

Safety



First

**SEABOARD
COAST LINE
RAILROAD**

JACKSONVILLE DIVISION

3

TIME TABLE No. 3

IN EFFECT

Sunday, September 10, 1972

At 12:01 A.M.

SUPERSEDING TIME TABLE NO. 2

DATED JUNE 12, 1972

EASTERN STANDARD TIME

**FOR THE GOVERNMENT OF
EMPLOYEES ONLY**

D. C. HASTINGS, Vice President-Operations

L. T. ANDREWS, General Manager-Transportation

J. H. ARNOLD, Superintendent

RECEIVED
OFFICE OF TERMINAL SUPT.
HAMLET, N. C.

SEP 6 1972

SEABOARD COAST LINE R. R.

THIRD CLASS	Second Class	Station Numbers	Distance from Wildwood	TIME TABLE NO. 3 IN EFFECT September 10, 1972		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 A	YARD O Y	1205	300
235	853	AS802	11.6		-11.6 LEESBURG X SCL	68P YARD	1140	230
250	925	ST783	22.0	T	-10.4 TAVARES	74P 50 Y	1120	155
255	932	ST787	25.6		-3.6 ELLSWORTH		1105	145
300	940	ST791	29.6	⊗	-4.0 LAKE JEM	64	1057	135
310	955	ST795	33.5	T	-3.9 ZELLWOOD	61P 210 Y	1050	125
320	1010	ST799	37.5	T	-4.0 PLYMOUTH	YARD	1040	115
330	1018	ST802	40.8	T	-3.3 APOPKA	37	1030	100
355	1055	ST812	50.9	T	-10.1 MODELLO PARK X SCL	82P YARD	1010	1238
415	1159	ST814	52.3	T A	-1.4 ORLANDO X SCL	YARD Y L	1000	1230
A. M.	A. M.					P. M.	P. M.	
Daily	Ex. Sun.					Daily	Ex. Sun.	

MONTICELLO SUBDIVISION

Southward	Station Numbers	Distance from Drifton	TIME TABLE NO. 3 IN EFFECT September 10, 1972		Scales, Wyes, Car Capacity	Northward
Second Class			654			
653			Local Freight			
Ex. Sun.			Ex. Sun.			
A. M.	STATIONS				A. M.	
745	SP772		L	DRIFTON A		830
800	SPB777	4.1	A	-4.1 MONTICELLO L	25	815
A. M.					A. M.	
Ex. Sun.					Ex. Sun.	

BAINBRIDGE SUBDIVISION

Westward	Station Numbers	Distance from Tallahassee	TIME TABLE NO. 3 IN EFFECT September 10, 1972		Scales, Wyes, Car Capacity	Eastward
391			374			
Second Class			Second Class			
Through Freight			Through Freight			
Daily	STATIONS				Daily	
A. M.					A. M.	
145	SP799		L T	TALLAHASSEE A	YARD O Y	250
225 ⁷⁷⁴	SLC850	6.9		-6.9 LAKE JACKSON	86P 14	225 ¹⁹¹
240	SLC841	14.7	T	-7.8 HAVANA	60	214
255	SLC830	25.8	T	-11.1 ATTAPULGUS	142P 10	155
330	AN729	38.1	T A	-12.3 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. 3	
317	173	391	165	167	181	115	721	83			IN EFFECT	
Through Freight	Through Freight	Through Freight	Through Freight	Through Freight	Through Freight	Through Freight	Through Freight	Silver Meteor			September 10, 1972	
Daily	Ex. Sat.	Daily	Daily	Daily	Daily	Daily	Ex. Sun.	Daily			STATIONS	
P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	A. M.	A. M.				
							1201		SP635		L T	JACKSONVILLE
L 830	L 800	L 630		L 200	L 1159	L 1100	1215		SP638	2.5	T	WEST JACKSONVILLE -3.7- X JTCO
									SP639	3.1		CARNEGIE
									SP644	8.5		WHITE HOUSE
A 900		A 700		230	1230	1128	A1245	L 840	S653	17.1		BALDWIN
	900		L 600	330	145	1230			S653	17.9		T BALDWIN YARD
									S672	36.3		LAWTEY
	925							902	S679	43.1		STARKE
									S685	49.2		HAMPTON
			700	440	250	120		914	S690	54.6		WALDO
									S695	60.0		ORANGE HEIGHT
	946		718	458	310	135		927	S705	69.1		HAWTHORNE X SCL
									S711	75.8		LOCHLOOSA
								941	S722	87.0		SPARR
	1016		830	550	400	215		957	S735	99.9		OCALA X SCL
									S744	108.3		SANTOS
								1011	S751	115.7		SUMMERFIELD
	1110		945	630	445	300		S1030	S761	125.8		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				

