

Safety



First

**SEABOARD
COAST LINE
RAILROAD**

TAMPA DIVISION

1

TIME TABLE No. 1

IN EFFECT

Thursday, January 3, 1974

At 12:01 A.M.

SUPERSEDING TIME TABLE NO. 3

DATED DECEMBER 14, 1973

EASTERN STANDARD TIME

**FOR THE GOVERNMENT OF
EMPLOYEES ONLY**

CHESTER R. LAPEZA, Vice President-Operations

C. F. KELLY, General Manager-Transportation

B. B. VAUGHAN, Superintendent

FIRST CLASS												Station Numbers	Distance From Jacksonville	TIME TABLE NO. 1 IN EFFECT January 3, 1974		
169	139	109	95	85	1	83	81	3	175	93	5			STATIONS		
Through Freight	Local Freight	Through Freight	Vacationer	Champion	Auto Train	Meteor	Silver Star	Auto Train	Piggyback Special	Floridian (Miami)	Floridian (St. Pete)					
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Ex. Tue.	Daily	Daily					
P. M.	P. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.					
			1125	950		830	510			325	310	A639	L T	JACKSONVILLE (Passenger Station) -1.6	X SCL	
L 930	L 715	L 1150			A 825 L 830			A 430 L 435	L 410			A640	T	MONCRIEF -1.5		
			1128	953		A 833	513			A 328	313	A642	T	BEAVER STREET -3.5	X SCL X FEC	
935	720	1155	1130	955	832		515	437	415		318	A646		JAX. SIDING -6.8	X SCL	
959 ²	800 ⁶	1215 ¹¹⁰	1140	1005 ¹⁷⁶	847		525	450	435		325	A653	9.4	T YUKON -10.5		
1015	820	1226	1150 ¹¹⁰	1014	857		534	500	447		335	A664	19.9	DOCTORS INLET -9.3		
1030	845	1236	1158	1022	909 ¹⁷⁶		542	509	500		344	A673	29.2	T GREEN COVE SPRINGS ® -9.4		
1040 ¹⁴⁰	933 ²	1246	1206	1029	917		550	517 ¹⁷⁵	517 ³		352	A682	38.6	WEST TOCOI -6.8		
1050 ⁸²	947	1253	1211	1035	923		555	523	530		359	A689	45.4	BOSTWICK -9.2		
1135 ⁶	1000 ¹⁴⁰	110	1220	1045	935		605	535	553		410	A698	54.6	T PALATKA ® -8.0		
1145	1010	120	1230	1055 ¹¹⁰	944		615 ¹⁷⁵	544	615 ⁸¹		420	A707	63.4	SATSUMA -10.3		
1157	1020 ⁸²	131	1238	1104	953		625 ¹¹²	553	630 ¹¹²		430	A717	73.7	HUNTINGTON -2.2		
												A719	75.9	T CRESCENT CITY -7.0		
1207	1030	143	1247	1112	1001 ¹¹⁰		635	601 ¹¹²	641		439	A726	82.9	T SEVILLE -5.7		
												A732	88.6	T PIERSON ® -4.5		
1218	1057 ⁶	204	1256	1121	1011		645	609	653		448	A736	93.1	BARBERVILLE -13.5		
1232 ¹³⁹	1115 ¹⁶⁹ 200	225	108	§ 1135	1025		§ 700	622	710		§ 505	A750	106.6	T DeLAND -11.2		
1244	215	240	119	1145	1035		712	633	720		515	A761	117.8	BENSON JCT. -5.1		
1255	230	405	§ 140	§ 1205	§ 1130		§ 725	§ 715	745		§ 540	A768	122.9	T A SANFORD ®		
A. M.	A. M.	P. M.	P. M.	P. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.					
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Ex. Tue.	Daily	Daily					

SOUTHWARD

LAKELAND SUBDIVISION

Second Class	FIRST CLASS							Station Numbers	Distance From Sanford	TIME TABLE NO. 1 IN EFFECT January 3, 1974	
	307	109	95	85	175	81	5				
Through Freight	Through Freight	Vacationer	Champion	Piggyback Special	Silver Star	Floridian (St. Pete)	Through Freight				
Daily	Daily	Daily	Daily	Ex. Tue.	Daily	Daily	Daily				
A. M.	P. M.	P. M.	P. M.	A. M.	A. M.	A. M.	A. M.				
	405	150	1215	745	735	550	100	A768		L T	SANFORD ®
						§ 615		A778	8.5		LONGWOOD
	430	210	§1240	810	§ 800	§ 645	130	A786	16.5	2 Tracks T	WINTER PARK
	500	§ 225	§ 100	830	§ 820		150	A791	22.2		ORLANDO ®
							205	A798	29.1		TAFT
	528	250	120	855	845	706	230	A808	38.8	T	KISSIMMEE
								A825	56.3		DAVENPORT
	552	310	140	920	910	724	305	A829	60.2	T	HAINES CITY ®
								A836	66.8		LAKE ALFRED
		A 335			940 1000			A840	71.1		AUBURDALE X SCL
								A846	75.7		CARTERS
L 605	635		§ 210	950	1015	§ 755	400	A852	83.8	2 Tracks T	LAKELAND ®
								A855	86.5		WINSTON
	650		220	1010	1025	805	415	S823	92.9		PLANT CITY X SCL
								A867	99.2		DOVER
								A873	104.8		MANGO
A 715	A 800			A 1045			A 600	A879	109.6	2 Tracks T	UCETA YARD
								A879	111.6		GY
								A880	112.1		TN ® X SCL
			§ 315		§1105	§ 845		A882	113.5	A T	TAMPA
A. M.	P. M.	P. M.	P. M.	A. M.	A. M.	A. M.	A. M.				
Daily	Daily	Daily	Daily	Ex. Tue.	Daily	Daily	Daily				

SOUTHWARD YEOMAN SUBDIVISION

SECOND CLASS			FIRST CLASS			Station Numbers	Distance From Zephyrhills	TIME TABLE NO. 1 IN EFFECT January 3, 1974 STATIONS	
181	101	185	85	81	5				
Through Freight	Through Freight	Local Freight	Champion	Silver Star	Floridian (St. Pete)				
Daily	Daily	Daily	Daily	Daily	Daily				
P. M.	P. M.	A. M.	P. M.	A. M.	A. M.				
600	310					ARF840		L	ZEPHYRHILLS 11.0
						S819	11.0		KNIGHTS 4.2
705	400					S823	15.2		PLANT CITY X-SCL 4.7
						S828	19.9		TURKEY CREEK 4.7
725	430					S833	24.6		VALRICO 8.4
A 750	A 600	L 700				S841	33.0	T	YEOMAN 2.3 X-SCL
		A 710				S843	35.3	2 Trains	GARY 1.7 X-SCL
			L 320	L 1110	L 850	A882	37.0		T
		L 710	329	1119	859	S843	35.3		GARY 0.3
						A880	35.6	T	TN @ X-SCL 5.2
		730	342	1132	912	SY849	40.8		SULPHUR SPRINGS 7.7
		815	353	1145	925	SY856	48.5		TARPON 6.2
		842	400	1153	933	SY863	54.7		OLDSMAR 4.5
		855	405	1201	938	SY867	59.2		SAFETY HARBOR 6.3
		910	416	1214	950	SY873	65.5		NORTH CLEARWATER 1.5
		A 930	S A 421	S A 1220	S A 955	SY875	67.0	T @	CLEARWATER X-SCL 3.2
						SY878	70.2		LARGO 7.1
						SY885	77.3		BAY PINES 8.8
						ARE895	86.1	T A	ST. PETERSBURG
P. M.	P. M.	A. M.	P. M.	P. M.	A. M.				
Daily	Daily	Daily	Daily	Daily	Daily				

SOUTHWARD

ST. PETERSBURG SUBDIVISION

NORTHWARD

SECOND CLASS		FIRST CLASS			Station Numbers	Distance From Trilby	TIME TABLE NO. 1 IN EFFECT January 3, 1974					Scales, Wyes, Car Capacity	FIRST CLASS			SECOND CLASS	
775	185	85	81	5			86	82	6	774	184						
Local Freight	Local Freight	Champion	Silver Star	Floridian (St. Pete)			Champion	Silver Star	Floridian (St. Pete)	Local Freight	Local Freight						
Ex. Sun.	Daily	Daily	Daily	Daily			Daily	Daily	Daily	Ex. Sun.	Daily						
P. M.	A. M.	P. M.	P. M.	A. M.				A. M.	P. M.	P. M.	P. M.	P. M.	P. M.				
					AR823		L T	TRILBY 11.0		YARD Y							
					ARE835	11.0	T	SAN ANTONIO 14.8		49P 5							
L 430					SR824	25.8		DREXEL 7.7	X-SCL	13				A 245			
440					ARE857	33.5		ODESSA 9.6		24				220			
459					ARE867	43.1		CHEMICAL 1.0		YARD Spar				159			
520					ARE868	44.1	T	TARPON SPRINGS 10.3		35P YARD				155			
545					ARE878	54.4	T	DUNEDIN 3.2		58P 40				135			
600	L 930	L 421	L 1220	L 955	SY875	57.6	T	CLEARWATER 3.6	®	YARD	S ^A 1053	S ^A 435	S ^A 622	125	A 230		
613 ⁶	945	427 ⁸²	1228	1003	ARE885	61.2		LARGO 4.7		38P 17	1044	427 ⁸⁵	613 ⁷⁷⁵	115	207		
620	1000	435	1237	1010	ARE890	66.9		CROSS BAYOU 5.1		25P	1037	418	607	110	159		
630	1025	S 500	S 1255	S 1030 ⁸⁶	ARE895	72.0	T A	ST. PETERSBURG	L	YARD O Y	1030 ⁵	410	600	100	150		
P. M.	A. M.	P. M.	P. M.	A. M.							A. M.	P. M.	P. M.	P. M.	P. M.		
Ex. Sun.	Daily	Daily	Daily	Daily							Daily	Daily	Daily	Ex. Sun.	Daily		

