4 4

Safety First

Florida East Coast Railway Company

FLAGLER SYSTEM

Southern Division

TIME-TABLE

No. 4

Taking Effect

Monday, December 3, 1928

12.01 o'clock, a. m.

Eastern Standard Time

FOR THE GOVERNMENT OF EMPLOYES ONLY

Not intended for the information of the public, nor as an advertisement of the time of trains. The Railway reserves the right to vary therefrom as circumstances may require.

Note Carefully Important Changes in Foot Notes and Special Rules

CONSULT BULLETIN BOOKS DAILY

H. N. RODENBAUGH, Vice-President.
A. A. JACKSON, Asst. to Vice-President.
C. L. BEALS, Assistant General Manager.
J. H. OWEN, Gen. Supt. Transportation.
P. L. GADDIS, Superintendent.
P. G. WALTON, Supt. Terminals.
E. J. SHEFFIELD, Inspector of Transportation.

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The following is a list of the physicians and surgeons of the East Coast Hospital Association, which maintains a hospital at St. Augustine, and which will arrange through its physicians and surgeons when called upon for the attention to and care and treatment of employees of the Railroad who may become sick or injured while in the discharge of their duties, and of passengers and other persons who may be injured by the operation of the Railroad or while upon the Railroad property, viz.:

DR. WM. N. PARKINSON, Acting Chief Surgeon, St. Augustine, Fla.
DR. W. E. BURNETT, Asst. Chief Surgeon, St. Augustine, Fla.
DR. G. WALTER POTTER, Asst. to Chief Surgeon, St. Augustine, Fla.
DR. S. A. SCRUGGS, Eye, Ear, Nose and Throat Specialist, St. Augustine.
DR. WM. S. MANNING, Ear, Nose and Throat Specialist, Jacksonville, Fla.
DR. H. D. CLARK, Local Surgeon, Fort Pierce, Fla.
DR. R. C. BOOTHE, Local Surgeon, Fort Pierce, Fla.
DR. G. C. HARDIE, Local Surgeon, Fort Pierce, Fla.
DR. F. B. EURIT, Local Surgeon, Stuart, Fla.
DR. W. E. VanLANDINGHAM, Local Surgeon, West Palm Beach, Fla.
DR. V. L. BROWN, Local Surgeon, West Palm Beach, Fla.
DR. J. R. CASON, JR., Local Surgeon, Delray, Fla.
DR. R. S. LOWRY, Local Surgeon, Ft. Lauderdale, Fla.
DR. J. A. STANFORD, Local Surgeon, Ft. Lauderdale, Fla.
DR. A. H. WALKER, Local Surgeon, Hollywood, Fla.
DR. R. N. BURCH, Local Surgeon, Buena Vista, Fla.
DR. B. F. HODSDON, Eye and Ear Specialist, Miami, Fla.
DR. H. A. LEAVITT, Local Surgeon, Miami, Fla.
DR. THOMAS W. HUTSON, Local Surgeon, Miami, Fla.
DR. S. D. W. LIGHT, Local Surgeon, Miami, Fla.
DR. M. P. DeBOE, Eye, Ear, Nose and Throat Specialist, Miami, Fla.
DR. L. H. O'QUINN, Local Surgeon, Hialeah, Fla.
DR. M. FREEMAN, Local Surgeon, Perrine, Fla.
DR. JOHN B. TOWER, Local Surgeon, Homestead, Fla.
DR. J. Y. PORTER, JR., Local Surgeon, Key West, Fla.
DR. E. C. LOWE, Local Surgeon, Key West, Fla.
DR. H. C. GALEY, Local Surgeon, Key West, Fla.

Stock Pens are located at:

Fort Pierce, Jupiter, West Palm Beach, Yamato, Miami, Homestead, Key West.

Water Tanks are located at:

Fort Pierce, Rio, Camden, West Palm Beach, Yamato, Dania, Buena Vista, Miami, Goulds, Homestead, Glades, Islamorada, Marathon, Cudjoe, Key West, Hialeah.

U. S. Army Litters, to be used in caring for injured, are located at the following stations and must be properly cared for at all times, and returned to their respective stations immediately after being used:

No. 7.....Fort Pierce.
" 8.....West Palm Beach.
" 9.....Fort Lauderdale.
No. 10.....Miami.
" 11.....Homestead.
" 12.....Key West.

LOCAL WATCH INSPECTORS:

