

*Safety*



*First*

**SEABOARD  
COAST LINE  
RAILROAD**

---

**JACKSONVILLE DIVISION**

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**1**

**TIME TABLE No. 1**

IN EFFECT

**Monday, April 30, 1973**

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

SUPERSEDING TIME TABLE NO. 4

DATED DECEMBER 15, 1972

**EASTERN STANDARD TIME**

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**FOR THE GOVERNMENT OF  
EMPLOYEES ONLY**

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D. C. HASTINGS, Vice President-Operations

C. F. KELLY, General Manager-Transportation

J. H. ARNOLD, Superintendent

SECOND CLASS		Station Numbers	Distance from Wildwood	TIME TABLE NO. 1		Scales, Wyes, Car Capacity	THIRD CLASS	
707	777			IN EFFECT			786	708
Local Freight	Local Freight			April 30, 1973			Local Freight	Local Freight
Daily	Ex. Sun.			STATIONS			Ex. Sun.	Daily
P. M.	A. M.						A. M.	P. M.
115	315	S761		L T <sup>®</sup>	WILDWOOD	A YARD Y	1030	830
155	355	AS802	11.6		LEESBURG	X SCL 58P YARD	1000	800
220	420	ST783	22.0	T	TAVARES	74P 60 Y	930	730
225	425	ST787	25.6		ELLSWORTH		920	720
235	435	ST791	29.6	®	LAKE JEM	64	915	715
245	445	ST795	33.5	T	ZELLWOOD	61P 210 Y	905	705
255	455	ST799	37.5	T	PLYMOUTH	YARD	855	655
305	505	ST802	40.8	T	APOPKA	37	845	645
330	530	ST812	50.9		MODELLO PARK	X SCL 82P YARD	815	615
340	540	ST814	52.3	T A <sup>®</sup>	ORLANDO	X SCL YARD Y L	800	600
P. M.	A. M.						A. M.	P. M.
Daily	Ex. Sun.						Ex. Sun.	Daily

## MONTICELLO SUBDIVISION

Southward	Station Numbers	Distance from Drifton	TIME TABLE NO. 1		Scales, Wyes, Car Capacity	Northward
Second Class			IN EFFECT			Third Class
653			April 30, 1973			654
Local Freight			STATIONS			Local Freight
Ex. Sun.						Ex. Sun.
A. M.						A. M.
745	SP772		L	DRIFTON	A	830
800	SPB777	4.1	A	MONTICELLO	L <sup>25</sup>	815
A. M.						A. M.
Ex. Sun.						Ex. Sun.

## BAINBRIDGE SUBDIVISION

Westward	Station Numbers	Distance from Tallahassee	TIME TABLE NO. 1		Scales, Wyes, Car Capacity	Eastward
391			IN EFFECT			374
Second Class			April 30, 1973			Second Class
Through Freight			STATIONS			Through Freight
Daily						Daily
A. M.						A. M.
145	SP799		L T	TALLAHASSEE	A YARD O Y	250
225 <sup>374</sup>	SLC850	6.9		LAKE JACKSON	96P 14	225 <sup>391</sup>
240	SLC841	14.7	T	HAVANA	60	214
255	SLC830	25.8	T	ATTAPULGUS	142P 10	155
330	AN729	38.1	T A	BAINBRIDGE	L YARD O Y	130
A. M.						A. M.
Daily						Daily

## SOUTHWARD

## BALDWIN SUBDIVISION

SECOND CLASS									FIRST CLASS		Station Numbers	Distance from Jacksonville	TIME TABLE NO. 1 IN EFFECT April 30, 1973 STATIONS							
317	173	391	165	167	181	115	721	337	83	81			Meteor	Silver Star	L T	JACKSONVILLE				
Through Freight	Through Freight	Through Freight	Through Freight	Through Freight	Through Freight	Through Freight	Through Freight	Through Freight	Daily	Daily							Daily	Daily	2.5	X JTCO WEST JACKSONVILLE
Daily	Ex. Sat.	Daily	Daily	Daily	Daily	Daily	Daily	Daily	A. M.	A. M.							A. M.	A. M.		
P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	8.5	WHITE HOUSE						
							1201		830	500	SP635									
L 830	L 800	L 630		L 200	L 1159	L 1100	1215	L 1201	835	505	SP638	2.5								
											SP639	3.1								
											SP644	8.5								
A 900		A 700		230	1230	1128	A1245	A 1230	852	522	S653	17.1								
	900		L 600	330	145	1230					S653	17.9								
											S672	36.3								
	925								915	545	S679	43.1								
											S685	49.2								
			700	440	250	120			F 928	F 558	S690	54.6								
											S695	61.2								
	946		718	458	310	135			940	610	S705	69.1								
											S711	75.9								
			830	550	400	215			F1010	F 640	S735	99.9								
											S744	108.1								
	1110		945	630	445	300			s1040	s 720	S751	115.6								
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	A. M.	A. M.										
Daily	Ex. Sat.	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily										

## WANEE SUBDIVISION

Southward	Station Numbers	Distance from Starke	TIME TABLE NO. 1 IN EFFECT April 30, 1973 STATIONS		Northward
	S679		L T	STARKE	A 110
	SN686	6.6		SAMPSON CITY X GS&F	5
	SN694	14.7	A	BROOKER	L 27 11

## BALDWIN SUBDIVISION

## NORTHWARD

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TIME TABLE NO. 1 IN EFFECT April 30, 1973  STATIONS		Scales, Wyes, Car Capacity	FIRST CLASS		SECOND CLASS						Third Class												
			84	82	166	338	174	374	186	190	318	160	730										
			Meteor	Silver Star	Through Freight	Through Freight	Through Freight	Through Freight	Through Freight	Through Freight	Through Freight	Through Freight	Through Freight	Local Freight									
			Daily	Daily	Daily	Daily	Ex. Mon.	Daily	Ex. Mon.	Daily	Daily	Daily	Daily	Daily									
			P. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	A. M.											
T	JACKSONVILLE	A	YARD	S	415	S	1235							745									
				X JTCO																			
T	WEST JACKSONVILLE		YARD O		340		1155	A	630	A	815	A	830		A	430		720					
	CARNEGIE		77P																				
	WHITE HOUSE		130P 61																				
2 Tracks	T	B	YARD Y		328		1143	L	600		L	745			L	400		L	650				
				BALDWIN				A	430		710		A	830	A	1130		A	1100				
	BALDWIN YARD		YARD O																				
	LAWTEY		233																				
	STARKE		136 O Y		305		1120				645												
	HAMPTON		88P 9 Y																				
	WALDO		205P YARD	F	255	F	1110		250				740	1030			830						
	ORANGE HEIGHT		200P																				
	HAWTHORNE		200P 35 X SCL		235		1050		230		620		720	1010			800						
	LOCHLOOSA		200P 9																				
	SPARR		230P 18																				
	OCALA		200PS 73PN YARD O X SCL	F	215	F	1030		130		550		640	920			700						
	SANTOS		200P 14																				
	SUMMERFIELD		200P 16																				
2 Tracks	T	B	YARD O Y	L	150		1005		1245		520		600	835			600						
					P. M.		P. M.		A. M.		A. M.		A. M.			A. M.		P. M.		P. M.		A. M.	
					Daily		Daily		Daily		Ex. Mon.		Daily		Ex. Mon.		Daily		Daily		Daily		Daily

