROSSINGS AT GRADE

5—Protected by automatic interlocking:
Hawthorne, M. P. 705.1, S. C. L.

6—Protected by remotely controlled interlocking:
Ocala, M. P. 735.3, S. C. L.

BLOCK SIGNAL SYSTEMS

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

SIGNALLED SIDINGS

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

TWO TRACKS

9—Two tracks extend between Baldwin, M.P. 652.4 and Newnan, M.P. 680.1 and between North End Yard, M.P. 759.4 and Wildwood, M.P. 761.5.

Using time table directions in the above Two Track territories the tracks will be referred to as East or West track.

DEFECT DETECTORS

10—Locations	Protection Provided	Locations of Indicators and Personnel reading charts
Lawtey M. P. 669.3	Two tracks, both directions. Hot box and dragging equipment.	Indicators West Track, west side, Indicators East Track, east side, M. P. 669.3. Operator, Baldwin Yard.
Newnan M. P. 680.3	Single track, both directions. Hot box and dragging equipment.	Indicators east side, M. P. 680.3. Voice instructions.
Campville M. P. 700.1	Single track, both directions. Hot box and dragging equipment.	Indicators west side, M. P. 700.1. Voice instructions.
Sparr M. P. 717.9	Single track, both directions. Hot box and dragging equipment.	Indicators west side, M. P. 717.9. Voice instructions.
Ocala M. P. 737.1	Single track, both directions. Hot box and dragging equipment.	Indicators west side, M. P. 737.1. Voice instructions.

SPECIAL RULES

11—Movements over N.E. 5th 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 N.E. 8th Avenue.

12—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.
St. Mary's Kraft Corp., M. P. 659.2 (W).
Maxwell Team, M. P. 660.1 (W).

Hugh, M.P. 663.3 (W).
Highland, M. P. 667.0 (W).
Team Track, M. P. 671.4 (E).
Owen Joist of Florida, Inc., M. P. 681.1.
ITT Rayonier Inc., M. P. 683.3.
Hawthorne Team, M. P. 704.5 and 704.9.
Island Grove, M. P. 714.3.
Citra, M.P. 716.8.
Sparr Team, M. P. 722.4 and 722.6.
Anthony, M.P. 725.9.
Marion Construction Co., M. P. 732.0.
Automated Metals Co., M. P. 734.4.
McFall, M. P. 740.7.
Kirkland, M. P. 745.0.

Orlando Subdivision**CLEARANCE CARDS**

1—Trains will obtain clearance card at Robinson Avenue Tower or oral authority from dispatcher before leaving Orlando.

REGISTER STATIONS

2—Wildwood.

YARD LIMITS

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

SPEED RESTRICTIONS

4—Between Mile Posts	All Trains M.P.H.
771.9 RR Crossing	20
773.3 RR Crossing	20
781.3 and 781.4	15
783.2 and 783.5	10

10 M.P.H. over Parramore, Hughey, Garland and Robinson Streets, on connection between Orlando and Lakeland Subdivisions.

City Ordinance speed restrictions:
Apopka, 25 M.P.H.

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 electrically locked derails:
Toronto, M. P. 806.0, S. C. L. Normally clear Orlando Subdivision.

*Until engine reaches crossing.

DRAWBRIDGES

7—Not protected by interlocking:
Dead River, M. P. 781.3.

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

8—Following spring switch is in signal territory:
Ellsworth, 15 M.P.H.

BLOCK SIGNAL SYSTEMS

9—Traffic Control System is in service between M. P. 783.7, Tavares and M. P. 786.8, Ellsworth.

SPECIAL RULES

10—Movements over Highway 301 on south leg of wye Wildwood must be preceded by flagman with "Stop" signal.

11—Movements across the following streets at Leesburg must be preceded by member of crew:

Thirteenth, Third, Palmetto and Canal Streets.

Crossings at Fourteenth and Main Streets 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.

12—Trains and engines will operate at yard speed on Plymouth Spur not exceeding 20 M.P.H.

13—Trains and engines will operate at yard speed on Muck Spur not exceeding 20 M.P.H., except 15 M.P.H. between M. P. 792.4 and end of line.

14—Trains and engines will operate at yard speed not exceeding 25 M.P.H. on Astatula Spur between Ellsworth, M. P. 786.8 and Astatula, and 20 M.P.H. between Astatula and Franks Farm.

15—Trains will be preceded by member of crew over the following streets in Orlando:

Golf View Ave., Ferris Street.
Country Club Drive,

16—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.

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

CLEARANCE CARDS

1—Trains moving to or from the Miami or West Coast Subdivisions will retain their identity proceeding on signal indication and clearance cards will not be required.

WHERE TIME APPLIES

2—Time of trains at Coleman applies at end two tracks.

SPEED RESTRICTIONS

Between 3—Mile Posts	All Trains M.P.H.
776.0 and 776.2	45
789.5 and 789.9	50
791.9 and 792.4	45

City Ordinance Speed Restrictions:

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

Bushnell, 15 M.P.H. through city limits.

RAILROAD CROSSINGS AT GRADE

4—Protected by automatic interlockings:
St. Catherine, M. P. 780.0, S. C. L.

BLOCK SIGNAL SYSTEMS

5—Traffic Control System is in service between M. P. 765.9, Coleman and M. P. 792.4, Owensboro.

SIGNALED SIDINGS

6—Bushnell and Lacoochee.

DEFECT DETECTORS

7—Locations	Protection Provided	Locations of Indicators and Personnel reading charts
Bushnell M. P. 773.5	Single track, both directions. Hot box and drag- ging equipment.	Indicators west side, M. P. 773.5. Operator, Wildwood.

Miami Subdivision**CLEARANCE CARDS**

1—Trains en route to Yeoman Subdivision at Zephyrhills must obtain second clearance card endorsed "Tampa Division" before leaving Wildwood.

Southward trains originating will obtain clearance card or oral authority from dispatcher before leaving Auburndale.

Trains will obtain clearance card before leaving West Lake Wales.

Rule 83-A will not apply at Coleman.

WHERE TIME APPLIES

2—Time of trains Nos. 91, 92, 93 and 94 at Auburndale applies at south end storage track No. 1, M. P. 821.2.

REGISTER STATIONS

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

Nos. 84 and 166 will furnish register slip at Wildwood.

SPEED RESTRICTIONS

Between 4—Mile Posts	MILES PER HOUR			Between Mile Posts	MILES PER HOUR		
	Pagr. Trains	Piggy- back Trains	Freight Trains		Pagr. Trains	Piggy- back Trains	Freight Trains
Both Tracks: 760.6 and 762.0	20	20	20	867.4 and 868.0	60	60	—
Single Track 766.1 and 766.7	65	65	—	937.2 and 937.3	45	45	45
819.6 and 820.5	60	60	—	967.0 and 969.8	75	70	—
820.5 R.R. Xings	50	50	50	969.8 and 970.2	20	20	20
825.7 and 826.3	30	30	30	970.2 and 971.8	40	40	40
826.3 and 826.4	55	55	55	974.2 and 974.9	45	45	45
826.4 and 827.1	60	60	—	982.2 and 982.4	75	70	—
835.4 and 836.4	65	65	—	987.2 and 987.4	70	70	—
841.0 and 841.3	75	70	—	1014.0 and 1014.1	45	45	45
857.4 and 858.8	45	45	45	1028.3 and 1030.9	75	70	—
858.8 and 866.0	75	70	—	1034.2 R.R. Xing	60	60	45
866.0 and 867.4	70	70	—	1034.2 and 1036.5	60	60	45
				1036.5 and 1040.0	20	20	20

City Ordinance speed restrictions:

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

Avon Park, 30 M.P.H. through city limits.

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

RAILROAD CROSSINGS AT GRADE

5—Protected by automatic interlockings:

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

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

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

6—Protected by remotely controlled interlocking:

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

7—Protected by Special Interlocking:

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

When authorized by Control Station to proceed by "Stop" indication, a member of crew will determine that there is no train or engine on conflicting route and signals on conflicting route indicate "Stop" before movement fouls railroad crossings.

8—Protected by electrically locked derails:

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

DRAWBRIDGES

9—Protected by attending interlocking:

South Fork New River, M. P. 1014.0.

10—Protected by interlocking:

St. Lucie Canal, M. P. 937.2. 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.

