

**SAFETY**



**FIRST**

**SEABOARD AIR LINE  
RAILROAD COMPANY**

**South Florida Division**

**TIME TABLE NO.**

**1**

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

**EASTERN STANDARD TIME**

SUPERSEDING TIME TABLE NO. 10, 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.*

C. H. LINEBERGER, *Superintendent.*

**SPEED TABLE**

| TIME PER MILE |         | MILES<br>PER HOUR |
|---------------|---------|-------------------|
| Minutes       | Seconds |                   |
| 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                |



**BROOKSVILLE SUB-DIVISION--WALDO AND SULPHUR SPRINGS**

| SOUTHWARD      |                |                    |                | Distance from Richmond | Station Numbers | CAPACITY TRACKS |                     | NORTHWARD      |                |               |               |  |  |  |  |  |  |  |  |  |
|----------------|----------------|--------------------|----------------|------------------------|-----------------|-----------------|---------------------|----------------|----------------|---------------|---------------|--|--|--|--|--|--|--|--|--|
| THIRD CLASS    |                | Local Freight      | Local Freight  |                        |                 | Siding          | Other               | THIRD CLASS    |                | Local Freight | Local Freight |  |  |  |  |  |  |  |  |  |
| 59             | 61             |                    |                |                        |                 |                 |                     | 62             | 62             |               |               |  |  |  |  |  |  |  |  |  |
| Ex. Sun. P. M. | Ex. Sun. A. M. | Ex. Sun. P. M.     | Ex. Sun. A. M. | Ex. Sun. P. M.         | Ex. Sun. A. M.  | Ex. Sun. P. M.  | Ex. Sun. A. M.      | Ex. Sun. P. M. | Ex. Sun. A. M. |               |               |  |  |  |  |  |  |  |  |  |
|                |                | 6.00               |                | 690.2                  | R 690           | LV              | WALDO               | Y AR           | 47             |               |               |  |  |  |  |  |  |  |  |  |
|                |                | 6.15               |                | 697.2                  | R 697           |                 | 7.0 FAIRBANKS       |                | 60             | 6 N           |               |  |  |  |  |  |  |  |  |  |
|                |                | 6.25               |                | 701.9                  | R 702           |                 | 4.7 NEDRA           |                | 100            |               |               |  |  |  |  |  |  |  |  |  |
|                |                | 7.45               |                | 703.1                  | R 704           |                 | 1.2 GAINESVILLE     | X ACL          |                | Yard          |               |  |  |  |  |  |  |  |  |  |
|                |                | 9.15 <sup>02</sup> |                | 710.8                  | R 711           |                 | 7.7 KANAPAHA        | X ACL          | 60             | 8 N           |               |  |  |  |  |  |  |  |  |  |
|                |                | 9.45               |                | 718.4                  | R 718           |                 | 7.6 ARCHER          | X ACL          |                | Yard          |               |  |  |  |  |  |  |  |  |  |
|                |                | 10.30              |                | 730.1                  | R 730           |                 | 11.7 WILLISTON      | Y O            | 60             | Yard          |               |  |  |  |  |  |  |  |  |  |
|                |                | 11.00              |                | 737.9                  | R 737           |                 | 7.8 MORRISTON       | X ACL          | 60             | 21 N          |               |  |  |  |  |  |  |  |  |  |
|                |                | 11.30              |                | 749.6                  | R 750           |                 | 11.7 HOYT           |                | 60             |               |               |  |  |  |  |  |  |  |  |  |
|                |                | 4.00               | 11.55          | 758.7                  | R 759           |                 | 9.1 DUNNELLON       | X ACL          | 67             | Yard          |               |  |  |  |  |  |  |  |  |  |
|                |                | 4.20               |                | 765.5                  | R 766           |                 | 6.8 HARRISON        |                | 60             |               |               |  |  |  |  |  |  |  |  |  |
|                |                | 4.40               |                | 768.9                  | R 769           |                 | 3.4 FELECIA         | X ACL          |                |               |               |  |  |  |  |  |  |  |  |  |
|                |                | 5.10               |                | 782.6                  | R 783           |                 | 13.7 LANDRUM        |                | 60             |               |               |  |  |  |  |  |  |  |  |  |
|                |                | 6.30               |                | 797.8                  | R 798           |                 | 15.2 BROOKSVILLE    | Y O            |                | Yard          |               |  |  |  |  |  |  |  |  |  |
|                |                | 6.50               |                | 806.6                  | R 806           |                 | 8.8 AYERS           |                | 95             | 22 N          |               |  |  |  |  |  |  |  |  |  |
|                |                | 7.30               |                | 823.5                  | R 824           |                 | 16.9 DREXEL         | X ACL          | 95             | 5 N           |               |  |  |  |  |  |  |  |  |  |
|                |                | 7.42               |                | 829.8                  | R 830           |                 | 6.3 LUTZ            |                |                | 4             |               |  |  |  |  |  |  |  |  |  |
|                |                | 8.00               |                | 838.3                  | R 838           | AR              | 8.5 SULPHUR SPRINGS | Y LV           |                | Yard          |               |  |  |  |  |  |  |  |  |  |
| P. M. Ex. Sun. | A. M. Ex. Sun. |                    |                |                        |                 |                 |                     |                |                |               |               |  |  |  |  |  |  |  |  |  |
|                |                |                    |                |                        |                 |                 |                     |                |                |               |               |  |  |  |  |  |  |  |  |  |

**AGRICOLA SUB-DIVISION--  
SOUTH MULBERRY AND AGRICOLA**

| Southward | Station Numbers | Distance from South Mulberry | TIME TABLE No. 1 Dec. 1, 1951 |                | CAPACITY TRACKS | Northward |
|-----------|-----------------|------------------------------|-------------------------------|----------------|-----------------|-----------|
|           |                 |                              |                               |                | Siding Other    |           |
|           |                 |                              | STATIONS                      |                |                 |           |
|           | VH 852          | 0.0                          | LV                            | SOUTH MULBERRY | Y AR            | 50        |
|           |                 |                              |                               | 3.7            |                 |           |
|           | VH 848          | 3.7                          |                               | ACHAN          | X ACL           | 45        |
|           |                 |                              |                               | 1.8            |                 |           |
|           | VH 846          | 5.5                          |                               | PIERCE         |                 | Yard      |
|           |                 |                              |                               | 2.6            |                 |           |
|           | VH 844          | 8.1                          |                               | BRADLEY        | Y X SAL         | Yard      |
|           |                 |                              |                               | 5.3            | X AAC Co.       |           |
|           | VH 849          | 13.4                         | AR                            | AGRICOLA       | LV              | Yard      |

**ELFERS SUB-DIVISION--TARPON AND ELFERS**

| SOUTHWARD      |                | Distance from Richmond | Station Numbers | TIME TABLE No. 1 Dec. 1, 1951 |        | CAPACITY TRACKS |       | NORTHWARD      |               |
|----------------|----------------|------------------------|-----------------|-------------------------------|--------|-----------------|-------|----------------|---------------|
| SECOND CLASS   |                |                        |                 | 201                           | 202    | Siding          | Other | Local Freight  | Local Freight |
| Ex. Sun. A. M. | Ex. Sun. P. M. |                        |                 |                               |        |                 |       |                |               |
|                | 8.00           | 856.3                  | YA 856          | LV                            | TARPON | AR              | 28    | 1.35           |               |
|                | 9.45           | 877.0                  | YA 877          |                               | WOODS  | Y               |       | 11.55          |               |
|                | 10.00          | 880.8                  | YB 881          |                               | VICTOR |                 |       |                |               |
|                | 10.15          | 877.0                  | YA 877          |                               | WOODS  | Y               |       | 11.55          |               |
|                | 10.20          | 879.4                  | YA 879          | AR                            | ELFERS | LV              | 2N    | 11.40          |               |
|                |                |                        |                 |                               |        |                 |       |                |               |
| A. M. Ex. Sun. |                |                        |                 |                               |        |                 |       | A. M. Ex. Sun. |               |

