Safety First

SEABOARD COAST LINE RAILROAD

TAMPA 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
B. B. VAUGHAN, 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		

TIME TABLE NO. 1
IN EFFECT
April 26, 1970

Second Class	FIRST CLASS											Scales, Wyes, Car Capacity	FIRST CLASS				
139	169	109	5	91	23	175	Station Numbers	Distance From Jacksonville		STATIONS		110	176	92	6	24
Through Freight	Through Freight	Through Freight	C. of M. So. Wind	Champion	Silver Star	Piggyback Special						Through Freight	Piggyback Special	Champion	C. of M. So. Wind	Silver Star
Daily	Daily	Daily	Daily	Daily	Daily	Ex. Tue.						Daily	Ex. Mon.	Daily	Daily	Daily
P. M.	P. M.	A. M.	A. M.	A. M.	A. M.	A. M.						A. M.	A. M.	P. M.	P. M.	P. M.
815	1000	1130	1050	950	435	400	A643		L T	JACKSONVILLE	A	319P O YARD	800	1045	s 445	s 605	s 810
										9.4							
840	1025	1152	1105	**1005**176	450	430	A653	9.4	T	YUKON		90P 55	723	**1005**91	402	539	731
										10.5							
855	1040	1205	1115	1015	**500**175	**500**23	A664	19.9		DOCTORS INLET		103P 11	710	930	349	527	718
										9.3							
910	1055	1218	1125	1025	510	520	A673	29.2	T	GREEN COVE SPRINGS	Ⓡ	90P 88	654	910	339	515	708
										9.4							
922	1105	1231	1132	1033	518	530	A682	38.6		WEST TOCOI		135P	643	859	331	505	700
										6.8							
935	1112	1240	1138	1040	523	537	A689	45.4		BOSTWICK		103P 18	635	850	325	457	654
										9.2							
950	1125	1255	1147	s1050	532	552	A698	54.6	T	PALATKA	Ⓡ	103P O YARD Y	623	835	s 315	447	644
										8.8							
1005	1140	110	1155	1059	542	**605**110	A707	63.4		SATSUMA		103P 5	**605**175	823	300	437	634
										10.3							
1020	1151	120	1204	1108	**551**110	615	A717	73.7		HUNTINGTON		103P	**551**23	810	252	427	625
										2.2							
		125	1206	F1110		618	A719	75.9	T	CRESCENT CITY		27			F 250	425	
										7.0							
1035	1201	132	1212	1117	600	625	A726	82.9	T	SEVILLE	Ⓡ	135P 18	520	757	243	419	617
										5.7							
							A732	88.6	T	PIERSON		24					
										4.5							
1045	1214	143	1221	1126	609	636	A736	93.1		BARBERVILLE		135P	505	742	234	410	608
										13.5							
1100	1230	157	1234	s1140	620	650	A750	106.6	T	DeLAND		108P Y	448	✓727	s 222	355	555
										11.2							
1115	1242	209	1245	1151	630	702	A761	117.8		BENSON JCT.		198P	433	710	209	340	543
										3.8							
A1125						710	A765	121.6		RANDS	Ⓡ	YARD O	420	700			
										1.3							
	1255	405	s1255	s1205	s 645	720	A768	122.9	T A	SANFORD	L	274P YARD Y	320	500	200	330	535
P. M.	A. M.	P. M.	P. M.	P. M.	A. M.	A. M.						A. M.	A. M.	P. M.	P. M.	P. M.
Daily	Daily	Daily	Daily	Daily	Daily	Ex. Tue.						Daily	Ex. Mon.	Daily	Daily	Daily

LAKELAND SUBDIVISION

SOUTHWARD — NORTHWARD

TIME TABLE NO. 1
IN EFFECT
April 26, 1970

SECOND CLASS 109 Through Freight Daily P. M.	SECOND CLASS 169 Through Freight Daily A. M.	FIRST CLASS 5 C. of M. So. Wind Daily P. M.	FIRST CLASS 91 Champion Daily P. M.	FIRST CLASS 175 Piggyback Special Ex. Tue. A. M.	FIRST CLASS 23 Silver Star Daily A. M.	Station Numbers	Distance From Sanford	STATIONS	Scales, Wyes, Car Capacity	FIRST CLASS 176 Piggyback Special Ex. Mon. A. M.	FIRST CLASS 92 Champion Daily P. M.	FIRST CLASS 6 C. of M. So. Wind Daily P. M.	FIRST CLASS 24 Silver Star Daily P. M.	Second Class 110 Through Freight Daily A. M.
405	100	100	1210	720	650	A768		L T SANFORD ® A	274P Y YARD	500	s 155	s 325	s 530	320
	115					A778	8.5	8.5 LONGWOOD	139P 12					
						A783	14.0	5.5 MAITLAND	33					
430	130		s1230	740	s 710	A786	16.5	2.5 WINTER PARK	37		s 130		s 505	
500	150	s 135	s1245	755	s 725	A791	22.2	2 Tracks T 5.7 ORLANDO ® X-SCL	125P YARD	350	s 115	s 250	s 450	200
	205					A798	29.1	6.9 TAFT	130P Y 59	330	100	235	435	150
528	230	155	s 105	830	745	A808	38.8	T 9.7 KISSIMMEE	160P Y YARD		s1248	220	421	
						A825	56.3	17.5 DAVENPORT	88P 20					
552	305	215	s 130	850	805	A829	60.2	T 3.9 HAINES CITY ®	109P O YARD Y	235	s1230	200	405	110
						A836	66.8	6.6 LAKE ALFRED	79P Y 31					
		A 240				A840	71.1	4.3 AUBURNDALE X-SCL	103P 120			L 145		
						A846	75.7	4.6 CARTERS	103P 18					
635	400		s 215	915	s 835	A851	83.8	7.1 2 Tracks T LAKELAND ®	YARD O Y	130	s1200		s 340	1225
						A855	86.5	2.7 2 Tracks WINSTON	112P Y YARD					
650	415		F 225	930	F 845	A861	92.9	T 6.4 PLANT CITY X-SCL	135P 180		F1140		F 320	1145
						A867	99.2	6.3 DOVER	90P 16					
						A873	104.8	5.6 MANGO	90P 2					
A 800	A 600		240	A1000	900	A879	109.6	4.8 T UCETA YARD	YARD O Y	L1201				L1115
						A879	111.6	2.0 2 Tracks GY	YARD Y					
						A880	112.1	0.5 T TN X-SCL						
			s 310		s 925	A882	113.5	1.4 A T TAMPA L	YARD		1120		300	
P. M. Daily	A. M. Daily	P. M. Daily	P. M. Daily	A. M. Ex. Tue.	A. M. Daily					A. M. Ex. Mon.	A. M. Daily	P. M. Daily	P. M. Daily	P. M. Daily

HAINES CITY SUBDIVISION

TIME TABLE NO. 1
IN EFFECT
April 26, 1970

Southward Second Class 715 Local Freight Ex. Sat. P. M.	Station Numbers	Distance From Haines City	STATIONS	Scales, Wyes, Car Capacity	Northward Third Class 716 Local Freight Ex. Sat. P. M.
800	A829		L T HAINES CITY ® A	YARD O Y	1000
815	AVC834	5.3	5.3 LAKE HAMILTON	41P 9	910
822	AVC836	6.9	1.6 T DUNDEE	20	905
830	AVC839	9.2	2.3 T A WAVERLY L	49P 10	900
P. M. Ex. Sat.					P. M. Ex. Sat.

LAKE CHARM SUBDIVISION

TIME TABLE NO. 1
IN EFFECT
April 26, 1970

Southward Station Numbers	Distance From Rands	STATIONS	Northward Scales, Wyes, Car Capacity
A765		L T RANDS ® A	YARD Y
AU770	3.0	3.0 S. & E. JCT.	
AU785	18.3	15.3 T OVIEDO	56
ST821	26.9	8.6 A ALOMA L	

UMATILLA SUBDIVISION

TIME TABLE NO. 1
IN EFFECT
April 26, 1970

Southward SECOND CLASS 725 Local Freight Ex. Sun. P. M.	SECOND CLASS 727 Local Freight Ex. Sun. A. M.	Station Numbers	Distance from Rands	STATIONS	Scales, Wyes, Car Capacity	Northward THIRD CLASS 726 Local Freight Ex. Sun. P. M.	THIRD CLASS 724 Local Freight Ex. Sun. P. M.
200	1100	A765		L T RANDS A	YARD O	800	830
215	A 1115	ATA773	6.6	6.6 SYLVAN LAKE	27	L 745	800
300		ATA793	25.2	18.6 T MOUNT DORA	17		625
315		ASD822	30.6	5.4 TAVARES	14 Y		610
330		ASD817	35.1	4.5 T EUSTIS	34		550
335		ASC816	37.0	1.9 FORT MASON	14 Y		530
400		ASC820	41.5	4.5 T A UMATILLA L	YARD		500
P. M. Ex. Sun.	A. M. Ex. Sun.					P. M. Ex. Sun.	P. M. Ex. Sun.

TRILBY SUBDIVISION

TIME TABLE NO. 1
IN EFFECT
April 26, 1970

Southward Second Class 727 Local Freight Ex. Sun. A. M.	Station Numbers	Distance from Sylvan Lake	STATIONS	Scales, Wyes, Car Capacity	Northward Third Class 726 Local Freight Ex. Sun. P. M.
1115	ATA773		L SYLVAN LAKE A	27	745
1140	AT785	11.7	11.7 FOREST CITY	34	715
1215	AT791	18.0	6.3 CLARCONA X SCL	12	645
100	AT798	25.3	7.3 WINTER GARDEN	25	600
130	AT812	38.7	13.4 T CLERMONT	54	455
145	AT818	45.0	6.3 T GROVELAND	25P 30	430
240	AT841	68.4	23.4 LACOOCHEE X SCL	9	335
245	AR823	69.8	1.4 X SCL T A TRILBY L	YARD O Y	330
P. M. Ex. Sun.					P. M. Ex. Sun.

FORT MYERS SUBDIVISION

SOUTHWARD — NORTHWARD

TIME TABLE NO. 1
IN EFFECT
April 26, 1970

Third Class 149 Through Freight Ex. Sun. A. M.	Second Class 749 Local Freight Ex. Sun. A. M.	First Class 97 Passenger Daily P. M.	Station Numbers	Distance From Lakeland	STATIONS	Scales, Wyes, Car Capacity	First Class 98 Passenger Daily A. M.	THIRD CLASS 750 Local Freight Ex. Sun. P. M.	THIRD CLASS 150 Through Freight Ex. Sun. P. M.
1201		230	A851		L T LAKELAND ® A	YARD O Y	s1150		
1215			AX855	4.2	EATON PARK	11			
1230		240	AX859	7.5	T HIGHLANDS CITY	68P 27	1130		
1245		F 247	AX864	13.0	T BARTOW	YARD Y	F1117		A 850
130		F 301	AX875	23.9	T FORT MEADE	67P Y	F1105		828
145		311	AX883	31.7	T BOWLING GREEN	23	1056		815
215		F 320	AX889	38.1	T WAUCHULA	58P 75	F1048		800
245			AX893	42.1	ZOLFO SPRINGS	32			745
255		330	AX896	45.6	MOFFITT	57P	1038		730
315			AX907	56.0	BROWNVILLE	33			655
345		F 351	AX913	62.0	T ARCADIA	42P 120	F1017		645
410		404	AX924	72.6	FORT OGDEN	52	1001		630
450		s 420	AX937	86.0	T PUNTA GORDA	147 Y	s 945		610
505			AX941	90.2	ACLINE	18	935		600
540		451	AX961	109.8	TICE	18			530
A 600	L 950	s 505	AX965	114.0	T FORT MYERS	YARD Y	s 905	A 130	L 520
	1035	545	AX988	136.3	BONITA SPRINGS	11	820	1230	
	1130	s 620	AX1001	150.2	T A NAPLES L	31 Y	800	1159	
A. M. Ex. Sun.	A. M. Ex. Sun.	P. M. Daily					A. M. Daily	P. M. Ex. Sun.	P. M. Ex. Sun.

DR. PHILLIPS SUBDIVISION

TIME TABLE NO. 1
IN EFFECT
April 26, 1970

Southward Station Numbers	Distance from Clarcona	STATIONS	Northward Scales, Wyes, Car Capacity
AT791		L CLARCONA A	12
AVB832	4.8	OCOEE	5
AVB826	11.7	WINDEMERE	6
AVB825	12.2	ISLEWORTH	9
AVB822	15.3	A DR. PHILLIPS L	YARD

CROOM SUBDIVISION

TIME TABLE NO. 1
IN EFFECT
April 26, 1970

Southward Station Numbers	Distance from Croom	STATIONS	Northward Scales, Wyes, Car Capacity
AS833		L CROOM A	YARD Y
AS843	10.0	T A BROOKSVILLE L	YARD

PALMETTO SUBDIVISION

TIME TABLE NO. 1
IN EFFECT
April 26, 1970

Southward Second Class 765 Local Freight Ex. Sun. P. M.	Southward First Class 81 Champion Daily P. M.	Station Numbers	Distance From Tampa	STATIONS	Scales, Wyes, Car Capacity	Northward First Class 82 Champion Daily A. M.	Northward Third Class 764 Local Freight Ex. Sun. P. M.
	330	A882		L T TAMPA A	YARD	s1100	
		A880	1.4	T TN X-SCL			
		A879	1.9	GY	YARD Y		
L 300	340	A879	3.2	SOUTH UCETA YARD X-SCL	YARD Y	1015	A 830
310		AZA883	7.0	SUTTON	130P SPUR		810
320	349	AZA886	10.0	T EAST TAMPA	36P YARD	1007	803
330	356	AZA892	16.7	NORTH RUSKIN	58P 22	958	753
340	403	AZA898	22.0	RUSKIN	40P 17	952	743
405	418	AZA910	34.0	GILLETT	39P 22	937	720
415	425	AZA915	38.9	T PALMETTO X-SCL	21P 56	932	710
430[81]	s 430[765]	AZA916	40.2	T BRADENTON	26P YARD	s 925	700
500	435	SW876	44.0	ONECO	37	920	640
A 515	s 455	AZA929	52.5	T SARASOTA	YARD Y	s 905	L 630
		SW890	58.2	BEE RIDGE	12	856	
	s 530	SW903	70.8	T A VENICE L	YARD Y	840	
P. M. Ex. Sun.	P. M. Daily					A. M. Daily	P. M. Ex. Sun.

