



**SEABOARD  
COAST LINE  
RAILROAD**

---

**JACKSONVILLE DIVISION**

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**2**

**TIME TABLE No. 2**

IN EFFECT

Friday, December 14, 1973

At 12:01 A.M.

SUPERSEDING TIME TABLE NO. 1

DATED APRIL 30, 1973

**EASTERN STANDARD TIME**

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**FOR THE GOVERNMENT OF  
EMPLOYEES ONLY**

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CHESTER R. LAPEZA, Vice President-Operations  
C. F. KELLY, General Manager-Transportation  
J. H. ARNOLD, Superintendent

SECOND CLASS		Station Numbers	Distance from Wildwood	TIME TABLE NO. 2		Scales, Wyes, Car Capacity	THIRD CLASS	
707	777			IN EFFECT			786	708
Local Freight	Local Freight			December 14, 1973			Local Freight	Local Freight
Daily	Ex. Sun.			STATIONS			Ex. Sun.	Daily
P. M.	A. M.						A. M.	P. M.
115	315	S761		L T	WILDWOOD	A YARD O Y	1030	830
155	355	AS802	11.6		LEESBURG	X SCL 58P YARD	1000	800
220	420	ST783	22.0	T	TAVARES	74P 50 Y	930	730
225	425	ST787	25.6		ELLSWORTH		920	720
235	435	ST791	29.6	®	LAKE JEM	64	915	715
245	445	ST795	33.5	T	ZELLWOOD	81P 210 Y	905	705
255	455	ST799	37.5	T	PLYMOUTH	YARD	855	655
305	505	ST802	40.8	T	APOPKA	37	845	645
330	530	ST812	50.9		MODELLO PARK	X SCL 82P YARD	815	615
340	540	ST814	52.3	T A	ORLANDO	X SCL L YARD Y	800	600
P. M.	A. M.						A. M.	P. M.
Daily	Ex. Sun.						Ex. Sun.	Daily

## MONTICELLO SUBDIVISION

Southward	Station Numbers	Distance from Drifton	TIME TABLE NO. 2		Scales, Wyes, Car Capacity	Northward
Second Class			IN EFFECT			Third Class
653			December 14, 1973			654
Local Freight			STATIONS			Local Freight
Ex. Sun.						Ex. Sun.
A. M.						A. M.
745	SP772		L	DRIFTON	A	830
800	SPB777	4.1	A	MONTICELLO	L <sup>25</sup>	815
A. M.						A. M.
Ex. Sun.						Ex. Sun.

## BAINBRIDGE SUBDIVISION

Westward	Station Numbers	Distance from Tallahassee	TIME TABLE NO. 2		Scales, Wyes, Car Capacity	Eastward
Second Class			IN EFFECT			Second Class
391			December 14, 1973			374
Through Freight			STATIONS			Through Freight
Daily						Daily
A. M.						A. M.
746	SP799		L T	TALLAHASSEE	A YARD O Y	450
825	SLC850	6.9		LAKE JACKSON	96P 14	425
840	SLC841	14.7	T	HAVANA	60	414
855	SLC830	25.8	T	ATTAPULGUS	142P 10	355
930	AN729	38.1	T A	BAINBRIDGE	L YARD O Y	330
A. M.						A. M.
Daily						Daily

## SOUTHWARD BALDWIN SUBDIVISION

FIRST CLASS							Station Numbers	Distance From Jacksonville	TIME TABLE NO. 2 IN EFFECT December 14, 1973  STATIONS	
5	95	85	1	83	81	3				
Floridian	Vacationer	Champion	Auto Train	Meteor	Silver Star	Auto Train				
Daily	Daily	Daily	Daily	Daily	Daily	Daily				
P. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.				
200	1125	950		830	510		A639		L T	JACKSONVILLE (Passenger Station) X-SCL 1.6
			A 825 L 830			A 430 L 435	A640	1.6	T	MONCRIEF 1.5
203	A 1128	A 953		833	A 513		A642	3.1	T	BEAVER STREET X-SCL 3.0
206				836			SP638	6.1	T	WEST JACKSONVILLE 0.6
							SP639	6.7		CARNEGIE 5.4
							SP644	12.1		WHITE HOUSE 8.6
223				853			S653	20.7		BALDWIN 0.8
							S653	21.5	T	BALDWIN YARD 18.4
							S672	39.9		LAWTEY 6.8
246				916			S679	46.7		STARKE 6.1
							S685	52.8		HAMPTON 5.4
s 300				928			S690	58.2		WALDO 6.6
							S695	64.8		ORANGE HEIGHT 7.9
313				938			S705	72.7		HAWTHORNE X-SCL 6.8
							S711	79.5		LOCHLOOSA 8.4
							S722	87.9		SPARR 15.6
s 345				1005			S735	103.5		OCALA X-SCL 9.2
							S744	111.7		SANTOS 8.5
							S751	120.2		SUMMERFIELD 9.2
s 415				s 1035			S761	129.4	T A	WILDWOOD
P. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.				
Daily	Daily	Daily	Daily	Daily	Daily	Daily				

## WANEE SUBDIVISION

Southward	Station Numbers	Distance From Starke	TIME TABLE NO. 2 IN EFFECT December 14, 1973  STATIONS		Northward
					Stations, Wyes, Car Capacity
	S679		L T	STARKE	A 110 0 V
	SN686	6.6		SAMPSON CITY x GS&F 8.1	5
	SN694	14.7	A	BROOKER	L 27 11

TIME TABLE NO. 2 IN EFFECT December 14, 1973  STATIONS		Scales, Wires, Car Capacity	SECOND CLASS										
			337	721	391	165	101	115	181	167	173	317	
			Through Freight	Through Freight	Through Freight	Through Freight	Through Freight	Through Freight	Through Freight	Through Freight	Through Freight	Through Freight	
			Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Ex. Sat.	Daily	
			A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	
T	JACKSONVILLE (Passenger Station) 1.6	L X-SCL	YARD										
T	MONCRIEF 1.5		YARD O		L 1201								
T	BEAVER STREET 3.0	X-SCL											
T	WEST JACKSONVILLE 0.6		YARD O	L 1201	1215	L 1230			L 1100	L 1159	L 200	L 800	L 830
	CARNEGIE 5.4		77P										
	WHITE HOUSE 8.6		136P 61										
	BALDWIN 0.8		142P YARD Y	A 1230	A 1245	A 100			1128	1230	230		A 900
2 Tracks	T	BALDWIN YARD 18.4	YARD O				L 1201	L 1115	1230	145	330	900	
		LAWTEY 6.8		233									
	STARKE 6.1		136 O Y									925	
	HAMPTON 5.4		88P 9 Y										
	WALDO 6.6		205P YARD			101	1205	120	250	440			
	ORANGE HEIGHT 7.9		200P										
	HAWTHORNE 6.8	X-SCL	200P 35			118	1220	135	310	458	946		
	LOCHLOOSA 8.4		200P 9										
	SPARR 15.6		230P 18										
	OCALA 8.2	X-SCL	200PS 73PN YARD O			230	100	215	400	550	1016		
	SANTOS 8.5		200P 14										
2 Tracks	SUMMERFIELD 9.2		200P 16										
	T	WILDWOOD A	YARD O Y				345	145	300	445	630	1110	
				A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
				Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Ex. Sat.	Daily

## NORTHWARD BALDWIN SUBDIVISION

FIRST CLASS							Station Numbers	Distance From Jacksonville	TIME TABLE NO. 2 IN EFFECT December 14, 1973  STATIONS	
82	2	96	4	86	84	6				
Silver Star	Auto Train	Vacationer	Auto Train	Champion	Meteor	Floridian				
Daily	Daily	Daily	Daily	Daily	Daily	Daily				
A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.				
s 1205		s 850		s 535	s 425	s 340	A639		A T	JACKSONVILLE (Passenger Station) X-SCL 1.6
	L 1030 A 1025		L 630 A 625				A640	1.6	T	MONCRIEF 1.5
L 1147		L 812		L 502	348	258	A642	3.1	T	BEAVER STREET X-SCL 3.0
					345	255	SP638	6.1	T @	WEST JACKSONVILLE 0.6
							SP639	6.7		CARNEGIE 5.4
							SP644	12.1		WHITE HOUSE 8.6
					333	243	SP653	20.7		BALDWIN 0.8
							S653	21.5	T	BALDWIN YARD 18.4
							S672	39.9	@	LAWTEY 6.8
					310	220	S679	46.7		STARKE 6.1
							S685	52.8		HAMPTON 5.4
					300	s 210	S690	58.2		WALDO 6.6
							S695	64.8	@	ORANGE HEIGHT 7.9
					245	150	S705	72.7		HAWTHORNE X-SCL 6.8
							S711	79.5		LOCHLOOSA 8.4
							S722	87.9	@	SPARR 15.6
					220	s 130	S735	103.5	@	OCALA X-SCL 8.2
							S744	111.7		SANTOS 8.5
							S751	120.2		SUMMERFIELD 9.2
					155	105	S761	129.4	T L	WILDWOOD 9.2
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.				
Daily	Daily	Daily	Daily	Daily	Daily	Daily				

TIME TABLE NO. 2 IN EFFECT December 14, 1973  STATIONS		Stops, Wyes, Car Capacity	SECOND CLASS							Third Class		
			166	338	174	186	374	190	318	160	730	
			Through Freight	Through Freight	Through Freight	Through Freight	Through Freight	Through Freight	Through Freight	Through Freight	Local Freight	
			Daily	Daily	Ex. Mon.	Ex. Mon.	Daily	Daily	Daily	Daily	Daily	
			A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	A. M.	
T	JACKSONVILLE (Passenger Station) 1.6	A X-SCL	YARD									
T	MONCRIEF 1.5		YARD	O							A 745	
T	BEAVER STREET 3.0	X-SCL										
T @	WEST JACKSONVILLE 0.6		YARD	O	A 630	A 815		A 1000		A 430	720	
	CARNEGIE 5.4		77P									
	WHITE HOUSE 8.6		136P 61									
	BALDWIN 0.9		142P YARD	Y	L 600			L 930		L 400	L 650	
T	BALDWIN YARD 18.4		YARD	O	A 430	710	A 830		A 1130		A 1100	
	LAWTEY 6.8		233									
	STARKE 6.1		136 Y	O		645						
	HAMPTON 5.4		89P 9	Y								
	WALDO 6.6		205P YARD		250		740		1030		830	
@	ORANGE HEIGHT 7.9		200P									
	HAWTHORNE 6.8	X-SCL	200P 35		230		620	720		1010	800	
	LOCHLOOSA 8.4		200P 9									
@	SPARR 15.6		230P 18									
	OCALA 8.2	X-SCL	200PS 73PN YARD	O	130		550	640		920	700	
	SANTOS 8.5		200P 14									
	SUMMERFIELD 9.2		200P 16									
T @	WILDWOOD	L	YARD	O Y	1245	520	600		835		600	
					A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	A. M.
					Daily	Daily	Ex. Mon.	Ex. Mon.	Daily	Daily	Daily	Daily

