

*Safety*



*First*

**SEABOARD  
COAST LINE  
RAILROAD**

---

**TAMPA DIVISION**

---

**2**

**TIME TABLE No. 2**

IN EFFECT

Sunday, October 28, 1973

At 2:00 A.M.

SUPERSEDING TIME TABLE NO. 1

DATED APRIL 30, 1973

**EASTERN STANDARD TIME**

---

**FOR THE GOVERNMENT OF  
EMPLOYEES ONLY**

---

D. C. HASTINGS, Vice President-Operations

C. F. KELLY, General Manager-Transportation

B. B. VAUGHAN, Superintendent

**DR. PHILLIPS SUBDIVISION**

Southward		Distance from Ocoee	TIME TABLE NO. 2		Northward	
Station Numbers			IN EFFECT		Stations	Scales, Wyes, Car Capacity
			October 28, 1973			
			STATIONS			
AVB832		L	OCOOE	A	5	
AVB826	6.9		WINDEMERE		6	
AVB825	7.4		ISLEWORTH		9	
AVB822	10.5	A	DR. PHILLIPS	L	YARD	

**ALOMA SUBDIVISION**
**1**

Southward		Distance from Sanford	TIME TABLE NO. 2		Northward	
Station Numbers			IN EFFECT		Stations	Scales, Wyes, Car Capacity
			October 28, 1973			
			STATIONS			
A768		L T	SANFORD	A	YARD	O Y
AU770	3.0		S. & E. JCT.			
AU785	18.3		OVIEDO		56	
ST821	26.9	A	ALOMA	L		

**UMATILLA SUBDIVISION**

Southward		Station Numbers	Distance from Sanford	TIME TABLE NO. 2		Scales, Wyes, Car Capacity	Northward	
SECOND CLASS				THIRD CLASS				
725	727			IN EFFECT			726	724
				October 28, 1973				
				STATIONS				
Local Freight	Local Freight						Local Freight	Local Freight
Ex. Sun.	Ex. Sun.						Ex. Sun.	Ex. Sun.
P. M.	A. M.						P. M.	P. M.
200	1100	A 768		L T	SANFORD	A	YARD	O Y
215	A 1115	ATA773	6.6		SYLVAN LAKE		L 27	745
300		ATA793	25.2		MOUNT DORA		17	625
315		ST783	30.6		TAVARES		14	610
330		ASD817	35.1		EUSTIS		34	550
335		ASC816	37.0		FORT MASON		14	530
400		ASC820	41.5	A	UMATILLA	L	YARD	
P. M.	A. M.						P. M.	P. M.
Ex. Sun.	Ex. Sun.						Ex. Sun.	Ex. Sun.

**GROVELAND SUBDIVISION**

Southward		Station Numbers	Distance from Sylvan Lake	TIME TABLE NO. 2		Scales, Wyes, Car Capacity	Northward	
Second Class				THIRD CLASS				
727				IN EFFECT			726	
				October 28, 1973				
				STATIONS				
Local Freight							Local Freight	
Ex. Sun.							Ex. Sun.	
A. M.							P. M.	
1115	ATA773			L	SYLVAN LAKE	A	27	745
1140	AT785	11.7			FOREST CITY		34	715
1235	AVB832	22.8			OCOOE	X SCL	5	620
100	AT798	26.0			WINTER GARDEN		25	600
130	AT812	39.4			CLERMONT		54	455
145	AT818	45.7		A	GROVELAND	L	25P 30	430
P. M.							P. M.	
Ex. Sun.							Ex. Sun.	

## SOUTHWARD

## SANFORD SUBDIVISION

FIRST CLASS								Station Numbers	Distance From Jacksonville	TIME TABLE NO. 2	
169	139	109	85	1	5	3	175			IN EFFECT	
Through Freight	Local Freight	Through Freight	Champion	Auto Train	Floridian	Auto Train	Piggyback Special			October 28, 1973	
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Ex. Tue.			STATIONS	
P. M.	P. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.				
930	715	1150	950	835	550	435	410	A643		L T	JACKSONVILLE -9.4
959 <sup>2</sup>	745	1215 <sup>110</sup>	1005 <sup>176</sup>	850	605	450	435	A653	9.4	T	YUKON -10.5
1012 <sup>2</sup>	820	1226	1014	900	615	500	447	A664	19.9		DOCTORS INLET -9.3
1030	845	1236	1022	909 <sup>176</sup>	623	509	500	A673	29.2	T	GREEN COVE SPRINGS ® -9.4
1045 <sup>140</sup>	933 <sup>2</sup>	1246	1029	917	630	517 <sup>173</sup>	517 <sup>2</sup>	A682	38.6		WEST TOCOI -6.8
1100	947 <sup>2</sup>	1253	1035	923	635	523	530	A689	45.4		BOSTWICK -9.2
1130	1000 <sup>140</sup>	110	1045	935	645	535	553	A698	54.6	T	PALATKA ® -8.8
1145	1010	120	1055 <sup>110</sup>	944	655 <sup>112</sup>	544	610	A707	63.4		SATSUMA -10.3
1157	1020	131	1104	953	705	553	628 <sup>112</sup>	A717	73.7		HUNTINGTON -2.2
								A719	75.9	T	CRESCENT CITY -7.0
1207	1030	143	1112	1001 <sup>110</sup>	714	601	638	A726	82.9	T	SEVILLE -5.7
								A732	88.6	T	PIERSON ® -4.5
1218	1045	204	1121	1011	723	609 <sup>112</sup>	648	A736	93.1		BARBERVILLE -13.5
1232 <sup>139</sup>	1100 <sup>189</sup> 200	225	s1135	1025	s 738 <sup>176</sup>	622	700	A750	106.6	T	DeLAND -11.2
1244	215	240	1145	1035	750	633	710	A761	117.8		BENSON JCT. -5.1
1255	230	405	s1205	s1130	s 805	s 715	730	A768	122.9	T A	SANFORD ®
A. M.	A. M.	P. M.	P. M.	A. M.	A. M.	A. M.	A. M.				
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Ex. Tue.				



## SOUTHWARD

## LAKELAND SUBDIVISION

Second Class	FIRST CLASS					Station Numbers	Distance From Sanford	TIME TABLE NO. 2 IN EFFECT October 28, 1973		
	307	109	85	5	175					169
Through Freight	Through Freight	Champion	Floridian	Piggyback Special	Through Freight			STATIONS		
Daily	Daily	Daily	Daily	Ex. Tue.	Daily					
A. M.	P. M.	P. M.	A. M.	A. M.	A. M.					
	405	1215	815	730	100	A768		L	SANFORD	®
						A778	8.5		LONGWOOD	
	430	s 1240	s 835	755	130	A786	16.5		WINTER PARK	
	500	s 100	s 855	810	150	A791	22.2	2 Tracks	ORLANDO	®
						205	A798	29.1		TAFT
	528	120	920	845	230	A808	38.8	T	KISSIMMEE	
						A825	56.3		DAVENPORT	
	552	140	940	910	305	A829	60.2	T	HAINES CITY	®
						A836	66.8		LAKE ALFRED	
						A840	71.1		AUBURNDALE	X-SCL
						A846	75.7		CARTERS	
L 605	635	s 210	s 1010	950	400	A852	83.8	2 Tracks	LAKELAND	®
						A855	86.5		WINSTON	
	650	220	1020	1010	415	S823	92.9	T	PLANT CITY	X-SCL
						A867	99.2		DOVER	
						A873	104.8		MANGO	
A 715	A 800			A1045	A 600	A879	109.6		UCETA YARD	
						A879	111.6	2 Tracks	GY	
						A880	112.1		TN	® X-SCL
		s 315	s 1105			A882	113.5	A	TAMPA	
A. M.	P. M.	P. M.	A. M.	A. M.	A. M.					
Daily	Daily	Daily	Daily	Ex. Tue.	Daily					

**LAKELAND SUBDIVISION**

**NORTHWARD**

TIME TABLE NO. 2 IN EFFECT October 28, 1973 STATIONS		Scales, Weights, Car Capacity	FIRST CLASS					Second Class
			176	110	86	6	112	308
			Piggyback Special	Through Freight	Champion	Floridian	Through Freight	Through Freight
			Ex. Mon.	Ex. Mon.	Daily	Daily	Daily	Daily
			A. M.	A. M.	P. M.	P. M.	A. M.	A. M.
T	SANFORD (R) A	274P YARD O Y	500	600	s 240	s 810	320	
	8.5							
	LONGWOOD	139P						
	8.0							
2 Tracks	WINTER PARK	37			s 215	s 740		
	5.7							
T	ORLANDO (R)	125P YARD	350	430	s 200	s 725	200	
	6.9							
	TAFT	130P Y 59	330	400	145	708	150	
	9.7							
T	KISSIMMEE	150P YARD Y						
	17.5							
	DAVENPORT	88P 20						
	8.9							
T	HAINES CITY (R)	109P YARD O Y	235	300	113	633	110	
	0.6							
	LAKE ALFRED	79P Y 31						
	4.3							
	AUBURNDALE X-SCL	103P 120						
	4.6							
	CARTERS	103P 18						
	7.1							
2 Tracks	T LAKELAND (R)	YARD O Y	130	145	s 1250	s 610	1225	A 340
	2.7							
	WINSTON	112P YARD Y						
	0.4							
	PLANT CITY X-SCL	135P 180		105	1234	554	1145	
	0.3							
	DOVER	90P 16						
	5.6							
	MANGO	90P 2						
	4.8							
2 Tracks	UCETA YARD	YARD O Y	L 1201	L 1230			L 1115	L 230
	2.0							
	GY	YARD SPUR Y						
	0.5							
T	TN (R) X-SCL							
	1.4							
T	TAMPA L	YARD			1210	530		
			A. M.	A. M.	P. M.	P. M.	P. M.	A. M.
			Ex. Mon.	Ex. Mon.	Daily	Daily	Daily	Daily

## SOUTHWARD

## YEOMAN SUBDIVISION

SECOND CLASS			FIRST CLASS		Station Numbers	Distance From Zephyrhills	TIME TABLE NO. 2	
165	181	185	85	5			IN EFFECT	
Through Freight	Through Freight	Local Freight	Champion	Floridian			October 28, 1973	
Daily	Daily	Daily	Daily	Daily			STATIONS	
P. M.	P. M.	A. M.	P. M.	A. M.				
1130	600				ARF840		L	ZEPHYRHILLS
					S819	11.0		11.0 KNIGHTS
A1201	705				S823	15.2		4.2 PLANT CITY X-SCL
					S828	19.9		4.7 TURKEY CREEK
	725				S833	24.6		4.7 VALRICO
	A 750	L 700			S841	33.0		8.4 YEOMAN
		A 710			S843	35.3		2.3 GARY X-SCL
			L 320	L 1110	A882	37.0	T	1.7 TAMPA X-SCL
		L 710	329	1119	S843	35.3		1.7 GARY X-SCL
					A880	35.6	T	0.3 TN X-SCL
		730	342	1132	SY849	40.8		5.2 SULPHUR SPRINGS
		815	353	1145	SY856	48.5		7.7 TARPON
		842	400	1153	SY863	54.7		6.2 OLDSMAR
		855	405	1159	SY867	59.2		4.5 SAFETY HARBOR
		910	421 <sup>S</sup>	1210	SY873	65.5		6.3 NORTH CLEARWATER
		A 930	S A 427	S A 1215	SY875	67.0	T	1.5 CLEARWATER X-SCL
					SY878	70.2		3.2 LARGO
					SY885	77.3		7.1 BAY PINES
					ARE895	86.1	T A	8.8 ST. PETERSBURG
A. M.	P. M.	A. M.	P. M.	P. M.				
Daily	Daily	Daily	Daily	Daily				

**YEOMAN SUBDIVISION**

**NORTHWARD**

TIME TABLE NO. 2 IN EFFECT October 28, 1973 STATIONS		Scales, Wyes, Car Capacity	FIRST CLASS		SECOND CLASS				
			86	6	186	160	184	166	
			Champion	Floridian	Through Freight	Through Freight	Local Freight	Through Freight	
			Daily	Daily	Daily	Daily	Daily	Daily	
				P. M.	P. M.	A. M.	P. M.	P. M.	P. M.
<b>ZEPHYRHILLS</b>		A			110	240			1030
-1.0 <b>KNIGHTS</b>		82P 14							
<b>PLANT CITY</b>		X-SCL	141P YARD	Y	1240	210			L1010
-4.7 <b>TURKEY CREEK</b>			78P						
-4.7 <b>VALRICO</b>			78P		1215	145			
-8.4 <b>YEOMAN</b>			YARD	O	L1201	L 130	A 430		
-2.3 <b>GARY</b>		X-SCL	YARD	Y			L 415		
-1.7 <b>TAMPA</b>		X-SCL	YARD	Y	S A 1205	S A 525			
-1.7 <b>GARY</b>		X-SCL	YARD	Y	1146	509		A 415	
-0.3 <b>TN</b>		® X-SCL							
-5.2 <b>SULPHUR SPRINGS</b>			46P YARD	Y	1132	454		345	
-7.7 <b>TARPON</b>			19 Spur		1119	443		328	
-6.2 <b>OLDSMAR</b>			53P 16		1113	437		320	
-4.5 <b>SAFETY HARBOR</b>			51P 20		1108	432		310	
-8.3 <b>NORTH CLEARWATER</b>			58P YARD		1057	421 <sup>86</sup>		240	
-1.5 <b>CLEARWATER</b>		X-SCL	YARD	Y	L 1053	L 417		L 230	
-3.2 <b>LARGO</b>			14P						
-7.1 <b>BAY PINES</b>			56P 5B						
-8.8 <b>ST. PETERSBURG</b>		L	YARD	O Y					
					A. M.	P. M.	A. M.	P. M.	P. M.
					Daily	Daily	Daily	Daily	Daily

2 Tracks



SECOND CLASS		FIRST CLASS		Station Numbers	Distance From Tribby	TIME TABLE NO. 2 IN EFFECT October 28, 1973		Scales, Weighs, Car Capacity	FIRST CLASS		SECOND CLASS	
775	185	85	5			86	6		774	184		
Local Freight	Local Freight	Champlon	Floridian			Champlon	Floridian		Local Freight	Local Freight		
Ex. Sun.	Daily	Daily	Daily			Daily	Daily		Ex. Sun.	Daily		
P. M.	A. M.	P. M.	P. M.			A. M.	P. M.	P. M.	P. M.			
				AR823		L T	TRILBY	A	YARD O Y			
				ARE835	11.0	T	SAN ANTONIO -11.0		49P 5			
L 430				SR824	25.8		DREXEL -14.8	X-SCL	13		A 245	
440				ARE857	33.5		ODESSA -7.7		24		220	
459				ARE867	43.1		CHEMICAL -9.6		YARD 9pur		159	
520				ARE868	44.1	T	TARPON SPRINGS -1.0		35P YARD		155	
545				ARE878	54.4	T	DUNEDIN -10.3		58P 40		135	
600	L 930	L 427	L 1215	SY875	57.6	T	CLEARWATER -3.2	®	YARD	S <sup>A</sup> 1053	S <sup>A</sup> 417	125 A 230
610	945	435	1223	ARE885	61.2		LARGO -3.6		38P 17	1044	409	115 207
620	1000	442	1231	ARE890	66.9		CROSS BAYOU -4.7		25P	1037	402	110 159
630	1025	s 500	s 1250	ARE895	72.0	T A	ST. PETERSBURG -5.1		YARD O Y	1030	355	100 150
P. M.	A. M.	P. M.	P. M.							A. M.	P. M.	P. M.
Ex. Sun.	Daily	Daily	Daily							Daily	Daily	Ex. Sun. Daily

## BROOKSVILLE SUBDIVISION

Southward		TIME TABLE NO. 2 IN EFFECT October 28, 1973		Northward	
Station Numbers	Distance from Landrum		STATIONS		Scales, Weighs, Car Capacity
SR783		L	LANDRUM	A	
SR794	11.0	T	ROCK -11.0		YARD O Y
SR798	14.8		BROOKSVILLE -3.8		YARD
SR807	23.6		AYERS -8.8		136P 28
SR824	40.5		DREXEL -18.0	X SCL	136P 29
SY849	55.3	A	SULPHUR SPRINGS -14.8	L	YARD Y

**SOUTHWARD FORT MYERS SUBDIVISION NORTHWARD**

Second Class		Station Numbers	Distance From Lakeland	TIME TABLE NO. 2 IN EFFECT October 28, 1973		Scales, Wees, Car Capacity	Second Class	Third Class
149	749			150	750			
Through Freight	Local Freight			Through Freight	Local Freight			
Ex. Sun.	Ex. Sun.			Ex. Sun.	Ex. Sun.			
A. M.	A. M.	STATIONS		P. M.	P. M.			
1201		A852		L T LAKELAND ® A	YARD O Y			
1215		AX855	4.2	EATON PARK 3.3	11			
1230		AX859	7.5	HIGHLANDS CITY 5.5	88P 27			
1245		SV851	13.0	T BARTOW 10.9	YARD Y A	850		
130		AX875	23.9	T FORT MEADE 4.4	67P Y	828		
138		AX879	28.3	TENCOR 3.4	SPUR	822		
145		AX883	31.7	BOWLING GREEN 6.4	23	815		
215		AX889	38.1	T WAUCHULA 4.0	58P 75	800		
245		AX893	42.1	ZOLFO SPRINGS 3.5	32	745		
255		AX896	45.6	MOFFITT 10.4	57P	730		
315		AX907	56.0	BROWNVILLE 6.0	33	655		
345		AX913	62.0	T ARCADIA 10.8	29P 120	645		
410		AX924	72.6	FORT OGDEN 13.4	52	630		
450		AX937	86.0	T PUNTA GORDA 4.2	27 Y	610		
505		AX941	90.2	ACLINE 19.6	18	600		
540		AX961	109.8	TIGE 4.2	18	530		
A 600	L 950	AX965	114.0	T FORT MYERS 22.3	YARD Y L	520	A 130	
		1035	AX988	136.3	BONITA SPRINGS 13.9	11	1230	
		1130	AX1001	150.2	T A NAPLES I	31 Y	1159	
A. M.	A. M.					P. M.	A. M.	
Ex. Sun.	Ex. Sun.					Ex. Sun.	Ex. Sun.	

