

Safety



First

**SEABOARD
COAST LINE
RAILROAD**

JACKSONVILLE DIVISION

2

TIME TABLE No. 2

IN EFFECT

**Sunday, September 15, 1974
At 12:01 A.M.**

SUPERSEDING TIME TABLE NO. 1

DATED JANUARY 3, 1974

EASTERN STANDARD TIME

**FOR THE GOVERNMENT OF
EMPLOYEES ONLY**

J. B. CLARK, Vice President-Operations

C. F. KELLY, General Manager-Transportation

J. H. ARNOLD, Superintendent

SECOND CLASS		Station Numbers	Actual Field M. P. Locations	TIME TABLE NO. 2		Scales, Wyes, Car Capacity	THIRD CLASS		
707	777			IN EFFECT			786	708	
Local Freight	Local Freight			September 15, 1974			Local Freight	Local Freight	
Daily	Ex. Sun.			STATIONS			Ex. Sun.	Daily	
P. M.	A. M.						A. M.	P. M.	
115	315	S761	761.6	L T	WILDWOOD	YARD Y	1030	830	
155	355	AS802	772.8		LEESBURG	80P YARD	1000	800	
220	420	ST783	782.8	T	TAVARES	74P 60 Y	930	730	
225	425	ST787	786.8		ELLSWORTH		920	720	
235	435	ST791	790.3	⊙	LAKE JEM	84	915	715	
245	445	ST795	794.7	T	ZELLWOOD	81P 210 Y	905	705	
255	455	ST799	798.9	T	PLYMOUTH	YARD	855	655	
305	505	ST802	802.0	T	APOPKA	37	845	645	
330	530	ST812	812.2		MODELLO PARK	82P YARD	815	615	
340	540	ST814	814.7	T A	ORLANDO	YARD Y	800	600	
P. M.	A. M.	53.1 Miles Wildwood to Orlando						A. M.	P. M.
Daily	Ex. Sun.							Ex. Sun.	Daily

MONTICELLO SUBDIVISION

Southward		Station Numbers	Actual Field M. P. Locations	TIME TABLE NO. 2		Scales, Wyes, Car Capacity	Northward	
Second Class				IN EFFECT			Third Class	
653				September 15, 1974			654	
Local Freight				STATIONS			Local Freight	
Ex. Sun.				Ex. Sun.				
A. M.				A. M.				
745	SP772	772.6	L	DRIFTON	A		830	
800	SPB777	776.7	A	MONTICELLO	L	28	815	
A. M.	4.1 Miles Drifton to Monticello						A. M.	
Ex. Sun.							Ex. Sun.	

BAINBRIDGE SUBDIVISION

Westward		Station Numbers	Actual Field M. P. Locations	TIME TABLE NO. 2		Scales, Wyes, Car Capacity	Eastward	
Second Class				IN EFFECT			Second Class	
391				September 15, 1974			374	
Through Freight				STATIONS			Through Freight	
Daily				Daily				
A. M.				P. M.				
945	SP799	51.9	L T	TALLAHASSEE	A	YARD O Y	850	
1025	SLC850	59.0		LAKE JACKSON		80P 14	815	
1040	SLC841	66.7	T	HAVANA		80	804	
1055	SLC830	77.8	T	ATTAPULGUS		142P 10	745	
1130	AN729	90.1	T A	BAINBRIDGE	L	YARD O Y	720	
A. M.	38.2 Miles Tallahassee to Bainbridge						P. M.	
Daily							Daily	

SOUTHWARD BALDWIN SUBDIVISION

FIRST CLASS								Station Numbers	Actual Field M. P. Locations	TIME TABLE NO. 2 IN EFFECT September 15, 1974	
5	85	83	3	89	81	93	15				
Auto Train	Champion	Meteor	Auto Train	Miami	Silver Star	Floridan (Miami)	Floridan (St. Pete)			STATIONS	
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily				
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.				
	955	835		610	520	305	250	A639	639.4	L T	JACKSONVILLE (Passenger Station) X-STJT 2.0
A 1030 L 1035			A 630 L 635					A640	641.4	T	MONCRIEF 3.1
	A 1000	840		615	A 525	310	A 255	A642	A 642.5 S 635.0	T	BEAVER STREET X-SCL 3.1
		843		618		313		SP638	638.0	T	WEST JACKSONVILLE 1.0
								SP639	639.0		CARNEGIE 4.9
								SP644	643.9		WHITE HOUSE 8.7
		909		644		339		SP653	652.8		BALDWIN 0.7
								S653	653.3	T	BALDWIN YARD 18.1
								S672	671.4	T	LAWTEY 7.0
		932		707		402		S679	678.4	T	STARKE 6.7
								S685	685.1		HAMPTON 4.9
		943		718		413		S690	690.0		WALDO 6.6
								S695	696.6	T	ORANGE HEIGHT 6.7
		952		727		422		S705	703.3		HAWTHORNE X-SCL 9.0
								S711	712.3		LOCHLOOSA 10.2
								S722	722.5	T	SPARR 12.8
		1022		757		452		S735	736.3		OCALA X-SCL 8.2
								S744	743.5	T	SANTOS 6.5
								S751	752.0		SUMMERFIELD 9.2
		1051		826		521		S761	761.2	T A	WILDWOOD 2.0
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	129.8 Miles Jacksonville to Wildwood			
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily				

SCHEDULE OF NO. 89 WILL NOT BE EFFECTIVE UNTIL DECEMBER 14, 1974

WANNEE SUBDIVISION

Southward	TIME TABLE NO. 2 IN EFFECT September 15, 1974				Northward
Station Number	Actual Field M. P. Locations	STATIONS		Scale, Weight Car Capacity	
S679	679.1	L T	STARKE	A 110	
SN686	685.6	X S&P	SAMPSON CITY	S 27	
SN694	694.0	A	BROOKER	L 11	
14.9 Miles Starke to Brooker					

NORTHWARD

BALDWIN SUBDIVISION

FIRST CLASS								Station Numbers	Actual Field M. P. Locations	TIME TABLE NO. 2 IN EFFECT September 15, 1974 STATIONS	
90	82	4	84	86	6	16	94				
Miamian	Silver Star	Auto Train	Meteor	Champion	Auto Train	Floridian (St. Pete)	Floridian (Miami)				
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily				
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.				
81105	81010		8420	8325		8100	81255	A639	639.4	A T	JACKSONVILLE (Passenger Station) X-STJT 2.0
		L 830 A 825			L 255 A 250			A640	641.4	T	MONCRIEF 1.1
1028	L 942		343	L 255		L1230	1218	A642	A642.5 S635.0	T	BEAVER STREET X-SCL 3.1
1025			340				1215	SP638	638.0	T	WEST JACKSONVILLE 1.0
								SP639	639.0		CARNEGIE 4.9
								SP644	643.9		WHITE HOUSE 8.7
1013			328				1203	SP653	652.6		BALDWIN 0.7
								S653	653.3	T	BALDWIN YARD 18.1
								S672	671.4		LAWTEY 7.0
950			305				1140	S679	678.4		STARKE 6.7
								S685	685.1		HAMPTON 4.9
8940			8255				81129	S690	690.0		WALDO 6.6
								S695	696.6		ORANGE HEIGHT 6.7
925			240				1110	S705	703.3		HAWTHORNE X-SCL 9.0
								S711	712.3		LOCHLOOSA 10.2
								S722	722.5		SPARR 12.8
8900			8215				81045	S735	735.3		OCALA X-SCL 8.2
								S744	743.5		SANTOS 8.5
								S751	752.0		SUMMERFIELD 9.2
835			150				1020	S761	761.2		WILDWOOD 9.2
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	P. M.	129.8 Miles Jacksonville to Wildwood			
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily				

SCHEDULE OF NO. 90 WILL NOT BE EFFECTIVE UNTIL DECEMBER 15, 1974

SOUTHWARD

MIAMI SUBDIVISION

SECOND CLASS							FIRST CLASS				Station Numbers	Actual Field M. P. Locations	TIME TABLE NO. 2 IN EFFECT September 15, 1974	
709	167	181	115	101	165	173	83	91	89	93			L T 2 Trks X SCL X SCL T X FEC X FEC	STATIONS
Local Freight	Through Freight	Through Freight	Through Freight	Through Freight	Through Freight	Through Freight	Meteor	Silver Star	Miamian	Floridian (Miami)				
Ex. Sat.	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily				
P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	P. M.	A. M.	A. M.	A. M.	A. M.				
	800	445	315	200	415	1115	1101		836	531	S761	781.2	WILDWOOD 4.9	
	810	A 500	325	A 210	A 430		1109		842	537	S766	786.1	COLEMAN 11.2	
			340				1116		851	546	SX777	777.3	CENTER HILL X SCL 4.6	
											SX782	781.9	MABEL 10.8	
	840		358			1145	1126		901	556	SX793	792.7	BRYAN 7.7	
											SX800	800.4	WITHLA 8.0	
							1136		911	607	SX808	808.4	FLANDERS 3.3	
											SX812	811.7	POLE CITY 4.0	
											SX816	815.7	NOXON 4.4	
L1030	930		435			1215	1147	L1005	922	619	SX820	820.1	AUBURNDALE X SCL 6.1	
							1158	1021	942	630	SX827	826.2	WINTER HAVEN X SCL 9.6	
1050	1100		455			1235	1207	1033	951	640	SX836	835.8	WEST LAKE WALES 10.9	
											SX847	846.7	WEST FROST PROOF 11.5	
							1223	1050	1008	656	SX858	858.2	AVON PARK 4.1	
											SX862	862.3	HARTT 4.9	
A1130	1140		535			102	1233	1059	1016	705	SX867	867.2	SEBRING 3.4	
											SX871	870.6	RIDGE 13.5	
											SX885	884.1	PLAINS 8.2	
						130	1252	1119	1028	724	SX892	892.3	FT. BASINGER 9.6	
											SX902	901.9	MILDRED 6.8	
	1230		625			144	103	1134	1040	735	SX909	908.7	OKEECHOBEE 5.4	
											SX914	914.1	SHERMAN 11.1 X FEC	
											SX925	925.2	ZANA 11.1	
	101		658			207	123	1154	1101	755	SX936	936.3	INDIANTOWN 12.0	
							132	1203	1110	804	SX948	948.3	UNITED 7.4	
											SX956	955.7	DELTA 8.0	
											SX964	963.7	DYER 4.1	
							149	1221	1124	822	SX968	967.8	NORTHWOOD 2.1 X FEC	
	140		745			315	201	1235	1136	840	SX970	969.9	WEST PALM BEACH	
P. M.	A. M.	P. M.	P. M.	P. M.	A. M.	A. M.	P. M.	P. M.	A. M.	A. M.	208.7 Miles Wildwood to West Palm Beach			
Ex. Sat.	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily				

SCHEDULE OF NO. 89 WILL NOT BE EFFECTIVE UNTIL DECEMBER 14, 1974

MIAMI SUBDIVISION

NORTHWARD

TIME TABLE NO. 2 IN EFFECT September 15, 1974		STATIONS		Scale, W. or Car Capacity	FIRST CLASS				SECOND CLASS						
					84	92	90	94	166	186	160	190	174	196	710
					Meteor	Silver Star	Miamian	Floridian (Miami)	Through Freight	Through Freight	Through Freight	Through Freight	Through Freight	Through Freight	Local Freight
					Daily	Daily	Daily	Daily	Ex. Sun.	Daily	Daily	Daily	Ex. Mon.	Daily	Daily
					P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	P. M.	A. M.	A. M.	A. M.	P. M.
2 Treads	T	WILDWOOD	A	YARD	140		825	1010	1205	330	500	630	445	1000	
		COLEMAN		108	124		809	950	L 1120	L 245	L 415				
		CENTER HILL	X SCL	143P 31	116		801	942				310			
		MABEL		80P 26											
		BRYAN		143P											
		WITHLA		98P							330		630		
		FLANDERS		143P	1252		737	918				240			
		POLK CITY		87											
		NOXON		137P											
		AUBURNDALE	X SCL	143P YARD	1241	A 510	728	907				226		A 930	
		WINTER HAVEN	X SCL	134P YARD	1231	438	716	887			245		520		
	T	WEST LAKE WALES		195P YARD	1223	428	708	847			230	205	501	910	
		WEST FROST PROOF		142P 7											
		AVON PARK		75P YARD	1203	409	648	827							
		HARTT		142P											
		SEBRING		43	1153	400	638	817			1246	110	301	L 830	
		RIDGE		142P											
		PLAINS		175P											
		FT. BASINGER		142P 12	1133	340	618	787							
		MILDRED		142P											
		OKEECHOBEE		134P 209	1120	327	605	744			1145	1235	201		
		SHERMAN		142P 6											
		ZANA	X FEC	175P											
		INDIANTOWN		184P 89	1058	305	543	722			1115	1210	1255		
		UNITED		136P 33	1047	253	532								
		DELTA		146P											
		DYER		75P 40											
		NORTHWOOD		138P YARD	1033	239	518	657							
		WEST PALM BEACH	L	41P YARD	1031	237	516	655			1040	1135	1145		
208.7 Miles Wildwood to West Palm Beach					A. M.	P. M.	P. M.	P. M.	P. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.
					Daily	Daily	Daily	Daily	Ex. Sun.	Daily	Daily	Daily	Ex. Sun.	Daily	Ex. Sun.

