

**SAFETY**



**FIRST**

**SEABOARD AIR LINE  
RAILROAD COMPANY**

**North Florida Division**

**TIME TABLE NO.**

**7**

**Taking Effect 12:01 A. M., Saturday, Dec. 1, 1951**

**EASTERN STANDARD TIME**

**SUPERSEDING TIME TABLE NO. 6, DATED APRIL 29, 1951**

**FOR THE GOVERNMENT OF EMPLOYEES ONLY**

**DESTROY TIME TABLES OF PREVIOUS DATES**

*C. H. SAULS, Vice-President - Operations.*

*J. R. THORNE, Assistant Vice-President - Operations.*

*J. N. BROETZMAN, General Superintendent.*

*J. L. COOKE, General Superintendent Transportation.*

*K. W. RODWELL, Asst. General Supt. Transportation.*

*R. M. STONE, Superintendent.*

*L. C. BATES, Acting Superintendent.*

**SPEED TABLE**

<b>TIME PER MILE</b>		<b>MILES PER HOUR</b>
<b>Minutes</b>	<b>Seconds</b>	
3	00	20
2	24	25
2	00	30
1	43	35
1	30	40
1	20	45
1	12	50
1	06	55
1	00	60
0	56	65
0	52	70
0	48	75
0	45	80
0	42	85
0	40	90



## COMPANY SURGEONS

JOSEPH D. COLLINS, Chief Surgeon.....	Norfolk, Va.	J. A. GOODE, Local Surgeon.....	Alachua, Fla.
J. W. PALMER, Asst. Chief Surgeon.....	Ailey, Ga.	E. G. LINDNER, Local Surgeon.....	Ocala, Fla.
L. N. MOE, Local Surgeon.....	Jacksonville, Fla.	H. L. HARRELL, Asst. Local Surgeon.....	Ocala, Fla.
F. H. BOWEN, Asst. Local Surgeon.....	Jacksonville, Fla.	WILLIAM H. ANDERSON, JR., Surgeon Oculist.....	Ocala, Fla.
SAMUEL M. DAY, Asst. Local Surgeon.....	Jacksonville, Fla.	C. RICHARD WILEY, Local Surgeon.....	Wildwood, Fla.
W. S. MANNING, Surgeon Oculist.....	Jacksonville, Fla.	H. DURHAM YOUNG, JR., Local Surgeon.....	Leesburg, Fla.
C. M. SANDUSKY, Surgeon Oculist.....	Jacksonville, Fla.	S. C. COLLEY, Local Surgeon.....	Tavares, Fla.
R. B. HARKNESS, Local Surgeon.....	Lake City, Fla.	FRANK D. GRAY, Local Surgeon.....	Orlando, Fla.
J. M. PRICE, Local Surgeon.....	Live Oak, Fla.	H. S. KNOWLES, Asst. Local Surgeon.....	Orlando, Fla.
EUGENE D. THORPE, Local Surgeon.....	Madison, Fla.	WARREN A. BROOKS, Asst. Local Surgeon.....	Orlando, Fla.
A. F. HARRISON, Local Surgeon.....	Madison, Fla.	BENJAMIN J. BOND, Local Surgeon.....	Winter Haven, Fla.
J. B. BRINSON, Local Surgeon.....	Monticello, Fla.	W. W. HARDMAN, Local Surgeon.....	Winter Haven, Fla.
WM. L. HUNTER, Asst. Local Surgeon.....	Monticello, Fla.	JOSEPH L. KINZIE, Local Surgeon.....	Lake Wales, Fla.
FRANCIS T. HOLLAND, Local Surgeon.....	Tallahassee, Fla.	J. P. TOMLINSON, JR., Asst. Local Surgeon.....	Lake Wales, Fla.
L. L. DOZIER, Asst. Local Surgeon.....	Tallahassee, Fla.	H. V. WEEMS, Local Surgeon.....	Sebring, Fla.
JOHN L. WILLIAMS, Asst. Local Surgeon.....	Tallahassee, Fla.	W. C. TOUCHTON, Local Surgeon.....	Avon Park, Fla.
J. H. POUND, Asst. Local Surgeon.....	Tallahassee, Fla.	F. S. WHITMAN, Local Surgeon.....	West Palm Beach, Fla.
ODIS G. KENDRICK, Surgeon Oculist.....	Tallahassee, Fla.	LLOYD J. NETTO, Asst. Local Surgeon.....	West Palm Beach, Fla.
J. C. DAVIS, Local Surgeon.....	Quincy, Fla.	LEIGH F. ROBINSON, Local Surgeon.....	Ft. Lauderdale, Fla.
B. F. BARNES, Local Surgeon.....	Chattahoochee, Fla.	R. F. FISHER, Asst. Local Surgeon.....	Ft. Lauderdale, Fla.
GORDON CHASON, Local Surgeon.....	Bainbridge, Ga.	GEORGE S. McCLELLAN, Local Surgeon.....	Pompano, Fla.
ROBERT WHEAT, Asst. Local Surgeon.....	Bainbridge, Ga.	R. R. HARRIS, Local Surgeon.....	Hollywood, Fla.
JOHN PIERCE TUCKER, Asst. Local Surgeon.....	Bainbridge, Ga.	E. J. HALL, Local Surgeon.....	Miami, Fla.
CARL B. WELCH, Local Surgeon.....	Attapulcus, Ga.	J. A. MCKENZIE, Asst. Local Surgeon.....	Miami, Fla.
J. W. SAPP, Local Surgeon.....	Havana, Fla.	CARL ELLIS DUNAWAY, Surgeon Oculist.....	Miami, Fla.
W. E. MIDDLETON, Local Surgeon.....	Starke, Fla.	BASCOM H. PALMER, Surgeon Oculist.....	Miami, Fla.
M. B. HERLONG, Local Surgeon.....	Starke, Fla.	GEORGE A. PAULK, Surgeon Oculist.....	Miami, Fla.
H. H. ADAMS, Asst. Local Surgeon.....	Starke, Fla.	J. A. SMITH, Local Surgeon.....	Homestead, Fla.

## WATCH INSPECTORS

TERMINAL WATCH CO.....	Jacksonville, Fla.	A. L. COLE.....	Orlando, Fla.
WM. W. PUTNAM.....	Tallahassee, Fla.	ED. H. BOHMER.....	West Palm Beach, Fla.
W. A. CANNON JEWELRY STORE.....	Bainbridge, Fla.	E. R. MANLEY.....	Miami, Fla.
GEM JEWELRY CO.....	Starke, Fla.	CHAS. F. MORRIS.....	Miami, Fla.
LANGSDALE JEWELRY CO.....	Ocala, Fla.	SEABOARD JEWELERS.....	Miami, Fla.
R. W. HALEY.....	Wildwood, Fla.		



**ORLANDO SUB-DIVISION--WILDWOOD AND LAKE CHARM**

SOUTHWARD				Distance from Richmond	Station Numbers	CAPACITY TRACKS	NORTHWARD					
SECOND CLASS							STATIONS	SECOND CLASS				
687	677	669	607					686	668	608	680	
Through Freight Daily P. M.	Through Freight Daily P. M.	T. & G. Daily A. M.	Mixed Daily A. M.					Through Freight Daily P. M.	T. & G. Daily P. M.	Mixed Daily P. M.	Through Freight Daily A. M.	
11.30	1.45		7.00	761.2	T 761	LV WILDWOOD 11.6	T Y AR	Yard	1.30		11.00	12.40
12.15 <sup>680</sup>	2.10		s 7.23	772.8	T 773	LEESBURG 10.4	X AGL X AGL Y	75 Yard	1.00		s 10.30	12.15 <sup>687</sup>
12.40	2.35	8.30	s 7.55	783.2	T 784	TAVARES 3.6		90 50	12.25	3.45	s 9.45	12.00
12.50	2.50	8.45	8.10	786.8	T 787	ELLSWORTH 4.0		9N	12.15	3.30	9.35	11.52
12.57	3.00		f 8.19	790.8	T 791	LAKE JEM 2.9		119	12.05		f 9.25	11.44
1.02	3.06		8.25	793.7	T 794	ALPHA 1.0	Y	70 150	11.59		9.10	11.38
1.05	3.10		s 8.28	794.7	T 795	ZELLWOOD 4.0		60	11.55		s 9.00	11.36
1.18	3.20		f 8.39	798.7	T 799	PLYMOUTH 3.3		125 28 S	11.45		f 8.38	11.27
1.25	3.30		s 8.48	802.0	T 802	APOPKA 2.4	X AGL X AGL	32	11.30		s 8.30	11.20
1.45	3.55		f 9.20	811.4	T 811	FAIRVILLE 0.7		Yard	11.10		f 8.08	11.00
1.50	4.00		f 9.25	812.1	T 812	MODELLO PARK 2.9		95	11.08		f 8.06	10.55
2.25	4.15		10.30	815.0	T 815	ORLANDO 15.1	X AGL Y	Yard	11.00		8.00	10.45
3.45				830.1	T 830	OVIEDO 0.9		Yard				9.10
				831.0	T 831	LAKE CHARM	LV	Yard				
A. M. Daily	P. M. Daily	A. M. Daily	A. M. Daily						A. M. Daily	P. M. Daily	P. M. Daily	P. M. Daily

No. 686 wait at Orlando indefinitely for No. 607.

No. 608 wait at Orlando indefinitely for No. 677.

**WANNEE SUB-DIVISION--STARKE AND BELL**

Southward 2nd CLASS	Distance from Richmond	Station Numbers	TIME TABLE No. 7		CAPACITY TRACKS	Northward 3rd CLASS	
101			Dec. 1, 1951				102
Mixed							Mixed
Ex. Sun. A. M.							Ex. Sun. P. M.
6.55	678.5	679	LV STARKE 7.1	Y AR	110	1.50	
s 7.25	685.6	N 686	SAMPSON CITY 8.1	X GS&F	8	s 1.20	
s 7.55	693.7	N 694	BROOKER 5.3		22 13 S	s 12.51	
s 8.20	699.0	N 699	LA CROSSE 3.3		24 12 N	s 12.31	
f 8.35	702.3	N 702	HAINESWORTH 4.2	X AGL X AGL	7N	f 12.20	
s 9.05	706.5	N 707	ALACHUA 8.7		45	s 12.05	
f 9.35	715.2	N 715	BUDA 15.1	X AGL	23 25 N	f 11.25	
10.28	730.3	N 730	BELL	Y LV	53	10.40	
A. M. Ex. Sun.						A. M. Ex. Sun.	

**HOMESTEAD SUB-DIVISION--HIALEAH AND HOMESTEAD**

SOUTHWARD		Distance from Richmond	Station Numbers	TIME TABLE No. 7		CAPACITY TRACKS	NORTHWARD	
				Dec. 1, 1951				
				STATIONS				
				Siding	Other			
		1036.5	X 1037	LV HIALEAH 30.1	AR	Yard		
		1066.4	X 1067	AR HOMESTEAD	Y LV	Yard		