## SOUTHWARD

## MIAMI SUBDIVISION

SECOND CLASS						FIRST CLASS		Station Numbers	Distance from Wildwood	TIME TABLE NO. 1	
709	165	167	181	115	173	83	81			IN EFFECT	
Local Freight	Through Freight	Through Freight	Through Freight	Through Freight	Through Freight	Meteor	Silver Star			April 30, 1973	
Ex. SaL.	Daily	Daily	Daily	Daily	Ex. Sat.	Daily	Daily			STATIONS	
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.				
	1015	800	445	315	1115	1050	730	S761		L	T @ WILDWOOD
	A 1030	810	A 500	325		1057	737	S766	4.8	2 Tracks	4.8 COLEMAN
				340		1107	747	SX777	16.1		11.3 CENTER HILL X SCL
								SX782	20.6		5 MABEL
		840		358	1145	1117	758	SX793	31.6		11.0 BRYAN
								SX800	39.1		7.5 WITHLA
						1128	810	SX808	47.2		8.2 FLANDERS
								SX812	50.3		3.1 POLK CITY
								SX816	54.5		4.2 NOXON
L 1030		930		435	1215	1140	822	SX820	58.9		4.4 AUBURNDALE X SCL
						s 1152	s 833	SX827	65.0		6.1 WINTER HAVEN X SCL
	1050	1100		455	1235	1203	845	SX836	74.6		9.6 T WEST LAKE WALES
								SX847	85.5		10.9 B WEST FROST PROOF
						1220	902	SX858	97.0		11.5 AVON PARK
								SX862	101.2		4.2 HARTT
A 1130		1140		535	102	F 1230	F 910	SX867	106.1		4.9 B SEBRING
								SX871	109.4		3.3 RIDGE
								SX885	123.5		14.1 PLAINS
					130	1250	930	SX892	131.1		7.6 B FT. BASINGER
								SX902	140.7		9.6 MILDRED
		1230		625	144	102	945	SX909	147.5		6.8 OKEECHOBEE
								SX914	153.1		5.6 B SHERMAN X FEC
								SX925	164.0		10.9 ZANA
		101		658	207	122	1005	SX936	175.1		11.1 B INDIANTOWN
						131	1014	SX948	187.1		12.0 UNITED
								SX956	194.5		7.4 DELTA
								SX964	202.6		8.1 DYER
						148	1035	SX968	206.6		4.0 NORTHWOOD
		140		745	315	s 200	s 1045	SX970	208.7		2.1 A B WEST PALM BEACH
P. M.	P. M.	A. M.	P. M.	P. M.	A. M.	P. M.	A. M.				
Ex. Sat.	Daily	Daily	Daily	Daily	Ex. Sun.	Daily	Daily				

MIAMI SUBDIVISION

NORTHWARD

TIME TABLE NO. 1 IN EFFECT April 30, 1973  STATIONS		Scales, Wyes, Car Capacity	FIRST CLASS		SECOND CLASS								
			84	82	166	186	160	190	174	196	710		
			Meleer	Silver Star	Through Freight	Through Freight	Through Freight	Through Freight	Through Freight	Through Freight	Local Freight		
			Daily	Daily	Daily	Daily	Daily	Daily	Ex. Men.	Daily	Ex. Sun.		
				A. M.	A. M.	P. M.	A. M.	A. M.	A. M.	P. M.			
2 Tracks	T @ WILDWOOD	A	YARD	Y	S 145	S 955	1245	330	500	630	445	1000	
	4.8 COLEMAN		108		129	939	L 1201	L 245	L 415				
	11.3 CENTER HILL	X SCL	143P		121	931					310		
	4.5 MABEL		80P										
	11.0 BRYAN		28										
	7.5 WITHLA		143P							330		630	
	8.2 FLANDERS		98P										
	3.1 POLK CITY		143P		1257	907					240		
	4.2 NOXON		37										
	4.4 AUBURNDALE	X SCL	137P	Y									
	5.1 WINTER HAVEN	X SCL	143P	YARD	S 1246	S 856					225		A 930
	9.6 WEST LAKE WALES		134P	YARD	S 1236	S 846				245		520	
	10.9 WEST FROST PROOF		193P	YARD	Y	1228	836			230	205	501	910
	11.5 AVON PARK		142P	Y									
	4.2 HARTT		75P	YARD	1208	817							
	4.9 SEBRING		142P										
	3.3 RIDGE		43		F 1158	F 808				1245	110	301	L 830
	14.1 PLAINS		142P										
	7.8 FT. BASINGER		178P										
	9.6 MILDRED		142P		1138	748							
	6.8 OKEECHOBEE		142P										
	5.0 SHERMAN		134P		1125	735				1145	1235	201	
	10.9 ZANA	X FEC	209										
	11.1 INDIANTOWN		142P										
	12.0 UNITED		175P										
	7.4 DELTA		784P		1103	713				1115	1210	1255	
	8.1 DYER		89		1052	702							
	4.0 NORTHWOOD		136P										
	2.1 WEST PALM BEACH	X FEC	33										
		L	146P										
			75P										
			40										
			136P		1038	648							
			YARD	Y									
			41P		1036	646				1040	1135	1145	
			YARD	O									
					A. M.	P. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.
					Daily	Daily	Daily	Daily	Daily	Daily	Ex. Sun.	Daily	Ex. Sun.

## SOUTHWARD

## MIAMI SUBDIVISION

SECOND CLASS			FIRST CLASS		Station Numbers	Distance from Widwood	TIME TABLE NO. 1	
115	173	167	83	81			IN EFFECT	
Through Freight	Through Freight	Through Freight	Meteor	Silver Star			April 30, 1973	
Daily	Ex. Sun.	Daily	Daily	Daily			STATIONS	
P. M.	A. M.	A. M.	P. M.	A. M.				
745	315	140	200	1045	SX970	208.7	L	® WEST PALM BEACH
			212	1055	SX977	215.3		6.6 LAKE WORTH
					SX983	221.8		0.5 BOYNTON BEACH
			222	F 1113	SX988	226.3		4.6 ® DELRAY BEACH
					SX991	230.2		3.9 YAMATO
			F 235	F 1125	SX998	237.1		6.9 DEERFIELD BEACH
830	355	230	242	1132	SX1004	242.7		5.6 POMPANO BEACH
					SX1011	249.6		6.9 CARMEN
	430		s 305	s 1153	SX1012	251.1		1.5 ® FORT LAUDERDALE
					SX1017	255.3		4.2 DANIA
			s 327	s 1215	SX1020	258.5		3.2 HOLLYWOOD
					SX1026	264.5		6.0 MIAMI PLANTATION
					SX1030	268.8		4.3 OPA-LOCKA
A 1030	A 530	A 400			SX1033	271.7	T	2.9 ® HIALEAH YARD
					SX1036	275.1		3.4 HIALEAH X FEC
			s 410	s 1255	SX1040	278.8	T A	3.7 MIAMI
P. M.	A. M.	A. M.	P. M.	P. M.				
Daily	Ex. Sun.	Daily	Daily	Daily				

## LAKE WALES SUBDIVISION

Southward	Station Numbers	Distance from West Lake Wales	TIME TABLE NO. 1		Northward
			IN EFFECT		
			April 30, 1973		
			STATIONS		
SX836			L T	WEST LAKE WALES	A YARD O Y
SV867	3.9	T		3.9 LAKE WALES X SCL	YARD
AVC857	16.3	T		12.4 FROSTPROOF	69
SV867	3.9	T		12.4 LAKE WALES X SCL	YARD
SV874	10.6	A		8.7 ALCOMA	L 16

## HOMESTEAD SUBDIVISION

Southward	Station Numbers	Distance from Hialeah	TIME TABLE NO. 1		Northward
Second Class			IN EFFECT		
711			April 30, 1973		
Local Freight			STATIONS		
Ex. Sun.					
A. M.					P. M.
900	SX1036		L T	HIALEAH	A YARD
930	SX1053	16.7		16.7 STERLING X FEC	YARD Y
1030	SX1066	30.1	A	13.4 HOMESTEAD	L YARD Y
A. M.					P. M.
Ex. Sun.					Ex. Sun.

TIME TABLE NO. 1 IN EFFECT April 30, 1973  STATIONS		Scales, Wyes, Car Capacity	FIRST CLASS		SECOND CLASS		
			84	82	190	196	174
			Meteor	Silver Star	Through Freight	Through Freight	Through Freight
			Daily	Daily	Daily	Daily	Ex. Sun.
				P. M.	P. M.	P. M.	
Ⓢ WEST PALM BEACH	A	41P YARD O	S 1036	S 646	1040	1145	1135
6.8 LAKE WORTH		146P 54	1022	634			
6.5 BOYNTON BEACH		148P 92					
4.8 Ⓢ DELRAY BEACH		38P 68	1010	F 622			
3.9 YAMATO		155P					
6.0 DEERFIELD BEACH		96P 78	F 957	F 607			
5.6 POMPANO BEACH		177P YARD	952	602	955	1025	1050
0.9 CARMEN		145P 27					
1.5 Ⓢ FORT LAUDERDALE		128	S 944	S 554			
4.2 DANIA		250P 135					
3.2 HOLLYWOOD		35P 81	S 929	S 539			
6.0 MIAMI PLANTATION		197P YARD					
4.3 OPA-LOCKA		88P 47					
2.9 T Ⓢ HIALEAH YARD		YARD O Y			L 900	L 935	L 1000
3.4 HIALEAH	X FEC	208P YARD	910	520			
3.7 T MIAMI	L	YARD	900	510			
			A. M.	P. M.	P. M.	P. M.	P. M.
			Daily	Daily	Daily	Daily	Ex. Sun.