**HAINES CITY SUBDIVISION**

9

Southward	Station Numbers	Distance From Haines City	TIME TABLE NO. 2 IN EFFECT October 28, 1973		Scales, Wees, Car Capacity	Northward
Second Class			Third Class			
715			716			
Local Freight			Local Freight			
Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.
P. M.	STATIONS		P. M.	P. M.		
800	A829		L T HAINES CITY ® A	YARD O Y		1000
815	AVC834	5.3	LAKE HAMILTON 5.3	41P 9		910
822	AVC836	6.9	DUNDEE 1.6	20		905
830	AVC839	9.2	A WAVERLY L	49P 10		900
P. M.					P. M.	P. M.
Ex. Sun.					Ex. Sun.	Ex. Sun.

**BARTOW SUBDIVISION**

Southward	Station Numbers	Distance From Lake Alfred	TIME TABLE NO. 2 IN EFFECT October 28, 1973		Scales, Wees, Car Capacity	Northward
Second Class			Third Class			
150			Through Freight			
Ex. Sun.			Ex. Sun.			
P. M.	STATIONS		P. M.	P. M.		
A836		L	LAKE ALFRED A	45 Y		945
SX827	3.5		WINTER HAVEN 3.5 X-SCL	63		915
SV851	16.7	T A	BARTOW L	YARD Y		850
					P. M.	P. M.
					Ex. Sun.	Ex. Sun.

## PALMETTO SUBDIVISION

Southward		Station Numbers	Distances From Uceta Yard	TIME TABLE NO. 2 IN EFFECT October 28, 1973		Stations, Ways, Car Capacity	Northward	
Second Class				STATIONS			Third Class	
765	719						720	764
Local Freight	Local Freight						Local Freight	Local Freight
Ex. Sun.	Ex. Sun.			Ex. Sun.	Ex. Sun.			
P. M.	A. M.			A. M.	P. M.			
		A879		L	UCETA YARD	A		
					0.5	X-SCL		
L 200	L1201	S841	0.5	T	YEOMAN			A 830
210	1210	AZA883	4.2		SUTTON	130P SPUR Y		810
220	1220	AZA886	7.2	T	EAST TAMPA	36P YARD		803
230	1230	AZA892	13.9		NORTH RUSKIN	58P 22		753
240	1240	AZA898	19.2		RUSKIN	40P 17		743
305	105	AZA910	31.2		GILLETT	39P 22		720
320	120	AZA915	36.1	T	PALMETTO	21P 56	A 445	710
A 345	150	AZA916	37.4	T	BRADENTON	25P YARD Y	430	L 700
	215	SW876	41.2		ONECO	37		415
	A 300	AZA929	49.7		SARASOTA	YARD Y	L 400	
		SW890	55.4		BEE RIDGE	12		
		SW903	68.0	T A	VENICE	L YARD Y		
P. M.	A. M.						A. M.	P. M.
Ex. Sun.	Ex. Sun.						Ex. Sun.	Ex. Sun.

## PARRISH SUBDIVISION

Southward		Station Numbers	Distances From Durant	TIME TABLE NO. 2 IN EFFECT October 28, 1973		Stations, Ways, Car Capacity	Northward	
				STATIONS			Third Class	
							720	
							Local Freight	
						Ex. Sun.		
						A. M.		
		SZ837		L	DURANT	Ⓢ A	153 Y	615
		SW848	15.5		WIMAUMA		33P 30	545
		SW860	27.4		PARRISH		36	515
		AZA915	38.6	T A	PALMETTO	L	YARD Y	445
								A. M.
								Ex. Sun.

**SOUTHWARD**

**VALRICO SUBDIVISION**

**NORTHWARD**

**BONE VALLEY SUBDIVISION 11**

Third Class	SECOND CLASS		Station Numbers	Distance from Valrico	TIME TABLE NO. 2 IN EFFECT October 28, 1973 STATIONS	Scales, Wyes, Car Capacity	Second Class	THIRD CLASS	
<b>787</b>	<b>767</b>	<b>165</b>					<b>166</b>	<b>788</b>	<b>766</b>
Through Freight	Local Freight	Through Freight					Through Freight	Through Freight	Local Freight
Mon.-Wed. Fri.	Ex. Mon.	Daily					Daily	Tue.-Thur. Sat.	Ex. Mon.
<b>A. M.</b>	<b>A. M.</b>	<b>A. M.</b>				<b>P. M.</b>	<b>A. M.</b>	<b>P. M.</b>	
	1030	900	S833		L VALRICO A	82P		1115	325
	1045	915	SZ837	4.9	DURANT	123 Y		1105	315
A 1100	A 935		SZ844 SV834	11.8	WELCOME	40 Y		L 1045	L 250
			L 1201		PLANT CITY X SCL	YARD A	1010		
			1210		CORONET	44 Y	1005		
L 1100	L 935	1220	SZ844 SV834	11.8	WELCOME	40 Y	950	A 1045	A 250
A 1105	940	1225	SV836	13.4	EDISON	112 Y	945	L 1030	245
	950	1230	SV839	16.5	NICHOLS	92P YARD Y	940		235
	1005	A 100	SV841	18.5	T MULBERRY YARD	92P YARD Y	L 930		220
	1025		AX866	19.9	® MULBERRY X SCL	7			215
			SV843	20.6	SOUTH MULBERRY	Y			
	1050		SV846	23.1	RIDGEWOOD	80P			155
	1120		SV851	28.4	T BARTOW	80P YARD Y			145
	1150		SV853	30.7	CONNERS	80P Y			135
	1230		SX836	41.1	T A WEST LAKE WALES L	YARD O Y			101
<b>A. M.</b>	<b>P. M.</b>	<b>A. M.</b>					<b>P. M.</b>	<b>A. M.</b>	<b>P. M.</b>
Mon.-Wed. Fri.	Ex. Mon.	Daily					Daily	Tue.-Thur. Sat.	Ex. Mon.

Southward	Station Numbers	Distance From Winston	TIME TABLE NO. 2 IN EFFECT October 28, 1973 STATIONS	Scales, Wyes, Car Capacity	Northward
Third Class					Third Class
<b>787</b>					<b>788</b>
Through Freight					Through Freight
Mon.-Wed. Fri.	Tue.-Thur. Sat.	Ex. Mon.			
<b>A. M.</b>	<b>A. M.</b>	<b>P. M.</b>			<b>A. M.</b>
	A855		L WINSTON A	YARD Y	
	AY862	6.7	TANCREDE	88 Spur Y	
	AY865	10.0	PRAIRIE JCT.	YARD Spur O	
	AY866	10.8	T @ MULBERRY X-SCL	24	
	AY869	13.8	ACHAN	28 Spur Y	
	AYL872	17.2	GREEN BAY	27 Spur O Y	
	AY877	21.4	AGRICOLA	Y	
	AX875	28.8	T A FORT MEADE L	88 Y	

**ACHAN SUBDIVISION**

Southward	Mile Post Locations from Bradley	TIME TABLE NO. 2 IN EFFECT October 28, 1973 STATIONS	Scales, Wyes, Car Capacity	Northward
Station Numbers				Third Class
<b>787</b>				<b>788</b>
Through Freight				Through Freight
Mon.-Wed. Fri.	Tue.-Thur. Sat.	Ex. Mon.		
<b>A. M.</b>	<b>A. M.</b>	<b>P. M.</b>		<b>A. M.</b>
SV843	8.1	L SOUTH MULBERRY A	42 Y	
SVH848	4.4	ACHAN	40	
SVH846	2.6	PIERCE	YARD Y	
SVC844		T A BRADLEY X SCL L	YARD Y	

**BOCA GRANDE SUBDIVISION**

Southward	Station Numbers	Distance from Edison	TIME TABLE NO. 2 IN EFFECT October 28, 1973 STATIONS	Scales, Wyes, Car Capacity	Northward
Third Class					Third Class
<b>787</b>					<b>788</b>
Through Freight					Through Freight
Mon.-Wed. Fri.	Tue.-Thur. Sat.	Ex. Mon.			
<b>A. M.</b>	<b>A. M.</b>	<b>P. M.</b>			<b>A. M.</b>
1105	SV836		L EDISON A	112 Y	1030
1230	SVC844	7.7	T BRADLEY X SCL	56P YARD Y	1015
1240	SVC847	10.7	BREWSTER X ACCO	YARD	1000
110	SVC856	19.8	GARWOOD	53P	945
300	AX913	48.0	ARCADIA	YARD Y	845
412	SVC909	72.9	PORT CHARLOTTE	13P 36	710
428	SVC917	80.7	SOUTHLAND	52P 17	650
505	SVC930	94.3	BOCA GRANDE	YARD	610
515	SVC932	96.5	T A PORT BOCA GRANDE L	YARD O Y	600
<b>P. M.</b>					<b>A. M.</b>
Mon. Wed.-Fri.					Tue.-Thur. Sat.

## 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
250-261, 300-343, 1275-1277, 1309-1343, 1406-1415, 1515-1565, 1700-1799, 1800-1855, 3200-3224	75	500-555, 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. and not in excess of 50 M.P.H. between Tampa and St. Petersburg when used in service or tow, and must be handled near head 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.

When 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 (Terminal Station), Moncrief (yard and shops), Palatka, Sanford (passenger station and shops), Orlando, Kissimmee, Haines City, Lakeland yard, Winston, Uceta Yard (yard and shops), Tampa (passenger station), Arcadia, Ft. Myers, Sarasota, St. Petersburg (passenger station and shop), Plant City, Yeoman, Tampa Yard Office, Hooker's Point, Sulphur Springs, Clearwater, Mulberry Yard, Mulberry (Bone Valley Subdivision), Bartow, Palmetto, Bradenton, Port Boca Grande and Brooksville.

**STANDARD CLOCKS**

10—Jacksonville (Terminal Station), Moncrief (yard and shops), Palatka, Sanford (passenger station and shops), Orlando, Lakeland (passenger station and yard), Uceta Yard (yard and shops), Tampa (passenger station and old yard), Fort Myers, Sarasota, St. Petersburg (passenger station and shop), Yeoman, Mulberry Yard, Mulberry (Bone Valley Subdivision).

**SPECIAL RULES**

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

Paragraph 5 of Rule 103-F is amended as follows: Train and engine service employees must not occupy the roof of a freight car or caboose under any circumstances. Other employees whose duties require them to occupy roof of a car or caboose may do so only when equipment is standing.

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, 800, 1000, 1119, 1199, 1200-1259	250-261, 300-343, 500-555, 2100, 1275-1277, 1300, 1400, 1500, 1600, 1700, 1800, 3200	1900, 2000, 2100, 2200	785250, 785251, 785252, 771200, 771201, 771202, 771203, 771253, 771254, 111255, 771256, 771257	766157, 765160, 765161, 771153, 771154		785100, 785151			
Zephyrville to Gary	270,000			60	50												40	40	40	25
Gary to Tampa	270,000	59		49	49												35	35	35	25
Bridge (Tampa Yard)	263,000			10	10					BARRED							BARRED			
Gary to Clearwater	270,000	59		45	45												35	35	35	25
Tarpon to Cosmo	220,000			20	20		BARRED	BARRED	BARRED	BARRED							BARRED	15	15	15
MP 875.8 to St. Petersburg	270,000			45	45						Note A	BARRED	BARRED				BARRED	35	35	35
Landrum to MP 812.0	270,000			35	35												25	25	25	25
MP 812.0 to Sulphur Springs	270,000			45	45												25	25	25	25
South Mulberry to Bradley	270,000			25	25															
Agricola Spur	270,000			20	20															
Valrico to Welcome	270,000			40	40												25	25	25	25
Plant City to Welcome	270,000			40	40												25	25	25	25
Welcome to West Lake Wales	270,000			35	35												25	25	25	25
Durant to MP 841.5	270,000			45	45												25	25	25	25
MP 841.5 to Palmetto	270,000			30	30												25	25	25	25
Lemon Spur	270,000			10	10							BARRED	BARRED							
Edison to MP 843.4	270,000			40	40												25	25	25	25
MP 843.4 to MP 893.4	270,000			35	35												25	25	25	25
MP 893.4 to Port Charlotte	270,000			35	35												20	20	20	20
Port Charlotte to MP 924.0	220,000			35	35		BARRED	BARRED	BARRED	BARRED							20	20	20	20
Bridge MP 914.9 to 915.0				10	10		BARRED	BARRED	BARRED	BARRED							5			
MP 924.0 to Port Boca Grande	220,000			35	35		BARRED	BARRED	BARRED	BARRED							BARRED	20	20	20
Bridge MP 924.5 to 925.2				20	20		BARRED	BARRED	BARRED	BARRED							BARRED			
Bridge MP 925.2 to 926.2				10	10		BARRED	BARRED	BARRED	BARRED							BARRED			
Jacksonville to Lakeland	270,000	79	70	60	50												35	36	40	25
Bridge MP 649.1 to 649.2		50	50	45	45					40										
Bridge MP 694.1 to 694.2		20	20	20	20					15							15			
Bridge MP 703.4 to 703.6		50	50	50	50					40										
Bridge MP 763.1 to 763.2		50	50	50	50					40										
Deland Junction to Deland	270,000	20		20	20					7							15	BARRED	10	7
Lakeland to Tampa	270,000	79	70	60	50					7							30	30	30	25

(Continued Next Page)

