Safety First

SEABOARD COAST LINE RAILROAD

JACKSONVILLE DIVISION

1

TIME TABLE No. 1

IN EFFECT

Sunday, April 26, 1970

At 2:00 A.M.

SUPERSEDING TIME TABLE NO. 2
DATED DECEMBER 12, 1969

EASTERN STANDARD TIME

FOR THE GOVERNMENT OF EMPLOYEES ONLY

D. C. HASTINGS, Vice President-Operations
L. T. ANDREWS, General Manager-Transportation
C. H. COOK, Superintendent

1970

JANUARY

SUN	MON	TUES	WED	THUR	FRI	SAT
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

FEBRUARY

SUN	MON	TUES	WED	THUR	FRI	SAT
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28

MARCH

SUN	MON	TUES	WED	THUR	FRI	SAT
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

APRIL

SUN	MON	TUES	WED	THUR	FRI	SAT
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30		

MAY

SUN	MON	TUES	WED	THUR	FRI	SAT
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24 31	25	26	27	28	29	30

JUNE

SUN	MON	TUES	WED	THUR	FRI	SAT
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30				

JULY

SUN	MON	TUES	WED	THUR	FRI	SAT
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

AUGUST

SUN	MON	TUES	WED	THUR	FRI	SAT
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23 30	24 31	25	26	27	28	29

SEPTEMBER

SUN	MON	TUES	WED	THUR	FRI	SAT
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30			

OCTOBER

SUN	MON	TUES	WED	THUR	FRI	SAT
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

NOVEMBER

SUN	MON	TUES	WED	THUR	FRI	SAT
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30					

DECEMBER

SUN	MON	TUES	WED	THUR	FRI	SAT
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

THIRD CLASS 777 Local Freight Daily A. M.	Second Class 707 Local Freight Ex. Sun. A. M.	Station Numbers	Distance from Wildwood	TIME TABLE NO. 1 IN EFFECT April 26, 1970 STATIONS	Scales, Wyes, Car Capacity	Second Class 708 Local Freight Daily A. M.	THIRD CLASS 786 Through Freight Ex. Sun. P. M.
215	830	ST761		L T ® WILDWOOD A	YARD O Y	1205	300
235	853	ST773	11.6	11.6 LEESBURG X SCL	58P YARD	1140	230
250	925	ST783	22.0	10.4 X SCL T TAVARES	74P 50 Y	1120	155
255	932	ST787	25.6	3.6 ELLSWORTH		1105	145
300	940	ST791	29.6	4.0 ® LAKE JEM	64	1057	135
310	955	ST795	33.5	3.9 T ZELLWOOD	61P 210 Y	1050	125
320	1010	ST799	37.5	4.0 T PLYMOUTH	YARD	1040	115
330	1018	ST802	40.8	3.3 T APOPKA	37	1030	100
355	1055	ST812	50.9	10.1 X SCL MODELLO PARK	82P YARD	1010	1238
415	1159	ST814	52.3	1.4 T A ® ORLANDO X SCL L	YARD Y	1000	1230
A. M. Daily	A. M. Ex. Sun.					P. M. Daily	P. M. Ex. Sun.

WANNEE SUBDIVISION

Southward Station Numbers	Distance from Starke	TIME TABLE NO. 1 IN EFFECT April 26, 1970 STATIONS	Northward Scales, Wyes, Car Capacity
S679		L T STARKE A	110 O Y
SN686	6.6	7.1 SAMPSON CITY X GS&F	5
SN694	14.7	8.1 T A BROOKER L	27 11

SECOND CLASS							FIRST CLASS			Station Numbers	Distance from Jacksonville	TIME TABLE NO. 1 IN EFFECT April 26, 1970 — STATIONS
173	391	165	385	167	181	115	39	57	21			
Through Freight	Through Freight	Through Freight	Through Freight	Through Freight	Through Freight	Through Freight	Gulf Wind	Silver Meteor	Silver Star			
Ex. Sat.	Daily	Ex. Mon.	Daily	Daily	Daily	Daily	Daily	Daily	Daily			
P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	P. M.	A. M.	A. M.			
							745	830	430	SP635		L T JACKSONVILLE
												3.7 X JTCO
L 800	L 630		L 400	L 200	L 1159	L 1100	751	835		SP638	2.5	T ® WEST JACKSONVILLE
												0.6
										SP639	3.1	CARNEGIE
												5.4
								840		SP644	8.5	WHITE HOUSE
												8.6
	A 700		A 430	230	1230	1128	A 803	848	448	SP653	17.1	BALDWIN
												0.8
900		L 600		330	145	1230				S653	17.9	T BALDWIN YARD
												® 18.4
										S672	36.3	LAWTEY
												6.8
925								909	510	S679	43.1	STARKE
												6.1
										S685	49.2	HAMPTON
		700		440	250	120		920	520	S690	54.6	5.4 WALDO
												5.4
										S695	60.0	® ORANGE HEIGHT
												9.1
946		718		458	310	135		932	532	S705	69.1	HAWTHORNE X SCL
												6.7
										S711	75.8	LOCHLOOSA
												® 5.7
										S717	81.5	CITRA
												5.5
								947		S722	87.0	SPARR
												3.4
										S726	90.4	ANTHONY
												9.5
1016		830		550	400	215		1002	F 600	S735	99.9	OCALA X SCL
												® 8.4
										S744	108.3	SANTOS
												7.4
								1017		S751	115.7	SUMMERFIELD
												10.1
1110		945		630	445	300		S 1035	S 635	S761	125.8	T A ® WILDWOOD
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.			
Ex. Sat.	Daily	Ex. Mon.	Daily	Daily	Daily	Daily	Daily	Daily	Daily			

TIME TABLE NO. 1 IN EFFECT April 26, 1970 — STATIONS	Scales, Wyes, Car Capacity	FIRST CLASS			SECOND CLASS					
		40	58	22	166	174	374	186	190	384
		Gulf Wind	Silver Meteor	Silver Star	Through Freight	Through Freight	Through Freight	Through Freight	Through Freight	Through Freight
		Daily	Daily	Daily	Ex. Mon.	Ex. Mon.	Daily	Ex. Mon.	Daily	Daily
		A. M.	P. M.	P. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.
T JACKSONVILLE A	Y YARD	S 1000	S 400	S 815						
3.7 X JTCO										
T ® WEST JACKSONVILLE	YARD O	930	337			A 815	A 830			A 1110
0.6										
CARNEGIE	77P									
5.4										
WHITE HOUSE	136P 61									
8.6										
BALDWIN	142P YARD Y	L 915	327	725			L 745			L 1040
0.8										
T BALDWIN YARD	YARD O				A 430	710		A 825	A 1130	
® 18.4										
LAWTEY	233									
6.8										
STARKE	136 O Y		305	700		645				
6.1										
HAMPTON	88P 9 Y									
5.4										
WALDO	205P YARD		255	650	250			740	1030	
5.4										
® ORANGE HEIGHT	200P									
9.1										
HAWTHORNE X SCL	200P 35		239	640	230	620		720	1010	
6.7										
LOCHLOOSA	200P 9									
® 5.7										
CITRA	81P 29									
5.5										
SPARR	230P 18		225							
3.4										
ANTHONY	79P 12									
9.5										
OCALA X SCL	200PS 73PN YARD O		211	F 615	130	550		640	920	
® 8.4										
SANTOS	200P 14									
7.4										
SUMMERFIELD	200P 16									
10.1										
T ® WILDWOOD L	YARD O Y		145	550	1245	520		600	835	
A. M.		A. M.	P. M.	P. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.
Daily		Daily	Daily	Daily	Ex. Mon.	Ex. Mon.	Daily	Ex. Mon.	Daily	Daily

SECOND CLASS						FIRST CLASS			Station Numbers	Distance from Wildwood	TIME TABLE NO. 1 IN EFFECT April 26, 1970 — STATIONS
709	165	167	181	115	173	5	57	21			
Local Freight	Through Freight	Through Freight	Through Freight	Through Freight	Through Freight	C. of M. So. Wind	Silver Meteor	Silver Star			
Ex. Sat.	Ex. Mon.	Daily	Daily	Daily	Ex. Sat.	Daily	Daily	Daily			
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.			
	1015	800	445	315	1115		1045	645	S761		L T ® WILDWOOD
	A 1030	810	A 500	325			1052	652	S766	4.8	2 Tracks — 4.8 — COLEMAN
				340			1101		SX777	16.1	11.3 — CENTER HILL X SCL
									SX782	20.6	4.5 — ® MABEL X SCL
		840		358	1145		1113	711	SX793	31.6	11.0 — BRYAN
									SX800	39.1	7.5 — WITHLA
							1126		SX808	47.2	8.2 — FLANDERS
									SX812	50.3	3.1 — POLK CITY
									SX816	54.5	4.2 — NOXON
L 1030		930		435	1215	L 240	1135	732	SX820	58.9	4.4 — ® AUBURNDALE X SCL
						F 250	S 1144	S 741	SX827	65.0	6.1 — WINTER HAVEN X SCL
1050		1100		455	1235	F 300	1155	750	SX836	74.6	9.6 — T WEST LAKE WALES
							1205		SX847	85.5	10.9 — ® WEST FROST PROOF
						F 318	1215	806	SX858	97.0	11.5 — AVON PARK
									SX862	101.2	4.2 — HARTT
A 1130		1140		535	102	F 328	1225	F 816	SX867	106.1	4.9 — ® SEBRING
									SX871	109.4	3.3 — RIDGE
									SX885	123.5	14.1 — PLAINS
					130	349	1250		SX892	131.1	7.6 — ® FT. BASINGER
									SX902	140.7	9.6 — MILDRED
		1230		625	144	F 400	104	850	SX909	147.5	6.8 — OKEECHOBEE
									SX914	153.1	5.6 — ® SHERMAN
									SX925	164.0	10.9 — ZANA X FEC
		101		658	207	420	127	911	SX936	175.1	11.1 — ® INDIANTOWN
							139	920	SX948	187.1	12.0 — UNITED
									SX956	194.5	7.4 — DELTA
									SX964	202.6	8.1 — DYER
						445	159	934	SX968	206.6	4.0 — NORTHWOOD
		140		745	315	S 505	S 210	S 945	SX970	208.7	2.1 — X FEC — A ® WEST PALM BEACH
P. M.	P. M.	A. M.	P. M.	P. M.	A. M.	P. M.	P. M.	A. M.			
Ex. Sat.	Ex. Mon.	Daily	Daily	Daily	Ex. Sun.	Daily	Daily	Daily			

(Continued on Page 6)

TIME TABLE NO. 1 IN EFFECT April 26, 1970 — STATIONS	Scales, Wyes, Car Capacity	FIRST CLASS			SECOND CLASS					
		58	6	22	166	168	190	174	196	710
		Silver Meteor	C. of M. So. Wind	Silver Star	Through Freight	Through Freight	Through Freight	Through Freight	Through Freight	Local Freight
		Daily	Daily	Daily	Ex. Mon.	Daily	Daily	Ex. Mon.	Daily	Ex. Sun.
		P. M.	P. M.	P. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.
2 Tracks — T ® WILDWOOD A	YARD O Y	S 140		S 545	1245	330	630	445	1000	
4.8 — COLEMAN	108	125		530	L 1201	L 245				
11.3 — CENTER HILL X SCL	143P 31	116						310		
4.5 — ® MABEL X SCL	80P 14									
11.0 — BRYAN	143P									
7.5 — WITHLA	98P						330		630	
8.2 — FLANDERS	143P	1250		456				240		
3.1 — POLK CITY	37									
4.2 — NOXON	137P Y									
4.4 — ® AUBURNDALE X SCL	143P YARD	1241	A 140	448				225		A 930
6.1 — WINTER HAVEN X SCL	134P YARD	S 1232	F 125	S 440			245		520	
9.6 — T WEST LAKE WALES	193P O YARD Y	1225	F 115	430			230	205	501	910
10.5 — ® WEST FROST PROOF	142P 7	1214								
11.9 — AVON PARK	75P YARD	1205	F 1255	410						
4.2 — HARTT	142P									
4.9 — ® SEBRING	43	1155	F 1245	F 400			1245	110	301	L 830
3.3 — RIDGE	142P									
14.1 — PLAINS	175P									
7.6 — ® FT. BASINGER	142P 12	1132	1233							
9.6 — MILDRED	142P									
6.8 — OKEECHOBEE	134P 209	1118	F 1211	323			1145	1235	201	
5.6 — ® SHERMAN	142P 6									
10.9 — X FEC — ZANA	175P									
11.1 — ® INDIANTOWN	184P 89	1056	1147	300			1115	1210	1255	
12.0 — UNITED	136P 33	1046								
7.4 — DELTA	146P									
8.1 — DYER	75P 40									
4.0 — NORTHWOOD	138P YARD Y	1031	1123	238						
2.1 — X FEC — ® WEST PALM BEACH L	41P YARD O	1028	1120	235			1040	1135	1145	
		A. M.	A. M.	P. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.
		Daily	Daily	Daily	Ex. Mon.	Daily	Daily	Ex. Sun.	Daily	Ex. Sun.

(Continued on Page 7)

SOUTHWARD MIAMI SUBDIVISION—(Continued from page 4)

SECOND CLASS			FIRST CLASS			Station Numbers	Distance from Wildwood	TIME TABLE NO. 1 IN EFFECT April 26, 1970 — STATIONS
115	173	167	5	57	21			
Through Freight	Through Freight	Through Freight	C. of M. So. Wind	Silver Meteor	Silver Star			
Daily	Ex. Sun.	Daily	Daily	Daily	Daily			
P. M.	A. M.	A. M.	P. M.	P. M.	A. M.			
745	315	140	505	210	945	SX970	208.7	L Ⓡ WEST PALM BEACH
			F 515	220	953	SX977	215.3	6.6 LAKE WORTH
			521			SX983	221.8	6.5 BOYNTON BEACH
			F 527	230	1005	SX988	226.3	4.5 Ⓡ DELRAY BEACH
						SX991	230.2	3.9 YAMATO
			F 540	242	1017	SX998	237.1	6.9 DEERFIELD BEACH
830	355	230	549	250	1022	SX1004	242.7	5.6 POMPANO BEACH
						SX1011	249.6	6.9 CARMEN
	430		s 610	s 305	s 1040	SX1012	251.1	1.5 Ⓡ FORT LAUDERDALE
						SX1017	255.3	4.2 DANIA
			s 635	s 315	s 1059	SX1020	258.5	3.2 HOLLYWOOD
						SX1026	264.5	6.0 MIAMI PLANTATION
				325	1109	SX1030	268.8	4.3 OPA-LOCKA
A 1030	A 530	A 400				SX1033	271.7	T Ⓡ 2.9 HIALEAH YARD
			F 700	340	1119	SX1036	275.1	3.4 HIALEAH X FEC
			s 730	s 405	s 1150	SX1040	278.8	3.7 T A MIAMI
P. M.	A. M.	A. M.	P. M.	P. M.	A. M.			
Daily	Ex. Sun.	Daily	Daily	Daily	Daily			

LAKE WALES SUBDIVISION

Southward Station Numbers	Distance from West Lake Wales	TIME TABLE NO. 1 IN EFFECT April 26, 1970 — STATIONS	Northward Scales, Wyes, Car Capacity
SV864		L T WEST LAKE WALES A	YARD O Y
SV867	3.9	3.9 T LAKE WALES X SCL	YARD
AVC857	16.3	12.4 T FROSTPROOF	59
SV867	3.9	12.4 T LAKE WALES X SCL	YARD
SV874	10.6	6.7 A ALCOMA L	15

HOMESTEAD SUBDIVISION

Southward Station Numbers	Distance from Hialeah	TIME TABLE NO. 1 IN EFFECT April 26, 1970 — STATIONS	Northward Scales, Wyes, Car Capacity
SX1036		L T HIALEAH A	YARD
SX1053	16.7	16.7 STERLING X FEC	YARD Y
SX1066	30.1	13.4 A HOMESTEAD L	YARD Y

WAKULLA SUBDIVISION

Southward Station Numbers	Distance from Tallahassee	TIME TABLE NO. 1 IN EFFECT April 26, 1970 — STATIONS	Northward Scales, Wyes, Car Capacity
SPA799		L T TALLAHASSEE A	YARD O Y
SPA820	20.9	20.9 A ST. MARKS L	35

MIAMI SUBDIVISION—(Continued from page 5) NORTHWARD

TIME TABLE NO. 1 IN EFFECT April 26, 1970 — STATIONS	Scales, Wyes, Car Capacity	FIRST CLASS 58 Silver Meteor Daily	6 C. of M. So. Wind Daily	22 Silver Star Daily	SECOND CLASS 190 Through Freight Daily	196 Through Freight Daily	174 Through Freight Ex. Sun.
		A. M.	A. M.	P. M.	P. M.	P. M.	P. M.
Ⓡ WEST PALM BEACH A	41P YARD O	s 1028	s 1120	s 235	1040	1145	1135
6.6 LAKE WORTH	145P 54	1018	F 1103	219			
6.5 BOYNTON BEACH	148P 92		1057				
4.5 Ⓡ DELRAY BEACH	38P 69	1007	F 1053	209			
3.9 YAMATO	155P						
6.9 DEERFIELD BEACH	96P 78	956	F 1044	159			
5.6 POMPANO BEACH	177P YARD	951	1039	154	955	1025	1050
6.9 CARMEN	145P 27						
1.5 FORT LAUDERDALE	126	s 942	s 1030	s 145			
4.2 DANIA	250P 135						
3.2 HOLLYWOOD	35P 61	s 930	s 1010	s 133			
6.0 MIAMI PLANTATION	197P YARD						
4.3 OPA-LOCKA	88P 47						
T Ⓡ 2.9 HIALEAH YARD	YARD O Y				L 900	L 935	L 1000
3.4 HIALEAH X FEC	208P YARD	910	F 955	115			
T 3.7 MIAMI L	YARD	900	945	105			
		A. M.	A. M.	P. M.	P. M.	P. M.	P. M.
		Daily	Daily	Daily	Daily	Daily	Ex. Sun.