SPRING SWITCHES

11—Following spring switch is in signal territory:
Hialeah Junction switch leading from Homestead Subdivision, 20 M. P. H.

BLOCK SIGNAL SYSTEMS

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

SIGNALLED SIDINGS

13—Center Hill	West Frostproof	Mildred
Bryan	Hartt	Sherman
Flanders	Ridge	Indiantown
Auburndale	Plains	Delta
*West Lake Wales	Ft. Basinger	Hialeah

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

TWO TRACKS

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

Using time table directions in the above Two Track territory the tracks will be referred to as East or West track.

DEFECT DETECTORS

	Protection Provided	Locations of Indicators and Personnel reading charts
15—Locations		
Sumterville M. P. 769.5	Single track, both directions. Hot box and dragging equipment.	Indicators west side, M. P. 769.5. Operator, Wildwood.
Bay Lake M. P. 791.5	Single track, both directions. Hot box and dragging equipment.	Indicators west side, M. P. 791.5. Voice instructions.
Polk City M. P. 812.2	Single track, both directions. Hot box and dragging equipment.	Indicators west side, M. P. 812.2. Voice instructions.
Winter Haven M. P. 829.3	Single track, both directions. Hot box and dragging equipment.	Indicators west side, M. P. 829.3. Voice instructions.
West Frostproof M. P. 847.9	Single track, both directions. Hot box and dragging equipment.	Indicators west side, M. P. 847.9. Voice instructions.
Sebring M. P. 865.4	Single track, both directions. Hot box and dragging equipment.	Indicators west side, M. P. 865.4. Voice instructions.
Cornwell M. P. 888.7	Single track, both directions. Hot box and dragging equipment.	Indicators west side, M. P. 888.7. Voice instructions.
Okeechobee M. P. 911.2	Single track, both directions. Hot box and dragging equipment.	Indicators west side, M. P. 911.2. Voice instructions.
Indiantown M. P. 931.3	Single track, both directions. Hot box and dragging equipment.	Indicators west side, M. P. 931.3. Voice instructions.
Delta M. P. 952.1	Single track, both directions. Hot box and dragging equipment.	Indicators west side, M. P. 952.1. Voice instructions.
W. Palm Beach M. P. 974.0	Single track, both directions. Hot box and dragging equipment.	Indicators west side, M. P. 974.0. Voice instructions.

Yamato M. P. 993.3	Single track, both directions. Hot box and dragging equipment.	Indicators west side, M. P. 993.3. Voice instructions.
Ft. Lauderdale M. P. 1013.2	Single track, both directions. Hot box and dragging equipment.	Indicators east side, M. P. 1013.2. Voice instructions.

SPECIAL RULES

16—Trains and engines have equal authority and will operate at yard speed not exceeding 15 M.P.H. between Mabel and M. P. 832.0 on Tarrytown Spur.

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

18—Trains and engines will operate at yard speed not exceeding 15 M.P.H. on Avon Park Spur.

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

20—Trains and engines will operate at yard speed on all tracks within Broward County Port Authority (Port Everglades).

Trains or engines will stop movement short of derailleurs protecting FEC Railroad, member of crew will enter cabin door interlocking house, leaving door open until permission to cross FEC has been obtained from dispatcher by telephone. Door will then be closed and plant manipulated in accordance with diagram located therein. Upon completion of the movement across FEC Railroad, plant will be restored to normal and door will unlock permitting crew member to depart.

Flashing light crossing signals at Highway No. 1 will be manually activated by crew member prior to movement over the highway in either direction.

Operations restricted to engines 10-206, 217-230, 1100-1110 and 1119-1141.

21—Southward trains standing at the south end of the siding at Hollywood, beyond the clear point, while on main track or siding, when signal at M. P. 1019.7 displays red over illuminated "BU" will back up beyond clear point to permit northward movements.

22—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. Movements between end T. C. and the end of track, Miami, must be made at yard speed.

23—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.

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

North End Poyner, M. P. 802.5.
South End Poyner, M. P. 802.9.
Smith Industries, M. P. 823.7.
St. Joe Paper, M. P. 835.1.
Team Track, M. P. 847.7.
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.
 Hardrives of Delray, M. P. 989.4.
 IBM Corp., M. P. 993.9.
 Rinker Material Corp., M. P. 1002.6.
 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.
 Broward County BofPI, M. P. 1008.5.

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.
 Southern Door Company, M. P. 1017.8.
 Florida Tallow Corp., M. P. 1021.0.
 Ready Mix Concrete Co., M. P. 1021.1.
 Plantation Cold Storage, M. P. 1024.9.
 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.
 Opa-Locka Scrap Yard, M. P. 1030.9.

Homestead Subdivision

CLEARANCE CARDS

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

YARD LIMITS

2—Hialeah south to yard limit board, M. P. 1047.0 and Homestead.

SPEED RESTRICTIONS

3—Between Mile Posts	All Trains M.P.H.
1036.7 and 1036.8	10
1041.1 R.R. Crossing	20
1042.2 Tamiami Trail	10

Through turnouts and crossovers as listed below:

M. P. 1036.8, turnout Horne Wilson track, 10 M.P.H.

M. P. 1037.1, Spencer Machine lead, 10 M.P.H.

Hialeah, 12 M.P.H., while moving over or on streets not protected by Automatic Signal Devices

Yard speed will be observed 8:01 A.M. to 4:30 P.M. between Hialeah and Homestead daily except Saturday and Sunday. During these hours motor cars may be operated without lineups.

RAILROAD CROSSINGS AT GRADE

4—Protected by automatic interlocking:

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

5—Protected by non-electrically locked gates:

Oleander, M. P. 1040.8, F.E.C. Conn. Normally clear S.C.L.

DRAWBRIDGES

6—Protected by interlocking:

Miami Canal, M. P. 1036.8, 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 advance notice being given the Railroad.

SPRING SWITCHES

7—Following spring switch is in signal territory:

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

SPECIAL RULES

8—Trains and engines will operate at yard speed on Lehigh lead, M. P. 1041.2 not exceeding 25 M.P.H., except will not exceed 20 M.P.H. approaching N.W. 117th Street until engine covers crossing.

9—Trains and engines will operate at yard speed on General Portland lead, M. P. 1053.0 not exceeding 25 M.P.H.

Sebring Subdivision

CLEARANCE CARD

1—Rule 83-A will not apply at Lake Harbor.

Southward trains obtain clearance card or oral authority from dispatcher before leaving Sebring.

REGISTER STATIONS

2—Sebring and Clewiston.

YARD LIMITS

3—Sebring, Palmdale, Clewiston and Lake Harbor.

JUNCTION SWITCHES

4—Palmdale, M. P. 918.6, lined for movements on Sebring Subdivision.

Keela, M. P. 953.7, lined for movements on Sebring Subdivision.

SPEED RESTRICTIONS

5—Between Mile Posts	All Trains M.P.H.
934.2 and 934.3	10
948.7 and 948.9	15
953.9 and 954.1	15

City Ordinance Speed Restrictions:

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

DRAWBRIDGES

6—Not protected by interlocking:

Caloosahatchee River, Moore Haven, M. P. 934.3. Attended 11:00 A.M. to 3:00 P.M. and from 6:00 P.M. to 10:00 P.M., daily.

Trains and engines must stop within 300 feet of draw span and must not proceed until proceed signal is received from bridge tender.

Outside of assigned hours of bridge tender, bridge will be left in open position.

SPECIAL RULES

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

8—Movements over State Road 720 on spur serving Glades County Growers Cooperative, Moore Haven, will be flagged.

CLEARANCE CARDS

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

REGISTER STATIONS

2—Palmdale.

YARD LIMITS

3—Palmdale and Immokalee.

JUNCTION SWITCHES

4—Palmdale, M. P. 918.6, lined for movements on Sebring Subdivision.

SPEED RESTRICTIONS

5—Between Mile Posts	All Trains M.P.H.
928.4 and 928.5	10

DRAWBRIDGES

6—Not protected by interlocking:

Caloosahatchee River, Goodno, M. P. 928.4. Attended 12:30 P.M. to 3:30 P.M. and from 6:30 P.M. to 11:30 P.M., daily.

Trains and engines must stop within 300 feet of draw span and must not proceed until proceed signal is received from bridge tender.