**SOUTHWARD**

**BALDWIN SUB-DIVISION--JACKSONVILLE TO WILDWOOD**

SECOND CLASS					FIRST CLASS								TIME TABLE No. 7 Dec. 1, 1951		CAPACITY TRACKS	
87	99	75	85	81	1	9	39	37	57	7	45	21	STATIONS	Siding	Other	
The Migrator Daily P. M.	The Pioneer Daily P. M.	The Cavalcade Daily P. M.	Red Ball Freight Daily P. M.	The Cavalcade Daily A. M.	The Palmland Daily P. M.	The Palmland Daily P. M.	Gulf Wind Daily P. M.	Mail and Express Daily A. M.	The Silver Meteor Daily A. M.	The Sunland Daily A. M.	Orange Blossom Special Daily A. M.	The Silver Star Daily A. M.				
					10.30	10.00	5.00	9.20	8.58	8.40	8.10		LV JACKSONVILLE (Terminal Station)		Yard	
					10.34	10.04	5.03	9.24	9.01	8.44 <sup>38</sup>	8.13		1.4 X JTOO AGL		Yard	
11.50	9.30	4.00	12.30	11.45	10.38	10.07	5.06	9.28	9.04	8.47	8.16		2.3 STOCKTON STREET		Yard	
11.58	9.38	4.10	12.37	11.52	10.42	10.11	5.10	9.32	9.07	8.50	8.19		3.7 WEST SWITCH		Yard	
12.04	9.44	4.15	12.44	11.57	10.45	10.13	5.13	f 9.36	9.09	8.52	8.21		2.6 MARIETTA	88	5	
12.10	9.50	4.21	12.50	12.03	10.49 <sup>94</sup>	10.16 <sup>84</sup>	5.16	9.40	9.12	8.55	8.24		3.7 WHITE HOUSE	88	3N	
12.20	10.00 <sup>84</sup>	4.30	1:00	12.10	10.53	10.20	5.20	s 9.45	9.16	8.59	8.28 <sup>38</sup>	4.15	4.6 OTIS	88	12 Spur	
2.30	12.10	5.45		12.26	10.55	10.22			9.18	9.01	8.30	4.16	4.6 BALDWIN	y 92	Yard	
2.40	12.18	5.55		12.35	11.02	10.28			9.23	9.06	8.35	4.21	0.8 BALDWIN YARD	o t	Yard	
3.01	12.39	6.13		12.51	11.14	10.40			9.23	9.06	8.35	4.21	5.7 MAXVILLE	90	11N	
3.14	12.50	6.25		1.02	11.35	s10.50			9.40	s 9.28	8.52	4.36	12.7 LAWTEY	92	22N	
3.30	1.03	6.35		1.16	11.45	10.57			9.46	9.34	8.58	4.42	6.8 STARKE	y	110	
3.45	1.10	6.45		1.30	11.58	s11.07			9.51	s 9.40	9.03	4.46	6.1 HAMPTON	y 90	11 S	
4.00	1.16	6.53		1.38	12.05	11.13			9.56	9.48	9.08	4.51	5.4 WALDO	y 170	Yard	
4.14	1.28	7.05		1.50	12.16	11.21			10.03	f 9.56	9.16	4.59	5.4 ORANGE HEIGHT	88		
4.25	1.36	7.15		2.00	12.26	11.28			10.09	10.05	9.22	5.05	9.1 HAWTHORNE	93	45	
					12.32								6.7 LOCHLOOSA	x AGL 90		
4.30	1.45	7.23		2.24	12.39	11.34			10.14	10.10	9.27	5.10	3.3 ISLAND GROVE		18N 12	
4.40	1.52	7.30		2.32	12.43	11.38			10.18	10.14	9.31	5.14	2.4 CITRA	86	29	
4.47	2.00	7.35		2.38	12.53	11.42			10.21	10.17	9.34	5.17	5.5 SPARR	93	22	
5.02	2.17	7.55		2.55	1.20	s11.57			10.31	s10.28	9.44	5.26	3.4 ANTHONY	87	12	
5.16	2.30	8.10		3.08	1.30	12.09			10.40	10.37	9.52	5.34	9.5 OCALA	x AGL o 106 S 83N	Yard	
5.22	2.35	8.15		3.13	1.38	12.13			10.43	10.40	9.55	5.37	8.1 SANTOS	89	17N	
5.28	2.41	8.22		3.19	1.46	12.17			10.47	10.44	9.59	5.41	3.7 BELLEVIEW		107 11 S	
5.35	2.58	8.30		3.27	1.55	12.23			10.52	10.49	10.04	5.46	4.0 SUMMERFIELD	93	30	
5.40	3.02	8.35		3.32	1.58	12.26			10.55	10.52	10.07	5.49	5.7 OXFORD	89	38	
6.00	3.20	8.40		3.50	s 2.10	s12.35			s11.05	s11.00	s10.15	s 5.55	2.6 NOLEM		Yard	
A. M. Daily	A. M. Daily	P. M. Daily	P. M. Daily	P. M. Daily	A. M. Daily	A. M. Daily	P. M. Daily	A. M. Daily	A. M. Daily	A. M. Daily	A. M. Daily	A. M. Daily	2 TRACKS AR WILDWOOD	y t o	Yard	



**BALDWIN SUB-DIVISION--WILDWOOD TO JACKSONVILLE**

**NORTHWARD**

Distance from Richmond	Station Numbers	TIME TABLE No. 7 Dec. 1, 1951	FIRST CLASS							SECOND CLASS					
			2	10	38	58	46	36	8	22	74	88	80	84	94
			The Palmland Daily	The Palmland Daily	Gulf Wind Daily	The Silver Meteor Daily	Orange Blossom Special Daily	Mail and Express Daily	The Sunland Daily	The Silver Star Daily	The Cavalcade Daily	The Marketer Daily	The Marketer Daily	The Pioneer Daily	Through Freight Daily
			A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	A. M.	P. M.	P. M.
635.4	P 633	JACKSONVILLE (Terminal Station) 1.4	6.00	s 7.30	9.00	s 3.52	s 5.57	6.30	s 7.45						
635.6	P 635	STOCKTON STREET 2.3	5.33	6.57	8.44	7 3.39	5.44	6.10	7.27						
637.9	P 638	WEST SWITCH 3.7	5.29	6.53	8.41	3.36	5.41	6.04	7.23	2.50	4.40	11.30	10.33	11.10	
641.6	P 641	MARIETTA 2.6	5.26	6.49	8.38	3.33	5.38	6.00	7.20	2.43	4.30	11.23	10.28	10.59	
644.2	P 645	WHITE HOUSE 3.7	5.24	6.46	8.36	3.31	5.36	f 5.57	7.18	2.38	4.22	11.18	10.23	10.55	
647.9	P 648	OTIS 4.6	5.20	6.42	8.33	3.28	5.32	5.53	7.15	2.32	4.12	11.12	10.16 <sup>9</sup>	10.49 <sup>1</sup>	
652.5	P 653	BALDWIN 0.8	5.15	6.34	8.28 <sup>45</sup>	3.23	5.28	5.48	7.10	s 11.05	2.25	4.05	11.03	10.00 <sup>90</sup>	
653.3	654	BALDWIN YARD 5.7	5.14	6.33		3.22	5.27		7.09	11.03	3.55	10.50 8.35		10.00	
659.0	659	MAXVILLE 12.7	5.08	6.28		3.17	5.22		7.04	10.58	3.46	8.18		9.50	
671.7	671	LAWTEY 6.8	4.52	6.13		3.06	5.11		6.54	10.48	3.31	8.01		9.30	
678.5	679	STARKE 6.1	4.44	s 6.02		2.59	5.04		s 6.46	10.41	3.22	7.51		9.19	
684.6	685	HAMPTON 5.4	4.31	5.50		2.53	4.58		6.38	10.35	3.12	7.41		9.07	
690.0	690	WALDO 5.4	4.22	s 5.40		2.48	4.53		s 6.30	10.30	3.04	7.33		8.59	
695.4	695	ORANGE HEIGHT 9.1	4.10	5.25		2.42	4.48		6.21	10.25	2.56	7.25		8.50	
704.5	704	HAWTHORNE 6.7	3.58	5.10		2.35	4.40		f 6.12	10.18	2.40	7.10		8.33	
711.2	711	LOCHLOOSA 3.3	3.50	5.00		2.29	4.34		6.06	10.12	2.30	7.00		8.23	
714.5	715	ISLAND GROVE 2.4		4.53											
716.9	717	CITRA 5.5	3.42	4.48		2.24	4.29		6.01	10.07	2.22	6.47		8.14	
722.4	722	SPARR 3.4	3.35	4.38		2.20	4.25		5.56	10.03	2.15	6.37		8.05	
725.8	726	ANTHONY 9.5	3.30	4.33		2.17	4.22		5.53	10.00	2.03	6.30		7.59	
735.3	735	OCALA 8.1	s 3.18	s 4.23		2.08	4.12		s 5.43	9.51	1.47	6.10		7.45	
743.4	743	SANTOS 3.7	3.02	3.54		1.57	4.02		5.28	9.42	1.30	5.52		7.33	
747.1	747	BELVIEW 4.0	2.57	3.50		1.54	3.59		5.25	9.39	1.24	5.48		7.27	
751.1	751	SUMMERFIELD 5.7	2.51	3.43		1.50	3.55		5.21	9.35	1.18	5.41		7.20	
756.8	757	OXFORD 2.6	2.44	3.33		1.45	3.50		5.16	9.30	1.10	5.30		7.10	
759.4	761	NOLEM 1.8	2.38	3.28		1.42	3.47		5.13	9.27	1.05	5.25		7.05	
761.2	761	WILDWOOD Y TO LV	2.35	3.25		1.40	3.45		5.10	9.25	12.55	5.20		7.00	
			A. M. Daily	A. M. Daily	A. M. Daily	P. M. Daily	P. M. Daily	P. M. Daily	P. M. Daily	P. M. Daily	A. M. Daily	A. M. Daily	A. M. Daily	P. M. Daily	P. M. Daily



**SOUTHWARD**

**MIAMI SUB-DIVISION--WILDWOOD TO MIAMI (Continued on Page 8).**

SECOND CLASS				FIRST CLASS									TIME TABLE No. 7 Dec. 1, 1951	CAPACITY TRACKS	
75	81	87	99	7	107	157	57	45	121	21	1	9		Sliding	Other
The Cavalcade Daily P. M.	The Cavalcade Daily P. M.	The Migrator Daily A. M.	The Pioneer Daily A. M.	The Sunland Daily A. M.	The Sunland Daily A. M.	The Silver Meteor Daily A. M.	The Silver Meteor Daily A. M.	Orange Blossom Special Daily A. M.	The Silver Star Daily A. M.	The Silver Star Daily A. M.	The Palmland Daily A. M.	The Palmland Daily A. M.			
STATIONS															
9.30	4.45	7.00	3.20	11.35	11.30	11.20	11.15	10.25	6.10	6.05	2.25	12.45	2 TRACKS	LV WILDWOOD Y TO	Yard
9.40	5.00	7.12	3.35	11.42	11.37	11.27	11.22	10.32	6.17	6.11	2.33	12.55		4.8 COLEMAN 11.3	26 22N
9.58		7.33		11.53			11.32	10.42		6.21		1.08		CENTER HILL 4.5 X ACL	80 34
10.08		7.40		11.59			11.36	10.46		6.25		1.13		MABEL 11.3 X ACL	88 18
10.22		7.54		12.10			11.46	10.56		6.35		1.25		BRYAN 7.2	82
10.32		8.03		12.17			11.52	11.02		6.41		1.33		WITHLA 7.8	82
10.42		8.13		12.24			11.58	11.09		6.47		1.41		FLANDERS 3.4	83
10.47		8.18		12.28			12.01	11.12		6.50		1.44		POLK CITY 5.3	41
10.55		8.25		12.35			12.05	11.17		6.55		1.50		NOXON 3.3	84
11.00		8.33		12.43			12.08	11.20		6.59		1.55		AUBURDALE X ACL 6.1	82 199
11.10		8.45		1.00			12.14	11.27		7.07		2.10		WINTER HAVEN X ACL 9.6	83 324
11.25		9.20 11.00		1.25			12.24	11.37		7.19		2.25 2.50		WEST LAKE WALES 6.2 O X SAL Y	75 Yard
11.40		11.15		1.34			12.30	11.43		7.25		2.58		WOLFOLK 5.1	81
11.50		11.23		1.42			12.34	11.47		7.30		3.04		WEST FROST PROOF 11.1	150 4 S
12.05		11.42		2.04			12.42	11.56		7.40		3.20		AVON PARK 4.2	85 94
12.12		11.49		2.08			12.47	12.03		7.45		3.25		HARTT 4.9	150
12.20		12.05		2.16			12.53	12.10		7.52		3.30		SEBRING 3.3	148
12.26		12.10		2.21			12.57	12.13		7.55		3.40		RIDGE 14.1	150
12.44		12.42		2.41			1.09	12.26		8.07		3.56		PLAINS Y 7.6	80 Spur
12.54		12.54		2.52			1.16	12.32		8.14		4.03		FT. BASINGER 9.6	150 12N
1.08		1.10		3.02			1.24	12.40		8.22		4.14		MILDRED 6.8	150 2
1.18		1.22		3.08			1.29	12.45		8.27		4.20		OKEECHOBEE 5.6	82 175
1.25		1.30		3.20			1.35	12.50		8.33		4.30		SHERMAN 10.4 X FEC	82
1.40		1.45		3.30			1.44	12.59		8.41		4.39		ZANA 11.6	82
1.57		2.00		3.44			1.54	1.09		8.51		4.52		INDIANTOWN 4.0	150 30
2.03		2.10		3.49			1.58	1.13		8.56		4.58		YALE 15.4	82
2.23		2.30		4.03			2.11	1.26		9.09		5.12		DELTA 8.1	150 5N
2.34		2.40		4.10			2.18	1.33		9.16		5.19		AGRAM 4.0	82 3N
2.40		2.50		4.14			2.22	1.37		9.20		5.23		NORTHWOOD 2.1 Y X FEC	150 Yard
3.00		2.54		4.32			2.28	1.42		9.27		5.45		AR WEST PALM BEACH O	69 Yard
A. M. Daily	P. M. Daily	P. M. Daily	A. M. Daily	P. M. Daily	A. M. Daily	A. M. Daily	P. M. Daily	P. M. Daily	A. M. Daily	A. M. Daily	A. M. Daily	A. M. Daily			



MIAMI SUB-DIVISION--MIAMI TO WILDWOOD (Continued on Page 8).