MONTICELLO SUBDIVISION

Southward Second Class 653 Local Freight Ex. Sun. A. M.	Station Numbers	Distance from Drifton	TIME TABLE NO. 1 IN EFFECT April 26, 1970 — STATIONS	Scales, Wyes, Car Capacity	Northward Third Class 654 Local Freight Ex. Sun. A. M.
745	SPB772		L DRIFTON A		830
800	SPB777	4.1	4.1 A MONTICELLO L	25	815

WESTWARD BAINBRIDGE SUBDIVISION EASTWARD

SECOND CLASS 385 Through Freight Daily P. M.	391 Through Freight Daily A. M.	Station Numbers	Distance from Tallahassee	TIME TABLE NO. 1 IN EFFECT April 26, 1970 — STATIONS	Scales, Wyes, Car Capacity	SECOND CLASS 374 Through Freight Daily A. M.	384 Through Freight Daily P. M.
1030	145	SLC858		L T TALLAHASSEE A	YARD O Y	250	520
1045	225374	SLC850	6.9	6.9 LAKE JACKSON	96P 14	225331	440
1057	240	SLC841	14.7	7.8 T HAVANA	60	214	425
1115	255	SLC830	25.8	11.1 T ATTAPULGUS	142P 13	155	405
1145	330	SLC816	38.1	12.3 T A BAINBRIDGE L	YARD O Y	130	340
P. M.	A. M.					A. M.	P. M.
Daily	Daily					Daily	Daily

Third Class	SECOND CLASS			First Class					First Class	SECOND CLASS		THIRD CLASS	
651	391	385	683	39	Station Numbers	Distance from Baldwin	TIME TABLE NO. 1 IN EFFECT April 26, 1970	Scales, Wyes, Car Capacity	40	374	384	652	682
Local Freight	Through Freight	Through Freight	Through Freight	Gulf Wind			STATIONS		Gulf Wind	Through Freight	Through Freight	Local Freight	Through Freight
Ex. Sun.	Daily	Daily	Daily	Daily					Daily	Daily	Daily	Ex. Sun.	Daily
A. M.	P. M.	P. M.	A. M.	P. M.					A. M.	A. M.	P. M.	P. M.	P. M.
700	900	600		803	SP653		L BALDWIN A	YARD O Y	915	715	1005	300	
							8.9 X SCL X SCL						
725		615		811	SP661	8.9	MACCLENNY	65P 22	908	650	926	235	
							9.3						
749					SP671	18.2	SANDERSON	160P 38				200	
							9.9						
830					SP681	28.1	OLUSTEE	65P 15				125	
							13.7						
900	1000	655		F 839	SP694	41.8	LAKE CITY X GS&F	165P 127	F 840	610	846	1207	
							10.2						
930					SP705	52.0	WELLBORN	65P 27				1150	
							10.8						
1000	1040	725		F 858	SP715	62.8	LIVE OAK X SCL X LOP&G	160P 205	F 820	540	816	1133	
							6.2						
1030					SP722	69.0	DICKERT	65P				1030	
							14.8						
1100					SP736	83.8	LEE	160P 31				940	
							7.4						
1145	1115	805		924	SP744	91.2	MADISON	207P 135	750			920	
							13.7						
1230					SP757	104.9	GREENVILLE X GS&F	160P 56		435	711	902	
							7.5						
1256					SP765	112.4	AUCILLA	82P 8				842	
							7.4						
125	1201	845		948	SP772	119.8	DRIFTON X SCL	164P 17	725	415	651	830 745	
							8.9						
156					SP781	128.7	LLOYD	65P 47				715	
							6.8						
210					SP788	135.5	CHAIRES	160P 5				655	
							4.8						
226				1005	SP793	140.3	FAY	62P				643	
							6.5						
A 255	A 1245	A 930	L 800	S 1030	SP799	146.8	T TALLAHASSEE	30P YARD O Y	S 700	L 330	L 605	L 630	A 1205
							12.1						
			831	1048	SP811	158.9	MIDWAY	50P 10	635				1140
							11.9						
			905	F 1107	SP823	170.8	T QUINCY	46	F 623				1112
							5.4						
			920	1114	SP829	176.2	GRETNA	41P 4	616				1101
							13.2						
			1015	S 1135	SP842	189.4	T A CHATTAHOOCHEE L	YARD O Y	600				1030
P. M.	A. M.	P. M.	A. M.	P. M.					A. M.	A .M.	P. M.	A. M.	A. M.
Ex. Sun.	Daily	Daily	Daily	Daily					Daily	Daily	Daily	Ex. Sun.	Daily

SECOND CLASS		First Class			TIME TABLE NO. 1 IN EFFECT April 26, 1970			First Class	THIRD CLASS		
785	721	93	Station Numbers	Distance from Jacksonville	STATIONS	Scales, Wyes, Car Capacity		94	778	722	784
Local Freight	Through Freight	Passenger						Passenger	Local Freight	Local Freight	Local Freight
Ex. Sun.	Ex. Sun.	Daily						Daily	Ex. Sun.	Ex. Sun.	Ex. Sun.
P. M.	A. M.	A. M.						P. M.	A. M.	A. M.	P. M.
		1045	A643		L T JACKSONVILLE A	YARD		S 450			
					3.4						
	L 1201	1053	A640	3.4	T MONCRIEF X St.J.T. X GS&F	YARD O Y		427	A 615		
					15.7						
	1226	1111	ASG655	19.1	BALDWIN X SCL X SCL	112P 42		407	530		
					12.6						
	1246	1125	ASG668	31.7	STECKERT	69P 5		354	501		
					13.0						
	105	1140	ASG681	44.7	T RAIFORD	58P 20		340	431		
					7.1						
	118	1148	ASG688	51.8	T LAKE BUTLER	53P 32		332	416		
					12.0 X GS&F						
	138	1201	ASG700	63.8	SANTA FE	34		319	352		
					6.9						
	155	1212	ARB726	70.7	BURNETTS LAKE	YARD Y		309	L 330	A 330	
					12.6						
	230	1229	ARB739	83.3	TEEN JAY	YARD		254		305	
					1.1						
	A 240	S 1235	ARB740	84.4	T GAINESVILLE X SCL	YARD		S 250		L 300	
					9.0						
		1252	AS737	93.4	ROCHELLE	YARD Y		231			
					11.1						
		107	AS748	104.5	T McINTOSH	42P 25		217			
					5.9						
		115	AS754	110.4	T REDDICK	62P 22		209			
					9.1						
		127	AS763	119.5	T KENDRICK	YARD O Y		159			
					5.1						
		S 135	AS768	124.6	T OCALA X SCL	YARD Y		S 154			
					® 1.2						
		138	AS769	125.8	SOUTH OCALA	40P YARD		147			
					3.0						
		14394	AS772	128.8	MARICAMP	22P		**143**93			
					15.2						
		201	AS787	144.0	EAST LAKE	48P		126			
					2.5						
		204	AS790	146.5	T WEIRSDALE	40		120			
					4.7						
		209	AS795	151.2	LADY LAKE	49P		115			
					7.7						
L 300		S 220	AS802	158.9	T LEESBURG X SCL	YARD Y		S 105			A 815
					5.5						
315		228	AS808	164.4	T OKAHUMPKA	40P 8		1255			805
					9.1						
345		240	AS817	173.5	CENTER HILL X SCL	178		1242			750
					9.7						
405		252	AS827	183.2	ST. CATHERINE X SCL			1228			720
					5.9						
420		305	AR814	189.1	A CROOM L	YARD		1220			700
P. M.	A. M.	P. M.						P. M.	A. M.	A. M.	P. M.
Ex. Sun.	Ex. Sun.	Daily						Daily	Ex. Sun.	Ex. Sun.	Ex. Sun.

THIRD CLASS		SECOND CLASS			FIRST CLASS			Station Numbers	Distance from High Springs	TIME TABLE NO. 1 IN EFFECT April 26, 1970 — STATIONS
791	771	165	779	181	311	93	307			
Local Freight	Local Freight	Through Freight	Local Freight	Through Freight	Through Freight	Passenger	Through Freight			
Mon.-Wed. Fri.	Ex. Sun.	Ex. Mon.	Ex. Sat.	Daily	Ex. Mon.	Daily	Daily			
P. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.			
330	530		1030[312]		645		230	AR717		L HIGH SPRINGS T
										5.0
345	540		1045		700		237	AR722	5.0	CLARK
										8.2
A 401	601		A 1100		715		258	AR730	13.2	T NEWBERRY
										9.8
								AR741	23.0	ARCHER
										9.0
	630				748		322	AR749	32.0	HODGSON
										2.4
	700				751		328	AR752	34.4	T WILLISTON
										12.6
	740[308]				807		344	AR765	47.0	ROMEO
										9.1
	810				822		356	AR775	56.1	BLUE RUN
										2.6
	900				827		400	AR777	58.7	T DUNNELLON (Pennsylvania Avenue)
										5.2
	920				838		407	AR781	63.9	GIBARA
										13.0
	944				853		424	AR794	76.7	INVERNESS
										9.8
	1010				908		437	AR804	86.5	SOUTH FLORAL CITY
										9.9
	1040				923	L 305	451	AR814	96.4	CROOM
										9.1
	1130				940	S A 325	515	AR823	105.5	T TRILBY
										1.4
	1133	L 1100		L 530	943		518	AR825	106.9	OWENSBORO
										5.5
	1210				953		525	AR830	112.4	DADE CITY
										6.7
	A 1230				A 1012		535	AR837	119.0	VITIS
										3.7
		A 1130		A 600			540	ARF840	122.7	ZEPHYRHILLS
										5.6
							548	ARF846	128.3	GLENNELL
										13.3
							605	ARF859	141.6	TEMPLE TERRACE
										6.3
							A 630	ARF866	147.9	A GY
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.			
Mon.-Wed. Fri.	Ex. Sun.	Ex. Mon.	Ex. Sat.	Daily	Ex. Mon.	Daily	Daily			

TIME TABLE NO. 1 IN EFFECT April 26, 1970 — STATIONS	Scales, Wyes, Car Capacity	FIRST CLASS			SECOND CLASS		THIRD CLASS		
		308	94	312	168	166	722	792	770
		Through Freight	Passenger	Through Freight	Through Freight	Through Freight	Local Freight	Local Freight	Local Freight
		Daily	Daily	Ex. Mon.	Daily	Ex. Sun.	Ex. Sun.	Tue.-Thur. Sat.	Ex. Sun.
		A. M.	P. M.	P. M.	A. M.	P. M.	A. M.	P. M.	P. M.
HIGH SPRINGS A	YARD O Y	1000		1030[779]			445	545	200
									5.0
CLARK	71P	855		1020			430	530	145
									8.2
T NEWBERRY	135P YARD Y	835		1005			L 415	L 515	120
									9.8
ARCHER	20								
									9.0
HODGSON	184P	810		935					1215
									2.4
T WILLISTON	30	759		930					1155
									12.6
ROMEO	135P 14	740[771]		915					1130
									9.1
BLUE RUN	72P	720		901					1100
									2.6
T DUNNELLON (Pennsylvania Avenue)	YARD O Y	645		848					1015
									5.2
GIBARA	201P	635		838					910
									13.0
INVERNESS	242P	610		820					840
									9.8
SOUTH FLORAL CITY	Sig. S.	550		810					810
									9.9
CROOM	Sig. S. YARD Y	530	A 1220	800					755
									9.1
T TRILBY	Sig. S. YARD O Y	440	L 1210	748					735
									1.4
OWENSBORO		435		745	A 150	A 1100			631
									5.5
DADE CITY	Sig. S. YARD	425		738					625
									6.7
VITIS	177P 63 Y	410		L 728					L 600
									3.7
ZEPHYRHILLS	49	400			L 110	L 1030			
									5.6
GLENNELL	126P 18	345							
									13.3
TEMPLE TERRACE		320							
									6.3
A GY L	YARD Y	300							
		A. M.	P. M.	P. M.	A. M.	P. M.	A. M.	P. M.	A. M.
		Daily	Daily	Ex. Mon.	Daily	Ex. Sun.	Ex. Sun.	Tue.-Thur. Sat.	Ex. Sun.

SOUTHWARD VITIS SUBDIVISION NORTHWARD

Third Class	First Class	Station Numbers	Distance from Vitis	TIME TABLE NO. 1 IN EFFECT April 26, 1970 — STATIONS	Scales, Wyes, Car Capacity	First Class	Third Class
771	311					312	770
Local Freight	Through Freight					Through Freight	Local Freight
Ex. Sun.	Ex. Mon.					Ex. Mon.	Ex. Sun.
P. M.	P. M.					P. M.	A. M.
1230	1012	AR837		L VITIS A	177P 63 Y	728	600
				9.3			
1245	1027	AR846	9.3	STOKES	148P 9	714	535
				10.2			
110	1100	AR855	19.5	T A LAKELAND L	YARD O	701	501
P. M.	P. M.					P. M.	A. M.
Ex. Sun.	Ex. Mon.					Ex. Mon.	Ex. Sun.

SOUTHWARD — PERRY SUBDIVISION — NORTHWARD

THIRD CLASS 773 Local Freight Ex. Sun. P. M.	THIRD CLASS 793 Local Freight Tue.-Thur. Sat. A. M.	Second Class 789 Local Freight Ex. Sun. A. M.	Station Numbers	Distance from Thomasville	TIME TABLE NO. 1 IN EFFECT April 26, 1970 STATIONS	Scales, Wyes, Car Capacity	THIRD CLASS 772 Local Freight Ex. Sun. P. M.	THIRD CLASS 790 Local Freight Ex. Sun. P. M.	THIRD CLASS 794 Local Freight Mon.-Wed. Fri. P. M.
		700	AN691		L T THOMASVILLE A	YARD O Y		130	
			AND701	10.0	METCALF (10.0 / 2.7)	15			
		745	AND704	12.7	FINCHER (2.7 / 10.5)	112P		1230	
		815	AND715	23.2	T MONTICELLO (10.5 / 4.0)	25		1155	
		825	AND719	27.2	DRIFTON (4.0 / 9.1) X SCL	36P 9		1140	
		845	AND728	36.3	LAMONT (9.1 / 7.0)	82P 9		1115	
			AND735	43.3	ERIDU (7.0 / 15.9)	10			
	L 1100	A 930	AND750	59.2	T PERRY (15.9 / 3.7) X LOP&G X SO.GA.	79P YARD Y		L 1030	A 955
	1115		AND754	62.9	BUCELL JCT. (3.7 / 12.8)	SPUR			830
	1150		AND768	75.7	CARBUR (12.8 / 11.1)	94			755
	1215		AND778	86.8	CLARA (11.1 / 5.9)	29			735
			AND784	92.7	HINES (5.9 / 10.3)	18			
	115		AND795	103.0	T CROSS CITY (10.3 / 11.6)	85P 46			701
L 200	A 345		AND806	114.6	WILCOX (11.6 / 10.8)	79P YARD Y	A 1201		L 530
220			AND817	125.4	T CHIEFLAND (10.8 / 19.0)	61	1115		
			AND836	144.4	LEBANON JCT. (19.0 / 6.2)	60			
330			AND842	150.6	LEBANON (6.2 / 15.5)	80P 3	1030		
405			AR777	166.1	T A DUNNELLON (Pennsylvania Avenue) L	YARD O Y	1001		
P. M. Ex. Sun.	P. M. Tue.-Thur. Sat.	A. M. Ex. Sun.					A. M. Ex. Sun.	A. M. Ex. Sun.	P. M. Mon.-Wed. Fri.

CRYSTAL RIVER SUBDIVISION

Southward Second Class 763 Local Freight Ex. Sun. A. M.	Station Numbers	Distance From Dunnellon	TIME TABLE NO. 1 IN EFFECT April 26, 1970 STATIONS	Scales, Wyes, Car Capacity	Northward Third Class 762 Local Freight Ex. Sun. A. M.
730	AR777		L T DUNNELLON (Pennsylvania Avenue) A	YARD O Y	915
800	ARD786	9.5	RED LEVEL JCT. (9.5 / 4.5)	14	845
815	ARD790	14.0	A CRYSTAL RIVER L	37	830
A. M. Ex. Sun.					A. M. Ex. Sun.