BROOKSVILLE SUBDIVISION

Southward	Station Numbers	Distance from Landrum	TIME TABLE NO. 1 IN EFFECT January 3, 1974					Scales, Wyes, Car Capacity	Northward
	SR783		L	LANDRUM	A				
	SR794	11.0	T	ROCK 3.8		YARD O Y			
	SR798	14.8		BROOKSVILLE 8.8		YARD			
	SR807	23.6		AYERS 16.9		126P 26			
	SR824	40.5		DREXEL 14.8	X SCL	126P 29			
	SY849	55.3	A	SULPHUR SPRINGS	L	YARD Y			

SOUTHWARD FORT MYERS SUBDIVISION NORTHWARD

Second Class		Station Numbers	Distance From Lakeland	TIME TABLE NO. 1		Scales, Wyes, Car Capacity	Second Class	Third Class
149	749			150	750			
Through Freight	Local Freight			Through Freight	Local Freight			
Ex. Sun.	Ex. Sun.			Ex. Sun.	Ex. Sun.			
A. M.	A. M.	STATIONS		P. M.	P. M.			
		A852		L T	LAKELAND	YARD 0 Y		
			4.2		EATON PARK	11		
		AX859	7.5		HIGHLANDS CITY	68P 27		
		SV851	13.0	T	BARTOW	YARD Y	A 850	
		AX875	23.9	T	FORT MEADE	67P Y	828	
		AX879	28.3		TENCOR	SPUR	822	
		AX883	31.7		BOWLING GREEN	23	815	
		AX889	38.1	T	WAUCHULA	58P 75	800	
		AX893	42.1		ZOLFO SPRINGS	32	745	
		AX896	45.6		MOFFITT	67P	730	
		AX907	56.0		BROWNVILLE	33	655	
		AX913	62.0	T	ARCADIA	29P 120	645	
		AX924	72.6		FORT OGDEN	25	630	
		AX937	86.0	T	PUNTA GORDA	27 Y	610	
		AX941	90.2		ACLINE	18	600	
		AX961	109.8		TICE	18	530	
A 600	L 950	AX965	114.0	T	FORT MYERS	YARD Y	L 520	A 130
	1035	AX988	136.3		BONITA SPRINGS	11		1230
	1130	AX1001	150.2	T A	NAPLES	31 Y		1159
A. M.	A. M.						P. M.	A. M.
Ex. Sun.	Ex. Sun.						Ex. Sun.	Ex. Sun.

HAINES CITY SUBDIVISION

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Southward	Station Numbers	Distance From Haines City	TIME TABLE NO. 1		Scales, Wyes, Car Capacity	Northward
Second Class			Third Class			
715			716			
Local Freight			Local Freight			
Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.
P. M.	STATIONS		P. M.	P. M.		
	800	A829	L T	HAINES CITY	YARD 0 Y	1000
	815	AVC834	5.3	LAKE HAMILTON	41P 9	910
	822	AVC836	6.9	DUNDEE	20	905
	830	AVC839	9.2	WAVERLY	48P 10	900
P. M.						P. M.
Ex. Sun.						Ex. Sun.

BARTOW SUBDIVISION

Southward	Station Numbers	Distance From Lake Alfred	TIME TABLE NO. 1		Scales, Wyes, Car Capacity	Northward
Second Class			Third Class			
150			150			
Through Freight			Through Freight			
Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.
P. M.	STATIONS		P. M.	P. M.		
	A836	L	LAKE ALFRED	A	46 Y	945
	SX827	3.5	WINTER HAVEN	X-SCL	63	915
	SV851	16.7	T A	BARTOW	YARD Y	850
P. M.						P. M.
Ex. Sun.						Ex. Sun.

Third Class	Second Class	Station Numbers	Distance from Valrico	TIME TABLE NO. 1		Scales, Wyes, Car Capacity	Second Class	THIRD CLASS		
787	767			166	788		766			
Through Freight	Local Freight			Through Freight	Through Freight		Local Freight			
Mon.-Wed. Fri.	Ex. Mon.			Daily	Tue.-Thur. Sat.		Ex. Mon.			
A. M.	A. M.	STATIONS			P. M.	A. M.	P. M.			
	1030	S833		L	VALRICO	A	82P		1115	325
	1045	SZ837	4.9		DURANT		123 Y		1105	315
A	1100	SZ844 SV834	11.8		WELCOME		40 Y	L	1045	L 250
		SV823			PLANT CITY	X SCL	YARD Y	A	1010	
		SV826			CORONET		44 Y		1005	
L	1100	SZ844 SV834	11.8		WELCOME		40 Y	950	A 1045	A 250
A	1105	SV836	13.4		EDISON		172 Y	945	L 1030	245
		SV839	16.5		NICHOLS		82P YARD Y	940		235
		SV841	18.5	T	MULBERRY YARD		82P YARD Y	L	930	220
		AX866	19.9	⊙	MULBERRY	X SCL	7			215
		SV843	20.6		SOUTH MULBERRY		Y			
		SV846	23.1		RIDGEWOOD		80P			155
		SV851	28.4	T	BARTOW		80P YARD Y			145
		SV853	30.7		CONNERS		80P Y			135
		SX836	41.1	T A	WEST LAKE WALES	L	YARD O Y			101
A. M.	P. M.							P. M.	A. M.	P. M.
Mon.-Wed. Fri.	Ex. Mon.							Daily	Tue.-Thur. Sat.	Ex. Mon.

Southward	Distance From Winston	TIME TABLE NO. 1		Northward	
Station Numbers		IN EFFECT		Scales, Wyes, Car Capacity	
		January 3, 1974			
		STATIONS			
	Southward	Northward			
A855		L	WINSTON	A	YARD Y
AY862	6.7		TANCREDE		68 Spur Y
AY865	10.0		PRAIRIE JCT.		YARD Spur O
AY866	10.8	T	⊙ MULBERRY	X-SCL	24
AY869	13.8		ACHAN		28 Spur Y
AYL872	17.2		GREEN BAY		27 Spur O Y
AY877	21.4		AGRICOLA		Y
AX875	28.8	T A	FORT MEADE	L	68 Y

ACHAN SUBDIVISION

Southward	Mile Post Locations from Bradley	TIME TABLE NO. 1		Northward	
Station Numbers		IN EFFECT		Scales, Wyes, Car Capacity	
		January 3, 1974			
		STATIONS			
	Southward	Northward			
SV843	8.1	L	SOUTH MULBERRY	A	42 Y
SVH848	4.4		ACHAN		40 YARD Y
SVH846	2.6		PIERCE		YARD Y
SVC844		T A	BRADLEY	X SCL L	YARD Y

BOCA GRANDE SUBDIVISION

Southward	Station Numbers	Distance from Edison	TIME TABLE NO. 1		Northward			
Third Class			IN EFFECT		Third Class			
787			January 3, 1974		788			
Through Freight			STATIONS		Through Freight			
Mon.-Wed. Fri.			Tue.-Thur. Sat.					
A. M.				A. M.				
	1105	SV836	L	EDISON	A	112 Y	1030	
	1230	SVC844	7.7	T	BRADLEY	X SCL	58P YARD Y	1015
	1240	SVC847	10.7		BREWSTER	X ACCO	YARD	1000
	110	SVC856	19.8		GARWOOD		53P	945
	300	AX913	48.0		ARCADIA		YARD Y	845
	412	SVC909	72.9		PORT CHARLOTTE		13P 35	710
	428	SVC917	80.7		SOUTHLAND		52P 17	650
	505	SVC930	94.3		BOCA GRANDE		YARD	610
	515	SVC932	96.5	T A	PORT BOCA GRANDE	L	YARD O Y	600
P. M.							A. M.	
Mon.-Wed.-Fri.							Tue.-Thur. Sat.	

DIVISION

PRECEDENCE BY DIRECTION

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

SPEED RESTRICTIONS

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

Series	MPH	Series	MPH
250-261, 300-343, 1275-1277, 1309-1343, 1406-1415, 1515-1565, 1700-1799, 1800-1855, 3200-3224	75	500-555, 1003-1050, 1053-1065, 1300-1308, 1400-1405, 1500-1514, 1566-1599, 1600-1656, 1900-1923, 1950-1970, 2000-2044, 2100-2124, 2200-2213	70
700-1002, 1051-1052, 1100-1199, 1200-1211, 1250-1259	65		

3—Switch engines in 10-230 series must not be operated in excess of 60 M.P.H. and not in excess of 50 M.P.H. between Tampa and St. Petersburg when used in service or tow, and must be handled near head of train.