## SOUTHWARD

## OCALA SUBDIVISION

## NORTHWARD

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Third Class	SECOND CLASS			Station Numbers	Distance from Mattox	TIME TABLE NO. 1 IN EFFECT April 30, 1973 STATIONS	Scales, Wees, Car Capacity	Second Class	THIRD CLASS				
717	785	779	721					718	778	730	784		
Local Freight	Local Freight	Local Freight	Through Freight					Local Freight	Local Freight	Local Freight	Local Freight		
Ex. Sun.	Ex. Sun.	Ex. Sun.	Daily					Ex. Sun.	Ex. Sun.	Daily	Ex. Sun.		
P. M.	P. M.	A. M.	A. M.					P. M.	A. M.	A. M.	P. M.		
				1255	ASG660	L	MATTOX	A				640	
				125	ASG681	21.2	RAIFORD	58P				610	
				140	ASG688	29.0	LAKE BUTLER	53P				555	
				159	ASG700	40.2	SANTA FE	34				532	
		L 220	A 215	ARB726	47.8		BURNETTS LAKE	YARD	Y	A 450	L 500		
		250		ARB739	60.7		TEEN JAY	YARD				420	
		305		ARB740	61.8	T	GAINESVILLE	YARD				415	
L 1015		A 330		AS737	71.4		ROCHELLE	YARD	Y A	945	L 345		
1035				AS748	82.1		McINTOSH	42P					
1050				AS754	88.0	T	REDDICK	62P				920	
1130				AS763	97.3		KENDRICK	22				901	
A 1159				S735	102.2		OCALA	YARD	O Y			820	
				AS769	103.4	⊕	SOUTH Ocala	YARD	Y			800	
				AS772	106.3		MARICAMP	40P					
				AS787	121.7		EAST LAKE	22P					
				AS790	124.3		WEIRSDALE	48P					
	L 300			AS802	136.6	T	LEESBURG	40					
	315			AS808	142.1	T	OKAHUMPKA	YARD	Y			A 815	
	345			SX777	151.2		CENTER HILL	40P				805	
	405			S780	160.9		ST. CATHERINE	178				750	
	420			AR814	166.8	A	CROOM					720	
P. M.	P. M.	A. M.	A. M.							P. M.	A. M.	P. M.	
Ex. Sun.	Ex. Sun.	Ex. Sun.	Daily							Ex. Sun.	Ex. Sun.	Daily	Ex. Sun.

## WAKULLA SUBDIVISION

Southward	Station Numbers	Distance from Tallahassee	TIME TABLE NO. 1 IN EFFECT April 30, 1973 STATIONS	Northward
	SP799		L T TALLHASSEE	A YARD O Y
	SPA820	20.9	A ST. MARKS	L 35

## SOUTHWARD

## WEST COAST SUBDIVISION

THIRD CLASS		SECOND CLASS					Station Numbers	Distance from High Springs	TIME TABLE NO. 1	
791	771	165	779	311	181	307			IN EFFECT	
Local Freight	Local Freight	Through Freight	Local Freight	Through Freight	Through Freight	Through Freight	April 30, 1973	STATIONS		
Ex. Sun.	Ex. Sun.	Daily	Ex. Sat.	Daily	Daily	Daily				
P. M.	A. M.	P. M.	P. M.	P. M.	P. M.	A. M.				
	200		1100	645		230	AR717		L T HIGH SPRINGS	
	210		1115	700		237	AR722	5.0	CLARK 5.0	
A	225		A 1159	715		258	AR730	13.2	T NEWBERRY 8.2	
							AR741	23.0	ARCHER 9.8	
	552			748		322	AR749	32.0	HODGSON 9.0	
	556			751		328	AR752	34.4	T WILLISTON 2.4	
	612			807		344	AR765	47.0	ROMEO 12.8	
	630 <sup>308</sup>			822		356	AR775	56.1	BLUE RUN 9.1	
	701			827		400	AR777	58.7	T DUNNELLO <sup>®</sup> 2.6 (Pennsylvania Avenue) 5.2	
	710			838		407	AR781	63.9	GIBARA 13.0	
	730			853		424	AR794	76.7	INVERNESS 9.0	
	745			908		437	AR804	86.5	SOUTH FLORAL CITY 9.0	
	801			923		451	AR814	96.4	CROOM 9.0	
	815			940		515	AR823	105.5	T TRILBY 9.1	
	820	L 1100		943	L 530	518	AR825	106.9	OWENSBORO 1.4	
	830			953		525	AR830	112.4	DADE CITY 5.6	
	A 900			A 1012		A 535	AR837	119.0	VITIS 6.7	
		1130			600		ARF840	122.7	A ZEPHYRILLS 3.7	
P. M.	A. M.	P. M.	P. M.	P. M.	P. M.	A. M.				
Ex. Sun.	Ex. Sun.	Daily	Ex. Sat.	Daily	Daily	Daily				

## SOUTHWARD COLEMAN SUBDIVISION NORTHWARD

SECOND CLASS		Station Numbers	Distance from Coleman	TIME TABLE NO. 1		Scales, Wyes, Car Capacity	SECOND CLASS		
165	181			IN EFFECT			186	160	166
Through Freight	Through Freight	April 30, 1973		Through Freight	Through Freight	Through Freight			
Daily	Daily	STATIONS		Daily	Daily	Daily			
P. M.	P. M.			A. M.	P. M.	A. M.			
1030	500	S766		L COLEMAN	A	108	245	415	1201
		S776	10.0	BUSHNELL	X SCL	179P 33			
		S784	18.2	TERRELL		78P			
		S790	24.4	LACOCHEE		141P 50			
1100	530	AR825	26.4	A OWENSBORO	L		150	320	1100
P. M.	P. M.			A. M.	P. M.	P. M.			
Daily	Daily			Daily	Daily	Daily			

**WEST COAST SUBDIVISION**

**NORTHWARD**

TIME TABLE NO. 1 IN EFFECT April 30, 1973 STATIONS		Scales, Wyes, Car Capacity	SECOND CLASS					THIRD CLASS		
			186	308	160	312	166	778	770	792
			Through Freight	Through Freight	Through Freight	Through Freight	Through Freight	Local Freight	Local Freight	Local Freight
			Daily	Daily	Daily	Daily	Daily	Ex. Sun.	Ex. Sun.	Ex. Sun.
			A. M.	P. M.	P. M.	P. M.	A. M.	A. M.	P. M.	
	<b>HIGH SPRINGS</b>	A YARD O Y								
	5.0 <b>CLARK</b>		830		1030		620	1015	1015	
	8.2 <b>NEWBERRY</b>	71P	755		1020		605	950	955	
T	9.3 <b>ARCHER</b>	135P YARD Y	735		1005		L 550	930	L 940	
	9.0 <b>HODGSON</b>	20								
	2.4 <b>WILLISTON</b>	184P	703		935			840		
T	12.6 <b>ROME</b>	30	658		930			835		
	9.1 <b>BLUE RUN</b>	136P 14	643		915			800		
	2.6 <b>DUNNELLO</b>	72P	630 <sup>771</sup>		901			740		
T	(Pennsylvania Avenue) 5.2 <b>GIBARA</b>	YARD O Y	610		848			725		
	13.0 <b>INVERNESS</b>	201P	600		838			715		
	9.3 <b>SOUTH FLORAL CITY</b>	242P	540		820			655		
	9.9 <b>CROOM</b>	Sig. S.	525		810			640		
	9.1 <b>TRILBY</b>	Sig. S.	510		800			625		
T	1.4 <b>OWENSBORO</b>	Sig. S. YARD O Y			748			555		
	5.5 <b>DADE CITY</b>	A 150	425	A 320	745	A 1100		550		
	6.7 <b>VITIS</b>	Sig. S. YARD	417		738			540		
	3.7 <b>ZEPHYRHILLS</b>	177P 63	L 407		L 728			L 530		
		L 49	110		240			1030		
			A. M.	A. M.	P. M.	P. M.	P. M.	A. M.	A. M.	
			Daily	Daily	Daily	Daily	Daily	Ex. Sun.	Ex. Sun.	

