



**SEABOARD  
COAST LINE  
RAILROAD**

**JACKSONVILLE DIVISION**

**1**

**TIME TABLE No. 1**

**IN EFFECT**

**Friday, September 1, 1967**

**At 12:01 A.M.**

**SUPERSEDING TIME TABLES OF  
PREVIOUS DATES**

**EASTERN STANDARD TIME**

**FOR THE GOVERNMENT OF  
EMPLOYEES ONLY**

**D. C. HASTINGS, Vice-President-Transportation and Maintenance**  
**J. N. BROETZMAN, Asst. Vice-President-Transportation**  
**L. T. ANDREWS, General Manager-Transportation**  
**C. H. COOK, Superintendent**



## SOUTHWARD

## ORLANDO SUBDIVISION

## NORTHWARD

			SECOND CLASS			Distance from Wildwood	Station Numbers	TIME TABLE NO. 1		Car Capacity of Side Tracks	SECOND CLASS		THIRD CLASS			
			769	707	777			IN EFFECT			768	708		786		
			T. & G.	Local Freight	Through Freight			September 1, 1967			T. & G.	Local Freight		Through Freight		
			Daily	Ex. Sun.	Daily						Daily	Daily		Ex. Sun.		
			A. M.	A. M.	A. M.			STATIONS			P. M.	A. M.		P. M.		
				7:00	1:00		ST761	T L ® WILDWOOD O A	Y			12:05		1:30		
				7:23	1:20	11.6	ST773	T LEESBURG X SCL	58 YARD P			11:40		1:00		
			8:30	7:55	1:35	22.0	ST783	T TAVARES X SCL	74 60 P Y	3:45	11:20	12:25				
			8:45	8:10	1:40	25.6	ST787	ELLSWORTH		3:30	11:05	12:15				
				8:19	1:46	29.6	ST791	T ® LAKE JEM	64		10:57	12:05				
				8:25	1:55	33.5	ST795	T ZELLWOOD	81 210 P Y		10:50	11:55				
				8:39	2:05	37.5	ST799	T PLYMOUTH	YARD		10:40	11:45				
				8:48	2:15	40.8	ST802	T APOPKA X SCL	37		10:30	11:30				
				9:25	2:40	50.9	ST812	MODELLO PARK	82 YARD P		10:10	11:08				
				10:30	3:00	52.3	ST814	A T ® ORLANDO X SCL L	YARD Y		10:00	11:00				
			A. M.	A. M.	A. M.					P. M.	P. M.		A. M.			
			Daily	Ex. Sun.	Daily					Daily	Daily		Ex. Sun.			
			769	707	777					768	708		786			

## WANNEE SUBDIVISION

Southward	Distance from Starke	Station Numbers	TIME TABLE NO. 1			Car Capacity of Side Tracks	Northward
			IN EFFECT				
			September 1, 1967				
		STATIONS					
		S 679	T	STARKE	O	110	Y
	6.6	SN686		SAMPSON CITY X GS&F		5	
	14.7	SN694	T	BROOKER		27 11	
	20.0	SN699	T	LA CROSSE		20 14	N
	23.8	SN703		HAINESWORTH	X SCL	7	
	27.5	SN707	T	ALACHUA	X SCL	21	
	36.2	SN715		BUDA	X SCL	24	P
	51.3	SN730	T	BELL		41	



## SOUTHWARD

## BALDWIN SUBDIVISION

SECOND CLASS				FIRST CLASS						TIME TABLE NO. 1			Car Capacity of Side Tracks
385	167	181	391	9	39	7	57	115	21	IN EFFECT			
Through Freight	Through Freight	Through Freight	Through Freight	The Palmland	Gulf Wind	The Sunland	Silver Meteor	Through Freight	Silver Star	September 1, 1967			
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	STATIONS			
P. M.	P. M.	A. M.	A. M.	P. M.	P. M.	A. M.	A. M.	A. M.	A. M.				
					7:30	5:30	9:40	9:05		3:45	T L JACKSONVILLE		YARD
	4:00	2:00	10:00	3:00	7:35	5:36	9:46	9:10	9:00	3:50	T ® WEST JACKSONVILLE		YARD
											CARNEGIE		77
					7:55	5:40	9:51	9:15			WHITE HOUSE		136
	4:30	2:30	10:30	3:25	F 8:02	5:48	10:00	9:23	9:28	4:02	T BALDWIN		142
		3:30	11:45						10:30		T BALDWIN YARD		YARD
							10:19				T ® LAWTEY		233
					F 8:29		S 10:27	9:44		4:23	T STARKE		136
							10:33				HAMPTON		88
		4:40	12:50		F 8:41		S 10:40	9:55	11:20	4:33	T WALDO		205
											® ORANGE HEIGHT		200
							F 10:54	10:07			T HAWTHORNE		200
											LOCHLOOSA		200
							11:05				T ® CITRA		81
							11:10	10:22			SPARR		230
											ANTHONY		79
		5:50	2:00		F 9:30		S 11:30	10:37	12:15	5:11	T OCALA		200
											SANTOS		73
					9:46		11:49	10:52			SUMMERFIELD		14
		6:30	2:45		S 10:10		S 12:10	S 11:10	1:00	S 5:50	T ® WILDWOOD		16
	P. M.	P. M.	P. M.	A. M.	P. M.	P. M.	P. M.	A. M.	P. M.	A. M.			
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily			
	385	167	181	391	9	39	7	57	115	21			