NORTHWARD

Distance from Richmond	Station Numbers	TIME TABLE No. 7 Dec. 1, 1951	FIRST CLASS								SECOND CLASS				
			2	158	58	8	46	108	122	22	10	80	76	94	88
			The Palmland Daily	The Silver Meteor Daily	The Silver Meteor Daily	The Sunland Daily	Orange Blossom Special Daily	The Sunland Daily	The Silver Star Daily	The Silver Star Daily	The Palmland Daily	The Marketer Daily	Through Freight Daily	Through Freight Daily	The Marketer Daily
			A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	A. M.	P. M.	P. M.
761.2	761	WILDWOOD Y TO AR 4.8	s 2.25	1.15	s 1.30	s 4.40	s 3.35	4.45	9.00	s 9.15	s 3.15	3.35	5.30	7.00	11.59
766.0	766	COLEMAN 11.3	2.05	1.07	1.21	f 4.24	3.21	4.30	8.52	9.05	2.56	3.18	5.10	6.50	11.16
777.3	X 778	CENTER HILL 4.5 X ACL			1.12	s 4.15	3.12			8.56	2.47	3.04	4.52		
781.8	X 782	MABEL 11.3 X ACL			1.08	4.05	3.08			8.51	2.42	2.57	4.46		
793.1	X 793	BRYAN 7.2			12.58	3.52	2.58			8.41	2.30	2.42	4.32		
800.3	X 800	WITHLA 7.8			12.52	3.42	2.52			8.34	2.20	2.32	4.22		
808.1	X 808	FLANDERS 3.4			12.45	3.32	2.45			8.27	2.10	2.22	4.12		
811.5	X 811	POLK CITY 5.3			12.42	f 3.28	2.42			8.24	2.05	2.15	4.07		
816.8	X 817	NOXON 3.3			12.38	3.20	2.38			8.19	2.00	2.05	4.00		
820.1	X 820	AUBURDALE X ACL 6.1			12.34	s 3.10	2.35			8.15	1.55	1.59	3.52		
826.2	X 827	WINTER HAVEN X ACL 9.6			12.28	s 3.04	2.30			8.11	s 1.50	1.50	3.45		
835.8	X 835	WEST LAKE WALES 6.2 O X SAL Y			12.20	s 2.50	2.21			8.03	s 1.40	1.35 12.50	3.30		
842.0	X 842	WOLFOLK 5.1			12.12	2.35	2.15			7.55	1.23	12.25	2.32		
847.1	X 847	WEST FROST PROOF 11.1			12.07	2.25	2.11			7.51	f 1.19	12.18	2.25		
858.2	X 858	AVON PARK 4.2			11.56	s 2.10	2.01			7.42	s 1.08	12.01	2.09		
862.4	X 862	HARTT 4.9			11.52	1.56	1.57			7.38	1.02	11.56	2.04		
867.3	X 867	SEBRING 3.3			11.46	s 1.50	1.52			7.33	s 12.55	11.48	1.56		
870.6	X 870	RIDGE 14.1			11.42	1.40	1.48			7.28	12.47	11.38	1.52		
884.7	X 885	PLAINS Y 7.6			11.30	1.23	1.36			7.16	12.31	11.17	1.34		
892.3	X 893	FT. BASINGER 9.6			11.24	f 1.10	1.30			7.10	12.23	11.07	1.24		
901.9	X 902	MILDRED 6.8			11.16	12.55	1.21			7.02	12.13	10.55	1.12		
908.7	X 909	OKEECHOBEE 5.6			11.10	s 12.44	1.15			6.56	s 12.03	10.45	1.01		
914.3	X 914	SHERMAN 10.4 X FEC			11.05	12.35	1.10			6.51	11.56	10.38	12.53		
924.7	X 925	ZANA 11.6			10.57	12.26	1.01			6.43	11.47	10.25	12.38		
936.3	X 936	INDIANTOWN 4.0			10.47	s 12.10	12.51			6.33	s 11.36	10.10	12.22		
940.3	X 940	YALE 15.4			10.43	12.05	12.47			6.29	11.30	10.05	12.15		
955.7	X 955	DELTA 8.1			10.31	11.50	12.34			6.17	11.16	9.47	11.55		
963.8	X 964	AGRAM 4.0			10.25	11.40	12.27			6.11	11.08	9.37	11.42		
967.8	X 968	NORTHWOOD Y 2.1 X FEC			10.21	11.35	12.23			6.07	11.03	9.30	11.35		
969.9	X 970	WEST PALM BEACH O LV			10.17	11.18	12.17			6.02	10.44	9.25	11.15		
			A. M. Daily	P. M. Daily	A. M. Daily	A. M. Daily	P. M. Daily	P. M. Daily	P. M. Daily	P. M. Daily	P. M. Daily	P. M. Daily	P. M. Daily	P. M. Daily	P. M. Daily



**MIAMI SUB-DIVISION--WILDWOOD AND MIAMI (Continued on Pages 6 and 7).**

SOUTHWARD							Distance from Richmond	Station Numbers	TIME TABLE No. 7 Dec. 1, 1951	CAPACITY TRACKS		NORTHWARD						
SECOND CLASS		FIRST CLASS								Siding	Other	FIRST CLASS				SECOND CLASS		
87	75	7	57	45	21	9						58	8	46	22	10	80	76
The Migrator Daily	The Cavalcade Daily	The Sunland Daily	The Silver Meteor Daily	Orange Blossom Special Daily	The Silver Star Daily	The Palmland Daily						The Silver Meteor Daily	The Sunland Daily	Orange Blossom Special Daily	The Silver Star Daily	The Palmland Daily	The Marketer Daily	Through Freight Daily
P. M.	A. M.	P. M.	P. M.	P. M.	A. M.	A. M.						A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.
2.54	3.00	4.32	2.28	1.42	9.27	5.45	969.9	X 970	LV WEST PALM BEACH	69	Yard	s10.17	s11.18	s12.17	s 6.02	s10.44	9.25	11.15
3.08	3.10	f 4.39	2.35	1.49	9.33	5.52	976.5	X 977	LAKE WORTH	89	47	10.10	f11.10	12.09	5.55	10.37	9.09	11.07
3.16	3.16	4.47	2.39	1.54	9.38	5.58	980.8	X 981	HYPOLUXO	84		10.06	11.00	12.05	5.50	10.30	9.03	11.00
3.21	3.20	4.52	2.41	1.56	9.40	6.00	983.0	X 983	BOYNTON BEACH		77	10.04	10.56	12.02	5.47	10.27	8.59	10.56
3.29	3.26	4.58	2.45	2.00	9.45	6.05	987.5	X 988	DELRAY BEACH	43	51	9.58	10.49	11.58	5.42	10.21	8.53	10.50
3.36	3.31	5.06	2.48	2.04	9.54	6.11	991.1	X 991	YAMATO	84		9.54	10.43	11.54	5.39	10.16	8.47	10.45
3.46	3.41	5.15	2.54	2.11	10.01	6.20	998.3	X 999	DEERFIELD BEACH	105	56	9.47	10.33	11.47	5.32	10.07	8.36	10.34
3.55*	3.48	5.27	2.59	2.16	10.07	6.28	1003.9	X 1004	POMPANO BEACH	76	233	9.42	10.23	11.42	5.27	9.59	8.29	10.27
4.05	3.58	5.37	3.05	2.23	10.14	6.35	1011.1	X 1011	CARMEN	84		9.36	10.14	11.35	5.20	9.50	8.19	10.15
4.08	4.01	s 5.42	3.09	2.27	10.18	s 6.43	1012.3	X 1012	FORT LAUDERDALE		110	9.34	s10.10	11.33	5.18	s 9.47	8.16	10.13
4.14	4.06	5.46	3.13	2.31	10.21	6.46	1015.3	X 1015	PORT EVERGLADES		86	9.29	10.06	11.28	5.13	9.38	8.08	10.09
4.16	4.09	5.48	3.14	2.33	10.23	6.48	1016.5	X 1017	DANIA	86	62	9.28	10.04	11.27	5.12	9.36	8.06	10.07
4.21	4.15	s 5.57	3.19	2.39	10.30	s 6.55	1019.7	X 1020	HOLLYWOOD		33N	9.25	s10.00	11.24	5.09	s 9.32	8.02	10.02
4.30	4.23	6.05	3.25	2.45	10.36	7.03	1025.7	X 1025	MIAMI PLANTATION	81	47	9.18	9.50	11.18	5.02	9.24	7.50	9.54
4.37	4.30	f 6.12	3.29	2.49	10.40	7.08	1030.0	X 1030	OPA LOCKA	92	39	9.14	f 9.46	11.14	4.54	9.19	7.43	9.43
4.50	4.45						1032.9	X 1033	HIALEAH YARD		Yard						7.35	9.35
		f 6.23	3.39	2.57	10.50	s 7.35	1036.3	X 1037	HIALEAH	74	Yard	9.08	f 9.38	11.08	4.48	s 9.10		
		6.40	3.55	3.10	11.00	7.55	1040.0	X 1040	MIAMI		Yard	9.00	9.30	11.00	4.40	9.00		
P. M. Daily	A. M. Daily	P. M. Daily	P. M. Daily	P. M. Daily	A. M. Daily	A. M. Daily						A. M. Daily	A. M. Daily	A. M. Daily	P. M. Daily	P. M. Daily	P. M. Daily	P. M. Daily

**MONTICELLO SUB-DIVISION  
DRIFTON AND MONTICELLO**

Southward 2nd CLASS	Distance from Richmond	Station Numbers	TIME TABLE No. 7 Dec. 1, 1951		CAPACITY TRACKS		Northward 3rd CLASS
183			STATIONS	Siding	Other	182	
Local Freight Ex. Sun. A. M.						Local Freight Ex. Sun. A. M.	
8.00	772.4	PB772	LV DRIFTON	AR			8.45
8.15	776.5	PB777	AR MONTICELLO	LV	25		8.30
A. M. Ex. Sun.							A. M. Ex. Sun.

**WAKULLA SUB-DIVISION  
TALLAHASSEE AND ST. MARKS**

SOUTHWARD	Distance from Richmond	Station Numbers	TIME TABLE No. 7 Dec. 1, 1951		CAPACITY TRACKS		NORTHWARD
			STATIONS	Siding	Other		
	799.3	PA 799	LV TALLAHASSEE	AR	Yard		
	820.2	PA 820	AR ST. MARKS	LV	30		



**TALLAHASSEE SUB-DIVISION--CHATTAHOOCHEE AND BALDWIN**

WESTWARD						Distance from Richmond	Station Number	TIME TABLE No. 7 Dec. 1, 1951	CAPACITY TRACKS		EASTWARD						
THIRD CLASS	SECOND CLASS			FIRST CLASS					Sliding	Other	FIRST CLASS		SECOND CLASS			THIRD CLASS	
<b>51</b>	<b>85</b>	<b>83</b>	<b>73</b>	<b>39</b>	<b>37</b>						<b>38</b>	<b>36</b>	<b>82</b>	<b>84</b>	<b>74</b>	<b>52</b>	
Local Freight Ex. Sun. A. M.	Red Ball Freight Daily P. M.	Red Ball Freight Daily A. M.	Red Ball Freight Daily A. M.	Gulf Wind Daily P. M.	Mail and Express Daily A. M.						Gulf Wind Daily A. M.	Mail and Express Daily P. M.	Red Ball Freight Daily P. M.	The Pioneer Daily P. M.	The Cavalcade Daily A. M.	Local Freight Ex. Sun. P. M.	
STATIONS																	
6.40	1.35	5.00	12.05	5.20	9.45	652.5	P 653	LV	BALDWIN	92	Yard	f 8.25	s 5.45	7.15	9.35	1.40	3.00
7.00	1.53	5.20	12.54	5.28 <sup>36</sup>	9.55	661.4	P 661		McCLENNY	62	30	8.12	s 5.28 <sup>39</sup>	6.59	9.19	1.21	2.35
7.25	2.10 <sup>52</sup>	5.35	1.07 <sup>74</sup>	5.39	f 10.10	670.7	P 671		SANDERSON	64	22W	8.02	f 5.12	6.45	9.05	1.07 <sup>73</sup>	2.10 <sup>85</sup>
7.52 <sup>38</sup>	2.24	5.50	1.20	5.49	f 10.23	680.6	P 681		OLUSTEE	65	20	7.52 <sup>51</sup>	f 5.00	6.32	8.51	12.53	1.25
8.10	2.31	6.00	1.26	5.54	10.28	685.1	P 685		MT. CARRIE	62	13W	7.47	4.52	6.25	8.45	12.47	1.10
8.35	2.43	6.15	1.49	s 6.09 <sup>82</sup>	s 10.49	693.1	P 693		LAKE CITY	150	127	s 7.36	s 4.31	6.09 <sup>39</sup>	8.34	12.36	12.05
9.05	3.00	6.35	2.18	6.21	f 11.01	704.5	P 705		WELLBORN	67	14	7.25	f 4.17	5.51	8.16	12.18	11.43
9.20	3.09	6.45	2.38	6.27	f 11.07	709.9	P 710		HOUSTON	68	12E	7.19	4.11	5.43	8.08	12.10	11.28
9.30	3.16	7.13 <sup>38</sup>	2.45	s 6.33	s 11.13 <sup>52</sup>	715.3	P 715		LIVE OAK	150	205	s 7.13 <sup>83</sup>	s 4.05	5.35	8.00	12.02	11.13 <sup>37</sup>
10.20 <sup>52</sup>	3.50 <sup>36</sup>	7.25	3.10	6.44	11.30	721.5	P 722		DICKERT	64	8E	7.04	3.50 <sup>85</sup>	5.25	7.50	11.48	10.20 <sup>51</sup>
10.40	4.02	7.37	3.30		11.38	728.7	P 729		ELLAVILLE		26		3.42	5.15	7.39	11.37	10.00
11.00	4.13	7.50	3.45	7.00	f 11.46	736.3	P 736		LEE	65	25	6.49	f 3.34	5.05	7.27	11.26	9.40
11.45	4.26	8.03	4.05	7.09 <sup>84</sup>	s 12.05	743.7	P 744		MADISON	33	114	6.40	s 3.25	4.50	7.09 <sup>39</sup>	11.16	9.20
12.13 <sup>37</sup>	4.36 <sup>82</sup>	8.20	4.20	7.17	12.13 <sup>51</sup>	750.9	P 750		EDDY	64		6.32	3.10	4.36 <sup>85</sup>	6.56	11.05	8.50
12.35	4.48	8.30 <sup>52</sup>	4.35	7.24	s 12.20	757.4	P 757		GREENVILLE	150	50	6.26	s 3.02	4.07	6.47	10.56	8.30 <sup>83</sup>
12.55	5.00	8.42	4.55	7.32	s 12.36	764.9	P 765		AUCILLA	77	9W	6.18	s 2.49	3.57	6.37	10.46	8.10
1.25	5.13	8.55	5.15	7.41	s 12.45	772.3	P 772		DRIFTON	150	19	6.10	s 2.40	3.47	6.27	10.36	7.50
1.45	5.28	9.10	5.30	7.52	s 1.05	781.2	P 781		LLOYD	63	24E	6.00	s 2.27	3.32	6.12	10.21	7.20
2.18 <sup>36</sup>	5.38	9.20	5.53 <sup>38</sup>	8.00	f 1.14	787.8	P 788		CHAIRES	150	6W	5.53 <sup>73</sup>	2.18 <sup>51</sup>	3.22	6.02	10.10	7.00
2.30	5.55 <sup>84</sup>	9.28	6.05	8.06	1.21	792.4	P 792		FAY	69		5.47	2.12	3.15	5.55 <sup>85</sup>	10.03	6.45
2.55	6.10	9.45	6.20 7.00	s 8.25	s 2.00 <sup>36</sup>	799.3	P 799		TALLAHASSEE	49	Yard	s 5.40	s 2.00 <sup>37</sup>	3.00 11.59	5.40	9.50	6.30
			7.15	8.32	2.08	804.5	P 805		LUKE	42		5.20	1.42	11.35			
			7.31	8.40	f 2.18	811.4	P 811		MIDWAY	57	10	5.12	f 1.33	11.20			
			8.05	s 8.57	s 2.38	823.3	P 823		QUINCY		62	s 4.58	s 1.17	10.50			
			8.20	9.04	2.50	828.7	P 829		GRETNA	46	4E	4.50	1.07	10.35			
			9.00	s 9.35	s 3.30	841.9	P 842	AR	CHATTAHOOCHEE		Yard	4.35	12.50	10.00			
P. M. Ex. Sun.	P. M. Daily	A. M. Daily	A. M. Daily	P. M. Daily	P. M. Daily							A. M. Daily	P. M. Daily	A. M. Daily	P. M. Daily	P. M. Daily	A. M. Ex. Sun.