**SOUTHWARD**

**VITIS SUBDIVISION**

**NORTHWARD**

Third Class	SECOND CLASS		Station Numbers	Distances from Vitis	TIME TABLE NO. 1 IN EFFECT April 30, 1973 STATIONS			Scales, Wyes, Car Capacity	SECOND CLASS		Third Class
771	311	307			308	312	770				
Local Freight	Through Freight	Through Freight			Through Freight	Through Freight	Local Freight				
Ex. Sun.	Daily	Daily			Daily	Daily	Ex. Sun.				
A. M.	P. M.	A. M.	A. M.	P. M.	A. M.						
	900	1012	535	AR837		L	VITIS	A 177P 63	407	728	530
	915	1027	550	AR846	9.3		STOKES	148P 9	353	714	515
	930	1100	605	AR855	19.5	T A	LAKELAND	YARD O	340	701	501
	A. M.	P. M.	A. M.						A. M.	P. M.	A. M.
	Ex. Sun.	Daily	Daily						Daily	Daily	Ex. Sun.

THIRD CLASS				Second Class	Station Numbers	Distance from Thomasville	TIME TABLE NO. 1				Scales, Wyes, Car Capacity	THIRD CLASS			
795	773	793	789	Local Freight			IN EFFECT					772	790	794	796
Local Freight	Local Freight	Local Freight	Local Freight				April 30, 1973					Local Freight	Local Freight	Local Freight	Local Freight
Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.				STATIONS					Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.
P. M.	P. M.	P. M.	A. M.									P. M.	P. M.	P. M.	P. M.
			700	AN691		L T	THOMASVILLE	A	YARD O Y		130				
				AND701	10.0		10.0 METCALF		15						
			745	AND704	12.7		2.7 FINCHER		112P		1230				
			815	AND715	23.2		10.5 MONTICELLO		25		1155				
			825	SP772	27.2		4.0 DRIFTON	X SCL	36P 9		1140				
			845	AND728	36.3		9.1 LAMONT		82P 9		1115				
				AND735	43.3		7.0 ERIDU		10						
L 630			A 930	AND750	59.2	T	15.0 PERRY	X LOP&G X SO.GA.	79P YARD Y	L 1030		A 610			
640				AND754	62.9		3.7 BUCELL JCT.		SPUR				555		
730				AND778	86.8		23.0 CLARA		29				505		
				AND784	92.7		5.0 HINES		18						
A 805		L 815		AND795	103.0	T	10.3 CROSS CITY		85P 50			A 401	L 430		
	L 200	A 845		AND806	114.6		11.6 WILCOX		79P YARD Y	A 1201		L 320			
	220			AND817	125.4	T	10.3 CHIEFLAND		61		1115				
				AND836	144.4		19.0 LEBANON JCT.		60						
	330			AND842	150.6		0.2 LEBANON		80P 3		1030				
	405			AR777	166.1	T A	15.5 DUNNELON (Pennsylvania Avenue)		L YARD O Y		1001				
P. M.	P. M.	P. M.	A. M.								A. M.	A. M.	P. M.	P. M.	
Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.								Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	

## CRYSTAL RIVER SUBDIVISION

Southward	Station Numbers	Distance From Dunnellon	TIME TABLE NO. 1				Northward	
Second Class			IN EFFECT				Third Class	
763			April 30, 1973				762	
Local Freight			STATIONS				Local Freight	
Ex. Sun.							Ex. Sun.	
A. M.			L T	DUNNELON (Pennsylvania Avenue)	A	YARD O Y	845	
	630	AR777		0.5 RED LEVEL JCT.		14	815	
	700	ARD786	9.5	4.5 CRYSTAL RIVER	L	37	800	
	715	ARD790	14.0					A. M.
A. M.								
Ex. Sun.								

## PALATKA SUBDIVISION

Southward	Station Numbers	Distance from Palatka	TIME TABLE NO. 1				Northward	
Second Class			IN EFFECT				Third Class	
745			April 30, 1973				744	
Local Freight			STATIONS				Local Freight	
Ex. Sun.							Ex. Sun.	
A. M.			L T	PALATKA	A	YARD O Y	200	
	800	A698		11.5 HOLLISTER		30	110	
	835	AS710	11.5	5.1 INTERLACHEN		85	1250	
	900	AS715	16.6	4.6 EDGAR	T	24	1225	
	930	AS720	21.2	17.7 ROCHELLE	X SCL L	YARD Y	1130	
	1100	AS737	38.9					A. M.
A. M.								
Ex. Sun.								

**SOUTHWARD**
**WILCOX SUBDIVISION**
**NORTHWARD**
**OKEELANTA SUBDIVISION**
**13**

THIRD CLASS			SECOND CLASS			Station Numbers	Distance from Wilcox	TIME TABLE NO. 1 IN EFFECT April 30, 1973			Scales, Wyes, Car Capacity	THIRD CLASS		
793	779	729	STATIONS					722	778	794				
Local Freight	Local Freight	Local Freight						Local Freight	Local Freight	Local Freight				
Ex. Sun.	Ex. Sat.	Daily						Daily	Ex. Sun.	Ex. Sun.				
P. M.	P. M.	A. M.				A. M.	A. M.	P. M.						
			AND806		L	WILCOX	7.8	A	79P YARD Y			320		
			ASG734	7.8	T	TRENTON	7.8		71			255		
A 940	L1159	L 406	AR730	21.3	T	NEWBERRY	13.5		YARD Y	A 305	A 550	L 225		
	1230	415	ASG716	24.9		HAILE	3.6		YARD	250	535			
	1255	445	ASG709	33.4	T	ALACHUA	8.5		80	220	505			
	120	450 <sup>779</sup>	ARB726	35.1	A	BURNETT'S LAKE	1.7		YARD Y	215	450 <sup>729</sup>			
P. M.	A. M.	A. M.							A. M.	A. M.	P. M.			
Ex. Sun.	Ex. Sun.	Daily							Daily	Ex. Sun.	Ex. Sun.			

Station Numbers	Distance from Keela	TIME TABLE NO. 1 IN EFFECT April 30, 1973			Scales, Wyes, Car Capacity
		STATIONS			
		KEELA			
		VAUGHN			
OKEELANTA					
CANE					
DUDA					
AVD954				Y	
AVF958	4.3			88	
AVF970	15.9			YARD Y	
AVF972	18.2			24	
AVF978	24.3			YARD	

**SEBRING SUBDIVISION**
**IMMOKALEE SUBDIVISION**

Southward			Station Numbers	Distance from Sebring	TIME TABLE NO. 1 IN EFFECT April 30, 1973			Scales, Wyes, Car Capacity	Northward	
SECOND CLASS		Local Freight			STATIONS		Second Class		Third Class	
709	759				710	758				
Ex. Sat.	Ex. Sun.				Local Freight	Local Freight				
P. M.	A. M.	Ex. Sun.	Ex. Sun.							
1130	930	SX867		L	SEBRING	YARD Y	830	430		
		AVC880	4.3		DeSOTO CITY	3				
1150	950	AVC884	8.8		ISTOKPOGA	54P	755	405		
1205	1005	AVC892	16.6	T	LAKE PLACID	26	725	350		
1215	1015	AVC898	22.8		CHILDS	47P	710	340		
1240	1035	AVC909	33.3		VENUS	14	650	320		
125	A1055	AVC918	42.1	T	PALMDALE	52P 81 O Y	630	L 300		
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	40P Y				
		AVD957	82.6	A	LAKE HARBOR	L 97 Y				
A. M.	A. M.						P. M.	P. M.		
Ex. Sun.	Ex. Sun.						Ex. Sun.	Ex. Sun.		

