

SAFETY



FIRST

SEABOARD AIR LINE RAILWAY COMPANY

CENTRAL DISTRICT

North Florida Division
West Florida Division
(INCLUDING TAMPA & GULF COAST)

TIME TABLE NO. 5

Taking Effect 12:01 A. M., Sunday December 12, 1926

SUPERSEDING TIME TABLE NO. 4, DATED DECEMBER 5, 1926

DESTROY TIME TABLES OF PREVIOUS DATES

FOR THE GOVERNMENT OF EMPLOYEES ONLY

Not intended for the informaton of the public, nor as an advertisement
of the time of trains.

The Railroad reserves the right to vary therefrom as circumstances
may require.

EASTERN STANDARD TIME

M. H. CAHILL, *Vice-President*

C. E. HIX, *Superintendent Transportation*

E. C. BAGWELL, *General Superintendent*

H. A. BENTON, *Superintendent, North Florida Division*

W. H. BLAKE, *Superintendent, West Florida Division*

NORTH FLORIDA DIVISION—BALDWIN SUB-DIVISION—BALDWIN TO WILDWOOD

SOUTHWARD

CAPACITY TRACKS			Distance from Baldwin	FIRST CLASS										SECOND CLASS				THIRD CLASS			
Sliding	Other			TIME TABLE No. 5 December 12, 1926		5	303	3	7	15	9	1	309	87	101	285	61				
				STATIONS		Suwanee River Special	All Florida Special	Seaboard Fast Mail	Orange Blossom Spl. East Coast	Orange Blossom Spl. West Coast	Seaboard Florida Ltd. East Coast	Carolina Florida Spl.	Seaboard Fla. Ltd. West Coast	Red Ball Freight	Mixed	Through Freight	Local Freight				
						Daily A. M.	Daily A. M.	Daily A. M.	Daily A. M.	Daily A. M.	Daily P. M.	Daily P. M.	Daily P. M.	Daily A. M.	Ex. Sun. A. M.	Daily A. M.	Mon. Wed. Fri. A. M.				
100	Yard	0.0	N	BALDWIN LV. Y X SAL North End Double Track		9.15	9.40	11.15	11.45	9.20	10.10	11.45	12.05		10.00	6.30					
		2.0	N	OR. CABIN		9.19	9.44	11.19	11.49	9.24	10.14	11.49	12.15		10.05	6.40					
100	6S	6.9	N P	MAXVILLE		9.30	f 9.55	11.28	11.58	9.34	f10.24	12.00	12.25		10.25	7.05					
	15S	13.8	N P	HIGHLAND		9.43	f10.08	11.39	12.09	9.46	f10.35	12.15	12.45		10.45	7.30					
100	21	19.3	N P	LAWTEY		9.52	s10.19	11.48	12.18	9.56	f10.47	12.28	1.00		11.00	7.50					
		23.2	N	SX. CABIN		9.58	10.25	11.54	12.24	10.02	10.54	12.37	1.15		11.11	8.00					
		26.0	N P	STARKE		f10.03	s10.33	11.59	12.29	10.07	s11.00	12.45	1.25	6.30	11.25	8.40					
100		26.5		WANNEE JUNCTION South End Double Track		10.05	10.36	12.01	12.31	10.10	11.02	12.47	1.28	6.35	11.30 ₆₂	8.45					
100		29.0	N	NEWMAN		10.09	10.40	12.05	12.35	10.15	11.09	12.52	1.38		11.40 ₈₀	8.55					
100	75	32.1	N P	HAMPTON X GS&F	12.30	10.15	s10.48 ₆₂	12.11	12.41	10.22	s11.15 ₇₈	12.59	1.50		11.55	9.20					
100		36.1	N	HOGAN	12.37	10.21 ₆₂	10.54	12.17	12.47 ₈₆	10.28 ₇₈	11.22	1.05	2.00		12.08	9.35					
63	Yard	38.1	N P	WALDO O T	12.40	s10.24	s11.02 ₈₀	12.20	12.53	10.35	s11.29	1.13	2.30		12.15	10.00					
100	12	42.9	N P	ORANGE HEIGHT	12.50	10.37 ₈₀	f11.13	12.28	1.01	10.43	f11.44	1.22	2.45			10.37 ₃₀₃					
	28	46.9	N	CAMPVILLE	12.57	10.43	s11.21	12.34	1.07	10.50	f11.51	1.29	2.55			11.00					
100	12	51.6	N P	HAWTHORNE X ACL	1.07	10.51	s11.29 ₆₁	12.41	1.14	10.58	s11.59	1.37	3.10			11.29 ₃					
100	5	58.4	N P	LOCHLOOSA	1.19	11.02	f11.43	12.52	1.25	11.10	f12.11	1.49	3.38 ₂ 3.56 ₆			12.15					
	14	62.0	D	ISLAND GROVE	1.25	11.07	f11.49	12.57	1.30	11.16	f12.16	1.54	4.07			12.35					
100	22	64.4	N P	CITRA	1.30	11.11	s11.55	1.01 ₆₁	1.34	11.21	s12.23	1.58	4.19 ₁₀ 4.33 ₃₁₀			1.01 ₇					
	22	69.9	D	SPARR	1.40	11.19	s12.08	1.09	1.42 ₆₁	11.30	s12.33	2.07	5.05			1.42 ₁₅					
100	29	73.3	N P	ANTHONY	1.47	11.25	s12.18	1.14	1.47	11.36	s12.42	2.13	5.30			2.07 ₄					
100		79.3	N	SILVER SPRINGS JCT.	1.57	11.35	12.30	1.23	1.55 ₄	11.45	12.52	2.23	5.50			2.47 ₁₆ 3.02 ₈					
75	Yard	82.8	N P	OCALA X ACL O T	2.07	s11.45	\$ 12.40 1.00	1.30 ₄	s 2.01	11.55	s 1.07	s 2.33 ₂	6.30 ₆₂			3.20					
100		86.5	N	LIMDALE	2.15 ₂	11.53	1.08 ₄	1.37	2.08	12.03	1.15	2.45 ₆	6.50								
100	10N	90.7	N P	SANTOS	2.23	12.00	f 1.15	1.43	2.13	12.10	f 1.22	2.52	7.05								
100	14	94.6	N P	BELVIEW	2.31 ₆	12.06	s 1.22	1.49	2.20 ₁₆	12.16	s 1.29	2.58	7.30 ₈₀								
100	15	98.6	N P	SUMMERFIELD	2.40	12.12	s 1.29	1.55	2.29 ₈	12.22	s 1.38 ₂	3.07	7.45								
33	28	101.3	P	DALLAS	2.45	12.16	f 1.34	1.59	2.34	12.27	1.43	3.15 ₁₀ 3.25 ₃₁₀	7.55								
100	38	104.3	N P	OXFORD	2.51	12.21 ₄	s 1.40	2.04 ₁₆	2.39	12.32	s 1.49	3.35	8.10								
80		108.1	P	North End Double Track NOLEM	3.01 ₁₀	12.27	1.45	2.10	2.45	12.38	1.57	3.42	8.25								
20	YARD	108.9	P	WILDWOOD T Y AR	3.10	12.30	s 1.48	2.12	s 2.47	12.41	s 2.02	3.45	8.30								
EASTERN STANDARD TIME					A. M. Daily	P. M. Daily	P. M. Daily	P. M. Daily	P. M. Daily	A. M. Daily	A. M. Daily	A. M. Daily	A. M. Daily	A. M. Daily	A. M. Daily	P. M. Daily	P. M. Mon. Wed. Fri.				
					5	303	3	7	15	9	1	309	87	101	285	61					

(Rule 72) All northward trains are superior to trains of the same class in opposite direction.
 THE TIME OF NOS. 5 AND 6 AT HAMPTON APPLIES AT PASSENGER STATION.
 Special instructions page 12.

NORTH FLORIDA DIVISION—BALDWIN SUB-DIVISION—WILDWOOD TO BALDWIN

NORTHWARD

Distance from Richmond	Station Numbers	Distance from Wildwood	TIME TABLE No. 5 December 12, 1926	FIRST CLASS								SECOND CLASS					THIRD CLASS	
				2	6	10	310	4	16	8	304	80	86	102	78	62		
				Caroline Florida Spl.	Suwannee River Special	Seaboard Florida Ltd. East Coast	Seaboard Fla. Ltd. West Coast	Seaboard Fast Mail	Orange Blossom Spl. West Coast	Orange Blossom Spl. East Coast	All Florida Special	Vegetable Express	Manatee River Special	Mixed	Through Freight	Local Freight		
				Daily A. M.	Daily A. M.	Daily A. M.	Daily A. M.	Daily P. M.	Daily P. M.	Daily P. M.	Daily P. M.	Daily P. M.	Daily P. M.	Ex. Sun. P. M.	Daily A. M.	Tue. Thur. Sat P. M.		
652.5	653	108.9	N BALDWIN AR. Y X SAL North End Double Track	6.15		6.25	6.40	s 4.50	5.05	5.15	7.05	2.20	3.15		1.30	1.20		
654.5	655	107.4	N OR. CABIN	6.05		6.16	6.30	4.44	4.59	5.09	6.58	1.50	3.00		1.20	1.10		
659.4	660	102.0	N P MAXVILLE	f 5.55		6.08	6.22	f 4.34	4.51	5.01	6.50	1.20	2.40		1.05	12.55		
666.5	666	94.9	N P HIGHLAND	f 5.35		5.55	6.09	f 4.20	4.40	4.50	6.39	1.00	2.15		12.45	12.35		
671.4	672	90.0	N P LAWTEY	f 5.22		5.45	5.59	s 4.10	4.30	4.41	6.29	12.40	1.55		12.25	12.15		
675.7	675	85.7	N SX. CABIN	5.10		5.37	5.51	4.03	4.22	4.33	6.21	12.10	1.40		12.10	11.55		
678.5	679	82.9	N P STARKE	s 5.02		5.31	5.45	s 3.57	4.17	4.28	f 6.16	11.55	1.30	2.10	11.55	11.40		
679.0	679	82.4	WANNEE JUNCTION South End Double Track	5.00		5.28	5.42	3.55	4.15	4.26	6.13	11.50	1.25	2.05	11.50	11.30 ²⁸⁵		
681.5	682	79.9	N NEWMAN	4.51		5.23	5.37	3.47	4.11	4.22	6.09	11.40 ²⁸⁵	1.15		11.40	11.00		
684.6	685	76.8	N P HAMPTON X GS&F	s 4.44	5.05	5.16	5.30	s 3.42	4.04	4.17	6.02	11.30	1.00		11.15	10.48 ³		
688.6	690	72.8	N HOGAN	4.35	4.45	5.10	5.24	3.35	3.58	4.11	5.56	11.20	12.47 ¹⁵		10.28 ⁹	10.21 ³⁰³		
690.6	690	70.8	N P WALDO O T	s 4.20	4.38	5.03	5.17	s 3.20	3.53	4.08	s 5.48	11.02 ³	12.30		10.15	9.45		
695.4	695	66.0	N P ORANGE HEIGHT	f 4.11	4.28	4.55	5.09	f 3.12	3.45	4.00	5.40	10.37 ^{303 61}			9.57	9.25		
699.4	699	62.0	N CAMPVILLE	f 4.03	4.19	4.48	5.02	f 3.02	3.39	3.54	5.33	10.12			9.45	9.10		
704.1	704	57.3	N P HAWTHORNE X ACL	s 3.53	4.10	4.41	4.55	s 2.53	3.32	3.47	5.25	10.00			9.30	8.50		
710.9	711	50.5	N P LOCHLOOSA	f 3.38 ⁸	3.56 ⁸⁷	4.29	4.43	f 2.40	3.21	3.36	5.13	9.40			9.05	8.25		
714.5	715	46.9	D ISLAND GROVE	f 3.30	3.47	4.23	4.37	f 2.33	3.15	3.30	5.07	9.30			8.42	8.05		
716.9	717	44.5	N P CITRA	s 3.23	3.41	4.19 ⁸⁷	4.33 ⁸⁷	s 2.27	3.11	3.26	5.03	9.20			8.35	7.50		
722.4	722	39.0	D SPARR	s 3.11	3.31	4.10	4.23	s 2.15	3.02	3.17	4.54	9.05			8.17	7.30		
725.8	726	35.6	N P ANTHONY	s 3.02	3.24	4.04	4.17	s 2.07 ⁶¹	2.56	3.11	4.49	8.55			8.05	7.15		
731.8	732	29.6	N SILVER SPRINGS JCT.	2.50	3.11	3.54	4.07	1.55 ¹⁵	2.47 ⁶¹	3.02 ⁶¹	4.40	8.35			7.45	6.45		
735.3	735	26.1	N P Ocala X ACL O T	s 2.33 ³	s 3.00	3.45	s 3.57	f 1.42 ⁷ s 1.17 ⁷	s 2.39	2.54	s 4.30	8.20			7.30	6.30 ⁸⁷		
739.0	740	22.4	N LIMEDALE	2.15	2.45 ³⁰⁹	3.38	3.49	1.08 ³	2.33	2.48	4.23	7.55			7.10			
743.2	743	18.2	N P SANTOS	f 2.00	2.39	3.31	3.42	f 12.54	2.26	2.41	4.16	7.45			6.55			
747.1	747	14.3	N P BELLEVIEW	f 1.50	2.31 ⁵	3.25	3.36	s 12.45	2.20 ¹⁵	2.35	4.10	7.30 ⁸⁷			6.40			
751.1	751	10.3	N P SUMMERFIELD	s 1.30	2.23	3.19	3.30	s 12.36	2.14	2.29 ¹⁵	4.04	7.10			6.25			
753.8	754	7.6	P DALLAS	1.2	2.18	3.15 ³⁰⁹	3.25 ³⁰⁹	f 12.29	2.09	2.25	3.59	7.00			6.15			
756.8	757	4.6	N P OXFORD	s 1.1	2.12	3.08	3.20	s 12.21 ³⁰³	2.04 ⁷	2.20	3.54	6.50			6.05			
760.6	760	0.8	North End Double Track P NOLEM	1.0	2.05	3.01 ⁵	3.13	12.08	1.58	2.14	3.48	6.35			5.50			
761.4	761	0.0	N P WILDWOOD T Y LY.	1.	2.02	2.55	3.10	12.05	1.55	2.12	3.45	6.30			5.45			
EASTERN STANDARD TIME				A. D.	A. M. Daily	A. M. Daily	A. M. Daily	P. M. Daily	P. M. Daily	P. M. Daily	P. M. Daily	A. M. Daily	P. M. Daily	P. M. Ex. Sun.	P. M. Daily	A. M. Tue. Thur. Sat		
					6	10	310	4	16	8	304	80	86	102	78	62		

(Rule 72) A northward trains are superior to trains of the same class in opposite direction.