Outside of assigned hours of bridge tender, bridge will be left in open position.

SPECIAL RULES

7—Movements over State Road 29 on track serving Industrial Lime Rock Corporation, Sunnland, Fla., will be flagged.

Okeelanta Subdivision**CLEARANCE CARDS**

1—Rule 83-A will not apply at Keela or Duda.

JUNCTION SWITCHES

2—Keela, M. P. 953.7 lined for movements on Sebring Subdivision.

SPEED RESTRICTIONS

3—Between Mile Posts	All Trains M.P.H.
971.9 and 972.3	30

Tallahassee Subdivision**CLEARANCE CARDS**

1—Trains will obtain clearance card before leaving Tallahassee.

Rule 83-A will not apply at Baldwin, Mattox, Drifton and Monticello.

WHERE TIME APPLIES

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

REGISTER STATIONS

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

Trains will furnish register slip at Tallahassee.

YARD LIMITS

4—Tallahassee, Quincy and Chattahoochee.

SPEED RESTRICTIONS

Between 5—Mile Posts	All Trains M.P.H.	Between Mile Posts	All Trains M.P.H.
661.3 and 661.6	55	757.1 and 757.8	35
692.8 and 693.1	45	763.1 and 763.5	50
693.1 and 693.5	20	797.6 and 798.7	40
715.0 and 715.6	20	798.7 and 800.4	20
743.5 and 744.5	35	818.5 and 820.0	35

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

City Ordinance speed restrictions:

Baldwin, 45 M.P.H.

Maccleddy, 25 M.P.H. over all street crossings within business area.

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

Live Oak, 25 M.P.H. through City Limits.

Lee, 20 M.P.H.

Madison, 30 M.P.H.

Greenville, 20 M.P.H.

Quincy, 25 M.P.H. over Comilla Street.

RAILROAD CROSSINGS AT GRADE

6—Protected by remotely controlled interlocking:

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

7—Protected by Special Interlocking:

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

When authorized by Control Station to proceed by "Stop" indication, a member of crew will determine that there is no train or engine on conflicting route and signals on conflicting route indicate "Stop" before movement fouls railroad crossing.

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. Normal clear S. C. L.

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

BLOCK SIGNAL SYSTEMS

10—Traffic Control System is in service between M. P. 652.3, Baldwin and M. P. 802.9, Tallahassee Subdivision and M. P. 52.0, Bainbridge Subdivision at Tallahassee.

SIGNALLED SIDINGS

11—Sanderson, Madison, Drifton and Chaires.

DEFECT DETECTORS

12—Locations	Protection Provided	Locations of Indicators and Personnel reading charts
Sanderson M. P. 673.9	Single track, both directions. Hot box and drag- ging equipment.	Indicators north side, M. P. 673.9. Voice instructions.
Lake City M. P. 697.5	Single track, both directions. Hot box and drag- ging equipment.	Indicators south side, M. P. 697.5. Voice instructions.
Live Oak M. P. 719.0	Single track, both directions. Hot box and drag- ging equipment.	Indicators north side, M. P. 719.0. Voice instructions.
Lee M. P. 738.5	Single track, both directions. Hot box and drag- ging equipment.	Indicators south side, M. P. 738.5. Voice instructions.
Greenville M. P. 760.0	Single track, both directions. Hot box and drag- ging equipment.	Indicators south side, M. P. 760.0. Voice instructions.
Lloyd M. P. 780.2	Single track, both directions. Hot box and drag- ging equipment.	Indicators south side, M. P. 780.2. Voice instructions.

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.

14—Madison, all train and engine movements over street and highway crossing on old Valdosta Southern tracks must be protected by flagman.

15—Trains and engines using main track between Adams Street, Tallahassee and M. P. 800.4 will approach and move between these points at yard speed not exceeding 20 M.P.H.

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

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

18—First class trains will operate at yard speed within yard limits at Chattahoochee, trains and engines may use main track within these limits without clearing first class trains but will give way promptly.

19—Chattahoochee, trains, engines or cars must not obstruct any street crossing in excess of five minutes and must not obstruct Main Street crossing in excess of three minutes, except by passage of train in continuous movement. Sufficient time between movements over that crossing should be allowed to avoid an accumulation of pedestrian or vehicular traffic.

20—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. 666.6.

Mann's Spur, M. P. 673.7.

East End Team Track, M. P. 680.3.

West End Team Track, M. P. 680.5.

Wilburn, M. P. 689.6.

Southern Wood Preserving, M. P. 689.9.

Rayonier Co., M. P. 690.2.

Fairfield Farms (Bahia), M. P. 700.4.

St. Regis Wood Yard, M. P. 712.8.

Team Track, M. P. 715.7.

Farmers Coop., M. P. 716.2.

Tofc Track, M. P. 716.3.

West Farm, M. P. 738.4.

Oglesby Wood Yard, M. P. 743.2.

Dixie Packers Inc., M. P. 743.5.

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.

Georgia Pacific Corporation, M. P. 801.8.

Capital Paper Co., M. P. 802.2.

Monticello Subdivision**CLEARANCE CARDS**

1—Rule 83-A will not apply at Drifton and Monticello.

2—Drifton.

REGISTER STATIONS**SPECIAL RULES**

3—Train and engine movements over Washington and Pearl Street crossing, Monticello, will be preceded by flagman.

Wakulla Subdivision**CLEARANCE CARDS**

1—Trains will obtain clearance card before leaving Tallahassee.

Rule 83-A will not apply at St. Marks.

REGISTER STATIONS

2—Tallahassee.

SPEED RESTRICTIONS

3—M. P. 802.5 over paved crossing 10 M.P.H.

Bainbridge Subdivision**CLEARANCE CARDS**

1—Trains will obtain clearance card before leaving Tallahassee.

REGISTER STATIONS

2—Tallahassee and Bainbridge.
Trains will furnish register slip at Tallahassee.

YARD LIMITS

3—Tallahassee and Bainbridge.

SPEED RESTRICTIONS

4—Between Mile Posts	All Trains M.P.H.
89.1 and 90.1	20

City Ordinance speed restrictions:
Havana, 40 M.P.H.

SPRING SWITCHES

5—Following spring switch is protected for facing-point movements by indicator signal, trains and engines will approach such signal prepared to be governed by its indication. Where such signal displays "Stop," or, in the absence of light where there is no day indication, the switch must be examined and points must fit properly before movement is made:

Attapulgas, west end siding.

BLOCK SIGNAL SYSTEMS

6—Traffic Control System is in service between Tallahassee and M. P. 52.0, Bainbridge Subdivision at Tallahassee.

DEFECT DETECTORS

7—Locations	Protection Provided	Locations of Indicators and Personnel reading charts
Havana M. P. 838.7	Single track, both directions Hot box and drag- ging equipment.	Indicators north side, M. P. 838.7. Voice instructions.

West Coast Subdivision**CLEARANCE CARDS**

1—Trains from Wilcox Subdivision will obtain clearance card or oral authority from dispatcher before leaving Newberry. Rule 83-A does not apply at Croom and trains from Ocala Subdivision, will retain their identity.

Trains moving to or from the West Coast Subdivision at Owensboro or Zephyrhills will retain their identity proceeding on signal indication and clearance card will not be required.

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. Time of trains at Owensboro applies at Junction Switch.

REGISTER STATIONS

3—High Springs.

YARD LIMITS

4—High Springs, Newberry and Dunnellon.

JUNCTION SWITCHES

- 5—Newberry, M. P. 729.8 lined for movements on West Coast Subdivision.
 Newberry, M. P. 729.9 lined for movements on West Coast Subdivision.
 Newberry, M. P. 730.1 lined for movements on West Coast Subdivision.
 Trilby, M. P. 823.3 lined for movements on West Coast Subdivision.

SPEED RESTRICTIONS

Between 8—Mile Posts	All Trains M.P.H.	Between Mile Posts	All Trains M.P.H.
771.1 and 771.4	40	792.3 and 792.5	50
776.8 and 776.9	10	794.4 and 794.8	55
777.4 and 777.7	50	796.8 and 797.1	55
777.7 and 778.2	45	797.5 and 797.7	55
778.3 and 778.0	55	798.5 and 800.0	55
780.1 and 780.4	55	800.4 and 800.5	55
786.5 and 786.6	55	802.7 and 803.1	45
786.7 and 786.9	55	828.3 and 830.0	40
787.5 and 787.8	55	840.7 and 840.8	45
791.1 and 791.3	55		

All movements on connection track between West Coast Subdivision M. P. 837.2 and Vitis Subdivision M. P. 837.2 is 10 M. P. H.