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**SOUTHWARD**

**TAMPA SUB-DIVISION--COLEMAN TO ST. PETERSBURG**

| SECOND CLASS                       |                                       |                                  | FIRST CLASS                          |                                  |   |                                      |   |                                   |   |                | TIME TABLE<br>No. 1<br>Dec. 1, 1951 |                     | CAPACITY<br>TRACKS                   |           |            |
|------------------------------------|---------------------------------------|----------------------------------|--------------------------------------|----------------------------------|---|--------------------------------------|---|-----------------------------------|---|----------------|-------------------------------------|---------------------|--------------------------------------|-----------|------------|
| 81                                 | 385                                   | 99                               | 29                                   | 107                              | 157                                       | 25                                   | 121                                     | 1                                 | 27  |                |                                     | Stiding             | Other                                |           |            |
| The<br>Cavalcade<br>Daily<br>P. M. | Local<br>Freight<br>Ex. Sun.<br>A. M. | The<br>Pioneer<br>Daily<br>A. M. | Local<br>Passenger<br>Daily<br>P. M. | The<br>Sunland<br>Daily<br>A. M. | The<br>Silver<br>Meteor<br>Daily<br>A. M. | Local<br>Passenger<br>Daily<br>A. M. | The<br>Silver<br>Star<br>Daily<br>A. M. | The<br>Palmland<br>Daily<br>A. M. | Cross State<br>Night<br>Limited<br>Daily<br>A. M. |                |                                     |                     |                                      |           |            |
| 5.00                               |                                       | 3.35                             |                                      | 11.37                            | 11.27                                     |                                      | 6.17                                    | 2.33                              |   | LV             |                                     | COLEMAN<br>10.0     | 85                                   | 26<br>22N |            |
| 5.18                               |                                       | 3.53                             |                                      | 11.48                            | 11.37                                     |                                      | 6.29                                    | s 2.47                            |   |                |                                     | BUSHNELL<br>8.2     | 85                                   | 53        |            |
| 5.30                               |                                       | 4.09                             |                                      | 11.57                            | 11.45                                     |                                      | 6.37                                    | 3.02                              |   |                |                                     | TERRELL<br>6.2      | 85                                   |           |            |
| 5.40                               |                                       | 4.19                             |                                      | 12.04                            | 11.52                                     |                                      | 6.43                                    | 3.12                              |   |                |                                     | LACOCHEE<br>1.8     | 150                                  | 32N       |            |
| 5.43                               |                                       | 4.22                             |                                      | 12.06                            | 11.54                                     |                                      | 6.46                                    | 3.15                              |   |                |                                     | OWENSBORO<br>5.9    |                                      |           |            |
| 5.54                               |                                       | 4.32                             |                                      | s12.12                           | 12.00                                     |                                      | 6.52                                    | s 3.21                            |   |                |                                     | DADE CITY<br>9.5    | 85                                   | 38        |            |
| 6.10                               |                                       | 4.47                             |                                      | 12.27                            | 12.15                                     |                                      | 7.04                                    | s 3.45                            |   |                |                                     | ZEPHYRHILLS<br>11.3 | 85                                   | 34        |            |
| 6.25                               |                                       | 5.05                             |                                      | 12.40                            | 12.27                                     |                                      | 7.17                                    | 4.01                              |   |                |                                     | KNIGHTS<br>4.2      | 85                                   | 14N       |            |
| 6.30                               |                                       | 5.10                             |                                      | s12.43                           | 12.30                                     |                                      | 7.20                                    | s 4.05                            | 3.55  |                |                                     | PLANT CITY<br>4.7   | 85                                   | Yard      |            |
| 6.40                               |                                       | 5.32                             |                                      | 1.02                             | 12.42                                     |                                      | 7.30                                    | 4.25                              | f 4.02  |                |                                     | TURKEY CREEK<br>4.7 | 85                                   |           |            |
| 6.46                               |                                       | 5.40                             |                                      | f 6.17                           | 1.07                                      | 12.47                                | f10.31                                  | 7.35                              | 4.30  | f 4.10         |                                     |                     | VALRICO<br>8.4                       | 85        | 30         |
| 7.00                               | 7.30                                  | 5.55                             |                                      | 6.33                             | 1.16                                      | 12.55                                | 10.44                                   | 7.44                              | 4.40  | 4.22           |                                     |                     | YEOMAN<br>2.3                        |           | Yard       |
|                                    | 7.40                                  |                                  |                                      | 6.35                             | 1.18                                      | 12.57                                | 10.46                                   | 7.46                              | 4.43  | 4.25           |                                     |                     | GARY<br>1.7                          |           | Yard       |
|                                    |                                       |                                  |                                      | 6.50                             | 1.30                                      | s 1.10<br>1.20                       | 11.05                                   | s 8.00<br>8.10                    | 5.10  | 4.40           |                                     |                     | TAMPA<br>(Union Station) X ACL X TUS |           | Yard       |
|                                    | 7.40                                  |                                  |                                      |                                  |   | 1.25                                 |   | 8.15                              |   |                |                                     |                     | GARY<br>2.5                          |           |            |
|                                    |                                       |                                  |                                      |                                  |   |                                      |   |                                   |   |                |                                     |                     | PARKER<br>3.0                        | 72        | 65         |
|                                    | 7.55                                  |                                  |                                      |                                  |   | 1.38                                 |   | 8.28                              |   |                |                                     |                     | SULPHUR SPRINGS<br>7.7               | 53        | Yard       |
|                                    | 8.38 <sup>121</sup>                   |                                  |                                      |                                  |   | 1.48                                 |   | 8.38 <sup>385</sup>               |   |                |                                     |                     | TARPON<br>6.2                        |           | 28         |
|                                    | 9.00                                  |                                  |                                      |                                  |   | f 1.55                               |   | 8.46                              |   |                |                                     |                     | OLDSMAR<br>4.5                       | 60        | 18 S       |
|                                    | 9.12                                  |                                  |                                      |                                  |   | f 2.00                               |   | 8.51                              |   |                |                                     |                     | SAFETY HARBOR<br>6.3                 | 60        | 16N        |
|                                    | 10.25 <sup>158</sup>                  |                                  |                                      |                                  |   | 2.07                                 |   | 8.59                              |   |                |                                     |                     | NORTH CLEARWATER<br>1.5              | 67        | Yard       |
|                                    | 10.30                                 |                                  |                                      |                                  |   | s 2.13                               |   | s 9.07                            |   |                |                                     |                     | CLEARWATER<br>1.0                    |           | Yard       |
|                                    | 10.35                                 |                                  |                                      |                                  |   |                                      |   |                                   |   |                |                                     |                     | TAYLOR<br>2.2                        |           | SpurN      |
|                                    | 10.50 <sup>384</sup>                  |                                  |                                      |                                  |   | 2.20                                 |   | 9.12                              |   |                |                                     |                     | LARGO<br>7.1                         | 21        | 6N         |
|                                    | 11.05                                 |                                  |                                      |                                  |   | 2.28                                 |   | 9.22                              |   |                |                                     |                     | BAY PINES<br>4.2                     | 66        | 20 S       |
|                                    | 11.15                                 |                                  |                                      |                                  |   | 2.33                                 |   | 9.27                              |   |                |                                     |                     | PASADENA<br>3.1                      | 60        | 15 S       |
|                                    | 11.22                                 |                                  |                                      |                                  |   | 2.38                                 |   | 9.32                              |   |                |                                     |                     | GULF PORT<br>1.8                     | 50        | 14N<br>4 S |
|                                    | 11.30                                 |                                  |                                      |                                  |   | 2.41                                 |   | 9.36                              |   |                |                                     |                     | SHOPS<br>1.7                         |           | Yard       |
|                                    |                                       |                                  |                                      |                                  |   | 2.55                                 |   | 9.45 <sup>158</sup>               |   |                |                                     |                     | ST. PETERSBURG                       |           | Yard       |
| P. M.<br>Daily                     | A. M.<br>Ex. Sun.                     | A. M.<br>Daily                   |                                      | P. M.<br>Daily                   | P. M.<br>Daily                            | P. M.<br>Daily                       | A. M.<br>Daily                          | A. M.<br>Daily                    | A. M.<br>Daily                                    | A. M.<br>Daily |                                     |                     |                                      |           |            |



TAMPA SUB-DIVISION--ST. PETERSBURG TO COLEMAN

NORTHWARD

| Distance from Richmond | Station Numbers | TIME TABLE<br>No. 1<br>Dec. 1, 1951   | FIRST CLASS     |                      |                 |             |                 |              |                           | SECOND CLASS    |              | THIRD CLASS          |  |
|------------------------|-----------------|---------------------------------------|-----------------|----------------------|-----------------|-------------|-----------------|--------------|---------------------------|-----------------|--------------|----------------------|--|
|                        |                 |                                       | 30              | 158                  | 26              | 108         | 122             | 2            | 28                        | 94              | 88           | 384                  |  |
|                        |                 |                                       | Local Passenger | The Silver Meteor    | Local Passenger | The Sunland | The Silver Star | The Palmland | Cross State Night Limited | Through Freight | The Marketer | Local Freight        |  |
|                        |                 |                                       | Daily           | Daily                | Daily           | Daily       | Daily           | Daily        | Daily                     | Daily           | Daily        | Ex. Sun.             |  |
| STATIONS               |                 |                                       | A. M.           | P. M.                | P. M.           | P. M.       | P. M.           | P. M.        | P. M.                     | P. M.           | P. M.        |                      |  |
| 766.0                  | 766             | COLEMAN 10.0 AR                       |                 | 1.07                 |                 | 4.30        | 8.52            | 2.05         |                           | 6.50            | 11.16        |                      |  |
| 776.0                  | 776             | BUSHNELL 8.2 X ACL                    |                 | 12.52                |                 | f 4.18      | 8.38            | s 1.40       |                           | 6.35            | 10.54        |                      |  |
| 784.2                  | 784             | TERRELL 6.2                           |                 | 12.43                |                 | 4.07        | 8.29            | 1.20         |                           | 6.25            | 10.25        |                      |  |
| 790.4                  | 790             | LACOOCHEE 1.8 X ACL                   |                 | 12.35                |                 | 3.58        | 8.22            | 1.10         |                           | 6.15            | 10.10        |                      |  |
| 792.2                  | 792             | OWENSBORO 5.9 X ACL                   |                 | 12.32                |                 | 3.55        | 8.19            | 1.05         |                           | 6.10            | 10.05        |                      |  |
| 798.1                  | 798             | DADE CITY 9.5                         |                 | 12.25                |                 | s 3.47      | 8.13            | s 12.55      |                           | 5.54            |              |                      |  |
| 807.6                  | 808             | ZEPHYRHILLS 11.3 X ACL                |                 | 12.15                |                 | 3.32        | 8.03            | s 12.35      |                           | 5.36            | 9.30         |                      |  |
| 818.9                  | 819             | KNIGHTS 4.2                           |                 | 12.05                |                 | 3.19        | 7.51            | 12.20        |                           | 5.20            | 9.05         |                      |  |
| 823.1                  | 823             | PLANT CITY 4.7 Y X ACL                |                 | 11.59                |                 | s 3.05      | 7.45            | s 11.45      | s 12.01                   | 5.10            | 8.52         |                      |  |
| 827.8                  | 828             | TURKEY CREEK 4.7                      |                 | 11.53                |                 | 2.59        | 7.39            | 11.36        | f 11.49                   |                 | 8.40         |                      |  |
| 832.5                  | 833             | VALRICO 8.4                           |                 | f 8.50               | 11.48           | f 2.07      | 2.54            | 7.34         | 11.30                     | f 11.41         | 8.32         |                      |  |
| 840.9                  | 841             | YEOMAN 2.3 O X ACL                    |                 | 8.33                 | 11.38           | 1.53        | 2.43            | 7.23         | 11.18                     | 11.28           | 8.15         | 1.00                 |  |
| 843.2                  | 843             | GARY 1.7 Y X ACL                      |                 | 8.30                 | 11.35           | 1.50        | 2.40            | 7.20         | 11.15                     | 11.25           |              | 12.50                |  |
| 844.9                  | 845             | TAMPA (Union Station) 1.7 X ACL X TUS |                 | 8.25                 | 11.30           | 1.45        | 2.35            | 7.15         | 11.10                     | 11.20           |              |                      |  |
| 843.2                  | 843             | GARY 2.5 Y X ACL                      |                 |                      | 11.08           |             |                 | 6.51         |                           |                 |              | 12.50                |  |
| 845.7                  | R846            | PARKER 3.0                            |                 |                      |                 |             |                 |              |                           |                 |              |                      |  |
| 848.7                  | Y849            | SULPHUR SPRINGS 7.7 Y                 |                 | 10.57                |                 |             | 6.40            |              |                           |                 |              | 12.30                |  |
| 856.4                  | Y856            | TARPON 6.2                            |                 | 10.48                |                 |             | 6.30            |              |                           |                 |              | 12.05                |  |
| 862.6                  | Y863            | OLDSMAR 4.5                           |                 | f 10.40              |                 |             | 6.22            |              |                           |                 |              | 11.50                |  |
| 867.1                  | Y867            | SAFETY HARBOR 6.3                     |                 | f 10.34              |                 |             | 6.16            |              |                           |                 |              | 11.40                |  |
| 873.4                  | Y873            | NORTH CLEARWATER 1.5                  |                 | 10.25 <sup>385</sup> |                 |             | 6.08            |              |                           |                 |              | 11.20                |  |
| 874.9                  | Y875            | CLEARWATER 1.0                        |                 | s 10.20              |                 |             | s 6.05          |              |                           |                 |              | 11.02                |  |
| 875.9                  | Y876            | TAYLOR 2.2 X ACL                      |                 |                      |                 |             |                 |              |                           |                 |              |                      |  |
| 878.1                  | Y878            | LARGO 7.1                             |                 | 10.13                |                 |             | 5.58            |              |                           |                 |              | 10.50 <sup>385</sup> |  |
| 885.2                  | Y885            | BAY PINES 4.2                         |                 | f 10.04              |                 |             | 5.49            |              |                           |                 |              | 10.30                |  |
| 889.4                  | Y889            | PASADENA 3.1                          |                 | 9.59                 |                 |             | 5.44            |              |                           |                 |              | 10.20                |  |
| 892.5                  | Y893            | GULF PORT 1.8                         |                 | 9.54                 |                 |             | 5.39            |              |                           |                 |              | 10.12                |  |
| 894.3                  | Y894            | SHOPS 1.7 Y                           |                 | 9.51                 |                 |             | 5.36            |              |                           |                 |              | 10.05                |  |
| 896.0                  | Y896            | ST. PETERSBURG 1.7 LV                 |                 | 9.45 <sup>121</sup>  |                 |             | 5.30            |              |                           |                 |              |                      |  |

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    A. M. Ex. Sun.