## BAINBRIDGE SUB-DIVISION--BAINBRIDGE AND TALLHASSEE

WESTWARD					Distance from Richmond	Station Numbers	G. F. & A. Mile Post Designation	TIME TABLE No. 7		CAPACITY TRACKS		EASTWARD				
THIRD CLASS		SECOND CLASS						Siding	Other	SECOND CLASS			THIRD CLASS			
67	85	83	75	86						84	74	68				
Local Freight Ex. Sun. P. M.	Red Ball Freight Daily P. M.	Red Ball Freight Daily A. M.	Red Ball Freight Daily A. M.	Red Ball Freight Daily P. M.						The Pioneer Daily P. M.	The Cavalcade Daily P. M.	Local Freight Ex. Mon. A. M.				
<b>Dec. 1, 1951</b>																
<b>STATIONS</b>																
	7.30	6.10	10.15	6.50	857.7	LC 858	49.7	LV	TALLHASSEE	0 Y AR			2.30	5.20	9.02	1.00
	7.50	6.30	10.35	7.10	849.1	LC 850	58.5		LAKE JACKSON	8.8	100	20 E	2.05	5.03	8.45	12.30
	8.32 <sup>74</sup>	6.47	10.50	7.25	841.0	LC 841	66.7		HAVANA	8.2		46	1.49	4.47	8.32 <sup>67</sup>	12.01
	8.55	6.56	11.00	7.42	836.7	LC 837	70.9		JAMIESON	6.9		8W	1.39	4.37	8.23	11.45
	9.30	7.10	11.12	7.55	829.8	LC 830	77.8		ATTAPULGUS	12.3	100	7 E	1.25	4.23	8.09	11.20
	10.00	7.35	11.40	8.20	817.3	LC 817	90.1	AR	BAINBRIDGE	T O Y LV		Yard	1.00	3.50	7.45	10.30
	P. M. Ex. Sun.	P. M. Daily	A. M. Daily	A. M. Daily									P. M. Daily	P. M. Daily	P. M. Daily	P. M. Ex. Sun.

## LOCATION AND CLEARANCE OF OVERHEAD BRIDGES

### BETWEEN JACKSONVILLE AND WILDWOOD

Kind of Bridge	Mile Post	Height	Width
Public.....	659.8	Standard	Standard
Public.....	704.4	21 ft. 10 in.	7 ft. 6 in.
Public.....	735.8	Standard	Standard
Public.....	736.6	21 ft. 11 in.	Standard
Public.....	760.7	Standard	Standard

### BETWEEN WILDWOOD AND HOMESTEAD.

Coal Chute.....	762.1	19 ft. 4 in.	7 ft. 9 in.
Conveyor.....	820.4	Standard	Standard
Public.....	820.5	Standard	Standard
Public.....	826.5	Standard	Standard
Public.....	849.7	Standard	Standard
Public.....	857.6	Standard	Standard
A. C. L. Crossing.....	860.6	20 ft. 8 in.	7 ft. 0 in.
Public.....	910.3	Standard	Standard
Coal Chute.....	935.1	20 ft. 0 in.	Standard
Public.....	972.5	Standard	Standard
Public.....	976.8	21 ft. 9 in.	Standard
South Fork New River.....	1014.0	Standard	Standard
Public.....	1032.5	Standard	Standard
Miami Canal.....	1036.8	Standard	Standard

### BETWEEN BALDWIN AND CHATTAHOOCHEE

Public.....	670.0	21 ft. 9 in.	Standard
Suwanee River.....	728.2	Standard	7 ft. 0 in.
Public.....	730.4	Standard	Standard
Public.....	743.5	Standard	Standard
Public.....	772.6	Standard	Standard
Public.....	774.8	Standard	Standard
Public.....	797.2	Standard	Standard
Public.....	797.8	21 ft. 6 in.	Standard
Public.....	803.4	21 ft. 6 in.	Standard
Public.....	808.0	21 ft. 7 in.	6 ft. 10 in.
Oekloeknee.....	820.3	21 ft. 7 in.	Standard

### BETWEEN WILDWOOD AND LAKE CHARM

Kind of Bridge	Mile Post	Height	Width
Public.....	806.0	21 ft. 11 in.	Standard
Ice Conveyor.....	816.0	21 ft. 4 in.	7 ft. 0 in.

### QUINCY MINE SPUR

Public.....	824.2	20 ft. 6 in.	Standard
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### BETWEEN TALLHASSEE AND ST. MARKS

Public.....	801.2	Standard	Standard
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### BETWEEN BAINBRIDGE AND TALLHASSEE

Public.....	82.8	Standard	Standard
A. C. L. Crossing.....	82.5	21 ft. 2 in.	Standard
Public.....	68.7	21 ft. 6 in.	Standard
Public.....	66.0	Standard	Standard
Public.....	51.9	Standard	Standard
Public.....	50.9	21 ft. 9 in.	Standard

### BETWEEN WANNEE AND BELL

Public.....	705.5	Standard	Standard
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NOTE: "Standard" as shown in Column "height" means the distance is 22 feet or more; as shown in Column "width" means the distance is 8 feet or more from center of track.

Information shown above should not be used in clearing oversize loads; you should be governed by current issue Railway Lines clearance.



## SPECIAL INSTRUCTIONS

### DIVISION

#### PRECEDENCE BY DIRECTION

A 1—Northward or eastward trains are superior to trains of the same class in opposite direction, except as indicated in Baldwin Sub-Division Special Instructions, D-20.

#### MAXIMUM SPEED

A 2—When the block signal system has been suspended or when trains

are operated against the current of traffic in Signalled Territory, passenger and express trains will not exceed a speed of 59 M. P. H. and freight and mixed trains 49 M. P. H.

A 3—Where scheduled time of trains between stations indicates a speed in excess of the designated maximum it conveys no authority for exceeding the authorized maximum speed.

### Orlando Sub-Division

B 1—Rule 83-A does not apply at Orlando and Oviedo when operator is not on duty. Rule 83 and 83-A do not apply at Tavares and Ellsworth.

B 2—Nos. 607 and 608 will stop on flag as follows: Whitney, Montclair, McDonald and Lockhart.

#### REGISTERING STATIONS

B 3—Wildwood and Orlando.

#### BULLETIN BOOKS

B 4—Wildwood, Tavares, Orlando and Oviedo.

#### STANDARD CLOCKS

B 5—Wildwood.

#### YARD LIMITS

B 6—Wildwood, Leesburg, Tavares, Orlando, Oviedo (including Slavia, Lake Charm, Extensions 1 and 2, Black Hammock).

#### WATER STATIONS

B 7—Wildwood and Orlando.

#### FUELING STATIONS

B 8—Wildwood and Orlando.

#### SPEED RESTRICTIONS

B 9—The maximum speed of all trains 49 M. P. H. between Wildwood and M. P. 811.7, 30 M. P. H. between M. P. 811.7 and Orlando.

The maximum speed of all trains, 15 M. P. H. between Orlando and M. P. 821 and 20 M. P. H. between M. P. 821 and Lake Charm.

Maximum speed on Muck Spur, M. P. 790.4 is 20 M. P. H. for 2.4 miles from entering switch, 15 M. P. H. beyond to loading track switch.

The maximum speed Lake Charm extensions 1 and 2 is 10 M. P. H.

Trains will not exceed speed of 10 M. P. H. over crossing between packing house and canning plant, M. P. 798.9, Plymouth.

Trains handling steam derricks, 20 M. P. H. between Wildwood and Orlando.

250 ton derrick will not be operated over Dead River, M. P. 781.3.

Derricks larger than 150 tons prohibited between Dead River, M. P. 781.3 and Orlando and derricks larger than 60 tons prohibited between Orlando and Lake Charm.

#### RAILROAD CROSSINGS

B 10—Railroad crossings at grade protected by interlockings:

Walling Mill, M. P. 771.9 A. C. L., Unattended.

Orlando, M. P. 814.6, A. C. L., Attended, 5 M. P. H.

B 11—Railroad crossings at grade protected by electrically locked derails:

Leesburg, M. P. 773.3, A. C. L., Normal clear for S. A. L., 20 M. P. H.

Toronto, M. P. 806.0, A. C. L., Normal clear for S. A. L., 30 M. P. H.

B 12—Railroad crossings at grade protected by gates:

Apopka, M. P. 802.1, A. C. L., Unattended, Normal clear for S. A. L., 20 M. P. H.

B 13—Railroad crossings at grade not protected:

Lake Charm No. 2 Extension, M. P. 832.0, A. C. L.

Trains will stop short of crossing and will proceed if crossing is seen or known to be clear.

#### DRAWBRIDGES

B 14—Drawbridges not interlocked:

Dead River, M. P. 781.3, Attended 6:00 A.M. to 10:00 P.M., 15 M. P. H. Trains will approach prepared to stop and must stop unless bridge is in proper position, track is clear and signal indicates proceed.

#### INTERLOCKINGS

B 15—Interlockings at other than railroad crossings and drawbridges: Wildwood, M. P. 761.5, Attended, 10 M. P. H.

#### AUTOMATIC SPRING SWITCHES

B 16—Ellsworth, junction switch.

#### BLOCK SIGNAL SYSTEM

B 17—Traffic Control system is in service between Signal 7837 Tavares and Signals 7868 and B-7868 Ellsworth.

#### SPECIAL RULES

B 18—All trains will stop and be preceded by member of crew over the following streets in Orlando:

Parramore Street,	Amelia Ave.,
Westmoreland Drive,	Virginia Drive,
Garland Street,	Colonial Drive,
	Country Club Drive,

B 19—Each street crossing, Pine Street (second street south of passenger station) to and including Highland Avenue (at the ice plant near M. P. 816) on the Oviedo line and Robinson Avenue, on the Wildwood line, Orlando, is protected by electric traffic signals.

These traffic signals are operated from towers between 7:00 A.M. and 11:00 P.M. and stand normally clear for vehicular traffic. Between 11:00 P.M. and 7:00 A.M. signals stand at "CAUTION" (Flashing Red) to vehicular traffic.

When traffic signals are out of service for any cause, trains and engines must be preceded over crossings within the designated territory by a member of crew 150 feet in advance of the movement to stop vehicular traffic.

Before making a switch or reverse movement over crossings in designated territory, it must be known that traffic signals indicate "STOP" to vehicular traffic, or that the movement is preceded by member of crew.

B 20—All trains, engines or car movements across the following streets at Leesburg must be preceded by flagman with stop signal to warn approaching pedestrians or vehicle drivers:

Perkins Street,	Palmetto Street,
Third Street,	Canal Street.
Thirteenth Street,	

Crossings at Main St. and Fourteenth St. are protected by flasher signals and trains making straightaway movement may, when engine is in leading position, proceed over these crossings at a speed not exceeding 15 M. P. H. without being preceded by flagman. All reverse, switch movement, or train movement when engine is in other than leading position, must be protected by flagman.

B 21—Between Orlando and Lake Charm single cars must not exceed 160,000 pounds gross weight and must be spaced by two cars each of not more than 90,000 pounds gross weight. Cars not so spaced must not exceed 115,000 pounds gross weight.



## Wannee Sub-Division

C 1—Rule 83-A does not apply at Bell.

C 2—Trains will stop on signal as follows:

Nos. 101 and 102 at Clayno, Darby, Burnetts Lake, Neals and Williford.

### REGISTERING STATIONS

C 3—Starke.

### BULLETIN BOOKS

C 4—Starke.

### YARD LIMITS

C 5—Starke.

### SPEED RESTRICTIONS

C 6—The maximum speed of all trains between Starke and Bell, 20 M. P. H.

Trains handling steam derricks, 15 M. P. H. Derricks larger than 150 tons prohibited.

### RAILROAD CROSSINGS

C 7—Railroad crossings at grade protected by interlockings:  
Alachua, M. P. 705.4, A. C. L., Attended.