PALATKA SUBDIVISION

Southward Second Class 745 Local Freight Ex. Sun. A. M.	Station Numbers	Distance from Palatka	TIME TABLE NO. 1 IN EFFECT April 26, 1970 STATIONS	Scales, Wyes, Car Capacity	Northward Third Class 744 Local Freight Ex. Sun. P. M.
800	A698		L T PALATKA A	YARD O Y	200
835	AS710	11.5	HOLLISTER (11.5 / 5.1)	30	110
900	AS715	16.6	T INTERLACHEN (5.1 / 4.6)	85	1250
930	AS720	21.2	T EDGAR (4.6 / 17.7) X SCL	24	1225
1100	AS737	38.9	A ROCHELLE L	YARD Y	1130
A. M. Ex. Sun.					A. M. Ex. Sun.

SOUTHWARD — WILCOX SUBDIVISION — NORTHWARD

Third Class 793 Local Freight Tue.-Thur. Sat. P. M.	Second Class 779 Local Freight Ex. Sun. A. M.	Station Numbers	Distance from Wilcox	TIME TABLE NO. 1 IN EFFECT April 26, 1970 STATIONS	Scales, Wyes, Car Capacity	THIRD CLASS 722 Local Freight Ex. Sun. A. M.	THIRD CLASS 794 Local Freight Mon.-Wed. Fri. P. M.
415		AND806		L WILCOX A	79P YARD Y		501
445		ASG734	7.8	T TRENTON (7.8 / 13.5)	71		435
A 515	L 1230	AR730	21.3	T NEWBERRY (13.5 / 3.6)	YARD Y	A 415	L 401
	250	ASG716	24.9	HAILE (3.6 / 8.5)	YARD	401	
	315	ASG709	33.4	T ALACHUA (8.5 / 1.7)	60	340	
	330 722	ARB726	35.1	A BURNETTS LAKE L	YARD Y	330 779	
P. M. Tue.-Thur. Sat.	A. M. Ex. Sun.					A. M. Ex. Sun.	P. M. Mon.-Wed. Fri.

SEBRING SUBDIVISION

Southward SECOND CLASS 709 Local Freight Ex Sat. P. M.	759 Local Freight Ex. Sun. P. M.	Station Numbers	Distance from Sebring	TIME TABLE NO. 1 IN EFFECT April 26, 1970 STATIONS	Scales, Wyes, Car Capacity	Northward Second Class 710 Local Freight Ex .Sun. P. M.	Third Class 758 Local Freight Ex. Sun. P. M.
1130	1201	AVC875		L T SEBRING A	YARD Y	830	730
		AVC880	4.3	DeSOTO CITY (4.3 / 4.5)	3		
1150	1215	AVC884	8.8	ISTOKPOGA (4.5 / 7.8)	54P	755	701
1205	1237	AVC892	16.6	T LAKE PLACID (7.8 / 6.2)	25	725	647
1215	1247	AVC898	22.8	CHILDS (6.2 / 10.5)	47P	710	636
1240	105	AVC909	33.3	VENUS (10.5 / 8.8)	14	650	618
125	A 125	AVC918	42.1	T PALMDALE (8.8 / 16.4)	52P O 81 Y	630	L 600
215		AVD934	58.5	T MOORE HAVEN (16.4 / 3.1)	48P 19	500	
224		AVD937	61.6	GRAMLIN (3.1 / 10.8)	42	410	
A 330		AVD948	72.4	T CLEWISTON (10.8 / 5.8)	86 59P Y	L 400	
		AVD954	78.2	KEELA (5.8 / 4.1)	49P Y		
		AVD957	82.6	A LAKE HARBOR L	97 Y		
A. M. Ex. Sun.	P. M. Ex. Sun.					P. M. Ex. Sun.	P. M. Ex. Sun.

OKEELANTA SUBDIVISION

Station Numbers	Distance from Keela	TIME TABLE NO. 1 IN EFFECT April 26, 1970 STATIONS	Scales, Wyes, Car Capacity
AVD954		KEELA (4.3)	Y
AVF958	4.3	VAUGHN (11.6)	68
AVF970	15.9	OKEELANTA (2.3)	YARD Y
AVF972	18.2	CANE (6.1)	24
AVF978	24.3	DUDA	YARD

IMMOKALEE SUBDIVISION

Southward Second Class 759 Local Freight Ex. Sun. P. M.	Station Numbers	Distance From Palmdale	TIME TABLE NO. 1 IN EFFECT April 26, 1970 STATIONS	Scales, Wyes, Car Capacity	Northward Third Class 758 Local Freight Ex. Sun. P. M.
130	AVC918		L T PALMDALE A	52P O 81 Y	600
	AVC926	8.2	CALLOOSA (8.2 / 0.9)	SPUR	
145	ACV927	9.1	ORTONA (0.9 / 2.8)	15	537
	ACV930	11.9	GOODNO (2.8 / 9.8)	46	
207	ACV939	21.7	SEARS (9.8 / 3.4)	10	515
	ACV943	25.1	KERI (3.4 / 4.9)	34	
	ACV948	30.0	FELDA (4.9 / 7.4)	15	
245	AVC955	37.4	T IMMOKALEE (7.4 / 12.5)	YARD 49 Y	445
325	AVC968	49.9	A SUNNILAND L	62	400
P. M. Ex. Sun.					P. M. Ex. Sun.

DIVISION

PRECEDENCE BY DIRECTION

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

SPEED RESTRICTIONS

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

Series	MPH	Series	MPH
601-620	89	1003-1050, 1053-1065, 1275-1277, 1300-1308, 1400-1405, 1500-1514,	70
675-698	83		
1212-1239, 1704-1718	79	1700-1703, 1719-1777, 1900, 2000, 2100, 2200	
1309-1343, 1406-1415, 1515-1595	75	300, 400, 700, 800, 900, 1000-1002, 1051-1052, 1100, 1200-1211, 1250-1259	65

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

4—Trains handling:

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

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

Jordan ditchers 40 M. P. H. and pile drivers 20 M. P. H. must be handled near head of train.

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

PIGGYBACK, UNRESTRICTED AND RESTRICTED TRAINS

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

Piggyback trains will observe freight train speed in non-signaled territory. In signaled territory, solid piggyback trains or passenger trains handling piggyback cars will observe passenger train speed not exceeding 70 M.P.H., but when handling other unrestricted freight equipment will not exceed 60 M.P.H.

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

A restricted freight train is a train handling one or more restricted cars. Restricted cars include roadway equipment cars, flat cars or wood racks loaded with pulpwood, gondolas loaded with stump wood, or other cars which in the judgment of local forces or because of special instructions should not be operated at unrestricted freight train speed.

SPACING WRECKERS AND LOCOMOTIVE CRANES

6—For line of road movement, the following wreckers must be preceded and followed by at least one car not exceeding 100,000 pounds gross weight and must be separated from any other wrecker or locomotive crane by at least two cars not exceeding 100,000 pounds gross weight: 765152, 765157, 765160, 765161, 765250, 765251, 765252, 771153, 771154, 771155, 771156, 771253, 771254, 771255, 771256 and 771257.

For line of road movement, the following locomotive cranes must be preceded and followed by at least one car not exceeding 100,000 pounds gross weight: 765414, 765445, 765448, 765449, 765458, 771927, 771929, 771994, 771995, 771996 and 771997.

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

CAR CAPACITY FORMULAS

7—Capacity of sidings is based on average overall length of 50 feet per car, plus four diesel units and caboose.

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

RAIL DETECTOR CARS

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

BULLETIN BOOKS

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

STANDARD CLOCKS

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

EMERGENCY WATER AND FUEL STATIONS

11—Starke, Ocala, West Lake Wales, West Palm Beach, Orlando, Tallahassee, Palmdale, Clewiston and at Leesburg and Trilby (water only).

SPECIAL RULES

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

13—Flag stops for passenger trains are for revenue passengers.

14—Road conductors and trainmen are required to have in their possession while on duty a temperature testing stick, which will melt at temperatures of 200° F and higher for testing roller bearing temperatures.

Temperature of suspected overheated journal will be tested by making a check mark two or three inches long on bearing housing proper (not on bearing end cap). If material forming check mark melts bearing is not in condition to run.

DEFECT DETECTORS

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

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

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

A prompt report must be made to dispatcher or other designated person when there is evidence that a defect detector is not working properly.

At voice type detectors, if red indicator light is illuminated or white light is not illuminated, or if defect is announced by radio, or at detectors not equipped with voice, if alarm light is illuminated or defect notice is received orally or "D" light is illuminated, trains must be stopped and an inspection made. Unless location of defect is received entire train must be inspected. If defect is not found at location indicated, three cars on each side of reported defect must be inspected.

Line	Line Capacity (Lbs.) 4-Axle Cars	Speed limit (M.P.H.) unless further restricted by engine, equipment in consist or special instructions.				Restricted speed (M.P.H.) as shown below for certain equipment											Locomotive Cranes
						Cars weighing					Engines in series				Wrecker Nos.		
		Pspr. Trains	Piggyback Trains	Unrestricted Freight Trains	Restricted Freight Trains	180,000 to 220,000 Lbs.	220,001 to 240,000 Lbs.	240,001 to 251,000 Lbs.	251,001 to 263,000 Lbs.	263,001 to 270,000 Lbs.	316, 318-335, 700,800, 900,1000, 1118–1198, 1200	500, 655-671	675-698, 1300, 1400, 1500, 1700	600–620, 1900, 2000, 2100, 2200	765250 765251 765252 771253 771254 771255 771256 771257	765152 765157 765160 765161 771153 771154 771155 771156	765100 765120 765150 765151 771104	765414 765445 765448 765449 765458 771927 771929 771994 771995 771996 771997
Jacksonville to Miami	270,000	79	70	60	50	....	....	....	....	....	....	....	....	....	40	40	40	25
Bridge MP 937.2 to 937.3	.....	45	45	45	45	....	....	....	....	....	....	....	....	....	....	....	....	....
Bridge MP 974.2 to 974.9	.....	45	45	45	45	....	....	....	....	....	....	....	....	....	....	....	....	....
Bridge MP 1014.0 to 1014.1	.....	45	45	45	45	....	....	....	....	....	....	....	....	....	....	....	....	....
Hialeah to MP 1045.0	270,000	....	....	30	30	....	....	....	....	....	....	....	....	....	20	20	20	20
Bridge MP 1036.7 to 1036.8	.....	....	....	10	10	....	....	....	....	....	....	....	....	....	....	....	....	....
MP 1045.0 to Homestead	270,000	....	....	35	35	....	....	....	....	....	....	....	....	....	20	20	20	20
Starke to MP 692.9	270,000	....	....	40	40	....	....	....	....	....	....	....	....	....	35	35	35	25
MP 692.9 to Brooker	270,000	....	....	20	20	....	....	....	....	....	....	....	....	....	....	....	....	....
Wildwood to MP 811.7	270,000	....	....	49	49	....	....	....	....	....	....	....	....	....	20	20	20	20
Bridge MP 781.3 to 781.4	.....	....	....	15	15	....	....	....	....	....	....	....	....	....	5	....	....	....
MP 811.7 to Orlando	270,000	....	....	30	30	....	....	....	....	....	....	....	....	....	20	20	20	20
West Lake Wales to MP 867.4	270,000	....	....	30	30	....	....	....	....	....	....	....	....	....	25	25	25	25
MP 867.4 to Alcoma	270,000	....	....	20	20	....	....	....	....	....	....	....	....	....	....	....	....	....
Lake Wales to Frostproof	270,000	....	....	35	35	....	....	....	....	30	....	....	....	....	25	25	30	25
Sebring to MP VC908.8	270,000	40	....	40	40	....	....	....	35	30	....	....	35	....	25	25	30	25
MP VC908.8 to Palmdale	270,000	45	....	45	45	....	....	40	35	30	....	....	35	....	25	25	30	25
Palmdale to Lake Harbor	270,000	30	....	30	30	....	....	....	25	20	....	....	25	....	20	15	25	25
Bridge MP VD934.2 to VD934.3	.....	10	....	10	10	....	....	....	....	*	....	....	....	....	....	....	....	....
Keela to MP VF970.3	270,000	15	....	15	15	....	10	7	7	7	....	....	BARRED	....	BARRED	BARRED	10	....
MP VF970.3 to Duda	270,000	40	....	40	40	....	....	....	....	....	....	....	BARRED	....	BARRED	BARRED	....	25
Palmdale to Ortona	270,000	40	....	35	35	....	....	....	....	30	....	....	30	....	25	25	30	25
Ortona to Immokalee	251,000	40	....	35	35	....	....	....	BARRED	BARRED	....	BARRED	30	BARRED	BARRED	BARRED	30	25
Bridge MP VC928.4 to VC928.5	.....	10	....	10	10	....	....	*	BARRED	BARRED	....	BARRED	....	BARRED	BARRED	BARRED	....	....
Immokalee to Sunniland	251,000	25	....	25	25	....	20	15	BARRED	BARRED	....	BARRED	20	BARRED	BARRED	BARRED	15	....
Baldwin to MP 670.4	270,000	79	....	60	50	....	....	....	....	....	....	....	....	....	40	40	40	25
MP 670.4 to MP 690.2	270,000	79	....	60	50	....	....	....	....	....	Note B&D	....	Note B&D	Note B&D	35	35	35	25
MP 690.2 to MP 798.7	270,000	79	....	60	50	....	....	....	....	....	....	....	....	....	40	40	40	25
MP 798.7 to MP 808.3	270,000	59	....	45	45	....	....	....	....	....	Note C	....	Note C	Note C	25	25	25	25
MP 808.3 to MP 824.0	270,000	59	....	45	45	....	....	....	....	....	....	....	....	....	25	25	25	25
MP 824.0 to MP 832.0	270,000	59	....	45	45	....	....	....	....	....	Note C	....	Note C	Note C	25	25	25	25
MP 832.0 to Chattahoochee	270,000	59	....	45	45	....	....	....	....	....	....	....	....	....	25	25	25	25
Tallahassee to Bainbridge	270,000	49	....	49	49	....	....	....	....	....	....	....	....	....	35	35	35	25
Drifton to Monticello	270,000	....	....	30	30	....	....	....	....	....	....	....	....	....	20	20	20	20
Tallahassee to MP 804.0	270,000	....	....	20	20	....	....	....	....	....	....	....	....	....	....	....	....	....
MP 804.0 to St. Marks	270,000	....	....	40	40	....	....	....	....	....	....	....	....	....	25	25	25	25
Moncrief to Burnett's Lake	270,000	59	....	40	40	....	....	....	....	....	....	....	....	....	30	30	35	25
Burnett's Lake to Paradise	270,000	59	....	40	40	....	....	....	35	30	....	....	....	....	25	25	30	25
Paradise to Croom	270,000	50	....	35	35	....	....	....	....	30	40	....	35	....	25	25	30	25
Micanopy Junction to Micanopy	270,000	15	....	15	15	....	10	7	7	7	....	....	BARRED	....	BARRED	BARRED	....	....
Okahumpka to Howey	270,000	15	....	15	15	....	10	7	7	7	....	....	BARRED	....	BARRED	BARRED	....	....
High Springs to Dunnellon	270,000	59	....	49	49	....	....	....	....	....	....	....	....	....	35	35	40	25
Dunnellon to GY	270,000	60	....	60	50	....	....	....	....	....	....	....	....	....	40	40	40	25
Bridge MP R776.8 to R776.9	.....	10	....	10	10	....	....	....	....	*	....	....	....	....	....	....	....	....
Buda to Bell	220,000	....	....	10	10	....	BARRED	BARRED	BARRED	BARRED	Note A	BARRED	BARRED	BARRED	BARRED	....	....	....
Vitis to Lakeland	270,000	60	....	60	50	....	....	....	....	....	....	....	....	....	40	40	40	25

(Continued Next Page)

Line	Line Capacity (Lbs.) 4-Axle Cars	Speed Limit (M.P.H.) Unless Further Restricted By Engine, Equipment In Consist Or Special Instructions.				Restricted speed (M.P.H.) as shown below for certain equipment													Locomotive Cranes
						Cars weighing					Engines in series				Wrecker Nos.				
		Psgr. Trains	Piggy-back Trains	Unrestricted Freight Trains	Restricted Freight Trains	180,000 to 220,000 Lbs.	220,001 to 240,000 Lbs.	240,001 to 251,000 Lbs.	251,001 to 263,000 Lbs.	263,001 to 270,000 Lbs.	316, 318-335, 700,800, 900,1000, 1118-1198, 1200	500, 655-671	675-698, 1300, 1400, 1500, 1700	600-620, 1900, 2000, 2100, 2200	765250 765251 765252 771253 771254 771255 771256 771257	765152 765157 765160 765161 771153 771154 771155 771156	765100 765120 765150 765151 771104		765414 765445 765448 765449 765458 771927 771928 771994 771995 771996 771997
Burnett's Lake to Newberry	270,000	45	....	45	45	....	.....	.....	....	.....	.....	.....	.....	....	30	30	35		25
Newberry to Wilcox	270,000	30	....	30	30	....	.....	.....	25	20	.....	.....	25	....	20	20	25		25
Thomasville to MP ND719.0	270,000	45	....	45	45	....	.....	.....	.....	.....	.....	.....	.....	....	30	30	35		25
MP ND719.0 to MP ND781.6	270,000	30	....	30	30	....	.....	.....	.....	.....	.....	.....	.....	....	....	....	....		25
MP ND781.6 to MP ND818.0	270,000	30	....	30	30	....	.....	.....	.....	.....	.....	.....	.....	....	25	25	....		25
Bridge MP ND804.5 to ND804.7	.....	30	....	30	30	....	.....	.....	.....	.....	.....	.....	.....	....	....	....	....		.....
MP 818.0 to Dunnellon	270,000	45	....	45	45	....	.....	.....	40	35	40	.....	35	....	25	25	30		25
Dunnellon to Crystal River	270,000	20	....	20	20	15	10	7	7	7	15	.....	BARRED	....	BARRED	BARRED	15		15
Red Level Junction to Power Plant	270,000	35	....	35	35	....	.....	.....	....	.....	.....	.....	.....	....	....	....	....		25
Palatka to Rochelle	270,000	25	....	25	25	....	.....	.....	....	.....	.....	.....	.....	....	....	....	....		.....