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	Unre-stricted Freight Trains	Re-stricted 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, 1119-1199, 1200-1259	250-261, 300-343, 500-555, 1275-1277, 1300, 1400, 1500, 1600, 1700, 1800, 3200	1900, 2000, 2100, 2200	785250, 785251, 785252, 771200, 771201, 771202, 771203, 771253, 771254, 111255, 771256, 771257	766157, 766160, 766161, 771153, 771154		785100, 785161	
GY to Thonotosassa	270,000			40	40													25
Sanford to Sylvan Lake	270,000			40	40									30	25	35		25
Sylvan Lake to Fort Mason	270,000			30	30				25	20			25	20	20	25		25
Bridge MP 777.1 to 777.2				10	10				*									
Fort Mason to Umatilla	270,000			20	20													
Sylvan Lake to MP 791.3 (837.5)	270,000			30	30				25	20			25	20	20	25		25
MP 837.5 (791.2) to 832.6 (32.3)	270,000			30	30				25	20			25	20	20	25		25
MP 32.3 (832.6) to 29.1 (799.2)	270,000			30	30				25	20			25	20	20	25		25
MP 799.2 (29.1) to Groveland	270,000			30	30				25	20			25	20	20	25		25
Ocoee to Dr. Phillips	270,000			20	20									15	15			
Trilby to Clearwater	270,000			40	40									30	30	35		25
Victor to Eifers	220,000			20	20		BARRED	BARRED	BARRED	BARRED	NOTE A	BARRED	BARRED	10	10	15		15
Clearwater to St. Petersburg	270,000		55	40	40									30	30	35		25
Sanford to Oviedo	270,000			20	20	15	10	7	7	7	15	BARRED		7	Note B	10		10
Oviedo to Aloma	270,000			30	30							BARRED		25	25			25
S & E Junction to Beck Hammock	270,000			20	20	15	10	7	7	7	15	BARRED		7	Note B	10		10
Haines City to Waverly	270,000			35	35					30				25	25	30		25
Lake Alfred to Bartow	270,000			35	35					30				25	25	30		25
Lakeland to MP 883.9 (850.8)	270,000			45	45									30	30	35		25
MP 850.8 (863.9) to MP 856.0 (871.5)	270,000			25	25									30	30	35		25
MP 871.5 (858.0) to Ft. Meade	270,000			45	45									30	30	35		25
Fort Meade to Punta Gorda	270,000			35	35							40		25	25	30		25
Punta Gorda to Fort Myers	270,000			45	45					40		40		25	25	30		25
Bridge MP 959.6 to 959.7				10	10					*				7				
Fort Myers to MP 989.0	270,000			35	35					30			15	20	20	20		20
MP 989.0 to MP 993.0	270,000			25	25					20				15	15	20		20
MP 993.0 to Naples	270,000			35	35					30				20	20	20		20
Winston to MP 859.3	270,000			40	40									30	30	35		25
MP 859.3 to MP 862.4	270,000			35	35									30	30	35		25
MP 862.4 to Agricola	270,000			40	40									30	30	35		25
Agricola to Fort Meade	270,000			25	25													25
Agricola to Rockland Junction (Via Rockland)	270,000			25	25													
Tanorede to Ridgewood	270,000			20	20									15	15			
South Uceeta Yard to Bradenton	270,000			45	45									30	30	35		25
Bridge MP 886.4 to 886.5				20	20					15				15				
Bridge MP 898.7 to 898.8				20	20					15				15				
Bridge MP 915.7 to 915.8				20	20					15				15				
MP 917.8 (873.9) to 882.7	270,000			30	30									25	25	25		25
MP 882.7 to 883.8 (927.8)	270,000			10	10													
MP 827.8 to 928.9 (884.9)	270,000			15	15					10				10				
MP 884.9 to Venice	270,000			30	30									25	25	25		25
Fruitville to Betspur	270,000			15	15					10				10				
Tampa to Port Tampa	270,000			30	30									25	25			25
Bridge MP 882.8 to 882.9				20	20					15				15				
Tampa City Docks	240,000					10	10	BARRED	BARRED	BARRED	BARRED	BARRED	BARRED	BARRED	BARRED	BARRED	BARRED	BARRED

\* 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 - Engines restricted to series 10-19, 250-261 and 1100-1117 except series 1119-1124 permitted at 15 M.P.H. and series 700, 800, 900, 1000, 1125-1199 and 1200 permitted at 10 M.P.H.

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



## WHERE TIME APPLIES

1—Jacksonville, time of passenger trains applies at Jacksonville Terminal Station, except time of Auto Train, Nos. 1, 2, 3 and 4, applies at McQuade Street. Time of freight trains applies at Moncrief Yard.

Sanford, time of Auto Train, Nos. 1, 2, 3 and 4, applies at Auto Train station on Aloma Subdivision.

## REGISTER STATIONS

2—Jacksonville, Terminal Station for passenger trains except Auto Train Nos. 1, 2, 3 and 4 and freight trains at Moncrief Yard.

## YARD LIMITS

3—Jacksonville and Palatka.

## SPEED RESTRICTIONS

Between 4—Mile Posts	MILES PER HOUR		
	Psgr. Trains	Piggy- back Trains	Freight Trains
646.8 and 647.2	50	50	50
648.6 and 649.0	50	50	50
649.1 and 649.2	50	50	45
650.3 and 650.6	65	—	—
651.7 and 651.9	70	—	—
655.2 and 655.4	70	—	—
657.0 and 657.2	45	45	45
658.5 and 658.7	60	60	—
659.0 and 659.2	60	60	—
660.0 and 660.2	60	60	—
661.7 and 661.9	65	65	—
662.8 and 663.2	60	60	—
664.0 and 665.6	60	60	—
672.1 and 672.3	60	60	—
672.9 and 673.0	60	60	—
690.9 and 691.0	75	—	—
693.6 and 693.8	60	60	—
694.1 and 694.2	20	20	20
696.0 and 696.2	75	—	—
697.5 and 697.7	40	40	40
698.5 and 698.8	30	30	30
699.2 and 699.9	70	—	—
700.3 and 700.7	60	60	—
702.4 and 703.4	60	60	—
703.4 and 703.6	50	50	50
708.7 and 709.0	65	65	—
713.9 and 714.2	65	65	—
720.5 and 722.9	65	65	—
733.4 and 733.8	70	—	—
741.4 and 742.0	70	—	—
751.1 and 751.5	50	50	50
752.8 and 753.1	70	—	—
757.0 and 757.2	65	65	—
760.1 and 760.4	65	65	—
761.5 and 761.7	60	60	—
762.7 and 763.0	60	60	—
763.1 and 763.2	50	50	50
763.4 and 765.9	50	50	50
765.9 and 766.6	20	20	20
767.5 and 767.8	60	60	—

## City Ordinance Speed Restrictions:

Jacksonville, 35 M. P. H. over Edgewood Avenue; 30 M. P. H. between McDuff-Post Street and Stockton Street; 20 M. P. H. between Stockton Street and Dennis Street.

Green Cove Springs, 55 M. P. H. over first crossing north of station.

Palatka, 40 M. P. H. Washington to St. Johns. Street crossings in corporate limits must not be blocked more than 10 minutes.

Pierson, 45 M. P. H. over 1st four crossings north and 1st

crossing south of station. Street crossings in corporate limits must not be blocked more than ten minutes.

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

Sanford, movements over French (except at 13th Street), Park and Sanford Avenues, First Street at old freight station, and 9th and 20th Streets, will be flagged.

## DRAWBRIDGES

5—Protected by attended interlocking:  
McGirts Creek, M. P. 649.1.

6—Protected by interlockings:  
Rice Creek, M. P. 694.1. Attended 8:00 A.M. to 12:00 noon and from 1:00 P.M. to 5:00 P.M., daily.

Buffalo Bluff, M. P. 703.6. Attended 8:30 A.M. to 11:00 A.M. and from 12:30 P.M. to 6:00 P.M., daily.

Lake Monroe, M. P. 763.1. Attended 8:30 A.M. to 11:30 A.M. and from 2:30 P.M. to 7:30 P.M., daily.

Trains and engines stopped by home signals will not proceed until proceed signal is given by bridge tender or until member of crew ascertains that draw span is in proper position.

## BLOCK SIGNAL SYSTEMS

7—Single Track Automatic Block Signal System is in service between Jacksonville, M. P. 643.9, and Benson Jct., M. P. 759.6.

8—Traffic Control System is in service between Benson Junction, M. P. 759.6, and Winter Park, M. P. 785.5.

## SPRING SWITCHES

9—Following spring switches are in signal territory:  
Jacksonville, south end siding.

Yukon, both ends siding.

Doctor's Inlet, both ends siding.

Green Cove Springs, both ends siding.

West Tocol, both ends siding.

Bostwick, both ends siding.

Palatka, both ends siding.

Satsuma, north end siding.

Huntington, north end siding.

Seville, north end siding.

Barberville, north end siding.

DeLand, north end siding.

10—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:

Rands, Boulevard track switch to yard lead at M. P. 763.9.

## DEFECT DETECTORS

11—Location	Protection Provided	Locations of Indicators and Personnel reading charts
Solite	Single track, both directions.	Indicators west side, M. P. 666.4.
M. P. 666.4	Hot box and dragging equipment.	Operator, Moncrief.
Bostwick	Single track, both directions.	Indicators west side, M. P. 692.4.
M. P. 692.4	Hot box.	Operator, Palatka.
Hammond	Single track, both directions.	Indicators west side, M. P. 724.0.
M. P. 724.0	Hot box.	Operator, Palatka.
Orange City	Single track, both directions.	Indicators west side, M. P. 755.4.
M. P. 755.4	Hot box.	Operator, Sanford

## SPECIAL RULES

12—Jacksonville, "BS" Tower is train order office for Auto-Train Nos. 1-3 and Southward freight trains.

13—When southward home signal just south of Dennis Street, Jacksonville, displays an "approach" aspect (Rule 512), trains and engines are authorized to use Sanford Subdivision

main track between Dennis Street and Edison Avenue as stem of wye. Towerman at "MA" Tower will clear with Sanford Subdivision dispatcher before allowing train or engine to enter main track for this purpose. To avoid unnecessary lowering of gates at Edison Avenue, this authority should not be requested except when actually necessary.

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

15—Movements over highway crossings Highway 17 Hudson Pulp & Paper Company lead at Pecan, State Road No. 16 and U. S. Highway No. 17 on Navy Base Spur at Duroc, U. S. Naval Air Base at Yukon, and 19th Street, Palatka Yard, will be flagged.

16—Trains and engines will operate at yard speed not exceeding 20 M.P.H. on DeLand Spur, through turnouts and cross-overs 10 M.P.H.

17—Automatic crossing signals and gates at Madison Street, Palatka, protect southward movements only when lunar white indicator light, located on mast east side of track, is flashing. Southward trains meeting northward trains approach this cross-

ing prepared to stop until it is known that crossing protection devices are functioning.

18—Train and engine movements may be made on authority of dispatcher between south end Bostwick and north end Palatka sidings by signal indication, which supersedes the superiority of trains.

19—Trains observing "Stop" indication, Rule 518 (B), on southward signal located at M. P. 698.3, approximately 1,200 feet south of siding at Palatka, will stop clear of south siding switch and not proceed until signal changes to authorize movement or authority is obtained as per Rule 536.

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

21—Trains and engines have equal authority and will operate at yard speed between Sanford and S.&E. junction on Aloma Subdivision.

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

F. P. & L. Co., M. P. 762.5.

## Lakeland Subdivision

### CLEARANCE CARDS

1—TN is Train Order Office for trains originating south of TN.

Trains enroute Bone Valley Subdivision via Winston must obtain clearance card endorsed "Bone Valley Subdivision" before leaving Uceta or Lakeland.

### REGISTER STATIONS

2—Lakeland yard (except through Lakeland Subdivision trains), Sanford passenger station, Tampa, Uceta yard (yard and shops for freight trains).

### YARD LIMITS

3—Orlando, Tampa and Port Tampa.

### SPEED RESTRICTIONS

Between 4-Mile Posts	MILES PER HOUR		
	Pass. Trains	Pigg- back Trains	Freight Trains
767.5 and 767.8	60	60	—
772.0 and 772.7	50	50	50
773.2 and 773.5	45	45	45
774.0 and 774.2	65	65	—
775.1 and 780.8	75	—	—
782.0 and 782.7	60	60	—
783.1 and 784.2	40	40	40
784.5 and 785.5	25	25	25
785.5 and 785.9	20	20	20
785.9 and 792.3	25	25	25
799.6 and 799.8	70	—	—
802.2 and 802.5	65	65	—
803.9 and 804.0	85	65	—
807.6 and 808.1	50	50	50
808.4 and 808.5	50	50	50
812.3 and 812.6	65	65	—
825.4 and 825.5	65	65	—
827.7 and 827.9	65	65	—
828.4 and 830.0	50	50	50
831.3 and 831.6	70	—	—
837.2 and 837.3	65	65	—
838.1 and 838.3	60	60	—
841.0 and 841.3	50	50	50
849.6 and 849.7	65	65	—
867.6 and 867.9	70	—	—
870.5 and 870.6	70	—	—
871.9 and 872.0	65	50	50
872.7 and 872.9	65	65	—
873.3 and 873.5	65	50	50
876.5 and 876.9	25	25	25

Through turnouts as listed below:

M. P. 779.8, turnout to siding, 10 M.P.H.

M. P. 865.5, turnout stem of wye, GY, 20 M.P.H.

**City Ordinance Speed Restrictions:**

Longwood, 50 M.P.H. within city limits, M. P. 776.7 to M. P. 778.4.

Maitland, 40 M.P.H. within city limits.

Winter Park, 25 M.P.H. within city limits.

Orlando, 25 M.P.H. between south city limits and Wilkin-son Avenue. Whistle should be sounded with light intensity within the corporate limits, except in case of emergency.

Pine Castle, 40 M.P.H. over crossings Holden Avenue, M. P. 793.6 to Lancaster Road, M. P. 795.5, inclusive.

Kissimmee, movements over Broadway Street will be flagged. 25 M. P. H. between Magnolia Street and Clyde Avenue. First crossing north and first three crossings south of station must not be blocked longer than five minutes, except while performing station work or in emergency. Whistle will be sounded as lightly as possible from 9:00 P.M. to 6:00 A.M., except in case of emergency.

Davenport, 50 M.P.H. over the four street crossings located between siding switches.

Haines City, 40 M. P. H. over first four crossings south and first crossing north of station. Whistle should be sounded with light intensity for first two crossings south of station.

Lake Alfred, 50 M. P. H. over first street crossing north and first three crossings south of station.

Lakeland, Lakeland Subdivision: 40 M.P.H. on main track and 20 M.P.H. on north freight lead, Dakota to Iowa Avenues. Fort Myers Subdivision: 20 M.P.H., Dakota to Iowa Avenues, and 25 M.P.H. Rose Street to Lake Hollingsworth Road.

Within city limits standing trains, engines or cars may not block a street crossing, nor cause a crossing to be blocked by operation of protective devices for more than 5 minutes. A minimum of 5 minutes must be allowed between movements over crossings unless all vehicular traffic has cleared since previous movement. Moving trains must not block crossings for more than 5 minutes where length of train (excluding engine and caboose) is 65 cars or less; 10 minutes, 66 to 100 cars; or 15 minutes, more than 100 cars. Engine horn will be sounded with light intensity except in case of emergency.

Plant City, 25 M.P.H. over first six crossings south of S.C.L. railroad crossing.

Tampa, 25 M. P. H. over, upon and across streets and alleys within the City Limits. Whistle will be sounded with light intensity within corporate limits, except in case of emergency.

Movements over Nebraska Avenue at Passenger Station must be flagged.

**RAILROAD CROSSINGS AT GRADE**

5—Protected by remotely controlled interlockings:

Auburndale, M. P. 840.9, S. C. L.

Plant City, M. P. 861.1, S. C. L.

6—Protected by non-electrically locked gates:

Tampa, M. P. 882.0, S. C. L. Normally clear Yeoman Subdivision.

7—Protected by attended interlocking:

Tampa (TN Tower), M. P. 880.3, S. C. L.

**DRAWBRIDGES**

8—Protected by attended interlocking:

Hillsboro River, M. P. 882.9. Attended 4:00 P.M. to 12:00 midnight daily except holidays, and 12:00 midnight to 8:00 A.M. daily except Saturdays, Sundays and holidays. Draw open and unattended at other times. Trains and engines stopped by home signals will not proceed until proceed signal is given by bridge tender.

**BLOCK SIGNAL SYSTEMS**

9—Single Track Automatic Block System is in service between M. P. 881.9 and M. P. 883.1, Tampa.

10—Two Track Automatic Block System is in service between Winter Park, M. P. 785.5 and Orlando, M. P. 791.8 and between TN, M. P. 880.4 and Tampa, M. P. 881.6.

11—Traffic Control System is in service between Benson Junction, M. P. 759.6 and Winter Park, M. P. 785.5 and between Orlando, M. P. 791.8 and TN, M. P. 880.4 and on Thonotassa Spur between M. P. 865.5 and both legs of wye at "GY", M. P. 866.0.

**SPRING SWITCHES**

12—Following spring switches are in signal territory:

Park, M. P. 847.0—Park Spur

Lakeland—10th Street, 20 M. P. H.

Winston—South end long lead

13—Following spring switch is identified by "SS" on target, trains and engines approaching this switch must know that points are set in proper position before passing over same:

Tampa—South end freight lead.

**TWO TRACKS**

14—Two tracks extend between Winter Park, M. P. 784.7, and Orlando, M. P. 791.9; between Lakeland, M. P. 851.7, and Winston, M. P. 854.9; between Uceta Yard, M. P. 878.6, and Tampa, M. P. 881.6.

**OPERATION BY SIGNAL INDICATION**

15—The operation on two tracks between Winter Park, M. P. 785.5 and Orlando, M. P. 791.8, and between TN, M. P. 880.4, and Tampa, M. P. 881.6, will be by signal indication in accordance with Rule D-251, when moving with the current of traffic and will take the place of train orders.