City Ordinance Speed Restrictions:

- Archer, 35 M.P.H., over Highway 41, M. P. 740.8*
 Dade City, 30 M.P.H., over Snack Bar crossing, M. P. 829.3*

*Until engine covers crossing.

BLOCK SIGNAL SYSTEMS

- 7—Traffic Control System is in service between Dunnellon, M. P. 776.3 and Trilby, M. P. 823.0 and between Trilby, M. P. 823.8 and Zephyrhills, M. P. 840.8.
 8—Single Track Automatic Block Signal System is in service between Trilby, M. P. 823.0 and M. P. 823.8.

SIGNALLED SIDINGS

- 9—Gibara, Inverness, Vitis.
 South Floral City, between M. P. 804.0 and M. P. 806.5.
 Croom, between M. P. 812.7 and M. P. 816.5.
 Trilby, between M. P. 820.9 and M. P. 824.6.
 Dade City, between M. P. 828.0 and M. P. 831.0.

DEFECT DETECTORS

10—Locations	Protection Provided	Locations of Indicators and Personnel reading charts
Newberry M. P. 735.6	Single track, both directions. Hot box and drag- ging equipment.	Indicators east side, M. P. 735.6. Voice Instructions.
Morrison M. P. 759.6	Single track, both directions. Hot box and drag- ging equipment.	Indicators east side, M. P. 759.6. Voice Instructions.

Ladonia M. P. 783.3	Single track, both directions. Hot box and drag- ging equipment.	Indicators east side, M. P. 783.3. Voice Instructions.
South Floral City M. P. 806.9	Single track, both directions. Hot box and drag- ging equipment.	Indicators east side, M. P. 806.9. Voice Instructions.
Dade City M. P. 827.9	Single tracks, both directions. Hot box and drag- ging equipment.	Indicators east side, M. P. 827.9. Voice Instructions.

SPECIAL RULES

11—Trains and engines will operate at yard speed on Bell Spur between M. P. 722.3 and Bell not exceeding 10 M.P.H. Member of crew will precede movement over Highway 49 crossing at Bell.

12—Trains and engines will operate at yard speed on Early Bird Spur between M. P. 735.1 and M. P. 744.7 not exceeding 25 M.P.H.

13—Trains and engines will operate at yard speed on Williston Spur between M. P. 729.2 and M. P. 735.1 not exceeding 25 M.P.H.

Northward movements over Church Avenue (first crossing south of flasher signals), will be flagged.

14—Trains and engines will operate at yard speed not exceeding 25 M.P.H. on Dunnellon Spur, M. P. 759.3, except 10 M.P.H. on Bar Mine tracks, Mincoll Mine tracks and interchange track between West Coast Subdivision and Spur.

15—Trains and engines will operate at yard speed on Globe Spur between M. P. 770.4 and 775.8 not exceeding 25 M.P.H., except 15 M.P.H. on connection track between West Coast Subdivision and Spur.

16—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.

17—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.

18—Trilby, trains and engines have equal authority and will operate at restricted speed between M.P. 823.0 and M.P. 823.8 on West Coast Subdivision.

19—Movements over Highway 301 at Dade City, will be preceded by a flag and fusee must be used at night and during inclement weather while equipment is on crossing.

20—Movements over Highway 35-A crossing Evans Lead, M. P. 831.9, will be preceded by a flagman and fusee must be used at night and during inclement weather while equipment is on the crossing.

21—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.

Ocala Subdivision

CLEARANCE CARDS

- 1—Rule 83-A will not apply at Mattox, Gainesville, Rochelle and Croom.
 Trains will obtain clearance card or oral authority from dispatcher before leaving Burnett's Lake.
 Train No. 718 will obtain clearance card or oral authority from dispatcher before leaving Ocala.

WHERE TIME APPLIES

- 2—Time of trains at Rochelle applies at north wye switch, M. P. 749.2.
 Time of trains at Center Hill applies at express track, M. P. 816.8.
 Time of trains at Croom applies at junction switch, M. P. 832.9.

YARD LIMITS

3—Burnett's Lake, Gainesville, Rochelle, Kendrick, Ocala, Leesburg and Croom.

JUNCTION SWITCHES

4—Burnett's Lake, M. P. 707.3 lined for movements on Ocala Subdivision.

Rochelle, M. P. 749.2 lined for movements on Ocala Subdivision.

SPEED RESTRICTIONS

Between 5—Mile Posts	All Trains M.P.H.	Between Mile Posts	All Trains M.P.H.
659.8 and 660.2	30	749.4 and 737.5 (749.7)	20
707.5 and 726.2	20	802.6 and 802.8	30

M. P. 821.5, through turnout north end house track, Webster, 5 M.P.H.

Trains and engines will not exceed speed of 20 M.P.H. on wye tracks Burnett's Lake.

City Ordinance Speed Restrictions:

Gainesville, 35 M.P.H., corporate limits, except 20 M.P.H. M. P. 739.7 (North 16th Ave.) to M. P. 741.7 (South 22nd Ave.).

Ocala, 25 M. P. H., corporate limits, except 12 M. P. H. N.E. 5th St. to S.E. 3rd St. Movements over East Broadway and Fort King, also S.E. 8th St. for northward trains only, will be flagged.

Fruitland Park, movements over all crossings within city limits must be preceded by flagman with light or flag.

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 48 and third crossing southward.

Webster, 25 M.P.H.

RAILROAD CROSSINGS AT GRADE

6—Protected by automatic interlockings:

Leesburg, M. P. 802.2, S. C. L. 20 M.P.H.*

Center Hill, M. P. 818.1, S. C. L.

St. Catherine, M. P. 827.1, S. C. L.

7—Protected by remotely controlled interlocking:

Ocala, M. P. 768.3, S. C. L., 20 M.P.H.*

8—Protected by non-electrically locked gates:

Lake Butler, M. P. 688.5, GS&F. Normally clear S. C. L.

Gainesville, M. P. 740.5, S. C. L. Normally clear Ocala Subdivision.

*Until engine reaches crossing.

SPECIAL RULES

9—Movements on Gainesville Spur between M. P. 698.9 and M. P. 709.0 will operate at yard speed not exceeding 25 M.P.H., except 10 M.P.H. over all street crossings at Gainesville and on Air Base tracks.

Member of crew will precede all movements over the following streets in Gainesville: 4th Street, S.E. South Main Street, 3rd Street, S.W., 11th Street, 4th Avenue, S.E. 8th Avenue, N.E.

10—Movements over track serving Cummer Mine at Kendrick will not exceed 10 M.P.H.

11—Back-up movements over four paved crossings between Okahumpka and Howey on the Howey Lead must be preceded by member of crew when cars are shoved and, in addition, at night lighted fusee must be placed on each side of track.

12—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.

13—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.

14—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 Micanopy on the Micanopy Spur.

15—Movements over Euclid Avenue, Lake, Main, Second, Sixth, Ninth, Canal, Palmetto and Twelfth Streets, Leesburg, will be flagged.

16—Nos. 717 and 718 will not protect against following extra trains between Ocala and Rochelle.

Palatka Subdivision**CLEARANCE CARDS**

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

WHERE TIME APPLIES

2—Time of trains at Rochelle applies at North Wye switch M. P. 749.2.

YARD LIMITS

3—Palatka and Rochelle.

JUNCTION SWITCHES

4—Rochelle, M. P. 749.2, lined for movements on Ocala Subdivision.

RAILROAD CROSSINGS AT GRADE

5—Protected by automatic interlocking:

Hawthorne, M. P. 728.7, S. C. L. 20 M.P.H., until engine reaches crossing.

SPECIAL RULES

6—Palatka street crossings in corporate limits must not be blocked more than ten minutes.

7—Trains and engines will not exceed five M.P.H. on all industry tracks at Edgar, M. P. 720.

8—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. 691.4, lined for movements on Thomasville Subdivision.