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

NOTE A - Restricted to engines in series 10-19 and 1100-1117.
NOTE B - Passenger trains, handled by other than engines of series 500 and 600, will not exceed 65 M.P.H.
NOTE C - Passenger trains, handled by other than engines of series 500 and 600, will not exceed 50 M.P.H.
NOTE D - Passenger trains, handled by engines of series 1500 and 1700, will not exceed 60 M.P.H.

Wannee Subdivision

CLEARANCE CARDS

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

YARD LIMITS

2—Starke.

SPEED RESTRICTIONS

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

Yard speed will be observed 7:01 A.M. to 3:01 P.M. between M.P. 679.0 and Brooker daily except Saturday and Sunday.

RAILROAD CROSSINGS AT GRADE

4—Protected by non-electrically locked gates:

Sampson City, M. P. 685.6, G. S. & F. Normally clear G. S. &. F.

Lake Wales Subdivision

YARD LIMITS

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

SPEED RESTRICTIONS

2—City Ordinance Speed Restrictions:

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

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

RAILROAD CROSSINGS AT GRADE

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

SPECIAL RULES

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

WHERE TIME APPLIES

1—Ocala, time of trains applies at passenger station.

CONDITIONAL STOPS

2—Nos. 21 and 22 at Waldo for revenue passengers from and to Raleigh and beyond.

Nos. 57 and 58 at Waldo and Ocala for revenue passengers from and to stations where these trains are regularly scheduled to stop. Also from and to Petersburg and beyond.

REGISTER STATIONS

3—Jacksonville and Wildwood. West Jacksonville and Baldwin Yard (for trains originating and terminating).

Nos. 21, 57, 165 and 181 will furnish register slip at Wildwood.

SPEED RESTRICTIONS

Between 4—Mile Posts	MILES PER HOUR: Psgr. Trains	Piggy-back Trains	Freight Trains
634.6 and 636.3	20	20	20
652.4 and 652.7	20	20	20
690.2 and 690.6	45	45	45
704.5 and 705.1	45	45	45
731.1 and 735.0	60	60	—
735.0 and 736.0	20	20	20
736.0 and 740.8	60	60	—
747.3 and 747.7	70	70	—
747.7 and 749.3	75	70	—
749.3 and 750.8	70	70	—
758.4 and 759.4	75	70	—
759.4 and 760.6 (Both Trks.)	45	45	45
760.6 and 762.0 (Both Trks.)	20	20	20

City Ordinance speed restrictions:

Jacksonville, 25 M. P. H. through City limits.
Baldwin, 45 M. P. H.
Starke, 20 M. P. H.
Waldo, 45 M. P. H., De Sha and Cole Streets.
Hawthorne, 30 M. P. H.
Ocala, 25 M.P.H., M. P. 731.3 to M. P. 737.1.
Belleview, 50 M.P.H., M. P. 746.7 to M. P. 747.5.

RAILROAD CROSSINGS AT GRADE

5—Protected by automatic interlocking:
Hawthorne, M. P. 705.1, S. C. L.

6—Protected by remotely controlled interlocking:
Ocala, M. P. 735.3, S. C. L.

BLOCK SIGNAL SYSTEMS

7—Traffic Control System is in service between Jacksonville Terminal Company, M. P. 635.4 and Wildwood M. P. 761.5.

SIGNALED SIDINGS

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

TWO TRACKS

9—Two tracks extend between Baldwin, M. P. 652.4 and M. P. 680.1 and between M. P. 759.4 and Wildwood, M. P. 761.5.

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

DEFECT DETECTORS

10—Locations	Protection Provided	Locations of Indicators and Personnel reading charts
Lawtey M. P. 669.3	Two tracks, both directions. Hot box and dragging equipment.	No indicators. Operator, Baldwin Yard.
Newnan M. P. 680.3	Single track, both directions. Hot box and dragging equipment.	Indicators east side, M. P. 680.3. Voice instructions.
Campville M. P. 700.1	Single track, both directions. Hot box and dragging equipment.	Indicators west side, M. P. 700.1. Voice instructions.
Sparr M. P. 717.9	Single track, both directions. Hot box and dragging equipment.	Indicators west side, M. P. 717.9. Voice instructions.
Ocala M. P. 737.1	Single track, both directions. Hot box and dragging equipment.	Indicators west side, M. P. 737.1. Voice instructions.

SPECIAL RULES

11—Movements on Kendrick Spur over West Anthony Road, Joy and U. S. Alt. 301 road crossings must be preceded by member of crew and in addition at night lighted fusee must be placed on each side of track near center of highway during entire period that crossing is occupied.

12—Movements over May Street, Ocala, must be preceded by member of crew when working Ocala Mfg. Co. tracks. Trains and engines using yard lead, Ocala, will not exceed speed of 5 M. P. H. over Anthony Road crossing.

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

Southern Steel Const. Co., M. P. 641.2.
Slade Gas Co., M. P. 641.7.
Duval Engineering Co., M. P. 643.9.
Duval Engineering Co., M. P. 644.3.
Owen Joist of Florida, Inc., M. P. 681.1.
Marion Construction Co., M. P. 732.0.
Automated Metals Co., M. P. 734.4.
McFall, M. P. 740.7.
Kirkland, M. P. 745.0.

CLEARANCE CARDS

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

REGISTER STATIONS

2—Wildwood.

YARD LIMITS

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

SPEED RESTRICTIONS

4—Between Mile Posts	All Trains M.P.H.
771.9 RR Crossing	20
773.3 RR Crossing	20
781.3 and 781.4	15
783.2 and 783.5	10

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

RAILROAD CROSSINGS AT GRADE

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

6—Protected by electrically locked derails:
Leesburg, M. P. 773.3, S. C. L. Normally clear Orlando Subdivision. 20 M. P. H.*
Toronto, M. P. 806.0, S. C. L. Normally clear Orlando Subdivision.
*Until engine reaches crossing.

DRAWBRIDGES

7—Not protected by interlocking:
Dead River, M. P. 781.3.
Attended 6:00 A.M. to 10:00 P.M., trains will approach prepared to stop and must stop unless bridge is in proper position, track is clear and signal indicates proceed.

SPRING SWITCHES

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

BLOCK SIGNAL SYSTEMS

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

SPECIAL RULES

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

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

Thirteenth, Canal, Third, and Palmetto Streets.

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

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

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

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

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

Golf View Ave., Country Club Drive, Amelia Ave., West Livingston Ave., Westmoreland Drive, Bentley Street, Parramore Street, Hughey Street, Garland Street, Ferris Street, Virginia Drive

16—Each street crossing, Pine Street to and including Concord Avenue, also Highland Avenue (at the ice plant near M. P. 816) is protected by electric traffic signals.

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

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

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

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

CLEARANCE CARDS

1—Southward trains originating will obtain clearance card or oral authority from dispatcher before leaving Auburndale.
Trains will obtain clearance card before leaving West Lake Wales.
Rule 83-A will not apply at Coleman and Homestead.

WHERE TIME APPLIES

2—Time of trains Nos. 5 and 6 at Auburndale applies at south end storage track No. 1, M. P. 821.2.

CONDITIONAL STOPS

3—Nos. 21 and 22 at Delray Beach, Deerfield Beach and Hialeah for revenue passengers to and from Jacksonville and beyond.
Nos. 57 and 58 at Sebring for revenue passengers to and from stations where these trains are regularly scheduled to stop. Also to and from Petersburg and beyond.
Nos. 57 and 58 at Okeechobee, Delray Beach, Deerfield Beach and Hialeah for revenue passengers to and from Jacksonville and beyond.

REGISTER STATIONS

4—Wildwood, Hialeah Yard (for trains originating and terminating) and Miami.
Nos. 22, 58 and 166 will furnish register slip at Wildwood.

YARD LIMITS

5—Hialeah, south on Homestead Subdivision to yard limit board, M. P. 1047.0 and Homestead.

SPEED RESTRICTIONS
MIAMI SUBDIVISION

Between 6—Mile Posts	MILES PER HOUR: Psgr. Trains	Piggy-back Trains	Freight Trains	Between Mile Posts	MILES PER HOUR: Psgr. Trains	Piggy-back Trains	Freight Trains
Both Tracks:				867.4 and 868.0	60	60	—
760.6 and 762.0	20	20	20	937.2 and 937.3	45	45	45
Single Track:				967.0 and 969.8	75	70	—
766.1 and 766.7	65	65	—	969.8 and 970.2	20	20	20
819.6 and 820.5	60	60	—	970.2 and 971.8	40	40	40
820.5 R.R. Xings	50	50	50	974.2 and 974.9	45	45	45
825.7 and 826.3	30	30	30	982.2 and 982.4	75	70	—
826.3 and 826.4	55	55	55	987.2 and 987.4	70	70	—
826.4 and 827.1	60	60	—	1014.0 and 1014.1	45	45	45
835.4 and 836.4	65	65	—	1028.3 and 1030.9	75	70	—
841.0 and 841.3	75	70	—	1034.2 R.R. Xing	60	60	45
857.4 and 858.8	45	45	45	1034.2 and 1036.5	60	60	45
858.8 and 866.0	75	70	—	1036.5 and 1040.0	20	20	20
866.0 and 867.4	70	70	—				

City Ordinance speed restrictions:
Coleman, 25 M.P.H. over street crossing immediately south of station.
Avon Park, 30 M.P.H. through city limits.
Sebring, 35 M.P.H. over Pear St., Lemon, Center, Highland Ave., Cemetery Road and Suniland Drive.
Okeechobee, 55 M.P.H., M. P. 908.0 to M. P. 910.0.
Mangonia Park, 30 M.P.H., M. P. 966.6 to M. P. 967.1.
West Palm Beach, 30 M.P.H., M. P. 967.1 to M. P. 968.8 and 40 M.P.H., M.P. 968.8 to M.P. 974.4.
Lake Worth, 35 M.P.H. between 10th Avenue (2nd crossing north of station) and 6th Avenue (3rd crossing south of station).
Boynton Beach, 35 M.P.H. through city limits.
Ft. Lauderdale, 35 M.P.H. through city limits.
Hollywood, 30 M.P.H. through city limits.
Opa Locka, 35 M.P.H. through city limits.
Hialeah, 12 M.P.H., while moving over or on streets not protected by Automatic Signal Devices. Main and siding tracks are protected.

HOMESTEAD SUBDIVISION

Between Mile Posts	All Trains M.P.H.
1036.7 and 1036.8	10
1041.1 R.R. Crossing	20
1042.2 Tamiami Trail	10

Through turnouts and crossovers as listed below:
M. P. 1036.8, turnout Horn Wilson track, 10 M.P.H.
M. P. 1037.1, Spencer Machine lead, 10 M.P.H.
Yard speed will be observed 8:00 A.M. to 4:30 P.M. daily except Saturday and Sunday on Homestead Subdivision.

RAILROAD CROSSINGS AT GRADE

7—Protected by automatic interlockings:
Center Hill, M. P. 777.6, S. C. L.
Mabel, M. P. 782.8, S. C. L.
Marcy, M. P. 922.2, F. E. C.
Iris, M. P. 1034.2, F. E. C.
Oleander, M. P. 1041.1, F. E. C., 20 M. P. H., until engine reaches crossing.

8—Protected by remotely controlled interlockings:
Auburndale, M. P. 820.5, S. C. L.
Winter Haven, M. P. 826.4, S. C. L.

9—Protected by electrically locked derails:
West Palm Beach, M. P. 969.8, F. E. C. Normally clear S. C. L.

10—Protected by non-electrically locked gates:
Oleander, M. P. 1040.8, F. E. C. Conn. Normally clear S. C. L.

DRAWBRIDGES

11—Protected by attended interlocking:
South Fork New River, M. P. 1014.0.
12—Protected by interlockings:
St. Lucie Canal, M. P. 937.2. Attended 6:00 A.M. to 10 P.M. Train or engine stopped by home signals will not proceed until proceed signal is given by bridge tender or until member of crew ascertains that drawspan is in proper position.
Miami Canal, M. P. 1036.8, Homestead Subdivision. Attended 8:30 A.M. to 12:30 P.M. and from 1:30 P.M. to 5:30 P.M., Monday through Friday. Between 12:30 P.M. and 1:30 P.M., Monday through Friday, bridge will be left in open position.
Outside of assigned hours of Bridge Tender, bridge will be in closed position except that it may be opened for vessels upon three hours advance notice being given the Railroad.

SPRING SWITCHES

13—Following spring switch is in signal territory:
Hialeah Junction switch leading from Homestead Subdivision, 20 M. P. H.

BLOCK SIGNAL SYSTEMS

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

SIGNALED SIDINGS

15—Center Hill
Bryan
Flanders
Auburndale
*West Lake Wales
West Frostproof
Hartt
Ridge
Plains
Ft. Basinger
Mildred
Sherman
Indiantown
Delta
Hialeah

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

TWO TRACKS

16—Two tracks extend between Wildwood, M. P. 761.5 and Coleman, M. P. 766.0.
Using time table directions in the above Two Track territory the tracks will be referred to as East or West track.

DEFECT DETECTORS

17—Locations	Protection Provided	Locations of Indicators and Personnel reading charts
Coleman M. P. 769.5	Single track, both directions. Hot box and dragging equipment.	No indicators. Operator, Wildwood.
Bay Lake M. P. 791.5	Single track, both directions. Hot box and dragging equipment.	Indicators west side, M. P. 791.5. Voice instructions.
Polk City M. P. 812.2	Single track, both directions. Hot box and dragging equipment.	Indicators west side, M. P. 812.2. Voice instructions.
Winter Haven M. P. 829.3	Single track, both directions. Hot box and dragging equipment.	Indicators west side, M. P. 829.3. Voice instructions.
West Frostproof M. P. 847.9	Single track, both directions. Hot box and dragging equipment.	Indicators west side, M. P. 847.9. Voice instructions.
Sebring M. P. 865.4	Single track, both directions. Hot box and dragging equipment.	Indicators west side, M. P. 865.4. Voice instructions.
Cornwell M. P. 888.7	Single track, both directions. Hot box and dragging equipment.	Indicators west side, M. P. 888.7. Voice instructions.
Okeechobee M. P. 911 2	Single track, both directions. Hot box and dragging equipment.	Indicators west side, M. P. 911.2. Voice instructions.
Indiantown M. P. 931.3	Single track, both directions. Hot box and dragging equipment.	Indicators west side, M. P. 931.3. Voice instructions.
Delta M. P. 952.1	Single track, both directions. Hot box and dragging equipment.	Indicators west side, M. P. 952.1. Voice instructions.
W. Palm Beach M. P. 974.0	Single track, both directions. Hot box and dragging equipment.	Indicators west side, M. P. 974.0. Voice instructions.
Yamato M. P. 993.3	Single track, both directions. Hot box and dragging equipment.	Indicators west side, M. P. 993.3. Voice instructions.
Ft. Lauderdale M. P. 1013.2	Single track, both directions. Hot box and dragging equipment.	Indicators east side, M. P. 1013.2. Voice instructions.

SPECIAL RULES

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

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

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

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

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

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

Operations restricted to engines 26-84 and 203-222 series.

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

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

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

25—Trains and engines will operate at yard speed on Leigh Spur, M. P. 1041.2 not exceeding 25 M.P.H.

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

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

North End Poyner, M. P. 802.5.
South End Poyner, M. P. 802.9.
Smith Industries, M. P. 823.7.
St. Joe Paper, M. P. 835.1.
Florida Home Juice Co., M. P. 854.7.
Broward Grain and Supply Co., M. P. 908.6.
Record Press, M. P. 936.6.
P. L. Hinson, M. P. 937.6.
Apix, M. P. 945.3.
Big Three Welding Co., M. P. 948.0.
Team Track, M. P. 963.3.
Lykes Bros. Lead Track, M. P. 967.6.
Palm Beach Mfg. Co., M. P. 970.6.
Pyrofax Gas Corp., M. P. 976.4.
Rinker Snow Corp., M. P. 982.5.
Hardrives of Delray, M. P. 989.4.
IBM Corp., M. P. 993.9.
Gri-P-Late Co., M. P. 1005.2.
Enterprise Developers, M. P. 1006.7.
Nenumaker, M. P. 1006.8.
Broward Warehouse & Mfg. Center, M. P. 1008.1.
Ft. Lauderdale Waterworks, M. P. 1008.1.
Ft. Lauderdale Waterworks, M. P. 1008.2.
Enterprise Developers, M. P. 1008.3.
Caulley Steel, M. P. 1009.9.
Last Chance, M. P. 1012.3.
Florida Tank Lines, M. P. 1014.9.
R. H. Wright & Sons, M. P. 1016.3.
Southern Door Company, M. P. 1017.8.
Florida Tallow Corp., M. P. 1021.0.
Ready Mix Concrete Co., M. P. 1021.1.
International Paper Co., M. P. 1025.7.
M & M Bottled Gas Co., M. P. 1028.9.
Lehman Lumber Co., M. P. 1029.1.
Opa-Locka Lumber Sales Corp., M. P. 1029.5.