**DEFECT DETECTORS**

16—Locations	Protection Provided	Locations of Indicators and Personnel reading charts
Longwood M. P. 776.1	Single track, both directions. Hot box and drag- ging equipment.	Indicators east side, M. P. 776.1. Voice instructions.
Taft M. P. 801.0	Single track, both directions. Hot box.	Indicators east side, M. P. 801.0. Operator, Haines City.
Haines City M. P. 832.3	Single track, both directions. Hot box.	Indicators east side, M. P. 832.3. Operator, Haines City.
Dover M. P. 864.8	Single track, both directions. Hot box.	Indicators east side, M. P. 864.8. Operator "TN" Tampa.

**SPECIAL RULES**

17—Trains and engines moving on tracks other than Lake-land Subdivision main tracks will be preceded by member of crew over the following streets in Orlando:

Golf View Ave.,

Country Club Drive,

Ferris Street.

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

18—Member of crew will precede all movements over High-way 441 on California Spray Lead and Silver Star Road on Fairvilla Industrial Spur, Fairvilla.

19—Flashing light signals where Standard Sand and Silica Company tracks cross Highway No. 92 at Davenport are manu-ally operated. Control switch is located on power pole in south-west quadrant of intersection. Lights must be turned on manu-

ally at least 20 seconds before car or engine fouls the crossing and must be turned off after crossing is cleared.

20—Movements over intraplant crossing in front of Suni-Citrus Office, Haines City, will be flagged.

21—Auburndale, trains and engines will not exceed speed of 50 M.P.H. over first four street crossings north of railroad crossing.

22—Trains and engines will not exceed speed of 60 M.P.H. over Eastside Drive, M. P. 848.1, and Fairway Ave., M. P. 848.6, until engine has covered crossing.

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

24—Movements over Turkey Creek-Airport road on Plant City Industrial Park lead, will be flagged from sunset to sunrise.

25—Trains and engines have equal authority and will operate at yard speed not exceeding 20 M.P.H. between "GY" and yard limit board, M. P. 861.9, Thonotosassa Spur. Trains and engines enroute north of yard limit board will obtain permission of dispatcher before leaving Yeoman or Uceta.

26—Normal position of crossover switches at south end two tracks, Tampa is for old freight lead for southward movements and for straight-away movements from single track to northward main track. Trains and engines will approach these switches at restricted speed and must stop unless they are properly lined for movement being made.

27—Trains or engines stopped by "Stop" signal in A.B. territory between M. P. 881.9 and M. P. 883.1, Tampa, must immediately contact operator, TN. Upon obtaining oral authority to proceed in manner prescribed by Rule 210-A, movement may be made at restricted speed until engine reaches next governing signal. Such authority does not supersede interlocking rules applicable to operation over Hillsboro River draw-

bridge.

28—Trains and engines will obtain permission of operator, TN, before entering main track between M. P. 881.9, Tampa, and Port Tampa. Trains and engines making through movements between Uceta and Port Tampa should obtain such permission immediately before departing Uceta or Port Tampa.

29—Trains and engines have equal authority and will move at yard speed between south yard limit board, Tampa (Howard Avenue) and north yard limit board Port Tampa.

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

Landia Chemical Co., M. P. 852.1 (E)  
Industrial Lead, M. P. 767.3.  
Allied Chemical Corp., M. P. 767.4.  
Rinker Material, M. P. 767.5.  
Wood Forest track, M. P. 792.0.  
Acoustic Corp., M. P. 792. 2.  
Goodwill Warehouse, M. P. 792.3.  
West Building Material, M. P. 792.4.  
Wayne-Densch, Inc., M. P. 793.4.  
Triangle Pacific Forest Prod., M. P. 793.6.  
Orlando National Mattress Co., M. P. 793.9.  
Burnett Process Co., M. P. 794.1.  
Mil. Packaging Co. of Fla., M. P. 794.8.  
SE Propane Gas Co., M. P. 797.4.  
Taft Asphalt Co., M. P. 799.1.  
Container Corp. of America, M. P. 804.9.  
Precast Industries, M. P. 805.5.  
Universal Forest Products, M. P. 839.6.  
Seffner House track, M. P. 870.7.  
Reeves Fence track, M. P. 874.9.  
Six Mile Creek team track, M. P. 876.3.  
Bay Concrete track, M. P. 876.8.  
Stauffer Chemical track, M. P. 876.9.

## St. Petersburg Subdivision

### CLEARANCE CARDS

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

### REGISTER STATIONS

2—St. Petersburg (passenger station for passenger trains, shops for freight trains), and Trilby.

### YARD LIMITS

3—Trilby, Drexel, Chemical, Tarpon Springs, Clearwater and St. Petersburg.

### JUNCTION SWITCHES

4—Clearwater, north junction switch, M. P. 881.3, lined for movements on Yeoman Subdivision; south junction switch, M. P. 882.5, lined for movements on St. Petersburg Subdivision. St. Petersburg Subdivision trains will use Yeoman Subdivision main track between junction switches at Clearwater.

### SPEED RESTRICTIONS

5—Between Mile Posts	All Trains M.P.H.
823.3 and 823.9	20
860.8 and 861.3	10

### City Ordinance Speed Restrictions:

Tarpon Springs, 25 M.P.H. from six blocks north of the station to six blocks south of station, except 15 M.P.H. for entire length of train over first crossing north of station.

Dunedin, 25 M.P.H. corporate limits.

Clearwater, 30 M.P.H., except 15 M.P.H. between Palmetto Street and Druid Road. Movements must stop before crossing Drew Street and crossing will be flagged.

Largo, 25 M.P.H. over Seminole Blvd. (U.S. 19-A).

Pinellas Park, 40 M.P.H., between M.P. 890.6 and M. P. 893.2.

St. Petersburg, 25 M.P.H. from the north city limits to the passenger station, 15 M.P.H. from passenger station to 9th Street.

### RAILROAD CROSSINGS AT GRADE

6—Protected by non-electrically locked gates: Drexel, M. P. 849.6, S.C.L. Normally clear for Brooksville Subdivision.

7—Protected by "Stop" Boards:  
Clearwater, M. P. 882.6, S. C. L.

### BLOCK SIGNAL SYSTEMS

8—Single Track Automatic Block System is in service between Trilby, M. P. 823.0 and M. P. 823.8.

### SPRING SWITCHES

9—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:

Clearwater, north Yeoman Subdivision junction switch, 10 M.P.H.

### SPECIAL RULES

10—Trains and engines have equal authority and will operate at yard speed between Chemical and Elfers. Movements over Anclote Road and State Road 47 will be flagged.

11—Switching movements over Jackson Street, Dunedin, will be flagged.

12—Trains and engines will enter the yard limits, St. Petersburg, prepared to stop, unless the track is seen to be clear, and the switches properly lined.

13—Yard engines at St. Petersburg may move within yard limits without protection against first class trains, but must keep informed as to their expected arrival time, and clear the track promptly so there will be no delay.

**CLEARANCE CARDS**

1—Northward trains enroute to Valrico Subdivision via Valrico or Plant City will obtain second clearance card endorsed "Valrico Subdivision" before leaving Yeoman.

Northward trains en route beyond Zephyrhills will obtain second clearance card endorsed "West Coast Subdivision" before leaving Yeoman or Mulberry Yard.

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

Rule 83-A will not apply at Plant City, Valrico, Sulphur Springs and Clearwater.

**REGISTER STATIONS**

2—Yeoman (trains originating and terminating), Tampa and St. Petersburg.

**YARD LIMITS**

3—Gary-Tampa (including Tampa Yard and Station), North Clearwater-Clearwater and St. Petersburg.

**JUNCTION SWITCHES**

4—Clearwater, north junction switch, M. P. 874.5, lined for movements on Yeoman Subdivision; south junction switch, M. P. 875.6, lined for movements on St. Petersburg Subdivision. St. Petersburg Subdivision trains will use Yeoman Subdivision main track between junction switches at Clearwater.

**SPEED RESTRICTIONS**

Between 5—Mile Posts	MILES PER HOUR		MILES PER HOUR	
	Freight Trains	Between Mile Posts	Pagr. Trains	Freight Trains
822.1 and 823.9	20	Both Tracks: 842.8 and 844.6	20	20
834.0 and 835.0	45			
839.5 and 841.6	20	Single Track: 844.6 and 844.9	20	20
Both Tracks: 841.6 and 842.8	30	Gary, legs of wye	10	10
842.8 and 844.6	20	843.5 and 849.0	20	20
Single Track: 844.6 and 844.9	20	851.2 and 851.8	50	—
		863.7 and 868.3	50	—
		868.3 and 869.0	45	—
		872.0 and 873.0	30	30
		873.0 and 874.4	20	20
		874.4 and 876.1	10	10
		890.0 and 894.1	—	35
		894.1 and 896.0	—	15

City Ordinance Speed Restrictions:

Tampa, 25 M.P.H. upon, over, across or through the public streets and alleys within the city limits.

Safety Harbor, 25 M.P.H. through city limits (between M. P. 866.7 and M. P. 867.5).

Clearwater, 30 M.P.H. between M. P. 872.0 and M. P. 873.0; 15 M.P.H. between M. P. 873.0 and M. P. 874.4 and 5 M.P.H. over Chestnut Street until crossing is covered.

Belleair, movements over Belleview Avenue must be flagged.

St. Petersburg, 25 M.P.H. between City limits, M. P. 887.5 and 49th Street South and 15 M.P.H. south of 49th Street South. Movements over 17th, 19th, 20th, 24th, 28th and 31st Streets South must be flagged.

**RAILROAD CROSSINGS AT GRADE**

6—Protected by remotely controlled interlockings:

Yeoman, M. P. 841.6, S.C.L.

Plant City, M. P. 823.1, S.C.L.

7—Protected by attended interlocking:

TN, M. P. 843.5, S.C.L.

8—Protected by non-electrically locked gates:

Tampa, M. P. 844.7, S.C.L. Normally clear Yeoman Subdivision.

9—Protected by "Stop" Boards:

Clearwater M. P. 875.7, S. C. L.

**DRAWBRIDGES**

10—Not protected by interlocking:

Garrison Channel (between Tampa Yard and Seddon Island), M. P. 845.6. Attended 8:00 A.M. to 12:00 noon and 1:00 P.M. to 5:00 P.M., daily except Saturdays, Sundays and holidays. Draw

open and unattended other times. Trains and engines approach drawbridge prepared to stop and must stop unless proceed signal is received from bridge tender.

**SPRING SWITCHES**

11—Following spring switches are 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:

Gary, south leg of wye leading to southward main track.

Tampa, near south end two tracks, leading from freight pocket track to northward main track.

Clearwater, north St. Petersburg Subdivision junction switch, 10 M.P.H.

**BLOCK SIGNAL SYSTEMS**

12—Traffic Control System is in service between M. P. 808.1 at Zephyrhills and M. P. 848.6 at Sulphur Springs: M. P. 843.4 on two tracks, Gary and M. P. 843.5, south leg of wye, Gary.

**SIGNALED SIDINGS**

13—Plant City.

**TWO TRACKS**

14—Two tracks extend between Yeoman, M. P. 841.6 and Tampa, M. P. 844.6.

**DEFECT DETECTORS**

Protection Provided	Locations of Indicators and Personnel reading charts Indicators west side.
15—Location Knights M. P. 816.1	Single track, both directions. M. P. 816.1.
Hot box and drag- ging equipment.	Voice instructions.

**SPECIAL RULES**

16—Movements over Turkey Creek-Airport Road on Plant City Industrial Park lead, must be flagged from sunset to sunrise.

17—Northward trains leaving Yeoman from main track will leave only on "Clear" signal indication, Rule 501 (C); from yard lead, will leave only on "Slow Clear" signal indication, Rule 507 (C); and yard and other engines will make northward movements on main track only on "Approach" signal indication, Rule 512 (B), and from yard lead only on "Restricting" signal indication, Rule 515 (E).

18—Unless otherwise instructed, between Gary and Tampa passenger trains will keep to the left; trains and engines will have equal authority and will operate at yard speed not exceeding 20 M.P.H. Other trains and engines will keep informed of passenger train movements and must give way as promptly as possible to avoid delay.

19—Loaded or empty bi-level and tri-level auto racks must not be moved within the limits of Old Tampa Road.

20—Trains and engines will operate at yard speed on Drew Spur, not exceeding 20 M.P.H. on straight track, 10 M.P.H. on curves, between M. P. 854.0 and Hillsboro Avenue and 10 M.P.H. on all tracks beyond Hillsboro Avenue.

Member of crew will precede all movements over Hillsboro and Sligh Avenues.

21—Trains and engines have equal authority and will operate at yard speed between Tarpon and Cosme.

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

Crystal Springs, M. P. 811.4.

Kilgore Seed Co., M. P. 819.5.

Tampa Electric Co., M. P. 824.1.

Gulf Farmers Coop., M. P. 826.7.

Brandon, M. P. 834.3.

Colonial Feed Co., M. P. 838.8.

Beatrice Food Co., M. P. 841.7 (W).

**OPERATION BETWEEN SULPHUR SPRINGS AND TARPON**

23—An Absolute Block System designated Drew Block is in effect on main track of Yeoman Subdivision between Sulphur Springs, Mile Post 848.6, and Tarpon, Mile Post 856.4. This absolute block will be under control of the dispatcher at Tampa.

The limits of this block will be designated by roadway signs indicating the beginning and end of block.

Trains or engines will not enter the limits of this absolute block without authority from the dispatcher obtained by the engineman or conductor orally or by message. Authority received orally must be repeated and clear understanding reached with each party giving his name to the other before proceeding. It will not be necessary for train or engine to be stopped to receive these instructions. Engineman and conductor are both responsible for knowing authority is obtained before entering the block.

Authority of dispatcher to occupy this absolute block will supersede superiority of trains and will take the place of train orders except Form "Y", slow and bulletin orders. Clearance

card, except when required with Form "Y", slow and bulletin orders, will not be required to use the absolute block.

After train or engine clears the block, engineman or conductor will immediately report "Clear" to dispatcher. If main track is cleared at any intermediate point within the block "clear" must not be reported until switch has been secured in normal position. Train or engine must not re-enter the block after reporting "Clear" until authority is again secured from dispatcher.

In case of failure of all communications, train or engine may enter and move through the absolute block at restricted speed only when preceded by a flagman at full flagging distance and flag protection from the rear must be provided. Except when moving under flag protection as result of failure of all communications protection will not be required within the absolute block.

All other operating rules and/or special instructions not inconsistent with the above remain in effect.

## Brooksville Subdivision

### CLEARANCE CARDS

- 1—Rule 83-A will not apply at Sulphur Springs.

### YARD LIMITS

- 2—Rock, Brooksville, Drexel, and Sulphur Springs (including Hillsboro Spur).

### SPEED RESTRICTIONS

- 3—City Ordinance Speed Restrictions:  
Tampa, 25 M.P.H. upon, over, across or through the public streets and alleys within the city limits.

### RAILROAD CROSSINGS AT GRADE

- 4—Protected by non-electrically locked gates:  
Drexel, M. P. 823.5, S.C.L. Normally clear for Brooksville Subdivision.

- 5—Protected by "Stop" boards:  
Anheuser-Busch Inc., S.C.L. lead track, Busch Gardens Trans-Veldt Railway.

Note—Crossing is also equipped with derailleurs and indicator lights normally set against S.C.L. All S.C.L. movements must stop short of stop boards and when necessary remove derailleurs.

It will not be necessary to restore derailleurs after movement is completed.

### SPRING SWITCHES

- 6—Following spring switch is protected for facing-point movements by indicator signal, trains and engines will approach such signal prepared to be governed by its indication. Where such signal displays "Stop," or, in the absence of light where there is no day indication, the switch must be examined and points must fit properly before movement is made:  
Rock, M. P. 795.0.

### SPECIAL RULES

- 7—Trains and engines will operate at yard speed not exceeding speed specified below:

20 M.P.H. on Broco-Shands, Gay and Hillsboro Spurs.

- 8—Member of crew will precede all movements over Highway 50, and Highway 41, Lykes Bros. Spur.

- 9—Main track switch, M. P. 793.0, Broco Spur, may be left set in reverse position. Trains and engines approach this switch prepared to stop and must know it is properly set for movement to be made before passing over it.

## Achan Subdivision

### CLEARANCE CARDS

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

### YARD LIMITS

- 2—Bradley-South Mulberry.

### SPEED RESTRICTIONS

- 3—M. P. 3.5 through turnout, 10 M.P.H.

### JUNCTION SWITCHES

- 4—Achan, M. P. 4.4 (2 switches), lined for movements on Bone Valley Subdivision. Crews using track between these switches must secure permission from dispatcher and report to him when clear.

Bradley, each end of south leg of wye, Boca Grande Subdivision, M.P. 843.0 and M. P. 843.3, and each end north leg of wye, M. P. 843.1 (junction Agricola Spur) and Achan Subdivision M. P. 0.1, may be left set in either position. Trains and engines will approach these switches prepared to stop and must know they are properly set for movement to be made before passing over them.