OPERATION ROAD MATE UNITS

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

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

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

PIGGYBACK, UNRESTRICTED AND RESTRICTED TRAINS

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

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

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

RESTRICTED CARS include:

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

PULPWOOD FLAT CARS—Loaded with pulpwood;

FLAT CARS—Loaded with logs or poles.

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

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

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

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

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

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

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

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

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

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

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

must not exceed 45 M.P.H.

LOADED AND EMPTY AADX HOPPER CARS, in series:

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

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

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

SPACING WRECKERS AND LOCOMOTIVE CRANES

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

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

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

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

CAR CAPACITY FORMULAS

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

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

RAIL DETECTOR CARS

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

TRAIN BULLETIN BOOKS

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

STANDARD CLOCKS

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

SPECIAL RULES

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

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

Paragraph 4 of Rules 1108 and 1119 is amended as follows: When necessary to make emergency repairs to tracks, bridges or other structures which create an obstruction to the passage of trains, roadway forces are permitted to make such repairs without flag protection provided the foreman communicates with

the dispatcher and obtains permission for the use of the track to make the repairs. It must be understood that when repairs are not completed within 15 minutes of the time the dispatcher has given for the repairs to be complete full flag protection against the train or trains approaching the point of work must be afforded until repairs are completed or until the dispatcher has given more time for accomplishing the work.

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

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

12—Signal houses located at each end of siding, etc., are equipped with outside white light which burns continuously. When this light is not burning, member of crew of train stopped on red or dark signal or train performing work over power switches in hand-throw position will contact dispatcher immediately.

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

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

DEFECT DETECTORS

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

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

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

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

AT ALL DEFECT DETECTORS:

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

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

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

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

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

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

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

Line	Line Capacity (Lbs.) 4-Axle Cars	Speed Limit (M.P.H.) Unless Further Restricted by Engine, Equipment In Consist or Special Instructions.				Restricted speed (M.P.H.) as shown below for certain equipment										Locomotive Cranes			
		Passenger Trains	Piggy-back Trains	Unrestricted Freight Trains	Restricted Freight Trains	Cars weighing					Engines in series			Wrecker Nos.					
						180,000 to 220,000 Lbs.	220,001 to 240,000 Lbs.	240,001 to 251,000 Lbs.	251,001 to 263,000 Lbs.	263,001 to 270,000 Lbs.	250-261, 700,800, 900, 1000, 1119-1199, 1200-1259	300-343, 500-555, 1275-1277, 1300, 1400, 1500, 1600, 1700, 1800, 3200	1900, 2000, 2100, 2200,	765250, 765251, 765262, 771200, 771201, 771202, 771203, 771253, 771254, 111255, 771256, 771257	766157, 765160, 765161, 771153, 771154		765100, 765151		
Jacksonville to MP 642.5	270,000	60	60	60	50											40	40	40	25
MP 642.5 to Lakeland	270,000	79	70	60	50											35	35	40	25
Bridge MP 649.1 to 649.2		50	50	45	45					40									
Bridge MP 694.1 to 694.2		20	20	20	20					15						15			
Bridge MP 703.4 to 703.6		50	50	50	50					40									
Bridge MP 763.1 to 763.2		50	50	50	50					40									
Deland Junction to Deland	270,000			20	20	15	10	7	7	7	15	BARRED	10			7	Note B	10	20
Lakeland to Tampa	270,000	79	70	60	50											30	30	30	25
GY to Thonotosassa	270,000			40	40														25
Sanford to Sylvan Lake	270,000			40	40											30	25	35	25
Sylvan Lake to Fort Mason	270,000			30	30				25	20						20	20	25	25
Bridge MP 777.1 to 777.2				10	10					*									
Fort Mason to Umatilla	270,000			20	20														
Sylvan Lake to MP 791.3 (837.5)	270,000			30	30				25	20						20	20	25	25
MP 837.5 (791.2) to 832.6 (32.3)	270,000			30	30				25	20						20	20	25	25
MP 32.3 (832.6) to 29.1 (799.2)	270,000			30	30				25	20						20	20	25	25
MP 799.2 (29.1) to Groveland	270,000			30	30				25	20						20	20	25	25
Ocoee to Dr. Phillips	270,000			20	20											15	15		
Tribby to Clearwater	270,000			40	40											30	30	35	25
Victor to Elfers	220,000			20	20				BARRED	BARRED						10	10	15	15
Clearwater to St. Petersburg	270,000	55		40	40				BARRED	BARRED						30	30	35	25
Sanford to Oviedo	270,000			20	20	15	10	7	7	7	15	BARRED				7	Note B	10	10
Oviedo to Aloma	270,000			30	30											25	25		25
S & E Junction to Beck Hammock	270,000			20	20	15	10	7	7	7	15	BARRED				7	Note B	10	10
Haines City to Waverly	270,000			35	35					30						25	25	30	25
Lake Alfred to Bartow	270,000			35	35					30						25	25	30	25
Zephyrhills to Gary	270,000			60	50											40	40	40	25
Gary to Tampa	270,000	59		49	49											35	35	35	25
Bridges (Tampa Yard)	263,000			10	10					BARRED						BARRED			
Gary to Clearwater	270,000	59		45	45											35	35	35	25
Tampon to Cosme	220,000			20	20				BARRED	BARRED						BARRED		15	15
MP 875.8 to St. Petersburg	270,000			45	45						Note A	BARRED	BARRED			35	35	35	25

(Continued Next Page)

Line	Line Capacity (Lbs.) 4-Axle Cars	Speed Limit (M.P.H.) Unless Further Restricted by Engine, Equipment In Consist or Special Instructions.				Restricted speed (M.P.H.) as shown below for certain equipment											Locomotive Cranes			
		Pgr. Trains	Piggy-back Trains	Unre-stricted Freight Trains	Re-stricted Freight Trains	Cars weighing					Engines in series			Wrecker Nos.						
						180,000 to 220,000 Lbs.	220,001 to 240,000 Lbs.	240,001 to 251,000 Lbs.	251,001 to 263,000 Lbs.	263,001 to 270,000 Lbs.	250-251, 700,800, 900, 1000, 1119-1199, 1200-1259	300-343, 500-555, 1275-1277, 1300, 1400, 1500, 1600, 1700, 1800, 3200	1900, 2000, 2100, 2200,	765250, 765251, 765252, 771200, 771201, 771202, 771203, 771253, 771254, 111255, 771256, 771257	766157, 765160, 765161, 771153, 771154	765100, 765151				
Landrum to MP 812.0	270,000			35	35												25	26	25	25
MP 812.0 to Sulphur Springs	270,000			45	45												25	25	26	25
South Mulberry to Bradley	270,000			25	25															
Agricola Spur	270,000			20	20															
Durant to MP 841.5	270,000			45	45												26	26	25	25
MP 841.5 to Palmetto	270,000			30	30													25	25	25
Lemon Spur	270,000			10	10								BARRED	BARRED						
Valrico to Welcome	270,000			40	40												25	25	25	25
Plant City to Welcome	270,000			40	40												25	25	25	25
Welcome to West Lake Wales	270,000			35	35												25	25	25	25
Edison to MP 843.4	270,000			40	40												25	25	25	25
MP 843.4 to MP 893.4	270,000			35	35												25	25	25	25
MP 893.4 to Port Charlotte	270,000			35	35												20	20	20	20
Port Charlotte to MP 924.0	220,000			35	35	BARRED	BARRED	BARRED	BARRED	BARRED	BARRED	BARRED	BARRED	BARRED	BARRED	BARRED	20	20	20	20
Bridge MP 914.9 to 915.0				10	10	BARRED	BARRED	BARRED	BARRED	BARRED	BARRED	BARRED	BARRED	BARRED	BARRED	BARRED	5			
MP 924.0 to Port Boca Grande	220,000			35	35	BARRED	BARRED	BARRED	BARRED	BARRED	BARRED	BARRED	BARRED	BARRED	BARRED	BARRED	BARRED	20	20	20
Bridge MP 924.5 to 925.2				20	20	BARRED	BARRED	BARRED	BARRED	BARRED	BARRED	BARRED	BARRED	BARRED	BARRED	BARRED	BARRED	BARRED	BARRED	BARRED
Bridge MP 925.2 to 926.2				10	10	BARRED	BARRED	BARRED	BARRED	BARRED	BARRED	BARRED	BARRED	BARRED	BARRED	BARRED	BARRED	BARRED	BARRED	BARRED
Lakeland to MP 863.8 (860.8)	270,000			45	45												30	30	35	25
MP 860.8 (863.9) to MP 866.0 (871.5)	270,000			25	25															
MP 871.5 (859.0) to Ft. Meade	270,000			45	45												30	30	25	25
Fort Meade to Punta Gorda	270,000			35	35												25	25	30	25
Punta Gorda to Fort Myers	270,000			45	45												25	25	30	25
Bridge MP 959.6 to 959.7				10	10												40			
Fort Myers to MP 969.0	270,000			35	35												*			
MP 969.0 to MP 993.0	270,000			25	25												30			
MP 993.0 to Naples	270,000			35	35												20			
Winston to MP 859.3	270,000			40	40												30	30	35	25
MP 859.3 to MP 862.4	270,000			35	35												30	30	30	25
MP 862.4 to Agricola	270,000			40	40												30	30	35	26
Agricola to Fort Meade	270,000			25	25															
Agricola to Rockland Junction (Via Rockland)	270,000			25	25															
Tancred to Ridgewood	270,000			20	20												15	15		
South Uceta Yard to Bradenton	270,000			45	45												30	30	35	25
Bridge MP 886.4 to 886.5				20	20												15			
Bridge MP 898.7 to 898.8				20	20												15			
Bridge MP 915.7 to 915.8				20	20												15			
MP 917.8 (873.6) to 882.7	270,000			30	30												25	25	25	26
MP 882.7 to 883.8 (927.8)	270,000			10	10															
MP 927.8 to 928.9 (884.9)	270,000			15	15												10			
MP 884.9 to Venice	270,000			30	30												25	25	25	25
Fruitville to Belapur	270,000			15	15												10			
Tampa to Port Tampa	270,000			30	30												25	25		25
Bridge MP 882.6 to 882.9				20	20												15			
Tampa City Docks	240,000					10	10	BARRED	BARRED	BARRED	BARRED	BARRED	BARRED	BARRED	BARRED	BARRED	BARRED	BARRED	BARRED	BARRED

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

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

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

CLEARANCE CARD

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 enginem.