THE TIME F NOS. 5 AND 6 AT HAMPTON APPLIES AT PASSENGER STATION.

Special instructions page 12.

NORTH FLORIDA DIVISION—WILDWOOD SUB-DIVISION—WILDWOOD TO TAMPA NORTHERN JUNCTION

SOUTHWARD

CAPACITY TRACKS		Distance from Wildwood	TIME TABLE No. 5 December 12, 1926		FIRST CLASS															SECOND CLASS		THIRD CLASS	
Sliding	Other				9	1	811	27	5	309	509	501	25	803	303	3	7	15	505	587	73	65	
					Seaboard Florida Ltd. East Coast Daily	Carolina Florida Spl. Daily	Carolina Florida Spl. Daily	Coast to Coast Ltd. Daily	Suwannee River Spl. Daily	Seaboard Fla. Ltd. West Coast Daily	Passenger Daily	Passenger Daily	Cross Florida Ltd Daily	All Florida Special Daily	All Florida Special Daily	Seaboard Fast Mail Daily	Orange Blossom Spl. East Coast Daily	Orange Blossom Spl. West Coast Daily	Passenger Daily	Vegetable Express Daily	Through Freight Daily	Local Freight Ex. Sun.	
					A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	P. M.	A. M.	
20	Yard	0.0	N P	WILDWOOD T Y LV.	12.45	2.10	2.30		3.10	3.45				12.40	12.50	1.55	2.12	2.50			5.30		
100	Yard	1.3	N	MONARCH o	12.52	2.20	2.35		3.20	3.55				12.45	1.00	2.05	2.17	3.00			5.40	6.10	
75	22	4.6	N P	COLEMAN South End Double Track	1.05	s 2.30 ⁷⁶	2.45 ¹⁰ ₇₆		3.25	4.00				12.50	1.05	s 2.12 ⁶⁶	2.25 ⁶⁶	3.05 ⁸⁰⁴			5.55	6.30	
	Spur	8.7	N	EKAL		2.43 ³¹⁰			3.32	4.07					1.12	2.20		3.13 ³⁰⁴			6.15	6.45	
75	32	14.6	N P	BUSHNELL		s 2.55			3.42	4.18					1.25 ⁶⁶ ₁₆	s 2.32		3.24			6.35	7.30	
	16 ⁹	18.6	D P	ST. CATHERINE X ACL		f 3.04			3.50	4.27					1.34	f 2.40		3.32			6.55	7.45	
		22.8	N	TERRELL			3.12		3.58	4.35					1.42	2.49 ³⁰⁴		3.39			7.15	8.00	
		26.1	P	KA.CABIN			3.19		4.05	4.41					1.47	2.58		3.44			7.30	8.15	
75	22N	29.0	N P	LACOCHEE X ACL		f 3.26			4.10	4.47					1.57	f 3.05		3.51			7.40	8.45	
		31.6	P	WN.CABIN X ACL			3.31		4.15	4.52					2.02	3.10		3.56			7.45	8.55	
75	25	37.2	N P	DADE CITY		s 3.44			4.25	5.02					f 2.22 ³⁰⁴	s 3.20		f 4.03			8.05	9.20	
		43.0	N	FP.CABIN			3.53		4.35	5.12					2.31	3.30		4.12			8.25	9.45	
75	36	46.2	N P	ZEPHYRHILLS		s 4.01			4.42	5.18					2.36	s 3.38		4.17			8.40	10.07 ⁴ ₆₆	
	28	50.0	N P	CRYSTAL SPRINGS		f 4.09			4.50	5.24					2.42	f 3.45		4.23			8.55	10.30	
75	16	57.5	N P	KNIGHTS		f 4.24			5.05	5.38					2.54	f 4.02		4.35			9.15	11.00	
100		60.7	N	NORTH YARD		4.31			5.12	5.44					2.59	4.10		4.41			9.25	12.10 ¹⁶	
	Yard	61.7	N P	PLANT CITY X ACL Y O		s 4.55		s 5.25	s 5.55	6.20	7.20				s 3.05	s 4.30		s 4.45	5.00		9.30	12.20	
75	134	66.4	N P	TURKEY CREEK Y		s 5.05			5.35	6.05	6.30	7.30			3.15	s 4.55 ¹⁵		4.55 ³	5.10			12.40	
	24	68.1	P	SYDNEY		f 5.10			5.39	6.08					3.18	f 5.10		4.58				12.45	
		71.1	N P	VALRICO JCT.		f 5.16		5.30	5.45	6.13			2.40		3.23	f 5.20		5.03		12.30 ²⁸		12.55	
75	33	73.4	N P	BRANDON		f 5.22		5.36	5.50	6.18			2.45		3.27	f 5.28		5.07		12.35		1.10 ²⁶ ₃₀₄	
	20	74.4	P	LIMONA		f 5.25		5.38	5.52	6.20			2.47		3.29	f 5.32		5.09		12.38		1.50	
75		79.2	N P	YEOMAN		5.33		5.48	6.01	6.28			2.56		3.37	5.42		5.17		12.50		2.05	
		82.2	N P	TAMPA NTH'N JCT. AR. XTS YXTN		5.43		5.55	6.07	6.35 ⁶⁶			3.01		3.42	5.50		5.22		1.00		2.20	
EASTERN STANDARD TIME					A. M. Daily	A. M. Daily	A. M. Daily	A. M. Daily	A. M. Daily	A. M. Daily	A. M. Daily	A. M. Daily	P. M. Daily	P. M. Daily	P. M. Daily	P. M. Daily	P. M. Daily	P. M. Daily	A. M. Daily	P. M. Daily	P. M. Ex. Sun.		
					9	1	811	27	5	309	509	501	25	803	303	3	7	15	505	587	73	65	

(Rule 72) All northward trains are superior to trains of the same class in opposite direction.

THE TIME OF NOS. 501-505-509-502-504-510 AT TURKEY CREEK APPLIES AT NORTH WYE SWITCH.

THE TIME OF FIRST CLASS TRAINS AT PLANT CITY APPLIES AT PASSENGER STATION.

Special instructions page 12-13.

NORTH FLORIDA DIVISION—WILDWOOD SUB-DIVISION—TAMPA NORTHERN JUNCTION TO WILDWOOD

NORTHWARD

Distance from Richmond	Station Numbers	Distance from Tampa	TIME TABLE No. 5 December 12, 1926																FIRST CLASS			SECOND CLASS			THIRD CLASS	
			28	812	10	4	504	16	26	8	804	304	502	2	510	6	310	580	76	66						
			Coast to Coast Ltd.	Carolina Florida Spl.	Seaboard Fla. Ltd. East Coast	Seaboard Fast Mail	Passenger	Orange Blossom Spl. West Coast	Cross Florida Limited	Orange Blossom Spl. East Coast	All Florida Special	All Florida Special	Passenger	Carolina Florida Spl.	Passenger	Suwanee River Spl.	Seaboard Florida Ltd. West Coast	Red Ball Freight	Vegetable Express	Local Freight						
			Daily A. M.	Daily A. M.	Daily A. M.	Daily A. M.	Daily A. M.	Daily P. M.	Daily P. M.	Daily P. M.	Daily P. M.	Daily P. M.	Daily P. M.	Daily A. M.	Daily P. M.	Daily A. M.	Daily A. M.	Daily P. M.	Daily A. M.	Daily P. M.						
761.4	761	84.1	N P	WILDWOOD T Y AR.																						
762.7	763	82.8	N	MONARCH o																						
766.0	766	79.5	N P	COLEMAN South End Double Track																						
770.1	770	75.4	N	EKAL																						
776.0	776	69.5	N P	BUSHNELL																						
780.0	780	65.5	D P	ST. CATHERINE X ACL																						
784.2	784	61.3	N	TERRELL																						
787.5	788	58.0	P	KA. CABIN																						
790.4	790	55.1	N P	LACOOCHEE X ACL																						
792.2	794	51.5	P	WN. CABIN X ACL																						
799.6	799	46.9	N P	DADE CITY																						
804.4	804	41.1	N	FP. CABIN																						
807.6	808	37.9	N P	ZEPHYRHILLS																						
811.4	811	34.1	N P	CRYSTAL SPRINGS																						
818.9	819	26.6	N P	KNIGHTS																						
822.1	822	23.4	N	NORTH YARD																						
823.1	823	22.4	N P	PLANT CITY Y O X ACL																						
827.8	828	17.7	N P	TURKEY CREEK Y																						
829.5	830	16.0	P	SYDNEY																						
832.5	833	13.0	N P	VALRICO JCT.	12.30	587																				
834.8	835	10.7	N P	BRANDON	12.24																					
835.8	836	9.7	P	LIMONA	12.22																					
840.6	841	4.9	N P	YEOMAN	12.14																					
843.6	843	1.9	N P	TAMPA NTHN JCT. YXTNLV	12.08																					
EASTERN STANDARD TIME			A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.						
			Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily						
			28	812	10	4	504	16	26	8	804	304	502	2	510	6	310	580	76	66						

(Rule 72) All northward trains are superior to trains of the same class in opposite direction.

THE TIME OF NOS. 501-505-509-502-504-510 AT TURKEY CREEK APPLIES AT NORTH WYE SWITCH.

THE TIME OF FIRST CLASS TRAINS AT PLANT CITY APPLIES AT PASSENGER STATION.

Special instructions page 12-13.

NORTH FLORIDA DIVISION—WILDWOOD SUB-DIVISION—TAMPA NORTHERN JUNCTION TO TAMPA

SOUTHWARD--READ DOWN

CAPACITY TRAC 70		TIME TABLE No. 5 December 12, 1926		FIRST CLASS																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																		
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NORTH FLORIDA DIVISION--WILDWOOD SUB-DIVISION--TAMPA TO TAMPA NORTHERN JUNCTION

NORTHWARD--READ UP

Distance from Richmond	Jlton Numbers	Distance from Tampa	TIME TABLE No. 5 December 12, 1926		FIRST CLASS																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																													
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(Rule 72) All northward trains are superior to trains of the same class in opposite direction.
Special instructions page 13.

NORTH FLORIDA DIVISION--ORLANDO SUB-DIVISION---WILDWOOD TO LAKE CHARM

SOUTHWARD										NORTHWARD														
CAPACITY TRACKS		Distance from Wildwood	TIME TABLE No. 5 December 12, 1926		FIRST CLASS		SECOND CLASS		THIRD CLASS			Distance from Richmond	Station Numbers	Distance from Lake Charm	TIME TABLE No. 5 December 12, 1926		FIRST CLASS		SECOND CLASS		THIRD CLASS			
Sliding	Other				607		663	687	667	669	605						608		660	680		664	606	668
					Passenger		Local Freight	Red Ball Freight	T. & G.	T. & G.	Local Freight						Passenger		Vegetable Express	Local Freight	Local Freight	T. & G.		
					Daily		Ex. Sun.	Daily	Ex. Sun.	Ex. Sun.	Daily							Daily	Ex. Sun.	Ex. Sun.	Ex. Sun.			
			P. M.		A. M.	P. M.	A. M.	A. M.	P. M.						A. M.	P. M.		P. M.	P. M.	P. M.				
STATIONS												STATIONS												
	Yard	0.0	N	WILDWOOD	T Y LV	4.10		11.40 ⁶⁰⁸	10.30		761.4	T 761	69.6	N	WILDWOOD	T Y AR.	11.40 ⁶⁶³	11.59		4.40				
	13	3.1		ORANGE HOME		f 4.20 ⁶⁶⁴		12.00	10.45		764.5	T 765	66.5		ORANGE HOME		f 11.21	11.45		4.20 ⁶⁰⁷				
	18 N	6.8		SPINKS		4.30		12.10	10.58		768.2	T 768	62.8		SPINKS		11.14	11.32		3.50				
	9 N	7.5		WHITNEY		f 4.32		12.15	11.01		768.9	T 769	62.1		WHITNEY		f 11.12	11.30		3.40				
	16	9.0		MONTCLAIR		f 4.37		12.20	11.05		770.4	T 770	60.6		MONTCLAIR		f 11.08	11.25		3.30				
37	40	11.4	D P	LEESBURG	X ACL	s 4.47		12.50	11.15 ⁶⁸⁰		772.8	T 773	58.2	D P	LEESBURG	X ACL	s 11.02	11.15 ⁶⁸⁷		3.10				
	7 N	13.9		SUNNYSIDE	X ACL	f 4.54		1.00	11.40		775.3	T 775	55.7		SUNNYSIDE	X ACL	f 10.52	10.40		2.40				
14		15.3		ELDORADO		f 5.00		1.05	11.45		776.7	T 777	54.3		ELDORADO		f 10.48	10.30		2.35				
	4 S	19.8		P EUSTIS TRANSFER		f 5.10		1.30	12.05		781.2	T 781	49.8		P EUSTIS TRANSFER		f 10.40	10.10		2.20				
	74	22.3	D P	TAVARES	X ACL Y	s 5.18		2.10 ⁶⁶⁴	12.15	6.00 8.45	783.7	T 784	47.3	D P	TAVARES	X ACL Y	10.30 10.20	10.00		2.10 ⁶⁶³		5.40		
		25.4		P ELLSWORTH JCT.	X ACL	f 5.26 ⁶⁶⁸		2.50	12.30	6.20 9.05	786.8	T 787	44.2		P ELLSWORTH JCT.	X ACL	f 10.10	9.50		1.52		5.26 ⁶⁰⁷		
	10	29.4		LAKE JEM		f 5.33		3.10	12.45		790.8	T 791	40.2		LAKE JEM		f 10.01	9.30		1.40				
		31.6		GAINESBORO		5.38		3.20	12.55		793.0	T 793	38.0		GAINESBORO		9.55	9.20		1.20				
	30	33.3	D P	ZELLWOOD		s 5.44		3.45	1.05		794.7	T 795	36.3	D P	ZELLWOOD		s 9.50	9.15		1.15				
	13	35.6		MCDONALD		f 5.50		3.55	1.15		797.0	T 797	34.0		MCDONALD		f 9.36	9.05		1.05				
	19	37.3	D	PLYMOUTH		f 5.54		4.05	1.20		798.7	T 799	32.3	D	PLYMOUTH		f 9.32	9.00		1.00				
	18	40.6	D P	APOPKA	X ACL	s 6.04		4.50	1.40		802.0	T 802	29.0	D P	APOPKA	X ACL	s 9.25	8.45		12.50				
	10	46.6		LOCKHART	X ACL	f 6.17		5.10	2.00		808.0	T 808	23.0		LOCKHART	X ACL	f 9.06	8.25		12.30				
	12 N	50.0		FAIRVILLA		f 6.24		5.20	2.15		811.4	T 811	19.6		FAIRVILLA		f 8.59	8.15		12.20				
	7 N	50.7		MODELLO PARK		f 6.29		5.25	2.20		812.1	T 812	18.9		MODELLO PARK		f 8.57	8.10		12.15				
	Yard	53.6	D	ORLANDO	X ACL Y	6.40		5.40	2.30	1.00	815.0	T 815	16.0	D	ORLANDO	X ACL Y	8.50	8.00		12.01	4.40			
		57.6		COLLEGE STATION						1.20	819.0	T 819	12.0		COLLEGE STATION						4.17			
	7	58.0		WINTER PARK						1.25	819.4	T 820	11.6		WINTER PARK						4.15			
	8 N	62.6		GOLDEN ROD						1.45	824.0	T 824	7.0		GOLDEN ROD						3.58			
	4 N	64.6		GABRIELLA						1.55	826.0	T 826	5.0		GABRIELLA						3.47			
	20 N	68.7	D	OVIEDO	T					2.10	830.1	T 830	0.9	D	OVIEDO	T					3.35			
	10 N	69.6		LAKE CHARM	AR.					2.20	831.0	T 831	0.0		LAKE CHARM	LV.					3.30			
EASTERN STANDARD TIME					P. M.		P. M.	A. M.	A. M.	A. M.	P. M.	EASTERN STANDARD TIME					A. M.	P. M.		P. M.	P. M.	P. M.		
					Daily		Ex. Sun.	Daily	Ex. Sun.	Ex. Sun.	Ex. Sun.						Daily	Daily		Ex. Sun.	Ex. Sun.	Ex. Sun.		
					607		663	687	667	669	605						608	680		664	606	668		

(Rule 72) All northward trains are superior to trains of the same class in opposite direction.