Wilcox, M. P. 806.0, lined for movements on Wilcox Subdivision.

SPEED RESTRICTIONS

Between 5—Mile Posts	All Trains M.P.H.	Between Mile Posts	All Trains M.P.H.
696.2 and 696.4	40	698.0 and 698.2	40
696.7 and 696.9	40	700.7 and 700.9	40
697.3 and 697.5	40	703.2 and 703.4	40
697.7 and 697.9	40	776.7 and 776.8	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. 718.7, S. C. L.

7—Protected by "Stop" boards:

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

Perry, M. P. 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, trains and engines may use main track within these limits without clearing or protecting against first class trains.

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

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

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

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

Nos. 793 and 794 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.

Wilcox Subdivision

CLEARANCE CARDS

1—Rule 83-A will not apply at Wilcox.

Trains will obtain clearance card or oral authority from Dispatcher before leaving Burnett's Lake and Newberry.

YARD LIMITS

2—Burnett's Lake, Haile, Newberry and Wilcox.

JUNCTION SWITCHES

3—Wilcox, M. P. 741.9, lined for movements on Wilcox Subdivision.

Newberry, M. P. 729.8, lined for movements on West Coast Subdivision.

Newberry, M. P. 729.9, lined for movements on West Coast Subdivision.

Burnett's Lake, M. P. 707.3, lined for movements on Ocala Subdivision.

SPECIAL RULES

4—Alachua, movements restricted to 20 M.P.H. over first two crossings north and first crossing south of station and member of crew will precede movement over Main Street crossing when switching.

5—Movements restricted to 30 M.P.H. over U. S. Highway 27-41 at Newberry.

6—Nos. 793 and 794 will not protect against following extra trains between Newberry and Wilcox.

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 or Winston Yards will secure clearance card or oral authority before leaving Lakeland Yard.

REGISTER STATIONS

2—Lakeland Yard Office.

SPEED RESTRICTIONS

3—M. P. 856.5, through turnout to Lakeland Subdivision, 20 M. P. H.

Movements on connection track between West Coast Subdivision M. P. 837.2 and Vitis Subdivision M. P. 837.2, 10 M.P.H.

BLOCK SIGNAL SYSTEMS

4—Traffic Control System is in service between Vitis, M. P. 837.0 and Lakeland, M. P. 855.0 and between Lakeland M. P. 851.7 and Winston, M. P. 855.0.

SPRING SWITCHES

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

6—Following spring switch is protected for facing-point movements by indicator signal, trains and engines will approach such signal prepared to be governed by its indication. Where

such signal displays "Stop," or, in the absence of light where there is no day indication, the switch must be examined and points must fit properly before movement is made:

Winston, south end ladder track to long lead.

TWO TRACKS

7—Two tracks extend between, Lakeland, M. P. 851.7 and Winston, M. P. 854.9.

DEFECT DETECTORS

8—Locations	Protection Provided	Location of Indicators and personnel reading charts
Stokes M. P. 845.0	Single track, both directions. Hot box and drag- ging equipment.	Indicators east side, M. P. 845.0. Voice Instructions.

SPECIAL RULES

9—Trains and engines have equal authority and will operate at restricted speed between M. P. 854.8 and M. P. 856.5, No. 10 track, Lakeland, but must give way promptly to scheduled trains.

10—Northward home signals M. P. 851.7 Lakeland are equipped with lunar white markers. Marker when burning indicates route is lined to Vitis Subdivision.

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 for scheduled trains originating at Crystal River and Dunnellon.

SPEED RESTRICTIONS

2—Between Mile Posts	All Trains M.P.H.
776.8 and 776.9	10

BLOCK SIGNAL SYSTEMS

3—Traffic Control System is in service between Pennsylvania Avenue, M. P. 776.3 and M. P. 777.8, Dunnellon.

SPECIAL RULES

4—Trains and engines will operate at yard speed between Red Level Junction and Florida Power Plant.

5—Nos. 762 and 763 will not protect against following extra trains between Crystal River and Dunnellon.

JACKSONVILLE TERMINALS

T. B. Renfrow, Terminal Superintendent

D. E. Wright, Terminal Trainmaster—F. F. Johnson, Senior 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—Maximum speed for engine and transfer movements is 20 M.P.H. between Moncrief and Quinlan and 15 M.P.H. between Composite and Export Terminal, except 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. SJ646.0.
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, 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—Four axle cars shall not exceed 270,000 pounds gross weight.

Cars weighing in excess of 220,000 lbs. gross, Engines in Series 700, 800, 900, 1000, 1100-1105, 1119-1199 and 1200, 2000 and 3000, and all Wreckers and Locomotive Cranes shall not be operated onto any wharf or dock.

RULES JACKSONVILLE TERMINAL COMPANY

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 on 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 from 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.

19—Operator at "MA" tower will deliver clearance cards to trains leaving Jacksonville station 11:30 P.M. to 6:00 A.M. while there is no operator on duty at "US" office. Trains that will obtain clearance card from "MA" will depart from passenger loading area without clearance card.

TONNAGE RATING

Engine Numbers	700- 1002, 1119- 1201, 1250- 1259	675- 698	309, 317, 1003- 1065, 1202- 1239	600- 620, 1275- 1277, 1300- 1343, 1400- 1415, 1500- 1599, 1600- 1656, 1700- 1799, 1800- 1855, 3200- 3224*	203- 222, 1100- 1117	1900- 1923, 2100- 2110, 2114- 2120	2000- 2044	2111- 2113, 2200- 2210	2121- 2124, 2211- 2213
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 Brooker.....					2200				
Wildwood and Zellwood.....	3000	2400	3300	3600	1950	4650	5450	5250	5700
Zellwood and Orlando.....	2200	1750	2400	2650	1450	3400	4000	3850	4200
Wildwood and Hialeah Yd.....	3500	2800	3850	4200	2300	5400	6350	6100	6650
Sebring and Palmdale.....	2800	2250	3050	3350	1850	4350	5100	4900	5300
Palmdale and Lake Harbor.....	4000	3200	4400	4800	2800	6200	7300	7000	7600
Keela and Duda.....	4000	3200	4400	4800	2600	6200	7300	7000	7600
Palmdale and Sunniland.....	4000	3200	4400	4800	2600	6200	7300	7000	7600
W. Lake Wales and Alcoma.....	4000	3200	4400	4800	2600	6200	7300	7000	7600
Lake Wales to Frostproof.....	1850	1450	2000	2200	1200	2850	3350	3250	3500
Frostproof to Lake Wales.....	2400	1900	2650	2850	1550	3700	4350	4200	4550
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
Mattox 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 Mattox.....	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 and Zephyrhills.....	2800	2250	3050	3350	1850	4350	5100	4900	5300
Trilby to High Springs.....	2800	2250	3050	3350	1850	4350	5100	4900	5300
Coleman and Owensboro.....	3500	2800	3850	4200	2300	5450	6350	6100	6650
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
Burnett's Lake and Wilcox.....	3100	2450	3400	3700	2000	4800	5650	5400	5900
Palatka to Rochelle.....	2500	2000	2750	3000	1650	3850	4550	4350	4750
Rochelle to Palatka.....	3200	2550	3500	3850	2100	4950	5800	5600	6050

*MATE Units Nos. 3200-3224 are without diesel engines and operate only coupled with engines Nos. 1803-1812 and 1835-1855. MATE units cut out and do not supply tractive effort for train movement at speed in excess of 29.2 M.P.H.