Southward		Station Numbers	Distance From Palmdale	TIME TABLE NO. 1 IN EFFECT April 30, 1973			Scales, Wyes, Car Capacity	Northward	
Second Class	Local Freight			STATIONS		Third Class			
759				IMMOKALEE		758			
Local Freight						Local Freight			
Ex. Sun.	Ex. Sun.			Ex. Sun.					
A. M.	A. M.			P. M.					
1105	AVC918		L	PALMDALE	A 52P 81 O Y	245			
	AVC926	8.2		CALLOSA	SPUR				
1115	AVC927	9.1		ORTONA	15	225			
	AVC930	11.9		GOODNO	40				
1145	AVC939	21.7		SEARS	10	205			
	AVC943	25.1		KERI	44				
	AVC948	30.0		FELDA	15				
1210	AVC955	37.4	T	IMMOKALEE	YARD 49 Y	135			
1240	AVC968	49.9	A	SUNNILAND	L 62	105			
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
300-324, 1275-1277, 1309-1343, 1406-1415, 1515-1565, 1700-1799, 1800-1855, 3200-3224	75	500-524, 1003-1050, 1053-1065, 1300-1308, 1400-1405, 1500-1514, 1566-1599, 1600-1656, 1900-1923, 1950-1970, 2000-2044, 2100-2124, 2200-2213	70
700-1002, 1051-1052, 1100-1199, 1200-1211, 1250-1259	65		

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.

## OPERATION ROAD MATE UNITS

4—Road MATE units in series 3200-3224 when coupled with G. E. U-36-B diesel units series 1803-1812 and 1835-1855 will be operated in freight service only under the following arrangements:

Units 3200-3209 will only operate single ended. They will accept power from only one U-36-B unit, but one U-36-B unit and its MATE will operate in multiple with other units. The combination of one MATE and one U-36-B unit produces high tractive effort for starting but the tractive effort developed by the MATE decreases as speed increases until it ceases to produce tractive effort at speed of 30 MPH.

MATE units 3210-3224 will operate double or single ended. One MATE can be coupled between two U-36-B units and will accept power from both units. This combination of units produces tractive effort up to maximum authorized speeds. Two U-36-B units with a MATE between them will operate in multiple with other units. This series of MATEs can also be operated single ended with one U-36-B unit, but when so operated the tractive effort developed by the MATE will decrease as speed increases until it ceases to produce tractive effort at 30 MPH.

## PIGGYBACK, UNRESTRICTED AND RESTRICTED TRAINS

5—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) which must be handled next behind the engines, whenever practicable; 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.

LOADED AND EMPTY SCL CENTER BEAM BULKHEAD FLAT CARS, in series SCL 109000-109029, must not be moved except under authority of written special instructions and ONLY by ROUTE AUTHORIZED.

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**

6—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: 765157, 765160, 765161, 765250, 765251, 765252, 771153, 771154, 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, 765463, 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**

7—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**

8—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**

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

**STANDARD CLOCKS**

10—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**

11—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.

12—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.

13—Unless otherwise provided, train, engine and yard movements approaching leads in yards must stop before fouling lead, unless a member of crew is in position to see that switches are properly lined and way is clear.

14—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**

15—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				
		Psg. 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 251,000 Lbs.	251,001 to 263,000 Lbs.	263,001 to 270,000 Lbs.	700,800, 900, 1000, 1119, 1200-1269	300-324, 500-524, 1275-1277, 1300, 1400, 1500, 1600, 1700, 1800, 3200	1900, 2000, 2100, 2200	765250 765251 766252 771200 771201 771202 771203 771253 771254 111255 771256 771257	765157 765160 765181 771153 771154		765100 765151			
Jacksonville 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	40 40 40	40 40 40	25 25 25 25 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 20 20	20 20 20	20 20 20
Starks to MP 692.9 MP 692.9 to Brooker	270,000 270,000			40 20	40 20												35 25	35 25	35 25	35 25
Wildwood to MP 811.7 Bridge MP 781.3 to 781.4 MP 811.7 to Orlando	270,000 270,000			48 15 30	48 15 30												20 5 20	20 20 20	20 20 20	20 20 20
West Lake Wales to MP 667.4 MP 667.4 to Alcoma Lake Wales to Frostproof	270,000 270,000 270,000			30 20 35	30 20 35												25 25 25	25 25 25	25 25 30	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 *			26 26					25 20	25 20	30 25	25 25
Keala 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	10 25	25 25
Palmdale to Ortona Ortona to Immokalee Bridge MP 928.4 to 928.5 Immokalee to Sunnland	270,000 251,000 270,000 251,000			35 35 10 25	35 35 10 25			*	BARRED BARRED BARRED	30 BARRED BARRED BARRED		30 30 20		BARRED BARRED BARRED			25 BARRED BARRED BARRED	25 Note B BARRED Note B	30 30 30 15	25 25 25 25
Baldwin to MP 798.7 MP 798.7 to Chattahoochee	270,000 270,000			60 45	60 45												40 25	40 25	40 25	25 25
Tallahassee to Bainbridge	270,000			49	49												35	35	35	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	270,000 270,000 270,000 270,000 270,000			40 40 35 15 15	40 40 35 15 15				35 30 7 7	30 30 7 7			35 35 BARRED BARRED				30 25 25 7 7	30 25 25 7 7	35 30 30 30 15	25 25 25 25 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	40 40	25 25
Coleman to Owensboro	270,000			60	50												40	40	40	25
Bude to Bell	220,000			10	10		BARRED	BARRED	BARRED	BARRED		Note A	BARRED	BARRED	BARRED		BARRED			
Vitis to Lakeland	270,000			60	50												40	40	40	25
Burnett's Lake to Newberry Newberry to Wilcox	270,000 270,000			45 30	46 30			25	20								30 20	30 20	35 25	25 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	270,000 270,000 270,000 270,000 270,000			45 30 30 15 45	45 30 30 15 45				40	35		40	35				30 25 25 25	30 25 25 25	35 25 25 30	25 25 25 25
Dunnellon to Crystal River Red Level Junction to Power Plant	270,000 270,000			20 35	20 35	16	10	7	7	7	15	BARRED					7 20	7 20	15 25	15 25
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 10-16 and 1100-1117.

NOTE B - Restricted to wreckers 771153 and 771154 at 7 M.P.H.

## 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.

## REGISTER STATIONS

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

Nos. 81 and 83 will furnish register slip at Wildwood.

## SPEED RESTRICTIONS

Between 3—Mile Posts	MILES PER HOUR		
	Pass. Trains	Piggy- 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 Tracks)	45	45	45
760.6 and 762.0 (Both Tracks)	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.

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

## RAILROAD CROSSINGS AT GRADE

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

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

## BLOCK SIGNAL SYSTEMS

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

## SIGNALLED SIDINGS

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

## TWO TRACKS

8—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

	Protection Provided	Locations of Indicators and Personnel reading charts
9—Locations		
Lawtey M. P. 669.3	Two tracks, both directions. Hot box and drag- ging 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 drag- ging equipment.	Indicators east side, M. P. 680.3. Voice instructions.
Campville M. P. 700.1	Single track, both directions. Hot box and drag- ging equipment.	Indicators west side, M. P. 700.1. Voice instructions.
Sparr M. P. 717.9	Single track, both directions. Hot box and drag- ging equipment.	Indicators west side, M. P. 717.9. Voice instructions.
Ocala M. P. 737.1	Single track, both directions. Hot box and drag- ging equipment.	Indicators west side, M. P. 737.1. Voice instructions.

**SPECIAL RULES**

10—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.

11—Train 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.
- National Protein, Inc., M. P. 683.2.
- 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.
- Parr, Inc., M. P. 734.4.
- Signal Warehouse, M. P. 736.5.
- Florida Lime Co., M. P. 736.6.
- Thomas Concrete, M. P. 736.9.
- McFall, M. P. 740.7.
- Kirkland, M. P. 745.0.
- Oxford, M. P. 756.9.

**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
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 derrails:

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 Lacoochee.

## DEFECT DETECTORS

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

## Miami Subdivision

## CLEARANCE CARDS

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

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

Trains will obtain clearance card before leaving West Lake Wales.

Rule 83-A will not apply at Coleman.

## REGISTER STATIONS

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

Nos. 84, 96 and 166 will furnish register slip at Wildwood.