SCHEDULE OF NO. 90 WILL NOT BE EFFECTIVE UNTIL DECEMBER 15, 1974

SOUTHWARD

MIAMI SUBDIVISION

SECOND CLASS			FIRST CLASS				Station Numbers	Actual Field M. P. Locations	TIME TABLE NO. 2 IN EFFECT September 15, 1974	
115	173	167	83	91	89	93			STATIONS	
Through Freight	Through Freight	Through Freight	Meteor	Silver Star	Miamian	Floridian (Miami)				
Daily	Daily	Daily	Daily	Daily	Daily	Daily				
P. M.	A. M.	A. M.	P. M.	P. M.	A. M.	A. M.				
745	315	140	201	1235	1136	840	SX970	989.9	L	WEST PALM BEACH
			213	1245	1148	852	SX977	976.5		LAKE WORTH 6.6
							SX983	983.0		BOYNTON BEACH 6.5
			223	103	1158	902	SX988	987.5	®	DELRAY BEACH 4.5
							SX991	991.4		YAMATO 3.9
			236	115	1211	915	SX998	998.3		DEERFIELD BEACH 5.7
830	355	230	243	122	1218	922	SX1004	1004.0		POMPANO BEACH 7.0
							SX1001	1011.0		CARMEN 1.3
	430		306	143	1241	945	SX1012	1012.3	®	FORT LAUDERDALE 4.1
							SX1017	1016.4		DANIA 3.3
			329	205	104	1007	SX1020	1019.7		HOLLYWOOD 6.0
							SX1026	1025.7		MIAMI PLANTATION 4.3
							SX1030	1030.0		OPA-LOCKA 3.2
1030	530	400					SX1033	1033.2	T	HIALEAH YARD 3.1
							SX1036	1036.3		HIALEAH 3.7
			415	245	150	1055	SX1040	1040.0	T A	MIAMI
P. M.	A. M.	A. M.	P. M.	P. M.	P. M.	A. M.	70.1 Miles West Palm Beach to Miami			
Daily	Daily	Daily	Daily	Daily	Daily	Daily				

SCHEDULE OF NO. 89 WILL NOT BE EFFECTIVE UNTIL DECEMBER 14, 1974

LAKE WALES SUBDIVISION

Southward	Station Numbers	Actual Field M. P. Locations	TIME TABLE NO. 2 IN EFFECT September 15, 1974		Northward	Scales, Wyes, Car Capacity
			STATIONS			
SX836	835.9 863.2	L T	WEST LAKE WALES	A	YARD	0
SV867	867.4	T	LAKE WALES	X SCL	YARD	
AVC857	856.7	T	FROSTPROOF		58	
SV867	867.4	T	LAKE WALES	X SCL	YARD	
SV874	874.6	A	ALCOMA	L	16	
11.4 Miles West Lake Wales to Alcoma						

HOMESTEAD SUBDIVISION

Southward	Station Numbers	Actual Field M. P. Locations	TIME TABLE NO. 2 IN EFFECT September 15, 1974		Northward	Scales, Wyes, Car Capacity
Second Class			STATIONS			
711					712	
Local Freight					Local Freight	
Ex. Sun.					Ex. Sun.	
A. M.					P. M.	
	900	SX1036	1036.6	L T	HIALEAH	A YARD
	930	SX1053	1053.0		STERLING	X FEC YARD
	1030	SX1066	1066.4	A	HOMESTEAD	L YARD
A. M.	29.8 Miles Hialeah to Homestead					P. M.
Ex. Sun.						Ex. Sun.

MIAMI SUBDIVISION

NORTHWARD

TIME TABLE NO. 2 IN EFFECT September 15, 1974	STATIONS	Scales, Wyes, Car Capacity	FIRST CLASS				SECOND CLASS		
			84	92	90	94	190	196	174
			Meteor	Silver Star	Miamian	Floridian (Miami)	Through Freight	Through Freight	Through Freight
			Daily	Daily	Daily	Daily	Daily	Daily	Ex. Sun.
			A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	Ⓞ WEST PALM BEACH	A 41P YARD O	s 1031	s 237	s 516	s 655	1040	1145	1135
	6.6 LAKE WORTH	145P 54	1017	224	502	634			
	6.5 BOYNTON BEACH	148P 92							
	4.5 Ⓞ DELRAY BEACH	38P 69	1005	s 212	450	s 622			
	3.9 YAMATO	155P							
	6.9 DEERFIELD BEACH	96P 78	s 952	s 157	s 437	s 610			
	5.7 POMPANO BEACH	177P YARD					955	1025	1050
	7.0 CARMEN	145P 27							
	1.3 Ⓞ FORT LAUDERDALE	126	s 939	s 144	s 424	s 555			
	4.1 DANIA	250P 135							
	3.3 HOLLYWOOD	35P 61	s 924	s 129	s 409	s 540			
	6.0 MIAMI PLANTATION	197P YARD							
	4.3 OPA-LOCKA	98P 47							
T	Ⓞ HIALEAH YARD	YARD O Y					L 900	L 935	L 1000
	3.1 HIALEAH	208P YARD	905	110	350	525			
	3.7 MIAMI	L YARD	855	100	340	515			
70.1 Miles West Palm Beach to Miami			A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
			Daily	Daily	Daily	Daily	Daily	Daily	Ex. Sun.

SCHEDULE OF NO. 90 WILL NOT BE EFFECTIVE UNTIL DECEMBER 15, 1974

Third Class 717	SECOND CLASS			Station Numbers	Actual Field M. P. Locations	TIME TABLE NO. 2 IN EFFECT September 15, 1974	Scales, Wyes, Car Capacity	Second Class 718	THIRD CLASS		
	785	779	721						778	730	784
Local Freight	Local Freight	Local Freight	Through Freight			STATIONS		Local Freight	Local Freight	Local Freight	Local Freight
Ex. Sun.	Ex. Sun.	Ex. Sun.	Daily					Ex. Sun.	Ex. Sun.	Daily	Ex. Sun.
P. M.	P. M.	A. M.	A. M.					P. M.	A. M.	A. M.	P. M.
			1255	ASG660	656.3 659.8	L MATTOX A					640
			125	ASG681	681.0	RAIFORD	58P				610
			140	ASG688	688.8	LAKE BUTLER	53P				555
			159	ASG700	700.0	SANTA FE X GS&F	34				532
		L 220	A 215	ARB726	707.6 726.1	BURNETT'S LAKE	YARD Y		A 450	L 500	
		250		ARB739	738.3	TEEN JAY	YARD				420
		305		ARB740	740.1	T GAINESVILLE	YARD				415
1015		A 330		AS737	749.7 737.5	ROCHELE X SCL	YARD Y A	945	L 345		
1035				AS748	747.9	McINTOSH	42P 25	920			
1050				AS754	753.7	T REDDICK	52P 22	901			
1130				AS763	763.5	KENDRICK	YARD O Y	820			
A 1159				S735	768.3	OCALA X SCL	YARD Y L	800			
				AS769	769.5	SOUTH OCALA	40P YARD				
				AS772	772.4	MARICAMP	22P				
				AS787	787.7	EAST LAKE	48P				
				AS790	790.2	WEIRSDALE	40				
	L 300			AS802	802.7	T LEEBURG X SCL	YARD Y				A 815
	315			AS808	808.3	T OKAHUMPKA	40P 8				805
	345			SX777	818.0	CENTER HILL X SCL	178				750
	405			S780	827.1	ST. CATHERINE X SCL					720
	420			AR814	833.1	A CROOM L 8					700
P. M.	P. M.	A. M.	A. M.	167.0 Mattox to Croom				P. M.	A. M.	A. M.	P. M.
Ex. Sun.	Ex. Sun.	Ex. Sun.	Daily					Ex. Sun.	Ex. Sun.	Daily	Ex. Sun.

WAKULLA SUBDIVISION

Southward	TIME TABLE NO. 2 IN EFFECT September 15, 1974		Northward
Station Numbers	Actual Field M. P. Locations	STATIONS	Scales, Wyes, Car Capacity
SP799	799.7	L T TALLAHASSEE A	YARD O Y
SPA820	820.2	A ST. MARKS L 35	
20.5 Miles Tallahassee to St. Marks			

SOUTHWARD

WEST COAST SUBDIVISION

THIRD CLASS			SECOND CLASS						Station Numbers	Actual Field M. P. Locations	TIME TABLE NO. 2	
791	771	779	311	181	101	309	307	165			IN EFFECT	
Local Freight	Local Freight	Local Freight	Through Freight	Through Freight	Through Freight	Through Freight	Through Freight	Through Freight			September 15, 1974	
Ex. Sun.	Ex. Sun.	Ex. Sat.	Ex. Mon.	Daily	Daily	Daily	Daily	Daily			STATIONS	
P. M.	A. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	A. M.				
200	501	1100	500			500	430		AR717	717.1	L T	HIGH SPRINGS
210	510	1115	515			515	437		AR722	721.4		CLARK 4.8
A 225	530	A 1159	530			530	458		AR730	731.1	T	NEWBERRY 9.7
									AR741	740.8		ARCHER 9.7
	552		600			600	522		AR749	749.1		HODGSON 8.3
	556		605			605	528		AR752	752.1	T	WILLISTON 3.0
	612 ¹²		620			620	544		AR765	764.4		ROMEO 13.3
	630 ³⁰		635			635	556		AR775	774.6		BLUE RUN 10.2
	701		645			645	600		AR777	776.6	T	DUNNELLON 2.0 (Pennsylvania Avenue) 9.0
	710		655			655	607		AR781	781.5		GIBARA 1.9
	730		712			712	624		AR794	794.3		INVERNESS 12.8
	745		722			722	637		AR804	805.3		SOUTH FLORAL CITY 11.0
	801		732			732	651		AR814	814.5		CROOM 9.2 9.8
	815		747			747	715		AR823	823.3	T	TRILBY 1.4
	820		750	L 530	L 240	750	718	L 500	AR825	824.7		OWENSBORO 5.5
	830		803			803	725		AR830	830.2		DADE CITY 8.6
	A 900		A 816			816	A 735	A 530	AR837	836.8		VITIS 3.9
						600	310		ARF840	840.7	A	ZEPHYRHILLS 3.9
P. M.	A. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	A. M.	123.6 Miles High Springs to Zephyrhills			
Ex. Sun.	Ex. Sun.	Ex. Sat.	Ex. Mon.	Daily	Daily	Daily	Daily	Daily				

SOUTHWARD

COLEMAN SUBDIVISION

NORTHWARD

SECOND CLASS			Station Numbers	Actual Field M. P. Locations	TIME TABLE NO. 2		Scales, Wyes, Car Capacity	SECOND CLASS			
181	101	165			IN EFFECT			186	160	166	
Through Freight	Through Freight	Through Freight			September 15, 1974			Through Freight	Through Freight	Through Freight	
Daily	Daily	Daily			STATIONS			Daily	Daily	Ex. Sun.	
P. M.	P. M.	A. M.				A. M.	P. M.	P. M.			
500	210	430	S766	766.1	L	COLEMAN	A	108	245	415	1120
			S776	775.1		BUSHNELL 9.0		178P 33			
			S790	791.2		LACOCHEE 18.1 X SCL		141P 60			
530	240	500	AR825	792.5	A	OWENSBORO	L		150	320	1020
P. M.	P. M.	A. M.	26.4 Miles Coleman to Owensboro					A. M.	P. M.	P. M.	
Daily	Daily	Daily						Daily	Daily	Ex. Sun.	