### RAILROAD CROSSINGS AT GRADE

- 5—Protected by non-electrically locked gates:  
Bradley, M. P. 843.3, S. C. L. normally clear for Achan Subdivision.

- 6—Protected by "Stop" boards:  
Agricola Spur, M. P. 845.5, Agrico Chem. Co.

### SPECIAL RULES

- 7—Trains and engines will move between South Mulberry, M. P. 7.3 and Bradley, M. P. 0.0 at yard speed not exceeding 25 M.P.H. and flag protection is not required. Before entering main track permission must be secured from the dispatcher, and when clear must report to dispatcher.

- 8—Train and engines will operate at yard speed on Agricola Spur and will obtain permission from dispatcher before using spur.

- 9—S. C. L. and Swift & Company trains and engines will operate over Watson Mine Spur between Mile Post 848.0, Achan Subdivision, and Armour facility located on Watson Mine Spur at Mile Post 852.4, Rockland. This spur breaks from Achan Subdivision track just south of scales at Agricola at Mile Post 848.5.

Conductors and Swift & Company enginemen will, before entering Watson Mine Spur, secure oral permission from Dry Mill Foreman, Agricola, on phones located as follows:

M. P. 849.0, Agricola;

M. P. 852.3, North end Rockland;

M. P. 853.4, South end Rockland;

Watson Mine loading bins, north end;

stating location and time movement will depart.

Crews, after arrival at destination, will notify Mill Foreman in order to clear block. Swift & Company engines will secure permission from Dry Mill Foreman before leaving Watson Mine, and will approach Rockland expecting to find main track occupied. Crews switching at Rockland and desiring to use main track for this purpose can do so without securing permission after it is seen or known that track is clear.

Trains moving in same direction will be spaced 5 minutes apart.

Movements will be made at yard speed not exceeding 25 M.P.H.

The Armour facility at Rockland will be served by tracks breaking from Watson Mine Spur at Mile Post 852.4. Armour & Company have installed gate across track just south of State Road No. 630, and gate should be kept closed when not in use.

10—S. C. L. and Agrico Chemical Co. trains and engines will operate on South Pierce spur at yard speed not exceeding 20 M. P. H. and by permission from weighmaster, Agrico, Pierce, which can be secured over phones at north or south end of

Pierce Complex and at fertilizer plant switch. Movements will enter spur through No. 3 track at fertilizer plant and conductor will report to weighmaster when clear of main track at South Pierce and Payne Creek spur.

## Valrico Subdivision

### CLEARANCE CARDS

1—Rule 83-A will not apply at Valrico, Plant City, Durant, Edison and South Mulberry.

### WHERE TIME APPLIES

2—Time of trains at Welcome applies for northward trains at south crossover; southward trains at north crossover.

Time of trains at Edison applies for northward trains at Junction switch; southward trains at north crossover.

### REGISTER STATIONS

3—Plant City and West Lake Wales.

### YARD LIMITS

4—Durant, Plant City, Welcome-Mulberry Yard, Bartow (including Conners Spur) and West Lake Wales.

### SPEED RESTRICTIONS

5—Between Mile Posts	All Trains M.P.H.
M. P. 823.1, RR crossing	20
M. P. 842.3, RR crossing	10

M. P. 850.3, approaching and until engine reaches North Broadway St., 10 M. P. H.

### City Ordinance Speed Restrictions:

Bartow, 15 M.P.H. over street crossings between M. P. 851.1 and M. P. 852.8, Ft. Myers Subdivision. No train or engine movements except trains handling passengers permitted over Main, Church or North Broadway Street crossings between 11:50 A.M. and 12:15 P.M., except on Sundays and legal holidays. No trains will pass through city limits with more than 100 cars between 7:00 A.M. and 7:00 P.M.

### JUNCTION SWITCHES

6—Durant (both legs of wye), M. P. 837.4, lined for movements on Valrico Subdivision.

Edison, M. P. 835.8, and Bartow, M. P. 851.0 and M. P. 851.1, may be left set in either position. Trains and engines will approach these switches prepared to stop and must know they are properly set for movement to be made before passing over them.

### RAILROAD CROSSINGS AT GRADE

7—Protected by remotely controlled interlocking: Plant City, M. P. 823.1, S. C. L.

8—Protected by electrically locked derails: Mulberry, M. P. 842.3, S. C. L. Normally clear Bone Valley Subdivision.

When home signal indicates stop and operator is not on duty, member of crew will proceed to crossing and operate plant.

### BLOCK SIGNAL SYSTEMS

9—Traffic Control System is in service between M. P. 841.3 at South End Mulberry Yard and M. P. 847.0.

### SPRING SWITCHES

10—Following spring switches are in signal territory:

Mulberry Yard, both ends of siding.  
South Mulberry, north leg of wye, 15 M.P.H.

11—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:

Mulberry Yard, north leg of wye, 15 M.P.H.

### SPECIAL RULES

12—Trains and engines receiving stop indication on Signal M. P. 832.5 will stop clear of north switch to Valrico Subdivision siding until proceed indication is received.

13—Trains and engines will approach and move between clearance point at north end Valrico Subdivision siding at Valrico and Signal at M. P. 832.5 at restricted speed, and even though signal at M. P. 832.5 may indicate proceed, will not proceed until the track is seen or known to be clear between these locations.

14—Trains and engines will operate at yard speed not exceeding speed specified below:

10 M.P.H. Coronet and Conners Spurs.

25 M.P.H. south leg of wye, Welcome.

25 M.P.H. north leg of wye, Edison.

15—Secondary track located on east side of and paralleling main track extends from Welcome to Edison and may be used between these points only upon oral authority of dispatcher. Secondary track opens north into south leg of wye at Welcome and south into Valrico Subdivision main track at M. P. 836.0, Edison, Secondary track switch at M. P. 836.0 may be left set in either position; trains and engines will approach this switch prepared to stop and must know it is properly set for movement to be made before passing over switch. Secondary track is within yard limits and speed is restricted to 25 M.P.H.

16—Trains and engines will obtain permission of dispatcher before entering yard limits at Welcome, Mulberry Yard or intermediate point for straightaway movement, and report clear when leaving these limits. Permission will not be required for local switching movements at stations within this area. Speed must not exceed 15 M. P. H. between M. P. 837.5 and M. P. 839.2, Nichols.

17—Trains and engines will operate at yard speed not exceeding 20 M.P.H. on Bonnie and Royster Spurs and will obtain permission from dispatcher before leaving wye en route to either point.

18—Movements within Bonnie plant area will not exceed 5 M.P.H. and a member of crew will precede all movements over highway crossing in the Bonnie Plant area.

19—Trains and engines will obtain permission of dispatchers before entering yard limits at Bartow.

### OPERATIONS ON VALRICO SUBDIVISION

20—ABSOLUTE BLOCK SYSTEM consisting of four separate blocks identified by names indicated below and separated by segments of yard limits, or yard limits and T.C. system, is in effect on main track of the Valrico Subdivision. The limits of each absolute block are designated by wayside signboards indicating where the block begins and ends. Yard limits and traffic control limits are also designated by wayside signs.

ACCO BLOCK extends between Valrico, M. P. 0.1 (north end of siding) and Durant, M. P. 4.1 (north yard limit board).

ALAFIA BLOCK extends between Durant, M. P. 6.5 (south yard limit board) and Welcome, M. P. 11.0 (north yard limit board).

CORONET BLOCK extends between Plant City, M. P. 824.3 (south yard limit board) and Welcome, M. P. 833.7 (north yard limit board).

ALFURAS BLOCK extends between Bartow, M. P. 853.3 (south yard limit board) and West Lake Wales, M. P. 862.3 (north yard limit board).

Trains or engines must not enter an absolute block without authority from the dispatcher at Mulberry obtained by conductor or engineman orally (if by radio, Channel 2 will be used) or by message. Conductor or engineman must repeat authority received orally, and identify himself to Control Station, before proceeding into block. It will not be necessary for train or engine to be stopped to receive these instructions. Conductor and engineman are both responsible for knowing authority is obtained before entering a block.

Authority of Control Station to occupy these absolute blocks will supersede superiority of trains and will take the place of train orders except Form "Y", slow and bulletin orders.

After train or engine clears a block, conductor or engineman will report "Clear" to Control Station. If main track is

cleared at an intermediate point within a block, "Clear" must not be reported until switch has been secured in normal position. Trains or engines must not re-enter a block after reporting "Clear" until authority is again secured from Control Station.

In case of failure of communications, trains and engines may enter and move through a block at restricted speed only when preceded by a flagman at full flagging distance and flag protection from the rear must be provided. Except when moving under flag protection as result of failure of communications, protection will not be required within the absolute blocks.

All other operating rules and/or special instructions not inconsistent with the above remain in effect.

**Parrish Subdivision**

**CLEARANCE CARDS**

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

**YARD LIMITS**

2—Durant, Palmetto (including Ellenton).

**SPEED RESTRICTIONS**

3—Between Mile Posts	All Trains M.P.H.
868.9 and 871.5	10
10 M.P.H. on Ellenton and Lemon Spur.	

City Ordinance Speed Restrictions:

Palmetto, 8 M.P.H. through city limits.

Movements over 5th, 7th, 8th, 10th and 11th Avenues and 10th Street must be flagged.

**JUNCTION SWITCHES**

4—Durant (both legs of wye), M. P. 832.9, lined for movements on Valrico Subdivision.

Palmetto, M. P. 870.5 lined for movement from Parrish Subdivision to Palmetto Subdivision siding.

**RAILROAD CROSSINGS AT GRADE**

5—Protected by non-electrically locked gates:

Palmetto, M. P. 871.1, S.C.L. Normally clear for Palmetto Subdivision.

**Boca Grande Subdivision**

**CLEARANCE CARDS**

1—Rule 83-A will not apply at Edison and Bradley.

**WHERE TIME APPLIES**

2—Time of trains at Edison applies for northward trains at junction switch; southward trains at north crossover.

**REGISTER STATIONS**

3—Port Boca Grande.

**YARD LIMITS**

4—Edison-Brewster, Arcadia, Boca Grande-Port Boca Grande.

**SPEED RESTRICTIONS**

5—Between Mile Posts	All Trains M.P.H.
842.8 and 843.4	10
914.9 and 915.0	10
924.5 and 925.2	20
925.2 and 926.2	10

**JUNCTION SWITCHES**

6—Edison, M. P. 835.8, may be left set in either position. Trains and engines will approach this switch prepared to stop and must know it is properly set for movement to be made before passing over switch.

Bradley, each end of south leg of wye, Boca Grande Subdivision, M. P. 843.0 and M. P. 843.3, and each end north leg of wye, M. P. 843.1 (junction Agricola Spur) and Achan Subdivision M. P. 0.1, may be left set in either position. Trains and engines will approach these switches prepared to stop and must know they are properly set for movement to be made before passing over them.

**RAILROAD CROSSINGS AT GRADE**

7—Protected by non-electrically locked gates:

Bradley, M. P. 843.3, S. C. L. normally clear Achan Subdivision.

Brewster, M. P. 846.5, A. C. Co. Normally clear S. C. L.

**DRAWBRIDGES**

8—Not protected by interlockings:

Myakka River, M. P. 914.9.

North draw, M. P. 924.7.

South draw, M. P. 925.4.

Myakka River attended 10:00 A.M. to 6:00 P.M. daily except Sunday. Draw open and unattended other times.

North draw attended 10:00 A.M. to 6:00 P.M. daily except Sunday. Draw open and unattended other times.

South draw attended from 6:00 A.M. to 6:00 P.M. and unattended and closed from 6:00 P.M. to 6:00 A.M., daily except Sunday.

Trains and engines approach drawbridges prepared to stop and must stop unless signal to proceed is given by bridge tender. When the south draw is unattended, a member of the crew must ascertain that the draw span is in position before train proceeds.

**SPECIAL RULES**

9—Brewster, movements over road crossing on lead to wet rock yard will be flagged.

10—Trains and engines will move between Edison, and Brewster, M. P. 846.6 at yard speed not exceeding 25 M. P. H. Before entering main track, permission must be secured from dispatcher, and when clear, must report to dispatcher.

11—Northward trains and engines en route from south of Brewster to Bradley must secure permission from dispatcher to use main track between Brewster and Bradley before passing Brewster station.



**CLEARANCE CARDS**

1—Trains en route from Lakeland Subdivision via Winston will obtain clearance card endorsed "Bone Valley Subdivision" before leaving Uceta or Lakeland.

Rule 83-A will not apply at Winston.

Trains will obtain clearance card before leaving Bartow between 9:00 P.M., and 5:00 A.M., except Saturday and Sunday. No. 750 will leave Naples without clearance card.

**WHERE TIME APPLIES**

2—Time of trains at Bartow applies at Bartow Tower.

**REGISTER STATIONS**

3—Lakeland and Mulberry.

**YARD LIMITS**

4—Lakeland-Winston, Prairie Jct., Mulberry, Achan, Agricola, Fort Meade, Lake Alfred, Winter Haven, Bartow, Arcadia and Fort Myers.

**SPEED RESTRICTIONS**

5—Between Mile Posts	All Trains M.P.H.
<b>FORT MYERS SUBDIVISION</b>	
851.5 and 851.9	20
863.9 (Bartow "A" Line) and 851.0 (Bartow "S" Line)	10
851.1 (Bartow "S" Line) and 851.4 (Bartow "S" Line)	10
875.0 and 875.1	30
931.6 and 931.8	20
937.1 and 937.4	20
959.6 and 959.7	10
<b>BARTOW SUBDIVISION</b>	
839.0 and 851.0	25
M. P. 862.0, north leg of wye (Tancrede), 20 M.P.H.	
Wye track, Bartow, 20, M.P.H.	
Wye track, Fort Meade, 10 M.P.H.	

**City Ordinance Speed Restrictions:**

Lakeland, Lakeland Subdivision: 40 M.P.H. on main track and 20 M.P.H. on north freight lead, Dakota to Iowa Avenues. Fort Myers subdivision: 20 M.P.H., Dakota to Iowa Avenues, and 25 M.P.H., Rose Street to Lake Hollingsworth Road. Engine horn will be sounded with light intensity within city limits, except in case of emergency.

Bartow, 15 M.P.H. over street crossings between M. P. 851.1 and M. P. 852.8, Ft. Myers Subdivision. No train or engine movements except trains handling passengers permitted over Main, Church or North Broadway Street crossings between 11:50 A.M. and 12:15 P.M., except on Sundays and legal holidays. No trains will pass through city limits with more than 100 cars between 7:00 A.M. and 7:00 P.M.

Winter Haven, whistle will be sounded with light intensity within corporate limits, except in case of emergency.

Bowling Green, 35 M. P. H. from 6:00 A.M. to 10:00 P.M., and 40 M. P. H. from 10:00 P.M., to 6:00 A.M., over first crossing north and first crossing south of the station.

Fort Meade, 35 M.P.H. over first crossing north and first crossing south of station. Standing engines, trains or cars must not block street crossings more than 5 minutes, nor moving engines, trains or cars more than 5 minutes where length of train (excluding engine and caboose) is 65 cars or less; 10 minutes 66 to 100 cars; or 15 minutes, more than 100 cars.

Wauchula, 20 M. P. H. over first two crossings north, and first three crossings south of station.

Arcadia, 15 M. P. H. over first four crossings and 35 M. P. H. over 5th, 6th and 7th crossings north of station; 15 M. P. H. over first and second crossings south of station.

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

Fort Myers, movements over Michigan Street, Fowler Avenue and Hendry Street will be flagged. 5 M.P.H. over Edison, South and Hansen Streets, 20 M.P.H. over, upon or across all other street crossings in the city limits.

**RAILROAD CROSSINGS AT GRADE**

6—Protected by Special Interlocking:

Winter Haven, M. P. 842.5, 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.

7—Protected by electrically locked derrails:

Mulberry, M. P. 866.0, S. C. L. Normally clear Bone Valley Subdivision.

**BLOCK SIGNAL SYSTEMS**

8—Traffic Control System is in service between Winston, M. P. 855.4 and Prairie Junction, M. P. 863.5.

**DRAWBRIDGES**

9—Protected by interlocking:

Caloosahatchee River, M. P. 959.7. Attended 8:00 A.M. to 12:30 P.M. and from 4:30 P.M. to 8:00 P.M., except Sunday.

Trains and engines stopped by home signals will not proceed until proceed signal is given by bridge tender or until member of crew ascertains that draw span is in proper position.

**JUNCTION SWITCHES**

10—Bartow, M. P. 863.3, lined for movements on Ft. Myers Subdivision.