## BALDWIN SUBDIVISION

## NORTHWARD

Distance from Jacksonville	Station Numbers	TIME TABLE NO. 1 IN EFFECT September 1, 1967  STATIONS	FIRST CLASS					SECOND CLASS						
			10	38	58	8	22	384	186	374	190	168		
			The Palmland	Gulf Wind	Silver Meteor	The Sunland	Silver Star	Through Freight	Through Freight	Through Freight	Through Freight	Through Freight		
			Daily	Daily	Daily	Daily	Daily	Daily	Ex. Mon.	Daily	Daily	Daily		
			A. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	A. M.	P. M.	P. M.		
	SP635	<b>A</b> JACKSONVILLE	<sup>s</sup> 6:30	1:35	<sup>s</sup> 4:05	<sup>s</sup> 7:45	<sup>s</sup> 8:55							
2.5	SP638	<b>T</b> WEST JACKSONVILLE <sup>3.7</sup> X JTCO <sup>0.6</sup>	6:00	1:01	3:42	7:12	8:28	4:00	9:15	8:15	12:30	3:45		
3.1	SP639	<b>(R)</b> CARNEGIE												
8.5	SP644	<sup>5.4</sup> WHITE HOUSE												
17.1	SP653	<b>T</b> BALDWIN <sup>8.6</sup>	5:40	12:50	3:32	6:59	8:15	3:30	8:45	7:45	12:01	3:15		
17.9	S653	<b>T</b> BALDWIN YARD <sup>0.8</sup> <sup>18.4</sup> O							8:25		11:30	2:30		
36.3	S672	<b>(R)</b> LAWTEY <sup>6.8</sup> <sup>49.2</sup> W				6:41								
43.1	S679	<b>T</b> STARKE <sup>6.1</sup> O <sup>49.2</sup> VE	<sup>F</sup> 5:10		3:10	<sup>s</sup> 6:34	7:51							
49.2	S685	<sup>5.4</sup> HAMPTON												
54.6	S690	<b>T</b> WALDO <sup>5.4</sup>	<sup>F</sup> 4:55		3:00	<sup>s</sup> 6:19	7:41		7:40		10:30	1:20		
60.0	S695	<b>(R)</b> ORANGE HEIGHT <sup>9.1</sup> <sup>69.1</sup> W												
69.1	S705	<b>T</b> HAWTHORNE <sup>6.7</sup> X SCL			2:44	6:04								
75.8	S711	<sup>5.7</sup> LOCHLOOSA												
81.5	S717	<b>T</b> CITRA <sup>5.5</sup> <sup>87.0</sup> W												
87.0	S722	<sup>3.4</sup> SPARR			2:30									
90.4	S726	<sup>9.5</sup> ANTHONY												
99.9	S735	<b>(R)</b> Ocala <sup>8.3</sup> O X SCL <sup>87.0</sup> W	<sup>F</sup> 4:05		2:16	<sup>s</sup> 5:32	7:01		6:40		9:20	12:05		
108.3	S744	<b>T</b> SANTOS												
115.7	S751	<sup>8.0</sup> SUMMERFIELD												
125.8	S761	<b>T</b> <sup>0.6</sup> WILDWOOD <sup>125.8</sup> O	3:30		1:50	4:55	6:35		6:00		8:30	11:15		
			A. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	A. M.	A. M.	A. M.		
			Daily	Daily	Daily	Daily	Daily	Daily	Ex. Mon.	Daily	Daily	Daily		
			10	38	58	8	22	384	186	374	190	168		