WEST COAST SUBDIVISION

NORTHWARD

TIME TABLE NO. 2 IN EFFECT September 15, 1974		Scales, Wyes, Car Capacity	SECOND CLASS						THIRD CLASS		
			186	312	308	160	310	166	778	770	792
			Through Freight	Through Freight	Through Freight	Through Freight	Through Freight	Through Freight	Local Freight	Local Freight	Local Freight
			Daily	Daily	Daily	Daily	Ex. Mon.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.
STATIONS			A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	A. M.	A. M.	P. M.
	HIGH SPRINGS	A									
	1.3 CLARK	71P	730	845			1030		620	1015	1015
	9.7 NEWBERRY	136P	715	824			945		605	950	955
T	9.7 ARCHER	YARD Y	700	809			930		L 550	930	L 940
	8.3 HODGSON	20									
	3.0 WILLISTON	184P	630	739			905			840	
T	12.3 ROMEO	30	626	736			901			835	
	10.2 BLUE RUN	155P		612771	721		845			800	
	2.0 DUNNELLO ®	14		550	701		825			740	
T	4.0 GIBARA	YARD O Y		535	645		818			725	
	12.8 INVERNESS	201P		520	635		808			715	
	11.0 SOUTH FLORAL CITY	242P		500	615		750			655	
	9.2 GROOM	Stg. S.		448	600		740			640	
	3.8 TRILBY	Stg. S. YARD Y		435	545		730			625	
T	1.4 OWENSBORO		A 150	413	515	A 320	712	A 1020		550	
	8.6 DADE CITY	Stg. S. YARD		405	507		704			540	
	3.9 VITIS	177P 83		354	L 457		654			L 530	
	ZEPHYRHILLS	L 49	110	350		240	650	950			
123.6 Miles High Springs to Zephyrhills			A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	A. M.	A. M.	P. M.
			Daily	Daily	Daily	Daily	Ex. Mon.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.

SOUTHWARD

VITIS SUBDIVISION

NORTHWARD

Third Class		SECOND CLASS				Station Numbers	Actual Field M. P. Locations	TIME TABLE NO. 2 IN EFFECT September 15, 1974		Scales, Wyes, Car Capacity	Second Class		Third Class	
771	311	307	165	STATIONS				308	770					
Local Freight	Through Freight	Through Freight	Through Freight	Through Freight	Local Freight									
Ex. Sun.	Ex. Mon.	Daily	Daily	Daily	Ex. Sun.									
A. M.	P. M.	A. M.	A. M.	A. M.	A. M.									
900	816	735	530	AR837	8 36.8	L	VITIS	A	177P 83	457	530			
915	831	750	545	AR846	846.6		STOKES		148P	443	515			
930	1100	805	600	AR855	857.5	T A	LAKELAND	L	YARD O	430	501			
A. M.	P. M.	A. M.	A. M.	20.7 Miles Vitis to Lakeland				A. M.	A. M.					
Ex. Sun.	Ex. Mon.	Daily	Daily					Daily	Ex. Sun.					

SOUTHWARD

PERRY SUBDIVISION

NORTHWARD

THIRD CLASS				Second Class	Station Numbers	Actual Field M. P. Locations	TIME TABLE NO. 2 IN EFFECT September 15, 1974				Scales, Wyes, Car Capacity	THIRD CLASS				
795	773	793	789	772			790	794	796							
Local Freight	Local Freight	Local Freight	Local Freight	Local Freight			Local Freight	Local Freight	Local Freight							
Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.			Ex. Sun.	Ex. Sun.	Ex. Sun.							
P. M.	P. M.	P. M.	A. M.					P. M.	P. M.	P. M.	P. M.					
			700	AN691	691.6	L T	THOMASVILLE	A	YARD O Y		130					
				AND701	701.5		METCALF		15							
			745	AND704	704.2		FINCHER		112P		1230					
			815	AND715	714.7		MONTICELLO		25		1155					
			825	SP772	719.1		DRIFTON	X SCL	36P 9		1140					
			845	AND728	727.9		LAMONT		42P 9		1115					
				AND735	734.8		ERIDU		10							
A 630			A 930	AND750	750.6	T	PERRY	X LOP&G X SO.GA.	79P YARD Y		L 1030		A 610			
640				AND754	754.4		BUCELL JCT.		SPUR					555		
730				AND778	778.3		CLARA		29					505		
				AND784	784.4		HINES		18							
A 805		L 815		AND795	794.5	T	CROSS CITY		35P 50				A 401	L 430		
	L 200	A 845		AND806	806.1		WILCOX		79P YARD Y	A 1201		L 320				
	220			AND817	816.9	T	CHIEFLAND		87		1115					
				AND836	835.9		LEBANON JCT.		80							
	330			AND842	842.1		LEBANON		50P 3		1030					
	405			AR777	857.4	T A	DUNNELLON (Pennsylvania Avenue)		L YARD O Y		1001					
P. M.	P. M.	P. M.	A. M.	165.8 Miles Thomasville to Dunnellon								A. M.	A. M.	P. M.	P. M.	
Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.									Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	

CRYSTAL RIVER SUBDIVISION

Southward	TIME TABLE NO. 2 IN EFFECT September 15, 1974				Northward	
Second Class	Station Numbers	Actual Field M. P. Locations		Scales, Wyes, Car Capacity	Third Class	
763					762	
Local Freight					Local Freight	
Ex. Sun.					Ex. Sun.	
A. M.	STATIONS				A. M.	
630	AR777	777.4	L T	DUNNELLON (Junction Switch)	A YARD O Y	845
700	ARD786	785.7		RED LEVEL JCT.	14	815
715	ARD790	790.1	A	CRYSTAL RIVER	L 37	800
A. M.	12.7 Miles Dunnellon to Crystal River				A. M.	
Ex. Sun.					Ex. Sun.	

PALATKA SUBDIVISION

Southward	TIME TABLE NO. 2 IN EFFECT September 15, 1974				Northward	
Second Class	Station Numbers	Actual Field M. P. Locations		Scales, Wyes, Car Capacity	Third Class	
745					744	
Local Freight					Local Freight	
Ex. Sun.					Ex. Sun.	
A. M.	STATIONS				P. M.	
800	A698	698.6	L T	PALATKA	A YARD O Y	200
835	AS710	710.5		HOLLISTER	30	110
900	AS715	715.8		INTERLACHEN	85	1250
930	AS720	719.9	T	EDGAR	24	1225
1100	AS737	737.5	A	ROCHELLE	L YARD Y	1130
A. M.	38.9 Miles Palatka to Rochelle				A. M.	
Ex. Sun.					Ex. Sun.	

SOUTHWARD

WILCOX SUBDIVISION

NORTHWARD

OKEELANTA SUBDIVISION

15

THIRD CLASS			SECOND CLASS		Station Numbers	Actual Field M. P. Locations	TIME TABLE NO. 2 IN EFFECT September 15, 1974		Scales, Wyes, Car Capacity	THIRD CLASS		
793	779	729					722	778		794		
Local Freight	Local Freight	Local Freight					Local Freight	Local Freight		Local Freight		
Ex. Sun.	Ex. Sat.	Daily					Daily	Ex. Sun.		Ex. Sun.		
P. M.	P. M.	A. M.			A. M.	A. M.	P. M.					
			AND806	741.9	L	WILCOX	A	79P YARD Y			320	
			ASG734	734.1	T	TRENTON		71			255	
A	L1159	L 406	AR730	720.6	T	NEWBERRY		YARD Y	A 305	A 550	L 225	
	1230	415	ASG716	717.3		HAILE		YARD	250	535		
	1255	445	ASG709	708.8	T	ALACHUA		80	220	505		
	120	450 ⁷²⁹	ARB726	707.3	A	BURNETTS LAKE	L	YARD Y	215	450 ⁷²⁹		
P. M.	A. M.	A. M.	34.6 Miles Wilcox to Burnetts Lake					A. M.	A. M.	P. M.		
Ex. Sun.	Ex. Sun.	Daily						Daily	Ex. Sun.	Ex. Sun.		

Station Numbers	Actual Field M. P. Locations	TIME TABLE NO. 2 IN EFFECT September 15, 1974		Scales, Wyes, Car Capacity
		STATIONS		
AVD954	953.7	KEELA	Y	
AVF958	957.9	VAUGHN	68	
AVF970	959.7	OKEELANTA	YARD Y	
AVF972	971.9	CANE	24	
AVF978	977.9	DUDA	YARD	
24.2 Miles Keela to Duda				

SEBRING SUBDIVISION

IMMOKALEE SUBDIVISION

Southward		Station Numbers	Actual Field M. P. Locations	TIME TABLE NO. 2 IN EFFECT September 15, 1974		Scales, Wyes, Car Capacity	Northward		
SECOND CLASS				710	758				
Local Freight	Local Freight			Local Freight	Local Freight				
Ex. Sat.	Ex. Sun.			Ex. Sun.	Ex. Sun.				
P. M.	A. M.	P. M.	P. M.						
1130	930	SX867	875.5	L	SEBRING	A	YARD Y	830	430
		AVC880	879.8		DeSOTO CITY		3		
1150	950	AVC884	884.6		ISTOKPOGA		54P	755	405
1205	1005	AVC892	892.0	T	LAKE PLACID		25	725	350
1215	1015	AVC898	898.3		CHILDS		47P	710	340
1240	1035	AVC909	908.8		VENUS		14	650	320
125	A1055	AVC918	918.6	T	PALMDALE		52P 81 O Y	630	L 300
215		AVD934	933.8	T	MOORE HAVEN		48P 19	500	
224		AVD937	937.4		GRAMLIN		42	410	
A 330		AVD948	947.9	T	CLEWISTON		88 58P Y	L 400	
		AVD954	953.7		KEELA		48P Y		
		AVD957	957.7	A	LAKE HARBOR	L	97 Y		
A. M.	A. M.	82.2 Miles Sebring to Lake Harbor					P. M.	P. M.	
Ex. Sun.	Ex. Sun.						Ex. Sun.	Ex. Sun.	

Southward		Station Numbers	Actual Field M. P. Locations	TIME TABLE NO. 2 IN EFFECT September 15, 1974		Scales, Wyes, Car Capacity	Northward	
Second Class				759	758			
Local Freight	Local Freight			Local Freight	Local Freight			
Ex. Sun.	Ex. Sun.			Ex. Sun.	Ex. Sun.			
A. M.	A. M.	P. M.	P. M.					
1105	AVC918	918.6	L	PALMDALE	A	52P 81 O Y	245	
	AVC926	925.8		CALLOOSA		SPUR		
1115	AVC927	926.7		ORTONA		15	225	
	AVC930	929.5		GOODNO		46		
1145	AVC939	939.3		SEARS		10	205	
	AVC943	942.7		KERI		44		
	AVC948	947.6		FELDA		15		
1210	AVC955	955.0		IMMOKALEE		YARD 49 Y	135	
1240	AVC968	967.9	A	SUNNILAND	L	62	105	
P. M.	49.3 Miles Palmdale to Sunniland					P. M.		
Ex. Sun.						Ex. Sun.		