J. H. THOMASON, Ft Pierce, Fla.
WATTS & SON, West Palm Beach, Fla.
BEN WILSON, Miami, Fla.
FRANK JOHNSON, Key West, Fla.

BETWEEN FORT PIERCE AND MIAMI—SOUTHWARD

FIRST CLASS

Telegraph Calls	Telegraph Stations	Distance from Jacksonville	FOURTH DISTRICT STATIONS	Passing Tracks	Other Tracks	71 The Miamian Daily	33 Gulf Stream Express Daily	29 Day Local Daily	75 Havana Special Daily	35 Royal Poinciana Daily	39 The Biscayne Daily	87 Florida Special Daily	37 Night Local Daily
				Cap'y	Cap'y	LV PM	LV PM	LV PM	LV PM	LV AM	LV AM	LV AM	LV AM
FO	X N	241·6	...†FORT PIERCE. W		1191	3·10	3·15	7·05	11·15	3·45	4·20	4·55	7·05
		4.8											
CN	X D	246·4	....†WHITE CITY....		25	3·16	3·21	*F* 7·13	11·22	3·51	4·27	5·02	*F* 7·13
		2.6											
	X	249·0	.....*ANKONA.....	N110 S 110	15	3·19	3·26	7·17	11·25	3·55	4·31	5·05	7·17
		7.8											
KN	X D	256·8	.....†JENSEN.....		20	.....	.....	*S* 7·30	.....	.....	.....	.....	*S* 7·30
		2.1											
	X	258·9	.....*RIO.....W	N110 S 110	15	3·29	3·37	*F* 7·31	11·35	4·05	4·43	5·16	*F* 7·31
		2.5											
RI	X D	261·4	.....†STUART.....		83	3·37	*F* 3·46	*S* 7·44	11·42	*F* 4·14	*F* 4·53	5·24	*S* 7·44
		5.1											
SR	X D	266·5	.....†SALERNO.....	N110 S 110	16	3·44	3·53	*S* 7·51	11·49	4·21	5·01	5·31	*S* 7·52
		5.0											
	X	271·5	.....*GOMEZ.....	S 110	7	3·50	4·00	*F* 8·00	11·54	4·27	5·08	5·38	*F* 8·00
		3.2											
S	X D	274·7	...†HOBE SOUND....	N110	21	3·54	4·04	*F* 8·05	11·58	4·32	5·13	5·43	*S* 8·05
		6.1 W											
	X	280·8	.....*MARS.....	N110 S 110	4	4·01	4·13	8·13	12·04	4·40	5·23	5·50	8·13
		2.5											
JU	X D	283·3	.....†JUPITER.....		26	4·05	4·19	*S* 8·18	12·10	4·45	5·30	5·55	*S* 8·22
		7.2											
	X	290·5	.....*MONET.....	N110 S 110	8	4·13	4·27	*F* 8·26	12·18	4·53	5·39	6·03	*F* 8·32
		2.8											
KS	X D	293·3	.. †KELSEY CITY....		58	4·19	4·33	*F* 8·33	12·23	4·58	5·44	6·08	*F* 8·39
		5.7											
BY	X N	299·0	..†W. PALM BEACH w	N 95 S 116	1199	*S* 4.30 4.40	*S* 4.45 4.55	*S* 8.45 9.00	*S* 12.35 12.45	*S* 5·20	*S* 5.55 6.05	*S* 6.20 6.30	*S* 8.50 9.05
		7.2											
WA	X D	306·2	...†LAKE WORTH...		193	4·50	*F* 5·07	*S* 9·15	12·57	*F* 5·32	*F* 6·17	6·41	*S* 9·20
		3.2											
	X	309·4	....*HYPOLUXO	N110 S 110	7	4·54	5·11	*F* 9·20	1·01	5·36	6·22	6·45	*F* 9·26
		2.8											
BO	X D	312·2	.....†BOYNTON.....		97	4·58	5·15	*S* 9·26	1·04	*F* 5·40	6·26	6·49	*S* 9·31
		4.7											
DR	X D	316·9	..†DELRAY BEACH..		146	5·03	*F* 5·22	*S* 9·35	1·10	*F* 5·47	6·32	6·56	*S* 9·41
		4.1											
	X	321·0	.....*YAMATO.....w	N110 S 110	10	5·08	5·28	*F* 9·42	1·15	5·53	6·39	7·02	*F* 9·48
		3.5											
BR	X D	324·5	....†BOCA RATON....		64	5·13	5·34	*F* 9·48	1·19	*F* 5·58	6·43	7·07	*F* 9·55
		2.5											
SJ	X D	327·0	....†DEERFIELD....		24	5·16	5·38	*F* 9·53	1·22	*F* 6·02	6·47	7·10	*S* 10·01
		6.1											
Z	X D	333·1	.....†POMPANO.....	N110 S 110	58	5·23	*F* 5·47	*F* 10 03	1·30	*F* 6·10	6·56	7·19	*S* 10·10
		8.1											
FD	X D	341·2	†FORT LAUDERDALE	N115 S 115	210	5·32	*S* 5·57	*S* 10·20	*S* 1·40	*S* 6·20	*S* 7·07	*S* 7·29	*S* 10·22
		4.7											
DX	X D	345·9	.....†DANIA.....W	S 110	55	5·41	6·08	*F* 10·32	1·50	6·30	7·18	7·40	*S* 10.36 223
		2.3											
HY	X D	348·2	....†HOLLYWOOD...	N110	67	5·45	*S* 6·14	*S* 10·40	*S* 1·54	*S* 6·36	*S* 7·23	*S* 7·45	*S* 10·43
		2.4											
HA	X D	350·6	...*HALLANDALE...		46	5·48	6·18	*F* 10·45	1·57	6·40	7·27	7·49	*F* 10·50
		2.7											
QN	X D	353·3	.....†OJUS.....		210	5·52	6·23	*F* 10·50	2·00	6·45	7·32	7·54	*F* 10·58
		1.4											
	X	354·7	.....*FULFORD.....	N110 S 110	18	5·54	6·25	10·54	2·02	6·47	7·34	7·57	11·02
		2.7											
CK	X D	357·4	..†MIAMI SHORES..		53	5·58	6·30	*F* 11·01	2·05	*F* 6·52	7·39	8·01	*F* 11·08
		3.2											
VI	X D	360·6	...†LITTLE RIVER...	S 42	85	6·02	6·35	*F* 11·09	2·10	6·59	7·45	8·06	*F* 11·18
		2.6											
	X	363·2	...*BUENA VISTA. w		659	6·06	6·40	11·17	2·15	7·05	7·50	8·11	11·25
		2.4											
DI	X N	365·6	.....†MIAMI.....		972	6·15	6·50	11·30	2·25	7·15	8·00	8·20	11·35
			South End Double Track			AR PM	AR PM	AR PM	AR AM	AR AM	AR AM	AR AM	AR AM
						71	33	29	75	35	39	87	37

Telegraph Calls	Telegraph Stations	Distance from Jacksonville	FOURTH DISTRICT STATIONS	Passing Tracks Cap'y	Other Tracks Cap'y	SECOND CLASS 343 Steamer Dispatch Daily LV PM	SECOND CLASS 349 W.P.Beach Miami Special Daily Ex. Sun. LV AM	THIRD CLASS 221 Local Freight Mon.Wed. Fri. LV AM	THIRD CLASS 223 Local Freight Daily Ex. Sun. AR PM
FO	X N	241.6	...†FORT PIERCE. W		1191	4.30	1.20	7.10	
			4.8						
CN	X D	246.4	....†WHITE CITY....		25	4.41	1.31	7.25	
			2.6						
	X	249.0	.....*ANKONA.....	N110 S110	15	4.47	1.36	7.34	
			7.8						
KN	X D	256.8	.....†JENSEN.....		20	5.06	1.53	8.05	
			2.1						
	X	258.9	.....*RIO.....W	N110 S110	15	5.09	1.57	8.07	
			2.5						
RI	X D	261.4	.....†STUART.....		83	5.18	2.07	8.28	
			5.1						
SR	X D	266.5	.....†SALERNO.....	N110 S110	16	5.29	2.19	8.54	
			5.0						
	X	271.5	.....*GOMEZ.....	S 110	7	5.40	2.29	9.20	
			3.2						
S	X D	274.7	....†HOBE SOUND...	N110	21	5.47	2.37	9.38	
			6.1 W						
	X	280.8	..... *MARS.....	N110 S110	4	5.59	2.49	10.13	
			2.5						
JU	X D	283.3	.....†JUPITER.....		26	6.06	2.55	10.30	
			7.2						
	X	290.5	.....*MONET.....	N110 S110	8	6.21	3.11	11.12	
			2.8						
KS	X D	293.3	.. †KELSEY CITY....		58	6.27	3.17	11.30	
			5.7						LV AM
BY	X N	299.0	..†W. PALM BEACH W	N 95 S 116	1199	6.40 7.10	3.30 3.50	12.10	6.35
			7.2						
WA	X D	306.2	...†LAKE WORTH...		193	7.32	4.10	AR PM	6.50
			3.2						
	X	309.4	... *HYPOLUXO.....	N110 S110	7	7.42	4.19		7 04
			2.8						
BO	X D	312.2	.....†BOYNTON.....		97	7.51	4.27		7.18
			4.7						
DR	X D	316.9	..†DELRAY BEACH..		146	8.05	4.40		7.40
			4.1						
	X	321.0	.....*YAMATO.....W	N110 S110	10	8.18	4.51		8.00
			3.5						
BR	X D	324.5	....†BOCA RATON....		64	8.28	5.01		8.16
			2.5						
SJ	X D	327.0	....†DEERFIELD....		24	8.35	5.08		8.28
			6.1						
Z	X D	333.1	.....†POMPANO.....	N110 S110	58	8.55	5.25		9.00
			8.1						
FD	X D	341.2	†FORT LAUDERDALE	N115 S115	210	9.20	5.50		9.52
			4.7						
DX	X D	345.9	.....†DANIA.....W	S 110	55	9.36	6.05		10.36 37
			2.3						
HY	X D	348.2	....†HOLLYWOOD....	N110	67	9.43	6.12		11.10
			2.4						
HA	X D	350.6	...*HALLANDALE...		46	9.50	6.19		11.27
			2.7						
QN	X D	353.3	.....†OJUS.....		210	9.59	6.28		11.49
			1.4						
	X	354.7	.....*FULFORD.....	N110 S110	18	10.02	6.32		12.00
			2.7						
CK	X D	357.4	..†MIAMI SHORES..		53	10.10	6.40		12.22
			3.2						
VI	X D	360.6	...†LITTLE RIVER...	S 42	85	10.20	6.50		1.00
			2.6						
	X	363.2	...*BUENA VISTA. W		659				
			2.4						
DI	X N	365.6	.....†MIAMI.....		972				
			South End Double Track			AR PM	AR AM		AR PM
						343	349	221	223