**VALRICO SUB-DIVISION--VALRICO AND ALCOMA**

| SOUTHWARD                 |                                 |                              |                             |                             |                                       | Distance from Richmond | Station Numbers | TIME TABLE      |                  | Capacity Tracks | NORTHWARD                             |                             |                             |                             |                           |                              |                |
|---------------------------|---------------------------------|------------------------------|-----------------------------|-----------------------------|---------------------------------------|------------------------|-----------------|-----------------|------------------|-----------------|---------------------------------------|-----------------------------|-----------------------------|-----------------------------|---------------------------|------------------------------|----------------|
| 3d CLASS                  | SECOND CLASS                    |                              | FIRST CLASS                 |                             |                                       |                        |                 | No. 1           |                  |                 | FIRST CLASS                           |                             |                             | 2d CLASS                    |                           | THIRD CLASS                  |                |
| 467                       | 387                             | 481                          | 257                         | 321                         | 427                                   |                        |                 | Dec. 1, 1951    |                  |                 | 428                                   | 258                         | 322                         | 380                         | 468                       | 482                          |                |
| Local Freight Daily A. M. | Red Ball Freight Ex. Sat. P. M. | Local Freight Ex. Sun. A. M. | Local Passenger Daily P. M. | Local Passenger Daily A. M. | Cross State Night Limited Daily A. M. |                        |                 |                 |                  |                 | Cross State Night Limited Daily A. M. | Local Passenger Daily A. M. | Local Passenger Daily P. M. | The Marketer Ex. Sun. P. M. | Local Freight Daily P. M. | Local Freight Ex. Sun. P. M. |                |
| 5.00                      | 10.30                           |                              | f 2.07                      | f 8.50                      |                                       | 832.5                  | Z 833           | LV VALRICO      | AR               | 85              |                                       | f 10.31                     | f 6.17                      | 10.00                       | 12.35                     |                              |                |
| 5.15                      | 10.45                           |                              | f 2.15                      | s 8.57                      |                                       | 837.4                  | Z 837           | DURANT          | Y                | 180             |                                       | f 10.23                     | s 6.08                      | 9.40                        | 12.20                     |                              |                |
| 5.32                      | 11.00                           |                              |                             | f 9.05                      |                                       | 844.3<br>834.2         | Z 844<br>V 834  | WELCOME         | Y                | 40              |                                       |                             | f 6.00                      | 9.10                        | 12.01                     |                              |                |
|                           |                                 |                              |                             |                             | 12.01                                 | 823.1                  | V 823           | PLANT CITY      | Y X AGL          | Yard            | 3.55                                  |                             |                             |                             |                           |                              |                |
|                           |                                 |                              |                             |                             | 12.05                                 | 825.6                  | V 826           | CORONET JCT.    | Y                | 44 Spur         | 3.40                                  |                             |                             |                             |                           |                              |                |
| 5.32                      | 11.00                           |                              |                             | f 9.05                      | 12.17                                 | 844.3<br>834.2         | Z 844<br>V 834  | WELCOME         | Y                | 40              | 3.26                                  |                             | f 6.00                      | 9.10                        | 12.01                     |                              |                |
| 5.36                      | 11.05                           |                              |                             | f 9.07                      | f 12.20                               | 835.8                  | V 836           | EDISON          | Y                | 126             | f 3.22                                |                             | f 5.56                      | 9.05                        | 11.50                     |                              |                |
| 5.45                      |                                 |                              |                             |                             | f 12.24                               | 838.9                  | V 839           | NICHOLS         |                  | 90              | Yard                                  | f 3.16                      |                             |                             | 11.15                     |                              |                |
| 5.50                      |                                 |                              |                             |                             | 12.27                                 | 840.9                  | V 841           | I M & C JCT.    | Y                | 90              | Yard                                  | 3.11                        |                             |                             | 10.55                     |                              |                |
| 6.15                      |                                 |                              |                             |                             | s 12.30                               | 842.3                  | V 842           | MULBERRY        | X IMC<br>X AGL   | 5 S             | s 3.08                                |                             |                             |                             | 10.50                     |                              |                |
|                           |                                 |                              |                             |                             | 12.31                                 | 843.0                  | V 843           | SOUTH MULBERRY  | Y                |                 |                                       |                             |                             |                             |                           |                              |                |
| 6.40                      |                                 |                              |                             |                             | 12.35                                 | 845.5                  | V 846           | RIDGEWOOD       | Y                | 90              | Spur                                  | 3.01                        |                             |                             | 10.30                     |                              |                |
| 7.10                      |                                 |                              |                             |                             | s 12.47                               | 850.8                  | V 851           | BARTOW          | Y X AGL<br>X AGL | 90              | 82 S                                  | s 2.50                      |                             |                             | 10.00                     |                              |                |
| 7.30                      |                                 |                              |                             |                             | 12.50                                 | 853.1                  | V 852           | CONNERS         | Y                | 90              | Spur                                  | 2.46                        |                             |                             | 9.35                      |                              |                |
| 7.40                      |                                 |                              |                             |                             | f 12.53                               | 855.4                  | V 855           | LAKE GARFIELD   |                  | 10 S<br>18      | f 2.43                                |                             |                             |                             | 9.30                      |                              |                |
| 8.00                      |                                 |                              |                             |                             | f 12.58                               | 858.6                  | V 859           | ALTURAS         |                  | 67              | s 2.38                                |                             |                             |                             | 9.15                      |                              |                |
| 8.30                      |                                 | 7.00                         |                             |                             | 1.15                                  | 863.5                  | V 864           | WEST LAKE WALES | X SAL<br>O Y     | Yard            | 2.30                                  |                             |                             |                             | 9.00                      | 1.00                         |                |
|                           |                                 | 8.50                         |                             |                             |                                       | 867.4                  | V 867           | LAKE WALES      | X AGL            | Yard            |                                       |                             |                             |                             |                           | 12.45                        |                |
|                           |                                 | 9.25                         |                             |                             |                                       | 874.1                  | V 874           | ALCOMA          | LV               | 5 N             |                                       |                             |                             |                             |                           | 9.30                         |                |
| A. M. Daily               | P. M. Ex. Sat.                  | A. M. Ex. Sun.               | P. M. Daily                 | A. M. Daily                 | A. M. Daily                           |                        |                 |                 |                  |                 |                                       | A. M. Daily                 | A. M. Daily                 | P. M. Daily                 | P. M. Ex. Sun.            | A. M. Daily                  | A. M. Ex. Sun. |

**SARASOTA SUB-DIVISION--DURANT AND VENICE**

| SOUTHWARD                   |  |                             |  | Distance from Richmond | Station Numbers | TIME TABLE        |      | CAPACITY TRACKS | NORTHWARD                   |  |                          |             |  |
|-----------------------------|--|-----------------------------|--|------------------------|-----------------|-------------------|------|-----------------|-----------------------------|--|--------------------------|-------------|--|
| SECOND CLASS                |  | FIRST CLASS                 |  |                        |                 | No. 1             |      |                 | FIRST CLASS                 |  | SECOND CLASS             |             |  |
| 587                         |  | 257                         |  |                        |                 | Dec. 1, 1951      |      |                 | 258                         |  | 580                      |             |  |
| Through Freight Daily P. M. |  | Local Passenger Daily P. M. |  |                        |                 |                   |      |                 | Local Passenger Daily A. M. |  | The Marketer Daily P. M. |             |  |
| 11.00                       |  | f 2.15                      |  | 832.9                  | W 833           | LV DURANT         | Y AR | 180             | f 10.23                     |  |                          | 9.25        |  |
| 11.15                       |  | f 2.26                      |  | 839.8                  | W 840           | BOYETTE           |      | 24              | f 10.13                     |  |                          | 9.03        |  |
| 11.40                       |  | f 2.39                      |  | 848.4                  | W 848           | WIMAUMA           |      | 41              | f 10.01                     |  |                          | 8.41        |  |
| 12.10                       |  | f 2.57                      |  | 860.3                  | W 860           | PARRISH           |      | 43              | f 9.44                      |  |                          | 8.11        |  |
| 12.35                       |  | 3.13                        |  | 870.2                  | W 870           | PALMETTO JCT.     |      | 60              | 9.31                        |  |                          | 7.45        |  |
|                             |  | s 3.15                      |  | 870.9                  | W 871           | PALMETTO-ELLENTON |      | Spur N          | s 9.29                      |  |                          |             |  |
|                             |  | s 3.25                      |  | 872.5                  | W 873           | BRADENTON         | Y    | Yard            | s 9.23                      |  |                          |             |  |
|                             |  | s 3.45<br>3.55              |  | 883.4                  | W 883           | SARASOTA          | X TS | Yard            | s 9.05                      |  |                          |             |  |
|                             |  | f 4.05                      |  | 890.0                  | W 890           | BEE RIDGE         |      | 7               | f 8.40                      |  |                          |             |  |
|                             |  | 4.40                        |  | 902.6                  | W 903           | VENICE            | Y LV | Yard            | 8.20                        |  |                          |             |  |
| A. M. Daily                 |  | P. M. Daily                 |  |                        |                 |                   |      |                 | A. M. Daily                 |  |                          | P. M. Daily |  |