SECOND CLASS							FIRST CLASS					Station Numbers	Distance From Wildwood	TIME TABLE NO. 2 IN EFFECT December 14, 1973  STATIONS		
709	167	181	165	115	101	173	5	93	95	83	91					
Local Freight	Through Freight	Through Freight	Through Freight	Through Freight	Through Freight	Through Freight	Floridian (St. Pete)	Floridian (Miami)	Vacationer	Meteor	Silver Star					
Ex. Sat.	Daily	Daily	Daily	Daily	Daily	Ex. Sat.	Daily	Daily	Daily	Daily	Daily					
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.					
	800	445	415	315	200	1115	445	425		1045		S761		L T	WILDWOOD	
	810	A 500	A 430	325	A 210		452	432		1052		S766	4.8	} Tracks	COLEMAN	
				340			502	442		1102		SX777	16.1		CENTER HILL	X SCL
												SX782	20.6		MABEL	
	840			358		1145	518	453		1112		SX793	31.6		BRYAN	
												SX800	39.1		WITHLA	
							525	505		1123		SX808	47.2		FLANDERS	
												SX812	50.3		POLK CITY	
												SX816	54.5		NOXON	
L 1030	930			435		1215	A 550	520	L 340	1135	L 955	SX820	58.9		AUBURNDALE	X SCL
								= 532	= 350	= 1147	1011	SX827	65.0		WINTER HAVEN	X SCL
1050	1100			455		1235		543	402	1158	1024	SX836	74.6	T	WEST LAKE WALES	
												SX847	85.5		WEST FROST PROOF	
								600	420	1215	1041	SX858	97.0		AVON PARK	
												SX862	101.2		HARTT	
A 1130	1140			535		102		= 610	428	= 1225	= 1049	SX867	106.1		SEBRING	
												SX871	109.4		RIDGE	
												SX885	123.5		PLAINS	
						130		630	450	1245	1109	SX892	131.1		FT. BASINGER	
												SX902	140.7		MILDRED	
	1230			625		144		642	502	1257	1124	SX909	147.5		OKEECHOBEE	
												SX914	153.1		SHERMAN	
												SX925	164.0		ZANA	X FEC
	101			658		207		702	522	117	1144	SX936	175.1		INDIANTOWN	
								711	533	126	1153	SX948	187.1		UNITED	
												SX956	194.5		DELTA	
												SX964	202.6		DYER	
								728	545	143	1214	SX968	206.6		NORTHWOOD	
	140			745		315		= 735	= 610	= 155	= 1225	SX970	208.7	A	WEST PALM BEACH	X FEC
P. M.	A. M.	P. M.	P. M.	P. M.	P. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.					
Ex. Sat.	Daily	Daily	Daily	Daily	Daily	Ex. Sun.	Daily	Daily	Daily	Daily	Daily					

MIAMI SUBDIVISION

NORTHWARD

TIME TABLE NO. 2 IN EFFECT December 14, 1973		Stations, Yards, Car Capacity	FIRST CLASS					SECOND CLASS											
			6	94	84	96	92	166	186	160	190	174	196	710					
			Floridian (St. Pete)	Floridian (Miami)	Meteor	Vacationer	Silver Star	Through Freight	Through Freight	Through Freight	Through Freight	Through Freight	Through Freight	Daily Local					
			Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Ex. Mon.	Daily	Freight					
STATIONS			P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	P. M.	A. M.	A. M.	A. M.	P. M.					
2 Tracks	T	WILDWOOD	A	YARD	0	Y	1235	1250	145				1245	330	500	630	445	1000	
		COLEMAN		108			1155	1228	129				L 1201	L 245	L 415				
		CENTER HILL	X SCL	143P			1147	1219	121								310		
		MABEL		80P															
		BRYAN		143P															
		WITHLA		98P												330		630	
		FLANDERS		148P			1122	1159	1257								240		
		POLK CITY		37															
		NOXON		137P		Y													
		AUBURNDALE	X SCL	143P	YARD		L 1110	1147	1246	A 410	A 705						225		A 930
		WINTER HAVEN	X SCL	134P	YARD			1137	1236	355	638					245		520	
	T	WEST LAKE WALES		193P	0	Y		1127	1228	344	628					230	205	501	910
		WEST FROST PROOF		142P															
		AVON PARK		75P	YARD			1107	1208	326	609								
		HART		142P															
		SEBRING		43				1057	1158	318	600				1245	110	301	L 830	
		RIDGE		142P															
		PLAINS		175P															
		FT. BASINGER		142P				1040	1138	252	540								
		MILDRED		142P															
		OKEECHOBEE		194P					1125	240	527				1145	1235	201		
		SHERMAN		142P															
		ZANA	X FEC	175P															
		INDIANTOWN		184P				1010	1103	216	505				1115	1210	1255		
		UNITED		136P					1052	205	453								
		DELTA		145P															
		DYER		75P															
		NORTHWOOD		138P	YARD	Y		947	1038	150	439								
		WEST PALM BEACH	L	41P	YARD	O		945	1036	148	437				1040	1135	1145		
							A. M.	A. M.	A. M.	P. M.	P. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	
							Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Ex. Sun.	Daily	Ex. Sun.	



## SOUTHWARD

## MIAMI SUBDIVISION

SECOND CLASS			FIRST CLASS				Station Numbers	Distance from Willwood	TIME TABLE NO. 2 IN EFFECT December 14, 1973	
115	173	167	93	95	83	91			STATIONS	
Through Freight	Through Freight	Through Freight	Floridian	Vacationer	Meteor	Silver Star				
Daily	Ex. Sun.	Daily	Daily	Daily	Daily	Daily				
P. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.				
745	315	140	735	610	155	1225	SX970	208.7	L @ WEST PALM BEACH	
			745	620	207	1235	SX977	215.3	LAKE WORTH	
							SX983	221.8	BOYNTON BEACH	
			s 800		217	s 1253	SX988	226.3	@ DELRAY BEACH	
							SX991	230.2	YAMATO	
			s 814	635	s 230	105	SX998	237.1	DEERFIELD BEACH	
830	355	230	818		237	112	SX1004	242.7	POMPANO BEACH	
							SX1011	249.6	CARMEN	
	430		s 841	s 709	s 300	s 133	SX1012	251.1	@ FORT LAUDERDALE	
							SX1017	255.3	DANIA	
			s 901	s 728	s 322	s 155	SX1020	258.5	HOLLYWOOD	
							SX1026	264.5	MIAMI PLANTATION	
							SX1030	268.8	OPA-LOCKA	
A 1030	A 530	A 400					SX1033	271.7	T @ HIALEAH YARD	
							SX1036	275.1	HIALEAH X FEC	
			s 935	s 810	s 410	s 235	SX1040	278.8	T A MIAMI	
P. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.				
Daily	Ex. Sun.	Daily	Daily	Daily	Daily	Daily				

## LAKE WALES SUBDIVISION

Southward	TIME TABLE NO. 2 IN EFFECT December 14, 1973		Northward
Station Numbers	Distance from West Lake Wales	Stations	
		Scales, Wyes, Car Capacity	
SX836		L T WEST LAKE WALES A	YARD O Y
SV867	3.9	T LAKE WALES X SCL	YARD
AVC857	16.3	T FROSTPROOF	59
SV867	3.9	T LAKE WALES X SCL	YARD
SV874	10.6	A ALCOMA L	16

## HOMESTEAD SUBDIVISION

Southward	TIME TABLE NO. 2 IN EFFECT December 14, 1973		Northward
Second Class	Station Numbers	Distance from Hialeah	Third Class
711			712
Local Freight			Local Freight
Ex. Sun.			Ex. Sun.
A. M.	Stations		P. M.
900	SX1036	L T HIALEAH A	YARD 130
930	SX1053	16.7 -16.7 X FEC	YARD Y 1230
1030	SX1066	30.1 A -13.4	YARD Y 1201
A. M.			P. M.
Ex. Sun.			Ex. Sun.





Third Class	SECOND CLASS			Station Numbers	Distance from Microtox	TIME TABLE NO. 2 IN EFFECT December 14, 1973 STATIONS	Scales, Wyes, Car Capacity	Second Class	THIRD CLASS			
	717	785	779						721	718	778	730
Local Freight	Local Freight	Local Freight	Through Freight					Local Freight	Local Freight	Local Freight	Local Freight	
Ex. Sun.	Ex. Sun.	Ex. Sun.	Daily					Ex. Sun.	Ex. Sun.	Daily	Ex. Sun.	
P. M.	P. M.	A. M.	A. M.					P. M.	A. M.	A. M.	P. M.	
			1255	ASG660	L	MATTOX	A				640	
			125	ASG681	21.2	RAIFORD	58P				610	
			140	ASG688	29.0	LAKE BUTLER	53P 32				555	
			159	ASG700	40.2	SANTA FE	34				532	
		L 220	A 215	ARB726	47.8	BURNETT'S LAKE	YARD	Y	A 450	L 500		
		250		ARB739	60.7	TREN JAY	YARD			420		
		305		ARB740	61.8	GAINESVILLE	YARD			415		
L 1015		A 330		AS737	71.4	ROCHELLE	YARD	Y A	A 945	L 345		
1035				AS748	82.1	McINTOSH	42P 25			920		
1050				AS754	88.0	REDDICK	62P 22			901		
1130				AS763	97.3	KENDRICK	YARD	O Y		820		
A 1159				S735	102.2	OCALA	YARD	Y L	L 800			
				AS769	103.4	SOUTH OCALA	40P YARD					
				AS772	106.3	MARICAMP	22P					
				AS787	121.7	EAST LAKE	48P					
				AS790	124.3	WEIRSDALE	40					
	L 300			AS802	136.6	LEESBURG	YARD	Y			A 815	
	315			AS808	142.1	OKAHUMPKA	40P 8				805	
	345			SX777	151.2	CENTER HILL	178				750	
	405			S780	160.9	ST. CATHERINE					720	
	420			AR814	166.8	CROOM	L 6				700	
P. M.	P. M.	A. M.	A. M.						P. M.	A. M.	A. M.	P. M.
Ex. Sun.	Ex. Sun.	Ex. Sun.	Daily						Ex. Sun.	Ex. Sun.	Daily	Ex. Sun.