WANNEE SUBDIVISION

Southward	TIME TABLE NO. 3		Northward
Station Numbers	Distance from Starke	IN EFFECT	Stations, Wyes, Car Capacity
		September 10, 1972	
		STATIONS	
S679		L T STARKE	A 110 O Y
SN686	6.6	-7.1- SAMPSON CITY X GS&F	5
SN694	14.7	-8.1- A BROOKER	27 11 L

TIME TABLE NO. 3 IN EFFECT September 10, 1972 STATIONS		Scales, Wyes, 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.
T	JACKSONVILLE	A	Y								615
	3.7										
T	⊗ WEST JACKSONVILLE	X JTCO	YARD O			A 815	A 830			A 430	550
	0.6										
	CARNEGIE		77P								
	5.4		136P								
	WHITE HOUSE		61								
	8.6		142P								
	BALDWIN		YARD Y	A 405			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		138	Y	320		645				
	6.1		88P								
	HAMPTON		9	Y							
	5.4		205P		309	250		740	1030		
	5.4		YARD								
	⊗ ORANGE HEIGHT		200P								
	9.1										
	HAWTHORNE	X SCL	200P		253	230	620		720	1010	
	6.7		35								
	LOCHELOOSA		200P								
	11.2		9								
	SPARR		230P		239						
	12.9		18								
	OCALA	X SCL	200PS		225	130	550		640	920	
	8.4		73PN								
	SANTOS		YARD O								
	7.4		200P								
	SUMMERFIELD		14								
	10.1		200P								
T	⊗ WILDWOOD	L	YARD O		205	1245	520		600	835	
			Y								
				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. 3 IN EFFECT September 10, 1972	
709	165	167	181	115	173	93	83	91			STATIONS	
Local Freight	Through Freight	Through Freight	Through Freight	Through Freight	Through Freight	Floridian	Silver Meteor	Silver Star				
Ex. Sat.	Daily	Daily	Daily	Daily	Ex. Sat.	Daily	Daily	Daily				
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.				
	1015	800	445	315	1115		1040		S761		T @ WILDWOOD	
	A 1030	810	A 500	325			1046		S766	4.8	COLEMAN	
				340			1055		SX777	16.1	CENTER HILL X SCL	
									SX782	20.6	MABEL	
		840		358	1145		1107		SX793	31.6	BRYAN	
							1120		SX800	39.1	WITHLA	
									SX808	47.2	FLANDERS	
									SX812	50.3	POLK CITY	
									SX816	54.5	NOXON	
L 1030		930		435	1215	L 635	1131	L 915	SX820	58.9	@ AUBURNDALE X SCL	
						s 647	s 1140	s 927	SX827	65.0	WINTER HAVEN X SCL	
	1050	1100		455	1235	658	1152	936	SX836	74.6	T WEST LAKE WALES	
									SX847	85.5	@ WEST FROST PROOF	
							716	1214	SX858	97.0	AVON PARK	
									SX862	101.2	HARTT	
A 1130		1140		535	102	F 727	F 1225	F 1005	SX867	106.1	@ SEBRING	
									SX871	109.4	RIDGE	
									SX885	123.5	PLAINS	
					130	747	1250	1025	SX892	131.1	@ FT. BASINGER	
									SX902	140.7	MILDRED	
		1230		625	144	801	103	1039	SX909	147.5	OKEECHOBEE	
									SX914	153.1	@ SHERMAN	
									SX925	164.0	ZANA X FEC	
		101		658	207	823	125	1101	SX936	175.1	@ INDIANTOWN	
						833	135	1111	SX948	187.1	UNITED	
									SX956	194.5	DELTA	
									SX964	202.6	DYER	
						852	155	1130	SX968	206.6	NORTHWOOD	
		140		745	315	s 902	s 205	s 1140	SX970	208.7	A @ WEST PALM BEACH	
P. M.	P. M.	A. M.	P. M.	P. M.	A. M.	P. M.	P. M.	A. M.				
Ex. Sat.	Daily	Daily	Daily	Daily	Ex. Sun.	Daily	Daily	Daily				