BONE VALLEY SUBDIVISION

TIME TABLE NO. 1
IN EFFECT
April 26, 1970

Southward Station Numbers	Distance From Winston	STATIONS	Northward Scales, Wyes, Car Capacity
A855		L WINSTON A	YARD Y
AY862	6.7	TANCREDE	68 Y
AY865	10.0	PRAIRIE JCT.	YARD O
AY866	10.8	T MULBERRY X-SCL	24
AY869	13.8	ACHAN	28 Y
AYL872	17.2	GREEN BAY	27 O Y
AY877	21.4	AGRICOLA	27 Y
AX875	28.8	T A FORT MEADE L	58 Y

BARTOW SUBDIVISION

TIME TABLE NO. 1
IN EFFECT
April 26, 1970

Southward Station Numbers	Distance From Lake Alfred	STATIONS	Scales, Wyes, Car Capacity	Northward Second Class 150 Through Freight Ex. Sun. P. M.
A836		L T LAKE ALFRED A	45 Y	945
AW840	3.5	WINTER HAVEN X-SCL	63 Y	915
AX864	16.7	T A BARTOW L	YARD Y	850

BOCA GRANDE SUBDIVISION

TIME TABLE NO. 1
IN EFFECT
April 26, 1970

Southward Third Class 787 Through Freight Mon.-Wed. Fri. A. M.	Station Numbers	Distance from Edison	STATIONS	Scales, Wyes, Car Capacity	Northward Third Class 788 Through Freight Tue.-Thur. Sat. A. M.
1105	SVC836		L T EDISON A	112 Y	1030
1230	SVC844	7.7	T BRADLEY X SCL	56P YARD Y	1015
1240	SVC847	10.7	BREWSTER X ACCO	YARD	1000
110	SVC856	19.8	GARWOOD	53P	945
300	SVC884	48.0	ARCADIA	YARD Y	845
412	SVC909	72.9	T PORT CHARLOTTE	13P 36	710
428	SVC917	80.7	SOUTHLAND	52P 17	650
505	SVC930	94.3	BOCA GRANDE	YARD	610
515	SVC932	96.5	T A PORT BOCA GRANDE L	YARD O Y	600
P. M. Mon. Wed.-Fri.					A. M. Tue.-Thur. Sat.

SOUTHWARD — ST. PETERSBURG SUBDIVISION — NORTHWARD

TIME TABLE NO. 1
IN EFFECT
April 26, 1970

Second Class	FIRST CLASS			Station Numbers	Distance From Trilby	STATIONS	Scales, Wyes, Car Capacity	FIRST CLASS			Second Class
775	91	93	23					92	94	24	774
Local Freight	Champion	Passenger	Silver Star					Champion	Passenger	Silver Star	Local Freight
Daily	Daily	Daily	Daily					Daily	Daily	Daily	Daily
P. M.	P. M.	P. M.	A. M.					A. M.	P. M.	P. M.	P. M.
700		325		AR823		L T TRILBY A	YARD O Y		s1210		405
						11.0					
720		340774		ARE835	11.0	T SAN ANTONIO	49P 5		1152		34093
						3.7					
726		344		ARE838	14.7	PASCO	18		1148		311
						8.5					
740		353		ARE847	23.2	EHREN	67P 9		1139		258
						10.3 X-SCL					
758		407		ARE857	33.5	ODESSA	24		1123		242
						9.6					
813		418		ARE867	43.1	CHEMICAL	YARD		1112		227
						1.0					
815		419		ARE868	44.1	T TARPON SPRINGS	35P YARD		1110		225
						10.3					
840		434		ARE878	54.4	T DUNEDIN	58P 40		1050		210
						3.2					
850		s 442		ARE881	57.6	T CLEARWATER	YARD		s1040		200
						1.3					
	L 427	445	L1026	ARE882	58.9	BELLEAIR		A 950	1034	A 140	
						2.3					
905	430	450	103194	ARE885	61.2	LARGO	38P 17	947	103123	137	140
						6.0					
913	437	456	1040	ARE890	67.2	CROSS BAYOU	25P	940	1025	130	127
						0.5					
				ARE892	67.7	T PINELLAS PARK	35				
						3.3					
930	s 505	s 525	s1110	ARE895	71.0	T A ST. PETERSBURG L	YARD O Y	935	1020	125	115
P. M.	P. M.	P. M.	A. M.					A. M.	A. M.	P. M.	P. M.
Daily	Daily	Daily	Daily					Daily	Daily	Daily	Daily

PARRISH SUBDIVISION

TIME TABLE NO. 1
IN EFFECT
April 26, 1970

Southward	Station Numbers	Distance from Durant	STATIONS	Scales, Wyes, Car Capacity	Northward
Second Class					Second Class
719					720
Through Freight					Through Freight
Ex. Sat.					Ex. Sun.
P. M.					A. M.
515	SW833		L T DURANT A	153 Y	1230
			15.5		
545	SW848	15.5	T WIMAUMA	33P 30	1155
			11.9		
605	SW860	27.4	T PARRISH	36	1125
			11.2		
635	AZA915	38.6	T A PALMETTO L	YARD Y	1100
P. M.					P. M.
Ex. Sat.					Ex. Sat.

BROOKSVILLE SUBDIVISION

TIME TABLE NO. 1
IN EFFECT
April 26, 1970

Southward	Station Numbers	Distance from Landrum	STATIONS	Scales, Wyes, Car Capacity	Northward
SR783			L LANDRUM A		
			11.0		
SR794		11.0	T ROCK	YARD O Y	
			3.8		
SR798		14.8	BROOKSVILLE	YARD	
			8.8		
SR807		23.6	AYERS	136P 26	
			16.9		
SR824		40.5	DREXEL X SCL	136P 29	
			14.8		
SR838		55.3	T A SULPHUR SPRINGS L	YARD Y	

SOUTHWARD — COLEMAN SUBDIVISION — NORTHWARD

TIME TABLE NO. 1
IN EFFECT
April 26, 1970

SECOND CLASS		Station Numbers	Distance from Coleman	STATIONS	Scales, Wyes, Car Capacity	SECOND CLASS	
165	181					168	166
Through Freight	Through Freight					Through Freight	Through Freight
Ex. Mon.	Daily					Daily	Ex. Mon.
P. M.	P. M.					A. M.	A. M.
1030	500	S766		L COLEMAN A	108	245	1201
				10.0			
		S776	10.0	BUSHNELL	179P 33		
				8.2 X SCL			
		S784	18.2	TERRELL	78P		
				6.2			
		S790	24.4	LACOOCHEE X SCL	141P 50		
				2.0			
1100	530	S792	26.4	A OWENSBORO L		150	1100
P. M.	P. M.					A. M.	P. M.
Ex. Mon.	Daily					Daily	Ex. Sun.

SOUTHWARD — YEOMAN SUBDIVISION — NORTHWARD

TIME TABLE NO. 1
IN EFFECT
April 26, 1970

Third Class	SECOND CLASS			FIRST CLASS		Station Numbers	Distance from Zephyrhills	STATIONS	Scales, Wyes, Car Capacity	FIRST CLASS		SECOND CLASS		THIRD CLASS	
701	165	181	185	91	23					92	24	168	166	184	702
Local Freight	Through Freight	Through Freight	Local Freight	Champion	Silver Star					Champion	Silver Star	Through Freight	Through Freight	Local Freight	Local Freight
Ex. Sun.	Ex. Mon.	Daily	Ex. Sat.	Daily	Daily					Daily	Daily	Daily	Ex. Sun.	Ex. Sat.	Ex. Sun.
P. M.	P. M.	P. M.	A. M.	P. M.	A. M.					A. M.	P. M.	A. M.	P. M.	P. M.	P. M.
	1130	600				S808		L ZEPHYRHILLS A				110	1030		
								11.0							
						S819	11.0	KNIGHTS	82P 14						
								4.2							
	A 1201	705				S823	15.2	T PLANT CITY X SCL	141P YARD Y			1240	L 1010		
								4.7							
						S828	19.9	TURKEY CREEK	78P						
								4.7							
		725				S833	24.6	T VALRICO	78P			1215			
								8.4							
		A 750	L 430			S841	33.0	T YEOMAN X SCL	YARD O			L 1201		A 100	
								2.3							
			440			S843	35.3	GARY X SCL	YARD Y					1230	
								1.7							
				L 325	L 930	S845	37.0	T TAMPA X SCL	YARD	S A 1105	S A 255				
								1.7							
			440	330	937	S843	35.3	GARY X SCL	YARD Y	1037	229			1230	
								5.5							
			458	342	950	SY849	40.8	T SULPHUR SPRINGS	46P YARD Y	1027	219			1218	
								7.7							
			538	352	959	SY856	48.5	TARPON	24	1017	209			1205	
								6.2							
			600	359	101092	SY863	54.7	OLDSMAR	53P 16	101023	202			1153	
								4.5							
			612	405	1015	SY867	59.2	SAFETY HARBOR	51P 20	1005	157			1133	
								6.3							
			655	415	1022	SY873	65.5	NORTH CLEARWATER	58P YARD	958	150			1110	
								1.5							
L 1255			700	S 425	S 1025	SY875	67.0	T CLEARWATER	YARD	S 955	S 145			1100	A 1250
								0.9							
100				A 427	A 1026	SY876	67.9	BELLEAIR X SCL	10	L 950	L 140			1050	1245
								2.3							
105			720			SY878	70.2	LARGO	14P 6					1045	1240
								7.1							
115			735			SY885	77.3	BAY PINES	56P 58					1025	1230
								4.2							
120			745			SY889	81.5	PASADENA	52P 18					1015	1225
								4.6							
135			800			SY894	86.1	T A ST. PETERSBURG L	YARD Y					1000	1210
P. M.	A. M.	P. M.	A. M.	P. M.	A. M.					A. M.	P. M.	A. M.	P. M.	A. M.	P. M.
Ex. Sun.	Ex. Tue.	Daily	Ex. Sat.	Daily	Daily					Daily	Daily	Daily	Ex. Sun.	Ex. Sat.	Ex. Sun.

Third Class	SECOND CLASS			Station Numbers	Distance from Valrico	TIME TABLE NO. 1 IN EFFECT April 26, 1970 STATIONS	Scales, Wyes, Car Capacity	SECOND CLASS		THIRD CLASS	
787	719	767	165					720	166	788	766
Through Freight	Through Freight	Local Freight	Through Freight					Through Freight	Through Freight	Through Freight	Local Freight
Mon.-Wed. Fri.	Ex. Sat.	Ex. Mon.	Ex. Tue.					Ex. Sun.	Ex. Sun.	Tue.-Thur. Sat.	Ex. Mon
A. M.	P. M.	A. M.	A. M.					A. M.	P. M.	A. M.	P. M.
1030	505	500		SZ833		L T VALRICO A	62P	1240		1115	325
1045	A 515	515		SZ837	4.9	T DURANT (4.9)	123 Y	L 1230		1105	315
1100		532		SZ844 SV834	11.8	WELCOME (6.9)	40 Y			1045	250
			L 1201	SV823		T PLANT CITY (11.1) X SCL	YARD Y		A 1010		
			1210	SV826		CORONET (2.5)	44 Y		1005		
1100		532	1220	SZ844 SV834	11.8	WELCOME (8.6)	40 Y		950	1045	250
A 1105		536	1225	SV836	13.4	T EDISON (1.6)	112 Y		945	L 1030	245
		545	1230	SV839	16.5	NICHOLS (3.1)	92P YARD Y		940		235
		550	A 100	SV841	18.5	T MULBERRY YARD (2.0)	92P YARD Y		L 930		220
		615		SV842	19.9	T MULBERRY (1.4) X SCL	7 Y				215
				SV843	20.6	SOUTH MULBERRY (0.7)					
		640		SV846	23.1	RIDGEWOOD (2.5)	80P				155
		710		SV851	28.4	T BARTOW (5.3)	80P YARD Y				145
		730		SV853	30.7	CONNERS (2.3)	80P Y				135
		830		SV864	41.1	T A WEST LAKE WALES (10.4) L	YARD O Y				101
A. M.	A. M.	A. M.	A. M.					A. M.	P. M.	A. M.	P. M.
Mon.-Wed. Fri.	Ex. Sat.	Ex. Mon.	Ex. Tue.					Ex. Sun.	Ex. Sun.	Tue.-Thur. Sat.	Ex. Mon.

ELFERS SUBDIVISION

Southward		TIME TABLE NO. 1 IN EFFECT April 26, 1970	Northward
Station Numbers	Distance from M.P. 875.2	STATIONS	Scales, Wyes, Car Capacity
SYA856	18.9	L TARPON A	24
SYA877	1.8	WOODS (3.8)	Y
SYB881	5.6	VICTOR	YARD
SYA877	1.8	WOODS (2.1)	Y
SYA879	4.2	A ELFERS L	12

ACHAN SUBDIVISION

Southward		TIME TABLE NO. 1 IN EFFECT April 26, 1970	Northward
Station Numbers	Mile Post Locations from Bradley	STATIONS	Scales, Wyes, Car Capacity
SVH852	8.1	L SOUTH MULBERRY (3.7) A	42 Y
SVH848	4.4	ACHAN (1.8)	40
SVH846	2.6	PIERCE (2.6)	YARD Y
SVH844		T A BRADLEY X SCL L	YARD Y

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, 1700-1703, 1719-1777, 1900, 2000, 2100, 2200	70
675-698	83		
1212-1239 1704-1718	79		
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. and not in excess of 50 M.P.H. between Tampa and St. Petersburg when used in service or tow, and must be handled near head 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. (pile drivers on Elfers Subdivision 15 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 (Terminal Station), Moncrief (yard and shops), Palatka, Sanford (passenger station and shops), Haines City, Auburndale, Lakeland (passenger station, yard and shops), Winston, Uceta Yard (yard and shops), Tampa (passenger station), Orlando, Arcadia, Ft. Myers, Naples, Sarasota, St. Petersburg (passenger station and shop), Plant City, Yeoman, Tampa Shops, Tampa Yard Office, Hooker's Point, Sulphur Springs, Clearwater, Mulberry Yard, Mulberry (Bone Valley Subdivision), Bartow, Palmetto, Bradenton, Venice, Port Boca Grande and Brooksville.

STANDARD CLOCKS

10—Jacksonville (Terminal Station), Moncrief (yard and shops), Palatka, Sanford (passenger station and shops), Orlando, Lakeland (passenger station, yard and shops), Uceta Yard (yard and shops), Tampa (passenger station and old yard), Fort Myers, Sarasota, Trilby, St. Petersburg (passenger station and shop), Yeoman and Mulberry Yard.

EMERGENCY WATER AND FUEL STATIONS

11—Palatka, Orlando, Haines City, Port Tampa, Trilby (water only), Plant City, Mulberry Yard, Palmetto, Port Boca Grande and Brooksville.