## WAKULLA SUBDIVISION

Southward	Station Numbers	Distance from Tallahassee	TIME TABLE NO. 2 IN EFFECT December 14, 1973 STATIONS	Northward
				Scales, Wyes, Car Capacity
	SP799		L T TALLAHASSEE	A YARD O Y
	SPA820	20.9	A ST. MARKS	L 35

## SOUTHWARD

## WEST COAST SUBDIVISION

THIRD CLASS			SECOND CLASS					Station Numbers	Distance from High Springs	TIME TABLE NO. 2	
791	771	779	311	181	101	307	165			IN EFFECT	
Local Freight	Local Freight	Local Freight	Through Freight	Through Freight	Through Freight	Through Freight	Through Freight			December 14, 1973	
Ex. Sun.	Ex. Sun.	Ex. Sat.	Daily	Daily	Daily	Daily	Daily			STATIONS	
P. M.	A. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.				
200	501	1100	645			230		AR717		L T	HIGH SPRINGS
210	510	1115	700			237		AR722	5.0		CLARK 5.0
A 225	530	A 1159	715			258		AR730	13.2	T	NEWBERRY 9.8
								AR741	23.0		ARCHER 9.0
	552		748			322		AR749	32.0		HODGSON 2.4
	556		751			328		AR752	34.4	T	WILLISTON 12.6
	612		807			344		AR765	47.0		ROMEO 9.1
	630 <sup>108</sup>		822			356		AR775	56.1		BLUE RUN 2.6
	701		827			400		AR777	58.7	T	DUNNELLON (Pennsylvania Avenue) ® 6.2
	710		838			407		AR781	63.9		GIBARA 13.0
	730		853			424		AR794	76.7		INVERNESS 9.5
	745		908			437		AR804	86.5		SOUTH FLORAL CITY 9.9
	801		923			451		AR814	96.4		CROOM 9.1
	815		940			515		AR823	105.5	T	TRILBY 1.4
	820		943	L 530	L 240	518	L 500	AR825	106.9		OWENSBORO 5.5
	830		953			525		AR830	112.4		DADE CITY 6.7
	A 900		A 1012			A 535	A 530	AR837	119.0		VITIS 3.7
				600	310			ARF840	122.7	A	ZEPHYRHILLS
P. M.	A. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.				
Ex. Sun.	Ex. Sun.	Ex. Sat.	Daily	Daily	Daily	Daily	Daily				

## SOUTHWARD COLEMAN SUBDIVISION NORTHWARD

SECOND CLASS			Station Numbers	Distance from Coleman	TIME TABLE NO. 2		Scales, Wyes, Car Capacity	SECOND CLASS			
181	101	165			IN EFFECT			186	160	166	
Through Freight	Through Freight	Through Freight			December 14, 1973			Through Freight	Through Freight	Through Freight	
Daily	Daily	Daily			STATIONS			Daily	Daily	Daily	
P. M.	P. M.	A. M.									
500	210	430	S766		L	COLEMAN	A	108	245	415	1201
			S776	10.0		BUSHNELL		178P 33			
			S790	24.4		LACOOCHEE	X SCL	141P 50			
530	240	500	AR825	26.4	A	OWENSBORO	L		150	320	1100
P. M.	P. M.	A. M.							A. M.	P. M.	P. M.
Daily	Daily	Daily							Daily	Daily	Daily

**WEST COAST SUBDIVISION**

**NORTHWARD**

<b>TIME TABLE NO. 2</b> <b>IN EFFECT</b> December 14, 1973  <b>STATIONS</b>		Scales, Wyes, Car Capacity	SECOND CLASS					THIRD CLASS			
			186	308	160	312	166	778	770	792	
			Through Freight	Through Freight	Through Freight	Through Freight	Through Freight	Local Freight	Local Freight	Local Freight	
			Daily	Daily	Daily	Daily	Daily	Ex. Sun.	Ex. Sun.	Ex. Sun.	
			A. M.	A. M.	P. M.	P. M.	P. M.	A. M.	A. M.	P. M.	
	<b>HIGH SPRINGS</b> A	YARD O Y		830		1030		620	1015	1015	
	-5.0 <b>CLARK</b>	71P		755		1020		605	950	955	
T	<b>NEWBERRY</b>	135P YARD Y		735		1005		L 550	930	L 940	
	-9.8 <b>ARCHER</b>	20									
	-0.0 <b>HODGSON</b>	184P		703		935			840		
T	<b>WILLISTON</b>	30		658		930			835		
	-12.6 <b>ROMEO</b>	135P 14		643		915			800		
	-9.1 <b>BLUE RUN</b>	72P		630 <sup>771</sup>		901			740		
T	<b>DUNNELLON</b> ® (Pennsylvania Avenue)	YARD O Y		610		848			725		
	-6.2 <b>GIBARA</b>	201P		600		838			715		
	-13.0 <b>INVERNESS</b>	242P		540		820			655		
	-0.8 <b>SOUTH FLORAL CITY</b>	Sig. S.		525		810			640		
	-0.9 <b>CROOM</b>	Sig. S.		510		800			625		
T	<b>TRILBY</b>	Sig. S. YARD Y		430		748			555		
	-1.4 <b>OWENSBORO</b>	A 150	A 150	425	A 320	745	A 1100		550		
	-5.5 <b>DADE CITY</b>	Sig. S. YARD		417		738			540		
	-6.7 <b>VITIS</b>	177P 63		L 407		L 728		L 530			
	-8.7 <b>ZEPHYRHILLS</b> L	48		110		240			1030		
				A. M.	A. M.	P. M.	P. M.	P. M.	A. M.	A. M.	P. M.
				Daily	Daily	Daily	Daily	Daily	Ex. Sun.	Ex. Sun.	Ex. Sun.

**SOUTHWARD**

**VITIS SUBDIVISION**

**NORTHWARD**

Third Class		SECOND CLASS				Station Numbers  Distances from Vitis	TIME TABLE NO. 2 IN EFFECT December 14, 1973  STATIONS			Scales, Wyes, Car Capacity	SECOND CLASS			Third Class
771	311	307	165	308	312		770							
Local Freight	Through Freight	Through Freight	Through Freight	Through Freight	Through Freight		Local Freight							
Ex. Sun.	Daily	Daily	Daily	Daily	Daily		Ex. Sun.							
A. M.	P. M.	A. M.	A. M.	A. M.	P. M.	A. M.								
900	1012	535	530	AR837	L	VITIS A 177P 63	407	728	530					
915	1027	550	545	AR846	9.3	STOKES 148P	353	714	515					
930	1100	605	600	AR855	19.5	LAKELAND L YARD O	340	701	501					
A. M.	P. M.	A. M.	A. M.				A. M.	P. M.	A. M.					
Ex. Sun.	Daily	Daily	Daily				Daily	Daily	Ex. Sun.					



**SOUTHWARD**

**WILCOX SUBDIVISION**

**NORTHWARD**

**OKEELANTA SUBDIVISION 15**

Third Class	SECOND CLASS		Station Numbers	Distance from Wilcox	TIME TABLE NO. 2 IN EFFECT December 14, 1973	Scales, Wyes, Car Capacity	THIRD CLASS		
	793	779					729	722	778
Local Freight	Local Freight	Local Freight	Station Numbers	Distance from Wilcox	TIME TABLE NO. 2 IN EFFECT December 14, 1973	Scales, Wyes, Car Capacity	Local Freight	Local Freight	Local Freight
Ex. Sun.	Ex. Sat.	Daily					Daily	Ex. Sun.	Ex. Sun.
P. M.	P. M.	A. M.	STATIONS				A. M.	A. M.	P. M.
			AND806		L	WILCOX	A 79P YARD Y		320
			ASG734	7.8	T	TRENTON	71		255
A 940	L1159	L 406	AR730	21.3	T	NEWBERRY	YARD Y	A 305	A 550 L 225
	1230	415	ASG716	24.9		HAILE	YARD	250	535
	1255	445	ASG709	33.4	T	ALACHUA	60	220	505
	120	450 <sup>778</sup>	ARB726	35.1	A	BURNETTS LAKE	YARD Y	215	450 <sup>729</sup>
P. M.	A. M.	A. M.					A. M.	A. M.	P. M.
Ex. Sun.	Ex. Sun.	Daily					Daily	Ex. Sun.	Ex. Sun.

Station Numbers	Distance from Keela	TIME TABLE NO. 2 IN EFFECT December 14, 1973	Scales, Wyes, Car Capacity
AVD954		KEELA	Y
AVF958	4.3	VAUGHN	68
AVF970	15.9	OKEELANTA	YARD Y
AVF972	18.2	CANE	24
AVF978	24.3	DUDA	YARD

**SEBRING SUBDIVISION**

**IMMOKALEE SUBDIVISION**

Southward		Station Numbers	Distance from Sebring	TIME TABLE NO. 2 IN EFFECT December 14, 1973	Scales, Wyes, Car Capacity	Northward	
SECOND CLASS	SECOND CLASS					Second Class	Third Class
709	759	Station Numbers	Distance from Sebring	TIME TABLE NO. 2 IN EFFECT December 14, 1973	Scales, Wyes, Car Capacity	710	758
Local Freight	Local Freight					Local Freight	Local Freight
Ex. Sat.	Ex. Sun.	Station Numbers	Distance from Sebring	TIME TABLE NO. 2 IN EFFECT December 14, 1973	Scales, Wyes, Car Capacity	Ex. Sun.	Ex. Sun.
P. M.	A. M.					P. M.	P. M.
1130	930	SX867		L T	SEBRING	A YARD Y	830 430
		AVC880	4.3		DeSOTO CITY	3	
1150	950	AVC884	8.8		ISTOKPOGA	54P	755 405
1205	1005	AVC892	16.6	T	LAKE PLACID	25	725 350
1215	1015	AVC898	22.8		CHILDS	47P	710 340
1240	1035	AVC909	33.3		VENUS	14	650 320
125	A1055	AVC918	42.1	T	PALMDALE	52P 81 Y	630 L 300
215		AVD934	58.5	T	MOORE HAVEN	48P 19	500
224		AVD937	61.6		GRAMLIN	42	410
A 330		AVD948	72.4	T	CLEWISTON	86 68P Y	L 400
		AVD954	78.2		KEELA	48P Y	
		AVD957	82.6	A	LAKE HARBOR	97 Y	
A. M.	A. M.					P. M.	P. M.
Ex. Sun.	Ex. Sun.					Ex. Sun.	Ex. Sun.

Southward	Station Numbers	Distance From Palmdale	TIME TABLE NO. 2 IN EFFECT December 14, 1973	Scales, Wyes, Car Capacity	Northward	
Second Class					Third Class	
759	Station Numbers	Distance From Palmdale	TIME TABLE NO. 2 IN EFFECT December 14, 1973	Scales, Wyes, Car Capacity	758	
Local Freight					Local Freight	
Ex. Sun.	Station Numbers	Distance From Palmdale	TIME TABLE NO. 2 IN EFFECT December 14, 1973	Scales, Wyes, Car Capacity	Ex. Sun.	
A. M.					P. M.	
1105	AVC918		L T	PALMDALE	A 62P 81 Y	245
	AVC926	8.2		CALLOOSA	SPUR	
1115	AVC927	9.1		ORTONA	15	225
	AVC930	11.9		GOODNO	46	
1145	AVC939	21.7		SEARS	10	205
	AVC943	25.1		KERI	44	
	AVC948	30.0		FELDA	15	
1210	AVC955	37.4		IMMOKALEE	YARD 49 Y	135
1240	AVC968	49.9	A	SUNNILAND	L 62	105
P. M.					P. M.	
Ex. Sun.					Ex. Sun.	



## DIVISION

## PRECEDENCE BY DIRECTION

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

## SPEED RESTRICTIONS

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

Series	MPH	Series	MPH
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. when used in service or tow and must be handled near head end of train.

## OPERATION ROAD MATE UNITS

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

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

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

## PIGGYBACK, UNRESTRICTED AND RESTRICTED TRAINS

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

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

RESTRICTED FREIGHT TRAIN is a train handling blocks of thirty (30) or more cars of COAL, PHOSPHATE, AGGREGATES (including LIMEROCK) which must be handled next behind the engines, whenever practicable; or one or more RESTRICTED CARS.

## RESTRICTED CARS include:

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

PULPWOOD FLAT CARS—Loaded with pulpwood;

FLAT CARS—Loaded with logs or poles.

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

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

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

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

RIBBON RAIL CARS loaded 45 M.P.H. on main track and 10 M.P.H. through other than main track turnouts and must be handled on head end of trains; when empty will be handled on rear of train separated from caboose by three empty cars.

DUMP CARS 45 M.P.H. and when loaded must be handled in local freight or work trains when practicable.

JORDAN DITCHERS 40 M.P.H. Must be Handled Near Head of Train.

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

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

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

SAL FORMER NUMBERS	SCL NUMBERS
7050-7099	747050-747099
7145-7179	747145-747179

must not exceed 45 M.P.H.