SOUTHWARD

MIAMI SUBDIVISION

NORTHWARD

SECOND CLASS			FIRST CLASS			Station Numbers	Distance from Wildwood	TIME TABLE NO. 3 IN EFFECT September 10, 1972 STATIONS	Scales, Wyes, Car Capacity	FIRST CLASS			SECOND CLASS		
115	173	167	93	83	91					94	84	92	190	196	174
Through Freight	Through Freight	Through Freight	Floridian	Silver Meteor	Silver Star					Floridian	Silver Meteor	Silver Star	Through Freight	Through Freight	Through Freight
Daily	Ex. Sun.	Daily	Daily	Daily	Daily					Daily	Daily	Daily	Daily	Daily	Ex. Sun.
P. M.	A. M.	A. M.	P. M.	P. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.				
745	315	140	902	205	1140	SX970	208.7	L ④ WEST PALM BEACH A	41P YARD O	s 935	s 1043	s 155	1040	1145	1135
			911	215	1151	SX977	215.3	0.6 LAKE WORTH	146P 64	921	1032	141			
						SX983	221.8	0.5 BOYNTON BEACH	148P 82						
			F 923	F 228	F 1204	SX988	226.3	4.5 ④ DELRAY BEACH	38P 69	F 908	F 1020	F 128			
						SX991	230.2	3.8 YAMATO	155P						
			F 935	F 245	F 1217	SX998	237.1	6.9 DEERFIELD BEACH	98P 76	F 859	F 1006	F 115			
830	355	230	940	252	1223	SX1004	242.7	5.8 POMPANO BEACH	177P YARD	849	1000	109	955	1025	1050
						SX1011	249.6	0.9 CARMEN	145P 27						
	430		s 957	s 315	s 1241	SX1012	251.1	1.5 ④ FORT LAUDERDALE	126	s 842	s 952	s 102			
						SX1017	255.3	4.2 DANIA	250P 135						
			s 1014	s 330	s 100	SX1020	258.5	3.2 HOLLYWOOD	35P 61	s 830	s 938	s 1250			
			1024	341	110	SX1026	264.5	6.0 MIAMI PLANTATION	197P YARD						
						SX1030	268.8	4.3 OPA-LOCKA	88P 47						
A 1030	A 530	A 400				SX1033	271.7	2.9 T ④ HIALEAH YARD X FEC	YARD O Y				L 900	L 935	L 1000
			1034	350	122	SX1036	275.1	3.4 HIALEAH	208P YARD	809	920	1229			
			s 1055	s 415	s 155	SX1040	278.8	3.7 T A MIAMI L	YARD	800	910	1220			
P. M.	A. M.	A. M.	P. M.	P. M.	P. M.					A. M.	A. M.	P. M.	P. M.	P. M.	P. M.
Daily	Ex. Sun.	Daily	Daily	Daily	Daily					Daily	Daily	Daily	Daily	Daily	Ex. Sun.