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.			
		5–6 23–24 91–92	Other 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, 1118–1199, 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
Coleman to Owensboro	270,000	...	75	70	60	50	....	....	....	....	....	....	....	....	....	40	40	40	25
Zephyrhills to Gary	270,000	...	75	70	60	50	....	....	....	....	....	....	....	....	....	40	40	40	25
Gary to Tampa	270,000	59	59	...	49	49	....	....	....	....	....	....	....	....	....	35	35	35	25
Bridge (Tampa Yard)	263,000	...	....	...	10	10	....	....	....	....	BARRED	....	....	....	....	BARRED	....	....	....
Gary to Belleair	270,000	59	59	...	45	45	....	....	....	....	....	....	....	....	....	35	35	35	25
MP875.8 to St. Petersburg	270,000	...	59	...	45	45	....	....	....	....	....	....	....	....	....	35	35	35	25
Tarpon to MP875.2	220,000	...	....	...	20	20	....	BARRED	BARRED	BARRED	BARRED	Note A	BARRED	BARRED	BARRED	BARRED	15	15	15
MP875.2 to Woods	220,000	...	....	...	20	20	....	BARRED	BARRED	BARRED	BARRED	Note A	BARRED	BARRED	BARRED	BARRED	15	15	15
Woods to Elfers	220,000	...	....	...	20	20	....	BARRED	BARRED	BARRED	BARRED	Note A	BARRED	BARRED	BARRED	BARRED	15	15	15
Woods to Victor	220,000	...	....	...	20	20	....	BARRED	BARRED	BARRED	BARRED	Note A	BARRED	BARRED	BARRED	BARRED	15	15	15
Landrum to MP812.0	270,000	...	40	...	35	35	....	....	....	....	....	Note B	....	Note B	Note B	25	25	25	25
MP812.0 to Sulphur Springs	270,000	...	45	...	45	45	....	....	....	....	....	....	....	....	....	25	25	25	25
Croom to Brooksville	270,000	...	25	...	25	25	....	....	20	15	10	....	....	....	....	20	20	....	....
South Mulberry to Bradley	270,000	...	....	...	25	25	....	....	....	....	....	....	....	....	....	....	....	....	....
Agricola Spur	270,000	...	....	...	20	20	....	....	....	....	....	....	....	....	....	....	....	....	....
Valrico to Welcome	270,000	...	45	...	40	40	....	....	....	....	....	....	....	....	....	25	25	25	25
Plant City to Welcome	270,000	...	45	...	40	40	....	....	....	....	....	....	....	....	....	25	25	25	25
Welcome to West Lake Wales	270,000	...	40	...	35	35	....	....	....	....	....	....	....	....	....	25	25	25	25
Durant to MP841.5	270,000	...	50	...	45	45	....	....	....	....	....	....	....	....	....	25	25	25	25
MP841.5 to Palmetto	270,000	...	35	...	30	30	....	....	....	....	....	....	....	....	....	25	25	25	25
Lemon Spur	270,000	...	....	...	10	10	....	....	....	....	....	....	....	BARRED	BARRED	....	....	....	....
Edison to MP843.4	270,000	...	40	...	40	40	....	....	....	....	....	....	....	....	....	25	25	25	25
MP843.4 to MP893.4	270,000	...	40	...	35	35	....	....	....	....	....	....	....	....	....	25	25	25	25
MP893.4 to Port Charlotte	270,000	...	40	...	35	35	....	....	....	....	....	....	....	....	....	20	20	20	20
Port Charlotte to MP924.0	220,000	...	40	...	35	35	....	BARRED	BARRED	BARRED	BARRED	....	....	....	....	20	20	20	20
Bridge MP914.9 to 915.0	.....	...	10	...	10	10	....	BARRED	BARRED	BARRED	BARRED[1]	....	....	....	....	5	....	....	....
MP924.0 to Port Boca Grande	220,000	...	40	...	35	35	....	BARRED	BARRED	BARRED	BARRED	....	....	....	....	BARRED	20	20	20
Bridge MP924.5 to 925.2	.....	...	20	...	20	20	....	BARRED	BARRED	BARRED	BARRED	....	....	....	....	BARRED	....	....	....
Bridge MP925.2 to 926.2	.....	...	10	...	10	10	....	BARRED	BARRED	BARRED	BARRED	....	....	....	....	BARRED	....	....	....
Jacksonville to Lakeland	270,000	79	70	70	60	50	....	....	....	....	....	....	....	....	....	35	35	40	25
Bridge MP649.1 to 649.2	.....	50	50	50	45	45	....	....	....	....	40	....	....	....	....	....	....	....	....
Bridge MP664.6 to 664.7	.....	20	20	10	10	10	....	....	....	....	*	....	....	....	15	....	....	....	....
Bridge MP694.1 to 694.2	.....	20	20	20	20	20	....	....	....	....	15	....	....	....	....	15	....	....	....
Bridge MP703.4 to 703.6	.....	50	50	50	50	50	....	....	....	....	40	....	....	....	....	....	....	....	....
Bridge MP763.1 to 763.2	.....	50	50	50	50	50	....	....	....	....	40	....	....	....	....	....	....	....	....
Deland Junction to Deland	270,000	...	20	...	20	20	15	10	7	7	7	15	....	BARRED	10	BARRED	BARRED	10	15
Lakeland to Tampa	270,000	79	70	70	60	50	....	....	....	....	....	....	....	....	....	30	30	30	25
Rands to Sylvan Lake	270,000	...	40	...	40	40	....	....	....	....	....	....	....	....	....	30	25	35	25
Sylvan Lake to Fort Mason	270,000	...	30	...	30	30	....	....	....	25	20	....	....	25	....	20	20	25	25
Bridge MP 777.1 to 777.2	.....	...	10	...	10	10	....	....	....	....	*	....	....	....	....	....	....	....	....
Fort Mason to Umatilla	270,000	...	20	...	20	20	....	....	....	....	....	....	....	....	....	....	....	....	....
Sylvan Lake to Trilby	270,000	...	30	...	30	30	....	....	....	25	20	....	....	25	....	20	20	25	25
Clarcona to Dr. Phillips	270,000	...	20	...	20	20	....	....	....	....	....	....	....	....	....	15	15	....	....
Trilby to Clearwater	270,000	...	55	...	40	40	....	....	....	....	....	....	....	....	....	30	30	35	25
Belleair to St. Petersburg	270,000	55	55	...	40	40	....	....	....	....	....	....	....	....	....	30	30	35	25
Rands to Aloma	270,000	...	20	...	20	20	15	10	7	7	7	15	....	BARRED	....	BARRED	BARRED	10	10
S & E Junction to Beck Hammock	270,000	...	20	...	20	20	15	10	7	7	7	15	....	BARRED	....	BARRED	BARRED	10	10
Haines City to Waverly	270,000	...	35	...	35	35	....	....	....	....	30	....	....	....	....	25	25	30	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.			
		5–6 23–24 91–92	Other 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, 1118–1199, 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
Lake Alfred to Bartow	270,000	...	40	...	35	35	....	....	....	....	30	....	....	35	....	25	25	30	25
Lakeland to MP 863.9	270,000	...	50	...	45	45	....	....	....	....	....	....	....	....	....	30	30	35	25
MP 863.9 to MP 871.5	270,000	...	35	...	25	25	....	....	....	....	....	....	....	....	....	....	....	....	....
MP 871.5 to Ft. Meade	270,000	...	50	...	45	45	....	....	....	....	....	....	....	....	....	30	30	25	25
Fort Meade to Punta Gorda	270,000	...	50	...	35	35	....	....	....	....	....	....	....	....	40	25	25	30	25
Punta Gorda to Fort Myers	270,000	...	50	...	45	45	....	....	....	....	40	....	....	....	....	25	25	30	20
Bridge MP 959.6 to 959.7	.....	...	20	...	10	10	....	....	....	....	*	....	....	....	15	7	....	....	....
Fort Myers to MP 989.0	270,000	...	40	...	35	35	....	....	....	....	30	....	....	35	....	20	20	20	20
MP 989.0 to MP 993.0	270,000	...	30	...	25	25	....	....	....	....	20	....	....	25	....	15	15	20	20
MP 993.0 to Naples	270,000	...	40	...	35	35	....	....	....	....	30	....	....	35	....	20	20	20	20
Winston to MP 859.3	270,000	...	40	...	40	40	....	....	....	....	....	....	....	....	....	30	30	35	25
MP 859.3 to MP 862.4	270,000	...	35	...	35	35	....	....	....	....	....	....	....	....	....	30	30	....	25
MP 862.4 to Agricola	270,000	...	40	...	40	40	....	....	....	....	....	....	....	....	....	30	30	35	25
Agricola to Fort Meade	270,000	...	25	...	25	25	....	....	....	....	....	....	....	....	....	....	....	....	....
Agricola to Rockland Junction (Via Rockland)	270,000	...	25	...	25	25	....	....	....	....	....	....	....	....	....	....	....	....	....
Tancrede to Ridgewood	270,000	...	20	...	20	20	....	....	....	....	....	....	....	....	....	15	15	....	....
South Uceta Yard to Bradenton	270,000	...	50	...	45	45	....	....	....	....	....	....	....	....	....	30	30	35	25
Bridge MP 886.4 to 886.5	.....	...	20	...	20	20	....	....	....	....	15	....	....	....	....	15	....	....	....
Bridge MP 898.7 to 898.8	.....	...	20	...	20	20	....	....	....	....	15	....	....	....	....	15	....	....	....
Bridge MP 915.7 to 915.8	.....	...	20	...	20	20	....	....	....	....	15	....	....	....	....	15	....	....	....
MP 917.8 to MP 882.7	270,000	...	45	...	30	30	....	....	....	....	....	....	....	....	....	25	25	25	25
MP 882.7 to MP 927.8	270,000	...	10	...	10	10	....	....	....	....	....	....	....	....	....	....	....	....	....
MP 927.8 to MP 884.9	270,000	...	15	...	15	15	....	....	....	....	10	....	....	....	....	10	....	....	....
MP 884.9 to Venice	270,000	...	40	...	30	30	....	....	....	....	....	....	....	....	....	25	25	25	25
Fruitville to Belspur	270,000	...	15	...	15	15	....	....	....	....	10	....	....	....	....	10	....	....	....
Tampa to Port Tampa	270,000	...	30	...	30	30	....	....	....	....	....	....	....	....	....	25	25	....	25
Bridge MP 882.8 to 882.9	.....	...	20	...	20	20	....	....	....	....	15	....	....	....	....	15	....	....	....
Tampa City Docks	240,000	...	....	...	....	....	10	10	BARRED	BARRED	BARRED	BARRED	BARRED	BARRED	BARRED	BARRED	BARRED	BARRED	BARRED

* 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 — Engines restricted to series 10–19 and 1100–1117 except series 1118–1124 permitted at 15 M.P.H. and series 700, 800, 900,1000,1125–1199 and 1200 permitted at 10 M.P.H.

NOTE B — Passenger trains, handled by other than engines of series 500 and 600, will not exceed 35 M.P.H.

CONDITIONAL STOPS

1—Nos. 5 and 6 at Deland to receive and discharge revenue passengers from and for Birmingham, Montgomery and West Palm Beach and beyond.

Nos. 23 and 24 at Deland to receive and discharge revenue passengers from and for Columbia and beyond.

WHERE TIME APPLIES

2—Jacksonville, time of passenger trains applies at Jacksonville Terminal Station, freight trains at Moncrief Yard.

REGISTER STATIONS

3—Jacksonville (Terminal Station for passenger trains), Moncrief (yard and shops), Sanford (passenger station for passenger trains, shops for freight trains, except conductors of outbound freight trains and Nos. 175 and Second 109 will register at passenger station).

YARD LIMITS

4—Jacksonville, Palatka and Sanford.

SPEED RESTRICTIONS

Between 5—Mile Posts	MILES PER HOUR: 5-6, 23-24 91-92	Other Psgr. Trains	Piggy-back Trains	Freight Trains
646.8 and 647.2	50	50	50	50
648.6 and 649.0	50	50	50	50
649.1 and 649.2	50	50	50	45
650.3 and 650.6	65	65	—	—
651.7 and 651.9	70	—	—	—
655.2 and 655.4	70	—	—	—
657.0 and 657.2	45	45	45	45
658.5 and 658.7	60	60	60	—
659.0 and 659.2	60	60	60	—
660.0 and 660.2	60	60	60	—
661.7 and 661.9	65	65	65	—
662.8 and 663.2	60	60	60	—
664.0 and 664.2	60	60	60	—
664.6 and 664.7	20	20	10	10
665.2 and 665.4	60	60	60	—
672.1 and 672.3	60	60	60	—
672.9 and 673.0	60	60	60	—
690.9 and 691.0	75	—	—	—
693.6 and 693.8	60	60	60	—
694.1 and 694.2	20	20	20	20
696.0 and 696.2	75	—	—	—
697.5 and 697.7	40	40	40	40
698.5 and 698.8	30	30	30	30
699.2 and 699.9	70	—	—	—
700.3 and 700.7	60	60	60	—
702.4 and 703.4	60	60	60	—
703.4 and 703.6	50	50	50	50
708.7 and 709.0	65	65	65	—
713.9 and 714.2	65	65	65	—
720.5 and 722.9	65	65	65	—
733.4 and 733.8	70	—	—	—
741.4 and 742.0	70	—	—	—
751.1 and 751.5	50	50	50	50
752.8 and 753.1	70	—	—	—
757.0 and 757.2	65	65	65	—
760.1 and 760.4	65	65	65	—
761.5 and 761.7	60	60	60	—
762.7 and 763.0	60	60	60	—
763.1 and 763.2	50	50	50	50
763.4 and 765.9	50	50	50	50
765.9 and 766.6	20	20	20	20
767.5 and 767.8	60	60	60	—

City Ordinance Speed Restrictions:

Jacksonville, 35 M. P. H. over Edgewood Avenue; 30 M. P. H. between McDuff-Post Street and Stockton Street; 20 M. P. H. between Stockton Street and Dennis Street.

Green Cove Springs, 55 M. P. H. over first crossing north of station.

Palatka, 40 M. P. H. Washington to St. Johns. Street crossings in corporate limits must not be blocked more than 10 minutes.

Pierson, street crossings in corporate limits must not be blocked more than ten minutes.

DeLand, movements over Clara, Delaware and Florida Avenues, Woodland Boulevard and new truck crossing (S-15-A) at Parrish Concrete Products, will be flagged.

Sanford, movements over French (except at 13th Street), Park and Sanford Avenues, First Street at old freight station, and 9th and 20th Streets, will be flagged.

DRAWBRIDGES

6—Protected by attended interlocking:

McGirts Creek, M. P. 649.1.

7—Protected by interlockings:

Black Creek, M. P. 664.6. Attended 10:00 A.M. to 1:00 P.M. and from 2:00 P.M. to 7:00 P.M., daily.

Rice Creek, M. P. 694.1. Attended 8:00 A.M. to 12:00 noon and from 1:00 P.M. to 5:00 P.M., daily.

Buffalo Bluff, M. P. 703.6. Attended 8:30 A.M. to 11:00 A.M. and from 12:30 P.M. to 6:00 P.M., daily.

Lake Monroe, M. P. 763.1. Attended 8:30 A.M. to 11:30 A.M. and from 2:30 P.M. to 7:30 P.M., daily.

Trains and engines stopped by home signals will not proceed until proceed signal is given by bridge tender or until member of crew ascertains that draw span is in proper position.