C 8—Railroad crossings at grade protected by gates:  
Sampson City, M. P. 685.6, G. S. & F., Unattended, Normal clear for G. S. & F.

Hainesworth, M. P. 702.0, A. C. L., Unattended, Normal clear for A. C. L.

Buda, M. P. 714.9, A. C. L., Unattended, Normal clear for A. C. L.

### SPECIAL RULES

C 9—A member of crew will precede all movements over Main Street crossing, Alachua.

C 10—Single cars must not exceed 180,000 pounds gross weight.

## Baldwin Sub-Division

D 1—All trains will obtain Clearance Card before leaving Baldwin. Southward Second and Inferior Class trains and Extras originating at West Jacksonville will obtain Clearance Card before leaving that point.

Trains originating at Baldwin yard will obtain Clearance Card before leaving that point.

D 2—The time of first class trains at Baldwin Yard applies at Yard Office. The time of all trains at Nolem applies at north end two tracks.

D 3—Passenger trains will stop on signal as follows:

No. 7 at Baldwin to receive passengers for points south of Wildwood where Nos. 7 and 107 are scheduled to stop, and at all points south of Jacksonville to discharge passengers from north of Jacksonville, and arriving on connecting lines.

No. 8 at all points between Wildwood and Jacksonville to discharge passengers originating at Tampa and points south, and from Miami Sub-Division, and at Baldwin to discharge passengers from Wildwood.

Nos. 1 and 10 at all points between Baldwin and Wildwood to receive and discharge passengers and to exchange U. S. Mail.

No. 57 at Baldwin to receive passengers from No. 38 destined to points at which Nos. 57 and 157 are scheduled to make regular or conditional stops.

Nos. 57 and 58 at Waldo and Ocala to discharge passengers from Petersburg, Va. and beyond; to and from other stations on the Seaboard which these trains are regularly scheduled to stop, also, to receive and discharge passengers for and from Winter Haven, Ft. Lauderdale and Hollywood.

Nos. 21 and 22 at Ocala and Waldo to discharge and receive passengers from and for Petersburg, Va., and beyond.

### REGISTERING STATIONS

D 4—Jacksonville, West Jacksonville, Baldwin and Wildwood.

All first class trains will register by Form 405 at Baldwin. Train dispatcher will register first class trains at West Jacksonville.

Trains 108, 46, 122 and 158 register by Form 405 at Wildwood.

### BULLETIN BOOKS

D 5—Jacksonville, West Jacksonville, Baldwin, Baldwin Yard, Starke, Waldo, Ocala and Wildwood.

### STANDARD CLOCKS

D 6—Jacksonville, West Jacksonville, Baldwin, Baldwin Yard and Wildwood.

### YARD LIMITS

D 7—West Jacksonville, Baldwin (including Baldwin Yard), Starke, Waldo, Ocala and Wildwood.

### WATER STATIONS

D 8—West Jacksonville, Baldwin, Baldwin Yard, Starke, Waldo, Ocala and Wildwood.

### FUELING STATIONS

D 9—Coal: Baldwin Yard.

Diesel: West Jacksonville, Baldwin Yard, Starke, Ocala and Wildwood.

Bunker "C": West Jacksonville and Baldwin Yard.

### SPEED RESTRICTIONS

D 10—The maximum speed of passenger and express trains, see page 18. The maximum speed of freight and mixed trains, 60 M. P. H., except as below specified.

50 M. P. H. between M. P. 637.9 and M. P. 652.4.

20 M. P. H. between M. P. 652.4 and M. P. 652.7.

45 M. P. H. through turnout end two tracks, M. P. 680.1.

15 M. P. H. through turnout, South Florida Division junction switch, M. P. 690.1.

50 M. P. H. between M. P. 731.1 and M. P. 735.0.

20 M. P. H. between M. P. 735.0 and M. P. 736.0.

50 M. P. H. between M. P. 736.0 and M. P. 740.8.

45 M. P. H. through turnout end two tracks, M. P. 759.4.

25 M. P. H. through other crossovers and turnouts equipped with power operated switches.

The maximum speed of all train and yard movements, Kendrick main line between junction switch, Ocala, and Cummer-Martin mine plant, straight track, 20 M. P. H., curves 15 M. P. H.; all mine spur tracks that lead off from Kendrick main line, 10 M. P. H.

The maximum speed of all trains South Lake Weir spur, 25 M. P. H.

Trains handling steam derricks, 25 M. P. H.

Derricks larger than 150 tons prohibited on Kendrick and South Lake Weir spurs.

Trains handling scale test cars, 25 M. P. H.

Speed restrictions will be observed through stations as follows to comply with City Ordinance:

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

Starke, 20 M. P. H.

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

Hawthorne, 25 M. P. H.

### RAILROAD CROSSINGS

D 11—Railroad crossings at grade protected by interlockings:

Jacksonville, Jacksonville Terminal Co., Attended.

Baldwin, M. P. 652.5, S. A. L., Unattended.

Hawthorne, M. P. 705.1, A. C. L., Unattended, 45 M. P. H.

Ocala, M. P. 735.3, A. C. L., Attended, 20 M. P. H.

### INTERLOCKINGS

D 12—Interlockings at other than railroad crossings and drawbridges:

Stockton Street, M. P. 635.6, Attended, 15 M. P. H. thru turnouts.

Hampton, M. P. 684.5, G. S. & F., Unattended.

Wildwood, M. P. 761.5, Attended, 10 M. P. H.

### AUTOMATIC SPRING SWITCHES

D 13—West Switch—southward lead from West Jacksonville freight yard, 25 M. P. H.

(Continued on next page)



## Baldwin Sub-Division—Continued

### BLOCK SIGNAL SYSTEMS

D 14—Automatic Block system is in service between Jacksonville Terminal Company, M. P. 634.9, and north end two tracks Baldwin, M. P. 652.2, and between north end two tracks Nolem, M. P. 759.4, and Wildwood interlocking, M. P. 761.5.

D 15—Traffic Control system is in service between north end two tracks Baldwin, M. P. 652.2, and crossover switches south end yard lead Baldwin Yard, M. P. 655.2, and between north crossover switches Starke, M. P. 677.3, and north end two tracks Nolem, M. P. 759.4.

D 16—Controlled Automatic Block system is in service between crossover switches south end yard lead Baldwin Yard, M. P. 655.2, and north crossover switches Starke, M. P. 677.3.

### SIGNALLED SIDINGS

D 17—Waldo.

### TWO TRACKS

D 18—TWO TRACKS EXTEND BETWEEN BALDWIN, M.P. 652.2 AND M. P. 680.1. TRAINS MUST KEEP TO THE LEFT UNLESS OTHERWISE PROVIDED.

TWO TRACKS EXTEND BETWEEN NOLEM, M. P. 759.4 AND WILDWOOD, M. P. 761.5.

### SPECIAL RULES

D 19—See Jacksonville Terminal Co.'s rules on pages 16 and 17.

D 20—Southward trains moving in normal route have right over northward trains from end of Jacksonville Terminal Company interlocking limits east end Honeymoon yard to southward home signal Stockton Street interlocking. Except when authorized by train order, all northward passenger trains are required to use North and South freight line track from Stockton St. to the Jacksonville Terminal Co.'s wye for the

purpose of backing into terminal station, and will move at yard speed, expecting to find the track occupied by freight train or other movements. Freight trains, yard or other engines moving from Beaver Street, or Honeymoon Yard, will move at yard speed over the track used for the above movement and know the track between Stockton Street block office and the clearance point of the switch connecting the North and South freight line with Honeymoon Yard is clear before fouling clearance point.

D 21—Freight trains, yard engines or other engine movements may be made against the current of traffic in Wildwood Yard between end of two tracks Nolem, M. P. 759.4 and Coal Chute Wildwood, keeping clear of first class trains.

Freight trains, yard engines or other engine movements may be made with the current of traffic in Wildwood Yard between end of two tracks Nolem, M. P. 759.4 and Wildwood Interlocking, M. P. 761.5 on the time of first class trains.

D 22—Trains or engines desiring to enter southward main track through crossover at north end No. 6 track East Yard, and crossover immediately north of West Yard lead switch, Wildwood, must first obtain permission from train dispatcher. After such permission is secured and if no train is seen approaching, switch may be opened. Then after waiting two minutes the movement may proceed.

D 23—All trains or engines from either direction on either main track will move between M. P. 760.4 located just north of overpass Wildwood Yard and M. P. 761.6 located just south of Orlando Sub-Division junction and crossover switches Wildwood at yard speed.

D 24—When switching or shoving cars ahead of engine in straight away movement Kendrick Mine tracks, such movement must be preceded by a member of crew affording flag protection against automobile and truck traffic over State Road 200 crossing also over the three paved road crossings on Ocala-Gainesville Highway in vicinity of Dixie and Martin Mines.

## Miami and Homestead Sub-Divisions

E 1—All trains will obtain Clearance Card before leaving West Lake Wales and West Palm Beach. Rule 83-A does not apply at Homestead.

E 2—Passenger trains will stop on signal as follows:

Nos. 7 and 8 at Cornwell, Boynton Beach, Delray Beach, Deerfield Beach (Boca Raton), Pompano Beach, Dania and Hallandale.

No. 9 at Auburndale to discharge passengers from Jacksonville and beyond and at Lake Worth, Boynton Beach, Delray Beach, Deerfield Beach (Boca Raton), Pompano Beach, Dania, and Hallandale to discharge passengers from Jacksonville and beyond and from points between West Lake Wales and St. Petersburg and at Avon Park and Sebring to receive passengers for West Palm Beach and points south thereof.

No. 10 at Hallandale, Dania, Pompano Beach, Deerfield Beach (Boca Raton), Delray Beach, Boynton Beach, Lake Worth, and Auburndale to receive passengers for Jacksonville and beyond.

Nos. 21 and 22 at Winter Haven, West Lake Wales, Avon Park, Sebring, Lake Worth, Delray Beach, Deerfield Beach (Boca Raton), Ft. Lauderdale, Hollywood, and Hialeah to discharge passengers from West Savannah and beyond, and to receive passengers for Savannah and beyond.

Nos. 21 and 22 at Okeechobee to discharge and receive passengers from and for Richmond and beyond.

Nos. 57 and 58 at Winter Haven, West Lake Wales, Ft. Lauderdale, Hollywood, and Hialeah to discharge and receive passengers from and for Jacksonville and beyond. At Avon Park, Sebring, Lake Worth, Delray Beach, and Deerfield Beach (Boca Raton) to discharge and receive passengers from and for Petersburg, Va., and beyond.

Nos. 45 and 46 at Winter Haven, West Lake Wales, Avon Park, Sebring, Lake Worth, Delray Beach, Deerfield Beach, Fort Lauderdale and Hollywood to discharge and receive passengers from and for Thalmann and beyond, also at West Lake Wales and Sebring to discharge and receive passengers from and for West Palm Beach and Miami.

### REGISTERING STATIONS

E 3—Wildwood, West Lake Wales, Hialeah Yard (for trains originating and terminating), and Miami.

All first class trains and No. 75 will register by Form 405 at West Lake Wales.

Trains 108, 46, 122 and 158 register by Form 405 at Wildwood.

### BULLETIN BOOKS

E 4—Wildwood, West Lake Wales, West Palm Beach, Hialeah Yard and Miami.

### STANDARD CLOCKS

E 5—Wildwood, West Lake Wales, West Palm Beach, Hialeah Yard and Miami.

### YARD LIMITS

E 6—Wildwood, Coleman, West Lake Wales, West Palm Beach (including Northwood) and Hialeah Yard. Yard limit board at Hialeah Yard near M. P. 1031.5 includes all tracks south of yard limit board to Miami freight station and Hialeah south on Homestead line to yard limit board, M. P. 1047.0.

### WATER STATIONS

E 7—Wildwood, West Lake Wales, West Palm Beach, and Hialeah Yard.

### FUELING STATIONS

E 8—Wildwood, Winter Haven, West Lake Wales, Hialeah Yard.

(Continued on next page)



## Miami and Homestead Sub-Divisions—Continued

### SPEED RESTRICTIONS

E 9—The maximum speed of passenger and express trains, see page 18. The maximum speed of freight and mixed trains, 60 M. P. H. between Coleman and Northwood and 50 M. P. H. other territory, except as below specified:

25 M. P. H. when moving to and from single track and northward track Coleman, M. P. 766.1.

30 M. P. H. between M. P. 825.7 and M. P. 826.4.

40 M. P. H. between M. P. 857.4 and M. P. 857.8.

45 M. P. H. between M. P. 858.8 and M. P. 859.9.

20 M. P. H. between M. P. 969.8 and M. P. 970.2.

40 M. P. H. between M. P. 970.2 and M. P. 971.8.

25 M. P. H. through other crossovers and turnouts equipped with power operated switches.

20 M. P. H. on Istokpoga Spur between Plains and M. P. 888.5 and 15 M. P. H. between M. P. 888.5 and Melvin.

All trains 30 M. P. H. on Homestead Sub-Division except 10 M. P. H. over Tamiami Trail near M. P. 1042.2.

Trains handling steam derricks, 25 M. P. H. except 20 M. P. H. on Homestead Sub-Division. Derricks larger than 150 tons prohibited on Homestead Sub-Division.

Trains handling 250-ton steam derricks will not exceed speed of 15 M. P. H. over drawbridge Kissimmee River, M. P. 893.9.

Derricks larger than 100 tons prohibited between Plains and Melvin.

Trains handling scale test cars, 25 M. P. H.