LOADED AND EMPTY AADX HOPPER CARS, in series:

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

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

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

**SPACING WRECKERS AND LOCOMOTIVE CRANES**

6—For line of road movement, the following wreckers must be preceded and followed by at least one car not exceeding 100,000 pounds gross weight and must be separated from any other wrecker or locomotive crane by at least two cars not exceeding 100,000 pounds gross weight: 765157, 765160, 765161, 765250, 765251, 765252, 771153, 771154, 771200, 771201, 771202, 771203, 771253, 771254, 771255, 771256, and 771257.

Where practicable, cranes on their own wheels, whether boom is detached or not (Both commercial shipments and SCL owned cranes) should be handled in line-of-road movement in trains with counterbalance end forward. SCL locomotive cranes: 765445, 765448, 765449, 765458, 765459, 765460, 765463, 771927, 771929, 771994, 771995, 771996 and 771997 must be preceded and followed by at least one car not exceeding 100,000 pounds gross weight.

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

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

**CAR CAPACITY FORMULAS**

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

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

**RAIL DETECTOR CARS**

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

**TRAIN BULLETIN BOOKS**

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

**STANDARD CLOCKS**

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

**SPECIAL RULES**

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

Paragraph 5 of Rule 108-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.



**CLEARANCE CARDS**

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

**YARD LIMITS**

2—Starke.

**SPEED RESTRICTIONS**

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

**RAILROAD CROSSINGS AT GRADE**

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

**Lake Wales Subdivision****YARD LIMITS**

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

**SPEED RESTRICTIONS**

2—City Ordinance Speed Restrictions:

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

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

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

**RAILROAD CROSSINGS AT GRADE**

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

**SPECIAL RULES**

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

**Baldwin Subdivision****CLEARANCE CARDS**

1—Northward trains arriving at Jacksonville Passenger Station, when operator is off duty, will deliver all train orders and instructions held, to each corresponding crew member of out-bound train before going off duty.

The time passenger trains arrive and depart Jacksonville Passenger Station, when operator is off duty, will be reported to operator at Moncrief via radio by enginemen.

Jacksonville Passenger Station is train order office for all trains entering and leaving station only.

Beaver Street Tower is train order office for all southward passenger and freight trains.

Beaver Street Tower is train order office for all northward trains enroute north of Moncrief Yard.

**WHERE TIME APPLIES**

2—Moncrief, time of Auto-Train, Nos. 1, 2, 3 and 4, applies at McQuade Street.

Ocala, time of trains applies at passenger station.

**REGISTER STATIONS**

3—Jacksonville, for passenger trains, Moncrief, for Auto-Train Nos. 1, 2, 3 and 4, and freight trains.

West Jacksonville, Baldwin Yard and Wildwood for trains originating and terminating.

No. 83 will furnish register slip at Wildwood.

**SPEED RESTRICTIONS**

Between 4—Mile Posts	MILES PER HOUR		
	Psgr. Trains	Piggy- back Trains	Freight Trains
635.0 (A642.5) and 635.3 (Honeymoon Wye)	10	10	10
635.3 and 636.3	20	20	20
652.4 and 652.7	20	20	20
690.2 and 690.6	45	45	45
704.5 and 705.1	45	45	45
731.1 and 735.0	60	60	—
735.0 and 736.0	20	20	20
736.0 and 740.8	60	60	—
747.3 and 747.7	70	70	—
747.7 and 749.3	75	70	—
749.3 and 750.8	70	70	—
758.1 and 759.4	60	60	—
759.4 and 760.6 (Both Tracks)	45	45	45
760.6 and 762.0 (Both Tracks)	20	20	20

20 M.P.H. for straight-away movements and 15 M.P.H. through turnouts or crossovers within Beaver Street interlocking.

20 M.P.H. from M. P. 634.6 to M. P. 635.6 on lead to Jacksonville Terminal Co.

City Ordinance speed restrictions:

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

Baldwin, 45 M.P.H.

Starke, 20 M.P.H.

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

Hawthorne, 30 M.P.H.

Ocala, 25 M.P.H., M. P. 733.5 to M. P. 736.2.

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

**RAILROAD CROSSINGS AT GRADE**

- 5—Protected by attended interlocking:  
Beaver Street, M. P. A642.5 (S635.0), S.C.L.
- 6—Protected by automatic interlocking:  
Hawthorne, M. P. 705.1, S. C. L.
- 7—Protected by remotely controlled interlocking:  
Jacksonville, M. P. 634.6, S.C.L. on Jax Terminal Co., lead.  
Jacksonville, FEC lead to Honeymoon Yard.  
Ocala, M. P. 735.3, S.C.L.

**BLOCK SIGNAL SYSTEMS**

- 8—Traffic Control System is in service between Jacksonville M. P. A639.4 to M. P. A-642.5 (S635.0) and between M. P. S635.0 (A642.5) and Wildwood M. P. 761.5.

**SIGNALLED SIDINGS**

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

**TWO TRACKS**

- 10—Two tracks extend between;  
Baldwin, M. P. 652.4 and M. P. 652.7;  
South end Baldwin, M. P. 655.1 and Newnan M. P. 680.1;  
North end Wildwood, M. P. 759.4 and Wildwood, M. P. 761.5.  
Using time table directions in the above Two Track territories the tracks will be referred to as East or West track.

**DEFECT DETECTORS**

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

Campville M. P. 700.1	Single track, both directions. Hot box and dragging equipment.	Indicators west side, M. P. 700.1. Voice instructions.
Sparr M. P. 717.9	Single track, both directions. Hot box and dragging equipment.	Indicators west side, M. P. 717.9. Voice instructions.
Ocala M. P. 737.1	Single track, both directions. Hot box and dragging equipment.	Indicators west side, M. P. 737.1. Voice instructions.

**SPECIAL RULES**

- 12—Movements over N.E. 5th Street, Ocala, must be preceded by member of crew when working Ocala Mfg. Co. tracks. Trains and engines using yard lead, Ocala, will not exceed speed of 5 M. P. H. over N.E. 8th Avenue.

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

- Southern Steel Const. Co., M. P. 641.2.
- Slade Gas Co., M. P. 641.7.
- Duval Engineering Co., M. P. 643.9.
- Duval Engineering Co., M. P. 644.3.
- St. Mary's Kraft Corp., M. P. 659.2 (W).
- Hugh, M.P. 663.3 (W).
- Highland, M. P. 667.0 (W).
- Team Track, M. P. 671.4 (E).
- Owen Joist of Florida, Inc., M. P. 681.1.
- National Protein, Inc., M. P. 683.2.
- ITT Rayonier Inc., M. P. 683.3.
- Hawthorne Team, M. P. 704.5 and 704.9.
- Island Grove, M. P. 714.3.
- Citra, M. P. 716.8.
- Sparr Team, M. P. 722.4 and 722.6.
- Anthony, M.P. 725.9.
- Marion Construction Co., M. P. 732.0.
- Parr, Inc., M. P. 734.4.
- Signal Warehouse, M. P. 736.5.
- Florida Lime Co., M. P. 736.6.
- Thomas Concrete, M. P. 736.9.
- McFall, M. P. 740.7.
- Kirkland, M. P. 745.0.
- Oxford, M. P. 756.9.

**Orlando Subdivision**

**CLEARANCE CARDS**

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

**REGISTER STATIONS**

- 2—Wildwood.

**YARD LIMITS**

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

**SPEED RESTRICTIONS**

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

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

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

**RAILROAD CROSSINGS AT GRADE**

- 5—Protected by automatic interlocking:  
Walling Mill, M. P. 771.9, S. C. L., 20 M.P.H.\*
- 6—Protected by electrically locked derrails:  
Toronto, M. P. 806.0, S. C. L. Normally clear Orlando Subdivision.

\*Until engine reaches crossing.

**DRAWBRIDGES**

- 7—Not protected by interlocking:  
Dead River, M. P. 781.3.  
Attended 6:00 A.M. to 10:00 P.M., trains will approach prepared to stop and must stop unless bridge is in proper position, track is clear and signal indicates proceed.

**SPRING SWITCHES**

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

**BLOCK SIGNAL SYSTEMS**

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

**SPECIAL RULES**

10—Engines or cars must not be detached and left standing with any portion between the opposing home signals which governs movements over power-operated switches at the south end of Wildwood Yard.

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

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

Thirteenth, Third, Palmetto and Canal Streets.

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

in other than leading position, must be protected by member of crew.

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

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

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

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

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

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

**Coleman Subdivision****CLEARANCE CARDS**

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

**WHERE TIME APPLIES**

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

**SPEED RESTRICTIONS**

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

City Ordinance Speed Restrictions:

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

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

**RAILROAD CROSSINGS AT GRADE**

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

**BLOCK SIGNAL SYSTEMS**

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

**SIGNALLED SIDINGS**

6—Bushnell and Lacochee.

**DEFECT DETECTORS**

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

**Miami Subdivision****CLEARANCE CARDS**

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

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

Trains will obtain clearance card before leaving West Lake Wales.

Rule 83-A will not apply at Coleman.

**REGISTER STATIONS**

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

No. 84 will furnish register slip at Wildwood.

**SPEED RESTRICTIONS**

Between 3—Mile Posts	MILES PER HOUR			Between Mile Posts	MILES PER HOUR		
	Pgr. Trains	Piggy- back Trains	Freight Trains		Pgr. Trains	Piggy- back Trains	Freight Trains
Both Tracks: 760.6 and 762.0	20	20	20	937.2 and 937.3	45	45	45
Single Tracks: 766.1 and 766.7	65	65	—	967.0 and 969.8	75	70	—
819.6 and 820.5	60	60	—	969.8 and 970.2	20	20	20
825.7 and 826.3	30	30	30	970.2 and 971.8	40	40	40
826.3 and 827.1	50	50	50	974.2 and 974.9	45	45	45
835.4 and 836.4	65	65	—	982.2 and 982.4	75	70	—
841.0 and 841.3	75	70	—	987.2 and 987.4	70	70	—
857.4 and 858.8	45	45	45	1014.0 and 1014.1	45	45	45
858.8 and 866.0	75	70	—	1028.3 and 1030.9	65	65	—
866.0 and 867.4	70	70	—	1034.2 R.R. Xing	60	60	45
867.4 and 868.0	60	60	—	1034.2 and 1036.5	60	60	45
				1036.5 and 1040.0	20	20	20

**City Ordinance speed restrictions:**

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

Avon Park, 30 M.P.H. through city limits.  
Sebring, 35 M.P.H. over Pear St., Lemon, Center, Highland Ave. and Cemetery Road.

Okeechobee, 55 M.P.H., M. P. 908.0 to M. P. 910.0.  
Mangonia Park, 30 M.P.H., M. P. 966.6 to M. P. 967.1.  
West Palm Beach, 40 M.P.H., M. P. 967.1 to M. P. 968.8,  
30 M.P.H., M. P. 968.8 to M. P. 972.5, and 40 M.P.H., M. P. 972.5 to M. P. 974.6.

Lake Worth, 35 M.P.H. between 10th Avenue (2nd crossing north of station) and 6th Avenue (3rd crossing south of station).

Boynton Beach, 35 M.P.H. through city limits.  
Boca Raton, 45 M.P.H., M. P. 992.2 to M. P. 996.7.