BLOCK SIGNAL SYSTEMS

8—Single Track Automatic Block Signal System is in service between Jacksonville, M. P. 643.9, and Benson Jct., M. P. 759.6.

9—Traffic Control System is in service between Benson Junction, M. P. 759.6, and Winter Park, M. P. 785.5.

SPRING SWITCHES

10—Following spring switches are in signal territory:

Jacksonville, south end siding.
Yukon, both ends siding.
Doctor's Inlet, both ends siding.
Green Cove Springs, both ends siding.
West Tocoi, both ends siding.
Bostwick, both ends siding.
Palatka, both ends siding.
Satsuma, north end siding.
Huntington, north end siding.
Seville, north end siding.
Barberville, north end siding.
DeLand, north end siding.

DEFECT DETECTORS

11—Location	Protection Provided	Locations of Indicators and Personnel reading charts
Orange Park M. P. 659.7	Single track, both directions. Hot box.	Indicators west side, M. P. 659.7. Operator, Jacksonville.
Bostwick M. P. 692.4	Single track, both directions. Hot box.	Indicators west side, M. P. 692.4. Operator, Palatka.
Hammond M. P. 724.0	Single track, both directions. Hot box.	Indicators west side, M. P. 724.0. Operator, Palatka.
Orange City M. P. 755.5	Single track, both directions. Hot box.	Indicators west side, M. P. 755.5. Operator, Sanford.

SPECIAL RULES

12—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 main track for this purpose. To avoid unnecessary lowering of gates at Edison Avenue, this authority should not be requested except when actually necessary.

13—When Southward train holds main track for meet at Doctor's Inlet, it will be necessary to stop at the clearance point at south end of siding and open switch to south end of siding.

14—Hand-operated switch at Huckins Yacht Corporation spur located at McGirts Creek is equipped with an electric lock which is unlocked by operating time release located in the box at switch.

15—Movements over highway crossings Highway 17 Hudson Pulp & Paper Company lead at Pecan, State Road No. 16 and U. S. Highway No. 17 on Navy Base Spur at Duroc, U. S. Naval Air Base at Yukon, and 19th Street, Palatka Yard, will be flagged.

16—Trains and engines will operate at yard speed not exceeding 20 M.P.H. on DeLand Spur, through turnouts and crossovers 10 M. P. H.

17—Automatic crossing signals and gates at Madison Street, Palatka, protect southward movements only when lunar white indicator light, located on mast east side of track, is flashing. Southward trains meeting northward trains approach this crossing prepared to stop until it is known that crossing protection devices are functioning.

18—Train and engine movements may be made on authority of dispatcher between south end Bostwick and north end Palatka sidings by signal indication, which supersedes the superiority of trains.

19—Trains observing "Stop" indication, Rule 518 (B), on southward signal located at M. P. 698.3, aproximately 1,200 feet south of siding at Palatka, will stop clear of south siding switch and not proceed until signal changes to authorize movement or authority is obtained as per Rule 536.

20—Trains en route to or from tracks 15 and 17 at Rands Yard will not move in these tracks while red light is burning on icing platform. Cars in these tracks must not be moved while red light is burning.

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

F. P. & L. Co., M. P. 762.5.
Allied Chemical Corp., 767.4.
Rinker Material, M. P. 767.5.

Lakeland Subdivision

CLEARANCE CARDS

1—TN is Train Order Office for trains originating south of TN.

Uceta Yard, Trains originating at Uceta Yard on Sunday between 8:00 A.M. and 4:00 P.M. will display white classification signals, run extra and, unless otherwise provided, leave Uceta Yard without clearance card.

WHERE TIME APPLIES

2—Time of Nos. 5 and 6 applies at main track switch to Continental Can Lead, Auburndale.

CONDITIONAL STOPS

3—Nos. 23 and 24 at Kissimmee and Haines City to receive and discharge revenue passengers from and for Columbia and beyond.

REGISTER STATIONS

4—Lakeland (except through Lakeland Subdivision trains), passenger station for passenger trains, yard and shops for freight trains, Sanford (passenger station for passenger trains, shops for freight trains, except conductors of outbound freight trains and No. 175 and Second 109 will register at passenger station), Tampa, Uceta Yard (yard and shops for freight trains).

YARD LIMITS

5—Orlando, Tampa and Port Tampa.

SPEED RESTRICTIONS

Between 6—Mile Posts	MILES PER HOUR: 5-6, 23-24 91-92	Other Psgr. Trains	Piggy-back Trains	Freight Trains
767.5 and 767.8	60	60	60	—
772.0 and 772.7	50	50	50	50
773.2 and 773.5	45	45	45	45
774.0 and 774.2	65	65	65	—
775.1 and 780.8	75	—	—	—
782.0 and 782.7	60	60	60	—
783.1 and 784.2	40	40	40	40
784.5 and 785.5	25	25	25	25
785.5 and 785.9	20	20	20	20
785.9 and 792.3	25	25	25	25
799.6 and 799.8	70	—	—	—
802.2 and 802.5	65	65	65	—
803.9 and 804.0	65	65	65	—
807.6 and 808.1	50	50	50	50
808.4 and 808.5	50	50	50	50
812.3 and 812.6	65	65	65	—
825.4 and 825.5	65	65	65	—
827.7 and 827.9	65	65	65	—
829.4 and 830.0	50	50	50	50
831.3 and 831.6	70	—	—	—
837.2 and 837.3	65	65	65	—
838.1 and 838.3	60	60	60	—
841.0 and 841.3	50	50	50	50
849.6 and 849.7	65	65	65	—
867.6 and 867.9	70	—	—	—
870.5 and 870.6	70	—	—	—
871.9 and 872.0	65	65	50	50
872.7 and 872.9	65	65	65	—
873.3 and 873.5	65	65	50	50

Through turnouts as listed below:

M. P. 779.8, turnout to siding, 10 M.P.H.
M. P. 865.5, turnout stem of wye, 20 M.P.H.

City Ordinance Speed Restrictions:

Winter Park, 25 M.P.H. within city limits.

Orlando, 25 M.P.H. between south city limits and Wilkinson Avenue. Whistle should be sounded with light intensity within the corporate limits, except in case of emergency.

Pine Castle, 40 M. P. H. over crossings Holden Avenue, M. P. 793.6 to Lancaster Road, M. P. 795.5, inclusive.

Kissimmee, movements over Broadway Street will be flagged. 35 M. P. H. between Magnolia Street and Clyde Avenue. First crossing north and first three crossings south of station must not be blocked longer than five minutes, except while performing station work or in emergency. Whistle will be sounded as lightly as possible from 9:00 P.M. to 6:00 A.M., except in case of emergency.

Davenport, 50 M.P.H. over the four street crossings located between siding switches.

Haines City, 40 M. P. H. over first four crossings south and first crossing north of station. Whistle should be sounded with light intensity for first two crossings south of station.

Lake Alfred, 50 M. P. H. over first street crossing north and first three crossings south of station.

Lakeland, Lakeland Subdivision: 40 M.P.H. on main track and 20 M.P.H. on north freight lead, Dakota to Iowa Avenues. Fort Myers Subdivision: 20 M.P.H., Dakota to Iowa Avenues, and 25 M.P.H. Rose Street to Lake Hollingsworth Road. Engine horn will be sounded with light intensity within city limits, except in case of emergency.

Plant City, 25 M. P. H. over first six crossings south of passenger station.

Tampa, 20 M. P. H. over, upon and across streets and alleys within the City Limits. Whistle will be sounded with light intensity within corporate limits, except in case of emergency. Movements over Nebraska Avenue crossing when watchman not on duty, 11:00 P.M. to 7:00 A.M., will be flagged.

RAILROAD CROSSINGS AT GRADE

7—Protected by remotely controlled interlocking:
Auburndale, M. P. 840.9, S. C. L.

8—Protected by non-electrically locked gates:
Tampa, M. P. 882.0, S. C. L. Normally clear Yeoman Subdivision.

9—Protected by attended interlockings:
Plant City, M. P. 861.1, S. C. L.
Tampa (TN Tower), M. P. 880.3, S. C. L.

DRAWBRIDGES

10—Protected by attended interlocking:
Hillsboro River, M. P. 882.9.

BLOCK SIGNAL SYSTEMS

11—Single Track Automatic Block System is in service between M. P. 881.9 and M. P. 883.1, Tampa.

12—Two Track Automatic Block System is in service between Winter Park, M. P. 785.5 and Orlando, M. P. 791.8 and between TN, M. P. 880.4 and Tampa, M. P. 881.6.

13—Traffic Control System is in service between Benson Jurction, M. P. 759.6 and Winter Park, M. P. 785.5 and between Orlando, M. P. 791.8 and TN, M. P. 880.4.

SPRING SWITCHES

14—Following spring switches are in signal territory:
Park, M. P. 847.0—Park Spur
Lakeland—10th Street, 20 M. P. H.
Winston—South end long lead

15—Following spring switch is identified by "SS" on target, trains and engines approaching this switch must know that points are set in proper position before passing over same:
Tampa—South end freight lead.

TWO TRACKS

16—Two tracks extend between Winter Park, M. P. 784.7, and Orlando, M. P. 791.9; between Lakeland, M. P. 851.7, and Winston, M. P. 854.9; between Uceta Yard, M. P. 878.6, and Tampa, M. P. 881.6.

OPERATION BY SIGNAL INDICATION

17—The operation on two tracks between Winter Park, M. P. 785.5 and Orlando, M. P. 791.8, and between T. N., M. P. 880.4, and Tampa, M. P. 881.6, will be by signal indication in accordance with Rule D-251, when moving with the current of traffic and will take the place of train orders.

DEFECT DETECTORS

18—Location	Protection Provided	Locations of Indicators and Personnel reading charts
Taft M. P. 801.0	Single track, both directions. Hot box.	No indicators. Operator, Haines City.
Haines City M. P. 832.3	Single track, both directions. Hot box.	Indicators east side, M. P. 832.3. Operator, Haines City.
Dover M. P. 864.8	Single track, both directions. Hot box.	Indicators east side, M. P. 864.8. Operator "TN" Tampa.

SPECIAL RULES

19—Trains and engines moving on tracks other than Lakeland Subdivision main tracks 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

20—Each street crossing at Orlando, Pine Street to and including Concord Avenue, also Highland Avenue (at the ice plant near M. P. 816.0) 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.

21—Member of crew will precede all movements over Highway 441 on California Spray Lead and Silver Star Road on Fairvilla Industrial Spur, Fairvilla.

22—Movements over intraplant crossing in front of Suni-Citrus Office, Haines City, will be flagged.

23—Auburndale, trains and engines will not exceed speed of 50 M.P.H. over first four street crossings north of railroad crossing.

24—Movements over Turkey Creek-Airport road on Plant City Industrial Park lead, will be flagged from sunset to sunrise.

25—Normal position of crossover switches at south end two tracks, Tampa is for old freight lead for southward movements and for straight-away movements from single track to northward main track. Trains and engines will approach these switches at restricted speed and must stop unless they are properly lined for movement being made.

26—Trains or engines stopped by "Stop" signal in A.B. territory between M. P. 881.9 and M. P. 883.1, Tampa, must immediately contact operator, TN. Upon obtaining oral authority to proceed in manner prescribed by Rule 210-A, movement may be made at restricted speed until engine reaches next governing signal. Such authority does not supersede interlocking rules applicable to operation over Hillsboro River drawbridge.

27—Trains and engines will obtain permission of operator, TN, before entering main track between M. P. 881.9, Tampa, and Port Tampa. Trains and engines making through movements between Uceta and Port Tampa should obtain such permission immediately before departing Uceta or Port Tampa.

28—Trains and engines have equal authority and will move at yard speed between south yard limit board, Tampa (Howard Avenue) and north yard limit board Port Tampa.

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

Allied Chemical Corp., M. P. 767.4.
Orlando National Mattress Co., M. P. 793.9.
Mil. Packaging Co. of Fla., M. P. 794.8.
SE Propane Gas Co., M. P. 797.4.
Precast Industries, M. P. 805.5.

St. Petersburg Subdivision

CLEARANCE CARDS

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

WHERE TIME APPLIES

2—Clearwater, time of passenger trains applies at passenger station, time of freight trains applies at Yeoman Subdivision junction switch M. P. 881.3.

CONDITIONAL STOPS

3—Nos. 93 and 94 at San Antonio, Tarpon Springs, and Dunedin to receive and discharge revenue passengers from and for Jacksonville and beyond.

REGISTER STATIONS

4—St. Petersburg (passenger station for passenger trains, shops for freight trains), and Trilby.

YARD LIMITS

5—Trilby, Drexel, Chemical, Tarpon Springs, Clearwater and St. Petersburg.

JUNCTION SWITCHES

6—Clearwater, M. P. 881.3 lined for movements on Yeoman Subdivision.

Belleair, M. P. 882.7 lined for movements on Yeoman Subdivision.

SPEED RESTRICTIONS

Between 7—Mile Posts	MILES PER HOUR		Between Mile Posts	MILES PER HOUR	
	Psgr. Trains	Freight Trains		Psgr. Trains	Freight Trains
823.3 and 823.9	20	20	832.4 and 832.6	50	—
826.8 and 827.1	50	—	833.8 and 834.4	40	—
827.4 and 827.9	50	—	867.2 and 867.6	45	—
829.6 and 830.1	50	—	871.9 and 872.2	45	—
830.9 and 831.2	45	—	872.6 and 872.9	45	—
831.9 and 832.3	45	—	880.8 and 881.3	10	10

City Ordinance Speed Restrictions:

Tarpon Springs, 25 M.P.H. from six blocks north of the station to six blocks south of station, except 15 M.P.H. for entire length of train over first crossing north of station.

Dunedin, 25 M.P.H. corporate limits.

Clearwater, 30 M.P.H., except 15 M.P.H. between Palmetto Street and Druid Road. Movements must stop before crossing Drew Street and crossing will be flagged.

Largo, 25 M.P.H. over Seminole Blvd. (U.S. 19-A).

St. Petersburg, 25 M.P.H. from the north city limits to the passenger station, 15 M.P.H. from passenger station to 9th Street.

RAILROAD CROSSINGS AT GRADE

8—Protected by "Stop" Boards:
Belleair-Taylor, M. P. 882.6, S. C. L.
Drexel, M. P. 849.6, S. C. L.

BLOCK SIGNAL SYSTEMS

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

SPRING SWITCHES

10—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:

Clearwater, Yeoman Subdivision switch, 10 M.P.H.

SPECIAL RULES

11—Trains and engines have equal authority and will operate at restricted speed between M. P. 823.0 and M. P. 823.8 at Trilby.

12—Trains and engines will operate at yard speed on Victor Spur and movements over Anclote Road and State Road No. 47, will be flagged.

13—Switching movements over Jackson Street, Dunedin, will be flagged.

14—Clearwater, trains and engines have equal authority and will approach and move at yard speed not exceeding 10 M.P.H. between M. P. 874.4 and M. P. 875.8 Yeoman Subdivision.