NO. 606 WILL WAIT AT LAKE CHARM INDEFINITELY FOR NO. 605.

Special instructions page 14.

WEST FLORIDA DIVISION--BROOKSVILLE SUB-DIVISION--WALDO TO TAMPA NORTHERN JCT.

SOUTHWARD

CAPACITY TRACKS		Distance from Waldo	TIME TABLE No. 5 December 12, 1926		FIRST CLASS										SECOND CLASS		THIRD CLASS	
Siding	Other				715	703	203	213	701	215	705	709			287	285	57	59
					Orange Blossom Spl. West Coast Daily	All Florida Special Daily	Seaboard Fast Mail Daily	Passenger Daily	Passenger Daily	Passenger Daily	Suwannee River Special Daily	Seaboard Fla. Ltd. West Coast Daily			Red Ball Freight Daily	Pinellas Red Ball Freight Daily	Local Freight Ex. Sun.	Local Freight Ex. Sun.
					A. M.	P. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.			A. M.	P. M.	A. M.	A. M.
	Yard	0.0	N	WALDO O T LV.			11.30			6.00					3.30 ²¹⁴	2.00 ²⁰⁴		7.30 ²⁸⁴
100	25	7.0	NP	FAIRBANKS			f 11.45 ²⁸⁰			f 6.15					4.00	2.25		8.00
100	21N	11.3	NP	NEDRA			f 11.55			f 6.25					4.15	2.45 ⁶⁰		8.25
	125	13.9	N	GAINESVILLE X ACL X T & J			s 12.05			s 6.35					4.30	3.00		9.35
100	4N	20.3	P	KANAPAH			f 12.25 ⁶⁰			f 6.54					5.00	3.30		10.45 ²⁸⁰
	119	28.4	N	ARCHER Y X ACL			s 12.40	1.00		s 7.10					5.25	3.55		11.10
	69	3.7		CEDAR KEY JUNCTION			12.42 ²⁰⁴	1.02		7.12					5.30	4.00		11.15
100		29.1		EYE			12.50								5.35 ²⁸⁴	4.05		11.20 ⁶⁰
	35	36.0	P	RALEIGH			f 1.05								6.00	4.30		12.25 ²⁰⁴
100	Yard	40.0	NP	WILLISTON			s 1.15 11.35								6.30	4.50		12.50
43	30	43.7	NP	MONTBROOK X ACL			s 1.45								6.45	5.05		1.05
100	5N 125	47.0	NP	MORRISTON			s 1.55								7.00	5.20		1.20
	90N	54.9	N	EARLY BIRD			f 2.15 ⁵⁹								7.30 ⁶⁰	5.45		2.15 ²⁰³
100		59.7	NP	HOYT			f 2.25								8.10 ²⁸⁰	6.05		2.50
80	Yard	69.3	N	DUNNELLON Y			s 2.50								8.50	7.00	6.10	3.30
	15s	69.9	P	S. AND H. JUNCTION			3.00								8.58	7.10	6.20	
		72.3		HERNANDO JCT.			3.08								9.06	7.20	6.30	
100	4N	74.9	NP	HARRISON X ACL			3.14								9.12	7.35	7.00 ²⁸⁰	
100		83.6	NP	JOHNSONS			3.34								9.35	8.05	7.30	
	45	84.9	P	INVERNESS JUNCTION			3.38								9.48 ²⁰⁴	8.10	7.35	
		85.6	D	INVERNESS			s 3.45								9.53	8.15	8.25	
100		92.1	P	LANDRUM			4.00 ⁵⁸								10.27	8.40	8.50	
100		97.7	NP	LAKE LINDSEY			4.14								11.10	9.05	9.13 ²⁰⁴	
100		106.2	NP	HAMMOCK			4.34								11.40	9.35	9.55	
	Yard	107.8	D	BROOKSVILLE X ACL			s 4.40								12.01	9.50	11.50	
	Spur	109.0	P	TOOKE LAKE JCT. Y			4.45								12.10 ⁵⁷ 58	10.00	12.10 ⁵⁸ 287	
100	7s	116.1	NP	AYERS			f 5.02								12.40	10.30 ²⁸⁴	1.10	
	10s	122.1	P	LOYCE			f 5.16								1.00	10.55	1.30	
100	20s	128.1	NP	FIVAY			f 5.26								1.18	11.15	2.00	
100	10s	130.6	P	DREXEL X ACL X GP CO			f 5.41								1.38	11.35	2.30	
100	6N	138.9	NP	LUTZ			s 5.56								1.58	11.55	3.00	
70	90	148.3	NP	GULF COAST JCT. Y O	10.51	12.03	s 6.21		5.56 ⁷¹⁶		10.20	10.40			2.28	12.25	4.45	
100		150.8	N	PARKER X TE CO. X ACL TE CO.	11.01	12.13	6.27		6.06		10.25	10.45			2.38	12.45	5.30	
	Yard	153.7	N	TAMPA NORTHERN JCT. North End Double Track 1.3—YXSALXTECO.	11.06	12.18	6.35		6.15		10.32	10.52			2.50	1.05	5.45	
		155.0	N	TAMPA UNION STATION South End Double Track														
Yard		155.6	N	TAMPA O Y AR.														
EASTERN STANDARD TIME					A. M. Daily	P. M. Daily	P. M. Daily	P. M. Daily	P. M. Daily	P. M. Daily	P. M. Daily	P. M. Daily			P. M. Daily	A. M. Daily	P. M. Ex. Sun.	P. M. Ex. Sun.
					715	703	203	213	701	215	705	709			287	285	57	59

(Rule 72) All Northward trains are superior to trains of the same class in opposite direction.
 THE TIME OF FIRST CLASS TRAINS AT ARCHER APPLIES AT PASSENGER STATION.
 Special instructions page 14.

WEST FLORIDA DIVISION---BROOKSVILLE SUB-DIVISION---TAMPA NORTHERN JCT. TO WALDO

NORTHWARD

Distance from Richmond	Station Numbers	Distance from Tampa	TIME TABLE No. 5 December 12, 1926										FIRST CLASS					SECOND CLASS		THIRD CLASS		
			STATIONS	214	706	204	710	216	702	704	716						280	284			60	58
				Passenger	Suwanee River Special	Seaboard Fast Mail	Seaboard Fla. Ltd. West Coast	Passenger	Passenger	All Florida Special	Orange Blossom Spl. West Coast						Manatee River Special	Through Freight			Local Freight	Local Freight
				Daily A. M.	Daily A. M.	Daily P. M.	Daily A. M.	Daily P. M.	Daily A. M.	Daily P. M.	Daily P. M.						Daily P. M.	Daily A. M.			Ex. Sun. P. M.	Ex. Sun. P. M.
690.1	R 690	155.9	N WALDO OT AR.	3.30 ²⁸⁷		2.00 ²⁸⁵													3.30			
697.1	R 697	148.9	NP FAIRBANKS	f 3.15		f 1.45													3.00			
701.4	R 701	144.6	NP NEDRA	f 3.05		f 1.35													2.45 ²⁸⁵			
704.0	R 704	142.0	N GAINESVILLE X ACL XT & J	s 3.00		s 1.22 ⁶⁰													1.22 ²⁰⁴			
710.4	R 711	135.6	P KANAPAH	f 2.36		f 1.05													12.25 ²⁰³			
718.2	R 719	127.8	P ARCHER Y X ACL	s 2.20		s 12.45		12.30											11.50			
718.5	R 719	127.5	CEDAR KEY JUNCTION	2.17		12.42 ²⁰³		12.25											11.25			
719.2	RA720	126.8	EVE			12.40													11.20 ⁵⁹			
726.1	RA726	119.9	P RALEIGH			f 12.25 ⁵⁹													10.45			
730.1	RA730	115.9	NP WILLISTON			f 12.10 s 11.50													9.45 ²⁸⁰			
733.8	RA735	112.2	NP MONTBROOK X ACL			s 11.40													9.00			
745.0	RA738	108.9	NP MORRISTON			s 11.30													8.30			
745.0	RA745	101.0	N EARLY BIRD			f 11.10													7.30 ²⁸⁷			
749.8	RA750	96.2	NP HOYT			f 11.00													7.00			
759.4	RA759	88.4	N DUNNELLON X ACL Y			s 10.35													6.30	6.30		
760.0	RA760	86.0	P S. AND H. JUNCTION			10.26													6.15			
762.9	RA763	83.1	HERNANDO JCT.			10.18													6.00			
765.0	RA766	81.0	NP HARRISON X ACL			f 10.12													5.50			
773.7	RA775	72.3	NP JOHNSONS			f 9.52													5.20			
775.0	RA776	71.0	P INVERNESS JUNCTION			9.48 ²⁸⁷													4.45			
775.7	RA777	70.3	D INVERNESS			s 9.45													4.20			
782.2	RA783	63.8	P LANDRUM			9.27													4.00 ²⁰³			
787.8	RA788	58.2	NP LAKE LINDSEY			f 9.13 ⁵⁷													3.00			
796.3	RA797	49.7	NP HAMMOCK			f 8.53													2.00			
797.9	RA798	48.1	D BROOKSVILLE X ACL			s 8.50													1.45			
799.1	RA799	46.9	P TOOKE LAKE JUNCTION Y			8.42													12.10 ^{287 57}			
805.2	RA807	39.8	NP AYERS			f 8.25													11.10			
812.2	RA813	33.8	P LOYCE			f 8.11													10.40			
816.2	RA817	29.8	NP FIVAY			f 8.01													10.15			
822.6	RA824	23.4	P DREXEL X ACL X GP CO			f 7.46													9.45			
829.0	RA830	17.0	NP LUTZ			s 7.31													9.20			
838.4	RA838	7.6	NP GULF COAST JCT. Y O		6.52	7.02	7.12		7.40	4.27	5.56 ⁷⁰¹								8.50			
840.9	RA841	5.1	N PARKER X TE CO. 2.9 X ACL TE CO		6.46	6.56	7.06		7.31	4.22	5.51								8.25			
843.8	RA844	2.2	N TAMPA NORTHERN JCT. North End Double Track 1.3 YXSALXTECO. South End Double Track		6.37	6.47	6.57		7.22	4.13	5.42								8.10			
845.1	RA845	0.8	N TAMPA UNION STA. X ACL X TUS																			
845.7	RA845	0.0	TAMPA O Y LV.																			
EASTERN STANDARD TIME				A. M. Daily	A. M. Daily	A. M. Daily	A. M. Daily	P. M. Daily	A. M. Daily	P. M. Daily	P. M. Daily						A. M. Daily	P. M. Daily		A. M. Ex. Sun.	A. M. Ex. Sun.	
				214	706	204	710	216	702	704	716						280	284		60	58	