Ft. Lauderdale, 35 M.P.H. through city limits.  
Hollywood, 30 M.P.H. through city limits.

Opa Locka, 35 M.P.H. through city limits.  
Hialeah, 12 M.P.H., while moving over or on streets not

protected by Automatic Signal Devices. Main and siding tracks are protected.

**RAILROAD CROSSINGS AT GRADE**

4—Protected by automatic interlockings:

Center Hill, M. P. 777.6, S. C. L.  
Marcy, M. P. 922.2, F. E. C.  
Iris, M. P. 1034.2, F. E. C.

5—Protected by remotely controlled interlocking:  
Auburndale, M. P. 820.5, S. C. L.

6—Protected by Special Interlocking:  
Winter Haven, M. P. 826.4, S. C. L.

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

7—Protected by electrically locked derrails:  
West Palm Beach, M. P. 969.8, F. E. C. Normally clear S. C. L.

**DRAWBRIDGES**

8—Protected by attending interlocking:  
South Fork New River, M. P. 1014.0.

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

**SPRING SWITCHES**

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

**BLOCK SIGNAL SYSTEMS**

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

**SIGNALED SIDINGS**

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

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

**TWO TRACKS**

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

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

**DEFECT DETECTORS**

14—Locations	Protection Provided	Locations of Indicators and Personnel reading charts
Sumterville M. P. 769.5	Single track, both directions. Hot box and dragging equipment.	Indicators west side, M. P. 769.5. Operator, Wildwood.
Bay Lake M. P. 791.5	Single track, both directions. Hot box and dragging equipment.	Indicators west side, M. P. 791.5. Voice instructions.
Polk City M. P. 812.2	Single track, both directions. Hot box and dragging equipment.	Indicators west side, M. P. 812.2. Voice instructions.
Winter Haven M. P. 829.3	Single track, both directions. Hot box and dragging equipment.	Indicators west side, M. P. 829.3. Voice instructions.
West Frostproof M. P. 847.9	Single track, both directions. Hot box and dragging equipment.	Indicators west side, M. P. 847.9. Voice instructions.
Sebring M. P. 865.4	Single track, both directions. Hot box and dragging equipment.	Indicators west side, M. P. 865.4. Voice instructions.
Cornwell M. P. 888.7	Single track, both directions. Hot box and dragging equipment.	Indicators west side, M. P. 888.7. Voice instructions.
Okeechobee M. P. 911.2	Single track, both directions. Hot box and dragging equipment.	Indicators west side, M. P. 911.2. Voice instructions.
Indiantown M. P. 931.3	Single track, both directions. Hot box and dragging equipment.	Indicators west side, M. P. 931.3. Voice instructions.
Delta M. P. 952.1	Single track, both directions. Hot box and dragging equipment.	Indicators west side, M. P. 952.1. Voice instructions.
W. Palm Beach M. P. 974.0	Single track, both directions. Hot box and dragging equipment.	Indicators west side, M. P. 974.0. Voice instructions.
Yamato M. P. 993.3	Single track, both directions. Hot box and dragging equipment.	Indicators west side, M. P. 993.3. Voice instructions.
Ft. Lauderdale M. P. 1013.2	Single track, both directions. Hot box and dragging equipment.	Indicators east side, M. P. 1013.2. Voice instructions.

**SPECIAL RULES**

15—Engines or cars must not be detached and left standing with any portion between the opposing home signals which governs movements over power-operated switches at the south end of Wildwood Yard.

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

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

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



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

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

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

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

Operations restricted to Engines 10-206, 217-230, 250-261, 1100-1110 and 1119-1141.

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

22—An indication light located on mast at north end of Miami passenger station between tracks 2 and 3, will display a white light when T. C. Signal is displaying an indication permitting northward movement, and will be authority for movement of trains or engines from passenger station. In the event indicator light fails to display a white light, verbal authority may be obtained from the Dispatcher for movement of trains or engines from passenger station to T. C. Limits. Movements between end T.C. and the end of track, Miami, must be made at yard speed.

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

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

Dixie Lime Stone Co., M. P. 770.1.  
 North End Poyner, M. P. 802.5.  
 South End Poyner, M. P. 802.9.  
 Smith Industries, M. P. 823.7.  
 St. Joe Paper, M. P. 835.1.  
 Team Track, M. P. 847.7.  
 Florida Home Juice Co., M. P. 854.7.  
 Record Press, M. P. 936.6.  
 P. L. Hinson, M. P. 937.6.  
 Apix, M. P. 945.3.  
 Big Three Welding Co., M. P. 948.0.  
 Team Track, M. P. 963.3.  
 Lykes Bros. Lead Track, M. P. 967.6.  
 Palm Beach Mfg. Co., M. P. 970.6.  
 Loxahatchee Team, M. P. 972.6.  
 Maule Industries, Inc., M. P. 976.0.  
 Rinker Snow Corp., M. P. 982.5.  
 Hardrives of Delray M. P. 989.4.  
 IBM Corp., M. P. 993.9.  
 Rinker Material Corp, M. P. 1002.6.  
 Enterprise Developers, M. P. 1006.7.  
 Nenumaker, M. P. 1006.8.  
 Broward Warehouse & Mfg. Center, M. P. 1008.1.  
 Ft. Lauderdale Waterworks, M. P. 1008.1.  
 Ft. Lauderdale Waterworks, M. P. 1008.2.  
 Enterprise Developers, M. P. 1008.3.  
 Broward County BofPI, M. P. 1008.5.  
 Gaulley Steel, M. P. 1009.9.  
 Last Chance, M. P. 1012.3.  
 Florida Tank Lines, M. P. 1014.9.  
 R. H. Wright & Sons, M. P. 1016.3.  
 Southern Door Company, M. P. 1017.8.  
 Hollywood House Track, M. P. 1019.6.  
 Florida Tallow Corp., M. P. 1021.0.  
 Ready Mix Concrete Co., M. P. 1021.1.  
 Plantation Cold Storage, M. P. 1024.9.  
 International Paper Co., M. P. 1025.7.  
 Opa-Locka Lumber Sales Corp., M. P. 1029.5.  
 Opa-Locka Scrap Yard, M. P. 1030.9.

## Homestead Subdivision

### CLEARANCE CARDS

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

### YARD LIMITS

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

### SPEED RESTRICTIONS

3—Between Mile Posts	All Trains M.P.H.
1036.7 and 1037.4	10
1041.1 R.R. Crossing	20
1042.2 Tamiami Trail	10

Through turnouts and crossovers as listed below:

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

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

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

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

### RAILROAD CROSSINGS AT GRADE

4—Protected by automatic interlocking:

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

5—Protected by non-electrically locked gates:

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

### DRAWBRIDGES

6—Protected by interlocking:

Miami Canal, M. P. 1036.8, attended 8:30 A.M. to 12:30 P.M. and from 1:30 P.M. to 5:30 P.M., Monday through Friday. Between 12:30 P.M. and 1:30 P.M., Monday through Friday, bridge will be left in open position.

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

### SPRING SWITCHES

7—Following spring switch is in signal territory:

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

### SPECIAL RULES

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

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

**CLEARANCE CARDS**

1—Rule 83-A will not apply at Lake Harbor.  
Southward trains obtain clearance card or oral authority from dispatcher before leaving Sebring.

**REGISTER STATIONS**

2—Sebring and Clewiston.

**YARD LIMITS**

3—Sebring, Palmdale, Clewiston and Lake Harbor.

**JUNCTION SWITCHES**

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

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

**SPEED RESTRICTIONS**

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

**City Ordinance Speed Restrictions:**

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

**DRAWBRIDGES**

6—Not protected by interlocking:

Caloosahatchee River, Moore Haven, M. P. 984.3. Attended 11:00 A.M. to 3:00 P.M. and from 6:00 P.M. to 10:00 P.M., daily.

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

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

**SPECIAL RULES**

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

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

**Immokalee Subdivision****CLEARANCE CARDS**

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

**REGISTER STATIONS**

2—Palmdale.

**YARD LIMITS**

3—Palmdale and Immokalee.

**JUNCTION SWITCHES**

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

**SPEED RESTRICTIONS**

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

**DRAWBRIDGES**

6—Not protected by interlocking:

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

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

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

**SPECIAL RULES**

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

**Okeelanta Subdivision****CLEARANCE CARDS**

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

**JUNCTION SWITCHES**

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

**SPEED RESTRICTIONS**

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

**Tallahassee Subdivision****CLEARANCE CARDS**

1—Trains will obtain clearance card before leaving Tallahassee.

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

**WHERE TIME APPLIES**

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

**REGISTER STATIONS**

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

Trains will furnish register slip at Tallahassee.

**YARD LIMITS**

4—Quincy and Chattahoochee.

**SPEED RESTRICTIONS**

Between 5—Mile Posts	All Trains M.P.H.	Between Mile Posts	All Trains M.P.H.
661.3 and 661.6 .....	55	795.6 and 797.6 .....	40
692.8 and 693.1 .....	45	797.6 and 798.8 .....	30
693.1 and 693.5 .....	20	798.8 and 800.4 .....	20
715.0 and 715.6 .....	20	800.4 and 803.0 .....	30
743.5 and 744.5 .....	35	818.5 and 820.0 .....	35
757.1 and 757.8 .....	35	823.0 and 823.7 .....	25
763.1 and 763.5 .....	50		

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

**City Ordinance speed restrictions:**

Baldwin, 45 M.P.H.  
Maccleenny, 25 M.P.H. over all street crossings within business area.

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

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

Lee, 20 M.P.H.

Madison, 30 M.P.H.

Greenville, 20 M.P.H.

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

#### RAILROAD CROSSINGS AT GRADE

6—Protected by remotely controlled interlocking:

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

7—Protected by Special Interlocking:

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

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

8—Protected by automatic interlockings:

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

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

9—Protected by electrically locked gates:

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

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

#### BLOCK SIGNAL SYSTEMS

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

#### SIGNALLED SIDINGS

11—Sanderson, Madison, Drifton and Chaires.

#### DEFECT DETECTORS

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

#### SPECIAL RULES

13—Trains and engines will approach and move on Dupont Subdivision tracks within yard limits at Live Oak at yard speed and flag protection is not required.

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

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

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

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

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

Yarbrough and Sons, M. P. 660.0.

Glen St. Mary, M. P. 664.0.

Continental Can Company, M. P. 666.6.

East End Team Track, M. P. 680.3.

West End Team Track, M. P. 680.5.

Tri-State Development Inc., M. P. 689.5.

Wilburn, M. P. 689.6.

Southern Wood Preserving, M. P. 689.9.

Rayonier Co., M. P. 690.2.

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

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

Team Track, M. P. 715.7.

Farmers Coop., M. P. 716.2.

TOFC Track, M. P. 716.3.

West Farm, M. P. 738.4.

Oglesby Wood Yard, M. P. 743.2.

Dixie Packers Inc., M. P. 743.5.

Sherrods, M. P. 758.8.

Capitola, M. P. 785.9.

Perkins, M. P. 794.2.

City Track High, M. P. 798.4.

City Track Low, M. P. 798.5.

Georgia Pacific Corporation, M. P. 801.8.

Capital Paper Co., M. P. 802.2.

### Monticello Subdivision

#### CLEARANCE CARDS

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

#### REGISTER STATIONS

2—Drifton.

#### SPECIAL RULES

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

### Wakulla Subdivision

#### CLEARANCE CARDS

1—Trains will obtain clearance card before leaving Tallahassee.