## BOCA GRANDE SUB-DIVISION--EDISON AND PORT BOCA GRANDE

| SOUTHWARD    |  |             |                                      | Distance from<br>Richmond | Station Numbers | TIME TABLE<br>No. 1<br>Dec. 1, 1951 |                                      |             |                                      | Capacity<br>Tracks |                | NORTHWARD |                   |  |  |
|--------------|--|-------------|--------------------------------------|---------------------------|-----------------|-------------------------------------|--------------------------------------|-------------|--------------------------------------|--------------------|----------------|-----------|-------------------|--|--|
| SECOND CLASS |  | FIRST CLASS |                                      |                           |                 | Siding                              | Other                                | FIRST CLASS |                                      | SECOND CLASS       |                |           |                   |  |  |
| <b>387</b>   |  | <b>321</b>  |                                      |                           |                 |                                     |                                      | <b>322</b>  |                                      | <b>380</b>         |                |           |                   |  |  |
|              | Red Ball<br>Freight<br>Ex. Sat.<br>P. M. |             | Local<br>Passenger<br>Daily<br>A. M. |                           |                 |                                     | Local<br>Passenger<br>Daily<br>P. M. |             | The<br>Marketer<br>Ex. Sun.<br>P. M. |                    |                |           |                   |  |  |
|              | 11.05                                    |             | f 9.07                               | 835.8                     | VC 836          | LV                                  | EDISON<br>7.7                        | Y AR        | 126                                  | f                  | 5.56           |           | 9.05              |  |  |
|              | 12.30                                    |             | s 9.18                               | 843.5                     | VC 844          |                                     | BRADLEY<br>3.0                       | Y X SAL     | 54                                   | Yard               | s              | 5.42      | 8.45              |  |  |
|              | 12.40                                    |             | f 9.24                               | 846.5                     | VC 846          |                                     | BREWSTER<br>9.1                      | X AC Co.    | 25                                   | f                  | 5.36           |           | 8.25              |  |  |
|              | 1.10                                     |             | 9.37                                 | 855.6                     | VC 856          |                                     | GARWOOD<br>9.9                       |             | 63                                   |                    | 5.23           |           | 8.04              |  |  |
|              | 1.40                                     |             | f 9.53                               | 865.5                     | VC 865          |                                     | ONA<br>9.8                           |             | 46                                   | 15                 | f              | 5.06      | 7.43              |  |  |
|              | 2.10                                     |             | 10.07                                | 875.3                     | VC 875          |                                     | KINSEY<br>8.5                        |             | 35                                   |                    | 4.49           |           | 7.22              |  |  |
|              | 3.00                                     |             | s 10.22                              | 883.8                     | VC 884          |                                     | ARCADIA<br>4.6                       | Y           | Yard                                 | s                  | 4.35           |           | 7.01              |  |  |
|              | 3.15                                     |             | f 10.30                              | 888.4                     | VC 888          |                                     | NOCATEE<br>5.0                       |             | 8                                    | f                  | 4.24           |           | 6.50              |  |  |
|              | 3.35                                     |             | f 10.38                              | 893.4                     | VC 893          |                                     | HULL<br>5.4                          |             | Yard                                 | f                  | 4.15           |           | 6.40              |  |  |
|              |  |             | f 10.46                              | 898.8                     | VK 899          |                                     | PLATT<br>9.9                         |             | 55                                   | f                  | 4.06           |           |                   |  |  |
|              |  |             | s 10.59                              | 908.7                     | VK 909          |                                     | MURDOCK<br>7.8                       |             | 50                                   | 15N                | s              | 3.51      |                   |  |  |
|              |  |             | f 11.12                              | 916.5                     | VK 916          |                                     | CHARLOTTE BEACH<br>7.1               |             | 60                                   | 12N                | f              | 3.37      |                   |  |  |
|              |  |             | f 11.23                              | 923.6                     | VK 924          |                                     | PLACIDA<br>2.7                       |             | 75                                   | 4N                 | f              | 3.26      |                   |  |  |
|              |  |             | s 11.30                              | 926.3                     | VK 926          |                                     | GASPARILLA<br>3.8                    |             | 6                                    | s                  | 3.16           |           |                   |  |  |
|              |  |             | s 11.45                              | 930.1                     | VK 930          |                                     | BOCA GRANDE<br>2.2                   |             | Yard                                 | s                  | 3.10           |           |                   |  |  |
|              |  |             | 11.55                                | 932.3                     | VK 932          | AR                                  | PORT BOCA GRANDE                     | YO LV       | Yard                                 |                    | 3.00           |           |                   |  |  |
|              | A. M.<br>Ex. Sun.                        |             | A. M.<br>Daily                       |                           |                 |                                     |                                      |             |                                      |                    | P. M.<br>Daily |           | P. M.<br>Ex. Sun. |  |  |

## FORT MYERS SUB-DIVISION--HULL AND SAN CARLOS

| SOUTHWARD    |  |             |  | Distance from<br>Richmond | Station Numbers | TIME TABLE<br>No. 1<br>Dec. 1, 1951 |                                      |                                      |                                      | Capacity<br>Tracks |                | NORTHWARD |                   |  |  |
|--------------|--|-------------|--|---------------------------|-----------------|-------------------------------------|--------------------------------------|--------------------------------------|--------------------------------------|--------------------|----------------|-----------|-------------------|--|--|
| SECOND CLASS |  | FIRST CLASS |  |                           |                 | Siding                              | Other                                | FIRST CLASS                          |                                      | SECOND CLASS       |                |           |                   |  |  |
| <b>387</b>   |  | <b>380</b>  |  |                           |                 |                                     |                                      | The<br>Marketer<br>Ex. Sun.<br>P. M. |                                      |                    |                |           |                   |  |  |
|              | Red Ball<br>Freight<br>Ex. Sun.<br>A. M. |             |  |                           |                 |                                     | Local<br>Passenger<br>Daily<br>P. M. |                                      | The<br>Marketer<br>Ex. Sun.<br>P. M. |                    |                |           |                   |  |  |
|              | 3.35                                     |             |  | 893.4                     | VC 893          |                                     | HULL<br>1.3                          |                                      | Yard                                 |                    |                |           | 6.40              |  |  |
|              | 3.40                                     |             |  | 894.7                     | VC 895          |                                     | FORT OGDEN<br>22.0                   | X ACL                                | 30                                   | 7N                 |                |           | 6.19              |  |  |
|              | 4.30                                     |             |  | 916.7                     | VC 917          |                                     | GILCHRIST<br>3.0                     | X ACL                                |                                      |                    |                |           | 5.25              |  |  |
|              | 4.40                                     |             |  | 919.7                     | VC 920          |                                     | TAMIAMI<br>5.9                       |                                      | 30                                   |                    |                |           | 5.16              |  |  |
|              | 5.00                                     |             |  | 925.6                     | VC 926          |                                     | FT. MYERS<br>17.7                    | Y X ACL                              |                                      | Yard               |                |           | 5.00              |  |  |
|              |  |             |  | 943.3                     | VO 943          |                                     | ALVA<br>17.7                         |                                      | 15                                   | 2S                 |                |           |                   |  |  |
|              |  |             |  | 925.6                     | VC 926          |                                     | FT. MYERS<br>15.2                    | Y X ACL<br>X ACL                     |                                      | Yard               |                |           |                   |  |  |
|              |  |             |  | 940.8                     | VC 941          | AR                                  | SAN CARLOS                           | LV                                   | 22                                   |                    |                |           |                   |  |  |
|              | A. M.<br>Ex. Sun.                        |             |  |                           |                 |                                     |                                      |                                      |                                      |                    | P. M.<br>Daily |           | P. M.<br>Ex. Sun. |  |  |



## SPECIAL INSTRUCTIONS

### DIVISION

#### PRECEDENCE BY DIRECTION

A 1—Northward or eastward trains are superior to trains of the same class in opposite direction.

#### MAXIMUM SPEEDS

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., 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.

### Brooksville Sub-Division

B 1—All trains will obtain Clearance Card before leaving Gainesville and Dunnellon when operator is on duty.

#### REGISTERING STATIONS

B 2—Waldo and Sulphur Springs.

#### BULLETIN BOOKS

B 3—Waldo, Dunnellon and Brooksville.

#### YARD LIMITS

B 4—Waldo, Gainesville, Williston, Dunnellon, Brooksville, (including Conrock Spur) and Sulphur Springs.

#### FUELING STATIONS

B 5—Brooksville.

#### SPEED RESTRICTIONS

B 6—Maximum speed of passenger trains, 40 M. P. H., except as below specified:

When handled by road switcher type Diesels, 35 M. P. H.

Maximum speed of freight and mixed trains, 35 M. P. H., except as below specified:

30 M. P. H. when handled by road switcher type Diesels.

All trains 15 M. P. H. over street crossings, Gainesville.

All trains 25 M. P. H. between M. P. 758.7 and M. P. 760.1.

All trains 15 M. P. H. through North Florida Division junction switch, Waldo, M. P. 690.1.

Trains handling steam derrick, 25 M. P. H. Trains handling 250-ton derrick must not exceed speed of 5 M. P. H. over trestle, M. P. 758.3.

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

All trains and engines, 10 M. P. H. over old Cedar Key junction switch, Archer, A. C. L. Transfer Dunnellon, and on following spurs: Fairbanks

airport, University, Dunnellon, Bar Mine, Mincol, Florida Portland Cement Co., and Conrock.

All trains and engines, 20 M. P. H. on Gay Spur, M. P. 795.3.

#### RAILROAD CROSSINGS

B 7—Railroad crossings at grade protected by interlockings:

Drexel, M. P. 823.5, A. C. L., Attended 7:30 P.M. to 4:30 A.M., 10 M. P. H.

Felecia, M. P. 768.9, A. C. L., Attended 5:30 P.M. to 2:30 A.M., 10 M. P. H.

B 8—Railroad crossings at grade protected by gates:

Gainesville, M. P. 704.1, A. C. L., Unattended, Normal clear for S. A. L., 10 M. P. H.

Archer, M. P. 718.1, A. C. L., Unattended, Normal clear for A. C. L., 10 M. P. H.

Montbrook, M. P. 735.0, A. C. L., Unattended, Normal clear for A. C. L., 10 M. P. H.

Hoyt, M. P. 753.2, A. C. L., Unattended, Normal clear for S. A. L., 10 M. P. H.

B 9—Railroad crossings at grade not protected:

Gainesville, M. P. 704.5, A. C. L.

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

#### AUTOMATIC SPRING SWITCHES

B 10—Storey, M. P. 785.9, 10 M. P. H.

#### SPECIAL RULES

B 11—A member of crew will precede all movements over the following streets in Gainesville: 4th Street, S.E., South Main Street, 3rd Street S.W., 4th Avenue S.E., 8th Avenue N.E.

B 12—Single cars must not exceed 225,000 lbs. gross weight.

B 13—When on duty operators at Sulphur Springs will handle junction switch. Normal position of junction switch is to Tampa Sub-Division.

### Agricola Sub-Division

C 1—All trains will obtain Clearance Card before leaving Bradley.

Rules 83 and 83-A will not apply to trains at South Mulberry, Achan and Agricola when time table and train order rights permit them to proceed.

#### REGISTERING STATIONS

C 2—Bradley.

#### YARD LIMITS

C 3—Bradley, Pierce (inc. Achan), South Mulberry and Agricola.

#### SPEED RESTRICTIONS

C 4—Maximum speed of all trains, 25 M. P. H. between Bradley and Achan, and 20 M. P. H. between Bradley and Agricola, and between South Mulberry and Achan.

Trains handling loaded tank cars or steam derrick, 15 M. P. H.

#### RAILROAD CROSSINGS

C 5—Railroad crossings at grade not protected:

M. P. 845.5, A. A. C. Co.

Achan, M. P. 847.9, A. C. L.

Trains will stop short of crossings and proceed if crossings are seen or known to be clear.

C 6—Railroad crossings at grade protected by S. A. L. standard semaphore crossing signals:

Bradley, M. P. 843.3, S. A. L., Normal clear for movement between Bradley and South Mulberry, 5 M. P. H.

#### SPECIAL RULES

C 7—Single cars must not exceed 225,000 lbs. gross weight.

C 8—Tracks between Achan and Bradley will be used jointly by S. A. L. R. R. and A. C. L. R. R. Movements between these points will be governed by S. A. L. R. R. time table, rules and special instructions.