Telegraph Calls	Telegraph Stations	Distance from Jacksonville	FOURTH DISTRICT STATIONS	Passing Tracks	Other Tracks	FIRST CLASS 30	34	72	38	40	36	76	88
						Day Local	Gulf Stream Express	The Miamian	Night Local	The Biscayne	Royal Poinciana	Havana Special	Florida Special
				Cap'y	Cap'y	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
						AR AM	AR PM	AR PM	AR PM	AR AM	AR AM	AR AM	AR AM
FO	X N	241.6	...†FORT PIERCE. W		1191	S11.00	S 1.25	S 1.05	S 9.25	S12.55	S 1.25	S 2.30	S 3.10
		4.8											
CN	X D	246.4	....†WHITE CITY....		25	F10.48	1.14	12.55	F 9.13	12.42	1.12	2.19	2.58
		2.6		N110									
	X	249.0	.....*ANKONA.....	S 110	15	10.41	**1.08**[222]	**12.50**[222]	8.55	12.36	1.05	2.16	2.52
		7.8											
KN	X D	256.8	.....†JENSEN.....		20	S10.30	12.58	12.41	S 8.40	12.23	12.53	2.06	2.44
		2.1		N110									
	X	258.9	.....*RIO.....W	S 110	15	F10.24	12.55	12.38	F 8.30	12.19	12.49	2.03	2.41
		2.5											
RI	X D	261.4	.....†STUART.....		83	S10.17	F12.48	12.32	S 8.20	B12.13	F12.42	1.55	2.34
		5.1		N110									
SR	X D	266.5	.....†SALERNO.....	S 110	16	F10.06	12.40	12.25	S 8.07	12.02	12.32	1.48	2.25
		5.0											
	X	271.5	.....*GOMEZ.....	S 110	7	F 9.57	12.34	12.19	F 7.58	11.56	12.26	1.42	2.18
		3.2											
S	X D	274.7	...†HOBE SOUND....	N110	21	F **9.52**[222]	12.29	12.15	S 7.50	11.51	12.22	1.38	2.14
		6.1 W		N110									
	X	280.8	.....*MARS.....	S 110	4	9.42	12.20	12.08	7.40	11.42	12.13	1.30	2.05
		2.5											
JU	X D	283.3	.....†JUPITER.....		26	S 9.39	12.17	12.05	7.36	11.38	12.09	1.26	2.02
		7.2											
	X	290.5	.....*MONET.....	N110 S 110	8	F 9.30	12.08	11.56	F 7.22	11.28	11.58	1.17	1.52
		2.8											
KS	X D	293.3	...†KELSEY CITY....		58	F 9.25	12.04	11.52	F 7.17	11.24	11.54	1.14	1.48
		5.7											
BY	X N	299.0	..†W. PALM BEACH W	N 95 S 116	1199	S 9.15 9.05	S 11.55 11.45	S 11.45 11.35	S 7.05 6.55	S 11.15 11.05	S 11.45 11.35	S 1.05 12.55	S 1.40 1.30
		7.2											
WA	X D	306.2	...†LAKE WORTH...		193	S 8.50	F11.32	11.23	S 6.38	F10.52	B11.22	12.42	1.18
		3.2		N110									
	X	309.4	....*HYPOLUXO.....	S 110	7	F 8.41	**11.18**[72]	**11.18**[34]	F 6.21	10.44	11.14	12.35	1.11
		2.8											
BO	X D	312.2	.....†BOYNTON.....		97	S 8.38	11.06	11.16	S 6.17	10.42	11.12	12.33	1.09
		4.7											
DR	X D	316.9	..†DELRAY BEACH..		146	S 8.31	B11.00	11.10	S 6.04	F10.35	F11.05	12.27	1.03
		4.1											
	X	321.0	.....*YAMATO.....W	N110 S 110	10	F 8.21	10.52	11.03	F 5.50	10.27	10.56	12.22	12.57
		3.5											
BR	X D	324.5	....†BOCA RATON....		64	F 8.18	10.48	11.00	S 5.42	10.23	10.52	12.18	12.52
		2.5											
SJ	X D	327.0	....†DEERFIELD....		24	S 8.12	10.44	10.57	S 5.35	10.19	10.49	12.16	12.48
		6.1		N110									
Z	X D	333.1	.....†POMPANO.....	S 110	58	S 8.02	B**10.35**[224]	**10.49**[224]	S 5.10	10.10	10.40	12.08	12.39
		8.1		N115									
FD	X D	341.2	†FORT LAUDERDALE	S 115	210	S 7.50	S10.23	10.38	S 4.45	S 9.58	S10.28	F11.58	S12.29
		4.7											
DX	X D	345.9	.....†DANIA.....W	S 110	77	S 7.40	10.17	10.31	S 4.30	9.49	10.21	11.49	12.20
		2.3											
HY	X D	348.2	....†HOLLYWOOD....	N110	67	S 7.35	S10.13	10.28	S 4.24	S 9.45	S10.16	S11.45	S12.16
		2.4											
HA	X D	350.6	.. *HALLANDALE...		31	F 7.29	10.10	10.24	F 4.19	9.41	10.11	11.42	12.11
		2.7											
QN	X D	353.3	.....†OJUS.....		240	F 7.22	10.06	10.20	S 4.13	9.37	10.07	11.39	12.06
		1.4		N110									
	X	354.7	.....*FULFORD.....	S 110	18	F 7.19	10.03	10.17	4.09	9.33	10.03	11.37	12.02
		2.7											
CK	X D	357.4	..†MIAMI SHORES..		53	F 7.15	10.00	10.15	S 4.05	9.30	10.00	11.34	11.59
		3.2											
VI	X D	360.6	...†LITTLE RIVER...	S 42	85	F 7.11	9.55	10.10	S 4.00	9.25	9.55	11.30	11.55
		2.6											
	X	363.2	...*BUENA VISTA. W		659	7.07	9.52	10.07	3.57	9.22	9.52	11.26	11.52
		2.4											
DI	X N	365.6	.....†MIAMI.....		972	7.00	9.45	10.00	3.50	9.15	9.45	11.20	11.45
			South End Double Track			LV AM	LV AM	LV AM	LV PM	LV PM	LV PM	LV PM	LV PM
						30	34	72	38	40	36	76	88