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

#### REGISTER STATIONS

2—Tallahassee.

#### SPEED RESTRICTIONS

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

**CLEARANCE CARDS**

1—Trains will obtain clearance card before leaving Tallahassee.

**REGISTER STATIONS**

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

**YARD LIMITS**

3—Bainbridge.

**SPEED RESTRICTIONS**

4—Between Mile Posts	All Trains M.P.H.
89.1 and 90.1	20
City Ordinance speed restrictions: Havana, 40 M.P.H.	

**SPRING SWITCHES**

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

**BLOCK SIGNAL SYSTEMS**

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

**DEFECT DETECTORS**

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

**West Coast Subdivision****CLEARANCE CARDS**

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

Trains from Wilcox Subdivision will obtain clearance card or oral authority from dispatcher before leaving Newberry.

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

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

**WHERE TIME APPLIES**

2—Time of trains at Trilby applies at passenger station.  
Time of trains at Owensboro applies at Junction Switch.

**REGISTER STATIONS**

3—High Springs.

**YARD LIMITS**

4—High Springs, Newberry and Dunnellon.

**JUNCTION SWITCHES**

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

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

Newberry, M. P. 730.1 lined for movements on West Coast Subdivision.

Trilby, M. P. 823.3 lined for movements on West Coast Subdivision.

**OPERATION BETWEEN HIGH SPRINGS AND NEWBERRY**

6—An Absolute Block System designated as the Newberry Block is in effect on the main track of the West Coast Subdivision between High Springs, M. P. 718.8 and Newberry, M. P. 728.8. This absolute block will be under the control of the operator located at High Springs, under direction of the dispatcher.

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 operator obtained by the engineman or conductor orally 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 the block.

Northward trains at Newberry en route north of M. P. 728.8 will not proceed beyond clearance point at North End Siding, Newberry, until they have received authority to enter the limits of the Newberry Block.

Authority of operator 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, the engineman or conductor who obtained block will immediately report "Clear" to operator. 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 operator.

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.

**SPEED RESTRICTIONS**

Between 7—Mile Posts	All Trains M.P.H.	Between Mile Posts	All Trains M.P.H.
771.1 and 771.4	40	792.3 and 792.5	50
776.8 and 776.9	10	794.4 and 794.8	55
777.4 and 777.7	50	796.8 and 797.1	55
777.7 and 778.2	45	797.5 and 797.7	55
778.3 and 779.0	55	798.5 and 800.0	55
780.1 and 780.4	55	800.4 and 800.5	55
786.5 and 786.6	55	802.7 and 803.1	45
786.7 and 786.8	55	828.3 and 830.0	40
787.5 and 787.8	55	840.7 and 840.8	45
791.1 and 791.3	55		

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

City Ordinance Speed Restrictions:

Archer, 35 M.P.H., over Highway 41, M. P. 740.8\*

Dade City, 30 M.P.H., over Snack Bar crossing, M. P. 829.3\*

\*Until engine covers crossing.

**BLOCK SIGNAL SYSTEMS**

8—Traffic Control System is in service between Dunnellon, M. P. 776.3 and Trilby, M. P. 823.0 and between Trilby, M. P. 823.8 and Zephyrhills, M. P. 840.8.

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

**SIGNALLED SIDINGS**

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

**DEFECT DETECTORS**

11—Locations	Protection Provided	Locations of Indicators and Personnel reading charts
Newberry M. P. 735.6	Single track, both directions. Hot box and dragging equipment.	Indicators east side, M. P. 735.6. Voice Instructions.
Morrison M. P. 759.6	Single track, both directions. Hot box and dragging equipment.	Indicators east side, M. P. 759.6. Voice Instructions.
Ladonia M. P. 783.6	Single track, both directions. Hot box and dragging equipment.	Indicators east side, M. P. 783.6. Voice Instructions.
South Floral City M. P. 806.9	Single track, both directions. Hot box and dragging equipment.	Indicators east side, M. P. 806.9. Voice Instructions.
Dade City M. P. 827.9	Single tracks, both directions. Hot box and dragging equipment.	Indicators east side, M. P. 827.9. Voice Instructions.

**SPECIAL RULES**

12—Trains and engines will operate at yard speed on Bell Spur between M. P. 722.8 and Bell not exceeding 10 M.P.H. Member of crew will precede movement over Highway 49 crossing at Bell.

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

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

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

15—Trains and engines will operate at yard speed not exceeding 25 M.P.H. on Dunnellon Spur, M. P. 759.8, except 10 M.P.H. on Bar Mine tracks. Mincoll Mine tracks and interchange track between West Coast Subdivision and Spur.

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

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

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

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

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

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

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

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

1—Rule 83-A will not apply at Mattox, Gainesville, Rochelle and Croom.

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

Train No. 718 will obtain clearance card or oral authority from dispatcher before leaving Ocala.

**WHERE TIME APPLIES**

2—Time of trains at Rochelle applies at north wye switch, M. P. 749.2.

Time of trains at Center Hill applies at express track, M. P. 816.8.

Time of trains at Croom applies at junction switch, M. P. 832.9.

**YARD LIMITS**

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

**JUNCTION SWITCHES**

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

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

**SPEED RESTRICTIONS**

Between 5—Mile Posts	All Trains M.P.H.	Between Mile Posts	All Trains M.P.H.
659.8 and 660.2	30	802.6 and 802.8	30
707.5 and 726.2	20	832.3 and 832.4	10
749.4 and 737.5 (749.7)	20		

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

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

**City Ordinance Speed Restrictions:**

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

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

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

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

Center Hill, 25 M. P. H. between State Road 48 and third crossing southward.

Webster, 25 M.P.H.

**RAILROAD CROSSINGS AT GRADE**

- 6—Protected by automatic interlockings:  
Leesburg, M. P. 802.2, S. C. L., 20 M.P.H.\*  
Center Hill, M. P. 818.1, S. C. L., 20 M.P.H.\*  
St. Catherine, M. P. 827.1, S. C. L., 20 M.P.H.\*
- 7—Protected by remotely controlled interlocking:  
Ocala, M. P. 768.3, S. C. L., 20 M.P.H.\*
- 8—Protected by non-electrically locked gates:  
Lake Butler, M. P. 688.5, GS&F. Normally clear S. C. L.  
Gainesville, M. P. 740.5, S. C. L. Normally clear Ocala Sub-division.

\*Until engine reaches crossing.

**SPECIAL RULES**

- 9—Movements on Gainesville Spur between M. P. 698.9 and M. P. 708.1 will operate at yard speed not exceeding 25 M.P.H. except 10 M.P.H. over all street crossings at Gainesville and on Air Base tracks.
- Member of crew will precede all movements over the following streets in Gainesville: 4th Street, S.E. South Main Street, 3rd Street, S.W., 11th Street, 4th Avenue, S.E. 8th Avenue, N.E.
- 10—Movements over track serving Cummer Mine at Kendrick will not exceed 10 M.P.H.

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

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

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

14—Trains and engines will operate at yard speed, not exceeding 15 M.P.H., between Okahumpka and Howey on the Howey Spur, and between Micanopy Junction and Micanopy on the Micanopy Spur.

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

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

**Palatka Subdivision**

**CLEARANCE CARDS**

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

**WHERE TIME APPLIES**

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

**YARD LIMITS**

- 3—Palatka and Rochelle.

**JUNCTION SWITCHES**

- 4—Rochelle, M. P. 749.2, lined for movements on Ocala Sub-division.

**RAILROAD CROSSINGS AT GRADE**

- 5—Protected by automatic interlocking:  
Hawthorne, M. P. 728.7, S. C. L. 20 M.P.H., until engine reaches crossing.

**SPECIAL RULES**

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

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

8—Nos. 744 and 745 will not protect against following extra trains between Palatka and Rochelle.

**Perry Subdivision**

**CLEARANCE CARDS**

- 1—Rule 83-A does not apply for scheduled trains originating at Wilcox and Perry, except No. 795 will obtain clearance card or oral authority from Dispatcher before leaving Perry.  
Trains will obtain clearance card or oral authority from dispatcher before leaving Cross City.

**REGISTER STATIONS**

- 2—Thomasville.

**YARD LIMITS**

- 3—Thomasville, Perry, Cross City, Wilcox and Dunnellon.

**JUNCTION SWITCHES**

- 4—Thomasville, M. P. 691.4, lined for movements on Thomasville Subdivision.  
Wilcox, M. P. 806.0, lined for movements on Wilcox Sub-division.

**SPEED RESTRICTIONS**

- 5—15 M.P.H. between M. P. 776.7 and M. P. 776.8.  
City Ordinance Speed Restrictions:  
Thomasville, 35 M.P.H. over street crossings within corporate limits. Movements over Campbell Street must be flagged.  
Perry, 15 M.P.H. over Green and Main Street crossings, first crossing south and north of depot.

**RAILROAD CROSSINGS AT GRADE**

- 6—Protected by automatic interlocking:  
Drifton, M. P. 718.7, S. C. L.
- 7—Protected by "Stop" boards:  
Perry, M. P. 750.9, LOP&G.  
Perry, M. P. 751.1, South Georgia.

**SPECIAL RULES**

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

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

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

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

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

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

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

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

Nos. 793 and 794 will not protect against following extra trains between Wilcox and Cross City.

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

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

## Wilcox Subdivision

### CLEARANCE CARDS

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

### YARD LIMITS

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

### JUNCTION SWITCHES

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

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

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

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

### SPECIAL RULES

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

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

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

## Vitis Subdivision

### CLEARANCE CARDS

1—Rule 83-A does not apply at Vitis and trains from West Coast Subdivision will retain their identity.  
Trains originating Lakeland or Winston Yards will secure clearance card or oral authority before leaving Lakeland Yard.

### REGISTER STATIONS

2—Lakeland Yard Office.

### SPEED RESTRICTIONS

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

### BLOCK SIGNAL SYSTEMS

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

### SPRING SWITCHES

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

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

Winston, south end ladder track to long lead.

### TWO TRACKS

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

### DEFECT DETECTORS

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

### SPECIAL RULES

9—All movements on Alpha Chemical Corp., lead M. P. 851.5 over State Road 35-A (Kathleen Rd.) must be preceded by flag.

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

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

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

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

Alpha Chemical Corp., M. P. 851.5.

## Crystal River Subdivision

### CLEARANCE CARDS

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

### SPEED RESTRICTIONS

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

### BLOCK SIGNAL SYSTEMS

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

### SPECIAL RULES

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

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

S. M. DUFFER, General Superintendent Jacksonville Terminals  
 J. F. BEALES, Assistant Terminal Superintendent — W. H. DOUGLAS, JR., Road Foreman of Engs.  
 A. C. CREWS, Terminal Trainmaster — D. E. WRIGHT, Terminal Trainmaster — A. A. DAVIS, JR., Safety Supv.

NOTE: Special Instructions of Weycross, 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.

### OPERATION AT JACKSONVILLE AMTRAK STATION

6—SCL rules, time tables and special instructions will govern operations at passenger station.

7—All movements on passenger station tracks must be made at restricted speed, except trains departing will be governed by signal indication but must not exceed 30 m.p.h for entire length of train while moving through turn-outs.

8—All trains making back-up movements must be equipped with a back-up air hose or its equivalent. Conductor must know the appliance is in working order and will personally handle all back-up movements. Air whistle on back-up air hose will be sounded at frequent intervals on all trains backing into station.