## SOUTHWARD

## MIAMI SUBDIVISION

SECOND CLASS				FIRST CLASS								TIME TABLE NO. 1				Car Capacity of Side Tracks
												IN EFFECT				
												September 1, 1967				
												STATIONS				
167	181	9	1	115	107	7	157	57	21							
Through Freight	Through Freight	The Palmland	East Coast Champion	Through Freight	Local Passenger	The Sunland	Silver Meteor	Silver Meteor	Silver Star							
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily							
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	A. M.							
8:00	2:45	10:20		1:15	12:30	12:25	11:25	11:20	6:00	2 Tracks	T L	WILDWOOD	O	YARD		
8:10	3:00	10:28		1:25	12:37	12:32	11:32	11:27	6:07		T	COLEMAN	108			
		10:40		1:40	12:46			11:36				CENTER HILL	X SCL	143		
												MABEL	X SCL	80		
						1:00		11:48				BRYAN	VW	14		
												WITHLA		143		
												FLANDERS		98		
								12:01				POLK CITY		143		
		11:15			F 1:22							NOXON	VW	37		
												AUBURNDALE	X SCL	137		
		11:25	1:30		S 1:35			12:10	6:47			WINTER HAVEN	X SCL	143		
		F 11:35			S 1:50			S 12:20	S 6:55			WEST LAKE WALES	X SCL	YARD		
10:50		F 11:48		2:55	S 2:05			12:35	7:05			WEST FROST PROOF	O	193		
			2:03		F 2:15			12:45				AVON PARK	VW	142		
		F 12:08			S 2:25			12:55	7:23			HARTT	VW	75		
		F 12:20	2:24		S 2:40			1:05	7:33			SEBRING	VW	88		
												RIDGE		142		
												PLAINS	VW	175		
		12:50			F 3:08			1:30				FT. BASINGER	VW	142		
												MILDRED		12		
12:30		F 1:10	2:58	4:25	S 3:30			1:44	8:05			OKEECHOBEE	VW	142		
												SHERMAN	X FEC	209		
												ZANA	VW	142		
		F 1:40	3:19		S 4:05			2:07	8:25			INDIANTOWN	VW	6		
					4:15			2:19	8:35			UNITED		175		
												DELTA	VW	184		
												DYER		89		
		2:15			4:31			2:39	8:50			NORTHWOOD		136		
1:40		S 2:35	S 3:55	5:45	S 4:55			S 2:50	S 9:00			WEST PALM BEACH	X FEC	33		
A. M.	P. M.	A. M.	P. M.	P. M.	P. M.	P. M.	A. M.	P. M.	A. M.							
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily							
167	181	9	1	115	107	7	157	57	21							



## MIAMI SUBDIVISION

## NORTHWARD

Distance from Wildwood	Station Numbers	TIME TABLE NO. 1 IN EFFECT September 1, 1967		FIRST CLASS								SECOND CLASS				
				2	58	108	158	22	8	10		168	190	196		
				East Coast Champion	Silver Meteor	Local Passenger	Silver Meteor	Silver Star	The Sunland	The Palmland		Through Freight	Through Freight	Through Freight		
				Daily	Daily	Daily	Daily	Daily	Daily	Daily		Daily	Daily	Daily		
				P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.		A. M.	A. M.	A. M.		
STATIONS																
	S761	2 Tracks A T	WILDWOOD	O		S 1:40	4:35	1:25	S 6:25	S 4:40	S 3:00		3:30	6:30	10:00	
4.8	S766		COLEMAN				1:25	4:18	1:10	6:08	4:20	2:37		2:45		
16.1	SX777	T	CENTER HILL	X SCL		1:16	F 4:08									
20.6	SX782		MABEL	X SCL												
31.6	SX793		BRYAN			1:03	3:47								6:30	
39.1	SX800		WITHLA											3:30		
47.2	SX808		FLANDERS			12:50										
50.3	SX812	T	POLK CITY				F 3:27									
54.5	SX816		NOXON											3:05	5:45	
58.9	SX820	T	AUBURNDALE	X SCL	12:20	12:41	F 3:17		5:24		1:47					
65.0	SX827	T	WINTER HAVEN	X SCL		S 12:35	S 3:00		S 5:17		1:37			2:45	5:20	
74.6	SX836	T	WEST LAKE WALES	O		12:25	S 2:50		5:07		F 1:27			2:30	5:01	
85.5	SX847		WEST FROST PROOF		11:40	12:14	F 2:34									
97.0	SX858	T	AVON PARK			12:05	S 2:23		4:47		1:02					
101.2	SX862		HARTT													
106.1	SX867	T	SEBRING		11:20	11:55	S 2:10		4:37		F 12:50					
109.4	SX871		RIDGE													
123.5	SX885		PLAINS													
131.1	SX892		FT. BASINGER			11:32	F 1:30				12:20					
140.7	SX902		MILDRED													
147.5	SX909	T	OKEECHOBEE		10:48	11:18	S 1:15		4:00		12:05					
153.1	SX914		SHERMAN													
164.0	SX925		ZANA													
175.1	SX936	T	INDIANTOWN		10:26	10:56	S 12:43		3:38		11:40			11:15	12:55	
187.1	SX948		UNITED			10:46										
194.5	SX956		DELTA													
202.6	SX964		DYER													
206.6	SX968		NORTHWOOD		10:01	10:31	12:08		3:13		11:08					
208.7	SX970	T	WEST PALM BEACH	O	9:58	10:28	12:05		3:10		11:05			10:40	11:45	
		L														
					A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.		A. M.	P. M.	P. M.	
					Daily	Daily	Daily	Daily	Daily	Daily	Daily		Daily	Daily	Daily	
					2	58	108	158	22	8	10		168	190	196	