CLEARANCE CARD

1—Rule 83-A will not apply at Lake Harbor.

Southward trains obtain clearance card or oral authority from dispatcher before leaving Sebring.

REGISTER STATIONS

2—Sebring and Clewiston.

YARD LIMITS

3—Sebring, Palmdale, Clewiston and Lake Harbor.

JUNCTION SWITCHES

4—Palmdale, M. P. VC918.6, lined for movements on Sebring Subdivision.

Keela, M. P. VD953.7, lined for movements on Sebring Subdivision.

SPEED RESTRICTIONS

5—Between Mile Posts	All Trains M.P.H.
VD934.2 and VD934.3	10
VD953.9 and VD954.1	15
VD948.7 and VD948.9	15

City Ordinance Speed Restrictions:

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

DRAWBRIDGES

6—Not protected by interlocking:

Caloosahatchee River, Moore Haven, M. P. VD934.3. Attended 11:00 A.M. to 3:00 P.M. and from 6:00 P.M. to 10:00 P.M., daily.

Trains and engines must stop within 300 feet of draw span and must not proceed until proceed signal is received from bridge tender.

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

SPECIAL RULES

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

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

Immokalee Subdivision

CLEARANCE CARDS

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

REGISTER STATIONS

2—Palmdale.

YARD LIMITS

3—Palmdale.

JUNCTION SWITCHES

4—Palmdale, M. P. VC918.6, lined for movements on Sebring Subdivision.

SPEED RESTRICTIONS

5—Between Mile Posts	All Trains M.P.H.
VC928.4 and VC928.5	10

DRAWBRIDGES

6—Not protected by interlocking:

Caloosahatchee River, Goodno, M. P. VC928.4. Attended 12:30 P.M. to 3:30 P.M. and from 6:30 P.M. to 11:30 P.M., daily.

Trains and engines must stop within 300 feet of draw span and must not proceed until proceed signal is received from bridge tender.

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

SPECIAL RULES

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

Okeelanta Subdivision

CLEARANCE CARDS

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

JUNCTION SWITCHES

2—Keela, M. P. VD953.7 lined for movements on Sebring Subdivision.

SPEED RESTRICTIONS

3—Between Mile Posts	All Trains M.P.H.
VF971.9 and VF972.3	30

Tallahassee, Bainbridge, Monticello and Wakulla Subdivisions

CLEARANCE CARDS

1—Trains will obtain clearance card before leaving Tallahassee.

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

WHERE TIME APPLIES

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

CONDITIONAL STOPS

3—Nos. 39 and 40 at Madison to receive and discharge revenue passengers from Jacksonville, Tallahassee and beyond.

Nos. 39 and 40 at Macclenny to receive and discharge revenue passengers to and from Tallahassee and beyond.

REGISTER STATIONS

4—Baldwin Yard (trains originating and terminating), Tallahassee, Quincy (No. 39 only, conductor will furnish register slip leaving in bill box when operator not on duty), Chattahoochee, Bainbridge and Drifton (for Monticello Subdivision trains).

Trains will furnish register slip at Tallahassee.

YARD LIMITS

5—Tallahassee, Quincy, Chattahoochee and Bainbridge.

SPEED RESTRICTIONS
TALLAHASSEE SUBDIVISION

Between 6—Mile Posts	MILES PER HOUR Psgr. Trains	Freight Trains	Between Mile Posts	MILES PER HOUR Psgr. Trains	Freight Trains
661.3 and 661.6	55	55	757.1 and 757.8	35	35
692.8 and 693.1	45	45	763.1 and 763.5	60	50
693.1 and 693.5	20	20	774.3 and 774.6	70	—
715.0 and 715.6	20	20	790.7 and 797.6	60	—
727.5 and 728.8	65	—	797.6 and 798.7	40	40
741.2 and 743.5	65	—	798.7 and 800.4	20	20
743.5 and 744.5	35	35	808.3 and 818.5	50	—
744.5 and 746.5	65	—	818.5 and 820.0	35	35
749.8 and 754.7	65	—	820.0 and 824.0	50	—
755.8 and 756.3	70	—	832.0 and 841.9	50	—
756.8 and 757.1	70	—			

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

City Ordinance speed restrictions:

Baldwin, 45 M.P.H.

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

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

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

Lee, 20 M.P.H.

Madison, 30 M.P.H.

Greenville, 20 M.P.H.

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

BAINBRIDGE SUBDIVISION

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

City Ordinance speed restrictions:

Havana, 40 M.P.H.

WAKULLA SUBDIVISION

8—M. P. 802.5 over paved crossing, 10 M.P.H.

RAILROAD CROSSINGS AT GRADE

9—Protected by remotely controlled interlockings:
Baldwin, M. P. 652.5, S. C. L.
Mattox, M. P. 656.6, S. C. L.
Live Oak, M. P. 715.0, S. C. L.

10—Protected by automatic interlockings:
Greenville, M. P. 757.7, South Georgia R.R.
Drifton, M. P. 772.6, S. C. L.

11—Protected by electrically locked gates:
M. P. 691.7, G. S. & F. Normally clear S. C. L.
M. P. 716.6, L. O. P. & G. Normally clear S. C. L.

SPRING SWITCHES

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

Attapulgas, west end siding.

BLOCK SIGNAL SYSTEMS

13—Traffic Control System is in service on the Tallahassee and Bainbridge Subdivisions between M. P. 652.3, Baldwin and M. P. 802.9, Tallahassee, M. P. 52.0, Tallahassee.

SIGNALED SIDINGS

14—Sanderson, Madison, Drifton and Chaires.

TALLAHASSEE SUBDIVISION
DEFECT DETECTORS

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

BAINBRIDGE SUBDIVISION
DEFECT DETECTORS

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

SPECIAL RULES

17—Trains and engines will approach and move on Dupont Subdivision tracks within yard limits at Live Oak at yard speed and flag protection is not required. Second and inferior class and extra trains and engines are not required to clear the time of first class trains, but must give way promptly to avoid delay.

18—Train and engine movements over Washington and Pearl Street crossings, Monticello, will be preceded by flag.

19—Trains and engines using main track between Adams Street, Tallahassee and M. P. 800.4 will approach and move between these points at yard speed not exceeding 20 M.P.H.

20—Trains and engines will approach street crossing just east of passenger station Quincy, not in excess of 10 M.P.H.

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

22—Trains and engines will approach and move within yard limits at Chattahoochee at yard speed and flag protection is not required except passenger trains must be protected in accordance with Rule 99, except when standing at the station. Second and inferior class and extra trains and engines are not required to clear the time of first class trains, but must give way promptly to avoid delay.

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

24—Trains or engines must not clear at the following non-electrically locked hand-operated switch locations:
Yarbrough and Sons, M. P. 660.0.
Glen St. Mary, M. P. 664.0.
Continental Can Company, M. P. 666.6.
Mann's Spur, M. P. 673.7.
East End Team Track, M. P. 680.3.
West End Team Track, M. P. 680.5.
Pyrofax Gas, M. P. 689.5.
Wilburn, M. P. 689.6.
Southern Wood Preserving, M. P. 689.9.
Rayonier Co., M.P. 690.2.
Houston, M. P. 710.0.

St. Regis Wood Yard, M. P. 712.8.
Team Track, M. P. 715.7.
Farmers Coop., M. P. 716.2.
Tofc Track, M. P. 716.3.
West Farm, M. P. 738.4.
Oglesby Wood Yard, M. P. 743.2.
Eddy, M. P. 751.4.
Sherrods, M. P. 758.8.
Capitola, M. P. 785.9.
Perkins, M. P. 794.2.
City Track High, M. P. 798.4.
City Track Low, M. P. 798.5.
Georgia Pacific Corporation, M. P. 801.8.
Capital Paper Co., M. P. 802.2.

West Coast Subdivision

CLEARANCE CARDS

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

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

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

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

WHERE TIME APPLIES

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

REGISTER STATIONS

3—High Springs and Tampa Yard Office.

YARD LIMITS

4—High Springs, Newberry and Dunnellon.

JUNCTION SWITCHES

5—Newberry, M. P. R729.8 lined for movements on West Coast Subdivision.

Newberry, M. P. R729.9 lined for movements on West Coast Subdivision.

Newberry, M. P. R730.1 lined for movements on West Coast Subdivision.

Trilby, M. P. R823.3 lined for movements on West Coast Subdivision.

SPEED RESTRICTIONS

Between 6—Mile Posts	All Trains M.P.H.	Between Mile Posts	All Trains M.P.H.
R737.8 and R738.0	55	R794.4 and R794.8	55
R764.7 and R764.9	55	R796.8 and R797.1	55
R771.1 and R771.4	40	R797.5 and R797.7	55
R776.8 and R776.9	10	R798.5 and R798.9	55
R777.4 and R777.7	50	R799.8 and R800.0	55
R777.7 and R778.2	45	R800.4 and R800.5	55
R778.3 and R778.5	55	R802.7 and R803.1	45
R778.5 and R779.0	55	R828.3 and R830.0	40
R780.1 and R780.4	55	RF840.7 and RF840.9	45
R786.5 and R786.6	55	RF853.2 and RF854.5	50
R786.7 and R786.9	55	RF854.6 and RF854.8	45
R787.5 and R787.8	55	RF855.0 and RF855.8	50
R791.1 and R791.3	55	RF860.2 and RF860.5	55
R792.3 and R792.5	50	RF860.7 and RF860.8	45

M. P. RF865.5, through turnout stem of wye, 20 M.P.H.

All movements on connection track between West Coast Subdivision M. P. RF837.2 and Vitis Subdivision M. P. R837.2 is 10 M. P. H.

City Ordinance Speed Restrictions:

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

Tampa: 20 M. P. H. over, upon and across streets and alleys within city limits.

BLOCK SIGNAL SYSTEMS

7—Traffic Control System is in service between Dunnellon, M. P. R776.3 and Trilby, M. P. R823.0, between Trilby, M. P. R823.8 and "GY," M. P. RF866.0, and between Uceta Yard, M. P. 878.6 and TN, M. P. 880.4.

8—Single Track Automatic Block Signal System is in service between Trilby, M. P. R823.0 and M. P. R823.8.

9—Two Track Automatic Block Signal System is in service between TN, M. P. 880.4 and Tampa, M. P. 881.6.

SIGNALED SIDINGS

10—Gibara, Inverness, Vitis.
South Floral City, between M. P. R804.0 and M. P. R806.5.
Croom, between M. P. R812.7 and M. P. R816.5.
Trilby, between M. P. R820.9 and M. P. R826.1.
Dade City, between M. P. R828.0 and M. P. R831.0.

DEFECT DETECTORS

11—Locations	Protection Provided	Locations of Indicators and Personnel reading charts
Newberry M. P. R735.6	Single track, both directions. Hot box and dragging equipment.	Indicators east side, M. P. R735.6. Voice Instructions.
Morriston M. P. R759.6	Single track, both directions. Hot box and dragging equipment.	Indicators east side, M. P. R759.6. Voice Instructions.
Ladonia M. P. R783.3	Single track, both directions. Hot box and dragging equipment.	Indicators east side, M. P. R783.3. Voice Instructions.
South Floral City M. P. R806.9	Single track, both directions. Hot box and dragging equipment.	Indicators east side, M. P. R806.9. Voice Instructions.
Dade City M. P. R827.9	Single track, both directions. Hot box.	Indicators east side, M. P. R827.9 Operator, Trilby.

SPECIAL RULES

12—Trains and engines will operate at yard speed on Bell Spur between M. P. R722.3 and Bell not exceeding 10 M.P.H. Member of crew will precede movement over Highway 49 crossing at Bell.

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

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

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

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

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

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

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

19—Nos. 307, 308, 311 and 312 will operate at yard speed within yard limits at High Springs and Newberry. Trains and engines may occupy main track within yard limits at High Springs and Newberry without clearing or protecting against these first class through freight trains but must give way promptly to avoid delay.

20—Trains and engines have equal authority and will operate at restricted speed between M. P. R823.0 and M. P. R823.8 at Trilby.

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

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

23—Movements over Highway 35-A crossing Evans Lead, M. P. R831.9, will be preceded by a flagman and fusee must be used at night and during inclement weather while equipment is on the crossing.

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

25—Switches between Osborne Avenue, Tampa, M. P. RF-863.3, and "GY," M. P. RF866 0, are hand-operated, non-electrically locked, and speed of trains must not exceed 20 miles an hour over these switches. Trains or engines clearing main track at hand-operated switches not provided with indicator lights must obtain permission from Control Station to re-enter main track unless switch remains in reverse position during time train or engine is clear of main track. (See Rule 569).

26—Trains or engines must not clear at the following non-electrically locked hand-operated switch locations:
O'Neal Steel, Inc., M. P. RF 862.7.

Ocala Subdivision

CLEARANCE CARDS

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

WHERE TIME APPLIES

2—Time of trains at Rochelle applies at north wye switch, M. P. RB749.2.
Time of trains at Center Hill applies at express track, M. P. S816.8.
Time of trains at Croom applies at junction switch, M. P. S832.9.

CONDITIONAL STOPS

3—Nos. 93 and 94 at McIntosh to receive and discharge revenue passengers to and from Jacksonville, Clearwater and beyond.

REGISTER STATIONS

4—Jacksonville, Moncrief Yard (Freight trains only), and Burnett's Lake for trains Nos. 721 and 722.

YARD LIMITS

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

JUNCTION SWITCHES

6—Burnett's Lake, M. P. SG707.3 lined for movements on Ocala Subdivision.
Rochelle, M. P. RB749.2 lined for movements on Ocala Subdivision.

SPEED RESTRICTIONS

Between 7—Mile Posts	All Trains M.P.H.	Between Mile Posts	All Trains M.P.H.
SG665.2 and SG665.4	50	RB749.4 and S737.6	20
SG667.4 and SG667.6	50	S746.3 and S746.8	40
SG707.5 and RB726.2	20	S787.1 and S788.4	45
RB743.2 and RB744.4	40	S802.6 and S802.8	30
RB744.9 and RB745.2	40	S804.3 and S804.8	40
RB745.7 and RB746.4	40	S821.5 and S821.8	40

M. P. S821.5, through turnout north end house track, Webster, 5 M.P.H.

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

City Ordinance Speed Restrictions:

Jacksonville, 30 M. P. H. over crossings at Pickettville and Imeson Roads.
Baldwin, 45 M. P. H.
Gainesville, 35 M. P. H., corporate limits, except 20 M. P. H. North 16th Avenue to South 13th Avenue, and southward trains must not exceed 24 M. P. H. approaching State Road 331 at M. P. RB741.3.
Ocala, 25 M. P. H. corporate limits except 12 M. P. H. May Street to Third Street. Movements over East Broadway and Fort King, also, Eighth Street for northward trains only, will be flagged.
Fruitland Park, 25 M. P. H. over Beckman Street, M. P. S799.1.
Leesburg, 15 M. P. H. over Center, High and South Streets. Movements over Main Street will be flagged.
Center Hill, 25 M. P. H. between State Road 476 and second crossing southward.
Webster, 25 M.P.H.

RAILROAD CROSSINGS AT GRADE

8—Protected by electrically locked derails:
Leesburg, M. P. SC802.5, S. C. L.
9—Protected by automatic interlockings:
Baldwin, M. P. SG655.4, S. C. L.
Mattox, M. P. SG660.0, S. C. L.
Leesburg, M. P. S802.2, S. C. L., 20 M. P. H.*
Center Hill, M. P. S818.1, S. C. L.
St. Catherine, M. P. S827.1, S. C. L.
10—Protected by remotely controlled interlocking:
Ocala, M. P. S768.3, S. C. L., 20 M. P. H.*
11—Protected by non-electrically locked gates:
Lake Butler, M. P. SG688.5, GS&F. Normally clear S. C. L.
Gainesville, M. P. RB740.5, S. C. L. Normally clear Ocala Subdivision.
Gainesville, (Old Yard Lead at Main Street), S. C. L. Normally clear Gainesville Spur.
12—Protected by "Stop" boards:
Grand Crossing, M. P. SG639.9, GS&F.
*Until engine reaches crossing.

INTERLOCKINGS

13—Protected by attended interlocking:
Moncrief, M. P. SG639.6, 20 M. P. H. between home signals.

BLOCK SIGNAL SYSTEMS

14—Traffic Control System is in service between Moncrief, M. P. 640.1, and B. S., M. P. 642.5.