WEST FLORIDA DIVISION--ST. PETERSBURG SUB-DIVISION (TAMPA AND GULF COAST RAILROAD) GULF COAST JUNCTION TO ST. PETERSBURG

CAPACITY TRACKS		Distance from Gulf Coast Jct.	SOUTHWARD										Distance from Richmond	Station Numbers	Distance from S.L. Petersburg	NORTHWARD													
Siding	Other		TIME TABLE		FIRST CLASS					SECOND CLASS						TIME TABLE		FIRST CLASS					SECOND CLASS						
			No. 5		5	309	1	303	15	385	387	No. 5				16	304	2	6	310	386	384	No. 5						
			December 12, 1926		Suwanee River Spl.	Seaboard Fla. Ltd. West Coast	Passenger	All Florida Special	Orange Blossom Spl. W. C.	Piñellas Red Ball Freight	Through Freight	December 12, 1926				Orange Blossom Spl. West Coast	All Florida Special	Passenger	Suwanee River Special	Seaboard Fla. Ltd. West Coast	Through Freight	Through Freight	December 12, 1926						
		STATIONS		A. M.	A. M.	A. M.	P. M.	P. M.	A. M.	P. M.	STATIONS		A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.					
		0.0	NP GULF COAST JCT. o LV.	6.52	7.12	7.40	4.27	5.56 ₂	2.00	10.50	839.4	Y838	47.1	N P GULF COAST JCT. o AR.	10.51	12.03	5.56 ₁₅	10.20	10.40	9.30	1.05								
	16N	2.7	P GOLDSTEIN	f6.57	7.17	f 7.46	4.32	6.01	2.10	11.00	842.1	Y841	44.4	P GOLDSTEIN	10.46	11.59	f 5.51	f10.15	10.35	9.00	12.55								
	28	7.9	D P TARPON JCT. Y	s7.07	7.27	s 8.00	4.40	6.11	2.30	11.20	847.3	Y845	39.2	D P TARPON JCT. Y	10.38	11.51	s 5.40	s10.05	10.27	8.40	12.40								
100	31S	14.0	D P TAMPASHORES	s7.19	7.39	s 8.15	4.51	6.22	3.00	11.45	353.4	Y852	33.1	D P TAMPASHORES	10.26	11.39	s 5.25	s 9.53	10.15	8.20	12.20								
100	2S	18.4	NP SAFETY HARBOR	s7.29	7.49	s 8.25	4.59	6.32	3.20	12.06 ₃₈₄	857.8	Y856	28.7	NP SAFETY HARBOR	f10.19	11.31	s 5.12	s 9.44	10.07	7.50	12.06 ₃₈₇								
	2S	2.2	P ALEXANDER	7.32	7.52	f 8.30	5.03 ₂	6.35	3.25	12.14	859.6	Y858	26.9	P ALEXANDER	10.15	11.27	f 5.03 ₃₀₃	9.40	10.03	7.25	11.52								
		21.7	P COACHMAN	f7.35	7.55	f 8.35	5.06	6.38	3.30	12.24	861.1	Y860	25.4	P COACHMAN	10.12	11.23	f 4.58	f 9.37	10.00	7.15	11.47								
75	30	26.0	NP CLEARWATER	s7.45	s 8.05	s 8.50	s 5.15	s6.47 ₃₈₆	4.00	1.05	865.4	Y864	21.1	NP CLEARWATER	s10.04	s11.15	s 4.48	s 9.29	9.52	6.47 ₁₅	11.30								
	Spur	26.9	P TAYLOR X ACL	7.47	8.07	8.52	5.17	6.49	4.05	1.10	866.3	Y864	20.2	P TAYLOR X ACL	9.59	11.11	4.37	9.24	9.47	6.14	11.22								
	10S	27.3	P BELLEAIR	f7.49	8.09	s 8.55	f 5.22	s6.52	4.10	1.15	866.7	Y865	19.8	P BELLEAIR	s 9.57	s11.09	s 4.35	f 9.21	9.45	6.12	11.20								
24	6N	29.6	D P LARGO	s7.54	8.14	s 9.05	5.26	6.56	4.20	1.25	869.0	Y867	17.5	D P LARGO	9.53	11.05	s 4.30	s 9.16	9.41	6.02	11.18								
	Spur	30.6	P INDIAN BEACH JCT. Y	7.56	8.16	f 9.08	5.28	6.58	4.25	1.40	870.1	Y869	16.5	P INDIAN BEACH JCT. Y	9.51	11.03	f 4.20	f 9.14	9.39	5.57	11.05								
100	4S	35.5	D P SEMINOLE	f8.06	8.26	s 9.20	5.37 ₃₈₆	7.06	4.45	2.15	875.0	Y874	11.6	D P SEMINOLE	9.43	10.56	s 4.05	f 9.06	9.31	5.37 ₃₀₃	10.45								
100	20S	41.3	P PASADENA X STP & G	8.17	8.37	s 9.32 ₁₆	5.49	7.16	5.15	2.30	880.8	Y880	5.8	P PASADENA X STP & G	9.32 ₁	10.44	s 3.45	f 8.54	9.20	5.15	10.22								
50	40	43.5	P GULF PORT	f8.22	8.42	f 9.37	5.54	7.21	5.30	2.35	883.0	Y882	3.6	P GULFPORT	9.25	10.40	f 3.40	8.50	9.10	5.06	10.12								
	Yard	45.1	NP SHOPS Y	8.26	8.50	9.40	5.59	7.25	5.45	2.45	884.6	Y883	2.0	NP SHOPS Y	9.22	10.37	3.37	8.47	9.07	5.00	10.00								
	Yard	47.1	D ST. PETERSBURG X STP & G AR.	8.40	9.00	9.45	6.10	7.40			886.6	Y885	0.0	D ST. PETERSBURG X STP & G LV.	9.15	10.30	3.30	8.40	9.00										
EASTERN STANDARD TIME				A. M.	A. M.	A. M.	P. M.	P. M.	A. M.	A. M.	EASTERN STANDARD TIME				A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.					
				Daily	Daily	Daily	Daily	Daily	Daily	Daily					Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily					
				5	309	1	303	15	385	387					16	304	2	6	310	386	384								

(Rule 72) All northward trains are superior to trains of the same class in opposite direction.
Special instructions page 15.

TARPON SPRINGS SUB-DIVISION (TAMPA AND GULF COAST RAILROAD) TARPON JUNCTION TO NEW PORT RICHEY

CAPACITY TRACKS			Distance from Tarpon Jct.	TIME TABLE No. 5 December 12, 1926			SOUTHWARD FIRST CLASS 201										
Siding	Other	Distance from Tarpon Jct.		STATIONS			Mixed	Ex. Sun. A. M.									
				Distance from Tarpon Jct.	Station Numbers	Distance from New Port Richey	TIME TABLE No. 5 December 12, 1926			NORTHWARD FIRST CLASS 202							
							Mixed			Ex. Sun. P. M.		Distance from Tarpon Jct.	Station Numbers	Distance from New Port Richey	TIME TABLE No. 5 December 12, 1926		
	50	0.0		TARPON JCT.	Y LV.	8.00			847.3	Ya845	31.4		TARPON JCT.	Y AR.	2.15		
	6S	2.6		CITRUS PARK		f 8.18			849.4	Ya848	28.8		CITRUS PARK		f 2.05		
	5S	4.9		COSME		f 8.28			852.2	Ya850	26.5		COSME		f 1.55		
	25	10.1	D	GULF PINE	X LPCO	s 8.45			857.4	Ya855	21.3	D	GULF PINE	X LPCO	s 1.35		
	4N	14.0		KEYSTONE		f 9.00			863.3	Ya859	17.4		KEYSTONE		f 1.05		
		18.2		LAKE VILLA	X ACL	9.15			867.5	Ya864	13.2		LAKE VILLA	X ACL	12.45		
	15	21.3	D	TARPON SPRINGS	Y	s10.40			870.6	Ya866	10.1	D	TARPON SPRINGS	Y			
		24.4		LAKE VILLA	X ACL	11.05			873.7	Ya864	7.0		LAKE VILLA	X ACL	12.45		
	10	31.4	D	NEW PT. RICHEY	AR.	11.50			880.7	Yb870	0.0	D	NEW PT. RICHEY	LV.	12.20		
						A. M.									P. M.		
						Ex. Sun.									Ex. Sun.		
						201									202		
EASTERN STANDARD TIME									EASTERN STANDARD TIME								

(Rule 72) All northward trains are superior to trains of the same class in opposite direction.
NO. 202 WILL WAIT AT NEW PORT RICHEY INDEFINITELY FOR NO. 201.
Special instructions page 15.

WEST FLORIDA DIVISION--CEDAR KEY SUB-DIVISION--- CEDAR KEY JUNCTION TO CEDAR KEY

CAPACITY TRACKS		Distance from Archer	TIME TABLE No. 5 December 12, 1926				SOUTHWARD				Distance from Richmond	Station Numbers	Distance from Cedar Key	TIME TABLE No. 5 December 12, 1926				NORTHWARD									
Siding	Other						FIRST CLASS		THIRD CLASS									FIRST CLASS		THIRD CLASS							
							213	215										263		214	216			264			
							Passenger Daily P. M.	Passenger Daily P. M.										Local Freight Ex. Sun. P. M.		Passenger Daily A. M.	Passenger Daily P. M.			Local Freight Ex. Sun. P. M.			
	113	0.0	D	CEDAR KEY JCT.	LV.	1.02	7.12			3.00		718.5	R 719	42.2	D	CEDAR KEY JCT.	AR.	2.17	12.25			2.00					
	24	6.2	D	MEREDITHS		f 1.16	f 7.26			3.30		724.7	R 725	36.0	D	MEREDITHS		f 2.03	f 12.10			1.40					
	11	9.3	D	BRONSON		s 1.26	s 7.36			4.00		727.8	R 728	32.9	D	BRONSON		s 1.55	s 12.00			1.26	213				
	12	15.4		LENNON		f 1.45	f 7.55			4.40		733.9	R 734	26.8		LENNON		f 1.37	f 11.47			12.55					
	32	21.1	D	OTTER CREEK	X ACL X CCCO	s 2.05	s 8.15			5.10		739.6	R 740	21.1	D	OTTER CREEK	X CCCO	s 1.17	s 11.27			12.35					
	11	22.8		ELLZEY		f 2.12	f 8.22			5.20		741.3	R 741	19.4		ELLZEY		f 1.10	11.20			12.15					
	17	30.5		WYLLY		f 2.37	f 8.47			6.00		749.0	R 749	11.7		WYLLY		f 12.45	f 10.55			11.30					
	8	32.3		ROSEWOOD		f 2.42	f 8.53			6.10		750.8	R 751	9.9		ROSEWOOD		f 12.38	f 10.48			11.15					
	5N	34.8	D	SUMNER		f 2.49	f 9.00			6.25		753.3	R 753	7.4	D	SUMNER		f 12.30	f 10.40			11.00					
	33	42.2	D	CEDAR KEY	Y AR.	3.15	9.25			7.10		760.7	R 761	0.0	D	CEDAR KEY	Y LV.	12.01	10.15			10.25					
EASTERN STANDARD TIME						P. M.	P. M.			P. M.		EASTERN STANDARD TIME						A. M.	A. M.			A. M.					
						Daily	Daily			Ex. Sun.								Daily	Daily			Ex. Sun.					
						213	215			263								214	216			264					

(Rule 72) All northward trains are superior to trains of the same class in opposite direction.
Special instructions page 16.

NORTH FLORIDA DIVISION--WANNEE SUB-DIVISION--WANNEE JUNCTION TO WANNEE

CAPACITY TRACKS		Distance From Starke	TIME TABLE No. 5 December 12, 1926		SOUTHWARD		Distance from Richmond	Station Numbers	Distance from Wannee	TIME TABLE No. 5 December 12,1926		NORTHWARD						
Siding	Other				SECOND CLASS							SECOND CLASS						
					101												102	
					Mixed	Ex. Sun.						A. M.				Mixed	Ex. Sun.	P. M.
STATIONS									STATIONS									
	84	0.0	D WANNEE JUNCTION Y LV.	6.30			679.0	N 679	57.2	D WANNEE JUNCTION Y AR.	2.10							
	8	7.1	⁷⁻¹ SAMPSON CITY X GS&F	s 6.55			685.6	N 686	50.1	⁷⁻¹ SAMPSON CITY X GS&F	s 1.47							
	22	11.0	³⁻⁹ CLAYNO	f 7.10			689.5	N 690	46.2	³⁻⁹ CLAYNO	f 1.27							
	26	15.2	D ⁴⁻² BROOKER	s 7.25			693.7	N 694	42.0	D ⁴⁻² BROOKER	s 1.12							
	24	20.5	D ⁵⁻³ LA CROSSE	s 7.50			699.0	N 699	36.7	D ⁵⁻³ LA CROSSE	s12.47							
	14S	23.8	³⁻³ HAINESWORTH X ACL X ACL	f 8.05			702.3	N 702	33.4	³⁻³ HAINESWORTH X ACL X ACL	f12.32							
	63	28.0	D ⁴⁻² ALACHUA	s 8.35			706.5	N 707	29.2	D ⁴⁻² ALACHUA	s12.17							
	8N	33.4	⁵⁻⁴ ARNO	f 8.55			711.9	N 712	23.8	⁵⁻⁴ ARNO	f11.49							
	Spur	36.5	³⁻¹ BUDA X ACL	f 9.05			715.0	N 715	20.7	³⁻¹ BUDA X ACL	f11.39							
	4N	41.8	⁵⁻³ NEALS	f 9.25			720.3	N 720	15.4	⁵⁻³ NEALS	f11.20							
	15	47.0	⁵⁻² WILLIFORD	s 9.42			725.5	N 726	10.2	⁵⁻² WILLIFORD	11.03							
	28	51.8	D ⁴⁻⁸ BELL	s 9.58			730.3	N 730	5.4	D ⁴⁻⁸ BELL	s10.48							
	30	57.2	⁵⁻⁴ WANNEE Y AR.	10.20			735.7	N 736	0.0	⁵⁻⁴ WANNEE Y LV.	10.30							
				A. M.							A. M.							
				Ex. Sun.							Ex. Sun.							
				101							102							
EASTERN STANDARD TIME							EASTERN STANDARD TIME											

(Rule 72) All northward trains are superior to trains of the same class in opposite direction.
NO. 102 WILL WAIT AT WANNEE INDEFINITELY FOR NO. 101.
Special instructions page 15.

SPECIAL INSTRUCTIONS

North Florida Division

Baldwin Sub-Division (Pages 2 and 3)

A 1—All trains will obtain clearance card before leaving Baldwin, Ocala and Wildwood. (Rule 83-A).

A 2—Passenger trains will stop as follows:

Nos. 1, 2, 3 and 4 at Oak on signal.

Nos. 3 and 4 at Fiftone.

Nos. 15 and 16 at Waldo, Wildwood, to let off and pick up passengers from and to Petersburg and beyond.

No. 304 at Hampton to let off passengers originating Ocala and South.

No. 5 at stations between Hampton and Wildwood to let off passengers from west of Hampton.

No. 6 at Wildwood, Oxford and Waldo to pick up passengers for west of Hampton.

No. 309 will stop to let off passengers from north of Jacksonville in through sleepers.

REGISTERING STATIONS.

A 3—Baldwin, Wannee Jct., Waldo and Wildwood. (Rule 83-B, 83-D).

All first class trains will register by Form 405 at Waldo and Baldwin. All trains will register by form 405 at Wannee Jct.

BULLETIN BOOKS.

A 4—Baldwin, Waldo and Wildwood. (Rule 83-C).

STANDARD CLOCKS.

A 5—Baldwin, Waldo and Wildwood. (Rule 3).

WATER STATIONS.

A 6—Baldwin, M. P. 654, Highland, Starke, Waldo, Lochloosa, Anthony, Ocala, Summerfield and Wildwood.

COALING STATIONS.

A 7—Baldwin, Waldo and Wildwood.

LOCATION OF TELEPHONES.

A 8—Telephones on Dispatchers circuits are located at—North end siding at Lawtey.

Wannee Junction, (679.0 M. P.).

Marion County Lime Co., (738 M. P.).

Ocala Lime Company, (742 M. P.).

RAILROAD CROSSINGS.

A 9—Railroad crossings at grade not protected by interlocking device: Baldwin (S. A. L. 652.5 M. P.); Hampton (G. S. & F. 684.6 M. P.); Hawthorne (A. C. L. 705 M. P.); Ocala (A. C. L. 735.3 M. P.). (Rule 98).