## SOUTHWARD

## MIAMI SUBDIVISION—Continued from page 4

				SECOND CLASS	FIRST CLASS							TIME TABLE NO. 1 IN EFFECT September 1, 1967			Car Capacity of Side Tracks
				167		115	107	1	57	21	9				
				Through Freight		Through Freight	Local Passenger	East Coast Champion	Silver Meteor	Silver Star	The Palmland				
				Daily		Daily	Daily	Daily	Daily	Daily	Daily				
				A. M.		P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	STATIONS			
				1:40		5:45	4:55	3:55	2:50	9:00	2:35	T L	® WEST PALM BEACH	O 41	
							F 5:05	4:05	3:00	9:08	2:47	T	LAKE WORTH	145 54	
							F 5:15				2:55	T	BOYNTON BEACH	148 92	
							F 5:21	4:15	3:10	9:18	3:02	T	® DELRAY BEACH	38 69	
													YAMATO	155	
							F 5:37	4:30	3:22	9:28	3:15	T	DEERFIELD BEACH	96 78	
							F 5:50	4:40	3:30	9:33	3:23	T	POMPAÑO BEACH	177 YARD	
													CARMEN	145 27	
							S 6:10	S 4:53	S 3:45	S 9:50	F 3:35	T	® FORT LAUDERDALE	126	
				3:00		7:00	F 6:16				3:40	T	DANIA	250 135	
							S 6:22	S 5:05	S 3:55	S 10:00	F 3:50	T	HOLLYWOOD	35 61	
													MIAMI PLANTATION	197 YARD	
							F 6:35		4:05	10:09	F 4:10	T	OPA-LOCKA	88 47	
				4:00		8:30						T	® HIALEAH YARD	O 208	
							F 6:50	5:25	4:20	10:23	F 4:30	T	HIALEAH	208 YARD	
							7:30	5:45	4:45	10:45	4:55	A T	MIAMI	YARD	
				A. M.		P. M.	P. M.	P. M.	P. M.	A. M.	A. M.				
				Daily		Daily	Daily	Daily	Daily	Daily	Daily				
				167		115	107	1	57	21	9				

## LAKE WALES SUBDIVISION

Southward	Distance from West Lake Wales	Station Numbers	TIME TABLE NO. 1 IN EFFECT September 1, 1967		Car Capacity of Side Tracks	Northward
			STATIONS			
			SV864	T WEST LAKE WALES O		YARD Y
3.9			SV867	T LAKE WALES X SCL		YARD
10.6			SV874	ALCOMA		15