LAKE WALES SUBDIVISION

Southward	Station Numbers	Distance from West Lake Wales	TIME TABLE NO. 3 IN EFFECT September 10, 1972 STATIONS		Scales, Wyes, Car Capacity	Northward		
Second Class			Third Class					
			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. 3 IN EFFECT September 10, 1972 STATIONS		Scales, Wyes, Car Capacity	Northward		
Second Class			Third Class					
			711					
			Local Freight					
	Ex. Sun.							
	A. 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 651	SECOND CLASS				Station Numbers	Distance from Baldwin	TIME TABLE NO. 3 IN EFFECT September 10, 1972	Scales, Weights, Car Capacity	SECOND CLASS		THIRD CLASS			
	683	317	391	721					374	318	778	652	682	
Local 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.	
700		930	900	1245	S653		L							
					A1255	ASG660	3.8					L 510		
725		940			SP661		8.9			650	220		235	
749					SP671		18.2						200	
830					SP681		28.1						125	
900		1010	1000		SP694		41.8			610	130		1207	
930					SP705		52.0						1150	
1000		1035	1040		SP715		62.8			540	1250		1133	
1030					SP722		69.0						1030	
1100					SP736		83.8						940	
1145		1105	1115		SP744		91.2						920	
1230					SP757		104.9			435	1155		902	
1256					SP765		112.4						842	
125		1145	1201		SP772		119.8			415	1125		830 745	
156					SP781		128.7						715	
210					SP788		135.5						655	
226					SP793		140.3						643	
A 255	L 800	145	A 1245		SP799		146.8	T		L 330	1045		L 630 A 1205	
	831	215			SP811		158.9				1010		1140	
	905	236			SP823		170.8	T			949		1112	
	920	258			SP829		176.2				940		1101	
	1015	330			SP842		189.4	T A			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. 3	
791	771	165	779	311	181	307			IN EFFECT	
Local Freight	Local Freight	Through Freight	Local Freight	Through Freight	Through Freight	Through Freight	L T	September 10, 1972		
Mon.-Wed. Fri.	Ex. Sun.	Daily	Ex. Sat.	Daily	Daily	Daily		STATIONS		
P. M.	A. M.	P. M.	P. M.	P. M.	P. M.	A. M.				
	330		1030 ¹²	645		230	AR717		HIGH SPRINGS	
	345		1045	700		237	AR722	5.0	CLARK	
A	401		A 1100	715		258	AR730	13.2	NEWBERRY	
							AR741	23.0	ARCHER	
	552			748		322	AR749	32.0	HODGSON	
	556			751		328	AR752	34.4	WILLISTON	
	612			807		344	AR765	47.0	ROMEO	
	630 ⁵⁰⁸			822		356	AR775	56.1	BLUE RUN	
	701			827		400	AR777	58.7	DUNNELLON [®] (Pennsylvania Avenue)	
	710			838		407	AR781	63.9	GIBARA	
	730			853		424	AR794	76.7	INVERNESS	
	745			908		437	AR804	86.5	SOUTH FLORAL CITY	
	801			923		451	AR814	96.4	CROOM	
	815			940		515	AR823	105.5	TRILBY	
	820	L 1100		943	L 530	518	AR825	106.9	OWENSBORO	
	830			953		525	AR830	112.4	DADE CITY	
	A 900			A 1012		A 535	AR837	119.0	VITIS	
		1130			600		ARF840	122.7	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. 3		Station Way Car Capacity	SECOND CLASS	
165	181			IN EFFECT			168	166
Through Freight	Through Freight	L	A	September 10, 1972		108 178P 33 78P 141P 50	Through Freight	Through Freight
Daily	Daily			Daily	Daily		STATIONS	
P. M.	P. M.					A. M.		A. M.
1030	500	S766		L	COLEMAN	A	245	1201
		S776	10.0		BUSHNELL			
		S784	18.2		TERRELL	X SCL		
		S790	24.4		LACOCHEE			
1100	530	AR825	26.4	A	OWENSBORO	L	150	1100
P. M.	P. M.					A. M. <th>P. M.</th>		P. M.
Daily	Daily					Daily <th>Daily</th>		Daily

WEST COAST SUBDIVISION

NORTHWARD

TIME TABLE NO. 3 IN EFFECT September 10, 1972		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.
STATIONS			A. M.	A. M.	P. M.	P. M.	A. M.	A. M.	P. M.
	HIGH SPRINGS	A YARD O Y		830	1030 ⁷⁷⁹		445	1015	545
	5.0 CLARK	71P		755	1020		430	950	530
T	9.2 NEWBERRY	135P YARD Y		735	1005		L 415	930	L 515
	0.8 ARCHER	2D							
	0.0 HODGSON	184P		703	935			840	
T	2.4 WILLISTON	30		658	930			835	
	12.6 ROMEO	135P 14		643	915			800	
	0.1 BLUE RUN	72P		630 ⁷⁷¹	901			740	
T	2.6 DUNNELLON (Pennsylvania Avenue) ®	YARD O Y		610	848			725	
	5.2 GIBARA	201P		600	838			715	
	13.0 INVERNESS	242P		540	820			655	
	9.3 SOUTH FLORAL CITY	Sig. S.		525	810			640	
	9.9 CROOM	Sig. S.		510	800			625	
T	0.1 TRILBY	Sig. S. YARD O Y		430	748			555	
	1.4 OWENSBORO	A	150	425	745	A 1100		550	
	5.6 DADE CITY	Sig. S. YARD		417	738			540	
	6.7 VITIS	177P 63 Y		L 407	L 728			L 530	
	9.7 ZEPHYRHILLS	L 49		110		1030			
			A. M.	A. M.	P. M.	P. M.	A. M.	A. M.	P. M.
			Daily	Daily	Daily	Daily	Ex. Sun.	Ex. Sun.	Tue.-Thur. Sat.