## Elfers Sub-Division

D 1—Rules 83 and 83-A will not apply to trains at Elfers when their time table and train order rights permit them to proceed.

### REGISTERING STATIONS

D 2—Tarpon.

### YARD LIMITS

D 3—Tarpon.

### SPEED RESTRICTIONS

D 4—Maximum speed of all trains, 20 M. P. H.  
Trains handling steam derrick, 15 M. P. H., except around curves, 10 M. P. H. Derricks larger than 100 tons prohibited. Diesel operation restricted to 1500 series engines.

## RAILROAD CROSSINGS

D 5—Railroad crossings at grade protected by interlockings:

Taconey, M. P. 875.2, A. C. L., Cabin-door-lock, Unattended, Normal clear for A. C. L., 10 M. P. H.

### SPECIAL RULES

D 6—Tracks between M. P. 880.2, A. C. L. Jet., and Victor will be used jointly by S. A. L. R. R. and A. C. L. R. R. trains and engines.

All trains and engines will move at yard speed between Victor and A. C. L. Jet., M. P. 880.2.

D 7—Single cars must not exceed 225,000 lbs. gross weight.

## Tampa Sub-Division

E 1—All trains will obtain Clearance Card before leaving Wildwood and Plant City.

Rule 83-A will not apply at Coleman.

Rules 83 and 83-A will not apply at Gary to trains enroute through south leg of wye to or from Tampa when time table and train order rights permit them to proceed.

Rule 83-A will not apply to first class trains at Tampa Telegraph Office when no operator is on duty.

E 2—The time of trains at Coleman applies at end two tracks.

The time of first class trains at Yeoman applies at end two tracks.

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

No. 107 at Coleman and points south to discharge passengers from north of Jacksonville arriving on No. 7 and connecting lines, and at Zephyrhills to receive passengers for Tampa and beyond.

No. 108 at Zephyrhills to receive passengers for Jacksonville and beyond.

Nos. 1 and 2 at all points between Coleman and Plant City to receive and discharge passengers, and between Plant City and Tampa to receive or discharge passengers for and from points north of Plant City. These trains will also stop to exchange U. S. mail.

Nos. 121 and 122 at Dade City, Plant City, Safety Harbor and Belleair to discharge passengers from West Savannah and beyond, and to receive passengers for Savannah and beyond.

Nos. 157 and 158 at Dade City, Plant City, Sulphur Springs, Belleair and Largo to discharge and receive passengers from and for Jacksonville and beyond.

Nos. 25 and 26 at Brandon.

Nos. 29 and 30 at Brandon and Limona.

### REGISTERING STATIONS

E 4—Yeoman (trains originating and terminating), Gary, Tampa Telegraph Office, Tampa, Sulphur Springs, Tarpon (for information of trains originating only), Shops, St. Petersburg.

All first class trains will register by Form 405 at Tampa Telegraph Office, Gary, Sulphur Springs, Tarpon and Shops when operator is on duty.

### BULLETIN BOOKS

E 5—Plant City, Tampa, Tampa Yard Office, Tampa Shops, Yeoman, Shops and St. Petersburg.

### STANDARD CLOCKS

E 6—Tampa, Tampa Yard, Gary, Yeoman and St. Petersburg.

### YARD LIMITS

E 7—Coleman, Plant City, Tampa (including Yeoman, Gary, Parker and Tampa Union Station), Sulphur Springs, Tarpon, Clearwater (including North Clearwater, Belleair and Taylor Spur), and St. Petersburg (including Shops).

### FUELING STATIONS

E 8—Tampa Shops, Tampa Yard, Yeoman and Shops.

### SPEED RESTRICTIONS

E 9—The maximum speed of passenger and express trains is shown on page 14.

The maximum speed of freight trains, 50 M. P. H. between Coleman and Tampa and 35 M. P. H. between Tampa and St. Petersburg, except as below specified:

20 M. P. H. between M. P. 822.1 and 823.9.

30 M. P. H. between M. P. 872 and 873 and between M. P. 875 and 876.

15 M. P. H. between M. P. 873 and 875.

10 M. P. H. over Ft. Harrison Ave., M. P. 876.

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

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

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

All trains 20 M. P. H. over junction switch, Sulphur Springs, and on straight track Drew Spur between M. P. 854 and Highway 580, 10 M. P. H. on curves and on all tracks beyond Highway 580.

All trains 15 M. P. H. on Taylor Spur.

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

Bushnell, 15 M. P. H.

Dade City, 10 M. P. H.

Zephyrhills, 25 M. P. H.

Plant City, 6 M. P. H. between Baker Street and Evers Street.

### RAILROAD CROSSINGS

E 10—Railroad crossings at grade protected by interlockings:

St. Catherine, M. P. 780.0, A. C. L., Unattended.

Owensboro, M. P. 792.2, A. C. L., Attended.

Zephyrhills, M. P. 808.6, A. C. L., Unattended.

Plant City, M. P. 823.1, A. C. L., Attended, 10 M. P. H.

Yeoman, M. P. 841.6, A. C. L., Unattended.

Gary, near 7th Ave., M. P. 843.5, A. C. L., Attended, 10 M. P. H.

Tampa, 13th St., M. P. 844.6, A. C. L. Cabin-door-lock, Unattended, Normal clear for S. A. L., 10 M. P. H.

Taylor, M. P. 875.9, A. C. L., Cabin-door-lock, Unattended 11:30 P.M. to 7:30 A.M., Normal clear for A. C. L., Attended 7:30 A.M. to 11:30 P.M.

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

Lacoochee, M. P. 790.4, A. C. L., Normal clear for S. A. L.

E 12—Railroad crossings at grade protected by gates:

Tampa, M. P. 844.7, T. U. S. Co., Unattended, Normal clear for S. A. L., 10 M. P. H.

### DRAWBRIDGES

E 13—Drawbridges not interlocked:

Hendry-Knight Channel, Tampa Yard, M. P. 845.6, 10 M. P. H.

All trains and engines approach drawbridge prepared to stop and must stop unless proceed signal (green flag by day, green light by night) is shown from watchman.

(Continued on next page)



## Tampa Sub-Division (Continued)

### AUTOMATIC SPRING SWITCHES

E 14—Gary, south leg of wye, M. P. 843.5, leading to southward main track, 10 M. P. H.

Gary, north leg of Shops wye, M. P. 843.2, leading to northward main track, 10 M. P. H.

Tampa, near south end two tracks, M. P. 844.6, leading from freight pocket track to northward main track, 10 M. P. H.

### BLOCK SIGNAL SYSTEM

E 15—A Traffic Control system is in service between Signal 7659 at Coleman and Signal S-8432 at Gary.

### TWO TRACKS

E 16—TWO TRACKS EXTEND BETWEEN YEOMAN, M. P. 841.6 AND TAMPA, M. P. 844.6.

### SPECIAL RULES

E 17—A two-arm route signal is located 275 feet south of telegraph office, Gary. Upper arm and light governs movement over northward main track. Lower arm and light governs movement from north leg of wye when enroute through crossovers located just south and north of telegraph office, Gary, and for northward movements on southward track from north leg of wye only when Signal 8432 is indicating clear and switches are lined for such movement.

A two-arm route signal located 325 feet north of telegraph office, Gary. Upper arm and light governs movement on southward main track. Lower arm and light governs movement from the northward main track when enroute through crossover located just north of telegraph office into southward main track, Gary.

All trains, switch, and other engines approach Gary under control and when stop is indicated by the signal governing movement to be made, engines or lead car must be stopped before passing two-arm route signal or fouling crossover switches. When signal indicates proceed all trains, switch and other engines, approach under control and know that track is clear and switches are in proper position for movement to be made before proceeding or fouling crossover switches. Operators or switch tenders will handle switches for crossover movement.

Southward movement from north leg of wye, Gary, to southward main track will be made through crossover from south end of siding, located north of telegraph office, to southward main track. Two-arm route signal located 325 feet north of telegraph office, governing movements from northward main track through crossover and movements over southward main track, will be set at stop position before such movement is made.

E 18—Color light northward signal located south of facing point crossover 1927 feet south of Gary telegraph office, governs movements as follows: Over northward main track to route signal located 275 feet south of Gary telegraph office; through crossover to southward main track and from southward main track to south leg of wye; approach indication for Signal S-8432.

Color light southward signal located 310 feet north of south wye switch leading to southward main track, Gary, governs movement over southward main track.

Two color light dwarf signals located on south leg of wye track, Gary, governs southward movements from south leg of wye to southward track.

These signals are manually controlled by operator at Gary telegraph office and when displaying aspects authorizing movements, trains may proceed over route indicated if switches are seen to be properly lined and track is seen or known to be clear.

E 19—Color light signal located 1200 feet south of A. C. L. crossing governs northward movement to north and south leg wye, Gary, and when indicating "approach", supersedes train order and time table instructions for northward movements as far as north and south wye switches (southward main track) if track is seen to be clear and switches properly lined. If this signal is stop or dark, a member of crew will call operator at Gary for instructions. If permission is obtained from operator to pass this signal, movement must be made under flag protection and at restricted speed.

Color light signal located on north leg Gary wye south of telegraph office, governs southward movement over north leg of wye to a point 1200 feet south of A. C. L. crossing. When this signal indicates stop or dark, all trains intending to make southward movement on north leg of wye will stop short of southward route signal and clear of crossover switches north of Gary telegraph office. If permission is obtained from operator to pass it, movement must be made under flag protection and at restricted speed. When indicating "approach", southward movement on north leg of wye may proceed over this route at restricted speed if switches are right and track is clear. Southward movements beyond signal located 1200 feet south of A. C. L. crossing will be made subject to time tables, rules and train orders.

A dwarf signal of the color light type located on south leg of Gary wye at clearance point of junction switch (4th Ave.) governs southward movements from south leg of wye to a point 1200 feet south of A.C.L. crossing. If signal does not clear when switch is opened, close switch and call operator at Gary for instructions.

These signals governing southward movements, do NOT supersede train order or time table instructions, except that when displaying aspects authorizing movement, trains intending to make reverse movements around wye may proceed if track is seen to be clear and switches properly lined.

A dwarf signal of the color light type, located on north leg of shop wye, Gary, governs movements from this leg of wye when enroute to northward main track. When signal indicates "approach", proceed through spring switch to telegraph office; when stop or dark, stop before fouling northward main track switch and get instructions from operator, Gary, before proceeding.

E 20—All trains, switch and other engines moving between Tampa and Gary and on Tampa Union Station Company tracks, will move at yard speed.

E 21—A member of crew will precede all movements over Reynolds Street crossing at Plant City; Belleview Avenue, Belleair, and Ninth Street, St. Petersburg.

E 22—Northward trains leaving Yeoman yard lead will leave only on clear signal indication on dwarf signal at M. P. 839.5. Yard and other engines not going beyond South Tampa will make northward movement only on approach indication at this location.

E 23—Single cars must not exceed 225,000 pounds gross weight between Sulphur Springs and St. Petersburg.

E 24—Normal position of junction switch Sulphur Springs, is for movement on Tampa Sub-Division.