15—Trains and engines will enter the yard limits, St. Petersburg, prepared to stop, unless the track is seen to be clear, and the switches properly lined.

16—Yard engines at St. Petersburg may switch at the north end of the passenger yard, or make movements to and from Joe's Creek, without protection against first class trains, but must keep informed as to the expected arrival time, and clear the track promptly so there will be no delay.

CLEARANCE CARDS

1—Trains will obtain clearance card before leaving Wildwood, those en route beyond Owensboro will obtain second clearance card endorsed "West Coast Subdivision."

Clearance card not required at Coleman.

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

WHERE TIME APPLIES

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

SPEED RESTRICTIONS

Between 3—Mile Posts	MILES PER HOUR	
	Psgr. Trains	Freight Trains
769.8 and 770.2	60	—
776.0 and 776.2	45	45
782.4 and 782.6	65	—
789.5 and 789.9	50	50
791.9 and 792.4	45	45

City Ordinance Speed Restrictions:

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

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

RAILROAD CROSSINGS AT GRADE

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

5—Protected by electrically locked derails:
Lacoochee, M. P. 790.4, S. C. L. Normally clear Coleman Subdivision.

BLOCK SIGNAL SYSTEMS

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

SIGNALED SIDINGS

7—Bushnell, Lacoochee.

DEFECT DETECTORS

8—Locations	Protection Provided	Locations of Indicators and Personnel reading charts
Bushnell M. P. 773.5	Single track, both directions. Hot box and dragging equipment.	No indicators. Operator, Wildwood.

Yeoman Subdivision

CLEARANCE CARDS

1—Trains will obtain clearance card before leaving Plant City, those en route beyond Zephyrhills will obtain second clearance card endorsed "West Coast Subdivision."

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

Rule 83-A will not apply at Belleair.

WHERE TIME APPLIES

2—Clearwater, time of passenger trains applies at passenger station, time of freight trains applies at St. Petersburg Subdivision Junction switch M. P. 874.5.

REGISTER STATIONS

3—Yeoman (trains originating and terminating), Tampa and St. Petersburg.

First class trains will furnish register slip at Tampa Telegraph Office when operator is on duty.

YARD LIMITS

4—Gary-Tampa (including Tampa Yard and Station), Sulphur Springs-Tarpon (including Hillsboro Spur, Drew and Drew Spur), North Clearwater-Clearwater-Belleair and St. Petersburg.

JUNCTION SWITCHES

5—Clearwater, M. P. 874.5 lined for movements on Yeoman Subdivision.

Belleair, M. P. 875.8 lined for movements on St. Petersburg Subdivision.

SPEED RESTRICTIONS

Between 6—Mile Posts	MILES PER HOUR		Between Mile Posts	MILES PER HOUR	
	Psgr. Trains	Freight Trains		Psgr. Trains	Freight Trains
810.4 and 810.6	60	—	843.5 and 849.0	20	20
822.1 and 823.9	20	20	851.2 and 851.8	50	—
832.5 and 834.0	60	—	863.7 and 868.3	50	—
834.0 and 835.0	45	45	868 3 and 869.0	45	—
839.5 and 841.6	20	20	872.0 and 874.1	50	—
Both Tracks:			874.1 and 874.4	35	35
841.6 and 842.8	30	30	874.4 and 876.1	10	10
842.8 and 844.6	20	20	883.4 and 883.6	50	—
Single Track:			888.2 and 890.0	45	—
844.6 and 844.9	20	20	890.0 and 894.1	35	35
Gary, legs of wye	10	10	894.1 and 896.0	15	15

City Ordinance Speed Restrictions:

Tampa, 20 M.P.H. upon, over, across or through the public streets and alleys within the city limits.

Safety Harbor, 25 M.P.H. through city limits (between M. P. 866.7 and M. P. 867.5).

Clearwater, 30 M.P.H. between M. P. 872.0 and M. P. 873.0, and 15 M.P.H. between M. P. 873.0 and M. P. 874.4.

Belleair, movements over Belleview Avenue must be flagged.

St. Petersburg, 25 M.P.H. between City limits, M. P. 887.5 and 49th Street South and 15 M.P.H. south of 49th Street South. Movements over 17th, 19th, 20th, 24th, 28th and 31st Streets South must be flagged.

RAILROAD CROSSINGS AT GRADE

7—Protected by remotely controlled interlocking:
Yeoman, M. P. 841.6, S.C.L.

8—Protected by attended interlockings:
Plant City, M. P. 823.1, S.C.L.
TN, M.P. 843.5, S.C.L.

9—Protected by non-electrically locked gates:
Tampa, M. P. 844.7, S.C L. Normally clear Yeoman Subdivision.

10—Protected by "Stop" Boards:
Taylor-Belleair, M. P. 875.9, S. C. L.

DRAWBRIDGES

11—Not protected by interlocking:

Garrison Channel (Tampa Yard), M. P. 845.6. Attended.

All trains and engines approach drawbridge prepared to stop and must stop unless proceed signal is received from bridge tender.

SPRING SWITCHES

12—Following spring switches are 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:

Gary, south leg of wye leading to southward main track.

Tampa, near south end two tracks, leading from freight pocket track to northward main track.

Yeoman Yard, south switching lead to north switching lead.

Clearwater, St. Petersburg Subdivision switch, 10 M.P.H.

BLOCK SIGNAL SYSTEMS

13—Traffic Control System is in service between M. P. 808.1 at Zephyrhills and M. P. 848.6 at Sulphur Springs: M. P. 843.4 on two tracks, Gary and M. P. 843.5, south leg of wye, Gary.

SIGNALED SIDINGS

14—Plant City.

TWO TRACKS

15—Two tracks extend between Yeoman, M. P. 841.6 and Tampa, M. P. 844.6.

SPECIAL RULES

16—Movements over Turkey Creek-Airport Road on Plant City Industrial Park lead, must be flagged from sunset to sunrise.

17—Northward trains leaving Yeoman from main track will leave only on "Clear" signal indication, Rule 501 (C); from yard lead, will leave only on "Slow Clear" signal indication, Rule 507 (C); and yard and other engines will make northward movements only on "Restricting" signal indication, Rule 515 (E).

18—Unless otherwise instructed, between Gary and Tampa passenger trains will keep to the left; trains and engines will have equal authority and will operate at yard speed not exceeding 20 M.P.H. Other trains and engines will keep informed of passenger train movements and must give way as promptly as possible to avoid delay.

19—Loaded or empty bi-level and tri-level auto racks must not be moved within the limits of Old Tampa Yard.

20—Permission must be obtained from the dispatcher for through movements of second and inferior class and extra trains and engines between Sulphur Springs and Tarpon.

21—Trains and engines will operate at yard speed on Drew Spur, not exceeding 20 M.P.H. on straight track, 10 M.P.H. on curves, between M. P. 854.0 and Hillsboro Avenue and 10 M.P.H. on all tracks beyond Hillsboro Avenue.

Member of crew will precede all movements over Hillsboro and Sligh Avenues.

22—Clearwater, trains and engines have equal authority and will approach and move at yard speed not exceeding 10 M.P.H. between M. P. 874.4 and M. P. 875.8.

DEFECT DETECTORS

23—Location	Protection Provided	Locations of Indicators and Personnel reading charts
Knights M. P. 816.1	Single track, both directions. Hot box and dragging equipment.	Indicators west side, M. P. 816.1. Voice instructions.

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

Crystal Springs, M. P. 811.4.
Kilgore Seed Co., M. P. 819.5.
Tampa Electric Co., M. P. 824.1.
Gulf Farmers Coop., M. P. 826.7.
Brandon, M. P. 834.8.
Colonial Feed Co., M. P. 838.8.
Beatrice Food Co., M. P. 841.7 (W).

Brooksville Subdivision

YARD LIMITS

1—Rock, Brooksville (including Conrock Spur), Drexel, and Sulphur Springs (including Hillsboro Spur).

SPEED RESTRICTIONS

2—City Ordinance Speed Restrictions:
Tampa, 20 M.P.H. upon, over, across or through the public streets and alleys within the city limits.

RAILROAD CROSSINGS AT GRADE

3—Protected by "Stop" boards:
Drexel, M. P. 823.5, S.C.L.

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:

Rock, M. P. 795.0.

SPECIAL RULES

5—Trains and engines will operate at yard speed not exceeding speed specified below:

10 M.P.H. on Conrock Spur.

20 M.P.H. on Broco-Shands, Gay and Hillsboro Spurs.

6—Member of crew will precede all movements over Highway 50, Conrock Spur, and Highway 41, Lykes Bros. Spur.

7—Main track switch, M. P. 793.0, Broco Spur, may be left set in reverse position. Trains and engines approach this switch prepared to stop and must know it is properly set for movement to be made before passing over it.

Croom Subdivision

YARD LIMITS

1—Brooksville and Croom.

SPECIAL RULES

2—Trains and engines have equal authority and will operate at yard speed, not exceeding 25 M.P.H. between Croom and Brooksville.

3—Movements over industry tracks at Conrock restricted to 5 M.P.H.

CLEARANCE CARDS

1—Trains en route south of Brewster will obtain clearance card before leaving Bradley between 8:00 A.M. and 5:00 P.M., except Sundays.

YARD LIMITS

2—Bradley-South Mulberry.

SPEED RESTRICTIONS

3—M. P. 3.5 through turnout, 10 M.P.H.

JUNCTION SWITCHES

4—Achan, M. P. 4.4 (2 switches), lined for movements on Bone Valley Subdivision. Crews using track between these switches must secure permission from dispatcher and report to him when clear.

RAILROAD CROSSINGS AT GRADE

5—Protected by non-electrically locked gates:
Bradley, M. P. 843.3, S. C. L. normally clear for Achan Subdivision.

6—Protected by "Stop" boards:
Agricola Spur, M. P. 845.5, Agrico Chem. Co.

SPECIAL RULES

7—Trains and engines will move between South Mulberry, M. P. 7.3 and Bradley, M. P. 0.0 at yard speed not exceeding 25 M. P. H. and flag protection is not required. Before entering main track permission must be secured from the dispatcher, and when clear must report to dispatcher.

8—Trains and engines will operate at yard speed on Agricola Spur and will obtain permission from dispatcher before using spur.

9—S. C. L. and Swift & Company trains and engines will operate over Watson Mine Spur between Mile Post 848.0, Achan Subdivision, and Armour facility located on Watson Mine Spur at Mile Post 852.4, Rockland. This spur breaks from Achan Subdivision track just south of scales at Agricola at Mile Post 848.5.

Conductors and Swift & Company enginemen will, before entering Watson Mine Spur, secure oral permission from Dry Mill Foreman, Agricola, on phones located as follows:

M. P. 849.0, Agricola;
M. P. 852.3, North end Rockland;
M. P. 853.4, South end Rockland;
Watson Mine loading bins, north end;

stating location and time movement will depart.

Crews, after arrival at destination, will notify Mill Foreman in order to clear block. Swift & Company engines will secure permission from Dry Mill Foreman before leaving Watson Mine, and will approach Rockland expecting to find main track occupied. Crews switching at Rockland and desiring to use main track for this purpose can do so without securing permission after it is seen or known that track is clear.

Trains moving in same direction will be spaced 5 minutes apart.

Movements will be made at yard speed not exceeding 25 M.P.H.

The Armour facility at Rockland will be served by tracks breaking from Watson Mine Spur at Mile Post 852.4. Armour & Company have installed gate across track just south of State Road No. 630, and gate should be kept closed when not in use.

10—S. C. L. and Agrico Chemical Co. trains and engines will operate on South Pierce spur at yard speed not exceeding 20 M. P. H. and by permission from weighmaster, Agrico, Pierce, which can be secured over phones at north or south end of Pierce Complex and at fertilizer plant switch. Movements will enter spur through No. 3 track at fertilizer plant and conductor will report to weighmaster when clear of main track at South Pierce and Payne Creek spur.

Valrico Subdivision

WHERE TIME APPLIES

1—Time of trains at Welcome applies for northward trains at south crossover; southward trains at north crossover.

Time of trains at Edison applies for northward trains at Junction switch; southward trains at north crossover.

REGISTER STATIONS

2—Plant City and West Lake Wales.

YARD LIMITS

3—Durant, Plant City, Welcome-Mulberry Yard, Bartow (including Conners Spur) and West Lake Wales.

SPEED RESTRICTIONS

4—Between Mile Posts	All Trains M.P.H.
M. P. 823.1, RR crossing	20
M. P. 842.3, RR crossing	10

M. P. 850.6, until engine reaches North Broadway St., 10 M.P.H.

City Ordinance Speed Restrictions:

Bartow, 15 M.P.H. over street crossings between M. P. 851.1 and M. P. 852.8, Ft. Myers Subdivision. No train or engine movements except trains handling passengers permitted over Main, Church or North Broadway Street crossings between 11:50 A.M. and 12:15 P.M., except on Sundays and legal holidays. No trains will pass through city limits with more than 100 cars between 7:00 A.M. and 7:00 P.M.

JUNCTION SWITCHES

5—Durant (both legs of wye), M. P. 837.4, lined for movements on Valrico Subdivision.

Edison, M. P. 835.8, lined for movements on Valrico Subdivision.

Bartow, M. P. 851.0, lined for movements on Fort Myers Subdivision.

Bartow, M. P. 851.1, lined for movements on Fort Myers Subdivision.

RAILROAD CROSSINGS AT GRADE

6—Protected by attended interlocking:
Plant City, M. P. 823.1, S. C. L.

7—Protected by electrically locked derails:
Mulberry, M. P. 842.3, S. C. L. Normally clear Bone Valley Subdivision.

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

BLOCK SIGNAL SYSTEMS

8—Traffic Control System is in service between M. P. 841.3 at South End Mulberry Yard and M. P. 847.0.

SPRING SWITCHES

9—Following spring switches are in signal territory:
Mulberry Yard, both ends of siding.
South Mulberry, north leg of wye, 15 M.P.H.

10—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:

Mulberry Yard, north leg of wye, 15 M.P.H.

SPECIAL RULES

11—Trains and engines receiving stop indication on Signal M. P. 832.5 will stop clear of north switch to Valrico Subdivision siding until proceed indication is received.

12—Trains and engines will approach and move between clearance point at north end Valrico Subdivision siding at Valrico and Signal at M. P. 832.5 at restricted speed, and even though signal at M. P. 832.5 may indicate proceed, will not proceed until the track is seen or known to be clear between these locations.

13—Trains and engines will operate at yard speed not exceeding speed specified below:

10 M.P.H. Coronet and Conners Spurs.
20 M.P.H. Acco Spur.
25 M.P.H. south leg of wye, Welcome.
25 M.P.H. north leg of wye, Edison.