## SPEED RESTRICTIONS

Between 3—Mile Posts	MILES PER HOUR			Between Mile Posts	MILES PER HOUR		
	Psg. Trains	Piggy- back Trains	Freight Trains		Psg. Trains	Piggy- back Trains	Freight Trains
Both Tracks: 760.6 and 762.0	20	20	20	937.2 and 937.3	45	45	45
Single Tracks: 766.1 and 766.7	65	65	—	967.0 and 969.8	75	70	—
819.6 and 820.5	60	60	—	969.8 and 970.2	20	20	20
825.7 and 828.3	30	30	30	970.2 and 971.8	40	40	40
828.3 and 827.1	50	50	50	974.2 and 974.9	45	45	45
835.4 and 836.4	65	65	—	982.2 and 982.4	75	70	—
841.0 and 841.3	75	70	—	987.2 and 987.4	70	70	—
857.4 and 858.8	45	45	45	1014.0 and 1014.1	45	45	45
858.8 and 866.0	75	70	—	1028.3 and 1030.9	65	65	—
866.0 and 867.4	70	70	—	1034.2 R.R. Xing	60	60	45
867.4 and 868.0	60	60	—	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. and Cemetery Road.

## RAILROAD CROSSINGS AT GRADE

4—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.

5—Protected by remotely controlled interlocking:

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

6—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.

7—Protected by electrically locked derrails:

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

## DRAWBRIDGES

8—Protected by attending interlocking:

South Fork New River, M. P. 1014.0.

9—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

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

## BLOCK SIGNAL SYSTEMS

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

## SIGNALLED SIDINGS

12—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

13—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

Locations	Protection Provided	Locations of Indicators and Personnel reading charts
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

15—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.

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

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

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

19—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.

20—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.

21—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.

22—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.

23—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.  
Record Press, M. P. 936.6.  
P. I. 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.  
Loxahatchee Team, M. P. 972.6.

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.  
 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.  
 Hollywood House Track, M. P. 1019.6.  
 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.  
 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 1037.4 .....	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 Avenue 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 CARDS

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. and Cemetery Road.

#### 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 Sunniland.

**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, Sunniland, Fla., will be flagged.

**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.

**Okeelanta 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	795.6 and 797.6	40
692.8 and 693.1	45	797.6 and 798.8	30
693.1 and 693.5	20	798.8 and 800.4	20
715.0 and 715.6	20	800.4 and 803.0	30
743.5 and 744.5	35	818.5 and 820.0	35
757.1 and 757.8	35	823.0 and 823.7	25
763.1 and 763.5	50		

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

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. Normally 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.

**YARD LIMITS**  
 4—Tallahassee, Quincy and Chattahoochee.

**SPEED RESTRICTIONS**

City Ordinance speed restrictions:  
 Baldwin, 45 M.P.H.  
 Macclenny, 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.

**SIGNALED 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 dragging equipment.	Indicators north side, M. P. 673.9. Voice instructions.
Lake City M. P. 697.5	Single track, both directions. Hot box and dragging equipment.	Indicators south side, M. P. 697.5. Voice instructions.
Live Oak M. P. 719.0	Single track, both directions. Hot box and dragging equipment.	Indicators north side, M. P. 719.0. Voice instructions.
Lee M. P. 738.5	Single track, both directions. Hot box and dragging equipment.	Indicators south side, M. P. 738.5. Voice instructions.
Greenville M. P. 760.0	Single track, both directions. Hot box and dragging equipment.	Indicators south side, M. P. 760.0. Voice instructions.
Lloyd M. P. 780.2	Single track, both directions. Hot box and dragging 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—Train and engine movements over U. S. 90 on Quincy Mine Spur will be preceded by flag.

16—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.

17—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.

18—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.  
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.

**REGISTER STATIONS**

2—Drifton.

**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	Single track, both directions	Indicators north side, M. P. 838.7.
M. P. 838.7	Hot box and drag- ging equipment.	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 6—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 779.0	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. 783.6  
Single track,  
both directions.  
Hot box and drag-  
ging equipment.

Indicators east side,  
M. P. 783.6.  
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. 759.8, 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 tipples.

## 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. 707.8 lined for movements on Wilcox 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	802.6 and 802.8	30
707.5 and 726.2	20	832.3 and 832.4	10
749.4 and 737.5 (749.7)	20		

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. 708.1 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. 795 will obtain clearance card or oral authority from Dispatcher before leaving Perry.

Trains will obtain clearance card or oral authority from dispatcher before leaving Cross City.

**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 Wilcox and Cross City.

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

Nos. 795 and 796 will not protect against following extra trains between Cross City and Perry.

**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, Halle, 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 Wilcox 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 inductor 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**

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

A. C. CREWS, Terminal Trainmaster — O. P. PAYNE, Terminal Trainmaster — D. E. WRIGHT, 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 600-820, 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 11:00 P.M. to 7:00 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	300- 324, 1003- 1065, 1202- 1239	500- 524, 1275- 1277, 1300- 1343, 1400- 1415, 1500- 1599, 1600- 1656, 1700- 1799, 1800- 1855, 1950- 1970, 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	2950	3250	1750	4200	4900	4700	5150
Baldwin to W. Jacksonville.....	4000	4400	4800	2600	6200	7300	7000	7600
Baldwin and Wildwood.....	3500	3850	4200	2300	5400	6350	6100	6650
Starke and Brooker.....				2200				
Wildwood and Zellwood.....	3000	3300	3600	1950	4650	5450	5250	5700
Zellwood and Orlando.....	2200	2400	2650	1450	3400	4000	3850	4200
Wildwood and Hialeah Yard.....	3500	3850	4200	2300	5400	6350	6100	6650
Sebring and Palmdale.....	2800	3050	3350	1850	4350	5100	4900	5300
Palmdale and Lake Harbor.....	4000	4400	4800	2600	6200	7300	7000	7600
Keela and Duda.....	4000	4400	4800	2600	6200	7300	7000	7600
Palmdale and Sunniland.....	4000	4400	4800	2600	6200	7300	7000	7600
W. Lake Wales and Alcoma.....	4000	4400	4800	2600	6200	7300	7000	7600
Lake Wales to Frostproof.....	1850	2000	2200	1200	2850	3350	3250	3500
Frostproof to Lake Wales.....	2400	2850	2850	1550	3700	4350	4200	4550
Baldwin to Lake City.....	2500	2750	3000	1650	3900	4550	4350	4750
Lake City to Tallahassee.....	2100	2300	2500	1350	3250	3800	3700	4000
Tallahassee to Chattahoochee.....	1600	1750	1900	1050	2500	2900	2800	3050
Chattahoochee to Tallahassee.....	2000	2200	2400	1300	3100	3650	3500	3800
Tallahassee to Lake City.....	2100	2300	2500	1350	3250	3800	3700	4000
Lake City to Baldwin.....	3500	3850	4200	2300	5400	6350	6100	6650
Tallahassee and Bainbridge.....	1700	1850	2050	1100	2650	3100	2950	3200
Mattox to Burnett's Lake.....	2100	2300	2500	1350	3250	3800	3650	4000
Burnett's Lake to Ocala.....	1800	1950	2150	1200	2800	3300	3150	3400
Ocala to Leesburg.....	2200	2400	2650	1450	3400	4000	3850	4150
Leesburg to Croom.....	3500	3850	4200	2300	5400	6350	6100	6650
Croom to Leesburg.....	3000	3300	3600	1950	4650	5450	5250	5700
Leesburg to Ocala.....	1800	1950	2150	1200	2800	3300	3150	3400
Ocala to Burnett's Lake.....	1800	1950	2150	1200	2800	3300	3150	3400
Burnett's Lake to Mattox.....	2600	2850	3100	1700	4000	4750	4550	4950
High Springs to Newberry.....	2500	2750	3000	1650	3850	4550	4350	4750
Newberry to Dunnellon.....	2500	2750	3000	1650	3850	4550	4350	4750
Dunnellon to Trilby.....	2200	2400	2650	1450	3400	4000	3850	4150
Trilby and Zephyrhills.....	2800	3050	3350	1850	4350	5100	4900	5300
Trilby to High Springs.....	2800	3050	3350	1850	4350	5100	4900	5300
Coleman and Owensboro.....	3500	3850	4200	2300	5450	6350	6100	6650
Vitis to Lakeland.....	3050	3350	3650	2000	4700	5550	5350	5800
Lakeland to Vitis.....	2850	3100	3400	1850	4400	5200	5000	5400
Thomasville to Perry.....	2900	3200	3450	1900	4500	5300	5050	5500
Perry to Dunnellon.....	3300	3600	3950	2150	5100	6000	5750	6250
Dunnellon to Perry.....	3000	3300	3600	1950	4650	5450	5250	5700
Perry to Thomasville.....	2200	2400	2650	1450	3400	4000	3850	4150
Dunnellon to Crystal River.....	2000	2200	2400	1300	3100	3600	3500	3800
Crystal River to Dunnellon.....	1800	1950	2150	1200	2800	3300	3150	3400
Burnett's Lake and Wilcox.....	3100	3400	3700	2000	4800	5650	5400	5900
Palatka to Rochelle.....	2500	2750	3000	1650	3850	4550	4350	4750
Rochelle to Palatka.....	3200	3500	3850	2100	4950	5800	5600	6050