Bartow, M. P. 851.0 and M. P. 851.1, may be left set in either position. Trains and engines will approach these switches prepared to stop and must know they are properly set for movement to be made before passing over them.

Fort Meade, M. P. 875.1, lined for movements on Ft. Myers Subdivision.

Rockland Jct., M. P. 876.7, lined for movements on Ft. Myers Subdivision.

Fort Myers, M. P. 964.6, lined for movements on Fort Myers Subdivision.

Achan, M. P. 868.9, lined for movements on Bone Valley Subdivision.

**SPRING SWITCHES**

11—Following spring switches are identified by "SS" on target, trains and engines approaching these switches must know that points are set in proper position before passing over same: Naples, three switches on wye.

12—Following spring switches are 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:

Bartow, south wye switch, 15 M.P.H.

Green Bay, north wye switch, 15 M.P.H.

**SPECIAL RULES**

13—Trains and engines will operate between Prairie Jct. and Ft. Meade at yard speed not exceeding 25 M.P.H. under supervision of the dispatcher. Permission will be secured from the dispatcher before entering the main track at Prairie Jct., Achan, Green Bay, Agricola, Ft. Meade or intermediate point for straight-away movement, and movement must be reported clear to dispatcher upon leaving the main track at any of these points. Permission will not be required for local switching movements at stations within this area.

14—Movements within Bonnie plant area will not exceed speed of 5 M.P.H. and a member of crew will precede all movements over highway crossings in the Bonnie Plant area.

15—Movements over highway crossings Government track at Gordonville, Pembroke spur, Punta Gorda dock track, Highway 17-A just north of M. P. 845.0, Dolomite spur, Main Street crossing over Morris Mine spur at Bartow, over Hutchinson Road and old Fort Meade-Bowling Green Road on track serving Tencor washer and across Highway No. 37 at Kingsford, will be flagged.

16—Trains and engines will operate at yard speed over spur between Homeland and Carroll.

**CLEARANCE CARDS**

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

**REGISTER STATIONS**

2—Yeoman, Uceta Yard (yard and shops).

**YARD LIMITS**

3—East Tampa, Piney Point, Palmetto, Bradenton, Sarasota and Venice.

**SPEED RESTRICTIONS**

4—Between Mile Posts	All Trains M.P.H.
886.4 and 886.5	20
898.7 and 898.8	20
915.7 and 915.8	20
917.8 (Bradenton "A" Line and 873.8 Bradenton "S" Line)	15
886.4 and 886.8	25

Through turnouts as listed below:

M. P. 882.0 north and south legs of wye, 10 M.P.H.

M. P. 882.0, turnout to siding, 10 M.P.H.

M. P. 885.0, turnout to U.S. Phosphoric lead, 10 M.P.H.

City Ordinance Speed Restrictions:

Tampa, 25 M.P.H. over, upon and across streets and alleys within the City Limits.

Do not exceed speed of 15 M.P.H. over the following road crossings in Manatee County until engine covers crossing: Experimental Farm Road, M. P. 911.7; 63rd Avenue, Oneco, M. P. 877.1; and Tallavast Road, M. P. 878.8.

Palmetto, 20 M.P.H. between S. C. L. crossing and Big Manatee River drawbridge.

Bradenton, movements over first crossing south of station on main track and over 6th and 13th Avenues East and 7th Street West on Tropicana Spur must be flagged.

Engine horn will be used within City limits with light intensity.

Sarasota, 12 M.P.H., within city limits, except 20 M.P.H. north of 19th Street and south of Ringling Boulevard.

**RAILROAD CROSSINGS AT GRADE**

5—Protected by remotely controlled interlocking:

Yeoman, M. P. 879.8, S. C. L.

6—Protected by non-electrically locked gates:

Palmetto, M. P. 915.0, S.C.L. Normally clear for Palmetto Subdivision.

**DRAWBRIDGES**

7—Protected by attended interlocking:

Big Manatee River, M. P. 915.8.

8—Protected by interlockings:

Alafia River, M. P. 886.4. Attended 6:00 A.M. to 10:00 P.M., daily.

Little Manatee, M. P. 898.8. Attended 9:00 A.M. to 5:00 P.M., daily.

Trains and engines stopped by home signals will not proceed until proceed signal is given by bridge tender or until member of crew ascertains that draw span is in proper position.

**BLOCK SIGNAL SYSTEMS**

9—Traffic Control System is in service between Junction Switch, M. P. 879.3, and East Tampa, M. P. 885.1.

**JUNCTION SWITCHES**

10—Palmetto, M. P. 914.6 lined for movement from siding to Parrish Subdivision.

**SPECIAL RULES**

11—Sarasota, movements over Orange Ave., Fruitville Road and Ringling Boulevard must be flagged.

12—Southward trains holding main track to meet opposing trains at south yard lead switch, East Tampa, must stop clear of signal box marking beginning of approach circuit to Alafia River drawbridge to avoid displaying "Stop" signal to northward train at drawbridge.

13—Southward trains holding main track to meet opposing trains at Ruskin must stop clear of signal box marking beginning of approach circuit to Little Manatee River drawbridge to avoid displaying "Stop" signal to northward trains at drawbridge.

14—Trains and engines move at yard speed between Fruitville, M. P. 886.4 and Belspur, M. P. 934.0, not exceeding 15 M.P.H.

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

Ruberoid Co., M. P. 883.4.

C&R Development Co., M. P. 884.7.

**Haines City Subdivision**

**YARD LIMITS**

1—Haines City.

**Aloma Subdivision**

**CLEARANCE CARDS**

1—Rule 83-A will not apply at Aloma.

**WHERE TIME APPLIES**

2—Sanford, time of Auto Train Nos. 1 and 2, applies at Auto Train Station.

**REGISTER STATIONS**

3—Sanford.

**YARD LIMITS**

4—Sanford and S.&E. Jct.

**SPEED RESTRICTIONS**

5—Between Mile Posts	All Trains M.P.H.
770.2 and 776.0	10
778.0 and 785.0	10

10 M.P.H. through all turnouts and crossovers between Sanford and Lake Charm.

**SPECIAL RULES**

6—Sanford, engine horn will be sounded with light intensity and engine bell not rung continuously, except when necessary to prevent accidents, particularly in the area between French Avenue and 20th Street.

Movements over French (except at 13th Street), Park and Sanford Avenues, First Street at old freight station and 9th and 20th Streets must be flagged.

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

8—Trains and engines have equal authority and will operate at yard speed between Sanford and S.&E. Junction.

9—Movements over State Road 419, M. P. 781.1 at Gardena must be flagged.

10—Movements over Broadway St. and Central Ave., Oviedo must be flagged. Streets in corporate limits of Oviedo will not be blocked more than five minutes.

11—Trains and engines will operate at yard speed not exceeding 15 M.P.H. on Lake Charm Extension No. 2.

**WHERE TIME APPLIES**

1—Time of trains at Ocoee applies at junction switch M. P. 832.6.

**JUNCTION SWITCHES**

2—Ocoee, M. P. 832.6 lined for movements on Groveland Subdivision.

**SPEED RESTRICTIONS**

3—City Ordinance Speed Restrictions:  
Windemere, 10 M.P.H., M. P. 825.8 to M. P. 827.0.

**SPECIAL RULES**

4—Trains and engines have equal authority and will operate at yard speed, not exceeding 20 M.P.H. between Ocoee and Dr. Phillips.

**Umatilla Subdivision****CLEARANCE CARDS**

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

**WHERE TIME APPLIES**

2—Times of trains at Sylvan Lake applies at switch, M. P. 773.5.

**REGISTER STATIONS**

3—Sanford.

**YARD LIMITS**

4—Sanford and Umatilla.

**JUNCTION SWITCHES**

5—Sylvan Lake, M. P. 773.5, lined for movement on Groveland Subdivision.

**SPEED RESTRICTIONS**

6—Between Mile Posts	All Trains M.P.H.
777.1 and 777.2	10
817.3 and 817.9	15
821.7 and 821.9	15

City Ordinance Speed Restrictions:  
Eustis, 15 M.P.H. between Gottsche and Lemon Avenues.

**SPECIAL RULES**

7—Trains and engines have equal authority and will operate at yard speed not exceeding 20 M.P.H. between M. P. 773.0 and M. P. 774.0 at Sylvan Lake and between M. P. "TA"-797.0 and M. P. "SD" 821.0 at Tavares.

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

9—All movements over Lake Shore Drive at Eustis must be preceded by a flagman.

10—Under no circumstances will running switches be made within the city limits of Eustis.

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

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

13—Trains and engines approach Home Builders Warehouse, Gottsche Avenue, Eustis, prepared to stop, expecting to find trucks fouling main track and side track.

**Groveland Subdivision****CLEARANCE CARDS**

1—Rule 83-A will not apply at Sylvan Lake and Groveland.

**WHERE TIME APPLIES**

2—Times of trains at Sylvan Lake applies at switch, M. P. 773.5.

Time of trains at Ocoee applies at junction switch M. P. 32.3 (832.6 AVB-MP).

**JUNCTION SWITCHES**

3—Sylvan Lake, M. P. 773.5, lined for movements on Groveland Subdivision.

Ocoee, M. P. 832.6 (32.3 T&G-MP) lined for movements on Groveland Subdivision.

**SPEED RESTRICTIONS**

4—Between Mile Posts	All Trains M.P.H.
784.8 and 784.9	20
791.2 and AVB 837.5	10
AVB 837.5 and 832.6 (32.3 T&G-MP)	20
802.8 and 803.0	10
807.3 and 807.8	20

City Ordinance Speed Restrictions:  
Winter Garden, 15 M.P.H., through city limits. Crossings within city limits must be flagged.

**RAILROAD CROSSINGS AT GRADE**

5—Protected by electrically locked derails:  
Toronto, M. P. 788.2. S. C. L.

**SPECIAL RULES**

6—Trains and engines have equal authority and will operate at yard speed not exceeding 10 M.P.H. at following locations:

M. P. 773.5 and M. P. 774.0 at Sylvan Lake.

M. P. 784 and M. P. 786 at Forest City.

M. P. 32.3 (T&GMP) and 799.2 (29.1 T&GMP) Ocoee to Winter Garden.

7—Movements over Taylor Street, Ocoee, must be preceded by a flagman.

S. M. DUFFER, General Superintendent Jacksonville Terminals  
A. C. CREWS, Terminal Trainmaster

J. F. BEALES, Assistant Terminal Superintendent  
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 600-620, 1900, 2000, 2100 and 2200 must not exceed speed of 15 M.P.H. through power-operated stem of wye switch and crossover at Dennis Street, around curve Beaver Street to Dennis Street, and 7 M.P.H. through all other turnouts and crossovers.

5—Interlocking signals of the right hand upper quadrant type have three positions as follows:

## SIGNAL INDICATIONS (DAY)

Horizontal ..... Stop.  
45 Degree Angle ..... Proceed Under Caution.  
Perpendicular ..... Proceed.

## SIGNAL INDICATIONS (NIGHT)

Red ..... Stop.  
Yellow ..... Proceed Under Caution.  
Green ..... Proceed.

## COLOR LIGHT INTERLOCKING SIGNAL INDICATIONS (DAY OR NIGHT)

Red ..... Stop.  
Yellow ..... Proceed Under Caution.  
Yellow over Red ..... Proceed, approaching next signal prepared to stop.  
Red over Yellow ..... Proceed at restricted speed expecting to find the track occupied, switch improperly lined, and be able to stop short of train or obstruction.  
Green ..... Proceed.

Interlocking signals are located on the right of the tracks they govern. A fixed interlocking signal is provided for all movements, either in the direction or reverse direction of traffic.

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

Outside of interlocking territory hand throw switch indications are:

Red ..... Stop or for turn-out.  
Green ..... Proceed, or switch in normal position.

Normal position for all such switches is "Set for Running Track or Ladder."

Trailing movement may be made through a spring switch when points are in normal position. If train or engines are stopped on spring switch when making a trailing movement, reverse movement must not be made nor slack taken up in train until switch is placed in proper position by hand.

Spring switches are identified by marker bearing letters "SS."

6—Emergency stop air whistles are located as follows:

TOWER "A"—LEE STREET INTERLOCKING:

On pole east of tower.

TOWER "MA"—MYRTLE AVENUE INTERLOCKING:

On Bridge "B" at tower.

TOWER "BS"—BEAVER STREET INTERLOCKING:

At Beaver Street tower.

Enginemen or those in charge of back up hose in the vicinity of these emergency signals upon hearing one long continuous blast of such whistle will immediately stop; after which they may proceed upon hearing two blasts of the same whistle, being governed by signal indications.

7—Freight movements over the S. C. L. freight line crossing at Beaver Street Interlocking, if compelled to stop for a period of five minutes, will immediately cut their train and clear the signals in both directions governing movements over crossings, unless otherwise directed by Towerman.

8—All trains will approach F. O. Cabin Junction and Terminal Company's WYE at Church Street under full control expecting to find tracks occupied. Movements through crossovers, switches and over Church Street crossing must not exceed a speed of ten (10) M.P.H.

8-a—Movements around Honeymoon WYE and Church Street WYE must not exceed a speed of ten (10) M.P.H. for entire length of train. (See Rule 2).

9—Proper members of passenger train crews, uniformed, are required to be on hand thirty (30) minutes prior to departing time of their trains and protect the loading of passengers.

9-a—Consist from engine to rear, in train order, showing all information called for will be furnished by Conductors in duplicate of all arriving and departing trains. Consists will be made in triplicate for arriving trains, one copy to be filed and transmitted by wire not less than one hour before arrival. Boxes for consists of departing trains are located on concourse fence and on shed posts on hill tracks.

10—Train Starting Signals: Push button signals are located as follows:

To contact Myrtle Avenue Tower:

Tracks 2 to 15 inclusive: On supporting columns of train sheds near butting block and the west end of sheds.

Track 16: On supporting column of train shed opposite station and the west end of shed.

Track 17 to 26 inclusive: On supporting columns of train sheds near the head of rampway and the west end of shed.

To contact Lee Street Tower:

Track 16: On supporting column of train shed opposite station.

Track 17 to 26 inclusive: On supporting columns of train sheds near the head of rampway, also on east side of concrete columns Lee Street Viaduct for tracks 23, 24, 25 and 26.

Conductors are required to transmit signal to the proper tower one minute in advance of the time his train will be ready to depart by pressing starting signal button. After this signal gives proper indication in the tower, it will be repeated back by a light to the Conductor immediately. If such light does not show up, it indicates to the Conductor that the apparatus is not

working and steps must immediately be taken to communicate with the tower by phone.

Green starting lights are located over the gates on the low level, parallel with the platform side of each station track, and on the high level on the lower edge of platform shed near entrance to subway; also under Lee Street Viaduct, Tracks 23, 24, 25 and 26. After the Gatemen close the gates and assure themselves that the last passenger for a given train has had opportunity to reach that train to board it, they will immediately give the above green starting signal as an indication to the Conductor that all passengers for his train have reached the side of the train, after which the Conductor will be governed in starting his train by the loading of his passengers, baggage and mail. The Conductor is then authorized to depart when baggage and mail foreman advises him or in the absence of the Conductor the foreman may notify the baggage master and postal clerk, that all baggage and mail connections for that train are loaded, whereupon the Conductor will push his starting light and depart upon receiving interlocking signals. The Conductor should work out a proper understanding with the baggage and mail foreman in each instance as to when this work will be completed. Starting light should not be pushed in excess of one (1) minute before the anticipated time that the train will be ready to move.

10-a—Trains must not depart from the Jacksonville Terminal until the engineman has received a release card Form 725 from the Car Inspector indicating that the train is ready to proceed insofar as the Mechanical Department is concerned.

11—Conductors, Trainmen, Enginemen and Firemen of tenant lines must pass proper examination on interlocking rules and special instructions before being permitted to operate into and out of the Terminal.

12—Doors of toilets on all passenger trains must be kept locked while cars are located on station tracks; private or chartered cars must be kept locked until buckets are supplied.

13—Enginemen will vacate engines immediately on arrival and when inspection of same is not completed before engine is taken in charge by Terminal forces same will be placed at convenient location for completion of inspection.

14—Enginemen on arriving trains heading into station will stop as near butting block as practical, consistent with safety, on Station Tracks 2 to 15, inclusive, to avoid blocking the trucking platform at north or west end of Station.

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

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

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

17—The use of sand within interlocking territory must be avoided as far as possible and is prohibited through switches and crossovers at Myrtle Avenue, Beaver and Lee Street Interlocking.