## Valrico Sub-Division

F 1—All trains will obtain Clearance Card at Welcome when operator is on duty.

All trains will obtain Clearance Card before leaving Edison and West Lake Wales.

F 2—The time of trains at Welcome applies for northward trains at south crossover; southward trains at north crossover.

The time of trains at Edison applies for northward trains at junction switch; southward trains at north crossover.

### REGISTERING STATIONS

F 3—Valrico, Durant, Welcome, Plant City, Edison, (Bartow for first class trains) and West Lake Wales.

All first class trains will register by Form 405 at Valrico, Durant and Edison.

### BULLETIN BOOKS

F 4—West Lake Wales, Bartow, Mulberry and Plant City.

### STANDARD CLOCKS

F 5—West Lake Wales.

### YARD LIMITS

F 6—Durant, Plant City, Welcome, Edison, Nichols, Noralyn, Bartow, West Lake Wales and Lake Wales.

### FUELING STATIONS

F 7—Mulberry and West Lake Wales.

### SPEED RESTRICTIONS

F 8—Maximum speed of passenger trains as follows:

59 M. P. H. between Valrico and Welcome, 50 M. P. H. between Plant City and West Lake Wales, and 35 M. P. H. between West Lake Wales and Lake Wales, except when handled by road switcher type Diesel, 5 M. P. H. less than the above maximums.

Maximum speed of freight and mixed trains as follows:

45 M. P. H. between Valrico and Welcome, 40 M. P. H. between Plant City and West Lake Wales, 30 M. P. H. between West Lake Wales and Lake Wales, and 20 M. P. H. between Lake Wales and Alcoma.

All trains 25 M. P. H. around curve north leg of wye at Edison and over secondary track between Edison and Welcome.

35 M. P. H. on Pembroke Spur except 20 M. P. H. between Pembroke and Varne and on Clear Springs Spur.

All trains 20 M. P. H. on Acco and Noralyn Spurs.

All trains 10 M. P. H. over Coronet Spur, I. M. & C., Phosmico and Conners Spurs and junction switch at Edison.

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

Derricks larger than 150 tons prohibited on Pembroke Spur and Coronet Spur.

Trains handling scale test cars, 25 M. P. H. north of West Lake Wales.

Speed restrictions will be observed through stations as follows to comply with City Ordinance: Mulberry and Bartow, 6 M. P. H.

### RAILROAD CROSSINGS

F 9—Railroad crossings at grade protected by interlockings:

Plant City, M. P. 823.1, A. C. L., Attended, 10 M. P. H.  
Bartow, M. P. 850.7 and 850.8, A. C. L., Attended, 10 M. P. H.  
West Lake Wales, M. P. 863.5, S. A. L., Unattended.

F 10—Railroad crossings at grade protected by electrically locked derails:

Mulberry, M. P. 841.8, I. M. & C., Normal clear for S. A. L., 10 M. P. H.  
Mulberry, M. P. 842.3, A. C. L., Normal clear for A. C. L., 10 M. P. H.

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

Press button on indicator, if indicator lights, indicating no approaching train on A. C. L. R. R., switch lock may be removed from electric lock by lifting foot pedal by hand and then depressing foot pedal to release operating lever so it may be operated to remove derails and clear signals.

If indicator does not light and no approaching A. C. L. R. R. train is observed, remove switch lock from electric lock and operate release by unlocking and raising handle all the way up to the stop and returning and locking in normal position.

After time interval has expired, indicator will light and foot pedal of electric lock may be depressed releasing operating lever so derails may be removed and signals cleared.

After movement has been completed and it is known that train has cleared derails operating lever must be restored and locked in normal position.

F 11—Railroad crossings at grade protected by gates:

Lake Wales, M. P. 867.4, A. C. L., Unattended, Normal clear for A. C. L., 10 M. P. H.

F 12—Railroad crossings at grade not protected:

Pembroke Spur, M. P. 859.0 and 859.2, A. C. L.  
Trains will stop short of crossing and proceed if crossings are seen or known to be clear.

### BLOCK SIGNAL SYSTEM

F 13—Traffic Control system is in service between Signal V-8413 at south end I. M. & C. Junction and Signal V-8470 at M. P. 847.0.

All trains or engines will obtain permission from the dispatcher before entering the main track through switches protected by signals or electric locks. Trains or engines entering main track through switches not protected by signal or electric lock will obtain permission from dispatcher, and if no conflicting movement is observed, open switch and wait two minutes; if no conflicting movement is then observed, the movement may proceed at restricted speed to the next signal.

### AUTOMATIC SPRING SWITCHES

F 14—I. M. & C. Jet., both ends of siding, 25 M. P. H.  
Ridgewood, north leg of wye, 25 M. P. H.

### SECONDARY TRACK

F 15—Secondary track extending between Welcome, M. P. V-834 2, and Edison, M. P. V-835.8, located on east side and paralleling main track, may be used between these points only on train order authority in either direction. Trains authorized to use secondary track must use that track. Rules 93, 98 and 99 will apply on the secondary track the same as main track. This track opens north into the Plant City line main track at Welcome, and south into main track at Edison. Double crossovers are provided at Welcome and Edison. Normal position of switches at Welcome will be for main track movements and on secondary track for movements from secondary track to Plant City line main track. At Edison normal position of switches will be for movements on main track. Trains on main track and secondary track meeting between Edison and Welcome will exchange identification with each other. Operator at Welcome will handle crossover switches between main track and secondary track when on duty. Operator at Edison will, in addition to handling the junction switch, handle switch from main track to secondary track for trains entering or leaving secondary track, except will not handle north crossover switches.

### SPECIAL RULES

F 16—Trains receiving stop indication on Signal 8325-B will stop clear of north switch to Valrico Sub-Division siding until proceed indication is received.

F 17—All trains will approach and move between clearance point at north end Valrico Sub-Division siding at Valrico and T. C. Signal 8325-B at restricted speed, and even though T. C. Signal 8325-B may indicate proceed, trains will not proceed until the track is seen or known to be clear between these locations.

F 18—All trains moving within yard limits at Nichols must move at yard speed, expecting to find V. C. C. Co.'s engines or other engines occupying the main track without protection and main track switches not in normal position.

F 19—All trains will approach and move between yard limit boards, West Lake Wales at yard speed, expecting to find main track or wye occupied.

F 20—A member of crew will precede all movements over Broadway Street, Bartow.

F 21—Normal position of junction switch Edison is for movement on Valrico Sub-Division. Operator will handle this switch.

F 22—Single cars must not exceed 225,000 lbs. gross weight.



## Sarasota Sub-Division

**G 1—All trains will obtain Clearance Card before leaving Palmetto.**

**Rule 83-A will not apply at Durant When no operator is on duty.**

**G 2—Passenger trains will stop on signal as follows:**

Nos. 257 and 258 at Lithia, Vegetable, Tallavast, Willow, Laurel, Balm, Oneco, Osprey and Nokomis.

### REGISTERING STATIONS

**G 3—Durant, South Boyette (for first class trains only), Palmetto and Venice.**

All first class trains will register by Form 405 at Durant.

### BULLETIN BOOKS

**G 4—Palmetto.**

### YARD LIMITS

**G 5—Durant, Palmetto Jct., Bradenton, Sarasota and Venice.**

Yard limits at Palmetto Jct. include all tracks on Palmetto Spur.

Yard limits at Bradenton include Bradenton Spur.

Yard limits at Sarasota include Ringling's Spur.

### FUELING STATIONS

**G 6—Palmetto.**

### SPEED RESTRICTIONS

**G 7—Maximum speed of passenger trains as specified below:**

59 M. P. H. between Durant and M. P. 841.5.

45 M. P. H. between M. P. 841.5 and Sarasota.

40 M. P. H. between Sarasota and Venice except when handled by road switcher type Diesel, 50 M. P. H. between Durant and M. P. 841.5.

Maximum speed of freight and mixed trains, 45 M. P. H., except as specified below:

When handled by other than 1600 or 1700 series road switcher type Diesel engines:

35 M. P. H. between M. P. 841.5 and Sarasota.

30 M. P. H. between Sarasota and Venice.

When handled by 1600 or 1700 series road switcher type Diesel engines:

30 M. P. H. between M. P. 841.5 and Sarasota.

25 M. P. H. between Sarasota and Venice.

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

Derricks larger than 150 tons prohibited on Bradenton Spur.

All trains and engines, 15 M. P. H. on Bradenton and Ellenton Spurs, except 10 M. P. H. around curves.

All trains and engines, 10 M. P. H. on Manatee Fruit Co., Atwood and

Tallavast Airport spurs, and through turnouts, southwest wye Durant, Ellenton Jet. and Palmetto Jet.

All trains and engines, 20 M. P. H. on South Boyette Spur, M. P. 841.9.

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

Palmetto, 8 M. P. H.

Bradenton, 8 M. P. H.

Sarasota, 6 M. P. H.

### RAILROAD CROSSINGS

**G 8—Railroad crossings at grade protected by gates:**

North Sarasota, M. P. 882.9, A. C. L., Unattended, Normal clear for S. A. L., 10 M. P. H.

Ringling Spur, M. P. 886.6, A. C. L., Unattended, Normal clear for A. C. L., 10 M. P. H.

**G 9—Railroad crossings at grade not protected:**

Palmetto Spur, M. P. 871.1, A. C. L.

Bradenton Spur, M. P. 873.5, A. C. L.

Bradenton, M. P. 873.6, A. C. L.

Trains will stop short of crossings and will proceed if crossings are seen or known to be clear.

### AUTOMATIC SPRING SWITCHES

**G 10—Palmetto Jct., M. P. 870.2.**

### DRAWBRIDGES

**G 11—Drawbridges protected by interlockings:**

Big Manatee River, M. P. 871.7, 15 M. P. H.

Trains must approach prepared to stop short of home signal and must stop unless signal indicates proceed and track is seen to be clear.

### SPECIAL RULES

**G 12—A member of crew will precede all movements over Lemon Avenue, Cherry, Main, Lamb, 7th Avenue and Elm Streets, Palmetto; Manatee Avenue, Holly Street, Florida Avenue, Court, Main and Pine Streets, Bradenton, and Main, 6th Street, Osprey Avenue and Tamiami Trail, Sarasota.**

**G 13—Ellenton, Manatee Fruit Co. and Atwood Spurs, single cars must not exceed 165,000 lbs. gross weight and must be spaced by single cars not exceeding 100,000 lbs. gross weight. Cars not so spaced must not exceed 130,000 lbs. gross weight.**

**G 14—Single cars must not exceed 225,000 lbs. gross weight.**

## Boca Grande Sub-Division

**H 1—Rules 83 and 83-A will not apply to trains at Port Boca Grande.**

**All trains will obtain Clearance Card before leaving Bradley when operator is on duty.**

**All trains except southward second class and inferior trains will obtain Clearance Card at Boca Grande.**

**H 2—The time of trains at Edison applies for northward trains at junction switch; southward trains at north crossover.**

**The time of trains at Bradley applies at south wye switch.**

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

Nos. 321 and 322 at Fort Green, Fort Green Springs and Limestone.