Speed restrictions will be observed through stations as follows to comply with City Ordinance:

Avon Park, 10 M. P. H. over Main Street.

Sebring, 25 M. P. H. over Lemon, Center and Pear Streets.

Hollywood, 25 M. P. H. through city limits; 15 M. P. H. over Hollywood Boulevard.

### RAILROAD CROSSINGS

E 10—Railroad crossings at grade protected by interlockings:

Center Hill, M. P. 777.6, A. C. L., Unattended.

Mabel, M. P. 782.8, A. C. L., Unattended.

Auburndale, M. P. 820.5, A. C. L., Attended, 45 M. P. H.

Winter Haven, M. P. 826.4, A. C. L., Attended.

West Lake Wales, M. P. 835.8, S. A. L., Unattended.

Marcy, M. P. 922.2, F. E. C., Unattended.

Iris, M. P. 1034.2, F. E. C., Unattended.

Oleander, M. P. 1041.1, F. E. C., Unattended, 20 M. P. H.

E 11—Railroad crossings at grade protected by electrically locked derails:

West Palm Beach, M. P. 969.8, F. E. C., Normal clear for S. A. L., 20 M. P. H.

E 12—Railroad crossings at grade protected by gates:

Oleander, M. P. 1040.7, Seminole Rock Co., Unattended, Normal clear for S. A. L., 10 M. P. H.

Oleander, M. P. 1040.8, F. E. C., Interchange, Unattended, Normal clear for S. A. L., 10 M. P. H.

### DRAWBRIDGES

E 13—Drawbridges protected by interlockings:

St. Lucie Canal, M. P. 937.2, 45 M. P. H.

South Fork New River, M. P. 1014.0, 45 M. P. H.

Miami Canal, M. P. 1036.8, Homestead Sub-Division, 10 M. P. H.

E 14—Drawbridges not interlocked:

Kissimmee River, M. P. 893.9, straight railed, unattended, 45 M. P. H.

Palm Beach Canal, M. P. 974.6, straight railed, unattended, 45 M. P. H.

Hillsboro Canal, M. P. 997.5, straight railed, unattended, 45 M. P. H.

When necessary to open these draws, trains will be notified and section foreman protect in accordance with Rule 99.

### INTERLOCKINGS

E 15—Interlockings at other than railroad crossings and drawbridges: Wildwood, M. P. 761.5, Attended, 10 M. P. H.

### BLOCK SIGNAL SYSTEMS

E 16—Automatic Block system is in service between Wildwood interlocking, M. P. 761.5, and Coleman, M. P. 766.0.

E 17—Traffic Control system is in service between Coleman, M. P. 766.0, and Signal X-10394, Miami, M. P. 1039.4. Following sidings are equipped with power operated switches:

North end Center Hill.

Both ends Winter Haven.

North end No. 1 Yard track, West Lake Wales.

South end West Lake Wales.

Both ends West Frost Proof.

Both ends Hartt.

Both ends Ridge.

Both ends Ft. Basinger.

Both ends Mildred.

Both ends Indiantown.

Both ends Delta.

Both ends Northwood.

North end West Palm Beach.

North end Hialeah.

### SIGNALLED SIDINGS

E 18—West Frost Proof.

Hartt.

Ridge.

Ft. Basinger.

Mildred.

Indiantown.

Delta.

Northwood.

### TWO TRACKS

E 19—TWO TRACKS EXTEND BETWEEN WILDWOOD, M. P. 761.5, AND COLEMAN, M. P. 766.0.

### OPERATION BY SIGNAL INDICATION

E 20—Trains will run with the current of traffic between Coleman, M. P. 766.0, and Wildwood Interlocking, M. P. 761.5, by block signals whose indications supersede time table superiority, and take the place of train orders when moving with current of traffic. These instructions do not relieve crews from compliance with Rule 93.

Rule 83-A will not apply at Coleman and trains from South Florida Coleman Sub-Division will retain their identity and operate in accordance with these instructions.

### SPECIAL RULES

E 21—Freight trains, yard engines or other engine movements may be made against the current of traffic in Wildwood Yard between end of two tracks Nolem, M. P. 759.4 and Coal Chute Wildwood, keeping clear of first class trains.

Freight trains, yard engines or other engine movements may be made with the current of traffic in Wildwood Yard between end of two tracks Nolem, M. P. 759.4 and Wildwood Interlocking, M. P. 761.5 on the time of first class trains.

E 22—All trains or engines from either direction on either main track will move between M. P. 760.4 located just north of overpass Wildwood Yard and M. P. 761.6 located just south of Orlando Sub-Division junction and crossover switches Wildwood, at yard speed.

E 23—An indicator light located on mast at north end of Miami passenger station, between tracks 2 and 3, will display a white light when Signal X-10394 is displaying an indication permitting northward movement, and will be authority for movement of trains or engines from passenger station. All movements between Signal X-10394 and the end of track, Miami, must be made at yard speed.

E 24—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.



## Tallahassee, Monticello and Wakulla Sub-Divisions

**F 1**—All trains will obtain Clearance Card before leaving Lake City and Tallahassee. All trains will obtain Clearance Card at Quincy when operator is on duty.

**Rule 83-A** does not apply at Drifton, Monticello and St. Marks.

**F 2**—The time of westward first class trains at Lake City applies at passenger station.

**F 3**—Passenger trains will stop on signal as follows:

Nos. 36 and 37 at Glen St. Mary, Watertown, Capitola and Mt. Pleasant.

No. 38 at Madison to discharge passengers from Tallahassee and beyond and to receive passengers for Jacksonville and beyond.

No. 39 at Madison to discharge passengers from Jacksonville and beyond and to receive passengers for Tallahassee and beyond.

### REGISTERING STATIONS

**F 4**—Baldwin, Tallahassee and Chattahoochee.

Trains 36, 37, 38 and 39 will register by Form 405 at Baldwin and Tallahassee.

### BULLETIN BOOKS

**F 5**—Baldwin, Baldwin Yard, Tallahassee and Chattahoochee.

### STANDARD CLOCKS

**F 6**—Baldwin, Baldwin Yard, Tallahassee and Chattahoochee.

### YARD LIMITS

**F 7**—Baldwin, Lake City, Live Oak, Madison, Drifton, Tallahassee, Quincy and Chattahoochee.

### WATER STATIONS

**F 8**—Baldwin, Lake City, Madison, Drifton, Tallahassee, Quincy and Chattahoochee.

### FUELING STATIONS

**F 9**—Coal: Tallahassee, Lake City.

Diesel: Tallahassee.

Bunker "C": Tallahassee.

### SPEED RESTRICTIONS

**F 10**—The maximum speed of passenger and express trains, Tallahassee Sub-Division, is 59 M. P. H., except as below specified:

45 M. P. H. between M. P. 727.6 and M. P. 728.8.

50 M. P. H. between M. P. 752.2 and M. P. 752.9.

50 M. P. H. between M. P. 790.0 and M. P. 799.0.

50 M. P. H. between M. P. 808.3 and M. P. 818.5.

35 M. P. H. between M. P. 815.5 and M. P. 820.0.

50 M. P. H. between M. P. 820.0 and M. P. 824.0.

50 M. P. H. between M. P. 832.0 and Chattahoochee.

Maximum speed of passenger and express trains handled by 1600 and 1700 class Diesel engines, 50 M. P. H. except as below specified:

45 M. P. H. between M. P. 727.6 and M. P. 728.8.

45 M. P. H. between M. P. 734.0 and M. P. 736.0.

35 M. P. H. between M. P. 818.5 and M. P. 820.0.

Passenger and express trains handled by steam freight engines will not exceed speed authorized for such engines in freight service.

The maximum speed of freight and mixed trains, Tallahassee Sub-Division, is 45 M. P. H., except as below specified:

35 M. P. H. between M. P. 752.2 and M. P. 752.9.

30 M. P. H. between M. P. 818.5 and M. P. 820.0.

The maximum speed of all trains, Monticello Sub-Division, is 30 M. P. H., except as below specified:

The maximum speed of all trains, Wakulla Sub-Division, is 20 M. P. H., except as below specified:

All trains will not exceed 10 M. P. H. approaching Ohio Ave. crossing Live Oak, all switching movements over this crossing must be protected by member of crew.

Trains handling steam derricks, 20 M. P. H., except 15 M. P. H. on Wakulla Sub-Division. Derricks larger than 60 tons prohibited on Wakulla Sub-Division.

Trains handling 250-ton steam derricks will not exceed speed of 5 M. P. H. over bridge Suwanee River, M. P. 728.2.

250-ton derricks must be separated from the engine or any other derrick by at least four cars not exceeding 100,000 pounds gross weight per car when operated over Suwanee River bridge, M. P. 728.2.

Trains handling scale test cars, 25 M. P. H.

Speed restrictions will be observed through stations as follows to comply with City Ordinance:

Lee, 20 M. P. H.

Greenville, 10 M. P. H.

McClenny, all trains 15 M. P. H. over all street crossings 8:00 A.M. to 9:00 A.M., 12 Noon to 1:00 P.M., and 2:00 P.M. to 4:00 P.M.

All passenger trains and Nos. 74, 84 and 85 will approach Marion Street, Lake City, at restricted speed and not exceed a speed of 5 M. P. H. over this crossing. Other trains stop before crossing this street and have movement preceded by flag.

### RAILROAD CROSSINGS

**F 11**—Railroad crossings at grade protected by interlockings:

Baldwin, M. P. 652.5, S. A. L., Unattended 20 M. P. H.

Mattox, M. P. 656.6, A. C. L., Unattended.

Live Oak, M. P. 715.0, A. C. L., Unattended, 20 M. P. H.

Drifton, M. P. 772.6, A. C. L., Attended.

**F 12**—Railroad crossings at grade protected by gates:

M. P. 691.7, G. S. & F., Unattended, Normal clear for S. A. L., 15 M. P. H.

Live Oak, M. P. 716.6, L. O. P. & G., Unattended, Normal clear for S. A. L., 20 M. P. H.

Madison, M. P. 743.7, G. & F., Unattended, Normal clear for S. A. L., 20 M. P. H.

Greenville, M. P. 757.4, S. G., Unattended, Normal clear for S. A. L., 20 M. P. H.

### AUTOMATIC SPRING SWITCHES

**F 13**—Baldwin, west end west storage, 25 M. P. H.

Lake City, west end siding, 25 M. P. H.

Live Oak, west end siding, 20 M. P. H.

Greenville, east end siding, 25 M. P. H.

Drifton, east end siding, 25 M. P. H.

Chaires, west end siding, 25 M. P. H.

Fay, west end siding, 25 M. P. H.

### SPECIAL RULES

**F 17**—All trains and engines may use main track between Tallahassee passenger station and M. P. 800.0 on the time of first class trains. All trains and engines using main track between these points will approach and move at yard speed. When rear car of passenger train in either direction does not extend beyond these limits, flagman will remain on ground at rear of train with flagging equipment prepared to stop approaching trains or engines.

The normal position of junction switch connecting Bainbridge and Tallahassee Sub-Divisions will be to either main track.

**F 18**—All trains will approach street crossing just east of passenger station, Quincy, not in excess of 10 M. P. H.

**F 19**—All trains and engines approach and move within the yard limits Chattahoochee at yard speed.

**F 20**—All movements over R. R. Avenue, Tallahassee, must be preceded by flag.

**F 18**—All train and engine movements over Washington and Pearl Street crossings, Monticello, will be preceded by flag.

**F 19**—Single cars moving over Wakulla Sub-Division must not exceed 160,000 pounds gross weight. Cars exceeding 115,000 pounds gross weight must be spaced by two cars of not more than 90,000 pounds gross weight each.



## Bainbridge Sub-Division

### REGISTERING STATIONS

G 1—Bainbridge and Tallahassee.

### BULLETIN BOOKS

G 2—Bainbridge and Tallahassee.

### STANDARD CLOCKS

G 3—Bainbridge and Tallahassee.

### YARD LIMITS

G 4—Bainbridge and Tallahassee.

### WATER STATIONS

G 5—Bainbridge, Attapulcus and Tallahassee.

### FUELING STATIONS

G 6—Coal: Tallahassee.  
Diesel: Tallahassee.  
Bunker "C": Tallahassee.

### SPEED RESTRICTIONS

G 7—The maximum speed of all trains, 40 M. P. H., except as below specified:

30 M. P. H. between M. P. 52.7 and Tallahassee.

Trains handling steam derrick, 20 M. P. H.

Trains handling scale test cars, 25 M. P. H.

### SPECIAL RULES

G 8—All trains and engines may use main track between Tallahassee passenger station and M. P. 800.0 on the time of first class trains. All trains and engines using main track between these points will approach and move at yard speed. When rear car of passenger train in either direction does not extend beyond these limits, flagman will remain on ground at rear of train with flagging equipment prepared to stop approaching trains or engines.

The normal position of junction switch connecting Bainbridge and Tallahassee Sub-Divisions will be to either main track.

G 9—Bainbridge Sub-Division eastward trains holding right of track orders over opposing westward trains to Tallahassee are authorized to use main track to Tallahassee Sub-Division junction switch Tallahassee.

## RULES JACKSONVILLE TERMINAL COMPANY

1. Standard rules govern operations on Jacksonville Terminal Company's tracks.

Employees will comply with special rules or instructions when issued by proper Officer.

2. All train movements will be governed by signal indications within interlocking territory; outside of interlocking territory all trains will move under control, expecting to find the track occupied and be able to stop within half the range of vision.

The burden of responsibility is with the approaching train.