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

19—Operator at "MA" tower will deliver clearance card to trains leaving Jacksonville station 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 Tonnage Shown Per Unit	700- 1002, 1119, 1201, 1250- 1259	250- 281, 300- 343, 1003- 1065, 1202- 1239	500- 555, 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
Zephyrhills and Valrico.....	3500	3850	4200	2300	5450	6350	6100	6650
Valrico and Tampa.....	4000	4400	4800	2600	6200	7300	7000	7000
Sulphur Springs and St. Pete.....	3500	3850	4200	2300	5450	6350	6100	6650
Landrum to Tampa.....	4000	4400	4800	2600	6200	7300	7000	7600
Tampa to Sulphur Springs.....	2300	2500	2750	1500	3550	4200	4000	4350
Tampa to Landrum with helper out of Yeoman.....	3500	3850	4200	2300	5450	6350	6100	6650
Plant City and Bradley or Mulberry, and Tampa and Mulberry.....	4000	4400	4800	2600	6200	7300	7000	7600
Except Durant to Welcome.....	3500	3850	4200	2300	5450	6350	6100	6650
Mulberry and W. Lake Wales.....	4000	4400	4800	2600	6200	7300	7000	7600
Except over Ridgewood Hill.....	3200	3500	3850	2100	4950	5800	5600	6100
Pembroke and Bartow.....	4000	4400	4800	2600	6200	7300	7000	7600
South Mulberry and Bradley.....	4000	4400	4800	2600	6200	7300	7000	7600
Agricola and Bradley.....	5000	5500	6000	3300	7750	9100	8750	9500
Bradley to Port Boca Grande.....	5000	5500	6000	3300	7750	9100	8750	9500
Port Boca Grande to Bradley.....	4500	4950	5400	2950	7000	8200	7900	8550
Durant and Palmetto.....	3500	3850	4200	2300	5450	6350	6100	6650
Moncrief and Sanford.....	2900	3200	3450	1900	4500	5300	5050	5500
Sanford to Lakeland.....	2750	3000	3300	1800	4250	5000	4800	5200
Lakeland to Uceta.....	3350	3650	4000	2200	5200	6100	5850	6350
Uceta to Lakeland.....	2700	2950	3250	1750	4150	4900	4700	5100
Lakeland to Haines City.....	3300	3600	3950	2150	5100	6000	5750	6250
Haines City to Sanford.....	3700	4050	4450	2400	5700	6750	6450	7000
Sanford and Youngs.....	2650	2900	3150	1750	4100	4800	4650	5000
Youngs to Aloma.....	2600	2850	3100	1700	4000	4750	4550	4950
Aloma to Youngs.....	2000	2200	2400	1300	3100	3650	3650	3800
Sanford to Umatilla.....	2600	2850	3100	1700	4000	4750	4550	4950
Umatilla to Sanford.....	1700	1850	2050	1100	2600	3100	2950	3200
Sylvan Lake to Groveland.....	1800	1950	2150	1200	2800	3300	3150	3400
Groveland to Sylvan Lake.....	1500	1650	1800	1000	2300	2750	2600	2850
Haines City to Waverly.....	2400	2650	2850	1550	3700	4350	4200	4550
Lake Alfred and Bartow.....	2800	3050	3350	1850	4350	5100	4900	5300
Lakeland to Naples.....	3700	4050	4450	2400	5700	6750	6450	7000
Except Fort Meade to Bowling Green.....	3000	3300	3600	1950	4650	5450	5250	5700
Naples to Arcadia.....	4000	4400	4800	2600	6200	7300	7000	7600
Arcadia to Bowling Green.....	3000	3300	3600	1950	4650	5450	5250	5700
Bowling Green to Ft. Meade.....	2800	3050	3350	1850	4350	5100	4900	5300
Ft. Meade to Eaton Park.....	3500	3850	4200	2300	5400	6400	6100	6650
Eaton Park to Lakeland.....	2300	2550	2800	1500	3650	4300	4100	4400
Winston to Achan.....	3600	3950	4300	2350	5550	6550	6300	6850
Achan to Ft. Meade.....	2700	2950	3250	1750	4150	4900	4700	5100
Ft. Meade to Winston.....	3400	3750	4050	2200	5250	6200	5950	6450
Tancrede to Ridgewood.....	2000	2200	2400	1300	3100	3650	3500	3800
Ridgewood to Tancrede.....	4000	4400	4800	2600	6200	7300	7000	7600
Uceta and Venice.....	4000	4400	4800	2600	6200	7300	7000	7600
Trilby and St. Petersburg.....	2250	2500	2700	1450	3600	4100	3950	4250

## SANFORD SUBDIVISION

NAME	Mile Post	Station Nos.	Car Capacity	Opening
Orange Park	656.8	A 657	31	Both
Solite	665.8	A 666	18	Both
Duroc	673.2	A 673	Spur	Both
Allen	680.0	A 680	17	North
Tihen	680.0	A 681	Spur	North
Pecan	694.9	A 695	Spur	Both
Ranch and Farm Supply	696.4	A 696	16	South
Senyah	724.7	A 725	5	North
Conrad	739.4	A 739	8	North
DeLeon Springs	742.1	A 742	2	North
Orange City	755.5	A 755	13	South

## LAKELAND SUBDIVISION

Lake Mary	772.1	A 772	4	South
Cassiberry	779.2	A 779	36	Both
Altamonte Springs	780.5	A 781	14	North
Home Builders Supply	780.6	A 781	7	South
Helmly's Furniture Company	780.8	A 781	17	South
Atlantic Tile & Terrazzo	781.8	A 782	25	South
Maitland	783.2	A 783	25	Both
Container Corp. of America	804.9	A 805	30	North
Precast Industries	805.5	A 806	Spur	South
Cambell	812.1	A 812	12	North
GAC Properties, Inc.	813.8	A 814	Spur	North
Laughman	819.4	A 819	9	North
Verlagreen	821.3	A 821	Spur	North
Royal Crown Cola	842.4	A 842	Spur	South
Allied	847.1	A 847	6	South
Elmer	847.1	A 847	2	South
Park	847.3	A 847	Spur	South
Cumbee	848.0	A 848	3	North
Joydon	848.3	A 848	19	North
Foodco-FMC	848.6	A 849	Spur	South
Tolson	848.6	A 849	6	North
Central Gas	854.4	A 854	1	South
Plant City Ind. Park	854.5	A 855	Spur	South
Selmer	870.9	A 871	Spur	North
Thonotosassa Spur (breaks out at GY)				
Spada Fruit Company	855.8	ARF 856	5	Both
Thonotosassa	854.5	ARF 855	15	Both
Port Tampa	892.0	A 892	Yard	North

## HAINES CITY SUBDIVISION

Prine	832.0	AVC 832	6	North
-------	-------	---------	---	-------

## ALOMA SUBDIVISION

Fort Reed	771.1	AU 771	30	Both
Hunt	772.5	AU 773	40	North
Mecca	773.2	AU 773	5	North
Chese	776.1	AU 776	19	North
Premix Products, Inc.	778.3	AU 778	10	North
Wagner	779.1	AU 779	10	Both
Gardena	781.5	AU 782	3	North
Youngs	783.2	AU 783	60	Both
Lake Charm	831.0	ST 831	20	Both
Slavia	828.8	ST 828	Yard	Both
State Highway	826.8	ST 827	4	South
Golden Rod	823.8	ST 824	12	South
Italian Terrazzo, Inc.	823.1	ST 823	2	North
Jordan Marsh	822.6	ST 823	2	South
Rinker Materials	822.4	ST 822	25	South
Holloway Concrete	822.4	ST 822	25	Both
Run Around Track	822.1	ST 822	24	Both

## FORT MYERS SUBDIVISION

Bibtown	853.9	AX 854	32	Both
Hydro Mines	854.8	AX 855	Yard	North
Lakeland Cash Feed	855.1	AX 855	20	North
State Fertilizer Company	856.2	AX 856	5	South
Pogosey Distributing Company	856.4	AX 856	10	South
Occidental Research	856.6	AX 857	26	South
Dearborn	862.4	AX 862	4	North
Team Track	852.6	SVE 853	12	South
Co-Op	852.8	SVE 853	21	North
Southeastern	853.6	SVE 854	17	South
Clear Springs	854.1	SVE 854	Spur	Wye
Hamline	856.9	SVE 857	50	Both
Homeland	871.5	AX 872	Spur	South
Carroll	868.9	AXA 869	20	North
Pembroke	872.5	AX 873	Yard	North
Rockland Jct.	876.7	AX 877	Spur	North
Rockland		SWN 852	Yard	South
Burhanon	898.9	AX 899	10	Both
Gardner	903.1	AX 903	6	North
Nocatee	917.3	AX 917	26	Both
Cleveland	933.3	AX 933	19	Both
Myakka Gas Company	939.0	AX 939	7	South
Boysshore	958.0	AX 958	24	Both
Sunset Distributors	962.1	AX 962	5	South
Baker	975.7	AX 976	Spur	Both
Alois Schultz	977.6	AX 978	8	North

## FORT MYERS SUBDIVISION (Continued)

Estera	979.8	AX 980	18	Both
Builders Mart, Inc.	989.5	AX 990	16	South
Naples Tomato Growers	989.5	AX 990	16	North
Vanderbill	992.3	AX 992	22	North
Sheppard	996.7	AX 997	4	South

## PALMETTO SUBDIVISION

Whitney Tank Lines	881.9	AZA 882	5	South
Rockport Spur (breaks out of Sutton siding)	882.0			Wye
Lou (Ohio River Barge Company)	882.0	AZA 882	Yard	North
Rockport	882.0	AZA 882	Yard	North
Port Sutton	883.0	AZA 883	Yard	North
Nitram Chemical Company	882.6	AZA 883	Yard	North
Tesco Chemical Company	882.6	AZA 883	2	North
Ruberoid Company	883.6	AZA 884	19	South
National Molasses Company	884.1	AZA 885	15	South
C&R Development Company	884.7	AZA 885	12	North
Greens Fuel	884.7	AZA 885	2	North
Lane Dredging Company	886.6	AZA 887	2	South
Tampa Electric Co.	890.0	AZA 890	Spur	North
Ruskin Tomato Growers	891.6	AZA 892	15	North
Ruskin Tomato Growers	891.7	AZA 892	17	Both
Ruskin Vegetable Co-op	893.4	AZA 893	18	Both
Stoke Tomato Inc.	897.2	AZA 894	18	North
Sun City	901.6	AZA 902	6	Both
Port Manatee	905.2	AZA 905	Yard	Both
Barden	905.5	AZA 906	Yard	North
Piney Point	906.1	AZA 906	5	North
Harlee Tomato House	910.1	AZA 910	15	North
Manatee County Growers	910.1	AZA 910	12	North
Schooley	911.7	AZA 912	2	South
Wiggins	874.1	SW 874	6	North
General Asphalt Company	875.3	SW 875	20	Both
Champion Home Builders	877.2	SW 877	7	South
Delwelter's Gas	877.4	SW 877	6	North
Greens Fuel	877.8	SW 878	25	North
Tallevast	878.9	SW 879	25	Both
Sarasota Herald Tribune	879.3	SW 879	3	North
Airport	879.4	SW 879	35	North
Vanderize Spur				
Vanderize	921.9	AZA 922	2	North
Fuller Industries	924.4	AZA 924	16	North
Dolomite	924.6	AZA 925	Spur	North
Fruitville	886.4	SW 886	18	North
Hyde Park Packing House	888.0	SW 888	17	Both
Hyde Park Groves	888.1	SW 888	11	North
Home Builders Supply	888.9	SW 889	8	South
Marlin Concrete Company	890.6	SW 891	15	South
Southside Concrete Company	890.8	SW 891	22	North
Truss Mfg. Company	891.4	SW 891	4	South
Laurel	899.9	SW 900	2	North
Nokomis	901.3	SW 901	15	Both

## BARTOW SUBDIVISION

Old Race & Race	838.3	AW 838	11	North
Universal Marion Company	838.5	AW 839	4	North
Pippin Packing Company	838.8	AW 839	6	North
Gulf Counties Gas Service	843.9	AW 844	4	North
Wilson & Toomer Fertilizer Company	844.1	AW 844	8	North
Eagle Lake	844.5	AW 845	30	South
South Eastern Propane Company	847.4	AW 847	4	South
Gordanville	848.0	AW 848	Yard	North

## ST. PETERSBURG SUBDIVISION

Blanton	828.7	ARE 829	3	North
Pasco	838.3	ARE 838	13	North
Ehren	846.6	ARE 847	12	North
Elfers Spur (8.2 Miles)	867.0	ARE 867	10	North
Victor	880.8	SVB 881	Yard	North
M. K. Terrazzo	878.2	SVB 878	1	North
Woods	877.0	SYA 877	WYE	
Home Insulation Service	879.0	SYA 879	2	South
Elfers	879.4	SYA 879	12	North
Yakle Lumber Yard	873.0	ARE 873	13	Both
Elfers Citrus Growers Association	873.5	ARE 874	6	North
Palm Harbor	873.6	ARE 874	11	Both
Tropi Gas	874.1	ARE 874	2	South
Home Builders Supply	878.9	ARE 879	3	North
Gulf City Pipe & Products	885.0	ARE 885	7	South
Duvall	886.4	ARE 886	Spur	North
Deno Industries, Inc.	887.1	ARE 887	30	South
Sav. Building Supply	887.6	ARE 888	3	North
Uimerton Company	887.9	ARE 888	17	Both
Belcher	888.6	ARE 889	14	South
John Barger	891.4	ARE 891	3	South
Pinellas Park	892.0	ARE 892	39	Both
Pinellas Power Company	892.8	ARE 893	3	North
Simmons Inv. Company, Inc.	893.3	ARE 893	4	South
Lellman	894.5	ARE 895	2	North
Top Value	894.8	ARE 895	20	South
Todd Hyatt	894.9	ARE 895	2	North

YEOMAN SUBDIVISION

NAME	Mile Post	Station Nos.	Car Capacity	Opening
Crystal Springs	811.4	S 811	18	South
Central	812.6	S 813	Yard	South
Miller Chemical Company	819.5	S 820	10	North
Kilgore Seed Company	819.5	S 820	10	North
Industrial Park	826.1	S 826	Spur	North
Gulf Farmers Co-op	826.7	S 827	8	North
Brandon	834.8	S 835	40	Both
Tampa Electric	847.2	SY 847	9	North
Lake Carroll	851.3	SY 851	20	North
Hartstone Concrete	853.1	SY 853	3	South
Royal American	853.3	SY 853	Spur	North
Sun Tile Spur	853.6	SY 854	4	North
Drew	854.0	SY 854	Spur	Wye
Drew Field	858.0	SY 858	Spur	North
Tampa Sand & Material	854.4	SY 854	30	South
Cosme Spur (4.3 Miles)	856.1	S 856		North
Citrus Park	859.1	SYA 859	10	South
Pinellas Water Co. (Cosme)	860.4	SYA 860	Spur	North
Sunshine Park	861.3	SY 861	11	Both
Florida Power Co.	861.7	SY 862	Spur	South
Gulf Machinery Co.	868.1	SY 868	13	South
Bilgore Canning Plant	868.2	SY 868	16	Both
Dellwood	868.2	SY 868	4	South
Coachman	870.2	SY 870	10	North
Armston	871.3	SY 871	Yard	Both
Belleair	876.1	SY 876	10	South
Gulf Coast Chemical Company	879.4	SY 879	3	North
Walsingham	880.6	SY 881	9	South
Gulf Steel	886.7	SY 887	26	North
Milne & O'Berry	886.7	SY 887	9	South
Pinellas Concrete	886.7	SY 887	23	Both
Jungle	887.0	SY 888	7	North
Allan Terrazzo	887.8	SY 888	3	North
Giuliana	888.1	SY 888	14	North
Tyrone	888.5	SY 889	7	South
Mark Terrazzo	888.7	SY 889	3	North
Pasadena	889.4	SY 889	15	South
Gulfport	892.5	SY 893	14	North
Gulfport			4	South

VALRICO SUBDIVISION

Coronet Mine	827.1	SVA 827	Yard	Both
Hopewell	829.5	SV 830	4	South
International Construction Inc.	830.7	SV 831	Lead	South
Keysville	833.5	SV 834	4	North
Green's Fuel Company	1.3	SZ 834	6	South
Gulf Counties Gas	844.8	SV 845	4	North
Bonnie Spur (2.0 Miles)	845.0	SV 845	Spur	Wye
Royster	845.9	SVM 846	Spur	North
Bonnie	847.0	SVL 847	Yard	North
Alert	845.2	SV 845	J2	South
Ewell	845.4	SV 845	12	South
Mineco	847.3	SV 847	9	South
Armour	848.3	SV 848	Spur	South
Connors Spur	853.0	SV 853	Spur	Wye
Conshall	854.0	SVB 854	Spur	North
Lake Garfield	855.4	SV 855	28	Both
Alluras	858.6	SV 859	67	Both