ORLANDO SUBDIVISION

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

WANEE SUBDIVISION

Clayco	689.5	SN 690	9	North
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BALDWIN SUBDIVISION

Fergusons	642.5	SP 643	7	South
Trinity Industries	646.1	SP 646	10	South
Cecil Field	647.8	SP 648	Spur	North
Otis	647.9	SP 648	84	Both
St. Marys Kraft Corp. (W)	659.2	S 659	22	North
Maxville Team (W)	660.1	S 660	5	North
Gilman Paper Co. (E)	663.2	S 663	65	South
Hugh (W)	663.3	S 663	21	North
Highland (W)	667.0	S 667	30	North
Blonding Line Spur (E)	679.5	S 680	Spur	Wye
National Protein, Inc.	683.2	S 683	9	North
ITT Rayonier Inc. (Kite)	683.3	S 683	22	North
Island Grove P.H. (2)	714.3	S 714	18	North
Citra	716.8	S 717	7	North
Sparr Team	722.6	S 723	18	Both
Anthony	725.9	S 726	10	South
McFall	740.7	S 741	23	North
Kirkland	745.0	S 745	6	South
Bellevue	747.1	S 747	107	Both
Bellevue House	747.3	S 747	14	South
Oxford	757.0	S 757	14	South

MIAMI SUBDIVISION

Miami Storage Track	767.3	SX 767	100	Both
Sumterville Team	770.4	SX 770	100	Both
Center Hill Rock Company	781.4	SX 781	10	South
Tarrytown Spur (5.5 Miles)	782.5	(826.5 AT-MP)	Spur	North
Robbins Manufacturing Co.	831.8	AT 832	5	North
Tarrytown	831.2	AT 831	10	Both
Bay Lake	791.6	SX 792	11	Both
Payner	802.7	SX 803	33	Both
Teneroc Mine	819.4	SXB 819	Spur	Wye
Macosphalt	821.9	SX 822	37	North
American Can	822.7	SX 823	16	North
Polk Roofing Co.	823.7	SX 824	23	South
Florida Home Juice Company	854.7	SX 855	10	North
Lorida	879.2	SX 879	10	North
Frederick	921.4	SX 921	15	North
Marcy	922.2	SX 922	18	Both
Steel	933.1	SX 933	32	Both
Elliott Spur	937.5	SX 938	11	South
P. L. Minson	937.6	SX 938	20	South
Apix	945.3	SX 945	30	South
Big Three Welding Company	948.0	SX 948	7	North
Mission Spur	965.6	SX 966	Spur	7
Lantana	978.9	SX 979	13	South
IBM Corporation	993.2	SX 993	69	North
IBM Corporation	993.9	SX 994	15	North
Boca Raton	994.7	SX 995	22	Both
Rinker Materials Corp.	1002.6	SX 1003	10	South
Swift	1006.3	SX 1006	37	North
Enterprise Developers	1006.7	SX 1007	11	South
Nunemaker	1006.8	SX 1007	6	South
Run Around Track	1007.2	SX 1007	25	Both
Port Everglades Steel Corp.	1007.4	SX 1007	15	South
Ft. Lauderdale Waterworks	1008.0	SX 1008	5	North
Broward Warehouse and Mfg. Center	1008.1	SX 1008	7	South
Prospect Road Team	1008.1	SX 1008	14	South
Enterprise Developers	1008.3	SX 1008	17	South
Mid River	1009.0	SX 1009	22	Both
Caulley Steel	1010.0	SX 1010	10	South
Ft. Lauderdale News	1013.3	SX 1013	9	North
Rodi Boat Company	1013.5	SX 1014	6	North
Ft. Lauderdale Yacht Basin	1014.1	SX 1014	5	South
Road 84 Siding	1014.5	SX 1015	11	Both
Florida Tank Lines	1014.9	SX 1015	2	South
Port Everglades Junction	1015.1	SX 1015	Conn.	South
Run Around Track	1018.2	SX 1018	32	Both
Florida Tallow Corporation	1021.0	SX 1021	5	North
Ready Mix Concrete	1021.1	SX 1021	10	South

MIAMI SUBDIVISION (Continued)

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

HOMESTEAD SUBDIVISION

C.T. Stockton	1052.7	SX 1053	10	North
Fla. Power & Light	1052.8	SX 1053	18	South
Colite Rock	1053.0	SX 1053	48	North
General Portland Cement	1053.0	SX 1053	Spur	Wye
Richmond Air Base	1054.4	SX 1054	30	South
Richmond	1054.5	SX 1055	5	South
Acme Concrete	1055.8	SX 1056	2	North
Lindgren	1056.0	SX 1056	7	North
Sheppard Farm	1058.6	SX 1059	4	North
Aladdin City	1058.7	SX 1059	6	North
Dawoll Farms	1060.2	SX 1060	28	Both
Redland	1062.5	SX 1063	6	North
Atlantic Fertilizer	1062.6	SX 1063	12	Both

LAKE WALES SUBDIVISION

Troy Lamb Wholesale Co.	864.9	SV 865	5	South
E.B. Malone Company	865.0	SV 865	2	South
Floritan	865.2	SV 865	4	North
Sandland	869.6	SV 870	Spur	North
Independent	871.1	SV 871	Spur	North
Mammoth Sand Co.	871.5	SV 871	Spur	North
Diamond Nos. 1 and 2	871.8	SV 872	100	Both
Concrete	872.5	SV 873	Spur	North
Gall	872.5	SV 873	Spur	North
Alcama Association, Inc.	873.5	SV 873	23	South
Highland Park	847.0	AVC 847	Spur	North
Babson Park	850.1	AVC 850	13	North

SEBRING SUBDIVISION

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

TALLAHASSEE SUBDIVISION

Yarborough and Sons	660.0	SP 660	4	West
Glen St. Mary	664.0	SP 664	46	Both
Continental Can Co.	666.6	SP 667	11	East
Mount Carrie	685.1	SP 685	21	Both
Wilburn	689.2	SP 690	20	Both
Rayonier Company	690.2	SP 690	14	East
Watertown	690.7	SP 691	26	Both
Fairfield Farms (Bahia)	700.4	SP 700	15	West
Dinkins	727.1	SP 727	170	East
Ellaville	731.5	SP 732	31	Both
West Farm	738.4	SP 738	4	East
Dixie Packers Inc.	743.5	SP 744	49	East
Container Corporation	756.3	SP 756	16	West
Sherrods	758.8	SP 759	2	East
Capitola	785.9	SP 786	4	West
Perkins	794.2	SP 794	29	East
Georgia Pacific Corporation	801.8	SP 802	9	East
Hammons Asphalt Pav. Company	803.6	SP 804	18	West
Moody Contracting Company	805.2	SP 805	25	West
Tallahassee Municipal Electric	806.4	SP 806	50	West
Florida Forest Products Company	807.2	SP 807	8	East
Key Brothers	822.0	SP 822	2	East
Southern Chemical	822.0	SP 822	2	West
Dailey Veneer	822.5	SP 823	3	East
Suber and Johnson	824.1	SP 824	9	East
Sumatra	824.8	SP 825	4	West
State Market	825.1	SP 825	28	East
Hydro Gas	825.6	SP 826	3	East
Douglas City	828.7	SP 827	6	West
International Paper Co.	830.2	SP 829	12	East
Suber and McCown	830.2	SP 830	3	West
Mt. Pleasant	832.0	SP 832	10	East
AN. Ry. Conn	839.0	SP 844	Conn.	East
Chattahoochee River	843.8	SP 844	Spur	East