### REGISTERING STATIONS

**H 4—Edison, Bradley, Arcadia, Hull and Port Boca Grande. All first class trains will register by Form 405 at Edison, Bradley and Arcadia.**

### BULLETIN BOOKS

**H 5—Arcadia and Port Boca Grande.**

### STANDARD CLOCKS

**H 6—Arcadia (telegraph office).**

### YARD LIMITS

**H 7—Edison, Bradley, Arcadia, Hull, Boca Grande (including Port Boca Grande.)**

### FUELING STATIONS

**H 8—Bradley, Arcadia and Port Boca Grande.**

### SPEED RESTRICTIONS

**H 9—Maximum speed of passenger trains, 50 M. P. H. except as below specified:**

When handled by road switcher type Diesel engines, 45 M. P. H.

Nos. 321 and 322 when handling freight equipment, 40 M. P. H.

Maximum speed of freight and mixed trains, 40 M. P. H. except as below specified:

35 M. P. H. between Bradley and Hull, and 30 M. P. H. between Hull and Port Boca Grande.

Trains handling steam derrick, 25 M. P. H. except between Hull and Port Boca Grande, 20 M. P. H.

Derricks larger than 150 tons prohibited between Hull and Port Boca Grande.

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

All trains 10 M. P. H. through junction switch at Edison and Bradley.

All trains 15 M. P. H. over Welles Spur.

Passenger trains 15 M. P. H. and freight trains 10 M. P. H. over Myakka and Gasparilla trestles.

All trains 10 M. P. H. over first highway crossing north of Arcadia Yard.

### RAILROAD CROSSINGS

**H 10—Railroad crossings at grade protected by gates:**

Brewster, M. P. 846.5, A. C. Co., Unattended, Normal clear for S. A. L., 10 M. P. H.

**H 11—Railroad crossings at grade protected by S. A. L. standard semaphore signal:**

Bradley, M. P. 843.3, S. A. L., Normal clear for movement between Bradley and South Mulberry, 5 M. P. H.

### DRAWBRIDGES

**H 12—Drawbridges not interlocked:**

North draw, M. P. 924.7, Attended, 4 M. P. H.

South draw, M. P. 925.6, Attended, 4 M. P. H.

### SPECIAL RULES

**H 13—Tracks between Bradley and Brewster will be used jointly by S. A. L. R. R. and A. C. L. R. R. Movements between these points will be governed by S. A. L. R. R. time table, rules and special instructions.**

**H 14—Normal position of junction switch at Edison is for movements on Valrico Sub-Division. Operators will handle this switch.**

**H 15—Normal position of junction switch at Hull is to Boca Grande Sub-Division.**

**H 16—Single cars must not exceed 225,000 pounds gross weight.**



## Fort Myers Sub-Division

I 1—Rules 83 and 83-A will not apply to trains at Hull, Alva and San Carlos when their time table and train order rights permit them to proceed.

All trains will obtain Clearance Card before leaving Fort Myers when operator is on duty.

### REGISTERING STATIONS

I 2—Hull and Fort Myers.

### BULLETIN BOOKS

I 3—Fort Myers.

### YARD LIMITS

I 4—Hull and Fort Myers.

### SPEED RESTRICTIONS

I 5—Maximum speed of passenger trains, 40 M. P. H.

Maximum speed of freight and mixed trains, 30 M. P. H.

Trains handling steam derrick, 25 M. P. H. except between Fort Myers Alva and San Carlos, 15 M. P. H., and except trains handling steam derrick, 4 M. P. H. over Orange River draw, M. P. 932.8.

Derricks larger than 150 tons prohibited between Fort Myers and Alva.

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

All trains 20 M. P. H. between Fort Myers, San Carlos and Alva.

### RAILROAD CROSSINGS

I 6—Railroad crossings at grade protected by interlockings:

Gilchrist, M. P. 917.7, A. C. L., Cabin-door-lock, Unattended, Normal clear for A. C. L., 10 M. P. H.

Fort Myers, M. P. 926.6, A. C. L., Cabin-door-lock, Unattended, Normal clear for A. C. L., 10 M. P. H.

I 7—Railroad crossings at grade not protected:

Fort Ogden, M. P. 894.7, A. C. L.

Fort Myers (Palm Avenue), M. P. 927.7, A. C. L.

Trains will stop short of crossings and will proceed if crossings are seen or known to be clear.

### DRAWBRIDGES

I 8—Drawbridges protected by interlockings:

Caloosahatchee River, M. P. 924.1, 15 M. P. H.

I 9—Drawbridges not interlocked:

Orange River, M. P. 932.8, Straight railed, Unattended, 10 M. P. H.

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

### SPECIAL RULES

I 10—A member of crew will precede all movements over First Street, Michigan Avenue, and Anderson Avenue, Fort Myers.

I 11—Normal position of junction switch at Hull is to Boca Grande Sub-Division.

I 12—Single cars must not exceed 225,000 pounds gross weight between Hull and San Carlos, 180,000 pounds between Fort Myers and Alva.

I 13—Diesel operation between Fort Myers and Alva restricted to 1500 series engines.

## TONNAGE RATING

|  | Direction | 1 Unit<br>4000-4021<br>4100-4121 | 1 Unit<br>4022-4032 | 1 Unit<br>4500 | 1 Unit<br>1500 | 1 Unit<br>1600 | 1 Unit<br>1700 |
|--|-----------|----------------------------------|---------------------|----------------|----------------|----------------|----------------|
| Tampa-Sulphur Springs.....                               | South     |                                  |                     |                | 1600           | 2350           | 2350           |
| Tampa-Sulphur Springs with helper out of Tampa Yard..... | South     |                                  |                     |                | 2300           | 3500           | 3500           |
| Sulphur Springs-Waldo.....                               | North     |                                  |                     |                | 2300           | 3500           | 3500           |
| Sulphur Springs-St. Petersburg.....                      | Both      |                                  |                     |                | 2300           | 3500           | 3500           |
| Waldo-Dunnellon.....                                     | South     |                                  |                     |                | 3250           | 5000           | 4500           |
| Dunnellon-Catawba.....                                   | South     |                                  |                     |                | 1700           | 2500           | 2500           |
| Catawba-Brooksville.....                                 | South     |                                  |                     |                | 2000           | 3000           | 3000           |
| Brooksville-Tampa.....                                   | South     |                                  |                     |                | 2700           | 4000           | 3600           |
| Tarpon-Elfers.....                                       | Both      |                                  |                     |                | 2200           |                |                |
| Plant City-Bradley-Tampa-Mulberry except:.....           | Both      |                                  |                     |                | 2700           | 4000           | 3500           |
| Durant-Welcome.....                                      | South     |                                  |                     |                | 2500           | 3500           | 3500           |
| Mulberry-Alcoma except:.....                             | Both      |                                  |                     |                | 2500           | 4000           | 3600           |
| Over Ridgewood Hill.....                                 | Both      |                                  |                     |                | 2100           | 3200           | 3000           |
| Noralyn-Ridgewood.....                                   | Both      |                                  |                     |                | 2500           | 3500           | 3500           |
| Pembroke Junction-Pembroke.....                          | Both      |                                  |                     |                | 2700           | 4000           | 3600           |
| Pembroke-Varn.....                                       | Both      |                                  |                     |                | 2300           | 3500           | 3500           |
| South Mulberry-Bradley.....                              | Both      |                                  |                     |                | 2700           | 4000           | 3600           |
| Agricola-Bradley.....                                    | Both      |                                  |                     |                | 3250           | 5000           | 4500           |
| Bradley-Port Boca Grande and San Carlos.....             | South     |                                  |                     |                | 3250           | 5000           | 4500           |
| Bradley-Port Boca Grande and San Carlos.....             | North     |                                  |                     |                | 3000           | 4500           | 4100           |
| Durant-Venice.....                                       | Both      |                                  |                     |                | 2300           | 3500           | 3500           |
| Fort Myers-Alva.....                                     | Both      |                                  |                     |                | 2200           |                |                |
| Tampa-Valrico.....                                       | Both      | 2250                             | 2250                | 5000           | 2700           | 4000           | 3600           |
| Valrico-Coleman.....                                     | Both      | 2250                             | 2250                | 5000           | 2300           | 3500           | 3500           |
| Mulberry-Plant City.....                                 | Both      | 2250                             | 3000                | 6000           | 2700           | 4000           | 3600           |



## LOCATION AND CLEARANCE OF OVERHEAD BRIDGES

### VALRICO SUB-DIVISION

| Kind of Bridge                        | Mile Post | Height   | Width    |
|---------------------------------------|-----------|----------|----------|
| U. S. Highway No. 17.....             | 551.2     | Standard | Standard |
| Third Street (Public) Lake Wales..... | 867.6     | Standard | Standard |

### SARASOTA SUB-DIVISION

|                           |       |          |       |
|---------------------------|-------|----------|-------|
| Little Manatee River..... | 853.2 | Standard | 7 ft. |
|---------------------------|-------|----------|-------|

### BROOKSVILLE SUB-DIVISION

|                                   |       |          |          |
|-----------------------------------|-------|----------|----------|
| State Highway No. 5 (Public)..... | 797.9 | Standard | Standard |
|-----------------------------------|-------|----------|----------|

### FT. MYERS SUB-DIVISION

|                        |       |               |             |
|------------------------|-------|---------------|-------------|
| Orange River Draw..... | 932.8 | 19 ft. 11 in. | 6 ft. 5 in. |
|------------------------|-------|---------------|-------------|

### BOCA GRANDE SUB-DIVISION

| Kind of Bridge             | Mile Post | Height   | Width       |
|----------------------------|-----------|----------|-------------|
| North Gasparilla Draw..... | 924.6     | Standard | 6 ft. 8 in. |
| South Gasparilla Draw..... | 925.2     | Standard | 6 ft. 8 in. |

### TAMPA SUB-DIVISION

|                                |       |              |             |
|--------------------------------|-------|--------------|-------------|
| U. S. Highway 301.....         | 792.2 | Standard     | Standard    |
| Public.....                    | 796.0 | 21 ft. 6 in. | Standard    |
| Public.....                    | 806.4 | Standard     | Standard    |
| Public.....                    | 838.9 | Standard     | Standard    |
| LaFayette Street (Public)..... | 845.0 | 18 ft.       | Standard    |
| Seddon Island Lift.....        | 845.6 | 21 ft. 8 in. | 7 ft. 6 in. |
| Hillsboro River.....           | 847.9 | 20 ft. 6 in. | 7 ft. 6 in. |

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 must not be used in clearing oversize loads. Be governed by current issue Railway Line Clearances.