SOUTHWARD

VITIS SUBDIVISION

NORTHWARD

Thrd Class	SECOND CLASS		Station Numbers	Distance from Vitis	TIME TABLE NO. 3 IN EFFECT September 10, 1972			Scales, Wyes, Car Capacity	SECOND CLASS		Thrd Class
	771	311			307	308	312		770		
Local Freight	Through Freight	Through Freight			Through Freight	Through Freight		Through Freight	Through Freight	Local Freight	
Ex. Sun.	Daily	Daily			Daily	Daily		Daily	Daily	Ex. Sun.	
A. M.	P. M.	A. M.			A. M.	P. M.		A. M.	P. M.	A. M.	
	900	1012	535	AR837	L	VITIS	A 177P 63 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.	

SOUTHWARD

OCALA SUBDIVISION

NORTHWARD

Third Class	SECOND CLASS			Station Numbers	Distance from Mattox	TIME TABLE NO. 3 IN EFFECT September 10, 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.		
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	69P 5			500		
		125	ASG681	21.2		RAIFORD	58P			440		
		135	ASG688	29.0		LAKE BUTLER	53P 32			425		
		155	ASG700	40.2		SANTA FE	34			402		
		210	ARB726	47.8		BURNETTS LAKE	YARD Y		L	330	A	330
		230	ARB739	60.7		TEEN JAY	YARD					305
		A 240	ARB740	61.8	T	GAINESVILLE	YARD Y				L	300
L 1015			AS737	71.4		ROCHELLE	YARD Y	A		945		
1035			AS748	82.1	T	McINTOSH	42P 25			920		
1050			AS754	88.0	T	REDDICK	62P 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	2					
	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	X SCL					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. 3 IN EFFECT September 10, 1972 STATIONS	Northward
	SP799		L T TALLHASSEE	A YARD O Y
	SPA820	20.9	A ST. MARKS	L 35

SOUTHWARD

PERRY SUBDIVISION

NORTHWARD

11

THIRD CLASS			Second Class	Station Numbers	Distance from Thomasville	TIME TABLE NO. 3 IN EFFECT September 10, 1972	Scales, Wyes, Car Capacity	THIRD CLASS				
773	793	789	Local Freight					Local Freight	Local Freight	772	790	794
Local Freight	Local Freight	Local Freight								Local Freight	Local Freight	Local Freight
Ex. Sun.	Tue.-Thur. Sat.	Ex. Sun.								Ex. Sun.	Ex. Sun.	Mon.-Wed. Fri.
P. M.	A. M.	A. M.	P. M.	P. M.	P. M.							
		700	AN691		L T	THOMASVILLE	A YARD O Y		130			
			AND701	10.0		METCALF	15					
		745	AND704	12.7		FINCHER	112P		1230			
		815	AND715	23.2		MONTICELLO	25		1155			
		825	SP772	27.2		DRIFTON	36P 9	X SCL	1140			
		845	AND728	36.3		LAMONT	82P 9		1115			
			AND735	43.3		ERIDU	10					
	L 1100	A 930	AND750	59.2	T	PERRY	79P YARD Y	X LOP&G X SO.GA.	L 1030	A 955		
	1115		AND754	62.9		BUCELL JCT.	SPUR			830		
	1150		AND768	75.7		CARBUR	94			755		
	1215		AND778	86.8		CLARA	29			735		
			AND784	92.7		HINES	18					
	115		AND795	103.0	T	CROSS CITY	85P 50			701		
L 200	A 345		AND806	114.6		WILCOX	79P YARD Y	A 1201		L 530		
220			AND817	125.4	T	CHIEFLAND	61		1115			
			AND836	144.4		LEBANON JCT.	80					
330			AND842	150.6		LEBANON	80P 3		1030			
405			AR777	166.1	T A	DUNNELLON (Pennsylvania Avenue)	YARD O Y	L	1001			
P. M.	P. M.	A. M.							A. M.	A. M.	P. M.	
Ex. Sun.	Tue.-Thur. Sat.	Ex. Sun.							Ex. Sun.	Ex. Sun.	Mon.-Wed. Fri.	

CRYSTAL RIVER SUBDIVISION

Southward	Station Numbers	Distance From Dunnellon	TIME TABLE NO. 3 IN EFFECT September 10, 1972	Scales, Wyes, Car Capacity	Northward	
Second Class					Third Class	
763					762	
Local Freight					Local Freight	
Ex. Sun.	Ex. Sun.					
A. M.	A. M.					
630	AR777		L T	DUNNELLON (Pennsylvania Avenue)	A YARD O Y	845
700	ARD786	9.5		RED LEVEL JCT.	14	815
715	ARD790	14.0	A	CRYSTAL RIVER	L 37	800
A. M.						A. M.
Ex. Sun.						Ex. Sun.