14—Secondary track extending between Welcome, M. P. 834.2, and Edison, M. P. 835.8, located on east side and paralleling main track, may be used between these points only on oral authority of Dispatcher in either direction at yard speed not exceeding 25 M. P. H. Trains authorized to use secondary track must use that track. Rule 98 will apply on the secondary track the same as main track. This track opens north into the Plant City line main track at Welcome, and south into main track at Edison. Double crossovers are provided at Welcome and Edison. Normal position of switches at Welcome will be for main track movements and on secondary track for movements from secondary track to Plant City line main track. At Edison normal position of switches will be for movements on main track. Trains on main track and secondary track meeting between Edison and Welcome will exchange identification with each other.

15—Trains and engines will obtain permission of dispatcher before entering yard limits at Welcome, Mulberry Yard or intermediate point for straightaway movement, and report clear when leaving these limits. Permission will not be required for local switching movements at stations within this area. Speed must not exceed 15 M. P. H. between M. P. 837.5 and M. P. 839.2, Nichols.

16—Trains and engines will operate at yard speed not exceeding 20 M.P.H. on Bonnie and Royster Spurs and will obtain permission from dispatcher before leaving wye en route to either point.

17—Movements within Bonnie plant area will not exceed 5 M.P.H. and a member of crew will precede all movements over highway crossing in the Bonnie Plant area.

18—Bartow, trains and engines have equal authority and will approach and move at yard speed not exceeding 10 M.P.H. between M. P. 851.0 and M. P. 851.1.

Parrish Subdivision

CLEARANCE CARDS

1—Trains will obtain clearance card before leaving Palmetto between 8:00 A.M. and 5:00 P.M., except Sundays.

Trains will obtain clearance card at Durant between 8:00 A.M. and 5:00 P.M., except Saturdays and Sundays.

YARD LIMITS

2—Durant, Palmetto (including Terra Ceia and Ellenton).

SPEED RESTRICTIONS

3—Between Mile Posts	MILES PER HOUR	
	Psgr. Trains	Freight Trains
868.9 and 871.5	10	10

City Ordinance Speed Restrictions:

Palmetto, 8 M.P.H. through city limits.

Movements over 5th, 7th, 8th, 10th and 11th Avenues and 10th Street must be flagged.

JUNCTION SWITCHES

4—Durant (both legs of wye), M. P. 832.9, lined for movements on Valrico Subdivision.

Palmetto, M. P. 870.5 lined for movement from Parrish Subdivision to Palmetto Subdivision siding.

RAILROAD CROSSINGS AT GRADE

5—Protected by automatic interlocking:
Palmetto, M. P. 871.1, S. C. L.

SPECIAL RULES

6—Trains and engines will operate at yard speed not exceeding speed specified below:
10 M.P.H. on Lemon and Ellenton Spurs.
20 M.P.H. on South Boyette Spur.

CLEARANCE CARDS

1—Trains will obtain clearance card at Edison except between 4:00 P.M. and 11:59 P.M. Sundays.

Trains en route south of Brewster will obtain clearance card before leaving Bradley between 8:00 A.M. and 5:00 P.M., except Sundays.

WHERE TIME APPLIES

2—Time of trains at Edison applies for northward trains at junction switch; southward trains at north crossover.

REGISTER STATIONS

3—Bradley and Port Boca Grande.

YARD LIMITS

4—Edison-Brewster, Arcadia, Boca Grande-Port Boca Grande.

SPEED RESTRICTIONS

5—Between Mile Posts	All Trains M.P.H.
842.8 and 843.4	10
914.9 and 915.0	10
924.5 and 925.2	20
925.2 and 926.2	10

JUNCTION SWITCHES

6—Edison, M. P. 835.8, lined for movements on Valrico Subdivision.

RAILROAD CROSSINGS AT GRADE

7—Protected by non-electrically locked gates:

Bradley, M. P. 843.3, S. C. L. normally clear Achan Subdivision.

Brewster, M. P. 846.5, A. C. Co. Normally clear S. C. L.

DRAWBRIDGES

8—Not protected by interlockings:
North draw, M. P. 924.7.
South draw, M. P. 925.4.

North draw attended 6:00 A.M. to 2:00 P.M. and 6:00 P.M. to 10:00 P.M. daily except Sunday. Draw open and unattended other times.

South draw attended from 6:00 A.M. to 6:00 P.M., and unattended and closed from 6:00 P.M. to 6:00 A.M.

Trains and engines approach drawbridges prepared to stop and must stop unless signal to proceed is given by bridge tender. When the south draw is unattended, a member of the crew must ascertain that the draw span is in position before train proceeds.

SPECIAL RULES

9—Brewster, movements over road crossing on lead to wet rock yard will be flagged.

10—Trains and engines will move between Edison, and Brewster, M. P. 846.6 at yard speed not exceeding 25 M. P. H. Before entering main track, permission must be secured from dispatcher, and when clear, must report to dispatcher.

11—Northward trains and engines en route from south of Brewster to Bradley must secure permission from dispatcher to use main track between Brewster and Bradley before passing Brewster station.

Bone Valley, Bartow and Fort Myers Subdivisions

CLEARANCE CARDS

1—Trains will obtain clearance card before leaving Bartow and Fort Myers.

No. 750 will leave Naples without clearance card.

WHERE TIME APPLIES

2—Time of trains at Bartow applies at Bartow Tower.

REGISTER STATIONS

3—Lakeland (passenger station, yard and shops), Arcadia (trains originating and terminating), Mulberry and Fort Myers.

YARD LIMITS

4—Lakeland-Winston, Prairie Jct., Mulberry, Achan, Agricola, Fort Meade, Lake Alfred, Winter Haven, Bartow and Fort Myers.

SPEED RESTRICTIONS

5—Between Mile Posts	MILES PER HOUR	
	Psgr. Trains	Freight Trains
863.9 and 851.0	10	10
851.1 and 851.4	10	10
875.0 and 875.1	30	30
893.0 and 893.6	45	—
931.6 and 931.8	20	20
937.1 and 937.4	20	20
959.6 and 959.7	20	10

M. P. 862.0, north leg of wye (Tancrede), 20 M. P. H.
Wye track, Bartow, 20 M.P.H.
Wye track, Fort Meade, 10 M. P. H.

City Ordinance Speed Restrictions:

Lakeland, Lakeland Subdivision: 40 M.P.H. on main track and 20 M.P.H. on north freight lead, Dakota to Iowa Avenues. Fort Myers Subdivision: 20 M.P.H., Dakota to Iowa Avenues, and 25 M.P.H., Rose Street to Lake Hollingsworth Road. Engine horn will be sounded with light intensity within city limits, except in case of emergency.

Bartow, 15 M.P.H. over street crossings between M. P. 851.1 and M. P. 852.8, Ft. Myers Subdivision. No train or engine movements except trains handling passengers permitted over Main, Church or North Broadway Street crossings between 11:50 A.M. and 12:15 P.M., except on Sundays and legal holidays. No trains will pass through city limits with more than 100 cars between 7:00 A.M. and 7:00 P.M.

Bowling Green, 35 M. P. H. from 6:00 A.M. to 10:00 P.M., and 40 M. P. H. from 10:00 P.M., to 6:00 A.M., over first crossing north and first crossing south of the station.

Fort Meade, 35 M. P. H. over first crossing north and first crossing south of station.

Wauchula, 20 M. P. H. over first two crossings north, and first three crossings south of station.

Arcadia, 15 M. P. H. over first four crossings and 35 M. P. H. over 5th, 6th and 7th crossings north of station; 15 M. P. H. over first and second crossings south of station.

Punta Gorda, whistle should be sounded with light intensity, except in case of emergency.

Fort Myers, movements over Michigan Street, Fowler Avenue and Hendry Street will be flagged. 5 M.P.H. over Edison, South and Hansen Streets, 20 M.P.H. over, upon or across all other street crossings in the city limits.

RAILROAD CROSSINGS AT GRADE

6—Protected by automatic interlocking:
Winter Haven, M. P. 842.5, S. C. L.

7—Protected by electrically locked derails:
Mulberry, M. P. 866.0, S. C. L. Normally clear Bone Valley Subdivision.

BLOCK SIGNAL SYSTEMS

8—Traffic Control System is in service between Winston, M. P. 855.4 and Prairie Junction, M. P. 863.5.

DRAWBRIDGES

9—Protected by interlocking:
Caloosahatchee River, M. P. 959.7. Attended 8:30 A.M. to 12:30 P.M. and from 4:30 P.M. to 8:30 P.M., daily.

Trains and engines stopped by home signals will not proceed until proceed signal is given by bridge tender or until member of crew ascertains that draw span is in proper position.

JUNCTION SWITCHES

10—Bartow, M. P. 863.3, lined for movements on Ft. Myers Subdivision.

Bartow, M. P. 851.0 (including inside crossover switches), lined for movements on Fort Myers Subdivision.

Bartow, M. P. 851.1, lined for movements on Fort Myers Subdivision.

Fort Meade, M. P. 875.1, lined for movements on Ft. Myers Subdivision.

Rockland Jct., M. P. 876.7, lined for movements on Ft. Myers Subdivision.

Fort Myers, M. P. 964.6, lined for movements on Fort Myers Subdivision.

Achan, M. P. 868.9, lined for movements on Bone Valley Subdivision.

SPRING SWITCHES

11—Following spring switches are identified by "SS" on target, trains and engines approaching these switches must know that points are set in proper position before passing over same:

Naples, three switches on wye.

12—Following spring switches are 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:

Bartow, south wye switch, 15 M.P.H.
Green Bay, north wye switch, 15 M.P.H.

SPECIAL RULES

13—Trains and engines will operate between Prairie Jct. and Ft. Meade at yard speed not exceeding 25 M.P.H. under supervision of the dispatcher. Permission will be secured from the dispatcher before entering the main track at Prairie Jct., Achan, Green Bay, Agricola, Ft. Meade or intermediate point for straight-away movement, and movement must be reported clear to dispatcher upon leaving the main track at any of these points. Permission will not be required for local switching movements at stations within this area.

14—Movements within Bonnie plant area will not exceed speed of 5 M. P. H. and a member of crew will precede all movements over highway crossings in the Bonnie Plant area.

15—Bartow, trains and engines have equal authority and will move at yard speed not exceeding 10 M.P.H. between M. P. 851.0 and 851.1, Valrico Subdivision.

16—Fort Myers, trains and engines have equal authority and will operate at yard speed between Anderson Avenue and South Street and passenger station.

17—Movements over highway crossings Government track at Gordonville, Pembroke spur, Punta Gorda dock track, Highway 17-A just north of M. P. 845.0, Dolomite spur, Main Street crossing over Morris Mine spur at Bartow, over Hutchinson Road and old Fort Meade-Bowling Green Road on track serving Tencor washer and across Highway No. 37 at Kingsford, will be flagged.

18—Winter Haven, whistle will be sounded with light intensity within corporate limits, except in emergency.

19—Trains and engines will operate at yard speed over spur between Homeland and Carroll.

Palmetto Subdivision

REGISTER STATIONS

1—Tampa, Uceta Yard (yard and shops for freight trains), Sarasota and Venice.

YARD LIMITS

2—East Tampa, Piney Point, Palmetto, Bradenton, Sarasota and Venice.

SPEED RESTRICTIONS

3—Between Mile Posts	All Trains M.P.H.
879.9 and 880.6	20
886.4 and 886.5	20
898.7 and 898.8	20
915.7 and 915.8	20
917.8 and 873.8	15
886.4 and 886.8	25

Through turnouts as listed below:
M. P. 882.0, north and south legs of wye, 10 M.P.H.
M. P. 882.0, turnout to siding, 10 M.P.H.
M. P. 885.0, turnout to U.S. Phosphoric lead, 10 M.P.H.

City Ordinance Speed Restrictions:

Tampa, 20 M. P. H. over, upon and across streets and alleys within the City Limits. Movements over Nebraska Avenue crossing when watchman not on duty, 11:00 P.M. to 7:00 A.M., will be flagged.

Palmetto, 20 M. P. H. between S. C. L. crossing and Big Manatee River drawbridge.

Bradenton, movements over first crossing south of station on main track and over 6th and 13th Avenues East and 7th Street West on Tropicana Spur must be flagged.

Engine horn will be used within City limits with light intensity.

Sarasota, 12 M. P. H. over all crossings south of the passenger station; 25 M. P. H. over all crossings north of the passenger station, within City Limits.

RAILROAD CROSSINGS AT GRADE

4—Protected by remotely controlled interlocking:
South Uceta Yard, M. P. 879.8, S. C. L.

5—Protected by automatic interlocking:
Palmetto, M. P. 915.0, S. C. L., 20 M.P.H., until engine reaches crossing.

6—Protected by attended interlocking:
Tampa (TN Tower), M. P. 880.3, S. C. L.

DRAWBRIDGES

7—Protected by attended interlocking:
Big Manatee River, M. P. 915.8.

8—Protected by interlockings:
Alafia River, M. P. 886.4. Attended 8:00 A.M. to 12:00 noon and from 2:00 P.M. to 6:00 P.M., daily.

Little Manatee, M. P. 898.8. Attended 9:00 A.M. to 5:00 P.M., daily.

Trains and engines stopped by home signals will not proceed until proceed signal is given by bridge tender or until member of crew ascertains that draw span is in proper position.

BLOCK SIGNAL SYSTEMS

9—Traffic Control System is in service between TN, M. P. 880.4 and East Tampa, M. P. 885.1.

JUNCTION SWITCHES

10—Palmetto, M. P. 914.6 lined for movement from siding to Parrish Subdivision.

SPECIAL RULES

11—Sarasota, movements over Orange Ave., Washington Blvd. (U.S. 301), Fruitville Road and Ringling Boulevard must be flagged.

12—Southward trains holding main track to meet opposing trains at south yard lead switch, East Tampa, must stop clear of signal box marking beginning of approach circuit to Alafia River drawbridge to avoid displaying "Stop" signal to northward train at drawbridge.

13—Southward trains holding main track to meet opposing trains at Ruskin must stop clear of signal box marking beginning of approach circuit to Little Manatee River drawbridge to avoid displaying "Stop" signal to northward train at drawbridge.

14—Trains and engines move at yard speed between Fruitville, M. P. 886.4 and Belspur, M. P. 934.0, not exceeding 15 M.P.H.

15—Trains or engines must not clear at the following non-electrically locked hand-operated switch locations:
Ruberoid Co., M. P. 883.4.
C&R Development Co., M. P. 884.7.

Haines City Subdivision

YARD LIMITS

1—Haines City.

Lake Charm Subdivision

CLEARANCE CARDS

1—Rule 83-A will not apply at Aloma.

REGISTER STATIONS

2—Sanford.

SPEED RESTRICTIONS

3—10 M.P.H. through all turnouts and crossovers between Rands and Lake Charm.

SPECIAL RULES

4—Sanford, engine horn will be sounded with light intensity and engine bell not rung continuously, except when necessary to prevent accidents, particularly in the area between French Avenue and 20th Street.

Movements over French (except at 13th Street), Park and Sanford Avenues, First Street at old freight station and 9th and 20th Streets must be flagged.

5—Trains en route to or from tracks 15 and 17 at Rands Yard will not move in these tracks while red light is burning on icing platform. Cars in these tracks must not be moved while red light is burning.