SPECIAL RULES

15—Movements on Gainesville Spur between M. P. 698.9 and M. P. 709.0 will operate at yard speed not exceeding 25 M.P.H., except 10 M.P.H. over all street crossings at Gainesville and on Air Base tracks.

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

16—Movements over track serving Cummer Mine at Kendrick will not exceed 10 M.P.H.

17—Back-up movements over four paved crossings between Okahumpka and Howey on the Howey Lead must be preceded by member of crew when cars are shoved and, in addition, at night lighted fusee must be placed on each side of track.

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

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

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

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

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

23—Trains or engines must not clear at the following non-electrically locked hand-operated switch locations:
Flascor Corp., M. P. 640.3.
Protane Gasco, Inc., M.P. 640.4.

Palatka Subdivision

CLEARANCE CARDS

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

WHERE TIME APPLIES

2—Time of trains at Rochelle applies at North Wye switch M. P. RB749.2.

REGISTER STATIONS

3—Palatka.

YARD LIMITS

4—Palatka and Rochelle.

JUNCTION SWITCHES

5—Rochelle, M. P. RB749.2, lined for movements on Ocala Subdivision.

RAILROAD CROSSINGS AT GRADE

6—Protected by automatic interlocking:
Hawthorne, M. P. S728.7, S. C. L. 20 M. P. H., until engine reaches crossing.

SPECIAL RULES

7—Palatka street crossings in corporate limits must not be blocked more than ten minutes.

8—Trains and engines will not exceed five M.P.H. on all industry tracks at Edgar, M. P. S720.

9—Nos. 744 and 745 will not protect against following extra trains between Palatka and Rochelle.

Perry Subdivision

CLEARANCE CARDS

1—Rule 83-A does not apply for scheduled trains originating at Wilcox and Perry, except No. 793 will obtain clearance card or oral authority from Dispatcher before leaving Perry.

REGISTER STATIONS

2—Thomasville.

YARD LIMITS

3—Thomasville, Perry, Wilcox and Dunnellon.

JUNCTION SWITCHES

4—Thomasville, M. P. ND691.4, lined for movements on Thomasville Subdivision.
Wilcox, M. P. ND806.0, lined for movements on Wilcox Subdivision.

SPEED RESTRICTIONS

Between 5—Mile Posts	All Trains M.P.H.	Between Mile Posts	All Trains M.P.H.
ND696.2 and ND696.4	40	ND698.0 and ND698.2	40
ND696.7 and ND696.9	40	ND700.7 and ND700.9	40
ND697.3 and ND697.5	40	ND703.2 and ND703.4	40
ND697.7 and ND697.9	40	R776.7 and R776.8	15

City Ordinance Speed Restrictions:

Thomasville, 35 M. P. H. over street crossings within corporate limits. Movements over Campbell Street must be flagged.
Perry, 15 M. P. H. over Green and Main Street crossings, first crossing south and north of depot.

RAILROAD CROSSINGS AT GRADE

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

SPECIAL RULES

8—Movements between Thomasville Freight Yard and Perry Subdivision will use the old main track from the yard, thence cross over between the old main track and Dothan Subdivision main track to the Perry Subdivision.
First class trains will operate at yard speed and, in addition, at restricted speed between Yard Office and Passenger Station at Thomasville, trains and engines may use main track within these limits without clearing or protecting against first class trains.

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

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

11—Movements over U. S. Highway 19, Shamrock, must be preceded by member of crew and, in addition, fusees must be placed on both sides of the track at night and during inclement weather while equipment is on the crossing.

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

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

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

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

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

Wilcox Subdivision

CLEARANCE CARDS

1—Rule 83-A will not apply at Wilcox.

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

YARD LIMITS

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

JUNCTION SWITCHES

3—Wilcox, M. P. SG741.9, lined for movements on Wilcox Subdivision.

Newberry, M. P. R729.8, lined for movements on West Coast Subdivision.

Newberry, M. P. R729.9, lined for movements on West Coast Subdivision.

Burnett's Lake, M. P. SG707.3, lined for movements on Ocala Subdivision.

SPECIAL RULES

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

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

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

Vitis Subdivision

CLEARANCE CARDS

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

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

REGISTER STATIONS

2—Lakeland Yard Office.

SPEED RESTRICTIONS

3—M. P. R856.5, through turnout to Lakeland Subdivision, 20 M. P. H.

Movements on connection track between West Coast Subdivision M. P. RF837.2 and Vitis Subdivision M. P. R837.2, 10 M.P.H.

BLOCK SIGNAL SYSTEMS

4—Traffic Control System is in service between Vitis, M. P. R837.0 and Lakeland, M. P. R855.0 and between Lakeland, M. P. 851.7 and Winston, M. P. 855.0.

SPRING SWITCHES

5—Following spring switch is in signal territory:

Lakeland, 10th Street, 20 M. P. H.

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

Winston, south end ladder track to long lead.

TWO TRACKS

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

DEFECT DETECTORS

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

SPECIAL RULES

9—Trains and engines have equal authority and will operate at restricted speed between M. P. R854.9 and M. P. R856.5, No. 10 track, Lakeland, but must give way promptly to first class trains.

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

Crystal River Subdivision

CLEARANCE CARDS

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

SPEED RESTRICTIONS

2—Between Mile Posts	All Trains M.P.H.
R776.8 and R776.9	10

BLOCK SIGNAL SYSTEMS

3—Traffic Control System is in service between Pennsylvania Avenue, M. P. R776.3 and M. P. R777.8, Dunnellon.

SPECIAL RULES

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

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

JACKSONVILLE TERMINALS

D. M. Strickland, Terminal Superintendent

D. E. Wright, Terminal Trainmaster — F. F. Johnson, Terminal Trainmaster

The following applies only to portion of Jacksonville Terminals Moncrief to Quinlan, Export Terminals and Water Front Street Terminals.

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

SPEED RESTRICTIONS

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

RAILROAD CROSSINGS AT GRADE

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

DRAWBRIDGES

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

SPRING SWITCHES

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

Norwood Ave., Export Milldale Line.

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

Green-Normal route lined for Milldale.

Yellow-Route lined for Export.

WEIGHT LIMITS

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

Cars weighing in excess of 220,000 lbs. gross, Engines in Series 316, 318-335, 700, 800, 900, 1000, 1100-1105, 1118-1199 and 1200, 2000 and 3000, and all Wreckers and Locomotive Cranes shall not be operated onto any wharf or dock.

RULES JACKSONVILLE TERMINAL COMPANY

1—Standard rules governing operations on Jacksonville Terminal Company's tracks. Employees will comply with special rules or instructions when issued by proper officers.

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

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

4—Trains, engines and switch movements must not exceed speed of 15 M.P.H. through turnouts and crossovers and 20 M.P.H. in straight-away movements through Lee Street, Myrtle Avenue and Beaver Street Interlockings; 10 M.P.H. alongside station platforms. Approach main baggage trucking platforms at West End and East End of station tracks prepared to stop, unless crossings are known to be clear.

Engines in series 600-620, 1900, 2000, 2100 and 2200 must not exceed speed of 15 M.P.H. through power-operated stem of wye switch and crossover at Dennis Street, around curve Beaver Street to Dennis Street, and 7 M.P.H. through all other turnouts and crossovers.

5—Interlocking signals of the right hand upper quadrant type have three positions as follows:

SIGNAL INDICATIONS (DAY)

Horizontal	Stop.
45 Degree Angle	Proceed Under Caution.
Perpendicular	Proceed.

SIGNAL INDICATIONS (NIGHT)

Red	Stop.
Yellow	Proceed Under Caution.
Green	Proceed.

COLOR LIGHT INTERLOCKING SIGNAL INDICATIONS (DAY OR NIGHT)

Red	Stop.
Yellow	Proceed Under Caution.
Yellow over Red	Proceed, approaching next signal prepared to stop.
Red over Yellow	Proceed at restricted speed expecting to find the track occupied, switch improperly lined, and be able to stop short of train or obstruction.
Green	Proceed.

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

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

Outside of interlocking territory hand throw switch indications are:

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

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

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

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

6—Emergency stop air whistles are located as follows:
TOWER "A"—LEE STREET INTERLOCKING:
On pole east of tower.
TOWER "MA"—MYRTLE AVENUE INTERLOCKING:
On Bridge "B" at tower.
TOWER "BS"—BEAVER STREET INTERLOCKING:
At Beaver Street tower.

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

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

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

8-a—Movements around Honeymoon WYE and Church Street WYE must not exceed a speed of ten (10) M.P.H. for entire length of train. (See Rule 2).

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

9-a—Consist from engine to rear, in train order, showing all information called for will be furnished by Conductors in duplicate of all arriving and departing trains. Consists will be made in triplicate for arriving trains, one copy to be filed and transmitted by wire not less than one hour before arrival. Boxes for consists of departing trains are located on concourse fence and on shed posts on hill tracks.

10—Train Starting Signals: Push button signals are located as follows:

To contact Myrtle Avenue Tower:
Tracks 2 to 15 inclusive: On supporting columns of train sheds near butting block and the west end of sheds.
Track 16: On supporting column of train shed opposite station and the west end of shed.
Track 17 to 26 inclusive: On supporting columns of train sheds near the head of rampway and the west end of shed.
To contact Lee Street Tower:
Track 16: On supporting column of train shed opposite station.
Track 17 to 26 inclusive: On supporting columns of train sheds near the head of rampway, also on east side of concrete columns Lee Street Viaduct for tracks 23, 24, 25 and 26.

Conductors are required to transmit signal to the proper tower one minute in advance of the time his train will be ready to depart by pressing starting signal button. After this signal gives proper indication in the tower, it will be repeated back by a light to the Conductor immediately. If such light does not show up, it indicates to the Conductor that the apparatus is not working and steps must immediately be taken to communicate with the tower by phone.

Green starting lights are located over the gates on the low level, parallel with the platform side of each station track, and on the high level on the lower edge of platform shed near entrance to subway; also under Lee Street Viaduct, Tracks 23, 24, 25 and 26. After the Gatemen close the gates and assure themselves that the last passenger for a given train has had opportunity to reach that train to board it, they will immediately give the above green starting signal as an indication to the Conductor that all passengers for his train have reached the side of the train, after which the Conductor will be governed in starting his train by the loading of his passengers, baggage and mail. The Conductor is then authorized to depart when baggage and mail foreman advises him or in the absence of the Conductor the foreman may notify the baggage master and postal clerk, that all baggage and mail connections for that train are loaded, whereupon the Conductor will push his starting light and depart upon receiving interlocking signals. The Conductor should work out a proper understanding with the baggage and mail foreman in each instance as to when this work will be completed. Starting light should not be pushed in excess of one (1) minute before the anticipated time that the train will be ready to move.

10-a—Trains must not depart from the Jacksonville Terminal until the engineman has received a release card Form 725 from the Car Inspector indicating that the train is ready to proceed insofar as the Mechanical Department is concerned.

11—Conductors, Trainmen, Enginemen and Firemen of tenant lines must pass proper examination on interlocking rules and special instructions before being permitted to operate into and out of the Terminal.

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

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

14—Enginemen on arriving trains heading into station will stop as near butting block as practical, consistent with safety, on Station Tracks 2 to 15, inclusive, to avoid blocking the trucking platform at north or west end of Station.

14-a—Enginemen on arriving trains using Station Tracks 16 to 26, inclusive, will stop just to clear main trucking crossing at extreme East or West end of Station, inside of the interlocking signals, unless otherwise spotted by hand signals.

15—Ash pans of kitchen cars, or refuse of any nature, must not be dumped or thrown within Terminal limits.

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

17—The use of sand within interlocking territory must be avoided as far as possible and is prohibited through switches and crossovers at Myrtle Avenue, Beaver and Lee Street Interlocking.

18—Air whistle on back-up hose will be sounded at frequent intervals on all trains backing into Station.

Engine Numbers Tonnage Shown Per Unit	300-308, 310-316, 318-413 (A or B), 700-1002, 1118-1201, 1250-1259	675-698	309, 317, 1003-1065, 1202-1239	600-620, 1275-1277, 1300-1343, 1400-1415, 1500-1595, 1700-1777	203-222, 1100-1117	1900-1923, 2100-2110, 2114-2120	2000-2023	2111-2113, 2200-2210	2121-2124, 2211-2213
W. Jacksonville to Baldwin	2700	2150	2950	3250	1750	4200	4900	4700	5150
Baldwin to W. Jacksonville	4000	3200	4400	4800	2600	6200	7300	7000	7600
Baldwin and Wildwood	3500	2800	3850	4200	2300	5400	6350	6100	6650
Starke and Brooker	.....	.....	.....	.....	2200	.....	.....	.....	.....
Wildwood and Zellwood	3000	2400	3300	3600	1950	4650	5450	5250	5700
Zellwood and Orlando	2200	1750	2400	2650	1450	3400	4000	3850	4200
Wildwood and Hialeah Yd.	3500	2800	3850	4200	2300	5400	6350	6100	6650
Sebring and Palmdale	2800	2250	3050	3350	1850	4350	5100	4900	5300
Palmdale and Lake Harbor	4000	3200	4400	4800	2600	6200	7300	7000	7600
Keela and Duda	4000	3200	4400	4800	2600	6200	7300	7000	7600
Palmdale and Sunniland	4000	3200	4400	4800	2600	6200	7300	7000	7600
W. Lake Wales and Alcoma	4000	3200	4400	4800	2600	6200	7300	7000	7600
Lake Wales to Frostproof	1850	1450	2000	2200	1200	2850	3350	3250	3500
Frostproof to Lake Wales	2400	1900	2650	2850	1550	3700	4350	4200	4550
Baldwin to Lake City	2500	2000	2750	3000	1650	3900	4550	4350	4750
Lake City to Tallahassee	2100	1700	2300	2500	1350	3250	3800	3700	4000
Tallahassee to Chattahoochee	1600	1300	1750	1900	1050	2500	2900	2800	3050
Chattahoochee to Tallahassee	2000	1600	2200	2400	1300	3100	3650	3500	3800
Tallahassee to Lake City	2100	1700	2300	2500	1350	3250	3800	3700	4000
Lake City to Baldwin	3500	2800	3850	4200	2300	5400	6350	6100	6650
Tallahassee and Bainbridge	1700	1350	1850	2050	1100	2650	3100	2950	3200
Moncrief to Burnett's Lake	2100	1650	2300	2500	1350	3250	3800	3650	4000
Burnett's Lake to Ocala	1800	1450	1950	2150	1200	2800	3300	3150	3400
Ocala to Leesburg	2200	1750	2400	2650	1450	3400	4000	3850	4150
Leesburg to Croom	3500	2800	3850	4200	2300	5400	6350	6100	6650
Croom to Leesburg	3000	2400	3300	3600	1950	4650	5450	5250	5700
Leesburg to Ocala	1800	1450	1950	2150	1200	2800	3300	3150	3400
Ocala to Burnett's Lake	1800	1450	1950	2150	1200	2800	3300	3150	3400
Burnett's Lake to Moncrief	2600	2050	2850	3100	1700	4000	4750	4550	4950
High Springs to Newberry	2500	2000	2750	3000	1650	3850	4550	4350	4750
Newberry to Dunnellon	2500	2000	2750	3000	1650	3850	4550	4350	4750
Dunnellon to Trilby	2200	1750	2400	2650	1450	3400	4000	3850	4150
Trilby to Vitis	2800	2250	3050	3350	1850	4350	5100	4900	5300
Vitis to GY	3300	2650	3600	3950	2150	5100	6000	5750	6250
GY to High Springs	2800	2250	3050	3350	1850	4350	5100	4900	5300
Vitis to Lakeland	3050	2450	3350	3650	2000	4700	5550	5350	5800
Lakeland to Vitis	2850	2250	3100	3400	1850	4400	5200	5000	5400
Thomasville to Perry	2900	2300	3200	3450	1900	4500	5300	5050	5500
Perry to Dunnellon	3300	2650	3600	3950	2150	5100	6000	5750	6250
Dunellon to Perry	3000	2400	3300	3600	1950	4650	5450	5250	5700
Perry to Thomasville	2200	1750	2400	2650	1450	3400	4000	3850	4150
Dunnellon to Crystal River	2000	1600	2200	2400	1300	3100	3600	3500	3800
Crystal River to Dunnellon	1800	1450	1950	2150	1200	2800	3300	3150	3400
Burnett's Lake and Wilcox	3100	2450	3400	3700	2000	4800	5650	5400	5900
Palatka to Rochelle	2500	2000	2750	3000	1650	3850	4550	4350	4750
Rochelle to Palatka	3200	2550	3500	3850	2100	4950	5800	5600	6050

LOCATION OF PUBLIC AND PRIVATE TRACKS NOT SHOWN IN SCHEDULE PAGES

ORLANDO SUBDIVISION

NAME	Mile Post	Station Nos.	Car Capacity	Opening
Bamboo	766.8	ST 767	16	North
Muck Spur Storage Track	790.2	ST 790	50	Both
Muck Spur	790.4	ST 790	Spur	North
Vulcan Materials Company	805.4	ST 805	21	South
Cook Lumber	806.7	ST 807	6	North
Interstate Supply Company	807.4	ST 807	7	South
Lockhart Team	807.5	ST 808	2	North
Raceway Feed	808.0	ST 808	2	South
Foote Industries	808.2	ST 808	7	South