DIVISION

PRECEDENCE BY DIRECTION

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

SPEED RESTRICTIONS

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

Series	MPH	Series	MPH
250-261, 300-392, 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, 2000-2059, 2100-2124, 2200-2213	70
700-1002, 1051-1052, 1119-1199, 1200-1211, 1250-1259	65		

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

OPERATION ROAD MATE UNITS

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

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

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

PIGGYBACK, UNRESTRICTED AND RESTRICTED TRAINS

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

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

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

RESTRICTED CARS include:

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

PULPWOOD FLAT CARS—Loaded with pulpwood;

FLAT CARS—Loaded with logs or poles.

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

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

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

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

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

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

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

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

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

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

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

must not exceed 45 M.P.H.

LOADED AND EMPTY AADX HOPPER CARS, in series:

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

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

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

SPACING WRECKERS AND LOCOMOTIVE CRANES

6—For line of road movement, the following wreckers must be preceded and followed by at least one car not exceeding 100,000 pounds gross weight and must be separated from any other wrecker or locomotive crane by at least two cars not exceeding 100,000 pounds gross weight: 765157, 765160, 765250, 765251, 765252, 771153, 771154, 771200, 771201, 771202, 771203, 771253, 771254, 771255, 771256, 771257 and L&N 40030.

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

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

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

CAR CAPACITY FORMULAS

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

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

RAIL DETECTOR CARS

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

TRAIN BULLETIN BOOKS

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

STANDARD CLOCKS

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

SPECIAL RULES

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

Rule 20 is revised as follows: All sections except the last will display two green lights in the places provided for that purpose on the front of the engine.

Rule 21 is revised as follows: Extra trains will display two white lights in the places provided for that purpose on the front of engines.

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.

MOTOR CARS

16—Listed below is the maximum speed allowed for the operation of motor cars on straight track (see Current Operating Rules 755 and 756).

SUBDIVISION	MAXIMUM SPEED	SUBDIVISION	MAXIMUM SPEED
Orlando	30	Wakulla	25
Monticello	10	West Coast	30
Bainbridge	30	Bell Spur (Yard Speed)	10
Baldwin	30	Williston Spur (Yard Speed)	20
Blanding Spur	15	Dunnellon Spur (Yard Speed)	25
Wannee	20	Early Bird Spur (Yard Speed)	20
Miami	30	Globe Spur (Yard Speed)	15
Tarrytown Spur (Yard Speed)	15	Coleman	30
Teneroc Spur (Yard Speed)	20	Vitis	30
Avon Park Spur (Yard Speed)	15	Perry	25
Lake Wales	20	Crystal River	20
Homestead	20	Palatka	25
Tallahassee	30	Wilcox	30
Ocala	25	Okeelanta	15
Micanopy Spur (Yard Speed)	10	Sebring	25
Gainesville Spur (Yard Speed)	25	Immokalee	25
Howey Spur (Yard Speed)	10		

Wanee Subdivision

CLEARANCE CARDS

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

YARD LIMITS

2—Starke.

SPEED RESTRICTIONS

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

RAILROAD CROSSINGS AT GRADE

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

Lake Wales Subdivision

YARD LIMITS

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

SPEED RESTRICTIONS

2—City Ordinance Speed Restrictions:

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

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

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

RAILROAD CROSSINGS AT GRADE

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

SPECIAL RULES

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

Baldwin Subdivision

WHERE TIME APPLIES

1—Moncrief, time of Auto-Trains applies at McQuade Street. Ocala, time of trains applies at passenger station.

SPEED RESTRICTIONS

Between 2—Mile Posts	MILES PER HOUR		
	Pass. Trains	Piggy- back Trains	Freight Trains

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

635.0 (A642.5) and 635.3 (Honeymoon Wye)	10	10	10
635.3 and 636.3	20	20	20
652.4 and 653.0	20	20	20
653.0 and 653.9	50	50	50
690.2 and 690.6	45	45	45
704.5 and 705.1	45	45	45
731.1 and 735.0	60	60	—
735.0 and 736.0	20	20	20
736.0 and 740.8	60	60	—
747.3 and 750.8	70	—	—
758.1 and 759.4	60	60	—
759.4 and 760.6 (Both Tracks)	45	45	45
760.6 and 762.0 (Both Tracks)	20	20	20

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

20 M.P.H. on Jax-Baldwin Lead between M. P. 652.4 and M. P. 652.7.

City Ordinance speed restrictions:

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

Baldwin, 45 M.P.H.

Starke, 20 M.P.H.

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

Hawthorne, 30 M.P.H.

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

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

RAILROAD CROSSINGS AT GRADE

3—Protected by attended interlocking:
Beaver Street, M. P. A642.5 (S635.0), S.C.L.

4—Protected by automatic interlocking:

Hawthorne, M. P. 705.1, S. C. L.

5—Protected by remotely controlled interlocking:

Moncrief, M. P. 640.3, St. J. T.

M. P. 642.8, FEC, lead to "YH" Yard.

M. P. 642.9, S.C.L. lead to Jacksonville Terminal Co.

Ocala, M. P. 735.3, S.C.L.

BLOCK SIGNAL SYSTEMS

6—Traffic Control System is in service between Jacksonville M. P. A639.4 to M. P. A-642.5 (S635.0) and between M. P. S635.0 (A642.5) and Wildwood M. P. 761.5 and on Jax-Baldwin Yard Lead between M. P. 652.4 and M. P. 652.7, Baldwin.

SIGNALLED SIDINGS

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

TWO TRACKS

8—Two tracks extend between:

South end Baldwin, M. P. 655.1 and Newnan M. P. 680.1;

North end Wildwood, M. P. 759.4 and Wildwood, M. P. 761.5.

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

DEFECT DETECTORS

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

OPERATION AT JACKSONVILLE AMTRAK STATION

10—(A)—SCL trains, time tables and special instructions will govern operations at passenger station.

(B)—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.

(C)—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.

(D)—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.

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

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

(G)—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.

(H)—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.

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

(J)—Headlights on all engines will be dimmed on station tracks.

SPECIAL RULES

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

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

- Southern Steel Const. Co., M. P. 641.2.
- Slade Gas Co., M. P. 641.7.
- Publix Markets, M. P. 643.3.
- Duval Engineering Co., M. P. 643.9.
- Duval Engineering Co., M. P. 644.3.
- St. Mary's Kraft Corp., M. P. 659.2 (W).
- Hugh, M.P. 663.3 (W).
- Highland, M. P. 667.0 (W).
- Team Track, M. P. 671.4 (E).
- Container Corp., M. P. 680.0.
- Owen Joist of Florida, Inc., M. P. 681.1.
- National Protein, Inc., M. P. 683.2.
- ITT Rayonier Inc., M. P. 683.8.
- Hawthorne Team, M. P. 704.5 and 704.9.
- Island Grove, M. P. 714.3.
- Citra, M. P. 716.8.
- Sparr Team, M. P. 722.4 and 722.6.
- Anthony, M.P. 725.9.
- Marion Construction Co., M. P. 732.0.
- Parr, Inc., M. P. 734.4.
- Signal Warehouse, M. P. 736.5.
- Florida Lime Co., M. P. 736.6.
- Thomas Concrete, M. P. 736.9.
- McFall, M. P. 740.7.
- Kirkland, M. P. 745.0.
- Oxford, M. P. 756.9.

Orlando Subdivision

CLEARANCE CARDS

1—Trains will obtain clearance card or oral authority from dispatcher before leaving Orlando.

REGISTER STATIONS

2—Wildwood.

YARD LIMITS

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

SPEED RESTRICTIONS

4—Between Mile Posts	All Trains M.P.H.
781.3 and 783.2	15
783.2 and 783.5	10

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

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

RAILROAD CROSSINGS AT GRADE

5—Protected by automatic interlocking:
Walling Mill, M. P. 771.9, S. C. L., 20 M.P.H.*

6—Protected by electrically locked derails:

Toronto, M. P. 806.0, S. C. L. Normally clear Orlando Subdivision.

*Until engine reaches crossing.

DRAWBRIDGES

7—Not protected by interlocking:

Dead River, Milepost 781.3.

Attended 6:00 A.M. to 10:00 P.M. daily.

Outside of assigned hours of bridge tender, bridge is lined for rail movement.

Trains and engines will approach drawbridge at slow speed, prepared to stop, and will stop before reaching signal, unless proceed signal is received.

Trains or engine stopped by signal will not proceed until proceed signal is received from bridge tender, given with green flag by day and green light by night.

When bridge tender is not on duty and bridge is lined for rail movement, member of crew must ascertain that drawspan and lift rails are in proper position before movement is allowed to proceed.

SPRING SWITCHES

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

BLOCK SIGNAL SYSTEMS

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

SPECIAL RULES

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

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

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

Thirteenth, Third, Palmetto and Canal Streets.

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

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

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

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

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

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

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

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

Coleman Subdivision**CLEARANCE CARDS**

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

WHERE TIME APPLIES

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

SPEED RESTRICTIONS

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

City Ordinance Speed Restrictions:

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

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

RAILROAD CROSSINGS AT GRADE

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

BLOCK SIGNAL SYSTEMS

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

SIGNALLED SIDINGS

6—Bushnell and Lacochee.

DEFECT DETECTORS

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

Miami Subdivision**CLEARANCE CARDS**

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

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

Trains will obtain clearance card before leaving West Lake Wales.

Trains en route to Sebring Subdivision at Sebring must obtain second clearance card endorsed "Sebring Subdivision" before leaving West Lake Wales.

Rule 83-A will not apply at Coleman.

WHERE TIME APPLIES

2—Time of train Nos. 91 and 92 at Auburndale applies at new crossover, M. P. 821.0.

SPEED RESTRICTIONS

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

City Ordinance speed restrictions:
 Coleman, 25 M.P.H. over street crossing immediately south of station.
 Avon Park, 30 M.P.H. through city limits.
 Sebring, 35 M.P.H. over Pear St., Lemon, Center, Highland Ave. and Cemetery Road.
 Okeechobee, 55 M.P.H., M. P. 908.0 to M. P. 910.0.
 Mangonia Park, 50 M.P.H., M. P. 966.6 to M. P. 967.1.
 West Palm Beach, 40 M.P.H., M. P. 967.1 to M. P. 968.8, 30 M.P.H., M. P. 968.8 to M. P. 972.5, and 40 M.P.H., M. P. 972.5 to M. P. 974.6.
 Lake Worth, 35 M.P.H. between 10th Avenue (2nd crossing north of station) and 12th Avenue (4th crossing south of station).
 Boynton Beach, 35 M.P.H. M. P. 981.1 to M. P. 985.4.
 Boca Raton, 45 M.P.H. M. P. 992.2 to M. P. 996.7.
 Ft. Lauderdale, 35 M.P.H. M. P. 1010.1 to M. P. 1014.9.
 Hollywood, 30 M.P.H. M. P. 1017.4 to M. P. 1020.8.
 Opa-Locka, 35 M.P.H. M. P. 1028.3 to M. P. 1031.5.
 Hialeah, 12 M.P.H., while moving over or on streets not protected by Automatic Signal Devices. Main and siding tracks are protected.