3. In foggy weather, or other conditions that obscure clear vision, extreme caution must be exercised.

4. Trains must not exceed a speed of fifteen (15) M. P. H. through Lee St., Myrtle Ave. and Beaver St. interlocking, ten (10) M. P. H. by station platforms, and approach main baggage trucking platforms at west end of station tracks prepared to stop, unless crossing is known to be clear.

### SIGNAL INDICATION (DAY)

5. Interlocking signals are of the right hand upper quadrant type, giving the following indications:

HORIZONTAL.....STOP.  
45° ANGLE.....CAUTION.  
PERPENDICULAR.....PROCEED.

### SIGNAL INDICATIONS (NIGHT)

RED.....STOP.  
YELLOW.....CAUTION.  
GREEN.....PROCEED.

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

Hand signals must not be recognized over fixed signals, except after thorough understanding with the signalman on the ground.

Outside of interlocking territory hand thrown switch indications are:

RED.....STOP, OR FOR TURN-OUT.  
LUNAR WHITE.....PROCEED, OR SWITCH IN NORMAL POSITION.

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

5-a. Suspended bridge type signal directly under Automatic Signal 6428 Bridge "C" Myrtle Ave. interlocking operates in conjunction with Signal 6428. When both signals are in (horizontal—red) stop position trains will stop and proceed only on proper signal indications or instructions from Myrtle Ave. Tower. When block is occupied between Bridge "C" and Beaver St. Tower, Signal 6428 will be in stop position, bottom signal will be displayed in caution position (45° angle or yellow signal)

which indicates the block is occupied and trains will proceed with caution without stopping. This permissive signal is to permit north-bound trains to follow closely and avoid blocking Myrtle Ave. interlocking.

6. Emergency stop signal of following types are located as follows:

SIREN HORN south end A. C. L. R. R., B. Yard.

SIREN HORN northward home signal Beaver Street Tower.

SIREN HORN north end of Freight Interchange Yard, Beaver Street Tower.

SIREN HORN Bridge "C" Myrtle Avenue Tower.

SIREN HORN south end A. C. L. Tampa Wye Track.

SIREN HORN Honeymoon Yard.

SIREN HORN S. A. L. northward Main Track Opposite Water Tank.

SIREN HORN west end station track No. 9.

SIREN HORN west end station track No. 16.

SIREN HORN east end station track No. 20.

SIREN HORN east of Lee Street Tower between F. E. C. northward main track and A. C. L. lower yard.

SIREN HORN south beside F. E. C. main track between Broad Street viaduct and St. Johns River Bridge.

AIR WHISTLE—Bridge "B" Myrtle Avenue Tower.

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

7. Freight movements over the S. A. L. freight line crossing at Beaver St. interlocking, will, if compelled to stop for a period of over five minutes, immediately cut their train and clear the signal governing opposite direction of movement unless otherwise directed by the towerman.

8. All trains will approach the junction of the Jacksonville Terminal Company's running track and wye at "FO" Cabin, also the Jacksonville Terminal Company's running track, wye, crossovers and switches at Church Street under full control expecting to find track occupied. (See Rule 2.)

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

9-a. Consist from engine to rear in train order showing all information called for will be furnished by conductors in duplicate on Jacksonville Terminal Form 419 of all arriving and departing trains, this form to be made in triplicate for arriving trains, one copy to be filed and transmitted by wire not less than one hour before arrival. Boxes for consists of departing trains are located on concourse fence and on shed posts on hill tracks. Conductors will secure supply Form 419 at telegraph office.

(Continued on next page)



## RULES JACKSONVILLE TERMINAL COMPANY—Continued

10. Train Starting Signals: Push buttons are installed upon the supporting columns of train sheds from track 2 to 26, inclusive, to communicate with Myrtle Ave. or Lee St. Tower, when trains are ready to depart. Conductors are required to transmit such signal to the proper tower one minute in advance of the time his train will be ready to depart. After this signal gives proper indication in the tower, it will be repeated back by a light to the conductor immediately. If such light does not show up it indicates to the conductor that the apparatus is not working and steps must immediately be taken to communicate with the tower by phone.

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

Trains must not depart from the Jacksonville terminal until the engineman has received a release card, form 725, from the car inspector indicating that the train is ready to proceed in so far as the Mechanical Department is concerned.

11. Conductors, flagman, enginemen and firemen of tenant lines must pass proper examination on interlocking and special instructions before being permitted to operate into and out of the Terminal.

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

13. All members of train crews must register names and addresses in book provided for that purpose in the telegraph office.

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

15. Enginemen on arriving trains heading into station will stop cab of steam engine opposite post fourth from butting block, and enginemen on diesel engines on arriving trains heading into station will stop as near butting block as practical, consistent with safety, on station tracks 2 to 15, inclusive, to avoid blocking the trucking platform at north or west end of station.

16. Engines equipped with trailer wheels, in backward motion will not exceed a speed of ten (10) M. P. H. around curves through diverging routes of interlocking.

17. Ash pans of locomotives and kitchen cars, or refuse of any nature must not be cleaned or thrown on tracks within Terminal limits.

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

19. Engine crews on arriving trains will leave fires banked in such condition as to prevent smoke or raising of safety valve. Automatic and independent brakes to be left applied. Cylinder and air pump cocks left open and reverse gear placed on center. Boiler should not be filled to the extent that engine will work water.

20. In case boiler or throttle is leaking or other unsafe conditions exists enginemen in person will notify station master's office. Relief valve must be blocked open on engines with throttles leaking and air pumps left running if engine has independent brake.

21. Engine crews on departing trains will build fires in proper manner to minimize smoke. Every effort must be made to prevent annoyance, personal injury, damage to passengers clothing, near track by water thrown from stack or cylinder cocks.

22. The use of sand within interlocking territory must be avoided as far as possible and is prohibited through switches and crossovers at Myrtle Ave., Beaver St. and Lee St. interlocking.

23. Air whistle on backup hose will be sounded at frequent intervals on all trains backing into station.

### TONNAGE RATING

ENGINES	4000-4100 2 Units and 4500 Series	4022 to 4032 Single Unit	1500 Series	1600 and 1700 Series
	Diesel	Diesel	Diesel	Diesel
West Jacksonville to Baldwin.....	4,000	2,000	1,800	2,700
Baldwin to Lake City.....	4,000	2,000	1,800	2,400
Lake City to Greenville.....	3,600	1,800	1,625	2,100
Greenville to Tallahassee.....	3,200	1,600	1,450	2,000
Tallahassee to Chattahoochee.....	2,550	1,275	1,150	1,600
Chattahoochee to Tallahassee.....	3,200	1,600	1,450	2,000
Tallahassee to Attapulcus.....	2,650	1,325	1,200	1,600
Attapulcus to Tallahassee.....	2,700	1,350	1,225	1,600
Bainbridge and Attapulcus.....	3,150			2,000
Tallahassee to Greenville.....	3,200	1,600	1,450	2,000
Greenville to Lake City.....	4,100	2,050	1,850	2,500
Lake City to Baldwin.....	4,350	2,175	1,950	3,500
Baldwin to West Jacksonville.....	5,000	2,500	2,250	4,000
Wannee and Bell.....			2,250	
Baldwin and Wildwood.....	5,000	2,500	2,250	3,500
Wildwood and Orlando.....			1,500	2,200
Orlando and Lake Charm.....			1,800	
Wildwood and West Lake Wales.....	5,000	2,500	2,250	3,500
West Lake Wales and Hialeah Yard....	4,500	2,500	2,250	3,500
Hialeah Yard and Homestead.....			3,300	5,000



## BALDWIN AND MIAMI SUB-DIVISIONS

### MAXIMUM SPEED ALLOWED PASSENGER AND EXPRESS TRAINS

BETWEEN MILE POSTS	Miles per Hour	BETWEEN MILE POSTS	Miles per Hour	BETWEEN MILE POSTS	Miles per Hour
635.6 Thru Turnouts	15	766.7 and 819.6	75	974.6 (Drawbridge)	45
635.6 and 636.3	25	819.6 and 920.5	60	974.6 and 974.9	60
636.3 and 652.4	75	820.5 (R. R. Crossing)	45	974.9 and 975.7	70
652.4 and 652.7	20	820.5 and 821.0	60	975.7 and 976.3	60
652.7 and 680.1 Both Tracks	75	821.0 and 825.6	75	976.3 and 981.2	70
680.1 Through Turn Out	45	825.6 and 826.2	30	981.2 and 982.5	60
680.1 and 689.5	75	826.2 and 827.1	60	982.5 and 983.6	70
689.5 and 690.2	65	827.1 and 835.4	75	983.6 and 983.9	60
690.2 and 690.6	45	835.4 and 836.3	60	983.9 and 987.1	70
690.6 and 704.5	75	836.3 and 840.9	75	987.1 and 987.4	60
704.5 and 705.1	45	840.9 and 841.2	65	987.4 and 991.5	70
705.1 and 709.4	75	841.2 and 846.2	75	991.5 and 992.1	60
709.4 and 709.7	70	846.2 and 846.6	65	992.1 and 994.2	70
709.7 and 710.6	75	846.6 and 848.6	75	994.2 and 994.8	60
710.6 and 710.7	70	848.6 and 848.9	65	994.8 and 997.5	70
710.7 and 716.9	75	848.9 and 850.9	75	997.5 and 997.6 (Drawbridge)	45
716.9 and 719.1	70	850.9 and 851.2	65	997.6 and 998.0	60
719.1 and 724.3	75	851.2 and 855.7	75	998.0 and 1000.0	70
724.3 and 724.6	70	855.7 and 856.8	65	1000.0 and 1000.3	60
724.6 and 731.1	75	856.8 and 857.4	60	1000.3 and 1007.6	70
731.1 and 731.8	60	857.4 and 858.8	50	1007.6 and 1007.9	60
731.8 and 733.9	75	858.8 and 859.5	60	1007.9 and 1010.2	70
733.9 and 735.0	60	859.5 and 861.1	65	1010.2 and 1010.6	60
735.0 and 736.0	20	861.1 and 862.5	75	1010.6 and 1014.0	70
736.0 and 740.8	60	862.5 and 864.3	65	1014.0 (Drawbridge)	45
740.8 and 741.2	70	864.3 and 864.9	60	1014.0 and 1015.0	70
741.2 and 744.2	75	864.9 and 866.6	65	1015.0 and 1016.2	60
744.2 and 745.7	70	866.6 and 868.0	60	1016.2 and 1017.5	70
745.7 and 747.3	75	868.0 and 868.8	65	1017.5 and 1017.7	60
747.3 and 748.4	70	868.8 and 893.9	75	1017.7 and 1020.2	70
748.4 and 749.3	75	893.9 and (Drawbridge)	45	1020.2 and 1020.4	60
749.3 and 751.3	70	893.9 and 937.2	75	1020.4 and 1022.8	70
751.3 and 752.7	75	937.2 (Drawbridge)	45	1022.8 and 1024.1	60
752.7 and 753.4	70	937.2 and 967.0	75	1024.1 and 1028.2	70
753.4 and 754.2	75	967.0 and 968.5	65	1028.2 and 1028.4	60
754.2 and 754.5	70	968.5 and 969.4	75	1028.4 and 1030.2	70
754.5 and 759.4	75	969.4 and 969.8	65	1030.2 and 1030.9	60
759.4 (Thru Turnout)	45	969.8 and 970.2	20	1030.9 and 1034.2	70
759.4 and 762.1 Both Tracks	45	970.2 and 971.8	40	1034.2 (R. R. Crossing)	50
762.1 and 766.1 Both Tracks	75	971.8 and 974.2	60	1034.2 and 1036.5	60
766.1 and 766.7	65	974.2 and 974.6	55	1036.5 and 1039.8	20

Diesel engines 1500, 2700, 4000, 4100, 4200, 4300, and 4500 series, will not exceed speed of 65 M. P. H.; diesel engines 1600 and 1700 series, will not exceed speed of 60 M. P. H.

25 M. P. H. must not be exceeded through other crossovers and turnouts equipped with power operated switches; also when moving to and from single track and northward track Coleman, M. P. 766.1.

Speed restrictions will be observed through stations as follows to comply with City Ordinance: Jacksonville, 25 M. P. H. through city limits; Starke, 20 M. P. H.; Waldo, 45 M. P. H. over De Sha and Cole Streets; Hawthorne, 25 M. P. H.; Avon Park, 10 M. P. H. over Main Street; Sebring, 25 M. P. H. over Lemon, Center, and Pear Streets; Hollywood, 25 M. P. H. through city limits, 15 M. P. H. over Hollywood Boulevard.