PALATKA SUBDIVISION

Southward	Station Numbers	Distance From Palatka	TIME TABLE NO. 3 IN EFFECT September 10, 1972	Scales, Wyes, Car Capacity	Northward	
Second Class					Third Class	
745					744	
Local Freight					Local Freight	
Ex. Sun.	Ex. Sun.					
A. M.	P. M.					
800	A698		L T	PALATKA	A YARD O Y	200
835	AS710	11.5		HOLLISTER	30	110
900	AS715	16.6		INTERLACHEN	85	1250
930	AS720	21.2	T	EDGAR	24	1225
1100	AS737	38.9	A	ROCHELLE	X SCL L YARD Y	1130
A. M.						A. M.
Ex. Sun.						Ex. Sun.

Third Class		Second Class		Station Numbers	Distance from Wilcox	TIME TABLE NO. 3 IN EFFECT September 10, 1972		Scales, Wyes, Car Capacity	THIRD CLASS		
793	779	722	794								
Local Freight	Local Freight	Local Freight	Local Freight								
Tue.-Thur. Sat.	Ex. Sun.	Ex. Sun.	Mon.-Wed. Fri.								
P. M.	A. M.	A. M.	P. M.	STATIONS		A. M.	P. M.				
		AND806		L	WILCOX	A	78P YARD Y		501		
		ASG734	7.8	T	TRENTON		71		435		
A	515	L 1230 AR730	21.3	T	NEWBERRY		YARD Y A	415	L 401		
		250 ASG716	24.9		HAILE		YARD	401			
		315 ASG709	33.4	T	ALACHUA		60		340		
		330722 ARB726	35.1	A	BURNETTS LAKE	L	YARD Y	330779			
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. 3 IN EFFECT September 10, 1972		Scales, Wyes, Car Capacity		
		STATIONS				
		AVD954			KEELA	Y
		AVF958	4.3		VAUGHN	88
AVF970	15.9	OKEELANTA	YARD Y			
AVF972	18.2	CANE	24			
AVF978	24.3	DUDA	YARD			

SEBRING SUBDIVISION

Southward		Station Numbers	Distance from Sebring	TIME TABLE NO. 3 IN EFFECT September 10, 1972		Scales, Wyes, Car Capacity	Northward				
SECOND CLASS				710	758						
Local Freight	Local Freight			Local Freight	Local Freight						
Ex. Sat.	Ex. Sun.			Ex. Sun.	Ex. Sun.						
P. M.	P. M.	STATIONS		P. M.	P. M.						
1130	1201	SX867		L T	SEBRING	A	YARD Y	830	730		
		AVC880	4.3		DeSOTO CITY		3				
1150	1215	AVC884	8.8		ISTOKPOGA		54P	755	701		
1205	1237	AVC892	16.6	T	LAKE PLACID		25	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		82P 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 59P Y	L 400			
		AVD954	78.2		KEELA		48P Y				
		AVD957	82.6	A	LAKE HARBOR	L	97 Y				
A. M.	P. M.							P. M.	P. M.		
Ex. Sun.	Ex. Sun.							Ex. Sun.	Ex. Sun.		

IMMOKALEE SUBDIVISION

Southward		Station Numbers	Distance from Palmdale	TIME TABLE NO. 3 IN EFFECT September 10, 1972		Scales, Wyes, Car Capacity	Northward		
Second Class				759	758				
Local Freight	Local Freight			Local Freight	Local Freight				
Ex. Sun.	Ex. Sun.			Ex. Sun.	Ex. Sun.				
P. M.	P. M.	STATIONS		P. M.	P. M.				
130	AVC918		L T	PALMDALE	A	52P 81 O Y	600		
	AVC926	8.2		CALLOOSA		SPUR			
145	AVC927	9.1		ORTONA		15	537		
	AVC930	11.9		GOODNO		46			
207	AVC939	21.7		SEARS		10	515		
	AVC943	25.1		KERI		44			
	AVC948	30.0		FELDA		15			
245	AVC955	37.4	T	IMMOKALEE		YARD 49 Y	445		
325	AVC968	49.9	A	SUNNILAND	L	82	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.