RAILROAD CROSSINGS AT GRADE

4—Protected by automatic interlockings:
 Center Hill, M. P. 777.6, S. C. L.
 Marcy, M. P. 922.2, F. E. C.
 Iris, M. P. 1034.2, F. E. C.
 5—Protected by remotely controlled interlocking:
 Auburndale, M. P. 820.5, S. C. L.
 6—Protected by Special interlocking:
 Winter Haven, M. P. 826.4, S. C. L.
 When authorized by Control Station to proceed by "Stop" indication, a member of crew will determine that there is no train or engine on conflicting route and signals on conflicting route indicate "Stop" before movement fouls railroad crossings.
 7—Protected by electrically locked derails:
 West Palm Beach, M. P. 969.8, F. E. C. Normally clear S. C. L.

DRAWBRIDGES

8—Protected by Interlocking:
 St. Lucie Canal, Milepost 937.2.
 Attended 6:00 A.M. to 10:00 P.M., daily.
 Outside of assigned hours of bridge tender, bridge is lined for rail movement.
 Trains or engines stopped by home signal will not proceed until proceed signal is received from bridge tender, given with green flag by day and green light by night.
 When bridge tender is not on duty and bridge is lined for rail movement, member of crew must ascertain that drawspan and lift rails are in proper position before movement is allowed to proceed.
 South Fork New River, Milepost 1014.0.
 Attended around the clock.
 Trains or engines stopped by home signal will not proceed until proceed signal is received from bridge tender, given with green flag by day and green light by night.

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:
 Hialeah Junction switch leading from Homestead Subdivision, 20 M.P.H.
 Note—Indicator signal is located on west side of secondary track just north of 36th Street.

BLOCK SIGNAL SYSTEMS

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

SIGNALLED SIDINGS

11—Center Hill	West Frostproof	Mildred
Bryan	Hartt	Sherman
Flanders	Ridge	Indiantown

Auburndale	Plains	Delta
*West Lake Wales	Ft. Basinger	Hialeah

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

TWO TRACKS

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

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

DEFECT DETECTORS

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

SPECIAL RULES

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Homestead Subdivision

CLEARANCE CARDS

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

YARD LIMITS

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

SPEED RESTRICTIONS

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

Through turnouts and crossovers as listed below:

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

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

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

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

RAILROAD CROSSINGS AT GRADE

4—Protected by automatic interlocking:

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

DRAWBRIDGES

5—Protected by Interlocking:

Miami Canal, Milepost 1036.8.

Attended 8:30 A.M. to 12:30 P.M. and from 1:30 P.M. to 5:30 P.M., Monday through Friday.

Outside of assigned hours of bridge tender, bridge is lined for rail movement, except between 12:30 P.M. and 1:30 P.M., Monday through Friday, drawbridge will be left in open position.

Trains or engines stopped by home signal will not proceed until proceed signal is received from bridge tender, given with green flag by day and green light by night.

When bridge tender is not on duty and bridge is lined for rail movement, member of crew must ascertain that drawspan and lift rails are in proper position before movement is allowed to proceed.

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:

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

Note—Indicator signal is located on west side of secondary track just north of 36th Street.

SPECIAL RULES

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

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

CLEARANCE CARDS

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

REGISTER STATIONS

2—Clewiston.

YARD LIMITS

3—Sebring, Palmdale, Clewiston and Lake Harbor.

JUNCTION SWITCHES

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

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

SPEED RESTRICTIONS

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

City Ordinance Speed Restrictions:

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

DRAWBRIDGES

6—Not protected by Interlocking:

Caloosahatchee River, Mile Post 934.3.

Attended 6:00 A.M. to 10:00 A.M. and from 2:00 P.M. to 6:00 P.M., daily. Between 10:00 A.M. and 2:00 P.M. and between 6:00 P.M. and 6:00 A.M., daily, drawbridge is left in open position.

Trains and engines will approach stop boards, located approximately 100 feet from end of approach structures, at slow speed, prepared to stop, and will stop before reaching stopboard, unless proceed signal is received from bridge tender, given with green flag by day and green light by night.

SPECIAL RULES

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

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

Immokalee Subdivision**CLEARANCE CARDS**

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

YARD LIMITS

2—Palmdale and Immokalee.

JUNCTION SWITCHES

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

SPEED RESTRICTIONS

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

DRAWBRIDGES

5—Not protected by Interlocking:

Caloosahatchee River, Milepost 928.4.

Attended 10:30 A.M. to 2:30 P.M., and from 5:00 P.M. to 9:00 A.M. daily.

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

Trains and engines will approach stop boards, located approximately 100 feet from end of approach structures, at slow speed, prepared to stop, and will stop before reaching stop board, unless proceed signal is received from bridge tender, given with green flag by day and green light by night.

SPECIAL RULES

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

Okeelanta Subdivision**CLEARANCE CARDS**

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

JUNCTION SWITCHES

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

SPEED RESTRICTIONS

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

Tallahassee Subdivision**CLEARANCE CARDS**

1—Trains will obtain clearance card before leaving Tallahassee.

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

WHERE TIME APPLIES

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

REGISTER STATIONS

3—Tallahassee and Chattahoochee.

Trains will furnish register slip at Tallahassee.

YARD LIMITS

4—Quincy and Chattahoochee.

SPEED RESTRICTIONS

Between 5—Mile Posts	All Trains M.P.H.	Between Mile Posts	All Trains M.P.H.
661.3 and 661.6	55	763.1 and 763.2	50
692.9 and 693.1	45	795.6 and 797.6	40
693.1 and 693.5	20	797.6 and 798.8	30
715.0 and 715.6	20	798.8 and 800.4	20
743.5 and 744.5	35	800.4 and 803.0	30
757.1 and 757.8	35	823.0 and 823.7	25

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

City Ordinance speed restrictions:

Baldwin, 45 M.P.H.

Macclenny, 25 M.P.H. over all street crossings within business area.

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

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

Lee, 20 M.P.H.

Madison, 30 M.P.H.

Greenville, 20 M.P.H.

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

RAILROAD CROSSINGS AT GRADE

6—Protected by remotely controlled interlocking:

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

7—Protected by Special Interlocking:

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

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

8—Protected by automatic interlockings:

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

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

9—Protected by electrically locked gates:

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

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

BLOCK SIGNAL SYSTEMS

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

SIGNALLED SIDINGS

11—Sanderson, Madison, Drifton and Chaires.

DEFECT DETECTORS

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

SPECIAL RULES

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

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

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

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

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

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

Yarbrough and Sons, M. P. 660.0.

Baker Woodyard, M. P. 664.0.

Continental Can Company, M. P. 666.6.

East End Team Track, M. P. 680.3.

West End Team Track, M. P. 680.5.

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

Wilburn, M. P. 689.6.

Southern Wood Preserving, M. P. 689.9.

Rayonier Co., M. P. 690.2.

Watertown, M. P. 690.4 and M. P. 690.7.

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

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

Team Track, M. P. 715.7.

Farmers Coop., M. P. 716.2.

TOFC Track, M. P. 716.3.

West Farm, M. P. 738.4.

Oglesby Wood Yard, M. P. 743.2.

Dixie Packers Inc., M. P. 743.5.

Sherrods, M. P. 758.8.

Capitola, M. P. 785.9.

Perkins, M. P. 794.2.

City Track High, M. P. 798.4.

City Track Low, M. P. 798.5.

Georgia Pacific Corporation, M. P. 801.8.

Capital Paper Co., M. P. 802.2.

Monticello Subdivision

CLEARANCE CARDS

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

SPECIAL RULES

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

Wakulla Subdivision

CLEARANCE CARDS

1—Trains will obtain clearance card before leaving Tallahassee.

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

SPEED RESTRICTIONS

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

CLEARANCE CARDS

1—Trains will obtain clearance card before leaving Tallahassee.

REGISTER STATIONS

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

YARD LIMITS

3—Bainbridge.

SPEED RESTRICTIONS

4—Between Mile Posts	All Trains M.P.H.
89.1 and 90.1	20

City Ordinance speed restrictions:

Havana, 40 M.P.H.

SPRING SWITCHES

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

BLOCK SIGNAL SYSTEMS

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

DEFECT DETECTORS

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

West Coast Subdivision

CLEARANCE CARDS

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

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

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

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

WHERE TIME APPLIES

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

REGISTER STATIONS

3—High Springs.

YARD LIMITS

4—High Springs, Newberry and Dunnellon.

JUNCTION SWITCHES

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

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

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

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

OPERATION BETWEEN HIGH SPRINGS AND NEWBERRY

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

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

Trains or engines will not enter the limits of this absolute block without authority from the operator obtained by the engineman or conductor orally or by message. Conductor or engineman must repeat authority received orally, and identify himself to Control Station, before proceeding into block. It will not be necessary for train or engine to be stopped to receive these instructions. Conductor and engineman are both responsible for knowing authority is obtained before entering the block.

Northward trains at Newberry en route north of M. P. 728.8

will not proceed beyond clearance point at North End Siding, Newberry, until they have received authority to enter the limits of the Newberry Block.

Authority of operator to occupy this absolute block will supersede superiority of trains and will take the place of train orders except Form "Y", slow and bulletin orders. Clearance card, except when required with Form "Y", slow and bulletin orders, will not be required to use the absolute block.

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

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

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

SPEED RESTRICTIONS

Between 7—Mile Posts	All Trains M.P.H.	Between Mile Posts	All Trains M.P.H.
771.1 and 771.4	40	792.3 and 792.5	50
776.8 and 776.9	10	792.5 and 802.7	55
776.9 and 777.7	50	802.7 and 803.1	45
777.7 and 778.2	45	828.3 and 830.0	40
778.2 and 792.3	55		

City Ordinance Speed Restrictions:

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

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

*Until engine covers crossing.

BLOCK SIGNAL SYSTEMS

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

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

SIGNALLED SIDINGS

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

DEFECT DETECTORS

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

SPECIAL RULES

12—Trains and engines will operate at yard speed on Bell Spur between M. P. 722.3 and Bell not exceeding 10 M.P.H. Member of crew will precede movement over Highway 49 crossing at Bell.

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

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

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

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

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

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

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

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

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

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

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

Ocala Subdivision

CLEARANCE CARDS

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

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

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

WHERE TIME APPLIES

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

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

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

YARD LIMITS

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

JUNCTION SWITCHES

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

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

SPEED RESTRICTIONS

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

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

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

City Ordinance Speed Restrictions:

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

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

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

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

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

Webster, 25 M.P.H.

RAILROAD CROSSINGS AT GRADE

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

*Until engine reaches crossing.

SPECIAL RULES

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

by member of crew when cars are shoved and, in addition, at night lighted fusee must be placed on each side of track.

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

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

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

15—All movements over U. S. Highway 27 between Okahumpka and Howey at M. P. 809.6 must be preceded by flagman and at night lighted fusee placed in both lanes before locomotive or cars enter crossing.

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

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

Palatka Subdivision

CLEARANCE CARDS

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

WHERE TIME APPLIES

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

YARD LIMITS

- 3—Palatka and Rochelle.

JUNCTION SWITCHES

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

RAILROAD CROSSINGS AT GRADE

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

SPECIAL RULES

- 6—Palatka street crossings in corporate limits must not be blocked more than ten minutes.
- 7—Trains and engines will not exceed five M.P.H. on all industry tracks at Edgar, M. P. 720.
- 8—Nos. 744 and 745 will not protect against following extra trains between Palatka and Rochelle.

Perry Subdivision

CLEARANCE CARDS

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

REGISTER STATIONS

- 2—Thomasville.

YARD LIMITS

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

JUNCTION SWITCHES

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

SPEED RESTRICTIONS

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

RAILROAD CROSSINGS AT GRADE

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

SPECIAL RULES

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

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

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

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

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

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

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

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

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

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

Wilcox Subdivision

CLEARANCE CARDS

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

YARD LIMITS

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

JUNCTION SWITCHES

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

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

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

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

SPECIAL RULES

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

5—All movements on industrial spur intersecting State Road 235, Alachua, must be preceded by member of crew and lighted fusee displayed on both sides at night.