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.

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

REGISTER STATIONS

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

YARD LIMITS

4—Jacksonville and Palatka.

SPEED RESTRICTIONS

Between 5—Mile Posts	MILES PER HOUR		
	Psg. Trains	Piggy- back Trains	Freight Trains
Only 700 feet between M. P. 643.0 and 644.0.			
642.7 and 643.0 (Both Tracks)	15	15	15
646.8 and 647.2	50	50	50
648.6 and 649.0	50	50	50
649.1 and 649.2	50	50	45
650.3 and 650.6	65	—	—
651.7 and 651.9	70	—	—
655.2 and 655.4	70	—	—
657.0 and 657.2	45	45	45
658.5 and 658.7	60	60	—
659.0 and 659.2	60	60	—
660.0 and 660.2	60	60	—
661.7 and 661.9	65	65	—
662.8 and 663.2	60	60	—
664.0 and 665.6	60	60	—
672.1 and 672.3	60	60	—
672.9 and 673.0	60	60	—
690.9 and 691.0	75	—	—
693.6 and 693.8	60	60	—
694.1 and 694.2	20	20	20
696.0 and 696.2	75	—	—
697.5 and 697.7	40	40	40
698.5 and 698.8	30	30	30
699.2 and 699.9	70	—	—
700.3 and 700.7	60	60	—
702.4 and 703.4	60	60	—
703.4 and 703.6	50	50	50
708.7 and 709.0	65	65	—
713.9 and 714.2	65	65	—
720.5 and 722.9	65	65	—
733.4 and 733.8	70	—	—
741.4 and 742.0	70	—	—
751.1 and 751.5	50	50	50
752.8 and 753.1	70	—	—
757.0 and 757.2	65	65	—
760.1 and 760.4	65	65	—
761.5 and 761.7	60	60	—
762.7 and 763.0	60	60	—
763.1 and 763.2	50	50	50

763.4 and 765.9	50	50	50
765.9 and 766.6	20	20	20
767.5 and 767.8	60	60	—

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

City Ordinance Speed Restrictions:

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

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

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

Pierson, 45 M. P. H. over 1st four crossings north and 1st crossing south of station. Street crossings in corporate limits must not be blocked more than ten minutes.

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

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

RAILROAD CROSSINGS AT GRADE

6—Protected by attended interlocking:
Beaver Street, M. P. 642.5, S.C.L.

7—Protected by remotely controlled interlockings:
M. P. 642.8, FEC, lead to Honeymoon Yard.
M. P. 642.9, S.C.L. lead to Jacksonville Terminal.

BLOCK SIGNAL SYSTEMS

8—Traffic Control System is in service between Jacksonville, M. P. 639.4 to M. P. 643.0 and between Benson Junction, M. P. 759.6 and Winter Park, M. P. 785.5.

9—Single Track Automatic Block Signal System is in service between Jacksonville, M. P. 643.0 and Benson Jct., M. P. 759.6.

DRAWBRIDGES

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

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

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

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

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

SPRING SWITCHES

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

Yukon, both ends siding.

Doctor's Inlet, both ends siding.

Green Cove Springs, both ends siding.

West Tocol, both ends siding.

Bostwick, both ends siding.

Palatka, both ends siding.

Satsuma, north end siding.

Huntington, north end siding.

Seville, north end siding.

Barberville, north end siding.

DeLand, north end siding.

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

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

TWO TRACKS

14—Two tracks extend between Beaver Street, M. P. 642.5 and Dennis Street, M. P. 644.0.

DEFECT DETECTORS

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

SPECIAL RULES

16—When southward home signal just south of Dennis Street, M. P. 644.0, displays an "approach" aspect (Rule 512), trains and engines are authorized to use Sanford Subdivision main track between Dennis Street and Edison Avenue as stem of wye. Towerman at "MA" Tower will clear with Sanford Subdivision dispatcher before allowing train or engine to enter main track for this purpose. To avoid unnecessary lowering of gates at Edison Avenue, this authority should not be requested except when actually necessary.

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

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

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

20—Automatic crossing signals and gates at Madison Street, Palatka, protect southward movements only when lunar white indicator light, located on mast east side of track, is flashing. Southward trains meeting northward trains approach this crossing prepared to stop until it is known that crossing protection devices are functioning.

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

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

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

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

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

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

Lakeland Subdivision

CLEARANCE CARDS

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

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

WHERE TIME APPLIES

2—Time of train Nos. 81 and 95 applies at main track switch to Continental Can Lead, Auburndale.

REGISTER STATIONS

3—Tampa.

YARD LIMITS

4—Orlando, Tampa and Port Tampa.

SPEED RESTRICTIONS

Between 5—Mile Posts	MILES PER HOUR		
	Psg. Trains	Piggy- back Trains	Freight Trains
767.5 and 767.8	60	60	—
772.0 and 772.7	50	50	50
773.2 and 773.5	45	45	45
774.0 and 774.2	65	65	—
775.1 and 780.8	75	—	—
782.0 and 782.7	60	60	—

783.1 and 784.2	40	40	40
784.5 and 785.5	25	25	25
785.5 and 785.9	20	20	20
785.9 and 792.3	25	25	25
799.6 and 799.8	70	—	—
802.2 and 802.5	65	65	—
803.9 and 804.0	65	65	—
807.6 and 808.1	50	50	50
808.4 and 808.5	50	50	50
812.3 and 812.6	65	65	—
825.4 and 825.5	65	65	—
827.7 and 827.9	65	65	—
829.4 and 830.0	50	50	50
831.3 and 831.6	70	—	—
837.2 and 837.3	65	65	—
838.1 and 838.3	60	60	—
841.0 and 841.3	50	50	50
849.6 and 849.7	65	65	—
867.6 and 867.9	70	—	—
870.5 and 870.6	70	—	—
871.9 and 872.0	65	50	50
872.7 and 872.9	65	65	—
873.3 and 873.5	65	50	50
876.5 and 876.9	25	25	25

20 M.P.H., over switches between M. P. 851.2 and 851.3.

Through turnouts as listed below:

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

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

City Ordinance Speed Restrictions:

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

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

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

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

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

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

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

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

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

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

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

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

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

Movements over Nebraska Avenue at Passenger Station must be flagged.

RAILROAD CROSSINGS AT GRADE

6—Protected by remotely controlled interlockings:

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

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

7—Protected by non-electrically locked gates:

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

8—Protected by attended interlocking:

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

DRAWBRIDGES

9—Protected by attended interlocking:

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

BLOCK SIGNAL SYSTEMS

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

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

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

SPRING SWITCHES

13—Following spring switches are in signal territory:

Park, M. P. 847.0—Park Spur

Lakeland—10th Street, 20 M. P. H.

Winston—South end long lead

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

Tampa—South end freight lead.

TWO TRACKS

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

OPERATION BY SIGNAL INDICATION

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

DEFECT DETECTORS

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

SPECIAL RULES

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

Golf View Ave.,

Country Club Drive,

Ferris Street.

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

19—Member of crew will precede all movements over Highway 441 on California Spray Lead and Silver Star Road on Fairvilla Industrial Spur, Fairvilla.

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

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

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

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

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

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

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

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

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

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

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

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

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

Industrial Lead, M. P. 767.3.
Allied Chemical Corp., M. P. 767.4.
Rinker Material, M. P. 767.5.
Wood Forest track, M. P. 792.0.
Acoustic Corp., M. P. 792.2.
Goodwill Warehouse, M. P. 792.3.
West Building Material, M. P. 792.4.
Wayne-Densch, Inc., M. P. 793.4.
Triangle Pacific Forest Prod., M. P. 793.6.
Orlando National Mattress Co., M. P. 793.9.
Burnett Process Co., M. P. 794.1.
Mil. Packaging Co. of Fla., M. P. 794.8.
SE Propane Gas Co., M. P. 797.4.
Taft Asphalt Co., M. P. 799.1.
Container Corp. of America, M. P. 804.9.
Precast Industries, M. P. 805.5.
Universal Forest Products, M. P. 839.6.
Landia Chemical Co., M. P. 852.1 (E)
Seffner House track, M. P. 870.7.
Reeves Fence track, M. P. 874.9.
Six Mile Creek team track, M. P. 876.3.
Bay Concrete track, M. P. 876.8.
Stauffer Chemical track, M. P. 876.9.