# LOCATION OF TRACKS AND PRIVATE SIDINGS NOT SHOWN IN TIME TABLES

## BETWEEN BALDWIN AND CHATTAHOOCHEE

Name	Miles Post	Station Nos.	Car Capacity	Opening
Carver Lumber Company	660.2	P 660	8	East
Glen St. Mary	663.8	P 664	28	Both
Mann's Spur	673.7	P 674	6	East
McCloskey	689.9	P 689	4	West
Watertown	690.7	P 691	26	Both
Falmouth	725.4	P 725	12	East
West Farm	738.4	P 738	9	East
Sherrods Mill	758.8	P 759	3	East
Cooks Mill	759.8	P 759	5	East
Capitola	785.8	P 786	5	West
Perkins	794.4	P 794	29	East
Dale Mabry Field	802.1	P 802	45	Both
Lawrence	808.6	P 809	15	West
Key Bros.	822.0	P 822	2	East
Sumatra	824.8	P 825	4	West
Douglas City	826.5	P 827	6	West
Mt. Pleasant	832.0	P 832	22	Both
Chattahoochee River	843.8	P 844	Spur	East

## BETWEEN DRIFTON AND MONTICELLO

Realty Trust Company	775.7	PB 776	2	North
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## BETWEEN WILDWOOD AND LAKE CHARM (Including Black Hammock Extensions)

Bamboo	766.8	T 767	16	North
Whitney	768.9	T 769	4	North
Montclair	770.4	T 770	16	Both
Foremost Fert. Co.	770.9	T 771	8	North
Burgine Oil	771.1	T 771	5	North
McCollum's Spur	778.9	T 779	8	North
Muck Spur Storage Track	790.2	T 790	50	Both
Muck Spur	790.4	T 790	Spur	North
McDonald	796.2	T 796	7	Both
Onfi	800.2	T 800	4	North
Cook Lumber Company	806.7	T 807	6	North
Lockhart Track No. 1	807.7	T 808	5	North
Lockhart Track No. 2	807.7	T 808	6	South
American Machine Corp.	809.0	T 809	34	North
Ben White Raceway	809.5	T 810	21	Both
Winter Park	819.4	T 820	7	Both
Aloma	821.1	T 821	Wye	
Golden Rod	823.8	T 824	8	North
State Highway	826.2	T 827	4	North
Slavia	828.0	T 828	8	North
Duda	828.3	T 829	30	North
Lee Packing House	830.9	T 831	9	North
No. 1 Extension	831.0	T 831	Spur	North
No. 2 Extension	831.0	T 831	Spur	North
Florida Pre-cooling	831.9	TA 832	25	North

## BETWEEN TALLAHASSEE AND ST. MARKS

Hydro Gas Co.	801.1	PA 801	3	South
Tallahassee Lumber Co.	802.5	PA 802	12	South
North Florida Gas Co.	802.5	PA 802	13	South
Hannons Mill	803.2	PA 803	19	Both
Woodville	808.8	PA 809	9	North
Rhode's Spur	807.6	PA 808	3	North
Reeds Spur	814.0	PA 814	6	North
Wakulla	814.5	PA 815	23	North
Newport	817.5	PA 818	8	Both
Power Plant	819.5	PA 819	Conn	North

## BETWEEN BAINBRIDGE AND TALLAHASSEE

Bower	82.2	LC 825	15	Both
A. C. Co. Plant	77.0	LC 831	83	West
Hinson	68.2	LC 839	23	West
Altschul	64.5	LC 843	5	West
Gibson	62.3	LC 845	10	West

## BETWEEN OCALA AND MARTIN MINE (Kendrick Spur)

Kendrick Pass	739.5	Q 739	47	Both
Kendrick Mine	739.9	Q 740	Spurs	
Rose Mine	740.9	Q 741	Spurs	
Dixie Mine	741.1	QQ 741	Spurs	
Martin Mine (End of line)	742.7	Q 743	Spurs	

## BETWEEN WILDWOOD AND HOMESTEAD

Name	Mile Post	Station Nos.	Car Capacity	Opening
Ballengers	789.8	X 769	Spur	South
Sumterville Track No. 1	770.4	X 770	17	North
Sumterville Track No. 2	770.4	X 770	40	Both
Bay Lake	791.6	X 791	11	Both
Poyner	802.7	X 803	17	North
Tenoroc	815.7	X 815	Spur	Wye
Tenoroc Mine	819.4	XB 819	Spur	Both
Bennetts	854.5	X 855	3	South
Citrus Growers Assn.	857.0	X 857	32	North
Pittsburg	857.3	X 857	23	North
Lakemont	863.5	X 864	35	Both
Lorida	879.2	X 879	10	Both
Cornwell	889.0	X 889	4	North
Frederick	921.4	X 921	6	North
Marcy	922.2	X 922	18	Both
Elliott	937.3	X 938	7	South
Lantana	978.9	X 979	6	South
Snow Siding	987.9	X 988	15	South
Boca Raton	994.7	X 995	14	Both
Deerfield Quarries	999.1	X 999	110	North
Prospect Road	1008.0	X1008	8	South
Mid River Farms	1009.9	X1009	22	Both
North American Co.	1013.3	X1013	9	North
Broward Marine	1014.1	X1014	77	South
Gate City	1014.5	X1015	11	Both
U. S. Naval Air Base	1015.6	X1016	Spur	South
East Coast Bottled Gas Co.	1017.4	X1017	9	South
C. Meekins	1020.9	X1021	4	South
Hallandale	1021.5	X1022	26	Both
Four Lane	1023.4	X1023	30	South
Mills Rock Co.	1045.7	X1046	19	North
Southern Rock Co.	1050.4	X1050	42	North
Oolite Rock Co.	1051.0	X1051	48	North
Richmond Air Base	1053.8	X1054	Wye	Both
Richmond	1054.5	X1055	11	South
Helms Rock Co.	1055.7	XX1056	15	North
Lindgren	1056.0	X1056	7	North
Aladdin City	1058.7	X1059	6	North
Redland	1062.8	X1063	20	North

## BETWEEN JACKSONVILLE AND WILDWOOD

J. S. Walker Lumber Co.	641.0	641	15	South
Cecil Field	647.8	648	Spur	North
Hughs	663.3	663	14	North
Highland	667.0	667	9	North
Canal Lumber Corp.	673.1	673	3	North
State Farmers Market	677.1	677	18	North
Humphrey's Gold Corp.	679.5	679	Spur	Wye
Campville	699.4	699	12	North
Crosby	716.3	716	6	North
Nago	738.1	738	2	North
Futch	739.3	739	6	North

## BETWEEN BELL AND WANEE

Clayno	689.5	N 690	9	North
Darby	696.0	N 696	7	North
Thirty Mile Siding	708.9	N 709	5	North
South High Springs Siding	713.7	N 714	12	Both
Holloway	718.1	N 718	6	North
Neals	720.3	N 720	8	Both
Craggs Track No. 1	722.1	N 722	11	North
Craggs Track No. 2	722.1	N 722	16	North
Williford	725.5	N 726	15	Both
Curtis (End of line)	733.2	N 733	38	Both

## BETWEEN SUMMERFIELD AND SOUTH LAKE WEIR

Lehmans	755.4	S 755	12	North
South Lake Weir	757.2	S 757	13	North
Orange Siding	758.1	S 758	5	Both
Weirsdale (End of line)	758.3	S 758	8	North

## BETWEEN PLAINS AND MELVIN (Istokpoga Spur)

Wild Island	887.1	XA 888	5	North
Marland	890.6	XA 891	5	North
Sunvale	893.0	XA 893	7	North
Melvin (End of Line)	894.0	XA 894	4	North



## DIVISION OFFICERS

L. C. BATES, Asst. Superintendent.....	Jacksonville, Fla.	R. L. COLLUM, Master Carpenter.....	Jacksonville, Fla.
J. E. CROSBY, Asst. Superintendent.....	Wildwood, Fla.	F. O. CALDWELL, Asst. Master Carpenter.....	Jacksonville, Fla.
J. H. HESTER, Trainmaster.....	Jacksonville, Fla.	J. O. McCORMICK, Roadmaster.....	Jacksonville, Fla.
L. F. BRANAN, Trainmaster.....	Tallahassee, Fla.	L. G. SHARPE, Roadmaster.....	Ocala, Fla.
L. S. KINNEBREW, Trainmaster.....	Jacksonville, Fla.	C. C. CLAYTON, Roadmaster.....	Wildwood, Fla.
C. E. MILLER, Trainmaster.....	West Lake Wales, Fla.	W. H. JOHNSON, Roadmaster.....	Wildwood, Fla.
C. D. BOYD, Trainmaster.....	Orlando, Fla.	J. C. PAUL, Roadmaster.....	West Palm Beach, Fla.
C. M. MEARES, Trainmaster.....	Miami, Fla.	S. W. HEFNER, Roadmaster.....	Miami, Fla.
O. T. HALL, Trainmaster.....	Miami, Fla.	R. W. BONNEY, Roadmaster.....	Lake City, Fla.
L. T. WAITS, Terminal Trainmaster.....	Jacksonville, Fla.	W. M. BOOTH, Roadmaster.....	Tallahassee, Fla.
F. F. JOHNSON, Asst. Terminal Trainmaster.....	Jacksonville, Fla.	R. G. WEAVER, Asst. Roadmaster.....	Miami, Fla.
W. R. FUDGE, Division Engineer.....	Jacksonville, Fla.	R. B. PITTS, Gen. Sup'v'r Telephones & Signals.....	Norfolk, Va.
C. R. HARRELL, Asst. Division Engineer.....	Jacksonville, Fla.	J. H. BARBER, Supervisor of Telephones & Signals.....	Jacksonville, Fla.
STANLEY POOLE, Asst. Division Engineer.....	Jacksonville, Fla.	G. H. NEELEY, Asst. Sup'v'r of Telephones & Signals.....	Jacksonville, Fla.
S. N. RICHARDSON, Asst. Division Engineer.....	Jacksonville, Fla.	F. B. MORRISON, Asst. Sup'v'r of Tele. & Signals.....	West Palm Beach, Fla.
J. R. FRAZER, Asst. Division Engineer.....	Jacksonville, Fla.	R. J. MILLER, JR., Asst. to Sup'v'r of Tele. & Signals.....	Jacksonville, Fla.
K. P. BELL, Asst. to Division Engineer.....	Jacksonville, Fla.	J. A. SHEA, Supt. Station Operations.....	Jacksonville, Fla.
S. D. DEKLE, Master Mechanic.....	Jacksonville, Fla.	J. C. STRIBLING, Sup'v'rof Passenger Train Operations.....	Jacksonville, Fla.
A. B. MAY, Road Foreman Engines.....	Jacksonville, Fla.	C. O. JOHNSON, Research and Test Engineer.....	Jacksonville, Fla.
C. J. McCLELLAN, Road Foreman Engines.....	Wildwood, Fla.	R. J. DUHSE, Chief Chemist.....	Jacksonville, Fla.
W. W. WALKER, Chief Dispatcher.....	Jacksonville, Fla.	E. D. FOXWORTH, Fuel Supervisor.....	Hamlet, N. C.
E. C. MILLER, Asst. Chief Dispatcher.....	Jacksonville, Fla.	J. R. BISSETT, Fuel Supervisor.....	Savannah, Ga.
E. M. ANDERSON, Asst. Chief Dispatcher.....	Jacksonville, Fla.	SMITH R. BRITTINGHAM, Senior General Attorney.....	Norfolk, Va.
R. L. MOTT, Asst. Chief Dispatcher.....	Jacksonville, Fla.	GEORGE B. BARNER, Asst. General Attorney.....	Norfolk, Va.
O. P. BORUM, Dispatcher.....	Jacksonville, Fla.	W. A. POWELL, Claims Attorney.....	Norfolk, Va.
J. H. WALKER, Dispatcher.....	Jacksonville, Fla.	T. A. BAIN, JR., Supervising Claim Agent.....	Norfolk, Va.
J. M. CANADA, Dispatcher.....	Jacksonville, Fla.	J. D. CULPEPPER, Supervising Claim Agent (Stock).....	Jacksonville, Fla.
D. W. FERRELL, Dispatcher.....	Jacksonville, Fla.	E. H. HENSON, Claim Agent.....	Jacksonville, Fla.
H. E. ADAMS, Dispatcher.....	Jacksonville, Fla.	(Territory: Eastport (MP 625) to Jacksonville, inclusive, West Yard limits of Baldwin (MP 654.2) to Chattahoochee, South Yard limits, Bainbridge (MP 88.9) to Tallahassee, including branches.)	
I. W. MORRIS, Dispatcher.....	Jacksonville, Fla.	J. A. WILLIS, Claim Agent.....	Jacksonville, Fla.
J. L. DAUGHTRY, Dispatcher.....	Jacksonville, Fla.	(Territory: West Yard limits of Jacksonville (MP 638.8) to West Yard limits of Baldwin (MP 754.2). Baldwin to South Yard limits of Starke (MP 680.3). Starke to Bell.)	
F. W. GRAHAM, Dispatcher.....	Jacksonville, Fla.	L. E. LUCAS, Claim Agent.....	Wildwood, Fla.
H. T. STORY, Dispatcher.....	Jacksonville, Fla.	(Territory: South Yard limits, Starke (MP 680.3) to South Yard limits of West Lake Wales (MP 836.9). Wildwood to Lake Charm.)	
H. M. HOWARD, Dispatcher.....	Jacksonville, Fla.	J. C. BAILEY, Claim Agent.....	Miami, Fla.
N. M. MOTT, Dispatcher.....	Jacksonville, Fla.	(Territory: South Yard limits of West Lake Wales (MP 836.9) to Homestead.)	
J. C. MOTT, Dispatcher.....	Jacksonville, Fla.	J. W. FANT, JR., Traveling Claim Adjuster.....	Jacksonville, Fla.
A. W. FERRELL, Dispatcher.....	Jacksonville, Fla.	(Territory: All stations.)	
D. A. BALDWIN, Dispatcher.....	Jacksonville, Fla.	C. M. WEST, Senior Supervisor of Property Protection.....	Jacksonville, Fla.
S. O. GRIFFIN, Dispatcher.....	Jacksonville, Fla.	W. R. OWENS, Asst. Supervisor of Property Protection.....	Jacksonville, Fla.
H. A. SHARPE, Division Auditor.....	Jacksonville, Fla.	J. E. OZBURN, Asst. Supervisor of Property Protection.....	Miami, Fla.
O. J. SEEWALD, Division Paymaster.....	Jacksonville, Fla.		