Telegraph Calls	Telegraph Stations	Distance from Jacksonville	FOURTH DISTRICT STATIONS	Passing Tracks Cap'y	Other Tracks Cap'y	SECOND CLASS 350 East Coast Dispatch Daily AR AM	THIRD CLASS 222 Local Freight Tue. Thur. Sat. AR PM	224 Local Freight Daily Ex. Sun.
FO	X N	241.6	...†FORT PIERCE. W		1191	5.30	1.45	
		4.8						
CN	X D	246.4	....†WHITE CITY....		25	5.12	1.25	
		2.6						
	X	249.0	.....*ANKONA.....	N110 S110	15	5.04	1.15 34 12.40 72	
		7.8						
KN	X D	256.8	.....†JENSEN.....		20	4.37	11.48	
		2.1						
	X	258.9	.....*RIO.....W	N110 S110	15	4.31	11.34	
		2.5						
RI	X D	261.4	.....†STUART.....		83	4.23	11.18	
		5.1						
SR	X D	266.5	.....†SALERNO.....	N110 S110	16	4.06	10.45	
		5.0						
	X	271.5	.....*GOMEZ.....	S110	7	3.50	10.15	
		3.2						
S	X D	274.7	...†HOBE SOUND...	N110	21	3.42	9.52 30	
		6.1 W						
	X	280.8	.....*MARS.....	N110 S110	4	3.27	9.10	
		2.5						
JU	X D	283.3	.....†JUPITER.....		26	3.20	8.50	
		7.2						
	X	290.5	.....*MONET.....	N110 S110	8	3.04	8.10	
		2.8						
KS	X D	293.3	...†KELSEY CITY ..		58	2.57	7.51	AR PM
		5.7						
BY	X N	299.0	..†W. PALM BEACH W	N 95 S 116	1199	2.43	7.30	2.15
		7.2						
WA	X D	306.2	...†LAKE WORTH...		193	2.20	LV AM	1.25
		3.2		N110				
	X	309.4	....*HYPOLUXO.....	S110	7	2.12		1.06
		2.8						
BO	X D	312.2	.....†BOYNTON.....		97	2.05		12.50
		4.7						
DR	X D	316.9	.†DELRAY BEACH..		146	1.54		12.22
		4.1						
	X	321.0	.....*YAMATO.....W	N110 S110	10	1.44		11.59
		3.5						
BR	X D	324.5	....†BOCA RATON....		64	1.36		11.39
		2.5						
SJ	X D	327.0	....†DEERFIELD....		24	1.29		11.35
		6.1						
Z	X D	333.1	.....†POMPANO.....	N110 S110	58	1.15		10.52 34 10.25 72
		8.1						
FD	X D	341.2	†FORT LAUDERDALE	N115 S115	210	12.55		9.23
		4.7						
DX	X D	345.9	.....†DANIA.....W	S110	55	12.43		8.46
		2.3						
HY	X D	348.2	.... HOLLYWOOD....	N110	67	12.37		8.30
		2.4						
HA	X D	350.6	..*HALLANDALE...		46	12.30		8.14
		2.7						
QN	X D	353.3	.....†OJUS.....		210	12.24		7.59
		1.4		N110				
	X	354.7	.....*FULFORD.....	S110	18	12.20		7.51
		2.7						
CK	X D	357.4	..†MIAMI SHORES..		53	12.13		7.35
		3.2						
VI	X D	360.6	...†LITTLE RIVER...	S 42	85	12.05		7.20
		2.6						
	X	363.2	...*BUENA VISTA. W		659			
		2.4						
DI	X N	365.6	.....†MIAMI.....		972			
			South End Double Track			LV AM		LV AM
						350	222	224

Telegraph Calls	Telegraph Stations	Distance from Jacksonville	FIFTH DISTRICT STATIONS	Passing Tracks	Other Tracks	FIRST CLASS 75 Havana Special Daily	FIRST CLASS 41 The Oversea Daily	SECOND CLASS 343 Steamer Dispatch Daily	THIRD CLASS 229 Local Freight Mon. Wed. Fri.
				Cap'y	Cap'y	LV AM	LV AM	LV AM	LV AM
DI	X N	365.6	.....†MIAMI.....		972	2.45	10.15		
			South End Double Track						
			5.3						
CG	X D	370.9	.†COCONUT GROVE.	110	203	2.55	s10.30		
			2.9						
CD	X D	373.8	...†SOUTH MIAMI...	76	64	3.00	s10.36		
			2.5						
	X	376.3	.....KENDAL.....	85	33	3.04	10.41	1.25	6.30
			3.2						
	X	379.5	.....*KEYS.....	69		3.09	f10.47	1.33	6.40
			2.1						
FR	X D	381.6	.....†PERRINE.....	79	48	3.13	s10.51	1.38	6.48
			4.2						
GS	X D	385.8	.....†GOULDS....W	91	129	3.20	s10.59	1.47	7.03
			1.9						
PN	X D	387.7	....†PRINCETON....	48	9	3.23	s11.02	1.52	7.10
			1.7						
NA	X D	389.4	.....†NARANJA.....	107	50	3.26	s11.05	1.56	7.15
			2.1						
	X	391.5	.....*MODELLO.....	72	32	3.29	f11.09	2.01	7.23
			2.4						
HD	X D	393.9	....†HOMESTEAD..W	35	171	F 3.33	s11.14	2.07	7.31
			1.7						
D	X D	395.6	...†FLORIDA CITY...	76	50	3.36	s11.19	2.11	7.37
			6.0						
	X	401.6	....*WOODDALL....	67		3.45	f11.30	2.25	8.00
			6.7						
	X	408.3	.....*GLADES....W	31	28	3.55	f11.42	2.41	8.27
			4.1						
	X	412.4	....*CROSS KEY....	73		4.01	**11.50** 230	2.50	8.45
			4.9						
KO	X D	417.3	.....†KEYLARGO.....	64	6	4.09	s11.59	3.03	9.06
			7.1						
	X	424.4	...*ROCKHARBOR...	75		4.20	f12.12	3.19	9.32
			6.5						
	X	431.0	....*TAVERNIER....	64	21	4.30	f12.23	3.36	9.57
			9.1						
MA	X D	440.1	...†ISLAMORADA.W	46	17	4.46	s**12.43** 42	3.59	10.32
			7.5						
	X	447.6	.....*CREVALLO.....	64		4.57	f12.55	4.18	11.02
			7.5						
	X	455.1	.....*ROSSMORE.....	50		5.10	f 1.07	4.37	11.32
			2.2						
RN	X D	457.3	.....*LONG KEY.....	39	13	F 5.14	s 1.10 ¶ 1.40	4.42	**11.50** 42
			7.1						
	X	464.4	.....*GRASSY.....	46		5.25	f 1.54	5.05	12.17
			6.5						
	X	470.9	.....*VACA.....	59		**5.36** 343	f 2.06	**5.36** 75	12.42
			3.2						
KY	X D	474.1	....†MARATHON..W	48	157	5.42	s 2.13	5.52	12.56
			3.9						
	X	478.0	....*PIGEON KEY....			5.51	f 2.23	6.02	1.13
			7.1						
	X	485.1	...*BAHIA HONDA...	69		6.07	f 2.41	6.20	1.45
			6.8						
	X	491.9	.....*BIG PINE.....	69	5	6.16	f 2.52	6.38	2.17
			8.0						
	X	499.9	.....*CUDJOE....W	76	10	6.27	f **3.05** 229	7.00	**3.05** 41
			6.1						
	X	506.0	.....*PERKY.....	51		6.37	f 3.15	**7.16** 230	3.45
			6.2						
	X	512.2	....*BIG COPPITT...	51		**6.48** 230	f 3.24	7.34	4.20
			6.3						
	X	518.5	..*STOCK ISLAND..	75		7.00	3.35	7.48	4.50
			3.5						
KD	X D	522.0	.....†KEY WEST...W		749	7.10	3.45	8.00	5.10
						AR AM	AR PM	AR AM	AR PM
						75	41	343	229