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

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

Vitis Subdivision

CLEARANCE CARDS

1—Rule 83-A does not apply at Vitis and trains from West Coast Subdivision will retain their identity.

Trains originating Lakeland or Winston Yards will secure clearance card or oral authority before leaving Lakeland Yard.

REGISTER STATIONS

2—Lakeland Yard Office.

SPEED RESTRICTIONS

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

BLOCK SIGNAL SYSTEMS

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

SPRING SWITCHES

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

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

Winston, south end ladder track to long lead.

TWO TRACKS

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

DEFECT DETECTORS

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

SPECIAL RULES

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

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

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

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

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

Alpha Chemical Corp., M. P. 851.5.

Crystal River Subdivision

CLEARANCE CARDS

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

SPEED RESTRICTIONS

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

BLOCK SIGNAL SYSTEMS

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

SPECIAL RULES

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

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

TONNAGE RATING

Engine Numbers	700- 1002, 1119- 1201, 1250- 1259	250- 261, 300- 392, 1003- 1065, 1202- 1289	500- 555, 1275- 1277, 1300- 1343, 1400- 1415, 1500- 1599, 1600- 1656, 1700- 1799, 1800- 1855, 1950- 1970, 3200- 3224	1900- 1923, 2100- 2110, 2114- 2120	203- 222,	2000- 2059	2111- 2113, 2200- 2210	2121- 2124, 2211- 2213
W. Jacksonville to Baldwin.....	2700	2950	3250	1750	4200	4900	4700	5150
Baldwin to W. Jacksonville.....	4000	4400	4800	2600	6200	7300	7000	7600
Baldwin and Wildwood.....	3500	3850	4200	2300	5400	6350	6100	6650
Starke and Brooker.....				2200				
Wildwood and Zellwood.....	3000	3300	3600	1950	4650	5450	5250	5700
Zellwood and Orlando.....	2200	2400	2650	1450	3400	4000	3850	4200
Wildwood and Hialeah Yard.....	3500	3850	4200	2300	5400	6350	6100	6650
Sebring and Palmdale.....	2800	3050	3350	1850	4350	5100	4900	5300
Palmdale and Lake Harbor.....	4000	4400	4800	2600	6200	7300	7000	7600
Keela and Duda.....	4000	4400	4800	2600	6200	7300	7000	7600
Palmdale and Sunniland.....	4000	4400	4800	2600	6200	7300	7000	7600
W. Lake Wales and Alcoma.....	4000	4400	4800	2600	6200	7300	7000	7600
Lake Wales to Frostproof.....	1850	2000	2200	1200	2850	3350	3250	3500
Frostproof to Lake Wales.....	2400	2650	2850	1550	3700	4350	4200	4550
Baldwin to Lake City.....	2500	2750	3000	1650	3900	4550	4350	4750
Lake City to Tallahassee.....	2100	2300	2500	1350	3250	3800	3700	4000
Tallahassee to Chattahoochee.....	1600	1750	1900	1050	2500	2900	2800	3050
Chattahoochee to Tallahassee.....	2000	2200	2400	1300	3100	3650	3500	3800
Tallahassee to Lake City.....	2100	2300	2500	1350	3250	3800	3700	4000
Lake City to Baldwin.....	3500	3850	4200	2300	5400	6350	6100	6650
Tallahassee and Bainbridge.....	1700	1850	2050	1100	2650	3100	2950	3200
Mattox to Burnett's Lake.....	2100	2300	2500	1350	3250	3800	3650	4000
Burnett's Lake to Ocala.....	1800	1950	2150	1200	2800	3300	3150	3400
Ocala to Leesburg.....	2200	2400	2650	1450	3400	4000	3850	4150
Leesburg to Croom.....	3500	3850	4200	2300	5400	6350	6100	6650
Croom to Leesburg.....	3000	3300	3600	1950	4650	5450	5250	5700
Leesburg to Ocala.....	1800	1950	2150	1200	2800	3300	3150	3400
Ocala to Burnett's Lake.....	1800	1950	2150	1200	2800	3300	3150	3400
Burnett's Lake to Mattox.....	2600	2850	3100	1700	4000	4750	4550	4950
High Springs to Newberry.....	2500	2750	3000	1650	3850	4550	4350	4750
Newberry to Dunnellon.....	2500	2750	3000	1650	3850	4550	4350	4750
Dunnellon to Trilby.....	2200	2400	2650	1450	3400	4000	3850	4150
Trilby and Zephyrhills.....	2800	3050	3350	1850	4350	5100	4900	5300
Trilby to High Springs.....	2800	3050	3350	1850	4350	5100	4900	5300
Coleman and Owensboro.....	3500	3850	4200	2300	5450	6350	6100	6650
Vitis to Lakeland.....	3050	3350	3650	2000	4700	5550	5350	5800
Lakeland to Vitis.....	2850	3100	3400	1850	4400	5200	5000	5400
Thomasville to Perry.....	2900	3200	3450	1900	4500	5300	5050	5500
Perry to Dunnellon.....	3300	3600	3950	2150	5100	6000	5750	6250
Dunnellon to Perry.....	3000	3300	3600	1950	4650	5450	5250	5700
Perry to Thomasville.....	2200	2400	2650	1450	3400	4000	3850	4150
Dunnellon to Crystal River.....	2000	2200	2400	1300	3100	3600	3500	3800
Crystal River to Dunnellon.....	1800	1950	2150	1200	2800	3300	3150	3400
Burnett's Lake and Wilcox.....	3100	3400	3700	2000	4800	5650	5400	5900
Palatka to Rochelle.....	2500	2750	3000	1650	3850	4550	4350	4750
Rochelle to Palatka.....	3200	3500	3850	2100	4950	5800	5600	6050

LOCATION OF PUBLIC AND PRIVATE TRACKS NOT SHOWN IN SCHEDULE PAGES

ORLANDO SUBDIVISION

NAME	Mile Post	Station Nos.	Car Capacity	Opening
Bamboo	766.8	ST 767	16	North
Florida Power Co.	767.6	ST 768	45	North
Astatula Spur (5.5 Miles)	786.8			North
Ellsworth	3.0	ST 787	Yard	Both
Astatula	7.6	STA 8	14	Both
Frank Farm	8.9		41	Both
Muck Spur Storage Track	790.2	ST 790	50	Both
Muck Spur	790.4	ST 790	Spur	North
G. King Auto Co.	804.9	ST 805	6	North
Vulcan Materials Company	805.4	ST 805	21	South
Cook Lumber	806.7	ST 807	6	North
Interstate Supply Company	807.4	ST 807	7	South
Lockhart Team	807.5	ST 808	2	North
Receway Feed	808.0	ST 808	2	South
Foote Industries	808.2	ST 808	7	South

WANNEE SUBDIVISION

Clayco	689.5	SN 690	9	North
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BALDWIN SUBDIVISION

Fergusons	642.5	SP 643	7	South
Public Markets	643.3	SP 643	18	South
Trinity Industries	646.1	SP 646	10	South
Cecil Field	647.8	SP 648	Spur	North
Otis	647.9	SP 648	84	Both
St. Marys Kraft Corp. (W)	659.2	S 659	22	North
Gilman Paper Co. (E)	663.2	S 663	61	South
Hugh (W)	663.3	S 663	21	North
Blanding Line Spur (E)	679.5	S 680	Spur	Wye
Container Corp. of America	680.0	S 681	18	North
National Protein, Inc.	681.1	S 681	5	South
ITT Rayonier Inc. (Kite)	683.2	S 683	9	North
Island Grove P. H. (2)	683.3	S 683	22	North
Cltra	714.3	S 714	18	North
Sparr Team	716.8	S 717	7	North
Anthony	722.6	S 723	18	Both
McFall	725.9	S 726	10	South
Kirkland	740.7	S 741	23	North
Bellevue	745.0	S 745	6	South
Bellevue House	747.1	S 747	107	Both
Oxford	747.3	S 747	14	South
	757.0	S 757	14	South

MIAMI SUBDIVISION

Miami Storage Track	767.3	SX 767	100	Both
Dixie Lime and Stone Co.	770.1	SX 770	29	South
Somerville Team	770.4	SX 770	100	Both
Center Hill Rock Company	781.4	SX 781	10	South
Tarrytown Spur (5.5 Miles)	782.5	(826.5 AT-MP)	Spur	North
Robbins Manufacturing Co.	831.8	AT 832	5	North
Tarrytown	831.2	AT 831	10	Both
Poyner	862.7	SX 863	33	Both
Tenerac Mine	819.4	SXB 819	Spur	Wye
Macasphalt	821.9	SX 822	37	North
American Can	822.7	SX 823	16	North
Polk Roofing Co.	823.7	SX 824	23	South
Florida Home Juice Company	854.7	SX 855	10	North
Lorida	879.2	SX 879	10	North
Frederick	921.4	SX 921	15	North
Marcy	922.2	SX 922	18	Both
Steel	931.1	SX 933	32	Both
Elliott Spur	937.5	SX 938	11	South
P. L. Hinson	937.6	SX 938	20	South
Apix	945.3	SX 945	30	South
Big Three Welding Company	948.0	SX 948	7	North
Mission Spur	965.6	SX 966	Spur	Y
Maule Industries, Inc.	976.0	SX 976	20	North
Lantana	978.9	SX 979	13	South
IBM Corporation	993.2	SX 993	69	North
IBM Corporation	993.9	SX 994	15	North
Boca Raton	994.7	SX 995	22	Both
Rinker Materials Corp.	1002.6	SX 1003	10	South
Swift	1006.3	SX 1006	37	North
Enterprise Developers	1006.7	SX 1007	11	South
Nanumakar	1006.8	SX 1007	6	South
Run Around Track	1007.2	SX 1007	25	Both
Port Everglades Steel Corp.	1007.4	SX 1007	15	South
Fl. Lauderdale Waterworks	1008.0	SX 1008	5	North
Broward Warehouse and Mfg. Center	1008.1	SX 1008	7	South
Prospect Road Team	1008.1	SX 1008	14	South
Enterprise Developers	1008.3	SX 1008	17	South
Mid River	1009.0	SX 1009	22	Both
Cauley Steel	1010.0	SX 1010	10	South
Fl. Lauderdale News	1013.3	SX 1013	9	North
Rodt Boat Company	1013.5	SX 1014	6	North
Fl. Lauderdale Yacht Basin	1014.1	SX 1014	5	South
Road 84 Siding	1014.5	SX 1015	11	Both
Florida Tank Lines	1014.9	SX 1015	2	South
Port Everglades Junction	1015.1	SX 1015	Conn.	South
Run Around Track	1018.2	SX 1018	32	Both
Florida Tallow Corporation	1021.0	SX 1021	5	North

MIAMI SUBDIVISION (Continued)

NAME	Mile Post	Station Nos.	Car Capacity	Opening
Ready Mix Concrete	1021.1	SX 1021	10	South
Southern Reinforcing Company	1021.1	SX 1021	11	South
Hollandale	1021.5	SX 1022	41	Both
Griffin Industries & W. R. Bernal Company	1022.8	SX 1023	17	North
Carr Creosoting	1023.4	SX 1023	30	South
Gas Service Corporation	1023.4	SX 1023		South
Oelite Concrete Company	1023.4	SX 1023	11	South
Lewis Manufacturing Company	1023.9	SX 1024	8	North

HOMESTEAD SUBDIVISION

Florida Cold Storage	1043.5	SX 1044	34	North
G.T. Stockton	1052.7	SX 1053	10	North
Fla. Power & Light	1052.8	SX 1053	18	South
Oolite Rock	1053.0	SX 1053	48	North
General Portland Cement	1053.0	SX 1053	Spur	Wye
Richmond Air Base	1054.4	SX 1054	30	South
Richmond	1054.5	SX 1055	5	South
Acme Concrete	1055.8	SX 1056	2	North
Lindgren	1056.0	SX 1056	7	North
Sheppard Farm	1058.6	SX 1059	4	North
Aladdin City	1058.7	SX 1059	6	North
Dawall Farms	1060.2	SX 1060	28	Both
Redland	1062.5	SX 1063	6	North
Atlantic Fertilizer	1062.6	SX 1063	12	Both