## MIAMI SUBDIVISION—Continued from page 5'

## NORTHWARD

Distance from Wildwood	Station Numbers	TIME TABLE NO. 1 IN EFFECT September 1, 1967  STATIONS	FIRST CLASS					SECOND CLASS					
			2	58	108	22	10	190	196				
			East Coast Champion	Silver Meteor	Local Passenger	Silver Star	The Palmland	Through Freight	Through Freight				
			Daily	Daily	Daily	Daily	Daily	Daily	Daily				
			A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.				
208.7	SX970	A <sup>®</sup> WEST PALM BEACH <sup>0</sup> <sup>6.6</sup> <sup>W</sup>	9:58	10:28	11:05	3:10	11:05	10:40	11:45				
215.3	SX977	T LAKE WORTH <sup>6.5</sup>	9:48	10:18	11:40	2:54							
221.8	SX983	T BOYNTON BEACH <sup>4.5</sup>			11:30								
226.3	SX988	T <sup>®</sup> DELRAY BEACH <sup>3.9</sup>	9:35	10:07	11:19	2:44							
230.2	SX991	YAMATO <sup>6.9</sup> <sup>W</sup>											
237.1	SX998	T DEERFIELD BEACH <sup>5.6</sup>	9:24	9:56	11:06	2:34							
242.7	SX1004	T POMPAN0 BEACH <sup>6.9</sup>	9:19	9:51	10:58	2:29		9:55					
249.6	SX1011	CARMEN <sup>1.5</sup>											
251.1	SX1012	T <sup>®</sup> FORT LAUDERDALE <sup>4.2</sup> <sup>VE</sup>	9:10	9:42	10:45	2:20	10:15		10:14				
255.3	SX1017	T DANIA <sup>3.2</sup>			10:30								
258.5	SX1020	T HOLLYWOOD <sup>6.0</sup>	8:50	9:30	10:25	2:08							
264.5	SX1026	MIAMI PLANTATION <sup>4.3</sup>											
268.8	SX1030	T OPA-LOCKA <sup>2.9</sup>			10:05								
271.7	SX1033	T <sup>®</sup> HIALEAH YARD <sup>3.4</sup> <sup>O</sup> <sup>FEC</sup>						9:00	9:35				
275.1	SX1036	T HIALEAH <sup>3.7</sup>		9:10	9:56	1:50							
278.8	SX1040	T L MIAMI	8:25	9:00	9:40	1:40	9:30						
			A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.				
			Daily	Daily	Daily	Daily	Daily	Daily	Daily				
			2	58	108	22	10	190	196				

## HOMESTEAD SUBDIVISION

Southward	Distance from Hialeah	Station Numbers	TIME TABLE NO. 1 IN EFFECT September 1, 1967  STATIONS		Car Capacity of Side Tracks	Northward
		SX1036	T	HIALEAH <sup>16.7</sup> <sup>X</sup> <sup>FEC</sup>	YARD	
	16.7	SX1053		STERLING <sup>13.4</sup>	YARD	Y
	30.1	SX1066	T	HOMESTEAD	YARD	Y



## WESTWARD

## TALLAHASSEE SUBDIVISION

## EASTWARD

THIRD CLASS	SECOND CLASS			FIRST CLASS		Distance from Baldwin	Station Numbers	TIME TABLE NO. 1			Car Capacity of Side Tracks	FIRST CLASS		SECOND CLASS		THIRD CLASS	
651	385	683	391		39			IN EFFECT				38		374	384	652	682
Local Freight	Through Freight	Through Freight	Through Freight		Gulf Wind			September 1, 1967				Gulf Wind		Through Freight	Through Freight	Local Freight	Through Freight
Ex. Sun.	Daily	Daily	Daily		Daily			STATIONS				Daily		Daily	Daily	Ex. Sun.	Daily
A. M.	P. M.	A. M.	A. M.		P. M.							P. M.		A. M.	A. M.	P. M.	P. M.
7:00	6:00		5:00		5:48		SP653	T L	BALDWIN	O A X SCL YARD	12:50			7:15	2:55	3:00	
7:25	6:15				5:56	8.9	SP661	T	MACCLENNEY	8.9 X SCL	12:43			6:50	2:35	2:35	
7:49						18.2	SP671	T	SANDERSON	9.3 X SCL						2:00	
8:30						28.1	SP681		OLUSTEE	9.9 X SCL						1:25	
9:00	6:55		6:10		F 6:24	41.8	SP694	T	LAKE CITY	13.7 X GS&F X SCL	F 12:15			6:10	1:55	12:07	
9:30						52.0	SP705	T	WELLBORN	10.2 X GS&F X SCL						11:50	
10:00	7:25		7:10		F 6:43	62.8	SP715	T	LIVE OAK	10.8 X SCL X LOP&G YARD	F 11:55			5:40	1:25	11:33	
10:30						69.0	SP722		DICKERT	6.2 X SCL						10:30	
11:00						83.8	SP736	T	LEE	14.8 X SCL						9:40	
11:45					7:10	91.2	SP744	T	MADISON	7.4 X SCL	11:25					9:20	
12:30						104.9	SP757	T	GREENVILLE	13.7 X GS&F X SCL				4:35	12:20	9:02	
12:56						112.4	SP765		AUCILLA	7.5 X SCL						8:37	
1:25	8:45		8:50			119.8	SP772	T	DRIFTON	7.4 X SCL	11:00			4:15	12:01	7:45	
1:56						128.7	SP781		LLOYD	8.9 X SCL						7:15	
2:10						135.5	SP788		CHAIRES	6.8 X SCL						6:55	
2:26					7:55	140.3	SP793		FAY	4.8 X SCL						6:43	
2:55	9:30	8:00	10:00		S 8:10	146.8	SP799	T	TALLAHASSEE	6.5 O	10:35			3:30	11:15	6:30	12:05
		8:31			8:30				MIDWAY	12.1 X SCL	S 10:30						11:40
		9:05			F 9:07	158.9	SP811		QUINCY	11.9 X SCL	10:10						11:12
		9:51 <sup>38</sup>			9:14	176.2	SP829	T	GRETNA	5.4 X SCL	F 9:58						11:01
		10:15			S 9:35	189.4	SP842	A T	CHATTAHOOCHEE	13.2 O L	9:51 <sup>683</sup>						10:30
P. M.	P. M.	A. M.	A. M.		P. M.						A. M.			A. M.	P. M.	A. M.	A. M.
Ex. Sun.	Daily	Daily	Daily		Daily						Daily			Daily	Daily	Ex. Sun.	Daily
651	385	683	391		39						38			374	384	652	682