WANNEE SUBDIVISION

NAME	Mile Post	Station Nos.	Car Capacity	Opening
Clayno	689.5	SN 690	9	North

BALDWIN SUBDIVISION

NAME	Mile Post	Station Nos.	Car Capacity	Opening
Fergusons	642.5	SP 643	7	South
Trinity Industries	646.1	SP 646	10	North
Cecil Field	647.8	SP 648	Spur	North
Otis	647.9	SP 648	84	Both
St. Marys Kraft Corp. (W)	659.2	S 659	22	North
Maxville Team (W)	660.1	S 660	5	North
Hugh (W)	663.3	S 663	21	North
Highland (W)	667.0	S 667	30	North
Blanding Line Spur (E)	679.5	S 680	Spur	Wye
Island Grove P.H. (2)	714.3	S 714	18	North
Island Grove	714.5	S 715	12	Both
McFall	740.7	S 741	23	North
Kirkland	745.0	S 745	6	South
Bellview	747.1	S 747	107	Both
Bellview House	747.3	S 747	14	South
Oxford	756.8	S 757	32	Both

MIAMI AND HOMESTEAD SUBDIVISIONS

NAME	Mile Post	Station Nos.	Car Capacity	Opening
Miami Storage Track	767.3	SX 767	100	Both
Sumterville Team	770.4	SX 770	100	Both
Polk Siding	770.4	SX 770	40	Both
Limestone Spur	770.4	SX 770	19	North
Center Hill Rock Company	781.4	SX 781	10	South
Bay Lake	791.6	SX 792	11	Both
Poyner	802.7	SX 803	33	Both
Tenoroc Mine	819.4	SXB 819	Spur	Wye
Macasphalt	821.9	SX 822	37	North
American Can	822.7	SX 823	16	North
Smith Industries	823.7	SX 824	23	South
Florida Home Juice Company	854.7	SX 855	10	North
Lorida	879.2	SX 879	10	Both
Frederick	921.4	SX 921	15	North
Marcy	922.2	SX 922	18	Both
Steel	933.1	SX 933	32	Both
Elliott Spur	937.5	SX 938	11	South
P.L. Hinson	937.6	SX 938	20	South
Apix	945.3	SX 945	30	South
Big Three Welding Company	948.0	SX 948	7	North
Mission Spur	965.6	SX 966	Spur Y	North
Lantana	978.9	SX 979	13	South
IBM Corporation	993.2	SX 993	69	North
IBM Corporation	993.9	SX 994	15	North
Boca Raton	994.7	SX 995	22	Both
Swift	1006.3	SX 1006	37	North
Enterprise Developers	1006.7	SX 1007	11	South
Nenumaker	1006.8	SX 1007	6	South
Run Around Track	1007.2	SX 1007	25	Both
Port Everglades Steel Corp.	1007.4	SX 1007	15	South
Ft. Lauderdale Waterworks	1008.0	SX 1008	5	North
Broward Warehouse and Manufacturing Center	1008.1	SX 1008	7	South
Prospect Road Team	1008.3	SX 1008	14	South
Enterprise Developers	1008.3	SX 1008	17	South
Mid River	1009.0	SX 1009	22	Both
Cauley Steel	1010.0	SX 1010	10	South
Ft. Lauderdale News	1013.3	SX 1013	9	North
Rodi Boat Company	1013.5	SX 1014	6	North
Ft. Lauderdale Yacht Basin	1014.1	SX 1014	5	South
Road 84 Siding	1014.5	SX 1015	11	Both
Florida Tank Lines	1014.9	SX 1015	2	South
Port Everglades Junction	1015.1	SX 1015	Conn.	South
Run Around Track	1018.2	SX 1018	32	Both
Florida Tallow Corporation	1021.0	SX 1021	5	North
Ready Mix Concrete	1021.1	SX 1021	10	South
Southern Reinforcing Company	1021.1	SX 1021	11	South
Hallandale	1021.5	SX 1022	41	Both
Griffin Industries & W.R. Bonsal Company	1022.8	SX 1023	17	North
Carr Creosoting	1023.4	SX 1023	30	South
Gas Service Corporation	1023.4	SX 1023	1	South
Oolite Concrete Company	1023.4	SX 1023	11	South
Lewis Manufacturing Company	1023.9	SX 1024	8	North

MIAMI AND HOMESTEAD SUBDIVISIONS (continued)

NAME	Mile Post	Station Nos.	Car Capacity	Opening
C.T. Stockton	1052.7	SX 1053	61	North
Oolite Rock	1053.0	SX 1053	48	North
General Portland Cement	1053.0	SX 1053	Spur	Wye
Richmond Air Base	1053.8	SX 1054	Wye	Both
Richmond	1054.5	SX 1055	5	South
Acme Concrete	1055.8	SX 1056	2	North
Lindgren	1056.0	SX 1056	7	North
Sheppard Farm	1058.6	SX 1059	4	North
Aladdin City	1058.7	SX 1059	6	North
Dawall Farms	1060.2	SX 1060	28	Both
Atlantic Fertilizer	1062.7	SX 1063	9	South
Redland	1062.8	SX 1063	6	North

LAKE WALES SUBDIVISION

NAME	Mile Post	Station Nos.	Car Capacity	Opening
E.B. Malone Company	865.0	SV 865	2	South
Floritan	865.2	SV 865	4	North
Sandland	869.6	SV 870	Spur	North
Independent	871.1	SV 871	Spur	North
Mammoth Sand Co.	871.5	SV 872	Spur	North
Diamond Nos. 1 and 2	871.8	SV 872	100	Both
Concrete	872.5	SV 873	Spur	North
Gall	872.5	SV 873	Spur	North
Alcoma Association, Inc.	873.5	SV 873	23	South
Dopler	VC 846.2	AVC 846	5	North
Highland Park	VC 847.0	AVC 847	Spur	North
Babson Park	VC 850.1	AVC 850	13	North

SEBRING SUBDIVISION

NAME	Mile Post	Station Nos.	Car Capacity	Opening
St. Regis	VC 899.0	AVC 899	Spur	South
Hicoria	VC 902.3	AVC 903	10	North
Glades Sugar Mill	VD 935.8	AVD 936	18	Both
Benbow No. 2	VD 938.8	AVD 938	42	Both
Benbow No. 3	VD 939.8	AVD 940	46	Both
Liberty Point No. 2	VD 941.0	AVD 941	42	Both
Shawnee	VD 942.3	AVD 942	49	Both
Sugarton	VD 944.9	AVD 945	32	Both
So. Clewiston	VD 951.4	AVD 951	Spur	North
Ritta	VD 951.5	AVD 951	Spur	North
Bare Beach	VD 952.6	AVD 951	22	Both
Mott	VD 954.7	AVD 955	74	Both
Watson	VD 956.6	AVD 957	19	Both

TALLAHASSEE SUBDIVISION

NAME	Mile Post	Station Nos.	Car Capacity	Opening
Yarborough and Sons	660.0	SP 660	4	West
Glen St. Mary	664.0	SP 664	46	Both
Continental Can Co.	666.6	SP 667	11	East
Mann's Spur	673.7	SP 674	13	East
Mount Carrie	685.1	SP 685	21	Both
Pyrofax	689.5	SP 690	6	East
Wilburn	689.6	SP 690	20	Both
Rayonier Company	690.2	SP 690	14	East
Watertown	690.7	SP 691	26	Both
Houston	709.8	SP 710	13	West
Dinkins	727.1	SP 727	170	East
Ellaville	731.5	SP 732	31	Both
West Farm	738.4	SP 738	4	East
Eddy	751.4	SP 751	4	West
Container Corporation	756.3	SP 756	16	West
Sherrods	758.8	SP 759	2	East
Capitola	785.9	SP 786	4	West
Perkins	794.2	SP 794	29	East
Georgia Pacific Corporation	801.8	SP 802	9	East
Hammons Asphalt Pav. Company	803.6	SP 804	18	West
Moody Contracting Company	805.2	SP 805	25	West
Florida Forest Products Company	807.2	SP 807	8	East
Key Brothers	822.0	SP 822	2	East
Southern Chemical	822.0	SP 822	2	West
Dailey Veneer	822.5	SP 823	3	East
Suber and Johnson	824.1	SP 824	9	East
Sumatra	824.8	SP 825	4	West
State Market	825.1	SP 825	28	East
Hydro Gas	825.6	SP 826	3	East
Douglas City	826.5	SP 827	6	West
Suber and McCown	830.2	SP 830	3	West
Mt. Pleasant	832.0	SP 832	10	East
An. Ry. Conn.	839.0	SP 839	Conn.	East
Chattahoochee River	843.8	SP 844	Spur	East

BAINBRIDGE SUBDIVISION

NAME	Mile Post	Station Nos.	Car Capacity	Opening
Bower	82.2	SLC 825	15	West
M.C. Corporation	77.0	SLC 831	177	Both
Magnet Cove	69.5	SLC 838	23	Both
Hinson	68.2	SLC 839	15	West
Havana Hydratane Gas, Inc.	67.4	SLC 838	7	West
Altschul	64.5	SLC 843	5	West
Gibson	62.3	SLC 845	10	West
Cox Steel	54.4	SLC 853	12	West

MONTICELLO SUBDIVISION

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

WAKULLA SUBDIVISION

NAME	Mile Post	Station Nos.	Car Capacity	Opening
Hydro Gas	801.1	SPA 801	3	South
Sears, Roebuck and Company	801.2	SPA 801	5	North
Woodville Lumber Company	801.3	SPA 801	2	South
Tallahassee Lumber	802.5	SPA 803	12	South
North Florida Gas	802.5	SPA 803	13	South
Pine Lumber Company	802.5	SPA 803	7	South
Hanson Wood and Hoel	802.6	SPA 803	13	South
Hannons Mill	803.2	SPA 803	19	Both
McNeil Company	803.6	SPA 804	3	South
Union Carbide	804.1	SPA 804	7	North
Vulcan Material Company	804.3	SPA 804	11	South
Leon Propane, Inc.	804.6	SPA 805	3	South
Woodville	808.8	SPA 809	11	North
A.B. Taff and Son	809.4	SPA 809	13	North
Gibson Paperwood Company, Inc.	810.6	SPA 811	11	North
St. Joe Paper Company	810.9	SPA 811	12	North
Russ Spur	811.1	SPA 811	11	North
Wakulla	814.5	SPA 815	23	North
Newport	817.5	SPA 818	10	North
Olin Mathieson Chemical Corp.	817.7	SPA 818	Yard	North
Olin Mathieson Chemical Corp.	818.0	SPA 818	Yard	North
Power Plant	819.5	SPA 820	Conn.	North

OCALA SUBDIVISION

NAME	Mile Post	Station Nos.	Car Capacity	Opening
McPherson	SG 664.0	ASG 664	10	South
Sapp	SG 674.0	ASG 674	19	Both
Dukes	SG 694.0	ASG 694	17	Both
Worthington Springs	SG 696.6	ASG 697	14	Both
Hague	RB 729.6	ARB 730	25	Both
Owens-Illinois	RB 735.6	ARB 736	9	North
Paradise	RB 735.9	ARB 736	19	Both
Central Gas & Appliance Company	RB 736.2	ARB 736	2	North
Georgia-Florida Paving Company	RB 736.4	ARB 736	5	North
Hydro	RB 736.7	ARB 737	20	Both
Gainesville Gas Company	RB 737.2	ARB 737	1	South
Home Builders Supply	RB 737.3	ARB 737	9	South
Gainesville Spur (10.0 miles)	RB 740.7		Spur	South
Air Base	699.0	SR 699	Spur	Wye
North Gainesville	700.3	SR 700	Spur	North
Propane Gas, Inc.	706.1	SR 706	4	North
Janes	706.3	SR 706	2	North
Team Track	706.3	SR 706	19	Both
Fuilgas, Inc.	706.6	SR 707	2	South
Arredonda	708.0	SR 708	4	North
Tungroc	RB 741.9	ARB 742	5	South
Manka	RB 743.6	ARB 744	4	South
Micanopy Junction	S 742.6	AS 742	Spur	North
Evinston	S 745.5	AS 745	10	North
Irvine Basket & Crate Company	S 750.9	AS 751	18	North
Proctor	S 751.2	AS 751	40	South
Millwood	S 752.7	AS 753	10	North
Dixie Lime & Stone Company	S 755.4	AS 755	45	North
Lowell	S 756.9	AS 757	50	Both
Southern Materials Corporation	S 757.6	AS 758	60	South
Candler	S 781.8	AS 782	8	North
Ocklawaha	S 784.9	AS 785	30	Both
Barber Pallet Company	S 798.2	AS 798	2	South
Leesburg Fruit Company	S 798.7	AS 799	15	North
Fruitland Park Team	S 799.1	AS 799	17	Both
Wishnatski Fruit Company	S 822.1	AS 822	8	South
Webster	S 821.5	AS 822	50	Both
Colombes	S 829.0	AS 829	67	Both

WEST COAST SUBDIVISION

NAME	Mile Post	Station Nos.	Car Capacity	Opening
Bell Spur (15.1 miles)	R 722.3		Spur	North
Craigs Track	722.1	SN 722	12	North
Buda	R 722.6	AR 722	Spur	South
Raleigh	R 748.1	AR 748	9	North
W & M Construction Company	R 748.8	AR 749	Spur	North
Connell & Shultz	R 751.7	AR 752	Spur	South
Early Bird Spur (9.6 miles)	756.9		Spur	South
Container Corp.	737.7	SR 738	8	North
Mine Head	743.8	SR 744	7	North
Early Bird	744.0	SR 744	3	North
Williston Spur (5.9 miles)	R 757.0		Spur	South
Dixie Lily Milling Co.	729.4	SR 729	30	Both
Williston Gas Co.	729.3	SR 729	1	North
Standard Oil Co.	729.1	SR 729	1	North
Morriston	R 759.2	AR 759	30	North
Timberland Products Company	R 765.4	AR 765	5	North
Timberland Products Company	R 765.9	AR 766	6	South
Dunnellon Spur (8.9 miles)	R 777.0		Spur	South
Bar Mine	762.9	SR 763	Spur	North
Mincoll	768.7	SR 769	Spur	North
Ladonia	R 783.8	AR 784	15	Both
Thompson	R 785.1	AR 785	Spur	North
Calphos	R 788.0	AR 788	10	Both
Globe Spur (5.4 miles)	R 792.1		Spur	North
Globe Mine	770.5	SR 771	7	North
Greens Fuel	775.5	SR 776	2	North
N. Inverness Team Track	775.8	SR 776	23	North
Floral City	R 801.1	AR 801	18	Both
Evans	R 831.9	AR 832	Spur	South
Pasco Fertilizer	R 833.1	AR 833	15	Both
Thonotosassa	RF 854.5	ARF 855	15	Both
Sun State Fertilizer	RF 855.0	ARF 855	45	North
Spada Fruit Company	RF 855.8	ARF 856	5	Both
Hillsboro Spur	RF 859.5	ARF 860	Spur	South

VITIS SUBDIVISION

NAME	Mile Post	Station Nos.	Car Capacity	Opening
Kathleen	R 849.7	AR 850	8	North
Allure Products	R 850.4	AR 850	2	North
Galloway	R 851.8	AR 852	13	North
Griffin	R 853.1	AR 853	13	Both

PERRY SUBDIVISION

NAME	Mile Post	Station Nos.	Car Capacity	Opening
Mitchell Brothers	ND 701.9	AND 702	3	South
Athena	ND 762.4	AND 762	6	South
Shamrock	ND 794.0	AND 794	Yard	Both
Eugene	ND 797.9	AND 798	10	South
Brunco	ND 802.2	AND 802	25	South
Old Town	ND 804.0	AND 804	22	Both
GaPac	ND 812.5	AND 813	Spur	North
Ipco	ND 814.5	AND 815	17	North
Hardeetown	ND 815.5	AND 816	71	Both
Usher	ND 822.3	AND 822	3	North
Otter Creek	ND 828.4	AND 828	20	North
Buchannan & Usher	ND 828.7	AND 829	10	North
Gulf Hammock	ND 834.3	AND 834	15	North

CRYSTAL RIVER SUBDIVISION

NAME	Mile Post	Station Nos.	Car Capacity	Opening
Citronelle	RD 785.4	ARD 785	25	North
Red Level	RD 785.7	ARD 786	15	Both
Florida Power Spur	RD 785.8	ARD 786	Spur	North

PALATKA SUBDIVISION

NAME	Mile Post	Station Nos.	Car Capacity	Opening
Francis	S 702.8	AS 703	24	Both
Keuka	S 717.8	AS 718	Spur	South
Edgar Brick Company	S 718.8	AS 719	3	North
Johnson	S 721.1	AS 721	18	North
Crossley	S 722.6	AS 723	25	North
Oak Crest Enterprises, Inc.	S 726.7	AS 727	12	North
Hawthorne	S 728.4	AS 728	10	North
Hawthorne Timber, Inc.	S 732.7	AS 733	9	South
Grove Park	S 733.2	AS 733	14	South

WILCOX SUBDIVISION

NAME	Mile Post	Station Nos.	Car Capacity	Opening
Mona	SG 723.3	ASG 723	7	North
Iris	SG 724.3	ASG 724	10	North
Lottieville	SG 739.0	ASG 739	18	North

SYSTEM OFFICERS

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O. P. DOWLING, Gen. Supt.-Safety.....Jacksonville, Fla.