St. Petersburg Subdivision

CLEARANCE CARDS

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

REGISTER STATIONS

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

YARD LIMITS

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

JUNCTION SWITCHES

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

SPEED RESTRICTIONS

5—Between Mile Posts	All Trains M.P.H.
823.3 and 823.9	20
880.8 and 881.3	10

City Ordinance Speed Restrictions:

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

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

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

Pinellas Park, 35 M.P.H. between north side of 82nd Ave., North, M. P. 891.3 and south city limits, 62nd Ave., North, M. P. 893.1, except 25 M.P.H. over 62nd Ave., North.

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

RAILROAD CROSSINGS AT GRADE

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

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

BLOCK SIGNAL SYSTEMS

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

SPRING SWITCHES

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

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

SPECIAL RULES

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

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

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

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

CLEARANCE CARDS

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

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

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

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

REGISTER STATIONS

2—Tampa and St. Petersburg.

YARD LIMITS

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

JUNCTION SWITCHES

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

SPEED RESTRICTIONS

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

City Ordinance Speed Restrictions:

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

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

Clearwater, 30 M.P.H. between M. P. 872.0 and M. P. 873.0;

15 M.P.H. between M. P. 873.0 and M. P. 874.4 and 5 M.P.H. over Chestnut Street until crossing is covered.

Belleair, movements over Belleview Avenue must be flagged.

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

RAILROAD CROSSINGS AT GRADE

6—Protected by remotely controlled interlockings:

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

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

7—Protected by attended interlocking:

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

8—Protected by non-electrically locked gates:

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

9—Protected by "Stop" Boards:

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

DRAWBRIDGES

10—Not protected by interlocking:

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

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

SPRING SWITCHES

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

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

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

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

BLOCK SIGNAL SYSTEMS

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

SIGNALLED SIDINGS

13—Plant City.

TWO TRACKS

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

DEFECT DETECTORS

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

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

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

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

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

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

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

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

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

Crystal Springs, M. P. 811.4.

Kilgore Seed Co., M. P. 819.5.

Tampa Electric Co., M. P. 824.1.

Gulf Farmers Coop., M. P. 826.7.

Brandon, M. P. 834.8.

Colonial Feed Co., M. P. 838.8.

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

OPERATION BETWEEN SULPHUR SPRINGS AND TARPON

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

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

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

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

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

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

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

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

Brooksville Subdivision

CLEARANCE CARDS

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

YARD LIMITS

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

SPEED RESTRICTIONS

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

RAILROAD CROSSINGS AT GRADE

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

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

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

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

SPRING SWITCHES

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

Rock, M. P. 795.0.

SPECIAL RULES

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

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

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

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

Achan Subdivision

CLEARANCE CARDS

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

YARD LIMITS

2—Bradley-South Mulberry.

SPEED RESTRICTIONS

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

JUNCTION SWITCHES

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

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

RAILROAD CROSSINGS AT GRADE

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

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

SPECIAL RULES

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

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

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

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

M. P. 849.0, Agricola;

M. P. 852.3, North end Rockland;

M. P. 853.4, South end Rockland;

Watson Mine loading bins, north end;

stating location and time movement will depart.

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

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

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

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

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

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

Valrico Subdivision

CLEARANCE CARDS

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

WHERE TIME APPLIES

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

YARD LIMITS

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

SPEED RESTRICTIONS

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

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

City Ordinance Speed Restrictions:

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

JUNCTION SWITCHES

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

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

RAILROAD CROSSINGS AT GRADE

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

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

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

BLOCK SIGNAL SYSTEMS

8—Traffic Control System is in service between M. P. 841.8 at South End Mulberry Yard and M. P. 847.0.

SPRING SWITCHES

9—Following spring switches are in signal territory: Mulberry Yard, both ends of siding. South Mulberry, north leg of wye, 15 M.P.H.

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

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

SPECIAL RULES

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

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

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

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

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

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

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

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

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

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

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

OPERATIONS ON VALRICO SUBDIVISION

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

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

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

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

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

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

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

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

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

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

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

Parrish Subdivision

CLEARANCE CARDS

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

YARD LIMITS

2—Durant, Palmetto (including Ellenton).

SPEED RESTRICTIONS

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

City Ordinance Speed Restrictions:

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

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

JUNCTION SWITCHES

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

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

RAILROAD CROSSINGS AT GRADE

5—Protected by non-electrically locked gates:

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

Boca Grande Subdivision

CLEARANCE CARDS

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

WHERE TIME APPLIES

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

REGISTER STATIONS

3—Port Boca Grande.

YARD LIMITS

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

SPEED RESTRICTIONS

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

JUNCTION SWITCHES

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

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

RAILROAD CROSSINGS AT GRADE

7—Protected by non-electrically locked gates:

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

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

DRAWBRIDGES

8—Not protected by interlockings:

Myakka River, M. P. 914.9.

North draw, M. P. 924.7.

South draw, M. P. 925.4.

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

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

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

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

SPECIAL RULES

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

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

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

CLEARANCE CARDS

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

Rule 83-A will not apply at Winston.

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

WHERE TIME APPLIES

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

YARD LIMITS

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

SPEED RESTRICTIONS

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

City Ordinance Speed Restrictions:

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

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

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

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

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

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

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

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

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

RAILROAD CROSSINGS AT GRADE

5—Protected by Special Interlocking:

Winter Haven, M. P. 842.5, S. C. L.

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

6—Protected by electrically locked derails:

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

BLOCK SIGNAL SYSTEMS

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

DRAWBRIDGES

8—Protected by interlocking:

Caloosahatchee River, M. P. 959.7. Attended 12 Noon to 4:00 P.M. and from 4:00 P.M. to 11:00 P.M., except Sunday.

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

JUNCTION SWITCHES

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

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

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

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

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

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

SPRING SWITCHES

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

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

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

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

SPECIAL RULES

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

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

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

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

CLEARANCE CARDS

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

YARD LIMITS

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

SPEED RESTRICTIONS

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

Through turnouts as listed below:

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

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

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

City Ordinance Speed Restrictions:

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

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

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

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

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

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

RAILROAD CROSSINGS AT GRADE

4—Protected by remotely controlled interlocking:

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

5—Protected by non-electrically locked gates: Palmetto, M. P. 915.0, S.C.L. Normally clear for Palmetto Subdivision.

DRAWBRIDGES

6—Protected by attended interlocking: Big Manatee River, M. P. 915.8.

7—Protected by interlockings:

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

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

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

BLOCK SIGNAL SYSTEMS

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

JUNCTION SWITCHES

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

SPECIAL RULES

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

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

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

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

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

Ruberoid Co., M. P. 883.4.

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

Haines City Subdivision

YARD LIMITS

1—Haines City.

Aloma Subdivision

CLEARANCE CARDS

1—Rule 83-A will not apply at Aloma.

WHERE TIME APPLIES

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

YARD LIMITS

3—Sanford and S.&E. Jct.

SPEED RESTRICTIONS

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

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

SPECIAL RULES

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

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

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

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

8—Movements over State Road 419, M. P. 781.1 at Gardens must be flagged.

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

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

Dr. Phillips Subdivision

WHERE TIME APPLIES

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

JUNCTION SWITCHES

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

SPEED RESTRICTIONS

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

SPECIAL RULES

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

Umatilla Subdivision

CLEARANCE CARDS

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

WHERE TIME APPLIES

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

YARD LIMITS

3—Sanford and Umatilla.

JUNCTION SWITCHES

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

SPEED RESTRICTIONS

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

City Ordinance Speed Restrictions:

Eustis, 15 M.P.H. between Gottsche and Lemon Avenues.

SPECIAL RULES

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

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

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

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

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

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

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

Groveland Subdivision

CLEARANCE CARDS

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

WHERE TIME APPLIES

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

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

JUNCTION SWITCHES

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

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

SPEED RESTRICTIONS

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

City Ordinance Speed Restrictions:

Winter Garden, 15 M.P.H., through city limits. Crossings within city limits must be flagged.

RAILROAD CROSSINGS AT GRADE

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

SPECIAL RULES

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

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

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

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

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

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

NOTE: Special Instructions of Waycross, Tampa, Jacksonville and Savannah Division time tables are in effect on Jacksonville Terminals insofar as they are applicable.

SPEED RESTRICTIONS

1—Maximum speed for engine and transfer movements is 20 M.P.H. between Moncrief and Quinlan and 15 M.P.H. between Composite and Export Terminal, except 10 M.P.H. over bridges at M. P. SJ646.0 and M. P. SJ648.9.

RAILROAD CROSSINGS AT GRADE

2—Protected by automatic interlockings:
 F&J Junction, M. P. SJA645.5, S. C. L.
 Milldale, M. P. SJ644.8, S. C. L.

DRAWBRIDGES

3—Not protected by interlockings:
 Trout River, M. P. SJ646.0.
 Broward River, M. P. SJ648.9.
 Trains and engines will stop within 300 feet of draw span of these bridges, if way is clear movement may then proceed.