Line	Line Capacity (Lbs.) 4-Axle Cars	Speed Limit (M.P.H.) Unless Further Restricted by Engine, Equipment in Consist or Special Instructions.				Restricted speed (M.P.H.) as shown below for certain equipment												Locomotive Cranes				
		Pgr. Trains	Piggy-back Trains	Unrestricted Freight Trains	Restricted Freight Trains	Cars weighing					Engines in series			Wrecker Nos.								
						180,000 to 220,000 Lbs.	220,001 to 240,000 Lbs.	240,001 to 261,000 Lbs.	261,001 to 263,000 Lbs.	263,001 to 270,000 Lbs.	700,800, 900, 1000, 1119-1199, 1200	500	676-698, 1300, 1400, 1500, 1600, 1700, 1800, 3200	600-620, 1900, 2000, 2100, 2200	765260 765251 765252 771200 771201 771202 771203 771253 771254 771255 771256 771257	765152 765157 765160 765161 771153 771154 771155	765100 765151		765445 765448 765449 765458 765459 795460 771927 771929 771984 771996 771997			
Jackeenville to Miami Bridge MP 937.2 to 937.3 Bridge MP 974.2 to 974.9 Bridge MP 1014.0 to 1014.1	270,000	79 45 45 45	70 45 45 45	60 45 45 45	50 45 45 45														40	40	40	25
Hialeah to MP 1045.0 Bridge MP 1036.7 to 1036.8 MP 1045.0 to Homestead	270,000 270,000			30 10 35	30 10 35														20	20	20	20
Starke to MP 692.9 MP 692.9 to Brookar	270,000 270,000			40 20	40 20														35	35	35	35
Wildwood to MP 811.7 Bridge MP 781.3 to 781.4 MP 811.7 to Orlando	270,000 270,000			49 15 30	49 15 30														20	5	20	20
West Lake Wales to MP 867.4 MP 867.4 to Alcoma Lake Wales to Frostproof	270,000 270,000 270,000			30 20 35	30 20 35														25	25	25	25
Sebring to Palmdale Palmdale to Lake Harbor Bridge MP 934.2 to 934.3	270,000 270,000			35 30 10	35 30 10					25	30 20 *			25					25	25	30	25
Keela to MP 970.3 MP 970.3 to Duda	270,000 270,000			15 40	15 40	10	7	7	7					BARRED BARRED				10	25	10	25	
Palmdale to Ortona Ortona to Immokalee Bridge MP 926.4 to 926.5 Immokalee to Sunnland	270,000 251,000 251,000			35 10 25	35 10 25							30	BARRED	BARRED	30	BARRED	20	25	25	25	30	25
Baldwin to MP 798.7 MP 798.7 to Chattahoochee	270,000 270,000			60 45	50 45														40	25	40	25
Tallahassee to Baldwinbridge	270,000			49	49														35	35	36	25
Drifton to Monticello	270,000			30	30														20	20	20	20
Tallahassee to MP 804.0 MP 804.0 to St. Marks	270,000 270,000			20 25	20 25																	
Mattox to Burnett's Lake Burnett's Lake to Paradise Paradise to Croom Micanopy Junction to Micanopy Okahumpka to Howey	270,000 270,000 270,000 270,000			40 40 35 16 15	40 40 35 15 15					35	30 30	40							30	25	30	25
High Springs to Dunnellon Dunnellon to Zephyrhills Bridge MP 776.8 to 776.9	270,000 270,000			49 60 10	49 60 10														35	40	35	40
Coleman to Owensboro	270,000			60	50														40	40	40	25
Buda to Bell	220,000			10	10	BARRED	BARRED	BARRED	BARRED	BARRED	Note A	BARRED	BARRED	BARRED	BARRED				BARRED			
Victa to Lakeland	270,000			60	50														40	40	40	25
Burnett's Lake to Newberry Newberry to Wilcox	270,000 270,000			45 30	45 30					25	20					25			30	20	30	25
Thomasville to MP 719.0 MP 719.0 to MP 781.6 MP 781.6 to MP 818.0 Bridge MP 804.5 to 804.7 MP 818.0 to Dunnellon	270,000 270,000 270,000 270,000			45 30 30 15 45	45 30 30 16 45						40	35	40			35			30	25	35	25
Dunnellon to Crystal River Red Level Junction to Power Plant	270,000 270,000			20 35	20 35	15	10	7	7	7	15			BARRED					7	20	7	15
Palatka to Rochelle	270,000			25	25																	

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

NOTE A - Restricted to engines in series 10-19 and 1100-1117.

NOTE B - Restricted to wreckers in series 771153-771155 at 7 M.P.H.

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.

SIGNALLED SIDINGS

6—Bushnell and Lacochee.

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.