ACHAN SUBDIVISION

Three Mile Post, Pierce	3.4	SVH 846	Yard	North
S. Pierce Complex (Agricola RR)		SVR 852	Yard	Both
Poyne Creek Wash (Agricola RR)		SVR 860	Yard	North
Imrock	2.2	SVK 848	Yard	Wye
Two Mile Post, Pierce	1.7	SVH 846	Yard	South
Agricola Spur (connects at Bradley)				
Agricola	849.0	SVN 849	Yard	North
Rockland (Swift & Co. RR)	852.4	SVN 852	Yard	North

BONE VALLEY SUBDIVISION

Ridgewood Spur (connects at Tancredi)				
Ridgewood (W. R. Grace)	868.3	AYC 869	Yard	North
Prairie Spur (connects at Prairie Jct.)				
Mulberry Yard	865.8	SV 841	Yard	North
Kingsford (Metalcoat)	867.2	AY 867	20	North
Pierce Spur (connects at Achan)				
Pierce	870.2	AYD 870	Yard	Wye
Bonnie Spur	869.9		Spur	Wye
Elcor Chemical Co. (Tels)	870.6	AYH 869	20	North
Oak Ridge (Ewell)	871.1	AYH 869	90	North
Bonnie	871.9	AYH 870	Yard	North
Farmland Industries	872.5	AYH 872	40	North
Noralyn Spur (connects at Green Bay)				
Noralyn	875.1	AYJ 873	Yard	North

BOCA GRANDE SUBDIVISION

NAME	Mile Post	Station Nos.	Car Capacity	Opening
West Palk	840.6	SVC 841	Spur	Wye
Container Corp. of Amer.	857.6	SVC 858	12	Both
Fort Green Springs	858.0	SVC 858	26	Both
Ona	865.5	SVC 866	53	Both
Limestone	873.6	SVC 874	18	Both
Nocatee	888.4	SVC 888	23	North
Platt	898.8	SVC 899	28	Both
Duckett Siding	907.3	SVC 907	28	North
Placida	923.6	SVC 924	62	Both

PARRISH SUBDIVISION

Lithia	836.5	SW 837	16	Both
Boyette	839.8	SW 840	17	Both
Balm	844.6	SW 845	29	Both
Florida Power & Light	854.3	SW 854	Spur	Both
Ellenton Junction	869.1	SW 869	Spur	South
Ellenton (Ellenton Spur)	869.3	SWB 869	14	Both
Manavista	870.8	SW 871	62	North

UMATILLA SUBDIVISION

Paola	774.1	ATA 774	8	South
Sorrento	786.4	ATA 786	17	Both
Florida Favorite Fertilizer	791.1	ATA 791	24	North
Lewis Corroll Siding	793.9	ATA 794	9	Both
Smith Gas Company	794.9	ATA 795	3	North
Orange State	795.5	ATA 796	11	North

GROVELAND SUBDIVISION

Toronto	788.7	AT 789	1	South
Atlantic Chemical	788.7	AT 789	12	South
Tildenville	799.8	ATB 28	20	North
Oakland	801.7	AT 802	6	North
Killarney Spur (0.7 miles)	802.9		Spur	South
Killarney Fruit Co.	25.5	ATB 25	14	South
Killarney (team track)	25.7	ATB 25	18	South
Roan	805.0	AT 805	5	North
Mohawk	808.7	AT 809	6	South
Mid-Florida Gas	810.3	AT 810	12	South
Zephyr Egg	814.8	AT 815	5	South
Hi-Acres Fertilizer	817.1	AT 817	22	South
Carter Fruit Company	819.8	AT 820	25	Both

BROOKSVILLE SUBDIVISION

Starey	785.9	SR 786	261	Both
Lansing	790.4	SR 790	30	Both
Lake Stafford	791.7	SR 792	16	North
General Portland, Inc.	801.5	SR 802	55	North
Powell	803.1	SR 803	5	South
Lykes Brothers	806.0	SR 806	Spur	North
Mosaryktown	807.3	SR 807	12	South
Fivay	817.0	SR 817	24	Both
Land O'Lakes	826.9	SR 827	36	Both
Newbern	834.2	SR 834	6	South
Tampa Sand	834.6	SR 835	37	South
Nawatney	835.0	SR 835	36	Both
Buy Rite Lumber Company	835.4	SR 835	7	North
Majestic Cabinet Company	835.7	SR 836	4	South
Scott's	835.8	SR 836	8	South
Flora	835.8	SR 836	14	Both



## DIVISION OFFICERS

H. C. THOMPSON, Assistant Superintendent.....	Tampa, Fla.	T. C. HERNDON, Division Engineer.....	Tampa, Fla.
W. T. BULLARD, Superintendent Terminals.....	Tampa, Fla.	F. A. GRAY, Master Mechanic.....	Tampa, Fla.
J. R. STEPHENS, Supt. of Mine Service.....	Mulberry, Fla.	J. M. ALTMAN, Supv. Comm. and Signals.....	Tampa, Fla.
W. O. BRINSON, Trainmaster.....	Tampa, Fla.	H. F. SUMMERLIN, Captain of Police.....	Tampa, Fla.
T. A. BARNHILL, Trainmaster.....	Tampa, Fla.	J. W. MARTIN, Master Carpenter.....	Tampa, Fla.
J. H. ARNOLD, SR., Trainmaster.....	Tampa, Fla.	C. B. FOWLER, Roadmaster.....	Tampa, Fla.
W. I. CRABTREE, Trainmaster.....	Tampa, Fla.	J. K. CARPENTER, Roadmaster.....	Sulphur Springs, Fla.
C. H. WATSON, Trainmaster.....	Mulberry, Fla.	C. B. ADKINS, Roadmaster.....	Sanford, Fla.
C. A. VAUGHN, Trainmaster.....	Mulberry, Fla.	M. E. MERRITT, Roadmaster.....	Orlando, Fla.
R. M. BEACH, Trainmaster.....	Lakeland, Fla.	J. R. NEWSOME, Roadmaster.....	Lakeland, Fla.
M. E. SMITH, Trainmaster-Road Foreman of Engs.....	Sanford, Fla.	C. E. THOMAS, Roadmaster.....	Lakeland, Fla.
E. SPEARS, Terminal Trainmaster.....	Lakeland, Fla.	E. W. MARTIN, Roadmaster.....	Arcadia, Fla.
G. SHANNONHOUSE, Terminal Trainmaster.....	Tampa, Fla.	C. B. VANN, Roadmaster.....	Palmetto, Fla.
A. W. BLACKMON, Terminal Trainmaster.....	Orlando, Fla.	E. R. WREN, Roadmaster.....	Bartow, Fla.
J. H. PARRISH, Road Foreman of Engines.....	Tampa, Fla.	J. A. McCORMICK, Roadmaster.....	Plant City, Fla.
W. T. PINNER, Road Foreman of Engs.....	Mulberry, Fla.	J. H. ABBOTT, Roadmaster.....	Brooksville, Fla.
M. R. HERRING, Chief Dispatcher.....	Tampa, Fla.		

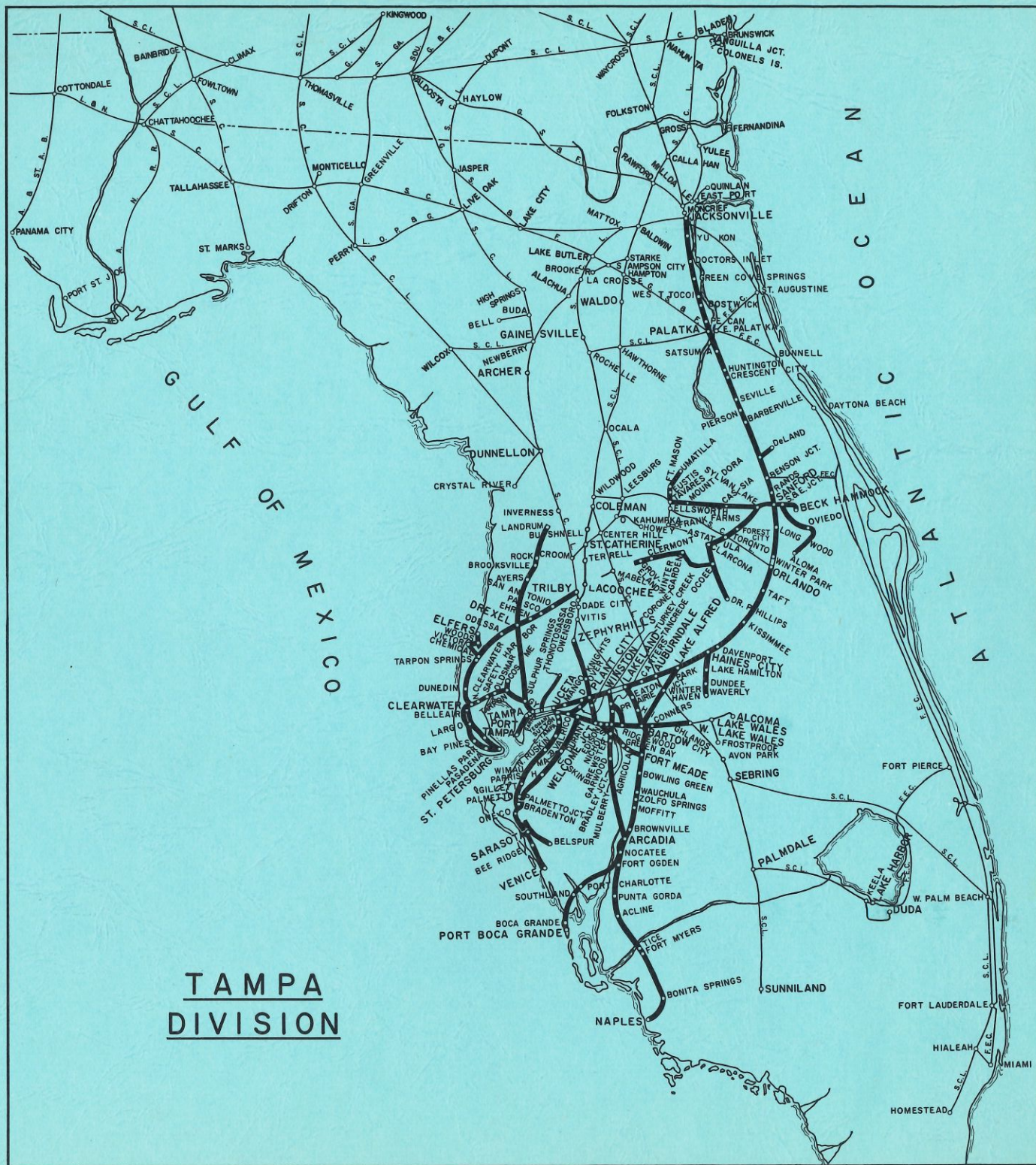
## SYSTEM OFFICERS

R. E. WHITE, Gen. Supt.—Rules.....	Jacksonville, Fla.	J. H. INGOLDSBY, Supt. Station Operations.....	Jacksonville, Fla.
S. E. DAVIS, Gen. Supv.—Rules.....	Waycross, Ga.	C. F. BELL, Dir. Freight Claims & Prevention.....	Richmond, Va.
W. F. Wingate, Gen. Supt.—Safety.....	Jacksonville, Fla.	T. H. KING, Aud. Car Service Acct's.....	Richmond, Va.
H. D. BARNES, Gen. Supv.—Safety.....	Jacksonville, Fla.		

## COMPANY PHYSICIANS

ELMER J. SCHMIERER, M.D.....	Arcadia, Fla.	G. M. ZEAGLER, M.D.....	Palatka, Fla.
JOHN H. MILLER, M.D.....	Bartow, Fla.	BEN F. GATLIFF, M.D.....	Plant City, Fla.
W. F. PEACOCK, M.D.....	Bartow, Fla.	MADISON R. POPE, M.D.....	Plant City, Fla.
J. B. GANEY, M.D.....	Bradenton, Fla.	M. H. HOLDEN, M.D.....	Punta Gorda, Fla.
W. D. SUGG, M.D.....	Bradenton, Fla.	STEPHEN R. RODDY, M.D.....	Punta Gorda, Fla.
J. O. ESCAMILLA, M.D.....	Brooksville, Fla.	H. H. CURD, M.D.....	St. Petersburg, Fla.
R. H. CENTER, M.D.....	Clearwater, Fla.	EARL R. FOX, M.D.....	St. Petersburg, Fla.
H. Q. JONES, M.D.....	Fort Myers, Fla.	R. M. KILMARK, M.D.....	St. Petersburg, Fla.
F. J. THORNTON, JR., M.D.....	Haines City, Fla.	H. P. KNAPPER, M.D.....	St. Petersburg, Fla.
SAM C. ATKINSON, M.D.....	Jacksonville, Fla.	N. M. MARR, M.D.....	St. Petersburg, Fla.
CLYDE M. COLLINS, M.D.....	Jacksonville, Fla.	J. A. RAY, M.D.....	St. Petersburg, Fla.
SAMUEL M. DAY, M.D.....	Jacksonville, Fla.	J. M. MORGAN, M.D.....	Sanford, Fla.
T. S. EDWARDS, M.D., Ophthalmologist.....	Jacksonville, Fla.	T. F. McDANIEL, M.D.....	Sanford, Fla.
L. H. GRUNTHAL, JR., M.D.....	Jacksonville, Fla.	MITCHELL SHAPIRO, M.D., Ophthalmologist.....	Sanford, Fla.
A. LAWSON HARDIE, M.D.....	Jacksonville, Fla.	RUDOLPH C. GARBER, M.D.....	Sarasota, Fla.
R. F. HOOK, M.D., Ophthalmologist.....	Jacksonville, Fla.	L. J. THOMAS, M.D.....	Sarasota, Fla.
C. HAROLD HOUSTON, M.D.....	Jacksonville, Fla.	E. F. CARTER, M.D.....	Tampa, Fla.
WILLY I. HUYGHE, M.D.....	Jacksonville, Fla.	J. B. CREIGHTON, JR., M.D., Ophthalmologist.....	Tampa, Fla.
A. M. MANSON, M.D.....	Jacksonville, Fla.	R. R. DUKE, M.D., Ophthalmologist.....	Tampa, Fla.
CHARLES F. McCRORY, M.D., Ophthal.....	Jacksonville, Fla.	KENNETH G. GOULD, M.D.....	Tampa, Fla.
*T. G. RITCH, M.D.....	Jacksonville, Fla.	WAITE S. KIRKCONNELL, M.D., Ophthalmologist.....	Tampa, Fla.
ROBERT H. STILL, M.D.....	Jacksonville, Fla.	CALVIN H. MITCHELL, M.D., Ophthalmologist.....	Tampa, Fla.
ASHBEL C. WILLIAMS, M.D.....	Jacksonville, Fla.	W. MAHON MYERS, M.D.....	Tampa, Fla.
JOHN O. RAO, M.D.....	Kissimmee, Fla.	RICHARD C. RODGERS, M.D.....	Tampa, Fla.
JOHN W. GLOTFELTY, M.D., Ophthalmologist.....	Lakeland, Fla.	HAROLD SUTKER, M.D.....	Tampa, Fla.
W. M. KUMMER, M.D., Ophthalmologist.....	Lakeland, Fla.	J. W. TAYLOR, JR., M.D., Ophthalmologist.....	Tampa, Fla.
JAMES R. WEST, M.D.....	Lakeland, Fla.	R. D. WILSON, M.D.....	Tampa, Fla.
J. G. ECONOMON, M.D.....	Orlando, Fla.	W. M. J. CLOUGH, M.D.....	Tarpon Springs, Fla.
E. W. JOHNSON, M.D.....	Orlando, Fla.	MALCOLM M. SAYRE, M.D.....	Wauchula, Fla.
E. R. KOGER, M.D.....	Orlando, Fla.	WM. W. COTTRELL, M.D.....	Winter Haven, Fla.
D. T. McEWAN, M.D.....	Orlando, Fla.	SAMUEL R. GARRETT, M.D.....	Winter Haven, Fla.
T. B. THAMES, M.D.....	Orlando, Fla.	H. F. KEIBER, M.D., Ophthalmologist.....	Winter Haven, Fla.
W. WALL, M.D., Ophthalmologist.....	Orlando, Fla.	JOHN W. SMYTHE, M.D.....	Winter Haven, Fla.
ROY E. CAMPBELL, M.D.....	Palatka, Fla.		

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



TAMPA  
DIVISION