SPRING SWITCHES

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

Norwood Ave., Export Milldale Line.

The signal governing movements over the spring switch will indicate as follows:

Green-Normal route lined for Milldale.

Yellow-Route lined for Export.

WEIGHT LIMITS

5—Four axle cars shall not exceed 270,000 pounds gross weight.

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

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

Outside of interlocking territory hand throw switch indications are:

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

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

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

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

6—Emergency stop air whistles are located as follows:

TOWER "A"—LEE STREET INTERLOCKING:

On pole east of tower.

TOWER "MA"—MYRTLE AVENUE INTERLOCKING:

On Bridge "B" at tower.

TOWER "BS"—BEAVER STREET INTERLOCKING:

At Beaver Street tower.

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

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

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

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.

TONNAGE RATING

Engine Numbers Tonnage Shown Per Unit	700- 1002, 1119- 1201, 1250- 1259	250- 261, 300- 343, 1003- 1065, 1202- 1239	500- 555, 1275- 1277, 1300- 1343, 1400- 1415, 1500- 1593, 1600- 1656, 1700- 1799, 1800- 1855, 1950- 1970, 3200- 3224	203- 222, 1100- 1117	1900- 1923, 2100- 2110, 2114- 2120	2000- 2044	2111- 2113, 2200- 2210	2121- 2124, 2211- 2213
Zephyrhills and Valrico.....	3500	3850	4200	2300	5450	6350	6100	6650
Valrico and Tampa.....	4000	4400	4800	2600	6200	7300	7000	7000
Sulphur Springs and St. Pete.....	3500	3850	4200	2300	5450	6350	6100	6650
Landrum to Tampa.....	4000	4400	4800	2600	6200	7300	7000	7600
Tampa to Sulphur Springs.....	2300	2500	2750	1500	3550	4200	4000	4350
Tampa to Landrum with helper out of Yeoman.....	3500	3850	4200	2300	5450	6350	6100	6650
Plant City and Bradley or Mulberry, and Tampa and Mulberry.....	4000	4400	4800	2600	6200	7300	7000	7600
Except Durant to Welcome.....	3500	3850	4200	2300	5450	6350	6100	6650
Mulberry and W. Lake Wales.....	4000	4400	4800	2600	6200	7300	7000	7600
Except over Ridgewood Hill.....	3200	3500	3850	2100	4950	5800	5600	6100
Pembroke and Bartow.....	4000	4400	4800	2600	6200	7300	7000	7600
South Mulberry and Bradley.....	4000	4400	4800	2600	6200	7300	7000	7600
Agricola and Bradley.....	5000	5500	6000	3300	7750	9100	8750	9500
Bradley to Port Boca Grande.....	5000	5500	6000	3300	7750	9100	8750	9500
Port Boca Grande to Bradley.....	4500	4950	5400	2950	7000	8200	7900	8550
Durant and Palmetto.....	3500	3850	4200	2300	5450	6350	6100	6650
Moncrief and Sanford.....	2900	3200	3450	1900	4500	5300	5050	5500
Sanford to Lakeland.....	2750	3000	3300	1800	4250	5000	4800	5200
Lakeland to Uceta.....	3350	3650	4000	2200	5200	6100	5850	6350
Uceta to Lakeland.....	2700	2950	3250	1750	4150	4900	4700	5100
Lakeland to Haines City.....	3300	3600	3950	2150	5100	6000	5750	6250
Haines City to Sanford.....	3700	4050	4450	2400	5700	6750	6450	7000
Sanford and Youngs.....	2650	2900	3150	1750	4100	4800	4650	5000
Youngs to Aloma.....	2600	2850	3100	1700	4000	4750	4550	4950
Aloma to Youngs.....	2000	2200	2400	1300	3100	3650	3650	3800
Sanford to Umatilla.....	2600	2850	3100	1700	4000	4750	4550	4950
Umatilla to Sanford.....	1700	1850	2050	1100	2600	3100	2950	3200
Sylvan Lake to Groveland.....	1800	1950	2150	1200	2800	3300	3150	3400
Groveland to Sylvan Lake.....	1500	1650	1800	1000	2300	2750	2600	2850
Haines City to Waverly.....	2400	2650	2850	1550	3700	4350	4200	4550
Lake Alfred and Bartow.....	2800	3050	3350	1850	4350	5100	4900	5300
Lakeland to Naples.....	3700	4050	4450	2400	5700	6750	6450	7000
Except Fort Meade to Bowling Green.....	3000	3300	3600	1950	4650	5450	5250	5700
Naples to Arcadia.....	4000	4400	4800	2600	6200	7300	7000	7600
Arcadia to Bowling Green.....	3000	3300	3600	1950	4650	5450	5250	5700
Bowling Green to Ft. Meade.....	2800	3050	3350	1850	4350	5100	4900	5300
Ft. Meade to Eaton Park.....	3500	3850	4200	2300	5400	6400	6100	6650
Eaton Park to Lakeland.....	2300	2550	2800	1500	3650	4300	4100	4400
Winston to Achan.....	3600	3950	4300	2350	5550	6550	6300	6850
Achan to Ft. Meade.....	2700	2950	3250	1750	4150	4900	4700	5100
Ft. Meade to Winston.....	3400	3750	4050	2200	5250	6200	5950	6450
Tancrede to Ridgewood.....	2000	2200	2400	1300	3100	3650	3500	3800
Ridgewood to Tancrede.....	4000	4400	4800	2600	6200	7300	7000	7600
Uceta and Venice.....	4000	4400	4800	2600	6200	7300	7000	7600
Tribby and St. Petersburg.....	2250	2500	2700	1450	3600	4100	3950	4250

LOCATION OF PUBLIC AND PRIVATE TRACKS NOT SHOWN IN SCHEDULE PAGES

SANFORD SUBDIVISION

NAME	Mill Post	Station Nos.	Car Capacity	Opening
Orange Park	656.8	A 657	31	Both
Solite	665.8	A 666	18	Both
Durac	673.3	A 673	Spur	Both
Allen	680.0	A 680	17	North
Tilen	680.0	A 681	Spur	North
Pecan	694.9	A 695	Spur	Both
Ranch and Farm Supply	696.4	A 696	16	South
Seynah	724.7	A 725	5	North
Coward	739.4	A 739	5	North
Daleon Springs	742.1	A 742	2	North
Orange City	755.5	A 755	13	South

LAKELAND SUBDIVISION

NAME	Mill Post	Station Nos.	Car Capacity	Opening
Lake Mary	772.1	A 772	4	South
Casselberry	779.2	A 779	36	Both
Allamonte Springs	780.5	A 781	14	North
Home Builders Supply	780.6	A 781	7	South
Helmly's Furniture Company	780.8	A 781	17	South
Atlantic Tile & Terrazzo	781.8	A 782	25	South
Maitland	783.2	A 783	25	Both
Container Corp. of America	804.9	A 805	30	North
Precast Industries	805.5	A 806	Spur	South
Cambell	812.1	A 812	12	North
GAC Properties, Inc.	813.8	A 814	Spur	North
Loughman	819.4	A 819	9	North
Vertegreen	821.3	A 821	Spur	South
Royal Crown Cola	842.4	A 842	Spur	South
Allied	847.1	A 847	6	South
Elmer	847.1	A 847	2	South
Park	847.3	A 847	Spur	South
Cumbee	848.0	A 848	3	North
Joydon	848.3	A 848	19	North
Foodco-FMC	848.6	A 849	Spur	South
Tolson	848.6	A 849	6	North
Central Gas	864.4	A 864	1	South
Plant City Ind. Park	864.5	A 865	Spur	South
Seffner	870.9	A 871	Spur	North
Thonotosassa Spur (breaks out at GY)	885.8	ARF 856	5	Both
Spada Fruit Company	884.5	ARF 855	15	Both
Thonotosassa	892.0	A 892	Yard	Both
Port Tampa	892.0	A 892	Yard	North

HAINES CITY SUBDIVISION

NAME	Mill Post	Station Nos.	Car Capacity	Opening
Prine	832.0	AVC 832	6	North

ALOMA SUBDIVISION

NAME	Mill Post	Station Nos.	Car Capacity	Opening
Fort Reed	771.1	AU 771	30	Both
Hunt	772.5	AU 773	40	North
Macca	773.2	AU 773	5	North
Chase	776.1	AU 776	19	North
Premix Products, Inc.	778.3	AU 778	10	North
Wagner	779.1	AU 779	10	Both
Gardena	781.5	AU 782	3	North
Youngs	783.2	AU 783	60	Both
Lake Charm	831.0	ST 831	Yard	Both
Slavic	828.0	ST 828	20	Both
State Highway	826.8	ST 827	4	South
Golden Rod	823.8	ST 824	12	South
Italian Terrazzo, Inc.	823.1	ST 823	2	North
Jordan Marsh	822.6	ST 823	2	South
Rinker Materials	822.4	ST 822	25	South
Holloway Concrete	822.4	ST 822	25	Both
Run Around Track	822.1	ST 822	24	Both