ORLANDO SUBDIVISION

NAME	Mile Post	Station Nos.	Car Capacity	Opening
Bamboo	766.8	ST 767	16	North
Florida Power Co.	767.6	ST 768	45	North
Astatula Spur (5.5 Miles)	786.8		Spur	North
Ellsworth	5.0	ST 787	Yard	Both
Astatula	7.6	STA 8	14	Both
Frank Farm	8.9	ST 790	41	Both
Muck Spur Storage Track	790.2	ST 790	50	Both
Muck Spur	790.4	ST 790	Spur	North
G. King Auto Co.	804.9	ST 805	6	North
Vulcan Materials Company	805.4	ST 805	21	South
Cook Lumber	806.7	ST 807	6	North
Interstate Supply Company	807.4	ST 807	7	South
Lockhart Team	807.5	ST 808	2	North
Raceway Feed	808.0	ST 808	2	South
Foots Industries	808.2	ST 808	7	South

WANNEE SUBDIVISION

Clayno	689.5	SN 690	9	North
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BALDWIN SUBDIVISION

Fergusons	642.5	SP 643	7	South
Trinity Industries	646.1	SP 646	10	South
Cecil Field	647.8	SP 648	Spur	North
Otis	647.9	SP 648	84	Both
St. Marys Kraft Corp. (W)	659.2	S 659	22	North
Maxville Team (W)	660.1	S 660	21	North
Hugh (W)	663.3	S 663	21	North
Highland (W)	667.0	S 667	30	North
Blanding Line Spur (E)	679.5	S 680	Spur	Wye
ITT Rayonier Inc. (Kite)	682.3	S 683	22	North
Island Grove P.H. (2)	714.3	S 714	18	North
Citra	716.8	S 717	7	North
Anthony	725.9	S 726	10	South
McFall	740.7	S 741	23	North
Kirkland	745.0	S 745	6	South
Bellevue	747.1	S 747	102	Both
Bellevue House	747.3	S 747	14	South
Oxford	757.0	S 757	14	South

MIAMI SUBDIVISION

Miami Storage Track	767.3	SX 767	100	Both
Sunterville Team	770.4	SX 770	100	Both
Polk Siding	770.4	SX 770	40	Both
Limestone Spur	770.4	SX 770	19	North
Center Hill Rock Company	781.4	SX 781	10	South
Tarrytown Spur (5.5 Miles)	782.5	(826.5 AT-MP)	Spur	South
Robbins Manufacturing Co.	831.8	AT 832	5	North
Tarrytown	831.2	AT 831	28	Both
Bay Lake	791.6	SX 792	11	Both
Poyner	802.7	SX 803	33	Both
Tenacox Mine	819.4	SXB 819	37	Wye
Macasphalt	821.9	SX 822	37	North
American Can	822.7	SX 823	16	North
Smith Industries	823.7	SX 824	23	South
Florida Home Juice Company	854.7	SX 855	10	North
Lorida	879.2	SX 879	10	Both
Frederick	921.4	SX 921	15	North
Marcy	922.2	SX 922	18	Both
Steel	933.1	SX 933	32	Both
Elliott Spur	937.5	SX 938	11	South
H. L. Hinson	937.4	SX 938	20	South
Apix	945.3	SX 945	30	South
Big Three Welding Company	948.0	SX 948	7	North
Mission Spur	965.6	SX 966	Spur Y	North
Lantana	978.9	SX 979	13	South
IBM Corporation	993.2	SX 993	69	North
IBM Corporation	993.9	SX 994	15	North
Boca Raton	994.7	SX 995	22	Both
Rinker Materials Corp.	1002.6	SX 1003	10	South
Swift	1006.3	SX 1006	37	North
Enterprise Developers	1006.7	SX 1007	11	South
Nenunacker	1006.8	SX 1007	6	South
Run Around Track	1007.2	SX 1007	25	Both
Port Everglades Steel Corp.	1007.4	SX 1007	15	South
Fl. Lauderdale Waterworks	1008.0	SX 1008	5	North
Broward Warehouse and Mfg. Center	1008.1	SX 1008	7	South
Prospect Road Team	1008.1	SX 1008	14	South
Enterprise Developers	1008.3	SX 1008	17	South
Mid River	1009.0	SX 1009	22	Both
Casley Steel	1010.0	SX 1010	10	South
Fl. Lauderdale News	1013.3	SX 1013	9	North
Rodi Boat Company	1013.5	SX 1014	6	North
Fl. Lauderdale Yacht Basin	1014.1	SX 1014	11	South
Road 84 Siding	1014.5	SX 1014	5	Both
Florida Tank Lines	1014.9	SX 1015	2	South
Port Everglades Junction	1015.1	SX 1015	Conn.	South
Run Around Track	1018.2	SX 1018	32	Both
Florida Tallow Corporation	1021.0	SX 1021	5	North
Ready Mix Concrete	1021.1	SX 1021	11	South

MIAMI SUBDIVISION (Continued)

NAME	Mile Post	Station Nos.	Car Capacity	Opening
Southern Reinforcing Company	1021.1	SX 1021	11	South
Hollandale	1021.5	SX 1022	41	Both
Griffin Industries & W. R. Bonsel Company	1022.8	SX 1023	17	North
Carr Creosoting	1023.4	SX 1023	30	South
Gas Service Corporation	1023.4	SX 1023	1	South
Dolite Concrete Company	1023.4	SX 1023	11	South
Lewis Manufacturing Company	1023.9	SX 1024	8	North

HOMESTEAD SUBDIVISION

C.T. Stockton	1052.7	SX 1053	61	North
Oalite Rock	1053.0	SX 1053	48	North
General Portland Cement	1053.0	SX 1053	Spur	Wye
Richmond Air Base	1053.8	SX 1054	Wye	Both
Richmond	1054.5	SX 1055	5	South
Acme Concrete	1055.8	SX 1056	2	North
Lindgren	1056.0	SX 1056	7	North
Sheppard Farm	1058.6	SX 1059	4	North
Aladdin City	1058.7	SX 1059	6	North
Dawoll Farms	1060.2	SX 1060	28	Both
Atlantic Fertilizer	1062.7	SX 1063	2	South
Redland	1062.8	SX 1063	6	North

LAKE WALES SUBDIVISION

Troy Lamb Wholesale Co.	864.9	SV 865	5	South
E.B. Malone Company	865.0	SV 865	2	South
Floritan	865.2	SV 865	4	North
Sandland	869.6	SV 870	Spur	North
Independent	871.1	SV 871	Spur	North
Mammoth Sand Co.	871.5	SV 872	Spur	North
Diamond Nos. 1 and 2	871.8	SV 872	104	Both
Concrete	872.5	SV 873	Spur	North
Gall	872.5	SV 873	Spur	North
Alcoma Association, Inc.	873.5	SV 873	23	South
Highland Park	847.0	AVC 847	Spur	North
Babson Park	880.1	AVC 850	13	North

SEBRING SUBDIVISION

St. Regis	899.0	AVC 899	Spur	South
Hicoria	902.3	AVC 903	10	North
James B. Hendrie	905.3	AVC 905	Spur	South
Glades Sugar Mill	935.8	AVD 936	18	Both
Bamboo No. 2	938.8	AVD 938	42	Both
Bamboo No. 3	939.8	AVD 940	46	Both
Liberty Point No. 2	941.0	AVD 941	42	Both
Shownee	942.3	AVD 942	49	Both
Sugartown	944.9	AVD 945	32	Both
So. Clewiston	951.4	AVD 951	Spur	North
Ritta	951.5	AVD 951	Spur	North
Bare Beach	952.6	AVD 951	22	Both
Molt	954.7	AVD 955	74	Both
Watson	956.6	AVD 957	19	Both

TALLAHASSEE SUBDIVISION

Yarborough and Son	660.0	SP 660	4	West
Glen St. Mary	664.0	SP 664	46	Both
Continental Can Co.	666.6	SP 667	11	East
Mann's Spur	673.7	SP 673	13	East
Mount Carrie	683.1	SP 685	21	Both
Wilburn	689.6	SP 690	20	Both
Rayonier Company	690.2	SP 690	14	East
Watertown	690.7	SP 691	26	Both
Fairfield Farms (Bahia)	700.4	SP 700	15	West
Dinkins	727.1	SP 727	170	East
Ellaville	731.5	SP 732	31	Both
West Farm	738.4	SP 738	4	East
Dixie Packers Inc.	743.5	SP 744	49	East
Container Corporation	756.3	SP 756	16	West
Sherrads	758.8	SP 759	2	West
Capitola	785.9	SP 786	4	West
Perkins	794.2	SP 794	29	East
Georgia Pacific Corporation	801.8	SP 802	9	East
Hammons Asphalt Pav. Company	803.6	SP 804	18	West
Moody Contracting Company	805.2	SP 805	25	West
Florida Forest Products Company	807.2	SP 807	8	East
Key Brothers	822.0	SP 822	2	East
Southern Chemical	822.0	SP 822	2	West
Daltry Veneer	822.5	SP 823	3	East
Suber and Johnson	824.1	SP 824	9	East
Sumatra	824.8	SP 825	4	West
State Market	825.1	SP 825	28	East
Hydro Gas	825.6	SP 826	3	East
Douglas City	826.5	SP 827	6	West
Suber and McCown	830.2	SP 830	3	West
Mt. Pleasant	832.0	SP 832	10	East
AN. Ry. Conn	839.0	SP 844	Conn.	East
Chattahoochee River	843.8	SP 844	Spur	East