6—Movements over Broadway St. and Central Ave., Oviedo must be flagged. Streets in corporate limits of Oviedo will not be blocked more than five minutes.

7—Trains and engines will operate at yard speed not exceeding 15 M.P.H. on Lake Charm Extension No. 2.

Elfers Subdivision

YARD LIMITS

1—Tarpon.

SPECIAL RULES

2—Account crossing of St. Petersburg Subdivision, M. P. 875.2, Taconey, removed from service, stations north of M. P. 875.2 will be served from connection with Yeoman Subdivision at Tarpon, and stations south of Taconey via Victor from connection with St. Petersburg Subdivision at Chemical.

3—Trains and engines have equal authority and will operate at yard speed. Permission of dispatcher must be secured prior to entering Elfers Subdivision via Tarpon or via Chemical-Victor.

4—Trains and engines will not exceed 10 M.P.H. on Pinellas Water Co. spur, Cosme.

WHERE TIME APPLIES

1—Time of trains at Clarcona applies at switch, M. P. 791.2.

JUNCTION SWITCHES

2—Clarcona, M. P. 837.5, lined for movements on Trilby Subdivision.

SPECIAL RULES

3—Trains and engine have equal authority and will operate at yard speed, not exceeding 20 M.P.H. between Clarcona and Dr. Phillips.

Umatilla Subdivision

CLEARANCE CARDS

1—Rule 83-A will not apply at Umatilla and Sylvan Lake.

WHERE TIME APPLIES

2—Time of trains at Sylvan Lake applies at switch, M. P. 773.5.

REGISTER STATIONS

3—Sanford.

YARD LIMITS

4—Sanford and Umatilla.

JUNCTION SWITCHES

5—Sylvan Lake, M. P. 773.5, lined for movement on Trilby Subdivision.

SPEED RESTRICTIONS

6—Between Mile Posts	All Trains M.P.H.
777.1 and 777.2	10
817.3 and 817.9	15
821.7 and 821.9	15

City Ordinance Speed Restrictions:
Eustis, 15 M.P.H. between Gottsche and Lemon Avenues.

SPECIAL RULES

7—Trains and engines have equal authority and will operate at yard speed not exceeding 20 M.P.H. between M. P. 773.0 and 774.0 at Sylvan Lake.

8—Employees are prohibited from riding on side of equipment on long siding at Eustis.

9—All movements over Lake Shore Drive at Eustis must be preceded by a flagman.

10—Under no circumstances will running switches be made within the city limits of Eustis.

11—Engine horn will be sounded with light intensity through corporate limits of Mount Dora, except in case of emergency.

12—Trains en route to or from Tracks 15 and 17 at Rands Yard will not move in these tracks while red light is burning on icing platform. Cars in these tracks must not be moved while red light is burning.

13—Trains and engines approach Home Builders Warehouse, Gottsche Avenue, Eustis, prepared to stop, expecting to find trucks fouling main track and side track.

Trilby Subdivision

CLEARANCE CARDS

1—Rule 83-A does not apply at Sylvan Lake.

WHERE TIME APPLIES

2—Time of trains at Sylvan Lake applies at switch, M. P. 773.5.
Time of trains at Clarcona applies at switch, M. P. 791.2.

YARD LIMITS

3—Trilby.

JUNCTION SWITCHES

4—Sylvan Lake, M. P. 773.5, lined for movements on Trilby Subdivision.
Clarcona, M. P. 791.2, lined for movements on Trilby Subdivision.

SPEED RESTRICTIONS

5—Between Mile Posts	All Trains M.P.H.
784.8 and 784.9	20
807.3 and 807.8	20
842.8 and 842.6	15

City Ordinance Speed Restrictions:
Winter Garden, 15 M.P.H. through corporate limits.

RAILROAD CROSSINGS AT GRADE

6—Protected by automatic interlocking:
Mabel, M. P. 826.7, S. C. L. 20 M. P. H., until engine reaches crossing.

7—Protected by electrically locked derails:
Toronto, M. P. 788.2, S. C. L.
Lacoochee, M. P. 841.2, S. C. L.

SPECIAL RULES

8—Trains and engines have equal authority and will operate at yard speed not exceeding 20 M.P.H. at following locations:
M. P. 773.5 and M. P. 774.0 at Sylvan Lake.
M. P. 784 and M. P. 786 at Forest City.
M. P. 791 and M. P. 792 at Clarcona.
M. P. 797 and M. P. 800 at Winter Garden.
M. P. 811 and M. P. 813 at Clermont.
M. P. 817 and M. P. 822 at Groveland.
M. P. 823.0 and M. P. 823.8 at Trilby.

9—Movements over Highway 50 at Groveland must be preceded by a flagman with "stop" signal.

10—Trains and engines approach Blue Goose Packing House, Clermont, prepared to stop short of ice trucks blocking main track while engaged in icing cars on the packing house track.

11—Trains and engines approach packing house Zellwood Fruit Company at Forest City prepared to stop, expecting to find trucks blocking the main track.

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
Coleman and Owensboro	3500	2800	3850	4200	2300	5450	6350	6100	6650
Zephyrhills and Valrico	3500	2800	3850	4200	2300	5450	6350	6100	6650
Valrico and Tampa	4000	3200	4400	4800	2600	6200	7300	7000	7600
Sulphur Sprgs. and St. Pete	3500	2800	3850	4200	2300	5450	6350	6100	6650
Landrum to Tampa	4000	3200	4400	4800	2600	6200	7300	7000	7600
Tampa to Sulphur Sprgs.	2300	1850	2500	2750	1500	3550	4200	4000	4350
Tampa to Landrum with helper out of Yeoman	3500	2800	3850	4200	2300	5450	6350	6100	6650
Croom and Brooksville	2000	1600	2200	2400	1300	3100	3650	3500	3800
Plant City and Bradley or Mulberry, and Tampa and Mulberry	4000	3200	4400	4800	2600	6200	7300	7000	7600
Except Durant to Welcome	3500	2800	3850	4200	2300	5450	6350	6100	6650
Mulberry and W. Lake Wales	4000	3200	4400	4800	2600	6200	7300	7000	7600
Except over Ridgewood Hill	3200	2550	3500	3850	2100	4950	5800	5600	6100
Pembroke and Bartow	4000	3200	4400	4800	2600	6200	7300	7000	7600
South Mulberry and Bradley	4000	3200	4400	4800	2600	6200	7300	7000	7600
Agricola and Bradley	5000	4000	5500	6000	3300	7750	9100	8750	9500
Bradley to Port Boca Grande	5000	4000	5500	6000	3300	7750	9100	8750	9500
Port Boca Grande to Bradley	4500	3600	4950	5400	2950	7000	8200	7900	8550
Durant and Palmetto Jct.	3500	2800	3850	4200	2300	5450	6350	6100	6650
Moncrief and Sanford	2900	2300	3200	3450	1900	4500	5300	5050	5500
Sanford to Lakeland	2750	2200	3000	3300	1800	4250	5000	4800	5200
Lakeland to Uceta	3350	2650	3650	4000	2200	5200	6100	5850	6350
Uceta to Lakeland	2700	2150	2950	3250	1750	4150	4900	4700	5100
Lakeland to Haines City	3300	2650	3600	3950	2150	5100	6000	5750	6250
Haines City to Sanford	3700	2950	4050	4450	2400	5700	6750	6450	7000
Rands and Youngs	2650	2100	2900	3150	1750	4100	4800	4650	5000
Youngs to Aloma	2600	2050	2850	3100	1700	4000	4750	4550	4950
Aloma to Youngs	2000	1600	2200	2400	1300	3100	3650	3650	3800
Rands to Ft. Mason Jct.	2600	2050	2850	3100	1700	4000	4750	4550	4950
Ft. Mason Jct. to Rands	1700	1350	1850	2050	1100	2600	3100	2950	3200
Sylvan Lake to Trilby	1800	1450	1950	2150	1200	2800	3300	3150	3400
Trilby to Sylvan Lake	1500	1200	1650	1800	1000	2300	2750	2600	2850
Haines City and Waverly	2400	1900	2650	2850	1550	3700	4350	4200	4550
Lake Alfred and Bartow	2800	2250	3050	3350	1850	4350	5100	4900	5300
Lakeland to Naples	3700	2950	4050	4450	2400	5700	6750	6450	7000
Except Ft. Meade to Bowling Green	3000	2400	3300	3600	1950	4650	5450	5250	5700
Naples to Arcadia	4000	3200	4400	4800	2600	6200	7300	7000	7600
Arcadia to Bowling Green	3000	2400	3300	3600	1950	4650	5450	5250	5700
Bowling Green to Ft. Meade	2800	2250	3050	3350	1850	4350	5100	4900	5300
Ft. Meade to Eaton Park	3500	2800	3850	4200	2300	5400	6400	6100	6650
Eaton Park to Lakeland	2300	1850	2550	2800	1500	3650	4300	4100	4400
Winston to Achan	3600	2850	3950	4300	2350	5550	6550	6300	6850
Achan to Ft. Meade	2700	2150	2950	3250	1750	4150	4900	4700	5100
Ft. Meade to Winston	3400	2700	3750	4050	2200	5250	6200	5950	6450
Tancrede to Ridgewood	2000	1600	2200	2400	1300	3100	3650	3500	3800
Ridgewood to Tancrede	4000	3200	4400	4800	2600	6200	7300	7000	7600
Uceta and Venice	4000	3200	4400	4800	2600	6200	7300	7000	7600
Trilby and St. Petersburg	2250	1800	2500	2700	2700	3500	4100	3950	4250

SANFORD SUBDIVISION

NAME	Mile Post	Station Nos.	Car Capacity	Opening
Orange Park	656.8	A 657	31	Both
Solite	665.8	A 666	18	Both
Duroc	673.3	A 673	Spur	Both
Allen	680.0	A 680	17	North
Pecan	694.9	A 695	Spur	Both
Hammond	724.2	A 724	3	South
Senyah	724.7	A 725	5	North
Conrad	739.4	A 739	8	North
Strawn	741.3	A 741	31	North
DeLeon Springs	742.1	A 742	2	North
Orange City	755.4	A 755	13	South

LAKELAND SUBDIVISION

NAME	Mile Post	Station Nos.	Car Capacity	Opening
Lake Mary	772.1	A 772	4	South
Casselberry	779.2	A 779	36	Both
Altamonte Springs	780.5	A 781	14	North
Home Builders Supply	780.6	A 781	7	South
Atlantic Tile & Terrazzo	781.8	A 782	25	South
Precast Industries	805.5	A 806	Spur	South
Campbell	812.1	A 812	12	North
Loughman	819.4	A 819	9	North
Vertagreen	821.3	A 821	Spur	North
Royal Crown Cola	842.4	A 842	Spur	South
Tanco	846.7	A 847	6	North
Allied	847.1	A 847	6	South
Elmer	847.1	A 847	2	South
Park	847.3	A 847	Spur	South
Cumbee	848.0	A 848	3	North
Joydon	848.3	A 848	19	North
Foodco-FMC	848.6	A 849	Spur	South
Tolson	848.6	A 849	6	North
Central Gas	864.4	A 864	1	South
Plant City Ind. Park	864.5	A 865	Spur	South
Seffner	870.9	A 871	Spur	North
Reeves	874.9	A 875	Spur	South
Port Tampa	892.0	A 892	Yard	North

HAINES CITY SUBDIVISION

NAME	Mile Post	Station Nos.	Car Capacity	Opening
Prine	832.0	AVC 832	6	North

LAKE CHARM SUBDIVISION

NAME	Mile Post	Station Nos.	Car Capacity	Opening
Fort Reed	771.1	AU 771	30	Both
Hunt	772.5	AU 773	40	North
Mecca	773.2	AU 773	5	North
Chase	776.1	AU 776	19	North
Wagner	779.1	AU 779	10	Both
Gardena	781.5	AU 782	3	North
Youngs	783.2	AU 783	60	Both
Lake Charm	786.0	AU 786	Yard	Both
State Highway	826.8	ST 827	4	South
Golden Rod	823.8	ST 824	12	South
Italian Terrazzo, Inc.	823.1	ST 823	2	North
Jordan Marsh	822.6	ST 823	2	South
Rinker Materials	822.4	ST 822	25	South
Holloway Concrete	822.4	ST 822	25	Both
Run Around Track	822.1	ST 822	24	Both

FORT MYERS SUBDIVISION

NAME	Mile Post	Station Nos.	Car Capacity	Opening
West Cash and Carry	853.5	AX 854	12	North
Bibtown	853.9	AX 854	32	Both
Hydro Mines	854.8	AX 855	Yard	North
Lakeland Cash Feed	855.1	AX 855	20	North
State Fertilizer Company	856.2	AX 856	5	South
Fogassey Distributing Company	856.4	AX 856	10	South
Occidental Research	856.6	AX 857	26	South
Dearborn	862.4	AX 862	4	North
Ideal Fertilizer	863.1	AX 863	7	North
Team Track	852.6	SVE 853	12	South
Co-Op	852.8	SVE 853	21	North
Southeastern	853.6	SVE 854	17	South
Clear Springs	854.1	SVE 854	Spur	Wye
Homine	856.9	SVE 857	Spur	Wye
Homeland	871.5	AX 872	Spur	South
Carroll	868.9	AXA 869	20	North
Pembroke	872.5	AX 873	Yard	North
Tencor	879.4	AX 879	Yard	North
Buchanan	898.9	AX 899	10	Both
Gardner	903.1	AX 903	6	North
Nocatee	917.3	AX 917	26	Both
Wells	920.5	AX 921	3	South
Cleveland	933.3	AX 933	19	Both
Myaka Gas Company	939.0	AX 939	7	South

FORT MYERS SUBDIVISION (CONTINUED)

NAME	Mile Post	Station Nos.	Car Capacity	Opening
Bayshore	958.0	AX 958	24	Both
Sunset Distributors	962.1	AX 962	5	South
Alois Schultz	977.6	AX 978	8	North
Estero	979.8	AX 980	18	Both
Builders Mort., Inc.	989.5	AX 990	1	South
Naples Tomato Growers	989.6	AX 990	16	North
Vanderbilt	992.3	AX 992	22	North
Sheppard	996.7	AX 997	4	South