LAKE WALES SUBDIVISION

Troy Lamb Wholesale Co.	864.9	SV 865	5	South
E.B. Malone Company	865.0	SV 865	2	South
Floritan	865.2	SV 865	4	North
Sandland	869.6	SV 870	Spur	North
Independent	871.1	SV 871	Spur	North
Mammoth Sand Co.	871.5	SV 871	Spur	North
Diamond Nos. 1 and 2	871.8	SV 872	100	Both
Concrete	872.5	SV 873	Spur	North
Gall	872.5	SV 873	Spur	North
Alcoma Association, Inc.	873.5	SV 873	23	South
Highland Park	887.0	AVC 847	Spur	North
Babson Park	890.1	AVC 850	13	North

SEBRING SUBDIVISION

St. Regis	899.0	AVC 899	Spur	South
James B. Hendrix	905.3	AVC 905	Spur	South
Glades Sugar Mill	935.8	AVD 936	18	Both
Banbow No. 2	938.8	AVD 938	42	Both
Banbow No. 2	939.8	AVD 940	46	Both
Liberty Point No. 2	941.0	AVD 941	42	Both
Shawnee	942.3	AVD 942	49	Both
Sugarland	944.9	AVD 945	32	Both
So. Clewiston	951.4	AVD 951	Spur	North
Rita	951.5	AVD 951	Spur	North
Bare Beach	952.6	AVD 951	22	Both
Mott	954.7	AVD 955	74	Both
Watson	956.6	AVD 957	19	Both

TALLAHASSEE SUBDIVISION

Yarborough and Sons	660.0	SP 660	4	West
Glen St. Mary	664.0	SP 664	26	Both
Baker Woodyard	644.0	SP 664	15	East
Continental Can Co.	646.6	SP 667	11	East
Mount Carle	685.1	SP 685	18	Both
Tri-State Development, Inc.	689.5	SP 689	3	East
Wilburn	689.6	SP 690	20	Both
Rayonier Company	690.2	SP 690	14	East
Watertown	690.7	SP 691	26	Both
Fairfield Farms (Bahia)	700.4	SP 700	15	West
Dinkins	727.1	SP 727	170	East
Ellaville	731.5	SP 732	31	Both
West Farm Inc.	738.4	SP 738	4	East
Dixie Packers Inc.	743.5	SP 744	49	East
Container Corporation	756.3	SP 756	16	West
Shawada	758.8	SP 759	2	East
Capitola	785.9	SP 786	4	West
Perkins	794.2	SP 794	29	East
Georgia Pacific Corporation	801.8	SP 802	9	East
Hammons Asphalt Pav. Company	803.6	SP 804	18	West
May Mac Co., Inc.	804.8	SP 805	9	East
Moody Contracting Company	805.2	SP 805	25	West
Tallahassee Municipal Electric	806.4	SP 806	50	West
Florida Forest Products Company	807.2	SP 807	8	East
Key Brothers	822.0	SP 822	2	East
Southern Chemical	822.0	SP 822	2	West
Suber and Johnson	824.1	SP 824	9	East
Sumatra	824.8	SP 825	4	West
State Market	825.1	SP 825	28	East
Hydra Gas	825.6	SP 826	3	East
Douglas City	826.5	SP 827	6	West
International Paper Co.	828.7	SP 829	12	East
Suber and McCown	830.2	SP 830	3	West
Mt. Pleasant	832.0	SP 832	10	East
AN. Ry. Conn	839.0	SP 844	Conn.	East

BAINBRIDGE SUBDIVISION

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

MONTICELLO SUBDIVISION

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

WAKULLA SUBDIVISION

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

OCALA SUBDIVISION

NAME	Mile Post	Station Nos.	Car Capacity	Opening
McPherson	664.0	ASG 664	10	South
Dukes	694.0	ASG 694	17	Both
Hague	729.6	ARB 730	25	Both
Gainesville City Power Plant	731.6	ARB 732	50	South
Owens-Illinois	735.6	ARB 736	9	North
Florida Farm Bureau	735.8	ARB 736	38	North
Paradise	735.9	ARB 736	15	North
Central Gas & Appliance Company	736.2	ARB 736	2	North
Georgia-Florida Paving Company	736.4	ARB 736	5	North
Hydro	736.7	ARB 737	20	Both
Gainesville Gas Company	737.2	ARB 737	1	South
Home Builders Supply	737.3	ARB 737	9	South
Gainesville Spur (10.0 miles)	740.7	—		Spur
Air Base	699.0	SR 699		Spur
North Gainesville	700.3	SR 700		Spur
Propane Gas, Inc.	706.1	SR 706	4	North
Jones	706.3	SR 706	2	North
Team Track	706.3	SR 706	19	Both
Fullgas, Inc.	706.6	SR 707	2	South
Arredonda	708.0	SR 708	4	North
Tungrock	741.9	ARB 742	5	South
Manke	743.6	ARB 744	4	South
Miconopy Junction	742.6	AS 742		Spur
Evinston	745.3	AS 745	10	North
Hub Amusement Corp.	750.9	AS 751	6	North
Hillwood	752.7	AS 753	10	North
Dixie Lime & Stone Company	755.4	AS 755	45	North
Lowell	756.9	AS 757	50	Both
Southern Materials Corporation	757.6	AS 758	60	South
Liberty Homes Inc.	780.2	AS 780	8	South
Candler	781.8	AS 782	8	North
Oklawaha	784.9	AS 785	30	Both
Fruitland Park Team	799.1	AS 799	17	Both
Howey Spur (8.4 Miles)	808.3	—		Spur
Silver Springs Citrus Corp.	816.1	ASF 817	38	North
Runaround Track	816.2	—		Both
Webster Fruit Company	822.1	AS 822	8	South
Webster	821.5	AS 822	50	Both

WILCOX SUBDIVISION

NAME	Mile Post	Station Nos.	Car Capacity	Opening
Buckeye Cellulose Corporation	723.1	ASG 723	11	North
Mona	723.3	ASG 723	7	South

WEST COAST SUBDIVISION

NAME	Mile Post	Station Nos.	Car Capacity	Opening
Bell Spur (15.1 miles)	722.3	—		Spur
Craigs Track	722.1	SN 722	12	North
Kyle-Giffard-Hill, Inc.	730.9	AR 731	6	South
CConnell & Shultz	751.7	AR 752		Spur
Early Bird Spur (9.6 miles)	756.9	—		Spur
Container Corp.	737.7	SR 738	8	North
Minehead	743.8	SR 744	7	North
Early Bird	744.0	SR 744	3	North
Williston Spur (5.9 miles)	757.0	—		Spur
Dixie Lily Milling Co.	729.4	SR 729	30	Both
Williston Gas Co.	729.1	SR 729	1	North
Standard Oil Co.	729.1	SR 729	1	North
Morrison	759.2	AR 759	30	North
Timberland Products Company	765.4	AR 765	5	South
Timberland Products Company	765.9	AR 766	6	Both
Dunnellon Spur (8.9 miles)	777.0	—		Spur
Bor Mine	762.9	SR 763		Spur
Mincoll	768.7	SR 769		Spur
Ladonia	783.8	AR 784	15	Both
Thompson	785.1	AR 785		Spur
Calphas	788.0	AR 788	10	Both
Globe Spur (5.4 miles)	792.1	—		Spur
Globe Mine	770.5	SR 771	7	North
Greens Fuel	775.5	SR 776	2	North
N. Inverness Team Track	775.8	SR 776	23	North
Floral City	801.1	AR 801	18	Both
Evans	831.9	AR 832		Spur
Pasco Fertilizer	833.1	AR 833	15	Both

COLEMAN SUBDIVISION

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

VITIS SUBDIVISION

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

PERRY SUBDIVISION

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

CRYSTAL RIVER SUBDIVISION

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

PALATKA SUBDIVISION

NAME	Mile Post	Station Nos.	Car Capacity	Opening
Francis	702.8	AS 703	24	Both
Kauka	717.8	AS 718		Spur
Edgar Brick Company	718.8	AS 719	3	North
Johnson	721.1	AS 721	18	North
Oak Crest Enterprises, Inc.	726.7	AS 727	12	North

DIVISION OFFICERS

S. L. COX, JR., Asst. Supt.	Jacksonville, Fla.	M. C. COLEY, JR., Master Mechanic	Jacksonville, Fla.
L. L. MONTGOMERY, Supt. Terminals	Miami, Fla.	G. W. HALE, Supv. Comm. and Signals	Jacksonville, Fla.
R. R. AKINS, Trainmaster	Jacksonville, Fla.	H. A. LANIER, Captain of Police	Jacksonville, Fla.
R. R. HARDISON, Trainmaster	Miami, Fla.	C. C. BILLINGSLEY, Master Carpenter	Jacksonville, Fla.
R. S. MILLS, Trainmaster	West Palm Beach, Fla.	G. B. COX, Roadmaster	Jacksonville, Fla.
R. H. YOUNG, JR., Trainmaster	Wildwood, Fla.	T. C. SIMMONS, Roadmaster	Wildwood, Fla.
L. B. GARNER, Trainmaster	Sebring, Fla.	J. T. BROWN, Roadmaster	Ocala, Fla.
G. C. HARRIS, Trainmaster	Lakeland, Fla.	C. N. BENTON, Roadmaster	High Springs, Fla.
E. CATO, Trainmaster	Tallahassee, Fla.	H. H. TURNER, Roadmaster	Leesburg, Fla.
C. E. WELCH, Trainmaster	High Springs, Fla.	R. L. SMITH, JR., Roadmaster	Dunnellon, Fla.
H. M. SLATON, Terminal Trainmaster	Hialeah, Fla.	A. S. NORRIS, Roadmaster	Clewiston, Fla.
C. C. COATS, JR., Road Foreman of Eng.	Jacksonville, Fla.	C. E. LIBBY, Roadmaster	West Lake Wales, Fla.
D. M. BEATY, Road Foreman of Eng.	Jacksonville, Fla.	W. H. MINOR, Roadmaster	West Palm Beach, Fla.
A. T. McALISTER, Road Foreman of Eng.	Wildwood, Fla.	B. A. COFFEY, Roadmaster	Miami, Fla.
J. C. YORK, Road Foreman of Eng.	Miami, Fla.	T. BOYD, Roadmaster	Lake City, Fla.
E. G. RICHARDSON, Chief Dispatcher	Jacksonville, Fla.	J. H. JARRIEL, Roadmaster	Tallahassee, Fla.
E. S. LAWS, Division Engineer	Jacksonville, Fla.	J. W. BLAKE, Safety Supv.	Jacksonville, Fla.