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

10—The conductor will be governed in starting his train by the loading of his passengers, baggage and mechanical inspection.

11—Conductor must advise operator not less than three (3) minutes before the anticipated time that the train will be ready to depart.

12—Trains must not depart until the engineman has received Form JMD-1001 from the Mechanical Department indicating that the train is ready to proceed insofar as the Mechanical Department is concerned.

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

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

15—Headlights on all engines will be dimmed while on station tracks.

## 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.

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

### SIGNAL INDICATIONS (DAY)

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

### SIGNAL INDICATIONS (NIGHT)

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

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

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



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

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

Outside of interlocking territory hand throw switch indications are:

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

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

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

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

6—Emergency stop air whistles are located as follows:

TOWER "A"—LEE STREET INTERLOCKING:  
On pole east of tower.

TOWER "MA"—MYRTLE AVENUE INTERLOCKING:  
On Bridge "B" at tower.

TOWER "BS"—BEAVER STREET INTERLOCKING:  
At Beaver Street tower.

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

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

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

9—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).

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

11—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.

Engine Numbers	700- 1002, 1119- 1201, 1250- 1259	250- 261, 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
W. Jacksonville to Baldwin.....	2700	2950	3250	1750	4200	4900	4700	5150
Baldwin to W. Jacksonville.....	4000	4400	4800	2600	6200	7300	7000	7600
Baldwin and Wildwood.....	3500	3850	4200	2300	5400	6350	6100	6650
Starke and Brooker.....				2200				
Wildwood and Zellwood.....	3000	3300	3600	1950	4650	5450	5250	5700
Zellwood and Orlando.....	2200	2400	2650	1450	3400	4000	3850	4200
Wildwood and Hialeah Yard.....	3500	3850	4200	2300	5400	6350	6100	6650
Sebring and Palmdale.....	2800	3050	3350	1850	4350	5100	4900	5300
Palmdale and Lake Harbor.....	4000	4400	4800	2600	6200	7300	7000	7600
Keela and Duda.....	4000	4400	4800	2600	6200	7300	7000	7600
Palmdale and Sunniland.....	4000	4400	4800	2600	6200	7300	7000	7600
W. Lake Wales and Alcoma.....	4000	4400	4800	2600	6200	7300	7000	7600
Lake Wales to Frostproof.....	1850	2000	2200	1200	2850	3350	3250	3500
Frostproof to Lake Wales.....	2400	2650	2850	1550	3700	4350	4200	4550
Baldwin to Lake City.....	2500	2750	3000	1650	3900	4550	4350	4750
Lake City to Tallahassee.....	2100	2300	2500	1350	3250	3800	3700	4000
Tallahassee to Chattahoochee.....	1600	1750	1900	1050	2500	2900	2800	3050
Chattahoochee to Tallahassee.....	2000	2200	2400	1300	3100	3650	3500	3800
Tallahassee to Lake City.....	2100	2300	2500	1350	3250	3800	3700	4000
Lake City to Baldwin.....	3500	3850	4200	2300	5400	6350	6100	6650
Tallahassee and Bainbridge.....	1700	1850	2050	1100	2650	3100	2950	3200
Mattox to Burnett's Lake.....	2100	2300	2500	1350	3250	3800	3650	4000
Burnett's Lake to Ocala.....	1800	1950	2150	1200	2800	3300	3150	3400
Ocala to Leesburg.....	2200	2400	2650	1450	3400	4000	3850	4150
Leesburg to Croom.....	3500	3850	4200	2300	5400	6350	6100	6650
Croom to Leesburg.....	3000	3300	3600	1950	4650	5450	5250	5700
Leesburg to Ocala.....	1800	1950	2150	1200	2800	3300	3150	3400
Ocala to Burnett's Lake.....	1800	1950	2150	1200	2800	3300	3150	3400
Burnett's Lake to Mattox.....	2600	2850	3100	1700	4000	4750	4550	4950
High Springs to Newberry.....	2500	2750	3000	1650	3850	4550	4350	4750
Newberry to Dunnellon.....	2500	2750	3000	1650	3850	4550	4350	4750
Dunnellon to Trilby.....	2200	2400	2650	1450	3400	4000	3850	4150
Trilby and Zephyrhills.....	2800	3050	3350	1850	4350	5100	4900	5300
Trilby to High Springs.....	2800	3050	3350	1850	4350	5100	4900	5300
Coleman and Owensboro.....	3500	3850	4200	2300	5450	6350	6100	6650
Vitis to Lakeland.....	3050	3350	3650	2000	4700	5550	5350	5800
Lakeland to Vitis.....	2850	3100	3400	1850	4400	5200	5000	5400
Thomasville to Perry.....	2900	3200	3450	1900	4500	5300	5050	5500
Perry to Dunnellon.....	3300	3600	3950	2150	5100	6000	5750	6250
Dunnellon to Perry.....	3000	3300	3600	1950	4650	5450	5250	5700
Perry to Thomasville.....	2200	2400	2650	1450	3400	4000	3850	4150
Dunnellon to Crystal River.....	2000	2200	2400	1300	3100	3600	3500	3800
Crystal River to Dunnellon.....	1800	1950	2150	1200	2800	3300	3150	3400
Burnett's Lake and Wilcox.....	3100	3400	3700	2000	4800	5650	5400	5900
Palatka to Rochelle.....	2500	2750	3000	1650	3850	4550	4350	4750
Rochelle to Palatka.....	3200	3500	3850	2100	4950	5800	5600	6050

## LOCATION OF PUBLIC AND PRIVATE TRACKS NOT SHOWN IN SCHEDULE PAGES

## ORLANDO SUBDIVISION

NAME	Mile Post	Station Nos.	Car Capacity	Opening
Bamboo	766.8	ST 767	16	North
Florida Power Co.	767.6	ST 768	45	North
Astatula Spur (5.5 Miles)	766.8		Spur	North
Ellsworth	5.0	ST 787	Yard	Both
Astatula	7.6	STA 8	16	Both
Frank Farm	6.9		41	Both
Muck Spur Storage Track	790.2	ST 790	50	Both
Muck Spur	790.4	ST 790	Spur	North
G. King Auto Co.	804.9	ST 805	6	North
Vulcan Materials Company	805.4	ST 805	21	South
Cook Lumber	806.7	ST 807	6	North
Interstate Supply Company	807.4	ST 807	7	South
Lockhart Team	807.5	ST 808	2	North
Raceway Feed	808.0	ST 808	2	South
Footle Industries	808.2	ST 808	7	South

## WANNEE SUBDIVISION

Clayno	689.5	SN 690	9	North
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## BALDWIN SUBDIVISION

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

## MIAMI SUBDIVISION

Miami Storage Track	767.3	SX 767	100	Both
Dixie Lime and Stone Co.	770.1	SX 770	29	South
Sumterville Team	770.4	SX 770	100	Both
Center Hill Rock Company	781.4	SX 781	10	South
Tarrytown Spur (5.5 Miles)	782.5	(826.5 AT-MP)	Spur	North
Robbins Manufacturing Co.	831.8	AT 832	5	North
Tarrytown	831.8	AT 832	10	Both
Paymer	802.7	SX 803	33	Both
Teneac Mine	819.4	SXB 819	Spur	Wye
Macasphalt	821.9	SX 822	37	North
American Can	822.7	SX 823	16	North
Polk Roofing Co.	823.7	SX 824	23	South
Florida Home Juice Company	854.7	SX 855	10	North
Lorida	879.2	SX 879	10	North
Frederick	921.4	SX 921	15	North
Marcy	922.2	SX 922	18	Both
Steel	933.1	SX 933	32	Both
Elliott Spur	937.5	SX 938	11	South
P. L. Hinson	937.6	SX 938	20	South
Alix	945.3	SX 945	30	South
Big Three Welding Company	948.0	SX 948	7	North
Mission Spur	965.6	SX 966	Spur	Y
Maule Industries, Inc.	976.0	SX 976	20	North
Lantana	978.9	SX 979	13	South
IBM Corporation	993.2	SX 993	69	North
IBM Corporation	993.9	SX 994	15	North
Boca Raton	994.7	SX 995	22	Both
Rinker Materials Corp.	1002.6	SX 1003	10	South
Swift	1006.3	SX 1006	37	North
Enterprise Developers	1006.7	SX 1007	11	South
Nemuscker	1006.8	SX 1007	6	South
Run Around Track	1007.2	SX 1007	25	Both
Port Everglades Steel Corp.	1007.4	SX 1007	15	South
Ft. Lauderdale Waterworks	1008.0	SX 1008	5	North
Broward Warehouse and Mfg. Center	1008.1	SX 1008	7	South
Prospect Road Team	1008.1	SX 1008	14	South
Enterprise Developers	1008.3	SX 1008	17	South
Mid River	1009.0	SX 1009	22	Both
Couley Steel	1010.0	SX 1010	10	South
Ft. Lauderdale News	1013.3	SX 1013	9	North
Rodl Boat Company	1013.4	SX 1014	5	North
Ft. Lauderdale Yacht Basin	1014.1	SX 1014	3	South
Road 84 Siding	1014.5	SX 1015	11	Both
Florida Tank Lines	1014.9	SX 1015	2	South
Port Everglades Junction	1015.1	SX 1015	Conn.	2
Run Around Track	1018.2	SX 1018	32	Both
Florida Tallow Corporation	1021.0	SX 1021	5	North
Ready Mix Concrete	1021.1	SX 1021	10	South

## MIAMI SUBDIVISION (Continued)

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

## HOMESTEAD SUBDIVISION

C.T. Stockton	1052.7	SX 1053	10	North
Fia. Power & Light	1052.8	SX 1053	18	South
Oolite Rock	1053.0	SX 1053	48	North
General Portland Cement	1053.0	SX 1053	Spur	Wye
Richmond Air Base	1054.4	SX 1054	30	South
Richmond	1054.5	SX 1055	5	South
Acme Concrete	1055.8	SX 1056	2	North
Lindgren	1056.0	SX 1056	7	North
Sheppard Farm	1058.8	SX 1059	4	North
Aladdin City	1062.7	SX 1062	6	North
Dawell Farms	1062.2	SX 1060	28	Both
Redland	1062.5	SX 1063	6	North
Atlantic Fertilizer	1062.6	SX 1063	12	Both

## LAKE WALES SUBDIVISION

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

## SEBRING SUBDIVISION

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

## TALLAHASSEE SUBDIVISION

Yarborough and Sons	660.0	SP 660	4	West
Glen St. Mary	664.0	SP 664	46	Both
Continental Can Co.	666.6	SP 667	11	Both
Mount Carrie	685.1	SP 685	21	East
Tri-State Development, Inc.	689.5	SP 689	3	Both
Wilburn	689.6	SP 690	20	East
Rayonier Company	690.2	SP 690	14	East
Walter	690.7	SP 691	26	Both
Fairfield Farms (Bahia)	700.4	SP 700	15	West
Dinks	727.1	SP 727	170	East
Ellaville	731.5	SP 732	31	Both
West Farm	738.4	SP 738	4	East
Dixie Packers Inc.	743.5	SP 744	49	East
Container Corporation	756.3	SP 756	16	West
Sherrods	758.8	SP 759	2	East
Capitola	785.9	SP 786	4	West
Perkins	794.2	SP 794	29	East
Georgia Pacific Corporation	801.8	SP 802	9	East
Hammons Asphalt Pav. Company	803.6	SP 804	18	West
Moy Mac Co., Inc.	804.8	SP 805	9	East
Moody Contracting Company	805.2	SP 805	25	West
Tallahassee Municipal Electric	806.4	SP 806	50	West
Florida Forest Products Company	807.2	SP 807	8	East
Key Brothers	822.0	SP 822	2	East
Southern Chemical	822.0	SP 822	2	West
Dailey Veneer	822.5	SP 823	3	East
Suber and Johnson	824.1	SP 824	9	East
Sumatra	824.8	SP 825	4	West
State Market	825.1	SP 825	28	East
Douglas City	826.6	SP 826	3	East
International Paper Co.	826.5	SP 827	6	West
Suber and McCown	828.7	SP 829	12	East
Mt. Pleasant	830.2	SP 830	3	West
AN. Ry. Conn	832.0	SP 832	10	East
Chatthaoochee River	839.0	SP 844	Conn.	East
	843.8	SP 844	Spur	East