Maccleenny, 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

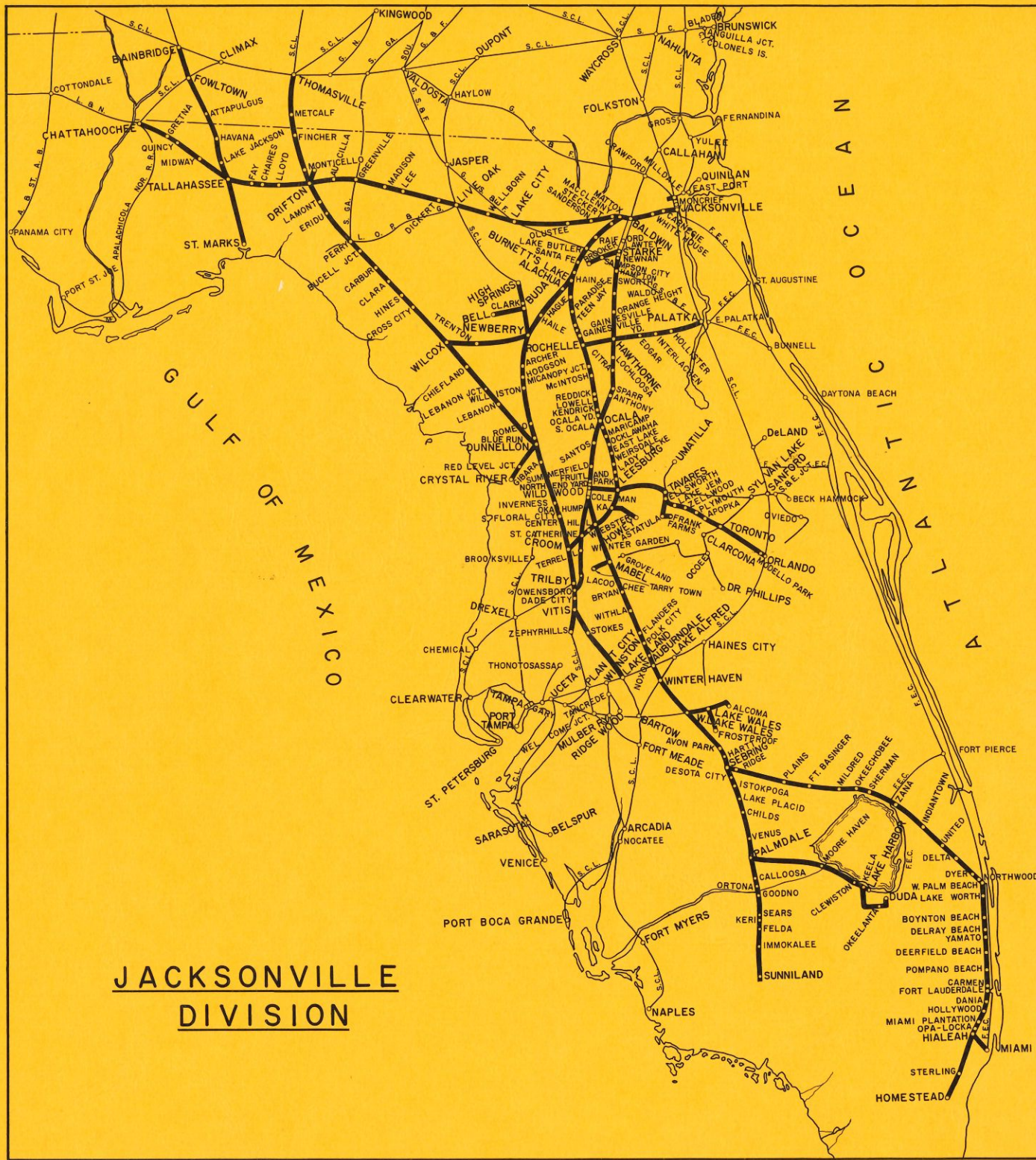
*MATE Units Nos. 3200-3224 are without diesel engines and operate only coupled with engines Nos. 1803-1812 and 1835-1855. MATE units cut out and do not supply tractive effort for train movement at speed in excess of 29.2 M.P.H.

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H. M. CHEELY, Trainmaster	Ocala, Fla.	T. C. SIMMONS, Roadmaster	Wildwood, Fla.
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G. C. HARRIS, Trainmaster	Lakeland, Fla.	C. N. BENTON, Roadmaster	High Springs, Fla.
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B. A. CUSANI, M.D.	Miami, Fla.		
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*Only available at St. Luke's Hospital emergency room.



**JACKSONVILLE
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