SYSTEM OFFICERS

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

JACKSONVILLE TERMINAL OFFICERS

S. M. DUFFER, General Superintendent Jacksonville Terminals			
J. F. BEALES, Superintendent Terminals		D. E. WRIGHT, Term. Trainmaster	
T. W. ANDERSON, Term. Trainmaster		W. H. DOUGLAS, JR., Road Foreman of Eng.	
A. E. BRADEN, Term. Trainmaster		A. A. DAVIS, JR., Safety Supervisor	
A. C. CREWS, Term. Trainmaster			

COMPANY PHYSICIANS

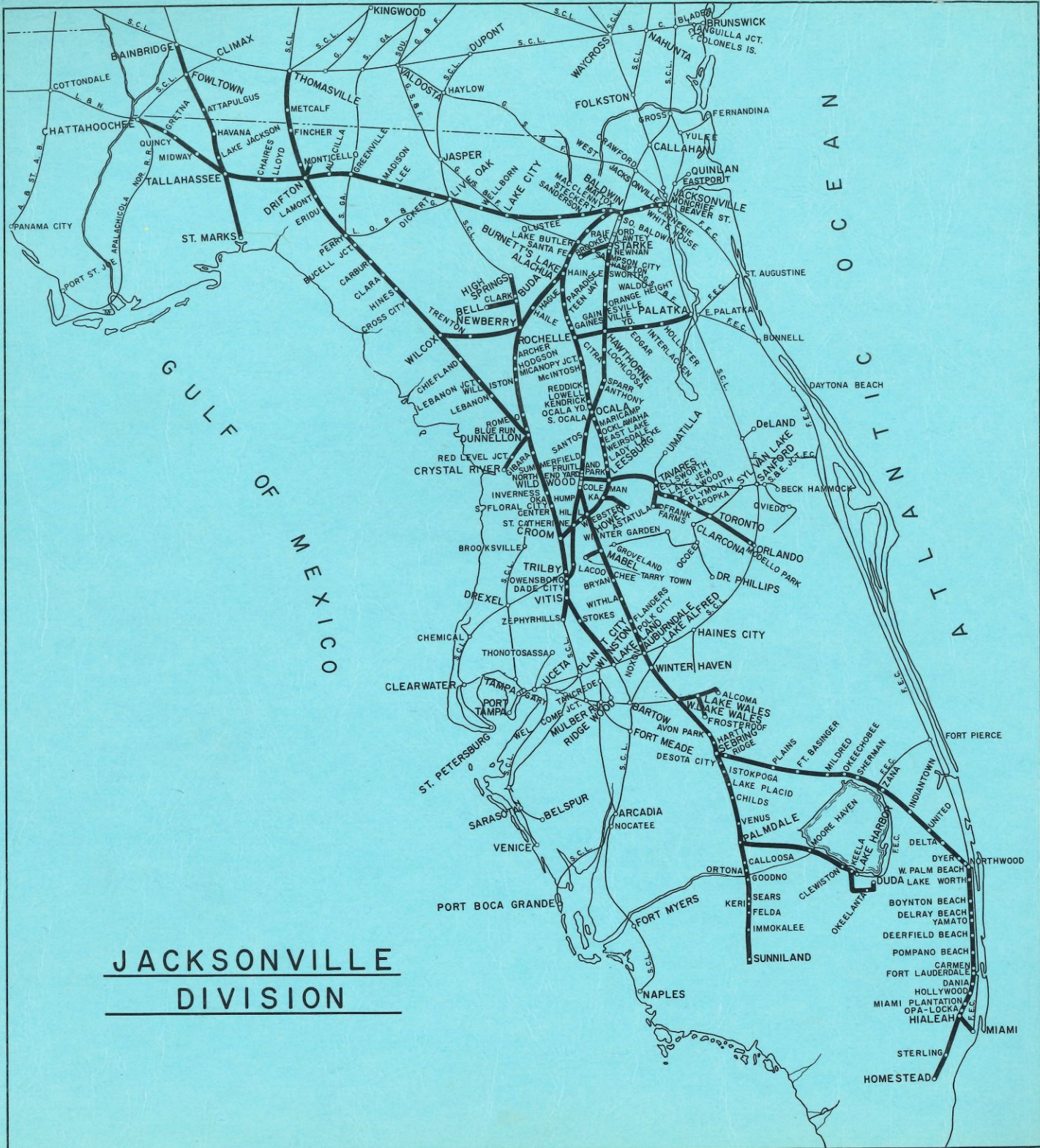
JOSEPH L. AKERMAN, M.D.	Apopka, Fla.	PAUL F. TUMLIN, M.D.	Leesburg, Fla.
JOHN S. HELMS, JR., M.D.	Apopka, Fla.	H. DURHAM, YOUNG, JR., M.D.	Leesburg, Fla.
FRANK L. GIBSON, M.D.	Bainbridge, Ga.	JAMES F. DIETRICH, M.D.	Live Oak, Fla.
E. M. GRIFFIN, M.D.	Bainbridge, Ga.	FRANK D. KILGO, M.D.	Macclenny, Fla.
K. T. HUMES, M.D.	Bushnell, Fla.	A. F. HARRISON, M.D.	Madison, Fla.
J. E. THOMPSON M.D.	Chattahoochee, Fla.	P. M. ALEECE, M.D., Ophthalmologist	Miami, Fla.
H. W. SHUPE, M.D.	Clewiston, Fla.	B. A. CUSANI, M.D.	Miami, Fla.
W. WARDLAW JONES, M.D.	Dade City, Fla.	JAMES E. FISCHER, M.D.	Miami, Fla.
WILLIAM C. WAUGH, M.D.	Dunnellon, Fla.	J. HUTSON, M.D.	Miami, Fla.
C. M. TYRE, M.D.	Eustis, Fla.	T. W. HUTSON, M.D.	Miami, Fla.
WALTER R. MURPHREE, M.D.	Gainesville, Fla.	PHILIP M. RICHARDSON, JR., M.D.	Miami, Fla.
P. D. WEEKS, M.D.	High Springs, Fla.	THOMAS N. RYON, M.D.	Miami, Fla.
LOUIS D. BENNETT, M.D.	Hollywood, Fla.	K. S. WHITMER, M.D., Ophthalmologist	Miami, Fla.
J. A. SMITH, M.D.	Homestead, Fla.	JOHN A. WARD, M.D.	Monticello, Fla.
ALFRED G. BROWN, M.D.	Inverness, Fla.	W. H. ANDERSON, M.D., Ophthalmologist	Ocala, Fla.
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CLYDE M. COLLINS, M.D.	Jacksonville, Fla.	WILLIAM H. LILLY, M.D.	Ocala, Fla.
SAMUEL M. DAY, M.D.	Jacksonville, Fla.	C. S. LYTLE, M.D.	Ocala, Fla.
T. S. EDWARDS, M.D., Ophthalmologist	Jacksonville, Fla.	EUGENE G. PEEK, JR., M.D.	Ocala, Fla.
L. H. GRUNTHAL, JR., M.D.	Jacksonville, Fla.	J. G. ECONOMON, M.D.	Orlando, Fla.
A. LAWSON HARDIE, M.D.	Jacksonville, Fla.	E. W. JOHNSON, M.D.	Orlando, Fla.
R. F. HOOK, M.D., Ophthalmologist	Jacksonville, Fla.	E. R. KOGER, M.D.	Orlando, Fla.
C. HAROLD HOUSTON, M.D.	Jacksonville, Fla.	D. T. McEWAN, M.D.	Orlando, Fla.
WILLY I. HUYGHE, M.D.	Jacksonville, Fla.	T. B. THAMES, M.D.	Orlando, Fla.
A. M. MANSON, M.D.	Jacksonville, Fla.	W. WALL, M.D., Ophthalmologist	Orlando, Fla.
CHARLES McCRORY, M.D., Ophthal.	Jacksonville, Fla.	ROY E. CAMPBELL, M.D.	Palatka, Fla.
*T. G. RITCH, M.D.	Jacksonville, Fla.	G. M. ZEAGLER, M.D.	Palatka, Fla.
ROBERT H. STILL, M.D.	Jacksonville, Fla.	J. H. PARKER, M.D.	Perry, Fla.
ASHBEL C. WILLIAMS, M.D.	Jacksonville, Fla.	TAYLOR W. GRIFFIN, M.D.	Quincy, Fla.
W. H. WALTERS, M.D.	Lacoochee, Fla.	V. GREGG WATTERS, M.D.	Sebring, Fla.
FRANK E. ADEL, M.D.	Lake City, Fla.	H. H. ADAMS, M.D.	Starke, Fla.
L. G. LANDRUM, M.D.	Lake City, Fla.	P. G. FELOS, M.D.	Starke, Fla.
JOHN W. GLOTFELTY, M.D., Ophthalmologist	Lakeland, Fla.	E. E. DAVIS, M.D.	Tallahassee, Fla.
W. M. KUMMER, M.D., Ophthalmologist	Lakeland, Fla.	E. G. HASKELL, M.D.	Tallahassee, Fla.
JAMES R. WEST, M.D.	Lakeland, Fla.	CHARLES F. JAMES, JR., M.D.	Tallahassee, Fla.
L. H. OETJEN, M.D.	Leesburg, Fla.		

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

O. G. KENDRICK, M.D., Ophthalmologist.....	Tallahassee, Fla.	J. W. TAYLOR, JR., M.D., Ophthalmologist.....	Tampa, Fla.
E. F. CARTER, M.D.....	Tampa, Fla.	R. D. WILSON, M.D.....	Tampa, Fla.
J. B. CREIGHTON, JR., M.D., Ophthalmologist.....	Tampa, Fla.	A. A. BOGGUS, JR., M.D.....	Tavares, Fla.
R. R. DUKE, M.D., Ophthalmologist.....	Tampa, Fla.	ROBERT V. ARTOLA, M.D.....	West Palm Beach, Fla.
KENNETH G. GOULD, M.D.....	Tampa, Fla.	BERNARD KIMMEL, M.D.....	West Palm Beach, Fla.
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RICHARD C. RODGERS, M.D.....	Tampa, Fla.	H. F. KEIBER, M.D.....	Winter Haven, Fla.
HAROLD SUTKER, M.D.....	Tampa, Fla.	JOHN W. SMYTHE, M.D.....	Winter Haven, Fla.

CLAIM REPRESENTATIVES

L. B. LEWIS, Thomasville, Georgia Perry Subd. M. P. 703.8 to Thomasville, Ga.	R. D. VINING, Wildwood, Florida Baldwin Subd. M. P. 754.5 to Wildwood; Miami Subd. Wildwood to M. P. 786.1; Coleman Subd. Coleman to M. P. 782.9; West Coast Subd. M. P. 776.2 to M. P. 807.7; Crystal River Subd.; Ocala Subd. M. P. 791.8 to M. P. 832.4; Orlando Subd. Wildwood to M. P. 811.4.
B. W. HARPER, Tallahassee, Florida Tallahassee Subd. M. P. 702.9 to Chattahoochee; Bainbridge and Wakulla Subd.; Perry Subd. M. P. 703.8 to and including Bucell Junction and Foley.	R. M. HOBBS, West Palm Beach, Florida Miami Subd. M. P. 867.5 to M. P. 1022.4.
R. S. GREAR, JR., Jacksonville, Florida West Jacksonville and Baldwin proper, including yards and shops; Baldwin Subd. Jacksonville to and including Waldo; Tallahassee Subd. Baldwin to M. P. 702.9; Wansee Subd; Ocala Subd. Mattox to M. P. 697.5.	J. C. BAILEY, Miami, Florida Miami Subd. M. P. 1022.4 to Miami, including yards and shops; Homestead Subd.
C. L. DAVIS, JR., Sanford, Florida Orlando Subd. Orlando proper including Silver Star Road, M. P. 811.4.	D. K. DAWSON, Lakeland, Florida Miami Subd. M. P. 799.6 to M. P. 876.5; Lake Wales, Vitis, Sebring, Okeelanta and Immokalee Subdivisions.
M. L. CARLTON, Ocala, Florida Baldwin Subd. M. P. 690.8 to M. P. 754.5; West Coast Subd. High Springs to M. P. 776.8; Ocala Subd. M. P. 697.5 to M. P. 791.8; Perry Subd. Bucell Junction to M. P. 776.8; Wilcox Subd.; Palatka Subd. M. P. 726.6 to Rochelle.	J. M. CARTER, St. Petersburg, Florida West Coast Subd. M. P. 807.2 to Zephyrhills; Coleman Subd. M. P. 782.9 to Owensboro.
	O. R. COTTLE, Jacksonville, Florida Palatka Subd. M. P. 726.6 to Palatka.



**JACKSONVILLE
DIVISION**