All trains will flag over A. C. L. crossing at Ocala.

SPEED RESTRICTIONS.

A 10—The maximum speed of passenger trains, 45 miles per hour freight and mixed trains, 25 miles per hour, except as below specified.

Passenger trains 40 miles per hour between 731 M. P. and Wildwood.

Passenger trains handled by Santa Fe and Mikado type engine will not exceed speed allowed freight trains).

Solid express trains will not exceed a speed of 40 miles per hour, and when handling freight equipment will not exceed a speed of 25 miles per hour.

The maximum speed of all trains South Lake Weir Spur is 10 miles per hour.

Trains handling steam derricks will not exceed 20 miles per hour.

A speed of 25 miles per hour will not be exceeded over Railroad Crossings.

Trains handling loaded Phosphate dumps or high-side loaded coal cars of any capacity will not exceed 20 miles per hour.

Engines moving backward will not exceed 20 miles per hour. (Rule 91-A).

Speed restriction will be observed through following Stations:

Lawtey, 15 miles.

Hawthorne, 12 miles.

Anthony, 6 miles.

Starke, 10 miles.

Ocala, 4 miles.

Oxford, 15 miles.

Bellevue, 15 miles over Dixie Highway Crossing just North of Station.

Wildwood, 4 miles.

Trains approaching Call Street at Starke will receive proceed signal from crossing watchman before passing over this street.

Conductors and Enginemen will be held responsible for violation of Speed Ordinance at Station where Speed Limit is shown.

BLOCK RULES.

A 11—Absolute and Permissive Manual Block System will be operated between Wildwood and Baldwin. (Rules 301 to 373, inclusive).

YARD LIMITS.

A 12—Baldwin, Starke, Hampton, Waldo, Ocala and Wildwood. (Rule 93 and Note).

DOUBLE TRACK RULE.

A 13—DOUBLE TRACK EXTENDING BETWEEN CROSS OVER 1000 FEET SOUTH OF STATION BALDWIN (652.7 M. P.) AND WANNEE JUNCTION (679.0 M. P.) WILL BE OPERATED IN ACCORDANCE WITH RULE D-151 AND 152.

NORMAL POSITION OF JUNCTION SWITCH AT NORTH END OF DOUBLE TRACK BALDWIN FOR MOVEMENT TO SOUTHWARD MAIN TRACK AND AT WANNEE JUNCTION SOUTH END OF DOUBLE TRACK FOR MOVEMENT FROM SOUTHWARD MAIN TRACK.

MAIN TRACK SWITCH AT SOUTH END OF DOUBLE TRACK WILL BE HANDLED BY OPERATORS.

OLD MAIN TRACK LOCATED WEST OF SOUTHWARD MAIN TRACK 663.5 M. P., TO HIGHLAND (666.5 M. P.) WILL BE DESIGNATED AS THIRD MAIN TRACK 663.5 M. P., TO HIGHLAND, AND WILL BE USED FOR OPERATION OF TRAINS ONLY AS AUTHORIZED BY TRAIN ORDER. NORTH AND SOUTH END OF THIRD MAIN TRACK PROTECTED BY DERAIL.

DOUBLE TRACK EXTENDING BETWEEN NOLEM, 760.6 MILE POST AND COLEMAN 766.0 MILE POST WILL BE OPERATED IN ACCORDANCE WITH RULES D-151 AND 152.

NORMAL POSITION OF JUNCTION SWITCH AT NORTH END OF DOUBLE TRACK NOLEM FOR MOVEMENT FROM NORTHWARD MAIN TRACK AND AT COLEMAN, SOUTH END OF DOUBLE TRACK, FROM SOUTHWARD MAIN TRACK TO WILDWOOD SUB-DIVISION SINGLE TRACK AND FROM EAST FLORIDA DIVISION SINGLE TRACK TO WILDWOOD SUB-DIVISION NORTHWARD MAIN TRACK.

MAIN TRACK SWITCH AT NORTH END OF DOUBLE TRACK, NOLEM, WILL BE HANDLED BY OPERATORS.

CROSSOVER SWITCHES AT COLEMAN, SOUTH END OF DOUBLE TRACK WILL BE HANDLED BY OPERATORS TO PERMIT CROSSOVER MOVEMENTS.

ALL TRAINS APPROACH THE ENDS OF DOUBLE TRACK UNDER ABSOLUTE CONTROL AND WILL NOT FOUL OPPOSITE TRACK OR CROSS OVERTS UNTIL SWITCHES ARE KNOWN TO BE PROPERLY SET FOR PROCEED MOVEMENT AND TRACK IS KNOWN TO BE CLEAR.

SPECIAL RULES.

A 14—Street crossings in incorporated cities and towns must not be blocked more than 5 minutes.

A member of crew will precede all movements over Navarre Street crossing at Hampton for the purpose of warning approaching pedestrians and drivers.

A 15—Switch target north of East and West Main track and east of North and South Main track at Baldwin governs crossing at that point. When set to Clear trains may proceed over crossing at a speed of 5 miles per hour.

A 16—A four-arm semaphore is located at Waldo between Baldwin Sub-Division and West Florida Division track. Upper arms govern movement over Baldwin Sub-Division main track north and south; lower arms govern movement to and from West Florida Division. Trains and engines stopped by semaphore will stop clear of junction switch. All trains will approach Waldo under control and know that track is clear and signals in proper position before proceeding. Normal position of junction switch is to Baldwin Sub-Division main track.

Wildwood Sub-Division (Pages 4 and 5)

B 1—All trains will obtain clearance card before leaving Wildwood and Plant City (passenger station).

Second Class and Inferior trains will obtain Clearance Card at Tampa Northern Jct. (Rule 83-A).

No. 16 will register by form 405 at Plant City.

B 2—Passenger trains will stop as follows:

Nos. 3 and 4 on signal at Valrico, Rerdel and Panasoffkee. Nos. 1 and 2 on signal at Panasoffkee and Valrico.

No. 303 and 304 at Zephyrhills to pick up and let off passengers to and from Jacksonville and beyond.

No. 309 will stop to let off passengers from north of Jacksonville in through sleepers.

Nos. 15 and 16 at Dade City to let off and pick up passengers from and to Petersburg and beyond.

Nos. 27 and 28 at stations between Valrico Jct. and Tampa to let off or pick up passengers for stations between Coleman and West Palm Beach.

No. 5 at stations between Wildwood and Tampa to let off passengers from west of Hampton.

No. 6 at Zephyrhills, Dade City, Bushnell and Wildwood to pick up passengers for west of Hampton.

REGISTERING STATIONS.

B 3—Wildwood, Plant City (Passenger Station) and Tampa Northern Junction. (Rule 83-B, 83-D).

All first class trains will register by form 405 at Tampa Northern Junction.

BULLETIN BOOKS.

B 4—Wildwood and Plant City. (Rule 83-C).

STANDARD CLOCKS.

B 5—Wildwood and Plant City. (Rule 3).

WATER STATIONS.

B 6—Wildwood, Bushnell, near Lacoochee, near Crystal Springs, Plant City, and Turkey Creek.

SPECIAL INSTRUCTIONS—(Continued)

Wildwood Sub-Division (Pages 4 and 5)

COALING STATIONS.

B7—Wildwood and Plant City.

RAILROAD CROSSINGS.

B8—Railroad crossings at grade not protected by interlocking device: Plant City (A. C. L.); near Yeoman (T. S.).

B9—Railroad crossing at grade not protected by interlocking device: St. Catherine (A. C. L.); Lacoochee (A. C. L.); Owen (A. C. L.); Tampa Northern Junction (T. N. Ry.) (Rule 98).

SPEED RESTRICTIONS.

B10—The maximum speed of passenger trains is 40 miles per hour between Wildwood and Plant City, 50 miles per hour between Plant City and Tampa Northern Jct. Freight and mixed trains, 25 miles per hour. Passenger trains handled by Santa Fe or Mikado type engines will not exceed speed allowed freight trains.

Solid express trains will not exceed a speed of 40 miles per hour and when handling freight equipment will not exceed a speed of 25 miles per hour.

The maximum speed of all trains on the Sumterville Spur 10 miles per hour.

Trains handling loaded Phosphate Dumps or high-side loaded coal cars of any capacity will not exceed 20 miles per hour.

Trains handling steam derrick will not exceed 20 miles per hour.

Speed of 25 miles per hour will not be exceeded over railroad crossings.

Engines moving backward will not exceed 20 miles per hour. (Rule 91-A).

Speed restrictions will be observed through following stations:

Wildwood, 4 miles.
Coleman, 5 miles.
Bushnell, 8 miles.
Dade City, 4 miles.
Zephyrhills, 15 miles.
Plant City, 4 miles.

Conductors and Enginemen will be held responsible for violation of Speed Ordinance at Station where Speed Limit is shown.

BLOCK RULES.

B11—Absolute and Permissive Manual Block System will be operated between Tampa Northern Junction and Wildwood. (Rules 301 to 373, inclusive).

YARD LIMITS.

B12—Wildwood, Plant City, Turkey Creek and Tampa. (Rule 93 and note).

B13—DOUBLE TRACK EXTENDING BETWEEN NOLEM, 760.6 MILE POST AND COLEMAN, 766.0 MILE POST WILL BE OPERATED IN ACCORDANCE WITH RULES D-151 AND 152.

NORMAL POSITION OF JUNCTION SWITCH AT NORTH END OF DOUBLE TRACK NOLEM FOR MOVEMENT FROM NORTHWARD MAIN TRACK AND AT COLEMAN, SOUTH END OF DOUBLE TRACK, FROM SOUTHWARD MAIN TRACK TO WILDWOOD SUB-DIVISION SINGLE TRACK AND FROM EAST FLORIDA DIVISION SINGLE TRACK TO WILDWOOD SUB-DIVISION NORTHWARD MAIN TRACK.

MAIN TRACK SWITCH AT NORTH END OF DOUBLE TRACK, NOLEM, WILL BE HANDLED BY OPERATORS.

CROSSOVER SWITCHES AT COLEMAN, SOUTH END OF DOUBLE TRACK WILL BE HANDLED BY OPERATORS TO PERMIT CROSSOVER MOVEMENTS.

ALL TRAINS APPROACH THE ENDS OF DOUBLE TRACK UNDER ABSOLUTE CONTROL AND WILL NOT FOLLOWS OPPOSITE TRACK OR CROSSOVER UNTIL SWITCHES ARE KNOWN TO BE PROPERLY SET FOR PROCEED MOVEMENT AND TRACK IS KNOWN TO BE CLEAR.

SPECIAL RULES

B14—Street crossings in incorporated cities and towns must not be blocked more than 5 minutes.

A member of crew will precede all movements over Evers, West Haines, Palmer, Laura and Oleando street crossings at Plant City for the purpose of warning approaching pedestrians and drivers.

B15—A double arm semaphore signal, handled by operator located just north of the Tampa Northern R. R. crossing will govern the use of the crossing as follows: Horizontal position of the semaphore by day and in addition a red light at night indicates the crossing is occupied and trains must stop until changed. Inclined position of the semaphore by day and in addition a Yellow light by night indicates the crossing is clear and trains may proceed over the crossing without stopping at a speed not in excess of five miles per hour. This signal will govern the use of the crossing only and confers no other rights. Operator will not change semaphore to clear when cars or engine are within 150 feet of crossing.

B16—A four-arm Semaphore is located at Coleman. Upper arms govern movement over Wildwood Sub-Division main track, north and south. Lower arms govern movement to and from East Florida Division, trains and engines stopped by Semaphore Signals will stop clear of Junction Switch. All trains will approach Coleman under control and know that track is clear and signals and switch in proper position before proceeding.

B17—A four-arm Semaphore is located at Valrico Jct. Upper arms govern movement over Wildwood Sub-Division main track, north and south. Lower arms govern movement to and from South Florida Division. Trains and engines stopped by Semaphore Signals will stop clear of Junction Switch. All trains will approach Valrico Jct. under control and know that track is clear and signals and switch in proper position before proceeding. Operators will handle Junction Switch. Normal position of the Junction Switch is to Wildwood Sub-Division main track.

Wildwood Sub-Division (Page 6)

C1—All trains will obtain clearance card before leaving Tampa (Union Station). (Rule 83-A).

C2—Nos. 1 and 2 will stop on signal at Ybor City.

REGISTERING STATIONS.

C3—Tampa (Union Station) and Tampa Northern Jct. (Rule 83-B, 83-D).

All First Class Trains will register by Form 405 at Tampa Northern Jct.

BULLETIN BOOKS.

C4—Tampa (Union Station) and Tampa (Yard Office). (Rule 83-C).

STANDARD CLOCKS.

C5—Tampa (Union Station) and Tampa (Yard Office). (Rule 3).

WATER STATIONS.

C6—Tampa

COALING STATIONS.

7—Tampa.

RAILROAD CROSSINGS.

C8—Railroad crossings at grade protected by interlocking device: 13th Street, Tampa (A. C. L.).

C9—Railroad crossings at grade not protected by interlocking device: Tampa Northern Junction (T. N. Ry.); 22nd Street, Tampa (T. E. Co.); Tampa Union Station (T. U. S., A. C. L.) (Rule 98).

SPEED RESTRICTIONS.

C10—The maximum speed of passenger trains is 40 miles per hour; Passenger trains handled by Santa Fe or Mikado type engines will not exceed speed allowed freight trains. Freight and mixed trains 25 miles per hour.

Solid express trains will not exceed a speed of 40 miles per hour and when handling freight equipment will not exceed a speed of 25 miles per hour.

Trains handling loaded Phosphate Dumps or high-side loaded coal cars of any capacity will not exceed 20 miles per hour.

Trains handling steam derrick will not exceed 20 miles per hour.

Speed of 25 miles per hour will not be exceeded over railroad crossings.

Engines moving backward will not exceed 20 miles per hour. (Rule 91-A).

Trains will not exceed speed of 6 miles per hour over 13th Street Crossing at Tampa.

YARD LIMITS.

C11—Tampa. (Rule 93 and note).

SPECIAL RULES.

C12—All trains, switch and other engines moving between Tampa and Tampa Northern Junction will run under absolute control, or with ability to stop within half the range of vision.

lute control, or with ability to stop within half the range of vision.

C13—Trains passing on double track between Tampa and Tampa Northern Junction, which hold meet order or right over opposing trains to Tampa Northern Junction, Enginemen and Conductors will call to each other the number of their respective trains, and each must hear distinctly the number called by the other. Southward trains will call number first.