Telegraph Calls	Telegraph Stations	Distance from Jacksonville	FIFTH DISTRICT STATIONS	Passing Tracks Cap'y	Other Tracks Cap'y	FIRST CLASS 42 The Oversea Daily AR PM	FIRST CLASS 76 Havana Special Daily AR PM	THIRD CLASS 230 Local Freight Tue.Thur.Sat. AR PM
DI	X N	365·6	.....†MIAMI.....		972	*S* 3·30	*S*10·50	....
			South End Double Track					
			5 3					
CG	X D	370·9	.†COCONUT GROVE.	110	203	*S* 3·09	10·35	....
			2 9					
CD	X N	373·8	...†SOUTH MIAMI...	76	64	*S* 2·59	10·30	....
			2 5					
	X	376·3	.....KENDAL.....	85	33	2·53	10·26	3·30 .....
			3 2					
	X	379·5	.....*KEYS.....	69		*F* 2·45	10·20	3·02 .....
			2 1					
FR	X D	381·6	.....†PERRINE.....	79	48	*S* **2.40**[230]	10·17	**2.40**[42] .....
			4 2					
GS	X D	385·8	.....†GOULDS....W	91	129	*S* 2·29	10·10	2·04 .....
			1 9					
PN	X D	387·7	....†PRINCETON....	48	9	*S* 2·25	10·07	1·54 .....
			1 7					
NA	X D	389·4	.....†NARANJA.....	107	50	*S* 2·21	10·04	1·44 .....
			2 1					
	X	391·5	.....*MODELLO.....	72	32	*F* 2·15	10·00	1·32 .....
			2 4					
HD	X D	393·9	....†HOMESTEAD..W	35	171	*S* 2·10	*F* 9·56	1·19 .....
			1 7					
D	X D	395·6	...†FLORIDA CITY...	76	50	*S* 2·00	9·53	1·10 .....
			6 0					
	X	401·6	....*WOODDALL....	67		*F* 1·46	9·44	12·40 .....
			6 7					
	X	408·3	.....*GLADES....W	31	28	*F* 1·35	9·34	12·09 .....
			4 1					
	X	412·4	....*CROSS KEY....	73		1·28	9·28	**11.50**[41] .....
			4 9					
KO	X D	417·3	.....†KEYLARGO.....	64	6	*S* 1·20	9·21	11·20 .....
			7 1					
	X	424·4	...*ROCKHARBOR...	75		*F* 1·09	9·09	10·53 .....
			6 3					
	X	431·0	....*TAVERNIER....	64	21	*F*12·58	8·59	10·27 .....
			9 1					
MA	X D	440·1	...†ISLAMORADA..W	46	17	*S***12.43**[41]	8·46	10·04 .....
			7 5					
	X	447·6	.....*CREVALLO.....	64		*F*12·33	8·35	9·45 .....
			7 5					
	X	455·1	.....*ROSSMORE.....	50		*F*12·23	8·24	9·26 .....
			2 2					
RN	X D	457·3	.....*LONG KEY.....	39	13	¶ 12.20[229] 11.50	*F* 8·20	9·21 .....
			7 1					
	X	464·4	.....*GRASSY.....	46		*F*11·38	8·08	9·03 .....
			6 5					
	X	470·9	.....*VACA.....	59		*F*11·27	7·58	8·47 .....
			3 2					
KY	X D	474·1	....†MARATHON..W	48	157	*S*11·22	7·54	8·39 .....
			3 9					
	X	478·0	....*PIGEON KEY....			*F*11·12	7·44	8·29 .....
			7 1					
	X	485·1	...*BAHIA HONDA...	69		*F*10·55	7·27	8·10 .....
			6 8					
	X	491·9	.....*BIG PINE.....	69	5	*F*10·45	7·16	7·53 .....
			8 0					
	X	499·9	.....*CUDJOE....W	76	10	*F*10·33	7·04	7·32 .....
			6 1					
	X	506·0	.....*PERKY.....	51		*F*10·24	6·54	**7.16**[342] .....
			6 2					
	X	512·2	....*BIG COPPITT...	51		*F*10·15	6·46	**6.48**[75] .....
			6 3					
	X	518·5	..*STOCK ISLAND..	75		10·06	6·36	6·10 .....
			3 5					
KD	X D	522·0	.....†KEY WEST...W		749	10·00	6·30	6·00 .....
						LV AM	LV PM	LV AM
						42	76	230

Telegraph Calls	Telegraph Stations	Distance from Little River	STATIONS	Passing Tracks Cap'y	Other Tracks Cap'y	SECOND CLASS 343 Steamer Dispatch Daily LV PM	SECOND CLASS 349 W.P.Beach Miami Special Daily Ex. Sun. LV AM	THIRD CLASS 223 Local Freight Daily Ex. Sun. LV PM	THIRD CLASS 229 Local Freight Mon.Wed. Fri. LV AM	
VI	X D	0.0	†LITTLE RIVER.		85	10.20	6.50	1.00	.....	.....
		8.5				11.00				
YD	X N	8.5	...†HIALEAH....		3735	12.50	7.30	1.40	6.00	.....
		9.5								
	X	18.0	..*KENDAL....		33	1.25	.....	.....	6.30	.....
						AR AM	AR AM	AR PM	AR AM	
						343	349	223	229	

Telegraph Calls	Telegraph Stations	Distance from Little River	STATIONS	Passing Tracks Cap'y	Other Tracks Cap'y	2D CLASS 350 East Coast Dispatch Daily LV PM	THIRD CLASS 230 Local Freight Tue.Thur. Sat. AR PM	THIRD CLASS 224 Local Freight Daily Ex. Sun. LV AM	
VI	X D	0.0	†LITTLE RIVER		85	12.05	.....	7.20	.....
		8.5							
YD	X N	8.5	...†HIALEAH..		3735	11.30	4.00	6.30	.....
		9.5							
	X	18.0	..*KENDAL...		33	.....	3.30	.....	.....
						LV PM	LV PM	LV AM	
						350	230	224	

SPECIAL INSTRUCTIONS.