FORT MYERS SUBDIVISION

NAME	Mill Post	Station Nos.	Car Capacity	Opening
Bibtown	853.9	AX 854	32	Both
Hydro Mines	854.8	AX 855	Yard	North
Lakeland Cash Feed	855.1	AX 855	20	North
State Fertilizer Company	856.2	AX 856	5	South
Fagassy Distributing Company	856.4	AX 856	10	South
Occidental Research	856.6	AX 857	26	South
Dearborn	862.4	AX 862	4	North
Team Track	852.6	SVE 853	12	South
Co-Op	852.8	SVE 853	21	North
Southeastern	853.6	SVE 854	17	South
Clear Springs	854.1	SVE 854	Spur	Wye
Hornine	856.9	SVE 857	50	Both
Homeland	871.5	AX 872	Spur	South
Carroll	868.9	AXA 869	20	North
Pembroke	872.5	AX 873	Yard	North
Rockland Jct.	876.7	AX 877	Spur	North
Rockland		SVN 852	Yard	South
Buchanan	898.9	AX 899	10	Both
Gardner	903.1	AX 903	6	North
Nocatee	917.3	AX 917	26	Both
Cleveland	923.3	AX 919	19	Both
Myakka Gas Company	939.0	AX 939	7	South
Beysboro	958.0	AX 958	24	Both
Sunset Distributors	962.1	AX 962	5	South
Baker	975.7	AX 976	Spur	Both
Alois Schultz	977.6	AX 978	8	North

FORT MYERS SUBDIVISION (Continued)

NAME	Mill Post	Station Nos.	Car Capacity	Opening
Estero	979.8	AX 980	18	Both
Builders Mort., Inc.	989.5	AX 990	1	South
Naples Tomato Growers	989.6	AX 990	16	North
Vanderbilt	992.3	AX 992	22	North
Sheppard	996.7	AX 997	4	South

PALMETTO SUBDIVISION

NAME	Mill Post	Station Nos.	Car Capacity	Opening
Whitney Tank Lines	881.9	AZA 882	5	South
Rockport Spur (breaks out of Sultan siding)	882.0			Wye
Lou (Ohio River Barge Company)	882.0	AZA 882	Yard	North
Rockport	882.0	AZA 882	Yard	North
Port Sutton	883.0	AZA 883	Yard	North
Nitrom Chemical Company	882.6	AZA 883	Yard	North
Tesco Chemical Company	882.6	AZA 883	2	North
Ruberoid Company	883.6	AZA 884	19	South
National Molasses Company	884.1	AZA 885	15	South
C&R Development Company	884.7	AZA 885	12	North
Greens Fuel	884.7	AZA 885	2	North
Lane Dredging Company	886.6	AZA 887	2	South
Tampa Electric Co.	890.0	AZA 890	Spur	North
Ruskin Tomato Growers	891.6	AZA 892	15	North
Ruskin Tomato Growers	891.7	AZA 892	17	Both
Ruskin Vegetable Co-op	893.4	AZA 893	18	Both
Stake Tomato Inc.	894.2	AZA 894	18	North
Sun City	901.6	AZA 902	6	North
Port Manatee	905.2	AZA 905	Yard	Both
Borden	905.5	AZA 906	Yard	North
Pinney Point	906.1	AZA 906	5	North
Harlee Tomato House	910.1	AZA 910	15	North
Manatee County Growers	910.1	AZA 910	12	North
Schooley	911.7	AZA 912	2	South
Wiggins	874.1	SW 874	6	North
General Asphalt Company	875.3	SW 875	20	Both
Champion Home Builders	877.2	SW 877	7	South
Detweiler's Gas	877.4	SW 877	6	North
Greens Fuel	877.8	SW 878	25	North
Tollovast	878.9	SW 879	21	Both
Sarasota Herald Tribune	879.3	SW 879	3	North
Airport	879.4	SW 879	35	North
Vanderipe Spur	921.9	AZA 922	2	North
Vanderipe	924.4	AZA 924	16	North
Fuller Industries	924.6	AZA 925	Spur	North
Dolomite	924.6	AZA 925	Spur	North
Fruitville	886.4	SW 886	18	North
Hyde Park Packing House	888.0	SW 888	17	Both
Hyde Park Groves	888.1	SW 888	11	North
Home Builders Supply	888.9	SW 889	8	South
Martin Concrete Company	890.6	SW 891	15	South
Southside Concrete Company	890.8	SW 891	22	North
Truss Mfg. Company	891.4	SW 891	4	South
Laurel	899.9	SW 900	2	North
Nokamis	901.3	SW 901	15	Both

BARTOW SUBDIVISION

NAME	Mill Post	Station Nos.	Car Capacity	Opening
Old Race & Race	838.3	AW 838	11	North
Universal Marion Company	838.5	AW 839	4	North
Pippin Packing Company	838.8	AW 839	6	North
Gulf Counties Gas Service	843.9	AW 844	4	North
Wilson & Toomer Fertilizer Company	844.1	AW 844	8	North
Eagle Lake	844.5	AW 845	30	South
South Eastern Propone Company	847.4	AW 847	4	South
Gordonville	848.0	AW 848	Yard	North

ST. PETERSBURG SUBDIVISION

NAME	Mill Post	Station Nos.	Car Capacity	Opening
Blanton	828.7	ARE 829	3	North
Pasco	838.3	ARE 838	13	North
Ehren	846.6	ARE 847	12	North
Elfers Spur (8.2 Miles)	867.0	ARE 867	North	
Victor	880.8	SYB 881	Yard	North
M. K. Terrazzo	878.2	SYB 878	North	
Woods	877.0	SYA 879	WYE	
Home Insulation Service	879.4	SYA 879	2	South
Elfers	879.4	SYA 879	12	North
Yakie Lumber Yard	873.0	ARE 873	13	Both
Elfers Citrus Growers Association	873.5	ARE 874	6	North
Palm Harbor	873.6	ARE 874	11	Both
Tropi Gas	874.1	ARE 874	2	South
Home Builders Supply	878.9	ARE 879	3	North
Gulf City Pipe & Products	885.0	ARE 885	7	South
Duvall	886.4	ARE 886	Spur	North
Dana Industries Inc.	887.1	ARE 887	30	South
Sav. Building Supply	887.6	ARE 888	3	North
Ulmerton Company	888.6	ARE 888	17	Both
Belcher	891.6	ARE 889	14	South
John Berger	892.0	ARE 891	3	South
Pinellas Park	892.0	ARE 892	39	Both
Pinellas Power Company	892.8	ARE 893	3	North
Sirmons Inv. Company, Inc.	893.3	ARE 893	4	South
Lellman	894.5	ARE 895	2	North
Tap Value	894.8	ARE 895	20	South
Todd Hyatt	894.9	ARE 895	2	North

YEOMAN SUBDIVISION

NAME	Mile Post	Station Nos.	Car Capacity	Opening
Crystal Springs	811.4	S 811	18	South
Central	812.6	S 813	Yard	South
Miller Chemical Company	819.5	S 820	10	North
Kilgore Seed Company	819.5	S 820	10	North
Industrial Park	826.1	S 826	Spur	North
Gulf Farmers Co-op	826.7	S 827	8	North
Brandon	834.8	S 835	40	Both
Tampa Electric	847.2	SY 847	9	Both
Lake Carroll	851.3	SY 851	20	North
Hartstone Concrete	853.1	SY 853	3	South
Royal American	853.3	SY 853	Spur	North
Sun Tile Spur	853.6	SY 854	4	North
Drew	854.0	SY 854	Spur	Wye
Drew Field	858.0	SY 858	Spur	North
Tampa Sand & Material	854.4	SY 854	30	South
Cosme Spur (4.3 Miles)	856.1	S 856	5	North
Citrus Park	859.1	SYA 859	10	South
Pinellas Water Co. (Cosme)	860.4	SYA 860	Spur	North
Sunshine Park	861.3	SY 861	11	Both
Florida Power Co.	861.7	SY 862	Spur	South
Gulf Machinery Co.	868.1	SY 868	13	South
Bilgore Canning Plant	868.2	SY 868	16	Both
Dellwood	868.2	SY 868	4	South
Coachman	870.2	SY 870	10	North
Armstrong	871.3	SY 871	Yard	Both
Belleair	876.1	SY 876	10	South
Gulf Coast Chemical Company	879.4	SY 879	3	North
Watsingham	880.6	SY 881	9	South
Gulf Steel	886.7	SY 887	26	North
Milne & O'Berry	886.7	SY 887	9	South
Pinellas Concrete	886.7	SY 887	23	Both
Jungle	887.0	SY 887	7	North
Allen Terrazzo	887.8	SY 888	3	North
Giuliano	888.1	SY 888	14	North
Tyrone	888.5	SY 889	7	South
Mark Terrazzo	888.7	SY 889	3	North
Pasadena	889.4	SY 889	15	South
Gulfport	892.5	SY 893	14	North
Gulfport			4	South

VALRICO SUBDIVISION

NAME	Mile Post	Station Nos.	Car Capacity	Opening
Coronet Mine	827.1	SVA 827	Yard	Both
Hopewell	829.5	SV 830	4	South
International Construction Inc.	830.7	SV 831	Lead	South
Keyville	833.5	SV 834	4	North
Green's Fuel Company	833.5	SZ 834	4	South
Gulf Counties Gas	844.8	SV 845	4	North
Bonnie Spur (2.0 Miles)	845.0	SV 845	Spur	Wye
Royster	845.9	SVM 846	Spur	North
Bonnie	847.0	SVL 847	Yard	North
Alert	845.2	SV 845	12	South
Ewell	845.4	SV 845	12	South
Mineco	847.3	SV 847	9	South
Armour	848.3	SV 848	Spur	South
Connors Spur	853.0	SV 853	Spur	Wye
Conshall	854.0	SVB 854	Spur	North
Lake Garfield	855.4	SV 855	28	Both
Alhuras	856.6	SV 859	67	Both