C14—A double arm semaphore handled by operator located just north of Tampa Northern Railroad Crossing will govern the use of the crossing as follows: Horizontal position of the semaphore by day and in addition a red light at night indicates the crossing is occupied and trains must stop until changed. Inclined position of the semaphore by day and in addition yellow light by night indicate the crossing is clear and trains may proceed over the crossing without stopping at a speed not in excess of six miles per hour. This signal will govern the use of the crossing only and confers no other rights. Operators will not change semaphore to clear when cars or engine are within 150 feet of crossing.

C15—Street crossings in incorporated cities and towns must not be blocked more than 5 minutes.

A member of crew will precede all movements over East Twigg's Street at Tampa, for the purpose of warning approaching pedestrians and drivers.

SPECIAL INSTRUCTIONS—(Continued)

Orlando Sub-Division (Page 7)

D 1—All trains will obtain clearance card before leaving Wildwood and Orlando, all trains will obtain clearance card at Tavares between 8:00 a. m. and 6:00 p. m. (Rule 83-A).
D 2—Nos 607 and 608 will stop on signal at Piedmont.

REGISTERING STATIONS.

D 3—Wildwood, Tavares, Ellsworth Junction, Orlando and Oviedo. (Rule 83-B, 83-D).

BULLETIN BOOKS.

D 4—Wildwood, Tavares and Orlando. (Rule 83-C).

STANDARD CLOCKS.

D 5—Wildwood. (Rule 3).

WATER STATIONS.

D 6—Wildwood, Leesburg, Tavares, Apopka, Orlando and Oviedo.

COALING STATION.

D 7—Wildwood.

RAILROAD CROSSINGS.

D 8—Railroad crossings at grade not protected by interlocking device; north of Leesburg (A. C. L.); south of Leesburg (A. C. L.); Tavares (A. C. L.); Apopka (A. C. L.); Toronto (A. C. L.); Orlando (A. C. L.). (Rule 98).

All trains will stop before entering or leaving joint track between Tavares and Lane Park, and know that track is clear before proceeding, and will run cautiously with train under control over this joint track, over which northward trains will have precedence over trains in opposite direction.

DRAW BRIDGES.

D 9—Dead River 781.3 Mile Post at Eustis Transfer. (Rule 98).

SPEED RESTRICTIONS.

D 10—The maximum speed of passenger trains is 40 miles per hour. Freight and mixed trains, 25 miles per hour, between Wildwood and Orlando. Passenger trains handled by Santa Fe and Mikado type engines will not exceed speed allowed freight trains.

Engines moving backward and trains handling steam derrick will not exceed 15 miles per hour.

Trains handling tank cars or high side loaded coal cars, 20 miles per hour.

Speed of 25 miles per hour will not be exceeded over Railroad crossings.

The maximum speed of all trains is 15 miles per hour between Orlando and Lakemont, and 20 miles per hour between Lakemont and Lake Charm.

Speed restrictions will be observed through following Stations:

Wildwood, 4 miles.

Leesburg, 4 miles.

Tavares, 10 miles.

Orlando, 7 miles.

Conductors and Enginemen will be held responsible for violation of Speed Ordinance at Station where Speed Limit is shown.

BLOCK RULES.

D 11—All first-class trains and all trains carrying passengers will be blocked one telegraph station apart. In case of emergency such trains may be permitted to enter a block occupied by another first-class train, or a train carrying passengers, on the authority of a "31" train order. In case of wire trouble operators may issue Permissive Block Card, Form 256, and trains will be governed accordingly. This rule in no way relieves Trainmen and Enginemen of all trains and Operators from the strict observance of Rule 91, and Rule 99, or special instructions relating thereto.

YARD LIMITS.

D 12—Wildwood, Tavares and Orlando. (Rule 93 and note.)

SPECIAL RULES.

F 13—Street crossings in incorporated towns and cities must not be blocked over 5 minutes.

All trains will come to a full stop and have engine or cars preceded with flag, before crossing the following streets in the city of Orlando:

West Colonial Drive
Westmoreland Drive
Parramore Street
Central Avenue
Washington Street
Robinson Ave.
Livingstone Ave.

Amelia, Ave.
Concord Ave.
Marks St.
Orange Ave.
Highland Ave.
Virginia Drive

West Florida Division

Brooksville Sub-Division (Page 8 and 9)

RAILROAD CROSSINGS.

F 9—Railroad Crossings at grade not protected by interlocking devices: Gainesville (A. C. L., M. P. 704.1) and (T. & J., M. P. 704.5); Archer (A. C. L., M. P. 718.2); Montbrook South of Station (A. C. L., M. P. 735.1); near Hoyt (A. C. L., M. P. 753.2); Brooksville (A. C. L., M. P. 47.7); Drexel (A. C. L., M. P. 22.4); Denham (G. P. Co., M. P. 19.3); Parker (T. E. Co., M. P. 4.2); Gary (T. E. Co., M. P. 2.5); Tampa Northern Jct. (S. A. L.); 22nd St., (T. E. Co.).

Railroad crossing at grade protected by interlocking device: 768.9 Mile Post (A. C. L.); Gary (A. C. L.); 13th St., (A. C. L.). (Rule 98).

SPEED RESTRICTIONS.

F 10—The maximum speed of passenger trains is:

Between Waldo and Hoyt, 40 miles per hour;

Between Hoyt and Gulf Coast Jct., 35 miles per hour;

Between Gulf Coast Jct. and Tampa Northern Jct., 40 miles per hour. Passenger trains handled by Santa Fe or Mikado Type Engines will not exceed speed allowed freight trains.

The Maximum speed of Freight and mixed trains is:

Between Waldo and Gary, 25 miles per hour.

Trains handling high side loaded coal cars, phosphate dumps, steam derricks, or engines moving backward will not exceed 20 miles per hour.

The maximum speed of all trains over Hillsboro River fill just south of Gulf Coast Jct., 25 miles per hour.

BLOCK RULES.

F 11—Absolute and Permissive Manual Block System will be operated between Gary and Waldo telegraph office. (Rules 301 to 373, inclusive).

F 1—All trains will obtain clearance card before leaving Waldo, Archer, Blue Run Yard, Gulf Coast Jct. and Tampa Northern Jct. (Rule 83-A).

F 2—Trains will stop on signal as follows:

Nos. 203 and 204 at Daysville, Palmer, Arredondo, Hodgson, Eve, Cocowitch, Salil, Garrison, Weeks, Greenfield, Denham, Deer Lake, Bruing, Chapman, Ybor City.

Nos. 214, 215 at Daysville, Palmer, Arredondo.

REGISTERING STATIONS.

F 3—Waldo, Archer, Blue Run Yard, Gulf Coast Jct., Tampa Northern Jct. (Rule 83-B, 83-D).

All first class trains will register by form 405 at Tampa Northern Jct.

BULLETIN BOOKS.

F 4—Waldo, Archer, Blue Run Yard, Brooksville, Tampa Northern Jct. (Rule 83-C).

STANDARD CLOCKS.

F 5—Waldo and Tampa. (Rule 3).

WATER STATIONS.

F 6—Waldo, Gainesville, Archer, Williston, Morriston, Blue Run Yard, 779.0 M. P., 792.8 M. P., Brooksville, Loyce, Deer Lake (17.5 M. P.), Gulf Coast Jct. and Gary.

COALING STATIONS.

F 7—Waldo, Blue Run Yard.

LOCATION OF TELEPHONES.

F 8—Telephones on Dispatchers Circuit located at: Parker, Barrett Park, Denham, Greenfield, Weeks, Garden Grove Felicia, Shell Rock and Arredondo.

YARD LIMITS.

F 12—Waldo, Gainesville, Archer, Williston, Dunnellon, Blue Run Yard, Brooksville, Gulf Coast Jct. and Gary. (Rule 93 and note.)

SPECIAL RULES.

F 13—Street crossing in incorporated towns and cities must not be blocked more than 5 minutes.

Speed restrictions over street crossings in Gainesville, 15 miles per hour.

All trains will flag over East and Pearl Streets, Gainesville.

F 14—A double arm semaphore signal, handled by operator located just north of Seaboard Air Line Rwy. crossing at Tampa Northern Jct. will govern use of the crossing as follows: Horizontal position of semaphore by day and in addition a red light at night indicates the crossing is occupied and trains must stop until changed. Inclined position of the semaphore by day and in addition a yellow light by night indicates the crossing is clear and trains may proceed over the crossing without stopping at a speed not in excess of six miles per hour. This signal will govern the use of the crossing only and confers no other rights. Train Order and Block Semaphore Signal is located at Block Office.

F 15—F. C. & G. trains will occupy main tracks within Yard Limits between S. & H. Jct. and Dunnellon. Before occupying main track these trains will receive clearance card or train order and may then proceed in accordance with Rule 93.

F 16—A four-arm semaphore is located at Waldo between Baldwin Sub-Division and West Florida Division track. Upper arms govern movement over Baldwin Sub-Division main track north and south; lower arms govern movement to and from West Florida Division. Trains and engines stopped by semaphore will stop clear of junction switch. All trains will approach Waldo under control and know that track is clear and signals in proper position before proceeding. Normal position of junction switch is to Baldwin Sub-Division main track.

SPECIAL INSTRUCTIONS—(Continued)

St. Petersburg Sub-Division (Page 10)

G 1—All first class trains will obtain clearance card before leaving St. Petersburg and Gulf Coast Jct.

All second class and inferior trains will obtain clearance card before leaving Shops and Gulf Coast Jct.

G 2—Passenger trains will stop as follows:

No. 303 at Tampashores and Largo to let off passengers from Jacksonville and beyond.

No. 304 at Tampashores and Largo to pick up passengers for Jacksonville and beyond.

No. 303 at Tampashores to let off passengers originating between West Palm Beach and West Lake Wales.

No. 304 at Tampashores to pick up passengers for points between West Lake Wales and West Palm Beach.

Nos. 303 and 304 at Safety Harbor to let off and pick up passengers from and to Tampa and points North.

Nos. 5 and 6 to let off and pick up passengers from and to points between West Lake Wales and West Palm Beach.

No. 15 at Tampashores, Safety Harbor, Largo and Pasadena to let off passengers from Petersburg and beyond.

Nos. 5 and 6 to let off and pick up passengers from and to points between West Lake Wales and West Palm Beach.

No. 16 at Tampashores, Safety Harbor, Largo and Pasadena to pick up passengers for Petersburg and beyond.

Nos. 5 and 6 at Walsingham and Oakhurst on signal.

REGISTERING STATIONS.

G 3—Gulf Coast Junction Shops and St. Petersburg. (Rule 83-B, 83-D).

All first class trains will register by Form 405 at Gulf Coast Junction and Shops.

BULLETIN BOOKS.

G 4—St. Petersburg, Shops and Tampa. (Rule 83-C).

STANDARD CLOCKS.

G 5—Clearwater and St. Petersburg. (Rule 3).

WATER STATIONS.

G 6—Tarpon Junction, Clearwater, Bear Creek, Indian Beach Jct. (31 M. P.), and Shops.

COALING STATIONS.

G 7—Shops.

LOCATION OF TELEPHONES.

G 8—Telephones on the Dispatcher's circuit are located at Gulf Coast Jct., Tampashores, North end Safety Harbor Siding, Alexander, North end North Siding Clearwater, Belleair Water Tank, North end Siding Pasadena, and 66 St. Siding, North end St. Petersburg Yard, South end Seminole Siding, South end Wye Tarpon Junction, Jungles.

RAILROAD CROSSINGS.

G 9—Railroad crossings at grade not protected by interlocking device.

St. Petersburg (9th Ave., M. P. 47.3) and Pasadena (St. P. & G., M. P. 41.6) and Belleair (ACL Spur, M. P. 27.1).

G 10—Protected by interlocking device Belleair (ACL Main track). (Rule 98).

SPEED RESTRICTIONS.

G 11—Maximum speed of passenger trains, 40 miles per hour. Freight and mixed trains, 25 miles per hour, except as below specified. Passenger trains handled by Santa Fe or Mikado type Engines will not exceed speed allowed freight trains.

Over trestles at Long Bayou and Bridgeport, passenger trains, 25 miles per hour, freight and mixed trains, 15 miles per hour.

Trains handling high-side loaded coal cars will not exceed a speed of 20 miles per hour.

Trains handling steam derricks and engines moving backwards will not exceed a speed of 20 miles per hour.

Speed of 25 miles per hour will not be exceeded over Railroad crossings.

BLOCK RULES.

G 12—Absolute and Permissive Manual Block System will be operated between Gulf Coast Junction and Shops. (Rules 301 to 373, inclusive).

YARD LIMITS.

G 13—St. Petersburg, Clearwater, Safety Harbor, Tarpon Junction and Gulf Coast Junction (Rule 93 and note).

SPECIAL RULES.

G 14—Street crossings in incorporated cities and towns must not be blocked more than 5 minutes.

A member of the crew will precede all movements over Electric Line 9th Street, 11th Street, 16th Street, 18th Street and 22d Street, St. Petersburg; Cleveland, Drew and Turner Streets, Clearwater and Central Avenue, Pasadena.

Tarpon Springs Sub-Division (Page 10)

REGISTERING STATIONS.

H 1—Tarpon Junction, Tarpon Springs. (Rule 83-B, 83-D).

BULLETIN BOOKS.

H 2—Tarpon Springs. (Rule 83-C).

WATER STATIONS.

H 3—Tarpon Junction and Tarpon Springs.

LOCATION OF TELEPHONES.

H 4—Telephones on the Dispatcher's circuit are located at Tarpon Springs, Lake Villa and Cosme.

RAILROAD CROSSINGS.

H 5—Railroad crossings at grade not protected by interlocking device: Gulf Pine (LPCo., M. P. 26.4) Lake Villa (ACL, M. P. 18.0). (Rule 98).

SPEED RESTRICTIONS.

H 6—Maximum speed passenger trains, 25 miles per hour; mixed trains 20 miles per hour.

H 7—Engines moving backward will not exceed a speed of 15 miles per hour. (Rule 91-A).

YARD LIMITS.

H 8—Tarpon Junction, Gulf Pine and Tarpon Springs. (Rule 93 and note).

SPECIAL RULES.

H 9—All trains will approach Gulf Pine expecting to find the main line occupied by Saw Mill engines.

H 10—Street crossing of incorporated cities and towns must not be blocked more than 5 minutes.

Wannee Sub-Division (Page 11)

SPEED RESTRICTIONS.

E 7—The maximum speed of all trains between Wannee Jct. and Wannee, Buda and Norwills, 20 miles per hour.