## Location of Public and Private Tracks Not Shown In Schedule Pages—(Continued)

## BAINBRIDGE SUBDIVISION

NAME	Mile Post	Station Nos.	Car Capacity	Opening
Bower	82.2	SIC 823	15	West
M. C. Corporation	77.0	SIC 831	177	Both
Magnet Cave	69.5	SIC 838	23	Both
Dubarco Inc.	69.4	SIC 837	Yard	West
Hinson	68.2	SIC 839	15	West
Havana Hydrates Gas, Inc.	67.4	SIC 838	7	West
Altschul	64.5	SIC 843	5	West
Gibson	62.3	SIC 845	10	West
U. S. Plywood-Champion Papers Inc.	54.5	SIC 854	6	West
Cox Steel	54.4	SIC 853	12	West

## MONTICELLO SUBDIVISION

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

## WAKULLA SUBDIVISION

NAME	Mile Post	Station Nos.	Car Capacity	Opening
Hydro Gas	801.1	SPA 801	3	South
Sears, Roebuck and Company	801.2	SPA 801	5	North
Woodville Lumber Company	801.3	SPA 801	2	South
Tallahassee Lumber	802.5	SPA 803	12	South
North Florida Gas	802.5	SPA 803	13	South
Pine Lumber Company	802.5	SPA 803	7	South
Hanson Wood and Coal	802.6	SPA 803	13	South
Leon Wood Preserving	803.0	SPA 803	9	South
McNeil Company	803.6	SPA 804	3	South
Union Carbide	804.1	SPA 804	7	North
Vulcan Material Company	804.3	SPA 804	11	South
Leon Propane, Inc.	804.6	SPA 805	3	South
Woodville	808.8	SPA 809	11	North
A. B. Taff and Son	809.4	SPA 809	13	North
Gibson Paperwood Company, Inc.	810.6	SPA 811	11	North
St. Joe Paper Company	810.9	SPA 811	12	North
Rust Spur	811.1	SPA 811	11	North
Wakulla	814.5	SPA 815	23	North
Newport	817.5	SPA 818	10	North
Olin Mathieson Chemical Corp.	817.7	SPA 818	Yard	North
Olin Mathieson Chemical Corp.	818.0	SPA 818	Yard	North
Power Plant	819.5	SPA 820	Conn.	North

## OCALA SUBDIVISION

NAME	Mile Post	Station Nos.	Car Capacity	Opening
McPherson	664.0	ASG 664	10	South
Dukes	694.0	ASG 694	17	Both
Hague	729.6	ARB 730	25	Both
Gainesville City Power Plant	731.6	ARB 732	50	South
Owens-Illinois	735.6	ARB 736	9	North
Florida Farm Bureau	735.8	ARB 736	38	North
Paradise	735.9	ARB 736	15	North
Central Gas & Appliance Company	736.2	ARB 736	2	North
Georgia-Florida Paving Company	736.4	ARB 736	5	North
Hydro	736.7	ARB 737	20	Both
Gainesville Gas Company	737.2	ARB 737	1	South
Home Builders Supply	737.3	ARB 737	9	South
Gainesville Spur (10.0 miles)	740.7		Spur	South
Air Base	699.0	SR 699	6	Spur
North Gainesville	700.3	SR 700	Spur	North
Propane Gas, Inc.	706.1	SR 706	4	North
Jones	706.3	SR 706	2	North
Team Track	706.3	SR 706	19	Both
Fullgas, Inc.	706.6	SR 707	2	South
Arredondo	708.0	SR 708	4	North
Tungroc	741.9	ARB 742	5	South
Monka	743.6	ARB 744	4	South
Micompy Junction	742.6	AS 742	Spur	North
Evinston	745.5	AS 745	10	North
Hub Amusement Corp.	750.9	AS 751	6	North
Hillwood	752.7	AS 753	10	North
Dixie Lime & Stone Company	755.4	AS 755	45	North
Lowell	754.9	AS 757	50	Both
Southern Materials Corporation	757.6	AS 758	60	South
Liberty Homes Inc.	780.2	AS 780	8	South
Candler	781.8	AS 782	8	North
Oklawaha	784.9	AS 785	30	Both
Fruitland Park Team	799.1	AS 799	17	Both
Hovey Spur (8.4 Miles)	808.3		Spur	South
Silver Springs Citrus Corp.	816.1	ASF 817	38	North
Runaround Track	816.2		8	Both
Webster Fruit Company	822.1	AS 822	8	South
Webster	821.5	AS 822	50	Both

## WILCOX SUBDIVISION

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

## WEST COAST SUBDIVISION

NAME	Mile Post	Station Nos.	Car Capacity	Opening
Bell Spur (15.1 miles)	722.3		Spur	North
Craig Track	722.1	SN 722	12	North
Raleigh	748.1	AR 748	9	North
Cannell & Shuliz	751.7	AR 752	Spur	South
Early Bird Spur (9.6 miles)	756.9		Spur	North
Container Corp.	737.7	SR 738	8	North
Minehead	743.8	SR 744	7	North
Early Bird	744.0	SR 744	3	North
Williston Spur (5.9 miles)	757.0		Spur	South
Dixie Lily Milling Co.	729.4	SR 729	30	Both
Williston Gas Co.	729.3	SR 729	1	North
Standard Oil Co.	729.1	SR 729	30	North
Harrison	759.2	AR 759	3	North
Timberland Products Company	765.4	AR 765	5	North
Timberland Products Company	765.9	AR 766	6	South
Dunnellon Spur (8.9 miles)	777.0		Spur	South
Bar Mine	762.9	SR 763	Spur	North
Mincoll	768.7	SR 769	Spur	North
Ladonia	783.8	AR 784	15	Both
Thompson	785.1	AR 785	Spur	North
Calphos	788.0	AR 788	10	Both
Globe Spur (5.4 miles)	792.1		Spur	North
Globe Mine	770.5	SR 771	7	North
Greens Fuel	775.5	SR 776	2	North
N. Inverness Team Track	775.8	SR 776	23	North
Floral City	801.1	AR 801	18	Both
Evans	831.9	AR 832	Spur	South
Pasco Fertilizer	833.1	AR 833	15	Both

## COLEMAN SUBDIVISION

NAME	Mile Post	Station Nos.	Car Capacity	Opening
Panasoffkee	769.4	5 769	10	North
St. Catherine	780.1	5 780	28	Both
Alderman	786.5	5 787	59	Both

## VITIS SUBDIVISION

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

## PERRY SUBDIVISION

NAME	Mile Post	Station Nos.	Car Capacity	Opening
Mitchell Brothers	701.9	AND 702	3	South
Foley (Lead)	754.4	AND 754	Lead	North
Buckeye Cellulose (Foley)		AH 756	Yard	—
Aitken	762.4	AND 762	6	South
Shamrock	794.0	AND 794	Yard	Both
Brunco	802.2	AND 802	28	South
Old Town	804.0	AND 804	23	Both
Gapac	812.5	AND 813	Spur	North
Ipco	814.5	AND 815	17	North
Hardeetown	815.5	AND 816	71	Both
Usher	822.3	AND 822	3	North
Otter Creek	828.4	AND 828	16	North
Brunswick Pulp and Paper Co.	832.0	AND 832	15	North
Gulf Hammock	834.3	AND 834	15	North

## CRYSTAL RIVER SUBDIVISION

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

## PALATKA SUBDIVISION

NAME	Mile Post	Station Nos.	Car Capacity	Opening
Francis	702.8	AS 703	24	Both
Keuka	717.8	AS 718	Spur	South
Edgar Brick Company	718.8	AS 719	3	North
Johnson	721.1	AS 721	12	North
Oak Crest Enterprises, Inc.	726.7	AS 727	18	North
Howlhome Timber, Inc.	732.7	AS 733	9	South
Grave Park	733.2	AS 733	14	South

## SYSTEM OFFICERS

J. W. THOMPSON, Gen. Supt.—Rules.....Jacksonville, Fla.  
 W. F. WINGATE, Gen. Supt.—Safety.....Jacksonville, Fla.  
 J. H. INGOLDSBY, Supt. Station Operations.....Jacksonville, Fla.

C. F. BELL, Dir. Freight Claims & Prevention.....Richmond, Va.  
 T. H. KING, Aud. Car Service Acct's.....Richmond, Va.

## DIVISION OFFICERS

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

## COMPANY PHYSICIANS

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E. M. GRIFFIN, M.D.	Bainbridge, Ga.	W. H. ANDERSON, M.D., Ophthalmologist	Ocala, Fla.
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\*Only available at St. Luke's Hospital emergency room.