ACHAN SUBDIVISION

NAME	Mile Post	Station Nos.	Car Capacity	Opening
Three Mile Post, Pierce	3.4	SVH 846	Yard	North
S. Pierce Complex (Agrico RR)		SVR 852	Yard	Both
Payne Creek Washer (Agrico RR)		SVR 860	Yard	North
Imrock	2.2	SVK 848	Yard	Wye
Two Mile Post, Pierce	1.7	SVH 846	Yard	South
Agricola Spur (connects at Bradley)				
Agricola	849.0	SVN 849	Yard	North
Rockland (Swift & Co. RR)	852.4	SVN 852	Yard	North

BONE VALLEY SUBDIVISION

NAME	Mile Post	Station Nos.	Car Capacity	Opening
Ridgewood Spur (connects at Tancred)				
Ridgewood (W. R. Grace)	868.3	AYC 869	Yard	North
Prairie Spur (connects at Prairie Jct.)				
Mulberry Yard	865.8	SV 841	Yard	North
Kingsford (McIntosh)	867.2	AY 867	20	North
Pierce Spur (connects at Achan)				
Pierce	870.2	AYD 870	Yard	Wye
Bonnie Spur	869.9		Spur	Wye
Clear Chemical Co. (Tals)	870.6	AYH 869	20	North
Oak Ridge (Ewell)	871.1	AYH 869	90	North
Bonnie	871.9	AYH 870	Yard	North
Farmland Industries	872.5	AYH 872	40	North
Norallyn Spur (connects at Green Bay)				
Norallyn	875.1	AYJ 873	Yard	North

BOCA GRANDE SUBDIVISION

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

PARRISH SUBDIVISION

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

UMATILLA SUBDIVISION

NAME	Mile Post	Station Nos.	Car Capacity	Opening
Paola	774.1	ATA 774	8	South
Sarreho	786.4	ATA 786	17	Both
Florida Favorite Fertilizer	791.1	ATA 791	24	North
Lewis Carroll Siding	793.9	ATA 794	9	Both
Smith Gas Company	794.9	ATA 795	3	North
Orange State	795.5	ATA 796	11	North

GROVELAND SUBDIVISION

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

BROOKSVILLE SUBDIVISION

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

DIVISION OFFICERS

H. C. THOMPSON, Assistant Superintendent	Tampa, Fla.
W. T. BULLARD, Superintendent Terminals	Tampa, Fla.
J. R. STEPHENS, Supt. of Mine Service	Mulberry, Fla.
W. O. BRINSON, Trainmaster	Tampa, Fla.
T. A. BARNHILL, Trainmaster	Tampa, Fla.
J. H. ARNOLD, SR., Trainmaster	Tampa, Fla.
W. I. CRABTREE, Trainmaster	Tampa, Fla.
C. H. WATSON, Trainmaster	Mulberry, Fla.
C. A. VAUGHN, Trainmaster	Mulberry, Fla.
R. M. BEACH, Trainmaster	Lakeland, Fla.
M. E. SMITH, Trainmaster-Road Foreman of Eng's.	Sanford, Fla.
E. SPEARS, Terminal Trainmaster	Lakeland, Fla.
G. SHANNONHOUSE, Terminal Trainmaster	Tampa, Fla.
A. W. BLACKMON, Terminal Trainmaster	Orlando, Fla.
J. H. PARRISH, Road Foreman of Engines	Tampa, Fla.
W. T. PINNER, Road Foreman of Eng's	Mulberry, Fla.
M. R. HERRING, Chief Dispatcher	Tampa, Fla.

T. C. HERNDON, Division Engineer	Tampa, Fla.
F. A. GRAY, Master Mechanic	Tampa, Fla.
J. M. ALTMAN, Supv. Comm. and Signals	Tampa, Fla.
H. F. SUMMERLIN, Captain of Police	Tampa, Fla.
J. W. MARTIN, Master Carpenter	Tampa, Fla.
C. B. FOWLER, Roadmaster	Tampa, Fla.
J. K. CARPENTER, Roadmaster	Sulphur Springs, Fla.
C. B. ADKINS, Roadmaster	Sanford, Fla.
M. E. MERRITT, Roadmaster	Orlando, Fla.
J. R. NEWSOME, Roadmaster	Lakeland, Fla.
C. E. THOMAS, Roadmaster	Lakeland, Fla.
E. W. MARTIN, Roadmaster	Arcadia, Fla.
C. B. VANN, Roadmaster	Palmetto, Fla.
E. R. WREN, Roadmaster	Bartow, Fla.
J. A. McCORMICK, Roadmaster	Plant City, Fla.
J. H. ABBOTT, Roadmaster	Brooksville, Fla.
W. H. BROWN, Safety Supv.	Tampa, Fla.

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.

COMPANY PHYSICIANS

ELMER J. SCHMIERER, M.D.	Arcadia, Fla.
JOHN H. MILLER, M.D.	Bartow, Fla.
W. F. PEACOCK, M.D.	Bartow, Fla.
J. B. GANEY, M.D.	Bradenton, Fla.
W. D. SUGG, M.D.	Bradenton, Fla.
J. O. ESCAMILLA, M.D.	Brooksville, Fla.
R. H. CENTER, M.D.	Clearwater, Fla.
H. Q. JONES, M.D.	Fort Myers, Fla.
F. J. THORNTON, JR., M.D.	Haines City, Fla.
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CLYDE M. COLLINS, M.D.	Jacksonville, Fla.
SAMUEL M. DAY, M.D.	Jacksonville, Fla.
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A. LAWSON HARDIE, M.D.	Jacksonville, Fla.
R. F. HOOK, M.D., Ophthalmologist	Jacksonville, Fla.
C. HAROLD HOUSTON, M.D.	Jacksonville, Fla.
WILLY I. HUYGHE, M.D.	Jacksonville, Fla.
A. M. MANSON, M.D.	Jacksonville, Fla.
CHARLES F. McCRORY, M.D., Ophthal	Jacksonville, Fla.
*T. G. RITCH, M.D.	Jacksonville, Fla.
ROBERT H. STILL, M.D.	Jacksonville, Fla.
ASHBEL C. WILLIAMS, M.D.	Jacksonville, Fla.
JOHN O. RAO, M.D.	Kissimmee, Fla.
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W. M. KUMMER, M.D., Ophthalmologist	Lakeland, Fla.
JAMES R. WEST, M.D.	Lakeland, Fla.
J. G. ECONOMON, M.D.	Orlando, Fla.
E. W. JOHNSON, M.D.	Orlando, Fla.
E. R. KOGER, M.D.	Orlando, Fla.
D. T. McEWAN, M.D.	Orlando, Fla.
T. B. THAMES, M.D.	Orlando, Fla.
W. WALL, M.D., Ophthalmologist	Orlando, Fla.
ROY E. CAMPBELL, M.D.	Palatka, Fla.

G. M. ZEAGLER, M.D.	Palatka, Fla.
BEN F. GATLIFF, M.D.	Plant City, Fla.
MADISON R. POPE, M.D.	Plant City, Fla.
M. H. HOLDEN, M.D.	Punta Gorda, Fla.
STEPHEN R. RODDY, M.D.	Punta Gorda, Fla.
H. H. CURD, M.D.	St. Petersburg, Fla.
EARL R. FOX, M.D.	St. Petersburg, Fla.
R. M. KILMARK, M.D.	St. Petersburg, Fla.
H. P. KNAPPER, M.D.	St. Petersburg, Fla.
N. M. MARR, M.D.	St. Petersburg, Fla.
J. A. RAY, M.D.	St. Petersburg, Fla.
J. M. MORGAN, M.D.	Sanford, Fla.
T. F. McDANIEL, M.D.	Sanford, Fla.
MITCHELL SHAPIRO, M.D., Ophthalmologist	Sanford, Fla.
RUDOLPH C. GARBER, M.D.	Sarasota, Fla.
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E. F. CARTER, M.D.	Tampa, Fla.
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R. R. DUKE, M.D., Ophthalmologist	Tampa, Fla.
KENNETH G. GOULD, M.D.	Tampa, Fla.
WAITE S. KIRKCONNELL, M.D., Ophthalmologist	Tampa, Fla.
CALVIN H. MITCHELL, M.D., Ophthalmologist	Tampa, Fla.
W. MAHON MYERS, M.D.	Tampa, Fla.
RICHARD C. RODGERS, M.D.	Tampa, Fla.
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MALCOLM M. SAYRE, M.D.	Wauchula, Fla.
WM. W. COTTRELL, M.D.	Winter Haven, Fla.
SAMUEL R. GARRETT, M.D.	Winter Haven, Fla.
H. F. KEIBER, M.D., Ophthalmologist	Winter Haven, Fla.
JOHN W. SMYTHE, M.D.	Winter Haven, Fla.

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