Double track extends from Little River to north side of Miami Canal bridge; from south side of Miami Canal bridge to north end of southward receiving yard, and north end of northward forwarding yard, Hialeah.

Trains may pass over drawbridge at Miami Canal, 7.39 M.P., without stopping, at a speed not to exceed four (4) miles per hour, PROVIDED all signals and indications are that bridge is closed and track clear.

All yard foremen and herders will be expected to see that a flagman precedes cars and light engines over all crossings in Miami and Buena Vista yards where not protected by crossing watchmen, and that the flagman is to remain stationed on crossings while cars or light engines are switched over same. This does not refer to light engines and cars handled by switch engines making straight run between Hialeah, Buena Vista and Miami, but all yard engines as well as light engines handled by herders will be expected to run with care between Hialeah, Buena Vista and Miami, sounding the required whistle signals at all crossings, and herders will be required to ride the back end of tank on light engines backing up.

Hand throw derail located on spur track used by John Scott and Carolina B. Church, on east side of main line at Buena Vista, and on north end of receiving and delivery tracks S. A. L. interchange, south end Hialeah yard.

Interlocking plants are located at grade crossings of the S. A. L. Ry. and the F. E. C. Ry. at Mile Post LR 4.5, known as Hibiscus, and at Mile Post LR 11.8, known as Oleander.

Signal indications will be given as per book of Signal Rules, dated March 1, 1926, EXCEPT that lights in Distant Signals will be normally extinguished, and will show proper indication as train approaches.

The Home Signal will display two Red Lights in vertical position for STOP indication, and must not be passed in the stop position, under any circumstances, until clearance card or hand signal has been given by the operator.

When route is clear a green light over red in vertical position will be displayed in the HOME signal. This indication shows crossing is clear only, and does not indicate the condition of tracks beyond interlocking limits.

The south switch of the S. A. L. Ry. interchange track at Oleander is interlocked and movements to and from the interchange track are governed by signal indications.

When switch is reversed for northward movement to interchange track the northward Home signal will display a red light over yellow. When switch is reversed for Southward movement from interchange track the southward dwarf signal will display a yellow light.

The lead track and cross-over switches to main line, located just north of the crossing at Oleander are hand throw switches; therefore the Home signals do not indicate position of these switches for trains entering or leaving the yard. Care should be exercised to avoid running through these switches.

Fourth District

PLATFORMS AND SPURS.

M. P.		Platforms.	Car Capacity.
247.2	Eldred	Warehouse	
248.0	A-248	Platform	
252.4	Walton	Warehouse	6
254.4	Eden	Warehouse	10
258.1	Sand Pit		31
260.1	Oca		23
260.4	Gosling		12
264.4	Port Sewall	Warehouse	25
268.7	Fruita		5
277.8	Likely	Warehouse	10
279.3	Camden	W	4
292.1	Prosperity	Warehouse	
295.3	Riviera		68
296.5	North Palm Beach		6
304.4	Ardley		15
308.3	Lantana	Warehouse	10
313.3	A-313		8
322.8	Villa Rica	Platform	22
326.3	Dade Co. Sand Pit Spur		18
337.4	Floranada	Warehouse	5
337.6	Paragon		20
338.3	Colohatchee		31
342.3	A-342		24
359.0	Biscayne	Warehouse	8

SPECIAL INSTRUCTIONS.

Double track extends from Ft. Pierce to Miami.

Automatic Block Signals are in service from Fort Pierce to Miami.

Signal indications will be given as shown in book of signal rules dated March 1st, 1926.

All main line switches and side track end of crossovers must be kept normal when not in use.

Drawbridges located at Jupiter, Ardley and Fort Lauderdale are provided with interlocking plant through which the automatic Block Signals are controlled. Signal indications will be given for normal and reverse movement over the bridge, and when signal indicates its most restrictive indication it must not be passed without clearance card or hand signal (Rule 913).

The home signals for movement with the current of traffic when drawbridge is open or unlocked will display smash signal in horizontal position indicating danger to approaching train. Trains coming in contact with smash signal must stop immediately.

Old steel girder bridge on northbound track over Saint Lucie River at Stuart is abandoned. All trains will use southbound main track between crossovers just south of Stuart Bridge and 1330 feet north of Stuart Bridge.

Absolute block signals have been installed to control this section of track and all trains will be governed entirely by signal indications between these crossovers. Signal indication will supersede time-table authority, but inferior trains must not occupy block on the time of first-class trains without instructions from the train dispatcher. Signal controls are so arranged that an overlap circuit approximately 1400 feet north of southward high signal will hold opposing signals in their most restrictive indication and a rectangular sign displaying the words "OVERLAP SECTION" is located to the right of southward main track at the insulated joint. This arrangement is designed to prevent two trains reaching the block at the same time, and southward trains must not occupy "OVERLAP SECTION" or pass the "OVERLAP SECTION" sign unless it is intended to proceed through the block.

The top unit of each high signal and southward dwarf signal will govern movement over single track route.

The lower unit of northward high signal and the lower unit of southward dwarf signal will govern movement to old northward main track to be used for construction purposes only.

Signal indications will be as shown in book of Signal Rules dated March 1, 1926. Signals must not be passed when displaying their most restrictive indications without clearance card or by first having flagman precede the train to ascertain that way is clear, track safe and smash signals clear.

The crossover located south of the bridge will have spring-operated switch on north end, set normally for southward main track movement, and hand-operated switch on south end, set normally for northward crossover movement to single track; and the crossover located north of the bridge will have spring-operated switch on south end, set normally for crossover movement, from single track to northward main track, and hand-operated switch on north end, set normally for crossover movement.

Spring switches have been installed to eliminate the necessity of train crews having to stop and throw switches by hand. Trains must approach under control and proceed over same carefully at a speed not to exceed twenty-five (25) miles per hour, and not to exceed ten (10) miles per hour when movement is made through crossover. A circular sign displaying the letters "SS" will be located opposite each spring switch. Trains must not attempt to make running switches and slack must not be taken while any part of train is standing on spring switches without first operating switches by hand.

Should it become necessary to change the normal position of a spring switch, such switch must be restored to its normal position immediately after use.

Northbound and southbound trains will come to a full stop within 400 feet of draw over Lake Worth bridge, and must not proceed until draw is known to be closed.

Hand throw Derails are located at following places:

Track No. 34, 150 feet south of Oil Platform, Ft. Pierce.

Track of Pan-American Petroleum Corp., 244 M.P.

East commodity track, Stuart.

Track No. 12 (Dock Track), 100 feet east of Olive Street, West Palm Beach.

Entrance to north and south legs of Wye at Ojus.

Maximum gross weight of car and lading allowed Fort Pierce to Miami 210,000 pounds.

Maximum gross weight of car and lading allowed on Palm Beach Branch 210,000 pounds.