M. C. JENNETTE, Gen. Supt. Terminals.....Jacksonville, Fla.
F. W. WHITAKER, JR., Supt. Sta. Oprs.....Jacksonville, Fla.

DIVISION OFFICERS

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J. L. BIZZELL, Trainmaster	Tallahassee, Fla.
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C. E. WELCH, Terminal Trainmaster	High Springs, Fla.
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C. C. COATS, JR., Road Foreman of Engs.	Jacksonville, Fla.
A. T. McALISTER, Road Foreman of Engs.	Wildwood, Fla.
N. M. MOTT, Chief Dispatcher	Jacksonville, Fla.
F. E. COOPER, Chief Dispatcher	Ocala, Fla.
J. R. MOORE, Division Engineer	Jacksonville, Fla.
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W. S. HENDERSON, Master Mechanic	Miami, Fla.
A. V. WILSON, Supv. Comm. and Signals	Jacksonville, Fla.
ALTON BATTS, Supv. Property Protection	Jacksonville, Fla.
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G. B. COX, Roadmaster	Jacksonville, Fla.
L. G. SHARPE, Roadmaster	Ocala, Fla.
C. N. BENTON, Roadmaster	High Springs, Fla.
W. H. JOHNSON, Roadmaster	Wildwood, Fla.
H. H. TURNER, Roadmaster	Leesburg, Fla.
J. B. WALKER, Roadmaster	Trilby, Fla.
R. L. SMITH, JR., Roadmaster	Dunnellon, Fla.
M. W. EDWARDS, Roadmaster	Sebring, Fla.
W. H. MINOR, Roadmaster	W. Palm Beach, Fla.
W. J. TURNER, JR., Roadmaster	Miami, Fla.
H. C. ALFORD, Roadmaster	Lake City, Fla.
J. H. JARRIEL, Roadmaster	Tallahassee, Fla.

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H. L. HARRELL, M.D.	Ocala, Fla.
WILLIAM H. LILLY, M.D.	Ocala, Fla.
C. S. LYTLE, M.D.	Ocala, Fla.
EUGENE G. PEEK, JR., M.D.	Ocala, Fla.
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G. M. ZEAGLER, M.D.	Palatka, Fla.
J. H. PARKER, M.D.	Perry, Fla.
TAYLOR W. GRIFFIN, M.D.	Quincy, Fla.
V. GREGG WATTERS, M.D.	Sebring, Fla.
H. V. WEEMS, M.D.	Sebring, Fla.
H. H. ADAMS, M.D.	Starke, Fla.
L. L. DOZIER, M.D.	Tallahassee, Fla.
E. G. HASKELL, M.D.	Tallahassee, Fla.
FRANCIS T. HOLLAND, M.D.	Tallahassee, Fla.
CHARLES F. JAMES, JR., M.D.	Tallahassee, Fla.
O. G. KENDRICK, M.D., Ophthalmologist	Tallahassee, Fla.
E. F. CARTER, M.D.	Tampa, Fla.
R. R. DUKE, M.D., Ophthalmologist	Tampa, Fla.
T. M. EDWARDS, M.D., Ophthalmologist	Tampa, Fla.
KENNETH G. GOULD, M.D.	Tampa, Fla.
B. W. LOWRY, M.D., Ophthalmologist	Tampa, Fla.
RICHARD A. MARTORELL, M.D.	Tampa, Fla.
W. MAHON MYERS, M.D.	Tampa, Fla.
H. E. PARSONS, M.D., Ophthalmologist	Tampa, Fla.
RICHARD C. RODGERS, M.D.	Tampa, Fla.
P. R. STUTSMAN, M.D.	Tampa, Fla.
HAROLD SUTKER, M.D.	Tampa, Fla.
J. W. TAYLOR, JR., M.D., Ophthalmologist	Tampa, Fla.
D. B. YORK, M.D.	Tampa, Fla.
A. A. BOGGUS, JR., M.D.	Tavares, Fla.
ROBERT V. ARTOLA, M.D.	West Palm Beach, Fla.
WILLIAM T. DONOVAN, M.D.	West Palm Beach, Fla.
BERNARD KIMMEL, M.D.	West Palm Beach, Fla.
C. RICHARD WILEY, M.D.	Wildwood, Fla.
A. H. GLEASON, M.D.	Winter Garden, Fla.
WM. W. COTTRELL, M.D.	Winter Haven, Fla.
SAMUEL R. GARRETT, M.D.	Winter Haven, Fla.
H. F. KEIBER, M.D.	Winter Haven, Fla.
JOHN W. SMYTHE, M.D.	Winter Haven, Fla.

TABLE OF SPEEDS

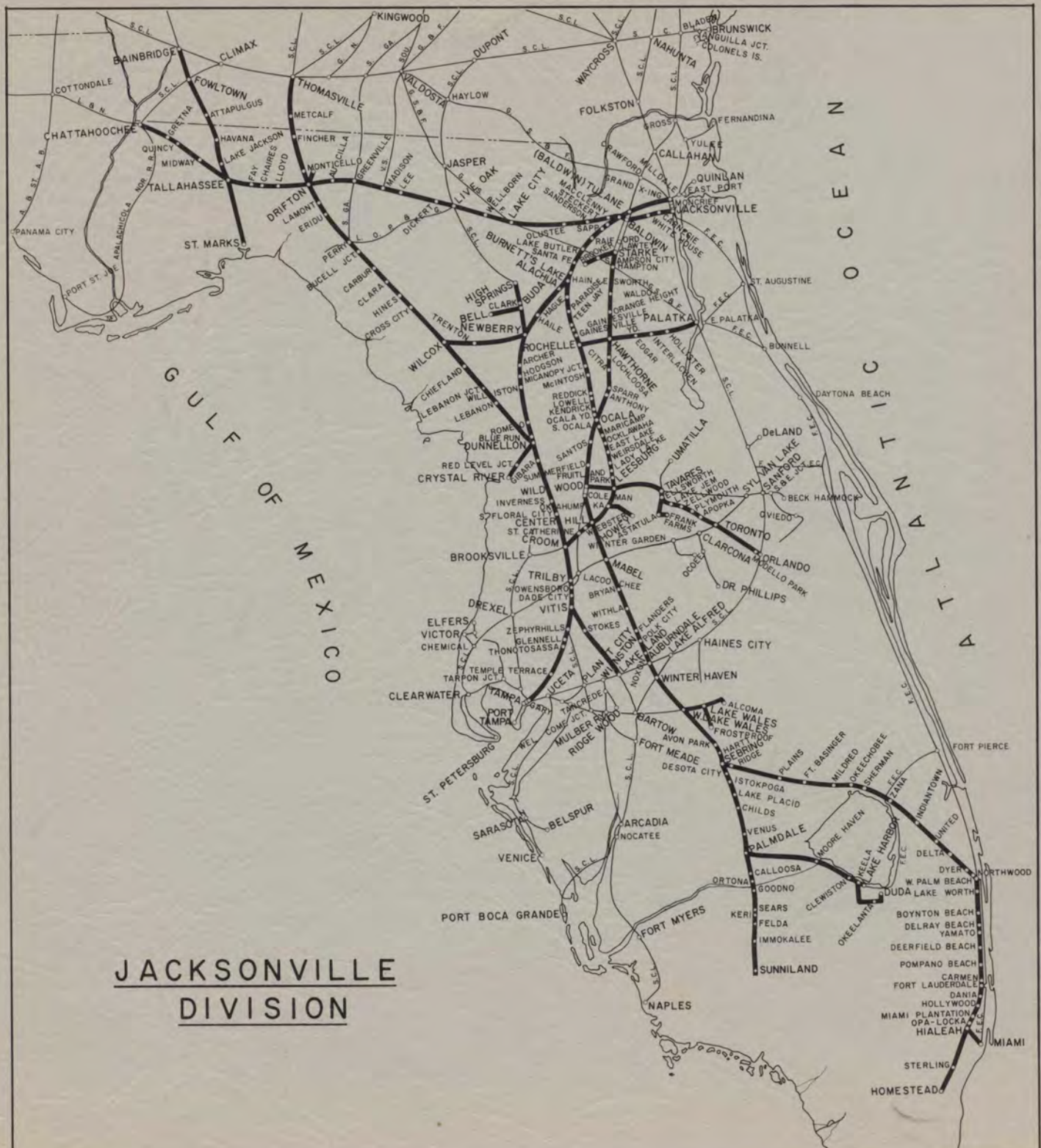
(Minutes and seconds per mile, in terms of miles per hour.)

Time Per Mile Min.	Time Per Mile Sec.	Miles Per Hour	Time Per Mile Min.	Time Per Mile Sec.	Miles Per Hour
..	40	90.0	1	36	37.5
..	41	87.8	1	37	37.1
..	42	85.7	1	38	36.7
..	43	83.7	1	39	36.4
..	44	81.8	1	40	36.0
..	45	80.0	1	41	35.6
..	46	78.3	1	42	35.3
..	47	76.6	1	43	35.0
..	48	75.0	1	44	34.6
..	49	73.5	1	45	34.3
..	50	72.0	1	46	34.0
..	51	70.6	1	47	33.6
..	52	69.2	1	48	33.3
..	53	67.9	1	49	33.0
..	54	66.7	1	50	32.7
..	55	65.5	1	51	32.4
..	56	64.3	1	52	32.1
..	57	63.2	1	53	31.9
..	58	62.1	1	54	31.6
..	59	61.0	1	55	31.3
1	00	60.0	1	56	31.0
1	01	59.0	1	57	30.8
1	02	58.1	1	58	30.5
1	03	57.1	1	59	30.3
1	04	56.3	2	00	30.0
1	05	55.4	2	05	28.8
1	06	54.5	2	10	27.7
1	07	53.7	2	15	26.7
1	08	52.9	2	20	25.7
1	09	52.2	2	25	24.8
1	10	51.4	2	30	24.0
1	11	50.7	2	35	23.2
1	12	50.0	2	40	22.5
1	13	49.3	2	45	21.8
1	14	48.6	2	50	21.2
1	15	48.0	2	55	20.6
1	16	47.4	3	00	20.0
1	17	46.8	3	15	18.5
1	18	46.2	3	30	17.1
1	19	45.6	3	45	16.0
1	20	45.0	4	00	15.0
1	21	44.4	4	15	14.1
1	22	43.9	4	30	13.3
1	23	43.4	4	45	12.6
1	24	42.9	5	00	12.0
1	25	42.4	5	15	11.4
1	26	41.9	5	30	10.9
1	27	41.4	5	45	10.4
1	28	40.9	6	00	10.0
1	29	40.4	6	15	9.6
1	30	40.0	6	30	9.2
1	31	39.6	7	00	8.6
1	32	39.1	7	30	8.0
1	33	38.7	8	34	7.0
1	34	38.3	10	00	6.0
1	35	37.9	12	00	5.0

TABLE OF RUNNING TIME OF TRAINS FOR USE OF MOTOR CAR OPERATORS ONLY

TIME IN MINUTES FOR VARIOUS AUTHORIZED SPEEDS

DISTANCE MILES	90 MPH	85 MPH	80 MPH	75 MPH	70 MPH	65 MPH	60 MPH	55 MPH	50 MPH	45 MPH	40 MPH	35 MPH	30 MPH	25 MPH	20 MPH	15 MPH
1	1	1	1	1	1	1	1	1	1	1	1	1	2	2	3	4
2	1	2	2	2	2	2	2	2	2	2	3	3	4	4	6	8
3	2	3	3	3	3	3	3	3	3	3	4	5	6	7	9	12
4	3	3	4	4	4	4	4	4	4	4	5	6	8	9	12	16
5	4	4	5	5	5	5	5	5	5	5	6	8	10	12	15	20
6	4	5	6	6	6	6	6	6	6	6	7	9	12	14	18	24
7	5	6	7	7	7	7	7	7	7	7	8	10	14	16	21	28
8	6	6	8	8	8	8	8	8	8	8	10	12	16	18	24	32
9	6	7	9	9	9	9	9	9	9	9	11	13	18	21	27	36
10	7	8	10	10	10	10	10	10	10	10	12	15	20	24	30	40
11	7	8	11	11	11	11	11	11	11	11	13	17	22	26	33	44
12	8	9	12	12	12	12	12	12	12	12	14	18	24	28	36	48
13	8	9	13	13	13	13	13	13	13	13	15	19	26	30	39	52
14	9	10	14	14	14	14	14	14	14	14	16	21	28	33	42	56
15	10	11	15	15	15	15	15	15	15	15	17	22	30	36	45	60
16	10	11	16	16	16	16	16	16	16	16	18	24	32	38	48	64
17	11	12	17	17	17	17	17	17	17	17	19	25	34	40	51	68
18	11	12	18	18	18	18	18	18	18	18	20	27	36	43	54	72
19	12	13	19	19	19	19	19	19	19	19	21	28	38	45	57	76
20	13	14	20	20	20	20	20	20	20	20	22	30	40	48	60	80
21	13	14	21	21	21	21	21	21	21	21	23	31	42	50	63	84
22	14	15	22	22	22	22	22	22	22	22	24	33	44	52	66	88
23	14	16	23	23	23	23	23	23	23	23	25	34	46	55	69	92
24	15	16	24	24	24	24	24	24	24	24	26	36	48	57	72	96
25	16	17	25	25	25	25	25	25	25	25	27	37	50	60	75	100
26	17	18	26	26	26	26	26	26	26	26	28	39	52	62	78	104
27	17	18	27	27	27	27	27	27	27	27	29	40	54	64	81	108
28	18	19	28	28	28	28	28	28	28	28	30	41	56	67	84	112
29	18	19	29	29	29	29	29	29	29	29	31	42	58	69	87	116
30	19	20	30	30	30	30	30	30	30	30	32	43	60	72	90	120


JACKSONVILLE
DIVISION
GULF OF MEXICO
ATLANTIC OCEAN
BAINBRIDGE
CLIMAX
KINGWOOD
BRUNSWICK
DUPONT
WAYCROSS
NAHUNTA
FOLKSTON
COTTONDALE
FOWLTOWN
THOMASVILLE
VALDOSTA
HAYLOW
CHATTAHOOCHEE
ATTAPULGUS
METCALF
HAVANA
FINCHER
QUINCY
MIDWAY
TALLAHASSEE
MONTICELLO
JASPER
LIVE OAK
LAKE CITY
(BALDWIN)
TULANE
CALLAHAN
FERNANDINA
YULEE
QUINLAN
EAST PORT
JACKSONVILLE
PANAMA CITY
ST. MARKS
DRIFTON
PERRY
BUCELL JCT.
CARBURY
CLARA
HINES
CROSS CITY
BURNETTS LAKE
OLUSTEE
SANDERSON
BALDWIN
STARKE
HAMPTON
ST. AUGUSTINE
ALACHUA
HIGH SPRINGS
BUDA
BELL
NEWBERRY
TRENTON
PALATKA
E. PALATKA
BONNELL
WILCOX
ROCHELLE
CHIEFLAND
LEBANON JCT.
LEBANON
DUNNELLON
RED LEVEL JCT.
CRYSTAL RIVER
OCALA
DAYTONA BEACH
DeLAND
SANFORD
SYLVAN LAKE
BECK HAMMOCK
OVIEDO
TORONTO
WILDWOOD
CENTER HILL
CROOM
BROOKSVILLE
CLARCONA
ORLANDO
DR PHILLIPS
TRILBY
MABEL
DREXEL
VITIS
ELFERS
VICTOR
CHEMICAL
ZEPHYRHILLS
GLENNELL
THONOTOSASSA
TEMPLE TERRACE
TARPON JCT.
CLEARWATER
TAMPA
PORT TAMPA
HAINES CITY
WINTER HAVEN
LAKE WALES
ALCOMA
FROSTPROOF
AVON PARK
BARTOW
FORT MEADE
DESOTA CITY
ST. PETERSBURG
SARASOTA
BELSPUR
ARCADIA
NOCATEE
VENICE
PORT BOCA GRANDE
FORT MYERS
SUNNILAND
NAPLES
ISTOKPOGA
LAKE PLACID
CHILDS
VENUS
SEBRING
PLAINS
FT. BASINGER
OKEECHOBEE
FORT PIERCE
INDIANTOWN
PALMDALE
CALLOOSA
ORTONA
GOODNO
SEARS
FELDA
IMMOKALEE
KERI
MOORE HAVEN
OKEELANTA
CLEWISTON
OKEELANTA
LAKE HARBOR
DELTA
DYER
NORTHWOOD
W. PALM BEACH
LAKE WORTH
DUDA
BOYNTON BEACH
DELRAY BEACH
YAMATO
DEERFIELD BEACH
POMPANO BEACH
CARMEN
FORT LAUDERDALE
DANIA
HOLLYWOOD
MIAMI PLANTATION
OPA-LOCKA
HIALEAH
MIAMI
STERLING
HOMESTEAD