BAINBRIDGE SUBDIVISION

NAME	Mile Post	Station Nos.	Car Capacity	Opening
Bower	82.2	SLC 825	15	West
M.C. Corporation	77.0	SLC 831	177	Both
Magnet Cove	69.5	SLC 838	23	Both
Dubarco Inc.	69.4	SLC 837	Yard	West
Hinson	68.2	SLC 839	7	West
Havana Hydratone Gas, Inc.	67.4	SLC 838	15	West
Altschul	64.5	SLC 843	5	West
Gibson	62.3	SLC 845	10	West
U.S. Plywood-Champion Papers Inc.	54.5	SLC 854	6	West
Cox Steel	54.4	SLC 853	12	West

MONTICELLO SUBDIVISION

NAME	Mile Post	Station Nos.	Car Capacity	Opening
Team Track	772.4	SPB 772	2	North
Millers Spur	775.2	SPB 775	1	South
Realty Trust	775.7	SPB 776	2	North

WAKULLA SUBDIVISION

NAME	Mile Post	Station Nos.	Car Capacity	Opening
Hydro Gas	801.1	SPA 801	3	South
Sears, Roebuck and Company	801.2	SPA 801	5	North
Woodville Lumber Company	801.3	SPA 801	2	South
Tallahassee Lumber	802.5	SPA 803	12	South
North Florida Gas	802.5	SPA 803	13	South
Pine Lumber Company	802.5	SPA 803	7	South
Hanson Wood and Heel	802.6	SPA 803	13	South
Hannons Mill	803.2	SPA 803	19	Both
McNeil Company	803.6	SPA 804	3	South
Union Carbide	804.1	SPA 804	7	North
Vulcan Material Company	804.3	SPA 804	11	South
Leon Propane, Inc.	804.6	SPA 805	3	South
Woodville	808.8	SPA 809	9	North
A.B. Taff and Son	809.4	SPA 809	13	North
Gibson Paperwood Company, Inc.	810.6	SPA 811	11	North
St. Joe Paper Company	810.9	SPA 811	12	North
Russ Spur	811.1	SPA 811	11	North
Wakulla	814.5	SPA 815	25	North
Newport	817.7	SPA 818	10	North
Olin Mathieson Chemical Corp.	818.0	SPA 818	Yard	North
Olin Mathieson Chemical Corp.	818.0	SPA 818	Yard	North
Power Plant	819.5	SPA 820	Cann	North

OCALA SUBDIVISION

NAME	Mile Post	Station Nos.	Car Capacity	Opening
McPherson	664.0	ASG 664	10	South
Sapp	674.0	ASG 674	19	Both
Dukas	694.0	ASG 694	17	Both
Werthington Springs	696.6	ASG 697	14	Both
Hague	729.6	ARB 730	25	Both
Gainesville City Power Plant	731.6	ARB 732	50	South
Owens-Illinois	735.6	ARB 736	9	North
Florida Farm Bureau	735.8	ARB 736	38	North
Parodia	735.9	ARB 736	19	Both
Central Gas & Appliance Company	736.2	ARB 736	2	North
Georgia-Florida Paving Company	736.4	ARB 736	5	North
Hyde	736.7	ARB 737	20	Both
Gainesville Gas Company	737.2	ARB 737	1	South
Home Builders Supply	737.3	ARB 737	9	South
Gainesville Spur (10.0 miles)	740.7		Spur	South
Air Base	699.0	SR 699	Spur	Wye
North Gainesville	700.3	SR 700	Spur	North
Propane Gas, Inc.	706.1	SR 706	4	North
Jones	706.3	SR 706	2	North
Team Track	706.3	SR 706	19	Both
Fulgas, Inc.	706.6	SR 707	2	South
Arsadonia	708.0	SR 708	4	North
Tungroc	741.9	ARB 742	5	South
Manka	743.6	ARB 744	4	South
Micanopy Junction	742.6	AS 742	Spur	North
Evinston	745.5	AS 745	10	North
Hub Amusement Corp.	750.9	AS 751	6	North
Milwood	752.7	AS 753	10	North
Dixie Lime & Stone Company	755.4	AS 755	45	North
Lowell	756.9	AS 757	50	Both
Southern Materials Corporation	757.6	AS 758	60	South
Candler	781.8	AS 782	8	North
Oklawaha	784.9	AS 785	30	Both
Barber Pallet Company	798.2	AS 798	2	South
Fruitland Park Team	799.1	AS 799	17	Both
Howey Spur (8.4 Miles)	808.3		Spur	South
Silver Springs Citrus Corp.	816.1	ASF 817	38	North
Ranaroud Track	816.2		8	Both
Webster Fruit Company	822.1	AS 822	8	South
Webster	821.5	AS 822	50	Both
Colombes	829.0	AS 829	67	Both

WILCOX SUBDIVISION

NAME	Mile Post	Station Nos.	Car Capacity	Opening
Buckeye Cellulose Corporation	723.1	ASG 723	11	North
Mana	723.3	ASG 723	7	South
Iris	724.3	ASG 724	10	South
Lottleville	739.0	ASG 739	18	South

WEST COAST SUBDIVISION

NAME	Mile Post	Station Nos.	Car Capacity	Opening
Bell Spur (15.1 miles)	722.3		Spur	North
Craig Track	722.1	SN 722	12	North
Buda	722.6	AR 722	Spur	South
Raleigh	748.1	AR 748	9	North
Connell & Shultz	751.7	AR 752	Spur	South
Early Bird Spur (9.6 miles)	756.9		Spur	South
Container Corp.	737.7	SR 738	8	North
Minehead	743.8	SR 744	7	North
Early Bird	744.0	SR 744	3	North
Williston Spur (5.9 miles)	757.0		Spur	South
Dixie Lily Milling Co.	729.4	SR 729	30	Both
Williston Gas Co.	729.3	SR 729	1	North
Standard Oil Co.	729.1	SR 729	1	North
Marriston	759.2	AR 759	30	North
Timberland Products Company	765.4	AR 765	5	North
Timberland Products Company	765.9	AR 766	6	South
Dunnellon Spur (8.9 miles)	777.0		Spur	South
Bar Mine	762.9	SR 763	Spur	North
Mincell	768.7	SR 769	Spur	North
Ladonia	783.8	AR 784	15	Both
Thompson	785.1	AR 785	Spur	North
Calphos	788.0	AR 788	10	Both
Globe Spur (5.4 miles)	792.1		Spur	North
Globe Mine	770.5	SR 771	7	North
Greens Fuel	775.5	SR 776	2	North
N. Inverness Team Track	775.8	SR 776	23	North
Floral City	801.1	AR 801	18	Both
Evans	831.9	AR 832	Spur	South
Pasco Fertilizer	831.1	AR 833	15	Both

COLEMAN SUBDIVISION

NAME	Mile Post	Station Nos.	Car Capacity	Opening
Panasofftee	769.4	5 769	10	North
St. Catherine	780.1	5 780	28	Both
Alderman	786.5	5 787	59	Both
Tarrytown Spur (10 Miles)	790.4	(841.2 AT-MP)	Spur	South
Rich Loan	836.2	AT 836	15	North
Robbins Manufacturing Co.	831.8	AT 832	5	North
Tarrytown	831.2	AT 831	10	North

VITIS SUBDIVISION

NAME	Mile Post	Station Nos.	Car Capacity	Opening
Kathleen	849.7	AR 850	8	North
Galloway	851.8	AR 852	13	North
Griffin	853.1	AR 853	13	Both