PALMETTO SUBDIVISION

NAME	Mile Post	Station Nos.	Car Capacity	Opening
Whitney Tank Lines	881.9	AZA 882	5	South
Rockport Spur (breaks out of Sutton siding)	882.0			Wye
Lou (Ohio River Barge Company)	882.0	AZA 882	Yard	North
Rockport	882.0	AZA 882	Yard	North
Port Sutton	883.0	AZA 883	Yard	North
Nitram Chemical Company	882.6	AZA 883	Yard	North
Tesco Chemical Company	882.6	AZA 883	2	North
Ruberoid Company	883.6	AZA 884	19	South
National Molasses Company	884.1	AZA 885	15	South
C&R Development Company	884.7	AZA 885	12	North
Greens Fuel	884.7	AZA 885	2	North
Lane Dredging Company	886.6	AZA 887	2	South
Tampa Electric Co.	890.0	AZA 890	Spur	North
Ruskin Tomato Growers	891.6	AZA 892	15	North
Ruskin Tomato Growers	891.7	AZA 892	17	Both
Ruskin Vegetable Co-op	893.4	AZA 893	18	Both
Stake Tomato Inc.	894.2	AZA 894	18	North
Sun City	901.6	AZA 902	6	North
Borden	905.5	AZA 906	Yard	North
Piney Point	906.1	AZA 906	5	North
Harlee Tomato House	910.1	AZA 910	15	North
Manatee County Growers	910.1	AZA 910	12	North
Schooley	911.7	AZA 912	2	South
Wiggins	874.1	SW 874	6	North
General Asphalt Company	875.3	SW 875	12	South
Champion Home Builders	877.2	SW 877	7	South
Detweiler's Gas	877.4	SW 877	6	North
Tallavast	878.9	SW 879	21	Both
Airport	879.4	SW 879	35	North
Vanderipe Spur				
Vanderipe	921.9	AZA 922	2	North
Fuller Industries	924.4	AZA 924	16	North
Dolomite	924.6	AZA 925	Spur	North
Fruitville	886.4	SW 886	18	North
Hyde Park Packing House	888.0	SW 888	17	Both
Hyde Park Groves	888.1	SW 888	11	South
Home Builders Supply	888.9	SW 889	8	South
Martin Concrete Company	890.6	SW 891	15	South
Southside Concrete Company	890.8	SW 891	22	North
Laurel	899.9	SW 900	2	North
Nokomis	901.3	SW 901	15	Both

BARTOW SUBDIVISION

NAME	Mile Post	Station Nos.	Car Capacity	Opening
Old Race & Race	838.3	AW 838	11	North
Universal Marion Corporation	838.5	AW 839	4	North
Piping Packing Company	838.8	AW 839	6	North
Gulf Counties Gas Service	843.9	AW 844	4	North
Wilson & Toomer Fertilizer Company	844.1	AW 844	8	North
Eagle Lake	844.5	AW 845	30	South
Gordonville	848.0	AW 848	Yard	North
Hancock Mine	848.4	AW 848	Yard	South

ST. PETERSBURG SUBDIVISION

NAME	Mile Post	Station Nos.	Car Capacity	Opening
Blanton	828.7	ARE 829	3	North
Drexel	849.7	ARE 850	13	South
Gulf Cities Gas	869.6	ARE 870	1	South
Yate Lumber Yard	873.0	ARE 873	13	Both
Elfers Citrus Growers Association	873.5	ARE 874	6	North
Palm Harbor	873.6	ARE 874	11	Both
Tropi Gas	874.1	ARE 874	2	South
Home Builders Supply	878.9	ARE 879	3	North
Gulf City Pipe & Products	885.0	ARE 885	7	South
Duvall	886.4	ARE 886	Spur	North
Sav. Building Supply	887.6	ARE 888	3	North
Ulmerton Company	887.9	ARE 888	17	Both
General Electric	888.6	ARE 889	8	North
John Barger	891.4	ARE 891	3	South
Pinellas Power Company	892.8	ARE 893	3	North
Sirmons Inv. Company, Inc.	893.3	ARE 893	4	South
Lellman	894.5	ARE 895	2	North
Top Value	894.8	ARE 895	20	South
Todd Hyatt	894.9	ARE 895	2	North

COLEMAN SUBDIVISION

NAME	Mile Post	Station Nos.	Car Capacity	Opening
Panasoffkee	769.4	S 769	10	North
St. Catherine	780.0	S 780	28	Both
Alderman	786.5	S 787	59	Both

YEOMAN SUBDIVISION

Crystal Springs	811.4	S 811	18	South
Central	812.6	S 813	Yard	South
Cone	813.4	S 813	22	South
Miller Chemical Company	819.5	S 820	10	North
Kilgore Seed Company	819.5	S 820	10	North
Industrial Park	826.1	S 826	Spur	North
Gulf Farmers Co-op	826.7	S 827	8	North
Brandon	834.8	S 835	40	Both
Tampa Electric	847.2	SY 847	9	Both
Lake Carroll	851.3	SY 851	20	North
Hartstone Concrete	853.1	SY 853	3	South
Sun Tile Spur	853.6	SY 854	4	North
Drew	854.0	SY 854	Spur	Wye
Drew Field	858.0	SYC 858	Spur	North
Sunshine Park	861.3	SY 861	11	Both
Gulf Machinery Co.	868.1	SY 868	13	South
Bilgore Canning Plant	868.2	SY 868	16	Both
Dellwood	868.2	SY 868	4	South
Coachman	870.2	SY 870	10	Both
Armston	871.3	SY 871	Yard	Both
Belleair	876.1	SY 876	10	South
Gulf Coast Chemical Company	879.4	SY 879	3	North
Walsingham	880.6	SY 881	19	Both
Oakhurst	883.4	SY 883	4	North
Gulf Steel	886.7	SY 887	26	North
Milne & O'Berry	886.7	SY 887	9	South
Pinellas Concrete	886.7	SY 887	23	Both
Jungle	887.0	SY 887	7	North
Allen Terrazzo	887.8	SY 888	3	North
Giuliana	888.1	SY 888	14	North
Tyrone	888.5	SY 889	7	South
Mark Terrazzo	888.7	SY 889	3	North
Gulfport	892.5	SY 893	14	North
Gulfport			4	South

ELFERS SUBDIVISION

Citrus Park	859.1	SYA 859	10	South
Pinellas Water Company (Cosme)	860.4	SYA 860	Spur	North
Lake Fern	864.3	SYA 864	14	Both
Pinellas County Water Supply	872.3	SYA 872	11	North
M.K. Terrazzo	878.2	SYB 878	1	North

VALRICO SUBDIVISION

Coronet Mine	827.1	SVA 827	Yard	Both
Hopewell	829.5	SV 830	4	South
Keysville	833.5	SV 834	4	North
Green's Fuel Company	1.3	SZ 834	6	South
Acco	3.0	SZ 836	Spur	Wye
Ocain	841.0	SV 841	8	North
Gulf Counties Gas	844.8	SV 845	4	North
Bonnie Spur	845.0	SV 845	Spur	Wye
Royster	845.9	SVM 846	Spur	North
Bonnie	847.0	SVL 847	Yard	North
Alert	845.2	SV 845	12	South
Ewell	845.4	SV 845	12	South
Mineco	847.3	SV 847	9	South
Armour	848.3	SV 848	Spur	South
Conners Spur	853.0	SV 853	Spur	Wye
Conshalt	854.0	SVB 854	Spur	North
Lake Garfield	855.4	SV 855	28	Both
Alturas	858.6	SV 859	67	Both

ACHAN SUBDIVISION

Three Mile Post, Pierce	3.4	SVH 846	Yard	North
S. Pierce Complex (Agrico RR)		SVR 852	Yard	Both
Payne Creek Washer (Agrico RR)		SVR 860	Yard	North
Imrock	2.2	SVK 848	Yard	Wye
Two Mile Post, Pierce	1.7	SVH 846	Yard	South
Agricola Spur (connects at Bradley)				
Agricola	849.0	SVN 849	Yard	North
Rockland (Swift & Co. RR)	852.4	SVN 852	Yard	North

BOCA GRANDE SUBDIVISION

NAME	Mile Post	Station Nos.	Car Capacity	Opening
West Polk	840.6	SVC 841	Spur	Wye
Container Corp. of Amer.	857.6	SVC 858	12	North
Fort Green Springs	858.0	SVC 858	26	Both
Ona	865.5	SVC 866	53	Both
Limestone	873.6	SVC 874	18	Both
Bunker	881.0	SVC 881	10	Both
Nocatee	888.4	SVC 888	23	North
Hull	893.4	SVC 893	24	Both
Platt	898.8	SVC 899	28	Both
Duckett Siding	907.3	SVC 907	28	North
Placida	923.6	SVC 924	62	Both

PARRISH SUBDIVISION

Lithia	836.5	SW 837	16	North
Boyette	839.8	SW 840	17	South
South Boyette	841.9	SW 842	Spur	Wye
Balm	844.6	SW 845	29	Both
Terra Ceia	867.2	SW 867	94	Both
Ellenton Junction	869.1	SW 869	Spur	South
Ellenton (Ellenton Spur)	869.3	SWB 869	14	Both
Manavista	870.8	SW 871	62	North

UMATILLA SUBDIVISION

Paola	774.1	ATA 774	8	South
Cassia	781.8	ATA 782	20	Both
Sorrento	786.4	ATA 786	17	Both
Florida Favorite Fertilizer	791.1	ATA 791	24	North
Lewis Carroll Siding	793.9	ATA 794	9	Both
Smith Gas Company	794.9	ATA 795	3	North
Orange State	795.5	ATA 796	11	North

TRILBY SUBDIVISION

Toronto	788.7	AT 789	1	South
Atlantic Chemical	788.7	AT 789	12	South
Ocoee Spur (2.3 miles)	799.0		Spur	South
Ocoee	31.7	ATB 32	Yard	Wye
Tildenville	799.8	ATB 28	20	North
Oakland	801.7	AT 802	25	Both
Killarney Spur (0.7 miles)	802.9		Spur	South
Killarney Fruit Co.	25.5	ATB 25	14	South
Killarney (team track)	25.7	ATB 25	18	South
Roan	805.0	AT 805	5	North
Mohawk	808.7	AT 809	6	South
Minneola	810.0	AT 810	3	North
Mid Florida Gas	810.3	AT 810	12	South
Zephyr Egg	814.8	AT 815	5	South
Hi-Acres Fertilizer	817.1	AT 817	22	South
Carter Fruit Company	819.8	AT 820	25	Both
Mascotte	821.7	AT 822	15	Both
Tarrytown	831.2	AT 831	10	North
Robbins Manufacturing Company	831.8	AT 832	5	North
Richloam	836.2	AT 836	15	North

CROOM SUBDIVISION

Conrock	839.9	AS 840	50	Both
Hudson Pulp & Paper Company	841.8	AS 842	19	North

BROOKSVILLE SUBDIVISION

Storey	785.9	SR 786	261	Both
Lansing	790.4	SR 790	30	Both
Lake Stafford	791.7	SR 792	16	North
Powell	803.1	SR 803	5	South
Lykes Brothers	806.0	SR 806	Spur	North
Masaryktown	807.3	SR 807	12	South
Fivay	817.0	SR 817	24	Both
Land O'Lakes	826.9	SR 827	36	Both
Newbern	834.2	SR 834	6	South
Tampa Sand	834.6	SR 835	37	South
Nowatney	835.0	SR 835	36	Both
Buy Rite Lumber Company	835.4	SR 835	7	North
Majestic Cabinet Company	835.7	SR 836	4	South
Flora	835.8	SR 836	9	Both

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J. N. GATCH, Roadmaster	Palmetto, Fla.
E. R. WREN, Roadmaster	Bartow, Fla.
C. B. VANN, Roadmaster	Plant City, Fla.
J. H. ABBOTT, Roadmaster	Brooksville, Fla.

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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.

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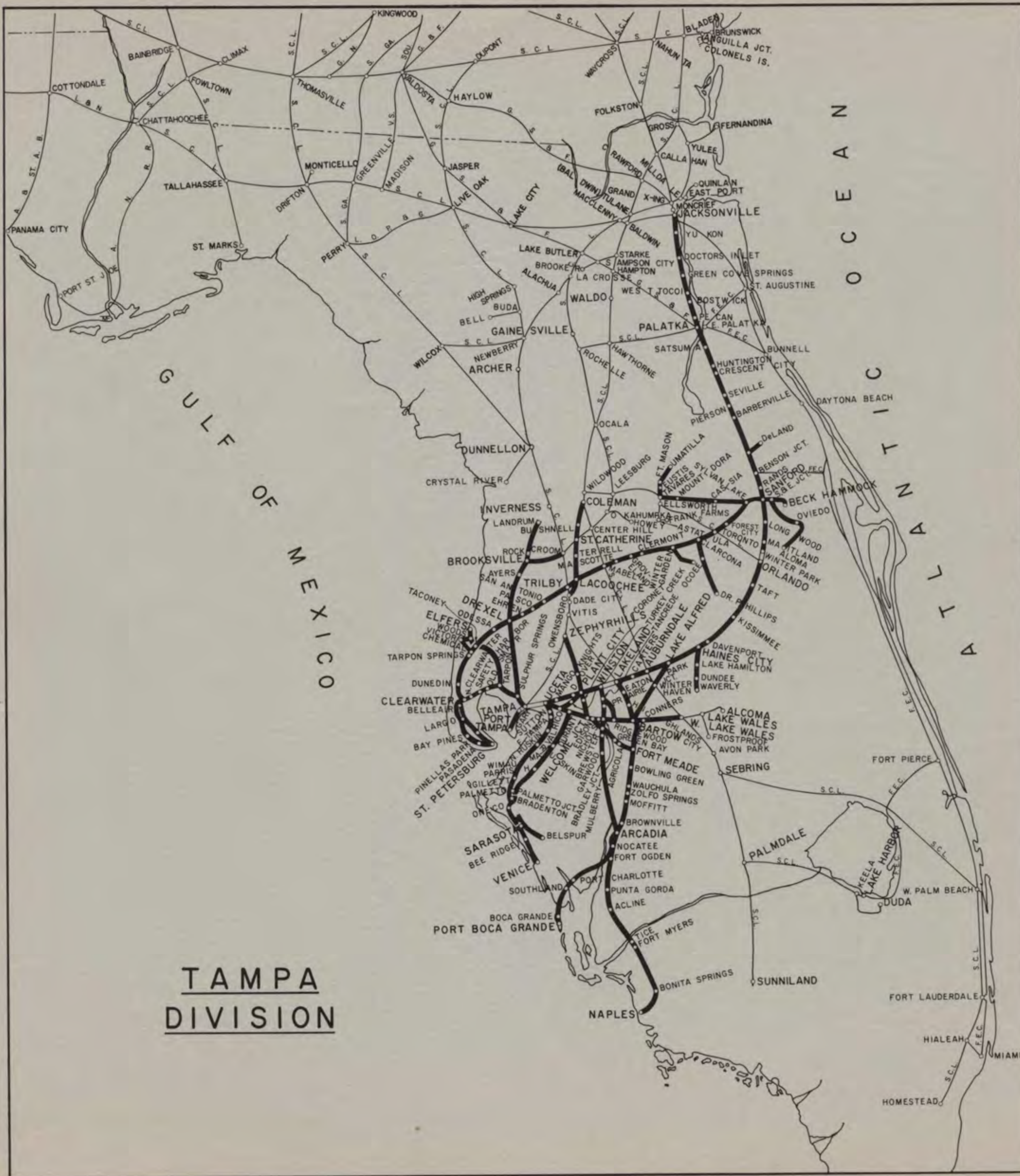

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