Trains handling loaded tank cars, loaded phosphate dumps, high side loaded coal cars of any capacity or steam derrick will not exceed speed of 15 miles per hour.

Speed of 20 miles per hour will not be exceeded over Railroad crossings.

Engines moving backward will not exceed 15 miles per hour. (Rule 91-A).

Log trains will not exceed a speed of 15 miles per hour.

BLOCK RULES.

E 8—All first-class trains and all trains carrying passengers will be blocked one telegraph station apart. In case of emergency such trains may be permitted to enter a

block occupied by another first-class train, or a train carrying passengers, on the authority of a "31" train order. In case of wire trouble operators may issue Permissive Block Card, Form 256, and trains will be governed accordingly. This rule in no way relieves Trainmen and Enginemen of all trains and Operators from the strict observance of Rule 91, and Rule 99, or special instructions relating thereto.

YARD LIMITS.

E 9—Wannee Jct. (Rule 93 and note).

SPECIAL RULES.

E 10—Street crossings in incorporated cities and towns must not be blocked more than 5 minutes.

A member of crew will precede all movements over Main Street Crossing, Alachua, for the purpose of warning approaching pedestriains and drivers.

E 1—All trains will obtain clearance card before leaving Wannee Junction. (Rule 83-A).

E 2—Trains will stop on signal as follows:

Nos. 101 and 102 at Darby, Burnetts Lake and Harvard.

REGISTERING STATIONS.

E 3—Wannee Jct. (Rule 83-B, 83-D).

BULLETIN BOOKS.

E 4—Starke. (Rule 83-B, 83-D).

WATER STATIONS.

E 5—Clayno, Alachua and Wannee.

RAILROAD CROSSINGS.

E 6—Railroad Crossings at grade not protected by interlocking devices; Sampson City (G. S. & F.); Hainesworth (A. C. L.); near Alachua (A. C. L.); Buda (A. C. L.) (Rule 98).

SPECIAL INSTRUCTIONS—(Continued)

Cedar Key Sub-Division (Page 11)

11—All trains will obtain clearance card before leaving Archer and Cedar Key. (Rule 83-A).

12—Trains will stop on signal as follows:

Nos. 213, 214, 215 and 216 at Venables.

REGISTERING STATIONS.

13—Archer and Cedar Key. (Rule 83-B, 83D).

BULLETIN BOOKS.

14—Archer. (Rule 83-C).

STANDARD CLOCKS.

15—Archer. (Rule 3).

WATER STATIONS.

16—Archer, near Otter Creek and near Lukens.

COALING STATIONS.

17—Cedar Key.

RAILROAD CROSSINGS.

18—Railroad Crossings at grade not protected by interlocking devices: Archer (A. C. L., M. P. 718.2) Otter Creek (A. C. L., M. P. 739.1) and C. C. Co., M. P. 739.9). (Rule 98).

SPEED RESTRICTIONS

19—The maximum speed of passenger trains is:

Between Archer and Bronson, 30 miles per hour; between Bronson and Cedar Key 25 miles per hour. Passenger trains handled by Santa Fe or Mikado type Engines will not exceed speed allowed freight trains.

The maximum speed of freight and mixed trains is:

Between Archer and Bronson, 20 miles per hour; between Bronson and Cedar Key 15 miles per hour.

Trains handling loaded tank cars, loaded phosphate dumps, high side loaded coal cars of any capacity or steam derrick will not exceed speed of 15 miles per hour.

Speed of 25 miles per hour will not be exceeded over Railroad crossings.

Engines moving backward will not exceed 15 miles per hour. (Rule 91-A).

Log trains will not exceed a speed of 15 miles per hour.

YARD LIMITS.

110—Archer and Cedar Key. (Rule 92 and note).

BLOCK RULES.

111—All first-class trains and all trains carrying passengers will be blocked one telegraph station apart. In case of emergency such trains may be permitted to enter a block occupied by another first-class train, or a train carrying passengers, on the authority of a "31" train order. In case of wire trouble operators may issue Permissive Block Card, Form 256, and trains will be governed accordingly. This rule in no way relieves Trainmen and Enginemen of all trains and Operators from the strict observance of Rule 91, and Rule 99, or special instructions relating thereto.

SPECIAL RULES.

112—Street crossings in incorporated cities and towns must not be blocked more than 5 minutes.

TONNAGE RATING

NORTH FLORIDA DIVISION.

ENGINES	300 TO 333	370 TO 399	800 TO 849	600 TO 649 650 TO 664	700 TO 796	100 TO 102	1576 TO 1599	1547 TO 1568	1528 TO 1533	1504 TO 1512	1540 TO 1546
CLASS	Q Q-1 & Q-2	Q-3	P-1	L-2, K	L-4	T-N	I-5	I-4, I-8	I-1	E-2, E-7, E-8, E-10	I-10
Baldwin to Waldo----	3236	3665	1750	1400	1400	1350	1000	900	750	650	600
Waldo to Tampa-----	2250	2550	1750	1300	1300	1275	950	850	700	600	550
Tampa to Waldo-----	2250	2550	1750	1300	1300	1275	950	850	700	600	550
Waldo to Baldwin-----	2779	3142	2000	1550	1550	1500	1100	950	800	700	650
Wildwood and Lake Charm -----	2250	2550	1750	1300	1300	1275	955	850	700	600	550

WEST FLORIDA DIVISION.

Waldo and Tampa-----	2250	2550	1750	1300	1300	1275	950	850	700	600	550
Tampa and St. Peters- burg -----	2250	2550	1750	1300	1300	1275	950	850	700	600	550

LOCATION OF TRACKS AND PRIVATE SIDINGS NOT SHOWN IN TIME TABLE

WEST FLORIDA DIVISION

BROOKSVILLE SUB-DIVISION

NAME	STATION NUMBERS	MILE POST	T N MILE POST	CAR CAP'Y	OPENING
Milliken's Spur	R 693	693.2		6	North
Dowd's Spur	R 700	700.2		4	North
State Road Department	R 702	701.6		24	South
Stringfellow	RA 702	702.1		14	North
Dayville	R 707	707.5		5	North
Arredondo L. R. Co.	R 708	708.6		15	North
McCaa	R 709	709.1		10	North
Arredondo	R 710	709.8		20	Both
Palmer	R 715	714.5		12	North
Peach Orchard	R 716	716.2		11	North
Adam	RA 722	721.6		7	North
Thomas-Rooks	RA 727	726.6		40	Both
Shell Rock	RA 727	727.4		30	North
Newsom-Smith	RA 728	727.9		30	South
Hodgson	RA 728	728.1		8	North
Cornell and Shultz	RA 728	728.4		100	North
T. A. Thompson	RA 729	728.5		75	South
Whiterock	RA 729	729.1		95	North
Cuke Siding	RA 732	731.7		8	North
Standard	RA 743	743.2		8	North
Camp Wood Spur	RA 749	748.7		5	South
Mutual Mining Co.	RA 758	758.9		Spur	North
Dunnellon Frt. Station	RA 759	759.4		Spur	North
A. C. L. Transfer	RA 760	759.8		60	South
Felecia	RA 769	769.2		Spur	North
Inverness Frt. Station	RA 777	776.9		Spur	North
Holders Mine	RA 778	778.6		15	North
Hillside	RA 786	786.6		12	South
Keystone Rock Co.	RA 787	787.3		7	North
Lake Stafford Rock Co.	RA 791	790.1		40	Both
Lake Stafford	RA 791	791.7		15	North
Annullaliga	RA 793	793.3		14	North
Blowers	RA 799	800.3	46.1	20	North
Garrisons	RA 801	801.9	44.6	3	South
Powell	RA 804	804.2	42.8	12	South
Garden Grove	RA 806	806.0	40.1	4	South
Masaryktown	RA 807	807.9	38.5	15	South
Greenfield	RA 816	816.5	30.4	5	South
Denham	RA 827	827.7	19.0	7	South
Deer Lake	RA 829	829.2	17.5	4	South
Bruing	RA 831	831.7	15.1	4	North
Chapman	RA 833	833.9	13.0	6	North
Nowatney	RA 835	835.9	10.9	19	South
Florida Asphalt	RA 836	836.0	10.8	10	South
Flora	RA 836	836.9	10.0	4	South
Barrits Park	RA 839	840.3	6.7	30	North
Sullivans	RA 840	840.9	6.1	4	South

EARLY BIRD SPUR (BROOKSVILLE SUB-DIVISION).

Melton Timber Co.	RA 745	745.6	10	North
Storage Track	RA 746	746.5	40	Both
Marion Co. L. R. Co.	RA 747	747.1	31	North

TOOKE LAKE SPUR (BROOKSVILLE SUB-DIVISION).

Milco	RAE 802	50	10	South
Wiscon	RAE 805	53	10	Both
Norman	RAE 807	55	6	North
Natal	RAE 809	57	15	Both

INVERNESS SPUR (BROOKSVILLE SUB-DIVISION).

Sou. Mine	RA 776	775.2	20	North
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ST. PETERSBURG SUB-DIVISION.

Sulphur Springs	Y 838	0.5	20	Both
Sulphur Springs Ice Co.	Y 838	0.7	5	North
McCurdys	Y 839	0.8	10	South
Saffold	Y 841	1.2	10	South
Rebo	Y 846	8.3	3	North
Tampa Downs	Y 850	12.3	Spur	North
Bridgeport	Y 853	16.0	2	North
Dellwood	Y 857	19.7	15	South
Masons	Y 866	28.0	18	South
Baskins	Y 868	30.8	2	North
Walsingham	Y 870	32.0	15	South
Cobb Siding	Y 872	34.1	4	South
Oakhurst	Y 873	34.8	30	Both
Jungles	Y 876	38.3	15	North
Milne & O'Berry	Y 876	38.0	3	South

TARPON SPRINGS SUB-DIVISION.

Cheneys Mill	YA 863	25.3	6	North
F. A. Brick Co.	YA 864	26.3	17	North
Home Lbr. Co.	YB 870	32.3	10	South
Gribbels Spur	YB 866	35.0	2	North
San Souci	YB 868	30.2	2	North
Elfers	YB 868	30.9	6	North
Elfers Citrus Exchange	YB 869	31.0	8	North

CEDAR KEY SUB-DIVISION.

Venable	R 722	722.2	3	South
Cummer Cypress Co. Con.	R 740	740.3	Conn.	South
Gold Siding	R 743	743.4	4	North
McNair Siding	R 744	743.5	2	North
Standard Lbr. Co. Spur	R 759	759.5	7	South
Dowling Lbr. Co.	R 760	759.9	4	North

NORTH FLORIDA DIVISION

BALDWIN SUB-DIVISION.

NAME	STATION NUMBERS	MILE POST	CAR CAP'Y	OPENING
Fiftone	656	656.0	6	South
Hughs	662	662.3	7	North
Reynolds	680	680.0	6	North
Pauls Siding	683	682.8	4	North
Campville Brick Track	698	698.7	24	Both
Smiths	707	707.0	7	North
Crosby	716	716.3	7	North
Meadows	719	719.2	Spur	North
Phoslime	720	720.4	2	North
Hardee & Gentile	722	722.1	3	North
Padgett	724	724.2	10	North
Oak Crate Mill Conn.	728	727.9	Spur	North
Oak	728	728.1	10	North
Spring Park	729	729.3	6	North
Rammage	738	738.0	40	Both
Marion Co. Lime Spur	738	738.0	Spur	South
Baird Siding	741	741.4	5	North
Ocala Lime Rock Spur (Plant 3)	742	741.7	Spur	North
Rose ((Plant 5)	742	742.0	Spur	South
Thaggard	746	746.1	6	South
Marion Co. Commission	744	744.0	Spur	North
South Lake Weir Spur	752	751.4	Spur	North
Hooks Siding	758	757.9	14	North

SOUTH LAKE WEIR SPUR (BALDWIN SUB-DIVISION)

Goethes Mill	S 753	753.1	5	North
Lehmans	S 755	755.4	14	North
Grays Landing Spur	S 856	856.4	54	North
South Lake Weir	S 757	757.2	12	North
Orange Siding	S 758	758.3	1	North

WILDWOOD SUB-DIVISION

Panasoffkee	769	769.4	19	North
Crum	773	772.8	5	North
Edenfield	774	774.2	5	North
Rerdell	783	783.3	8	North
Mickler & McCloud	792	791.5	Spur	South
Cordova	801	800.5	6	North
804 Mile Siding	804	803.6	16	South
Greer	806	805.6	10	South
Stebbins	810	809.6	3	North
Valrico	833	832.8	42	Both
McDonald Constn. Co.	834	834.4	22	South
Union Paving Co.	835	835.3	8	North
South Tampa	839	833.8	13	North

WANNEE SUB-DIVISION.

Darby	N 696	696.0	7	North
Thirty Mile Siding	N 709	708.9	5	North
Franklin's Phosphate Spur	N 722	721.6	3	North
Forty-Nine Mile Siding	N 728	723.2	4	North
Curtis	N 733	732.7	30	Both

BUDA SPUR (WANNEE SUB-DIVISION).

Passing Track	NA 717	716.6	50	Both
Mutual	NA 717	717.2	65	North
Thames	NAB 722	722.3	52	North
Vanespen	NA 721	720.8	16	North
Fleetnor	NA 724	723.6	42	North
Franklin No. 3 Plant Spur	NA 724	724.1	36	North
Camp Mines	NA 724	724.1	24	North
Norwills	NA 725	724.7	16	North

ORLANDO SUB-DIVISION

Bamboo	T 767	766.8	32	North
Brick Mill	T 769	768.5	16	North
Walling Mill	T 772	772.0	14	South
McCullum's Spur	T 779	778.9	5	North
Sandy	T 779	779.0	15	Both
Onifi	T 800	800.2	6	North
Piedmont	T 805	804.5	2	North
Orlando Potteries	T 813	812.7	6	North
Country Club	T 813	812.8	15	South
Dolives	T 818	817.5	2	North
Morses Spur	T 820	820.4	2	North
Bertha	T 825	824.9	4	North
Salvia	T 828	828.0	3	North
No. 2 Extension	T 831	831.4	Spur	North
Hammock	T 833	832.7	18	North
Swope	T 824	833.5	9	North
Warrens			3	South

LOCATION AND CLEARANCE OF OVERHEAD BRIDGES

NORTH FLORIDA DIVISION

NAME	MILE POST	WIDTH	HEIGHT
WILDWOOD SUB-DIVISION			
Coal Chute	761.8	Standard	Standard
County Highway	796.0	Standard	Standard
Washington Street	845.1	Standard	18 ft. 10 in.
Hillsboro Lift	845.6	Standard	21 ft. 7 in.