Additional Flag Stops for Passenger Trains

Nos. 29, 30, 37 and 38—Eldred, Walton, Eden, Riviera, Port Sewall, Lantana, Floranada.

Fifth District

PLATFORMS AND SPURS.

M. P.		Platforms	Car Capacity
377.3	Kendal Storage Tracks		250
378.6	Howard	Warehouse	9
380.2	Rockdale	Platform	9
382.5	Peters	Warehouse	65
386.6	Black Point		22
388.2	Princeton Storage Tracks		250
415.4	Jewfish	Platform	
427.0	Thompson	Platform	
427.8	B-427	Platform	
431.7	A-431	Platform	
433.0	A-433	Platform	
434.1	Plantation	Platform	
434.7	A-434	Platform	
436.1	A-436	Platform	
436.4	B-436	Platform	
438.6	Quarry		90
441.5	Matacumbe	Platform	2
442.5	A-442	Platform	
445.2	Indian Key		18
451.0	Channel Five	Platform	
461.7	Toms Harbor		22
488.7	Spanish Harbor	Platform	25
495.0	Torch Key		
495.8	Ramrod Key		33
502.9	Sugar Loaf		
514.8	Boca Chica		

SPECIAL INSTRUCTIONS.

Trains must not exceed speed of twenty-five (25) miles per hour over: Long Key Viaduct, 457.5-459.7 M.P.; Knights Key Bridge, 476.1-482.8 M.P.; Bahia Honda Bridge, 486.7-487.7 M.P.

Trains may pass over drawbridge at following points without stopping, at a speed not to exceed four (4) miles per hour, PROVIDED all signals and indications are that bridge is closed and track clear:

Miami River, 366.0 M.P.
Jewfish, 415.3 M.P. Moser Channel, 479.0 M.P.
Channel 5, 451.6 M.P. Key West, 520.9 M.P.

Hand throw Derails are located at following places:

South end of Commodity track at Perrine.

South end of American Agricultural Chemical Company's track at Peters.

Rock Pit tracks at Naranja.

Maximum gross weight of car and lading allowed Miami to Key West 210,000 pounds.

Additional Flag Stops for Passenger Trains

Trains 41 and 42, Howard, Kendal, Rockdale, Black Point, Plantation, Matacumbe, Channel Five Spanish Harbor, Ramrod Key, Sugar Loaf and Boca Chica.

Crossovers are located as follows:

White City	246.6 M. P.
Ankona	249.8 M. P.
Walton	252.3 M. P.
Jensen	256.4 M. P.
Rio	258.3 M. P.
Mile Post	259.1 M. P.
Stuart	261.3 M. P.
Port Sewall	264.2 M. P.
Salerno	266.2 M. P.
Mile Post	273.3 M. P.
Olympia	274.3 M. P.
Mars	280.8 M. P.
Jupiter	283.1 M. P.
Monet	289.1 M. P.
Kelsey City	293.7 M. P.
West Palm Beach	298.4 M. P.
Lake Worth	306.6 M. P.
Hypoluxo	310.2 M. P.
Boynton	311.9 M. P.
Delray Beach	316.9 M. P.
Yamato	321.8 M. P.
Boca Raton	324.7 M. P.
Deerfield	327.0 M. P.
Pompano	333.0 M. P.
Colohatchee	338.4 M. P.
Ft. Lauderdale	340.2 M. P.
Ft. Lauderdale	340.8 M. P.
Dania	345.5 M. P.
Mile Post	347.1 M. P.
Hallandale	350.0 M. P.
Ojus	353.2 M. P.
Fulford	355.5 M. P.
Miami Shores	357.2 M. P.
Little River	361.0 M. P.
Hialeah Branch:	
Mile Post	1.2 M. P.
Mile Post	3.5 M. P.
Mile Post	4.6 M. P.

Employees, in their intercourse and relations with the public, must at all times be courteous, and the inquirer for information should have a patient hearing and a polite answer. Even if the inquiry should seem simple, insignificant, or unnecessary, it should receive courteous attention, and if circumstances or other pressing duties prevent full response at the time, that fact should be courteously stated and the inquirer politely requested to await a more favorable opportunity.

All information given to the public must be known to be accurate, especially in regard to sleeping car accommodations, time of connecting trains and similar matters which are of much importance to the traveler. Incorrect information invariably results in expense, disappointment and annoyance to the passenger, and frequently in loss to the Road, directly or indirectly.

When an employee is unable to give correct information, he should so advise the inquirer.

SPECIAL RULES

1. On single track Northward trains are superior to Southward trains of the same class.

2. Standard clocks are located at following telegraph offices: Ft. Pierce, West Palm Beach, Miami, Key West, Hialeah.

3. The following signs, placed before the stations, indicate: †Agency. *No agent. X in column for telegraph stations denotes telephone. D Day telegraph office. N Day and night telegraph office. NO night only telegraph office. W, after name of station, Water. B, before figures, Conditional Flag Stops.

4. Train Register Books are provided at Ft. Pierce, West Palm Beach, Miami, Key West, Hialeah and Kendal.

Only trains originating or terminating at West Palm Beach will register at that station.

5. When trains are running over the road in heavy storms, or immediately after such storms, enginemen will run very cautiously, and without egard to making Time-table time. They must run very slowly in approaching all curves and places liable to wash, and see that track is clear.

6. Conductors will personally supervise switching while at stations, and will not absent themselves without permission from the Superintendent.

7. Only the following officers and persons will be allowed to ride in baggage cars:

President, Vice-President, Assistant General Manager, General Superintendent of Transportation, General Passenger Agent, Superintendent, Train Masters, Inspectors of Transportation, Road Foreman of Engines, Inspector of Air Brakes, Superintendent of Fuel Supply, Linemen on duty looking for wire trouble, Conductors and trainmen on duty, unless by written permission from one of the above officers. The permit must be taken up and sent to the General Passenger Agent by baggagemen at the end of each trip.

The baggageman must also note on his baggage slip the names of all persons occupying the car during the run.

8. Train porters and local freight helpers are prohibited from giving train signal movements either by hand or air whistle signal. Such signals must be given by the conductor or trainmen. Train porters and local freight helpers are prohibited from inspecting cars, testing signals and brakes for the safety of train movements, using hand or lamp signals for the protection and movement of trains, opening or closing switches, coupling or uncoupling cars engines, hose or chain attachments.

In addition to hand signals, when a passenger train is ready to leave a station the baggagemaster will signal with air whistle signal, and engineman should not leave station without the air whistle signal being sounded in addition to hand signal being given.

9. Where bridges or trestles are located adjacent to stations, passenger trains must not stop with passenger cars extending over such bridges or trestles.

10. Trains moving against the current of traffic on double track must approach all crossovers under control and prepared to stop, if necessary.

11. When a train is running on double track and is stopped by an application of brakes, the cause for which is not known by the crew on the head end of train, the head brakeman or the fireman must immediately protect against trains in opposite direction on opposite main track until it is determined that nothing has occurred to obstruct the opposite main track. Conductors and enginemen will see that crews understand this.