## MAXIMUM SPEED OF PASSENGER AND EXPRESS TRAINS HANDLED BY DIESEL ENGINES NUMBERED IN SERIES SHOWN

### TAMPA SUB-DIVISION

| BETWEEN MILE POSTS                  | Series<br>3000-3100<br>Miles per<br>Hour | Series<br>1500-1600<br>1700-2700<br>Inc.<br>4000-4500<br>Miles per<br>Hour | BETWEEN MILE POSTS   | Series<br>3000-3100<br>Miles per<br>Hour | Series<br>1500-1600<br>1700-2700<br>Inc.<br>4000-4500<br>Miles per<br>Hour | BETWEEN MILE POSTS         | Series<br>3000-3100<br>Miles per<br>Hour | Series<br>1500-1600<br>1700-2700<br>Inc.<br>4000-4500<br>Miles per<br>Hour |
|-------------------------------------|--|--|----------------------|--|--|----------------------------|--|--|
|                                     |  |  |                      |  |  |                            |  |  |
| 766.1 (Northward-Thru Turnout)..... | 25                                       | 25   | 796.2 and 797.1..... | 75                                       | 60   | 844.9 and 843.2.....       | 40                                       | 40   |
| 766.1 and 768.0.....                | 75                                       | 60   | 797.1 and 797.8..... | 65                                       | 60   | 843.2 and 845.6.....       | 35                                       | 35   |
| 768.0 and 768.1.....                | 65                                       | 60   | 797.8 and 798.2..... | 30                                       | 30   | 845.6 and 848.7.....       | 59                                       | 49   |
| 768.1 and 769.8.....                | 75                                       | 60   | 798.2 and 798.8..... | 60                                       | 60   | 848.7 and Jet. Switch..... | 20                                       | 20   |
| 769.8 and 770.1.....                | 60                                       | 60   | 798.8 and 801.2..... | 75                                       | 60   | 848.7 and 849.0 Curve..... | 20                                       | 20   |
| 770.1 and 776.0.....                | 75                                       | 60   | 801.2 and 803.1..... | 60                                       | 60   | 849.0 and 851.2.....       | 59                                       | 49   |
| 776.0 and 776.2.....                | 50                                       | 50   | 803.1 and 803.8..... | 75                                       | 60   | 851.2 and 851.8 Curve..... | 50                                       | 45   |
| 776.2 and 780.0.....                | 75                                       | 60   | 803.8 and 804.9..... | 60                                       | 60   | 851.8 and 863.7.....       | 59                                       | 49   |
| 780 (R. E. Crossing).....           | 60                                       | 60   | 804.9 and 808.6..... | 75                                       | 60   | 863.7 and 864.5 Curve..... | 50                                       | 45   |
| 780.0 and 782.4.....                | 75                                       | 60   | 808.6 and 810.6..... | 60                                       | 60   | 864.5 and 865.6.....       | 59                                       | 49   |
| 782.4 and 782.6.....                | 60                                       | 60   | 810.6 and 819.1..... | 75                                       | 60   | 865.6 and 865.8 Curve..... | 50                                       | 45   |
| 782.6 and 784.7.....                | 75                                       | 60   | 819.1 and 819.3..... | 65                                       | 60   | 865.8 and 868.3.....       | 59                                       | 49   |
| 784.7 and 784.8.....                | 65                                       | 60   | 819.3 and 822.1..... | 75                                       | 60   | 868.3 and 868.9 Curve..... | 50                                       | 45   |
| 784.8 and 789.5.....                | 75                                       | 60   | 822.1 and 823.0..... | 20                                       | 20   | 868.9 and 872.2.....       | 59                                       | 49   |
| 789.5 and 789.7.....                | 50                                       | 50   | 823.0 and 823.3..... | 10                                       | 10   | 872.2 and 873.4 Curve..... | 50                                       | 45   |
| 789.7 and 790.4.....                | 75                                       | 60   | 823.3 and 823.9..... | 20                                       | 20   | 873.4 and 874.1.....       | 59                                       | 49   |
| 790.4 (R. R. Crossing).....         | 60                                       | 60   | 823.9 and 826.5..... | 75                                       | 60   | 874.1 and 875.9.....       | 35                                       | 35   |
| 790.4 and 791.1.....                | 65                                       | 60   | 826.5 and 826.6..... | 65                                       | 60   | 875.9 and Crossing.....    | 10                                       | 10   |
| 791.1 and 792.2.....                | 75                                       | 60   | 826.6 and 830.6..... | 75                                       | 60   | 875.9 and 876.0.....       | 10                                       | 10   |
| 792.2 (R. R. Crossing).....         | 60                                       | 50   | 830.6 and 830.9..... | 65                                       | 60   | 876.0 and 883.4.....       | 59                                       | 49   |
| 792.2 and 792.8.....                | 65                                       | 60   | 830.9 and 832.6..... | 75                                       | 60   | 883.4 and 883.6 Curve..... | 50                                       | 45   |
| 792.8 and 794.2.....                | 75                                       | 60   | 832.6 and 833.5..... | 60                                       | 50   | 883.6 and 887.5.....       | 59                                       | 49   |
| 794.2 and 795.2.....                | 50                                       | 50   | 833.5 and 840.9..... | 70                                       | 60   | 887.5 and 894.1.....       | 35                                       | 35   |
| 795.2 and 796.2.....                | 65                                       | 60   | 840.9 and 843.2..... | 60                                       | 50   | 894.1 and 896.0.....       | 15                                       | 15   |
|                                     |  |  | 843.2 and 844.9..... | 40                                       | 40   |                            |  |  |

Further speed restrictions: 25 M. P. H. through crossovers and turnouts equipped with power operated switches.

Speed restrictions will be observed through stations as follows to comply with City Ordinances: Bushnell, 15 M. P. H.; Dade City, 10 M. P. H.; Zephyrhills, 25 M. P. H.; Plant City, 6 M. P. H. between Evers Street and Baker Street; Clearwater, 30 M. P. H. between M. P. 872 and 873, and between M. P. 875 and 876; 15 M. P. H. between M. P. 873 and 875; 10 M. P. H. Over Fort Harrison Avenue, M. P. 876; St. Petersburg, 15 M. P. H. between 9th Street and 31st Street.

A member of the crew will precede all movements over Ninth Street South, St. Petersburg, and Belleview Avenue at Belleair.



## DIVISION OFFICERS

|  |                |  |                    |
|--|----------------|--|--------------------|
| J. T. MITCHELL, Asst. Superintendent.....    | Tampa, Fla.    | R. A. DRAWDY, Roadmaster.....  | Tampa, Fla.        |
| B. C. HIGH, Asst. Superintendent.....        | Mulberry, Fla. | G. G. COOPER, Roadmaster.....  | Tampa, Fla.        |
| O. K. PRINCE, Trainmaster.....               | Tampa, Fla.    | B. E. TANT, Roadmaster.....  | Tampa, Fla.        |
| C. C. HEAD, Trainmaster.....                 | Tampa, Fla.    | L. E. HARDIN, Roadmaster.....  | Tampa, Fla.        |
| E. C. MUSGROVE, Trainmaster.....             | Tampa, Fla.    | J. L. GIBBS, Roadmaster.....   | Arcadia, Fla.      |
| T. C. WHEELER, Trainmaster.....              | Mulberry, Fla. | J. A. GEORGE, Roadmaster.....  | Williston, Fla.    |
| T. B. RENFROW, Terminal Trainmaster.....     | Tampa, Fla.    | R. B. PITTS, General Supervisor Telephones & Signals..                               | Norfolk, Va.       |
| H. T. BROWN, Asst. Terminal Trainmaster..... | Tampa, Fla.    | E. R. SCHENK, Supervisor of Telephones and Signals..                                 | Tampa, Fla.        |
| J. R. TRAPHONER, Division Engineer.....      | Tampa, Fla.    | J. C. BARBER, Asst. Supervisor of Telephones<br>and Signals.....                     | Tampa, Fla.        |
| W. P. RANDALL, Asst. Division Engineer.....  | Tampa, Fla.    | J. A. SHEA, Supt. Station Operations.....  | Jacksonville, Fla. |
| H. O. KAIGLER, Asst. Division Engineer.....  | Tampa, Fla.    | J. C. STRIBLING, Supervisor Passenger Train<br>Operations.....                       | Jacksonville, Fla. |
| A. J. TRZECIAK, Asst. Division Engineer..... | Tampa, Fla.    | SMITH R. BRITTINGHAM, Senior General Attorney..                                      | Norfolk, Va.       |
| F. B. CLARK, Master Mechanic.....            | Tampa, Fla.    | GEO. B. BARNER, Asst. General Attorney.....  | Norfolk, Va.       |
| A. E. JOHNSON, Road Foreman of Engines.....  | Tampa, Fla.    | W. A. POWELL, Claims Attorney.....   | Norfolk, Va.       |
| H. D. HINDE, Road Foreman of Engines.....    | Tampa, Fla.    | T. A. BAIN, JR., Supervising Claim Agent.....  | Norfolk, Va.       |
| A. G. KIPPLE, Chief Dispatcher.....          | Tampa, Fla.    | J. D. CULPEPPER, Supervising Claim<br>Agent (Stock).....                             | Jacksonville, Fla. |
| C. L. ROBESON, Asst. Chief Dispatcher.....   | Tampa, Fla.    | G. G. DORMAN, Claim Agent, Personal Injuries, Fire<br>Stock and Misc. Claims.....    | Tampa, Fla.        |
| H. E. BYNUM, Dispatcher.....                 | Tampa, Fla.    | (Territory: Entire Division, except Waldo to North Inverness and Mulberry to Alcoma) |                    |
| R. M. SELVIDGE, Disptacher.....              | Tampa, Fla.    | L. E. LUCAS, Claim Agent, Personal Injuries, Fire<br>Stock and Misc. Claims.....     | Wildwood, Fla.     |
| R. P. SURENCY, Dispatcher.....               | Tampa, Fla.    | (Territory: Waldo to North Inverness and Mulberry to Alcoma)                         |                    |
| I. C. STEPHENS, Dispatcher.....              | Tampa, Fla.    | J. W. FANT, JR., Traveling Claim Adjuster.....                                       | Jacksonville, Fla. |
| K. M. STEPHENS, Dispatcher.....              | Tampa, Fla.    | (Territory: All stations)  |                    |
| W. C. DYKES, Dispatcher.....                 | Tampa, Fla.    | J. R. KNIGHT, Supervisor of Property Protection.....                                 | Tampa, Fla.        |
| R. R. CRIBB, Dispatcher.....                 | Tampa, Fla.    | E. L. WEBB, Asst. Supervisor of Property Protection....                              | Tampa, Fla.        |
| R. Y. GIBSON, Dispatcher.....                | Tampa, Fla.    | C. O. JOHNSON, Research and Test Engineer.....                                       | Jacksonville, Fla. |
| J. R. VAUGHN, Dispatcher.....                | Tampa, Fla.    | R. J. DUHSE, Chief Chemist.....  | Jacksonville, Fla. |
| C. M. SANDEL, Dispatcher.....                | Tampa, Fla.    | E. D. FOXWORTH, Fuel Supervisor.....   | Hamlet, N. C.      |
| H. A. PIERCE, Dispatcher.....                | Tampa, Fla.    | J. R. BISSETT, Fuel Supervisor.....  | Savannah, Ga.      |
| C. H. KAYLOR, Division Auditor.....          | Tampa, Fla.    |  |                    |
| C. V. STAPLES, Division Paymaster.....       | Tampa, Fla.    |  |                    |
| L. M. HARTLEY, Master Carpenter.....         | Tampa, Fla.    |  |                    |