WEST FLORIDA DIVISION

Dunnellon Highway	771.0	Standard	Standard
State Highway Road No. 5	799.0	6 ft. 10 in.	Standard
Hillsboro River Bridge	840.0	Standard	Standard

NOTE: "Standard" as shown in Column "height" means the distance is 22 feet or more; as shown in Column "width" means the distance is 7 feet or more from center of track.

NORTH FLORIDA DIVISION

DIVISION OFFICERS.

H. A. BENTON, Superintendent	Tampa, Fla.
C. S. CANNON, Asst. Superintendent	Tampa, Fla.
R. W. BONNEY, Division Engineer	Tampa, Fla.
W. A. GREENLEAF, Asst. Division Engineer	Tampa, Fla.
A. S. GAY, Asst. Division Engineer	Tampa, Fla.
H. Y. HARRIS, Master Mechanic	Tampa, Fla.
A. L. PRITCHETT, Trainmaster	Tampa, Fla.
W. G. GUESS, Asst. Trainmaster	Tampa, Fla.
R. P. JOURDAN, Asst. Trainmaster	Waldo, Fla.
W. WILSON, Asst. Trainmaster	Tampa, Fla.
E. R. McMULLEN, Asst. Trainmaster	Tampa, Fla.
A. E. VAUSE, Asst. Trainmaster	Wildwood, Fla.
W. W. STANTON, Passenger Trainmaster	Tampa, Fla.
J. A. SMITH, Terminal Trainmaster	Tampa, Fla.
G. A. HASLETT, Genl. Road Foreman of Engines	Tampa, Fla.
J. C. TRIGG, Road Foreman of Engines	Tampa, Fla.
J. H. WEBBER, Asst. Road Foreman of Engines	Jacksonville, Fla.
W. L. LEIGHTON, Sup'r. Pass'gr. Loco. Operation	Jacksonville, Fla.
J. F. REITZEL, Chief Dispatcher	Tampa, Fla.
R. H. RICE, Asst. Chief Dispatcher	Tampa, Fla.
E. T. WILLIAMS, Asst. Chief Dispatcher	Tampa, Fla.
J. L. SMITH, Transportation Inspector	Tampa, Fla.
H. E. BYNUM, Dispatcher	Tampa, Fla.
R. H. FORMAN, Dispatcher	Tampa, Fla.
A. F. STAFFORD, Dispatcher	Tampa, Fla.
F. L. NELSON, Dispatcher	Tampa, Fla.
R. P. MOSS, Dispatcher	Tampa, Fla.
C. L. GILBERT, Dispatcher	Tampa, Fla.
H. A. WATSON, Dispatcher	Tampa, Fla.
W. M. FOSTER, Dispatcher	Tampa, Fla.
A. JAMES, Division Auditor	Tampa, Fla.
T. J. PARE, Division Paymaster	Tampa, Fla.
J. L. WINTER, Master Carpenter	Tampa, Fla.
W. J. BASS, Roadmaster	Waldo, Fla.
R. L. HAIR, Roadmaster	Wildwood, Fla.
T. M. BRAGG, Roadmaster	Orlando, Fla.
J. B. RAINER, Roadmaster	Tampa, Fla.
E. Y. GRAVES, Supt. of Stations and Transfers	Savannah, Ga.
R. S. LOCKHART, Supervisor of Stations and Transfers	Atlanta, Ga.
SMITH R. BRITTINGHAM, Asst. General Solicitor	Norfolk, Va.
W. A. POWELL, Supervising Claim Agent	Norfolk, Va.
W. A. HUTSON, Stock Claim Agent	Jacksonville, Fla.
G. G. DORMAN, Claim Agent	Tampa, Fla.
M. E. EDSON, Claim Agent	Tampa, Fla.
J. K. BOTTS, Asst. Claim Agent	Tampa, Fla.
NEWTON McALPINE, Claim Adjuster	Tampa, Fla.
S. C. HAMBY, Claim Adjuster	Tampa, Fla.
R. C. JACKSON, Special Agent	Tampa, Fla.

COMPANY SURGEONS.

JOS. M. BURKE, Chief Surgeon	Norfolk, Va.
H. D. VANSCHACK, Local Surgeon	Jacksonville, Fla.
F. J. BOWEN, Asst. Surgeon	Jacksonville, Fla.
R. L. HARRIS, Radiologist	Jacksonville, Fla.
WM. S. MANNING, Oculist	Jacksonville, Fla.
RALPH N. GREEN, Neurologist	Jacksonville, Fla.
C. M. SANDUSKY, Surgeon Oculist	Jacksonville, Fla.
W. D. BRINSON, Local Surgeon	Baldwin, Fla.
E. L. BIGGS, Local Surgeon	Starke, Fla.
D. C. WITT, Local Surgeon	Alachua, Fla.
C. L. PRIDGEN, Local Surgeon	Waldo, Fla.
J. B. CURTIS, Local Surgeon	Orange Height, Fla.
E. E. STRICKLAND, Local Surgeon	Citra, Fla.
H. C. DOZIER, Local Surgeon	Ocala, Fla.
E. G. LINDNER, Asst. Local Surgeon	Ocala, Fla.
A. B. ALBRITTON, Local Surgeon	Wildwood, Fla.
K. C. CLARKE, Local Surgeon	Bushnell, Fla.
R. D. SISTRUNK, Local Surgeon	Dade City, Fla.
CLYDE BRADY, Local Surgeon	Leesburg, Fla.
C. D. CHRIST, Local Surgeon	Orlando, Fla.
J. R. CHAPPELL, Asst. Surgeon	Orlando, Fla.
J. C. KNIGHT, Local Surgeon	Plant City, Fla.
C. T. YOUNG, Asst. Local Surgeon	Plant City, Fla.
W. J. LANCASTER, Local Surgeon	Tampa Union St., Fla.
A. R. BEYER, Local Surgeon	Tampa, Fla.
R. R. DUKE, Local Surgeon	Tampa, Fla.
L. S. OPPENHEIMER, Con. Surgeon	Tampa, Fla.

WATCH INSPECTORS.

SHAD AND TUCKER	Jacksonville, Fla.
R. W. HALEY	Wildwood, Fla.
ALLEN JEWELRY CO.	Orlando, Fla.
HULL JEWELRY CO.	Plant City, Fla.
BECKWITH RANGE CO.	Tampa, Fla.

WEST FLORIDA DIVISION

DIVISION OFFICERS.

W. H. BLAKE, Superintendent	Tampa, Fla.
G. W. SHOEMAKER, Division Engineer	Tampa, Fla.
W. D. SEEBERT, Asst. Division Engineer	Tampa, Fla.
E. T. KETCHUM, Asst. Engineer	Tampa, Fla.
C. W. MURDAUGH, Asst. Engineer	Tampa, Fla.
H. C. QUARLES, Master Mechanic	St. Petersburg, Fla.
FRED DUFFY, Trainmaster	Tampa, Fla.
F. M. BENNETT, Asst. Trainmaster	Gainesville, Fla.
D. S. LYNCH, Asst. Trainmaster	Tampa, Fla.
G. A. HASLETT, Gen'l Road Foreman of Eng's.	Tampa, Fla.
R. R. HARRIS, Road Foreman of Engines	Tampa, Fla.
H. M. AGIN, Road Foreman of Engines	Waldo, Fla.
A. G. KIPPLE, Chief Dispatcher	Tampa, Fla.
I. C. STEPHENS, Asst. Chief Dispatcher	Tampa, Fla.
O. J. DAVID, Asst. Chief Dispatcher	Tampa, Fla.
J. L. SMITH, Transportation Inspector	Tampa, Fla.
J. E. BROWN, Dispatcher	Tampa, Fla.
W. S. FISHER, Dispatcher	Tampa, Fla.
C. L. ROBESON, Dispatcher	Tampa, Fla.
R. P. SURRENCY, Dispatcher	Tampa, Fla.
J. E. McDONALD, Dispatcher	Tampa, Fla.
R. W. VAUGHAN, Dispatcher	Tampa, Fla.
J. E. WATSON, Dispatcher	Tampa, Fla.
R. L. HOWELL, Dispatcher	Tampa, Fla.
R. H. HELMINTOLLER, Division Auditor	Tampa, Fla.
T. J. PARE, Division Paymaster	Tampa, Fla.
J. V. INABINET, Master Carpenter	Tampa, Fla.
A. J. BAILY, Roadmaster	Gainesville, Fla.
S. H. JONES, Roadmaster	Tampa, Fla.
R. A. DRAWDY, Roadmaster	Tampa, Fla.
E. Y. GRAVES, Supt. Stations and Transfers	Savannah, Ga.
FRED KELLY, Supervisor of Stations and Transfers	Jacksonville, Fla.
SMITH R. BRITTINGHAM, Asst. Gen. Solicitor	Norfolk, Va.
W. A. POWELL, Supervising Claim Agent	Norfolk, Va.
W. A. HUTSON, Stock Claim Agent	Jacksonville, Fla.
G. G. DORMAN, Claim Agent	Tampa, Fla.
M. E. EDSON, Claim Agent	Tampa, Fla.
J. K. BOTTS, Asst. Claim Agent	Tampa, Fla.
NEWTON McALPINE, Claim Adjuster	Tampa, Fla.
S. C. HAMBY, Claim Adjuster	Tampa, Fla.
R. C. JACKSON, Special Agent	Tampa, Fla.

COMPANY SURGEONS.

JOS. M. BURKE, Chief Surgeon	Norfolk, Va.
T. R. GRIFFIN, Local Surgeon	St. Petersburg, Fla.
O. M. KNOX, Asst. Surgeon	St. Petersburg, Fla.
R. D. MURPHY, Asst. Oculist	St. Petersburg, Fla.
JOHN BOWEN, Local Surgeon	Clearwater, Fla.
W. J. LANCASTER, Local Surgeon	Tampa, Fla.
R. R. DUKE, Oculist	Tampa, Fla.
J. B. FARRIOR, Surgeon Oculist	Tampa, Fla.
L. F. CARLTON, Local Surgeon	Tampa, Fla.
L. S. OPPENHEIMER, Con. Surgeon	Tampa, Fla.
G. R. CREEKMOORE, Local Surgeon	Brooksville, Fla.
J. F. CRAWFORD, Local Surgeon	Inverness, Fla.
J. G. BASKINS, Local Surgeon	Dunnellon, Fla.
J. F. CURRY, Asst. Surgeon	Dunnellon, Fla.
B. N. BISHOP, Local Surgeon	Archer, Fla.
J. W. TURNER, Local Surgeon	Sumner, Fla.
M. H. DEPASS, Local Surgeon	Gainesville, Fla.
S. D. RICE, Asst. Surgeon	Gainesville, Fla.
C. L. PRIDGEN, Local Surgeon	Waldo, Fla.

WATCH INSPECTORS.

ED. GOLDMAN	St. Petersburg, Fla.
BECKWITH RANGE CO.	Tampa, Fla.

SPECIAL INSTRUCTIONS OF THE JACKSONVILLE TERMINAL CO.

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

Employees will comply with special instructions or regulations 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 must not exceed a speed of twelve (12) miles per hour through Lee Street, Myrtle Avenue and Enterprise Street interlocking, six (6) miles per hour by station platforms, and approach main baggage trucking platforms opposite Cleveland Street and the west end of station tracks prepared to stop, unless crossing is known to be clear.

SIGNAL INDICATIONS

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

HORIZONTAL	STOP.
45° ANGLE	CAUTION, PROCEED track may be occupied or next signal is in 'STOP' position.
PERPENDICULAR	PROCEED NEXT SIGNAL AT PROCEED.
RED	NIGHT INDICATIONS.
YELLOW	STOP.
GREEN	CAUTION, PROCEED TRACK MAY BE OCCUPIED—NEXT SIGNAL IS IN 'STOP' POSITION.
	PROCEED, NEXT SIGNAL AT PROCEED.

Interlocking signals are located on the right of the tracks they govern.

A fixed interlocking signal is provided for all movements, either in the direction, or reverse direction, of traffic.

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

Outside of interlocking territory hand throw switch indications are:

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

Normal position for all such switches is 'Set for Running Tracks or Ladder.'

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

SIREN HORN at Southbound signal, South end "B" YARD.
SIREN HORN Northbound home signal at Enterprise Street.
SIREN HORN SIGNAL BRIDGE "C".
SIREN HORN South end old Interchange yard.
SIREN HORN South end A. C. L. Tampa Wye.
SIREN HORN Bridge "B".
SIREN HORN West end station track No. 9.
SIREN HORN West end station track No. 16.
SIREN HORN East end station platform track No. 22.
LARGE AIR WHISTLE on Bridge "B".

Engineers in the vicinity of either of these emergency whistles upon hearing one long continuous blast from such whistle will immediately stop; after which they may proceed upon hearing two (2) blasts of the same whistle being governed by signal indications.

The object of these signals is to enable the towermen to call attention of crews to any oversight of signals, derailment or other emergency feature in the interests of Safety.

7. Freight movements over the Seaboard freight line crossing at Enterprise Street interlocking will, if compelled to stop for a period of over three (3) minutes, immediately cut their train and clear the signals governing opposite directions, unless otherwise directed by the towermen.

8. Northbound trains must approach the junction of the Jacksonville Terminal Company's running track and tower at Church Street under full control, expecting to find the track occupied. (See Rule No. 2.)

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

10. TRAIN STARTING SIGNALS: Push buttons are installed upon the supporting columns of train sheds from tracks 2 to 23, inclusive, to communicate with Myrtle Avenue, or Lee Street towers, when trains are ready to depart.

Conductors are required to transmit such signals to the proper tower one minute in advance of the time his train will be ready to depart. After this signal gives proper indications 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 lights have been installed over the gates to the low level upon the lower edge of train shed next entrance to subway.

After conductor has transmitted proper signal to the tower the gatemen will close gates and after assuring themselves that the last passengers entering the gate for that train have had opportunity to board it, will immediately light up GREEN signal above mentioned, as an indication to the conductor that gates are closed and all passengers have reached the train, after which the conductor will be governed in starting his train, as to when these passengers are loaded.

Station masters, or their assistants, will govern the loading of mail and baggage, and conductors must be authorized by the station master before departing.

11. Engineers on arriving trains are required to vacate engines immediately after arrival in order to expedite the movement of engines and equipment to yards.

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

13. Toilet Doors must be kept locked on the tracks of Jacksonville Terminal Company.

14. Ash pans of locomotives and kitchen cars, or refuse of any nature must not be cleaned or thrown on tracks within station limits. Ash pans may be cleaned in Freight Interchange Yard only.