## BAINBRIDGE SUBDIVISION

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

## MONTICELLO SUBDIVISION

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

## WAKULLA SUBDIVISION

NAME	Mile Post	Station Nos.	Car Capacity	Opening
Hydro Gas	801.1	SPA 801	3	South
Sears, Roebuck and Company	801.2	SPA 801	5	North
Woodville Lumber Company	801.3	SPA 801	2	South
Tallahassee Lumber	802.5	SPA 803	12	South
North Florida Gas	802.5	SPA 803	13	South
Pine Lumber Company	802.5	SPA 803	7	South
Hanson Wood and Hoel	802.6	SPA 803	13	South
Leon Wood Preserving	803.0	SPA 803	9	South
McNeil Company	803.6	SPA 804	3	South
Union Carbide	804.1	SPA 804	7	North
Vulcan Material Company	804.3	SPA 804	11	South
Leon Propane, Inc.	804.6	SPA 805	3	South
Woodville	808.8	SPA 809	11	North
A.B. Taff and Son	809.4	SPA 809	13	North
Gibson Paperwood Company, Inc.	810.6	SPA 811	11	North
St. Joe Paper Company	810.9	SPA 811	12	North
Ruse Spur	811.1	SPA 811	11	North
E. T. Culbreath, Inc.	813.3	SPA 813	7	North
Wakulla	814.5	SPA 815	23	North
Newport	817.5	SPA 818	10	North
Olin Mathieson Chemical Corp.	817.7	SPA 818	Yard	North
Olin Mathieson Chemical Corp.	818.0	SPA 818	Yard	North
Pewar Plant	819.5	SPA 820	Cann.	North

## OCALA SUBDIVISION

NAME	Mile Post	Station Nos.	Car Capacity	Opening
McPherson	644.0	ASG 644	10	South
Dukas	694.0	ASG 694	17	Both
Hogue	729.6	ARB 730	25	Both
Gainesville City Power Plant	731.6	ARB 732	50	South
Owens-Illinois	735.6	ARB 736	9	North
Florida Farm Bureau	735.8	ARB 736	38	North
Paradise	735.9	ARB 736	15	North
Central Gas & Appliance Company	736.2	ARB 736	2	North
Georgia-Florida Paving Company	736.4	ARB 736	5	North
Hydro	736.7	ARB 737	20	Both
Athena	737.2	ARB 737	1	South
Gainesville Gas Company	737.2	ARB 737	1	South
Home Builders Supply	737.3	ARB 737	9	South
Gainesville Spur (10.0 miles)	740.7		Spur	South
Air Base	699.0	SR 699	Spur	Wye
North Gainesville	700.3	SR 700	Spur	North
Propane Gas, Inc.	706.1	SR 706	4	North
Jones	706.3	SR 706	2	North
Team Track	706.3	SR 706	19	Both
Fuigas, Inc.	706.6	SR 707	2	South
Arredonda	708.0	SR 708	4	North
Tungro	741.9	ARB 742	5	South
Manka	743.6	ARB 744	4	South
Micanopy Junction	742.6	AS 740	Spur	North
Evinston	745.5	AS 745	10	North
Hub Amusement Corp.	750.9	AS 751	6	North
Millwood	752.7	AS 753	10	North
Dixie Lime & Stone Company	755.4	AS 755	45	North
Lowell	756.9	AS 757	50	Both
Southern Materials Corporation	757.6	AS 758	60	South
Liberty Homes Inc.	780.2	AS 780	8	South
Candler	781.8	AS 782	8	North
Oklawaha	784.9	AS 785	30	Both
Fruitland Park Team	799.1	AS 799	17	Both
Howey Spur (8.4 Miles)	808.3		Spur	South
Silver Springs Citrus Corp.	816.1	ASF 817	38	North
Runaround Track	816.2		8	Both
Webster Fruit Company	821.1	AS 822	8	South
Webster	821.5	AS 822	50	Both

## WILCOX SUBDIVISION

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

## WEST COAST SUBDIVISION

NAME	Mile Post	Station Nos.	Car Capacity	Opening
Bell Spur (15.1 miles)	722.3		Spur	North
Craig Track	722.1	SN 722	12	North
Kyle-Gifford-Hill, Inc.	730.9	AR 731	6	South
Cornell & Shultz	751.7	AR 752	5	South
Early Bird Spur (9.6 miles)	756.9		Spur	North
Container Corp.	737.7	SR 738	8	North
Minehead	743.8	SR 744	7	North
Early Bird	744.0	SR 744	3	North
Williston Spur (5.9 miles)	757.0		Spur	South
Dixie Lily Milling Co.	729.4	SR 729	30	Both
Williston Gas Co.	729.3	SR 729	1	North
Standard Oil Co.	729.2	SR 729	1	North
Morrison	756.2	AR 759	30	North
Timberland Products Company	765.4	AR 765	5	North
Timberland Products Company	765.9	AR 766	6	South
Dunnellon Spur (8.9 miles)	777.0		Spur	South
Bar Mine	762.9	SR 763	5	South
Mincoll	768.7	SR 769	Spur	North
Ladonia	783.8	AR 784	15	Both
Thompson	785.1	AR 785	Spur	North
Calphos	788.0	AR 788	10	Both
Globe Spur (5.4 miles)	792.1		Spur	North
Globe Mine	770.5	SR 771	7	North
Greens Fuel	775.5	SR 776	2	North
N. Inverness Team Track	775.8	SR 776	23	North
Floral City	801.1	AR 801	18	Both
Evans	831.9	AR 832	Spur	South
Pasco Fertilizer	833.1	AR 833	15	Both

## COLEMAN SUBDIVISION

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

## VITIS SUBDIVISION

NAME	Mile Post	Station Nos.	Car Capacity	Opening
Alpha Chemical Corp.	851.5	AR 851	29	North
Galloway	851.8	AR 852	13	North
Griffin	853.1	AR 853	13	Both

## PERRY SUBDIVISION

NAME	Mile Post	Station Nos.	Car Capacity	Opening
Mitchell Brothers	701.9	AND 702	3	South
Foley (Lead)	754.4	AND 754	Lead	North
Buckeye Cellulose (Foley)		AHL 756	Yard	—
Athena	762.4	AND 762	6	South
Shamrock	794.0	AND 794	Yard	Both
Brunco	802.2	AND 802	25	Both
Old Town	804.0	AND 804	22	Both
GoPac	812.5	AND 813	Spur	North
Ipsco	814.5	AND 815	17	North
Hardesstown	815.5	AND 816	71	Both
Usher	822.3	AND 822	3	North
Other Creek	828.4	AND 828	16	North
Brunswick Pulp and Paper Co.	832.0	AND 832	15	North
Gulf Hammock	834.3	AND 834	15	North

## CRYSTAL RIVER SUBDIVISION

NAME	Mile Post	Station Nos.	Car Capacity	Opening
Citronelle	785.4	ARD 785	13	North
Red Level	785.7	ARD 784	15	Both
Florida Power Spur	785.8	ARD 786	Spur	North

## PALATKA SUBDIVISION

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

## SYSTEM OFFICERS

R. E. WHITE, Gen. Supt. - Rules.....Jacksonville, Fla.  
 S. E. DAVIS, Gen. Supv. - Rules.....Waycross, Ga.  
 W. F. WINGATE, Gen. Supt. - Safety.....Jacksonville, Fla.  
 H. D. BARNES, Gen. Supv. - Safety.....Jacksonville, Fla.

J. H. INGOLDSBY, Supt. Station Operations.....Jacksonville, Fla.  
 C. F. BELL, Dir. Freight Claims & Prevention.....Richmond, Va.  
 T. H. KING, Aud. Car Service Acct's.....Richmond, Va.

## DIVISION OFFICERS

T. O'BRIEN, Asst. Supt. Jacksonville, Fla.  
 L. L. MONTGOMERY, Supt. Terminals Miami, Fla.  
 J. W. ARNETT, Trainmaster Jacksonville, Fla.  
 R. R. HARDISON, Trainmaster Miami, Fla.  
 R. S. MILLS, Trainmaster West Palm Beach, Fla.  
 R. H. YOUNG, JR., Trainmaster Wildwood, Fla.  
 L. B. GARNER, Trainmaster Sebring, Fla.  
 G. C. HARRIS, Trainmaster Lakeland, Fla.  
 E. CATO, Trainmaster Tallahassee, Fla.  
 C. E. WELCH, Trainmaster High Springs, Fla.  
 H. M. SLATON, Terminal Trainmaster Hialeah, Fla.  
 C. C. COATS, JR., Road Foreman of Eng. Jacksonville, Fla.  
 D. M. BEATY, Road Foreman of Eng. Jacksonville, Fla.  
 A. T. McALISTER, Road Foreman of Eng. Wildwood, Fla.  
 J. C. YORK, Road Foreman of Eng. Miami, Fla.  
 E. G. RICHARDSON, Chief Dispatcher Jacksonville, Fla.  
 E. S. LAWS, Division Engineer Jacksonville, Fla.

M. C. COLEY, JR., Master Mechanic Jacksonville, Fla.  
 G. W. HALE, Supv. Comm. and Signals Jacksonville, Fla.  
 C. M. BRADHAM, Captain of Police Jacksonville, Fla.  
 C. C. BILLINGSLEY, Master Carpenter Jacksonville, Fla.  
 G. B. COX, Roadmaster Jacksonville, Fla.  
 T. C. SIMMONS, Roadmaster Wildwood, Fla.  
 J. T. BROWN, Roadmaster Ocala, Fla.  
 C. N. BENTON, Roadmaster High Springs, Fla.  
 H. H. TURNER, Roadmaster Leesburg, Fla.  
 R. L. SMITH, JR., Roadmaster Drnnellon, Fla.  
 J. E. THRIFF, Roadmaster Clewiston, Fla.  
 C. E. LIBBY, Roadmaster West Lake Wales, Fla.  
 W. H. MINOR, Roadmaster West Palm Beach, Fla.  
 A. S. NORRIS, Roadmaster Miami, Fla.  
 T. BOYD, Roadmaster Lake City, Fla.  
 J. H. JARRIEL, Roadmaster Tallahassee, Fla.  
 J. W. BLAKE, Safety Supv. Jacksonville, Fla.

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 HUBERT W. COLEMAN, M.D. Avon Park, Fla.  
 FRANK L. GIBSON, M.D. Bainbridge, Ga.  
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\*Only available at St. Luke's Hospital emergency room.