PERRY SUBDIVISION

NAME	Mile Post	Station Nos.	Car Capacity	Opening
Mitchell Brothers	701.9	AND 702	3	South
Foley (Lead)	754.4	AND 754	Lead	North
Buckeye Cellulose (Foley)		AHL 756	Yard	
Athena	762.4	AND 762	6	South
Shamrock	794.0	AND 794	Yard	Both
Eugene	797.9	AND 798	10	South
Brunco	802.2	AND 802	25	South
Old Town	804.0	AND 804	22	Both
GoPac	812.5	AND 813	Spur	North
Ipco	814.5	AND 815	17	North
Hardeetown	815.5	AND 816	71	Both
Usher	822.3	AND 822	3	North
Otter Creek	828.4	AND 828	16	North
Gulf Hammock	834.3	AND 834	15	North

CRYSTAL RIVER SUBDIVISION

NAME	Mile Post	Station Nos.	Car Capacity	Opening
Citronelle	785.4	ARD 785	13	North
Red Level	785.7	ARD 786	15	Both
Florida Power Spur	785.8	ARD 786	Spur	North

PALATKA SUBDIVISION

NAME	Mile Post	Station Nos.	Car Capacity	Opening
Francis	702.8	AS 703	24	Both
Keuka	717.8	AS 718	Spur	South
Edgar Brick Company	718.6	AS 719	3	North
Johnson	721.1	AS 721	18	North
Oak Crest Enterprises, Inc.	726.7	AS 727	12	North
Hawthorne	728.4	AS 728	10	North
Hawthorne Timber, Inc.	732.7	AS 733	9	South
Grave Park	733.2	AS 733	14	South

SYSTEM OFFICERS

J. W. THOMPSON, Gen. Supt.-Rules.....Jacksonville, Fla.
O. P. DOWLING, Gen. Supt.-Safety.....Jacksonville, Fla.

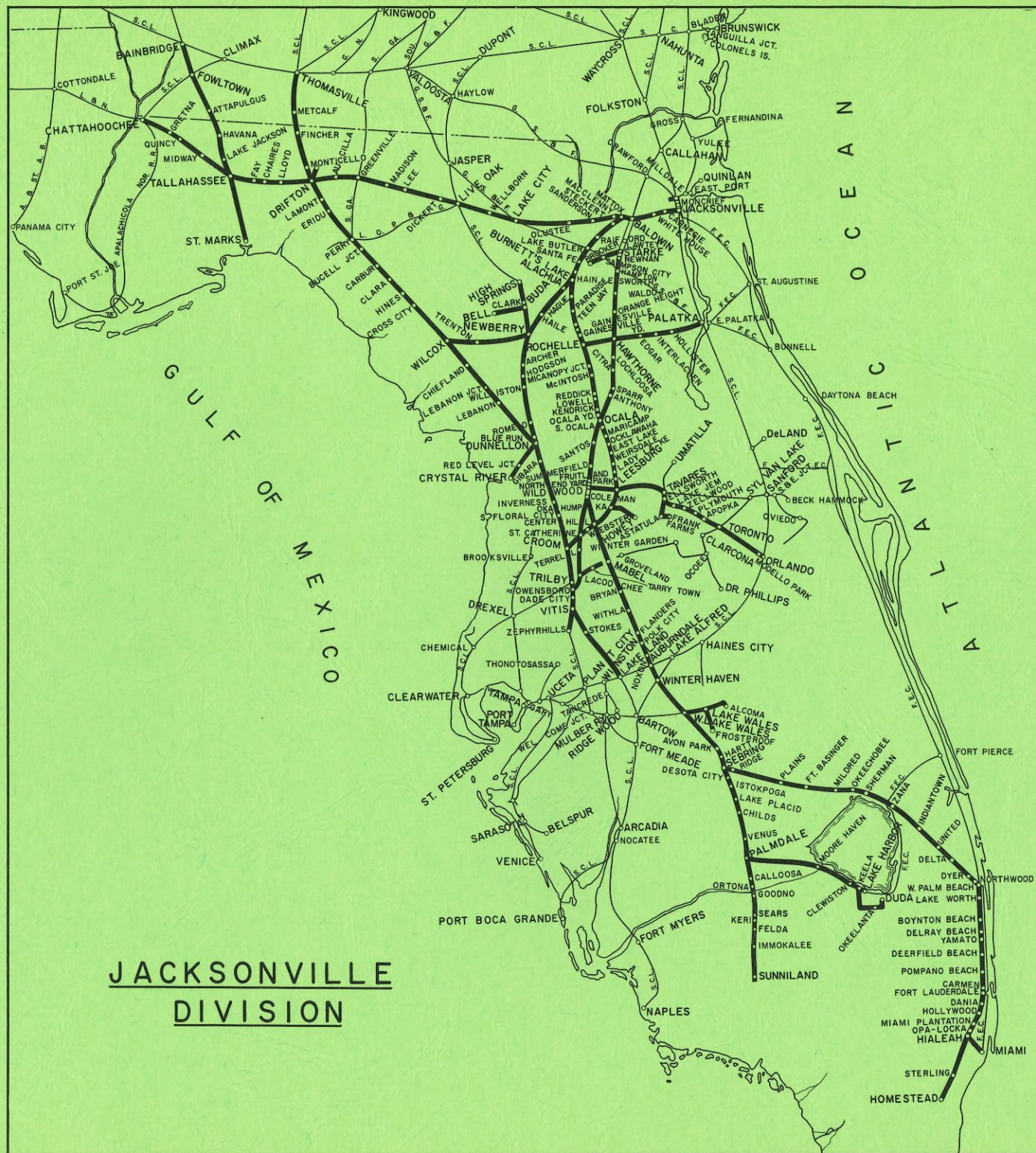
T. A. BROWN, Gen. Supv. Yards & Terminals.....Jacksonville, Fla.
F. W. WHITAKER, JR., Supt.-Sta. and FCP.....Jacksonville, Fla.

T. O'BRIEN, Asst. Supt.	Jacksonville, Fla.	J. R. MOORE, Division Engineer	Jacksonville, Fla.
W. E. SATTERWHITE, Supt. Terminals	Miami, Fla.	L. B. ALEXANDER, Master Mechanic	Jacksonville, Fla.
S. O. GRIFFIN, Trainmaster	Jacksonville, Fla.	W. S. HENDERSON, Master Mechanic	Miami, Fla.
R. R. HARDISON, Trainmaster	Miami, Fla.	G. W. HALE, Supv. Comm. and Signals	Jacksonville, Fla.
R. S. MILLS, Trainmaster	West Palm Beach, Fla.	C. M. BRADHAM, Captain of Police	Jacksonville, Fla.
E. CATO, Trainmaster	W. Lake Wales, Fla.	G. B. COX, Roadmaster	Jacksonville, Fla.
R. H. YOUNG, JR., Trainmaster	Wildwood, Fla.	J. H. PARKS, Roadmaster	Jacksonville, Fla.
H. M. CHEELY, Trainmaster	Ocala, Fla.	T. C. SIMMONS, Roadmaster	Wildwood, Fla.
L. B. GARNER, Trainmaster	Sebring, Fla.	J. T. BROWN, Roadmaster	Ocala, Fla.
G. C. HARRIS, Trainmaster	Lakeland, Fla.	C. N. BENTON, Roadmaster	High Springs, Fla.
J. W. ARNETT, Trainmaster	Jacksonville, Fla.	H. H. TURNER, Roadmaster	Leesburg, Fla.
J. L. BIZZELL, Trainmaster	Tallahassee, Fla.	J. B. WALKER, Roadmaster	Trilby, Fla.
H. M. SLATON, Terminal Trainmaster	Hialeah, Fla.	R. L. SMITH, JR., Roadmaster	Dunnellon, Fla.
C. E. WELCH, Terminal Trainmaster	High Springs, Fla.	J. E. THRIPT, Roadmaster	Clewiston, Fla.
C. C. COATS, JR., Road Foreman of Eng.	Jacksonville, Fla.	W. H. MINOR, Roadmaster	West Palm Beach, Fla.
A. T. McALISTER, Road Foreman of Eng.	Wildwood, Fla.	A. S. NORRIS, Roadmaster	Miami, Fla.
L. E. JOHNSON, Road Foreman of Eng.	Miami, Fla.	T. BOYD, Roadmaster	Lake City, Fla.
E. G. RICHARDSON, Chief Dispatcher	Jacksonville, Fla.	J. H. Jarriel, Roadmaster	Tallahassee, Fla.

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JAMES E. FISCHER, M.D.	Miami, Fla.		

*Only available at St. Luke's Hospital emergency room.



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