12. Southbound trains will stop at stations opposite which "Flag" or "Stop" is NOT shown ONLY to allow through passengers holding tickets issued at points north of Jacksonville to detrain, when the desired stop is the destination of the ticket. This rule does not apply to train No. 71, THE MIAMIAN, which will stop only at points where "Flag" or "Stop" is shown in time table.

CONDITIONAL FLAG STOPS

"B"—Stops only to take on passengers holding through railway and through Pullman tickets reading to points north of Jacksonville.

Speed Restrictions

13. The speed of passenger trains on the main line shall not exceed sixty-five (65) miles per hour over straight track, and fifty-five (55) miles per hour around curves, except as noted below:

CURVE AT	MAXIMUM SPEED
M.P. 260 plus 3984 feet	25 miles per hour
M.P. 486 plus 2746 feet	25 miles per hour
M.P. 487 plus 4119 feet	25 miles per hour

Maximum speed of main line second-class freight trains—thirty-five (35) miles per hour.

Maximum speed of all other freight trains or trains handling freight cars—thirty (30) miles per hour.

Maximum speed of switch engines on line of road from terminal to terminal—fifteen (15) miles per hour.

The movement of all wrecking cranes and derricks, and trains handling wrecking cranes and derricks, shall not exceed twenty (20) miles per hour.

Speed of trains—

Ft. Pierce—10 miles per hour over Palmetto and Orange Avenue street crossings.

Stuart Drawbridge—10 miles per hour over Southward track, temporary bridge.

Jupiter Drawbridge—25 miles per hour.

West Palm Beach—10 miles per hour over Lake Worth draw span between West Palm Beach and Palm Beach. Switch engines of the 250 class must not be operated over Lake Worth drawbridge.

Ardley Drawbridge—40 miles per hour.

Ft. Lauderdale Drawbridge—25 miles per hour.

Buena Vista to Miami—20 miles per hour between 36th street and passenger station.

Speed of Mountain, Mikado and 250 class switch engines must not exceed 20 miles per hour over Miami River Drawbridge.

Speed of Mountain, Mikado and 250 class switch engines must not exceed 15 miles per hour over Comfort Canal Bridge No. 12.23 between Hialeah and Kendal.

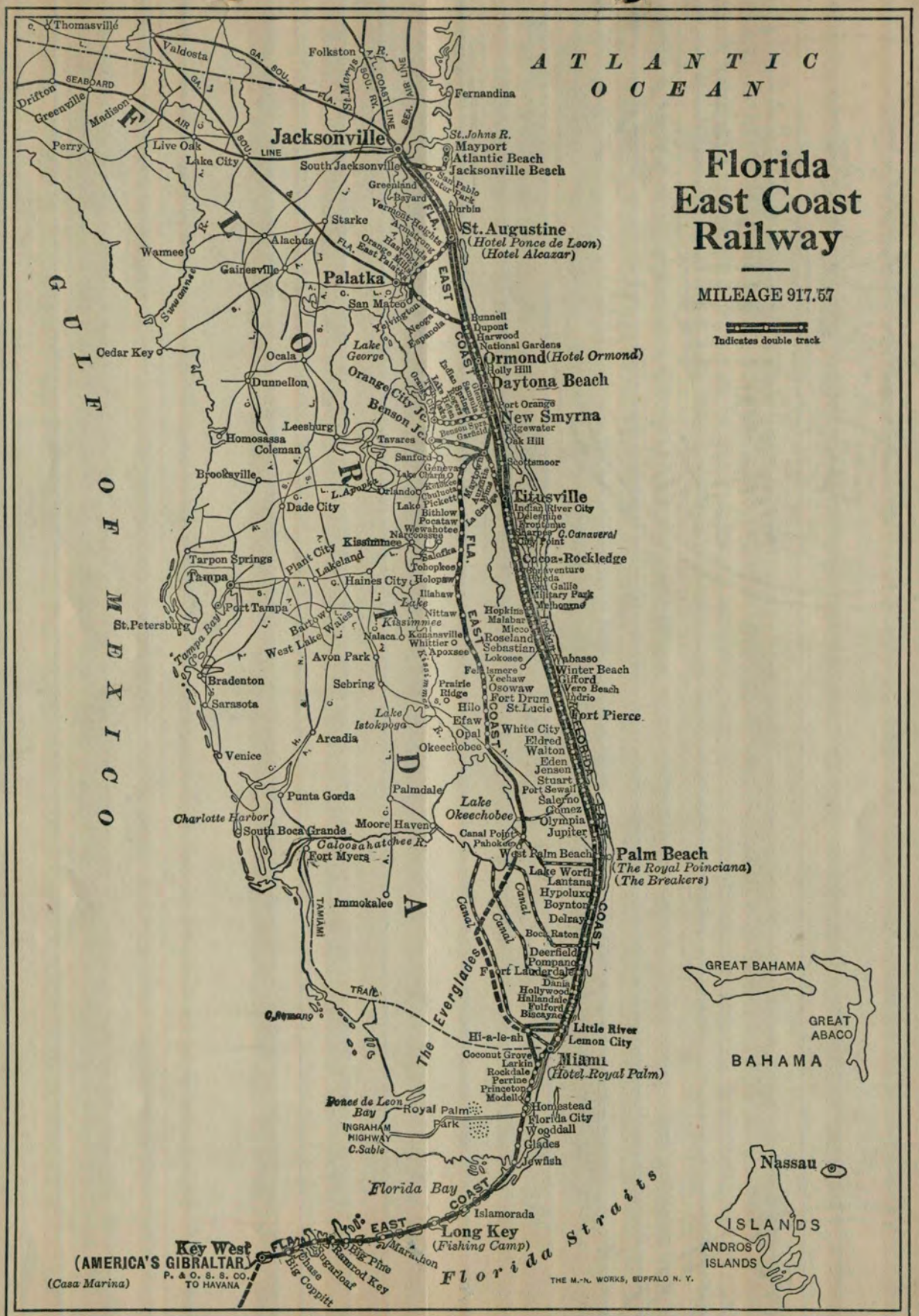
Speed of Mountain, Mikado and 250 class switch engines must not exceed 15 miles per hour over Coral Gables Canal Bridge No. 14.46 between Hialeah and Kendal.

DIVISION OFFICERS.

P. L. GADDIS, Superintendent.
G. R. BRANCH, Train Master.
G. T. DAVIS, Train Master.
F. A. DANIELS, Road Foreman of Engines.
M. NORWOOD, Road Foreman of Engines.
F. L. HORTON, Chief Train Dispatcher.
D. P. CHILES, Night Chief Train Dispatcher.
C. O. MORGAN, Train Dispatcher.
W. L. BAKER, Train Dispatcher.
E. H. HALL, Train Dispatcher.
J. R. SANDIFER, Train Dispatcher.
J. F. COLEMAN, Train Dispatcher.

Speed Table

Time Per Mile in Minutes	10′	6′	4′	3′	2′10″	2′	1′40″	1′30″	1′20″	1′12″	1′6″	1′	55″
Miles Per Hour	6	10	15	20	27.	30	36	40	45	50	54.5	60	65



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