## WESTWARD

## BAINBRIDGE SUBDIVISION

## EASTWARD

			SECOND CLASS		Station Numbers	Distance from Tallahassee	TIME TABLE NO. 1		Car Capacity of Side Tracks	SECOND CLASS				
			385	391			IN EFFECT			374	384			
			Through Freight	Through Freight			September 1, 1967			Through Freight	Through Freight			
			Daily	Daily			STATIONS			Daily	Daily			
			P. M.	A. M.						A. M.	P. M.			
			10:30 <sup>384</sup>	11:00	SLC858		T L	TALLAHASSEE O	A YARD	2:50	10:30 <sup>385</sup>			
			10:45	11:25	SLC850	6.9		LAKE JACKSON	96 14 P	2:25	9:50			
			10:57	11:40	SLC841	14.7	T	HAVANA	60 VN	2:14	9:35			
			11:15	11:55	SLC830	25.8	T	ATTAPULGUS	142 13 P	1:55	9:15			
			11:45	12:20	SLC816	38.1	A T	BAINBRIDGE O	YARD Y L	1:30	8:50			
			P. M.	P. M.						A. M.	P. M.			
			Daily	Daily						Daily	Daily			
			385	391						374	384			

## MONTICELLO SUBDIVISION

MONTICELLO SUBDIVISION										
Southward		Distance from Drifton	Station Numbers	TIME TABLE NO. 1				Car Capacity of Side Tracks	Northward	
Second Class				IN EFFECT					Third Class	
653				September 1, 1967					654	
Local Freight									Local Freight	
Ex. Sun.									Ex. Sun.	
A. M.		STATIONS				A. M.				
7:45			SPB772	T L	DRIFTON		A		8:30	
8:00		4.1	SPB777	A T	MONTICELLO		L <sup>25</sup>		8:15	
A. M.								A. M.		
Ex. Sun.								Ex. Sun.		
653								654		

## WAKULLA SUBDIVISION

WAKULLA SUBDIVISION									
Southward		Distance from Tallahassee	Station Numbers	TIME TABLE NO. 1				Car Capacity of Side Tracks	Northward
				IN EFFECT					
				September 1, 1967					
				STATIONS					
			SPA799	T	TALLAHASSEE			YARD	
		20.9	SPA820		ST. MARKS			35	



SOUTHWARD					OCALA SUBDIVISION										NORTHWARD				
THIRD CLASS		SECOND CLASS		FIRST CLASS		Station Numbers	Distance from Jacksonville	TIME TABLE NO. 1				Car Capacity of Side Tracks	FIRST CLASS		THIRD CLASS				
781	785		123		191			IN EFFECT					192		778	784	780		
Local Freight	Local Freight		Through Freight		West Coast Champion			September 1, 1967					West Coast Champion		Local Freight	Local Freight	Local Freight		
Ex. Sat.	Ex. Sun.		Ex. Sun.		Daily			STATIONS					Daily		Ex. Sun.	Ex. Sun.	Ex. Sun.		
P. M.	P. M.		A. M.		A. M.								P. M.		A. M.	A. M.	P. M.		
					10:15	A643		T L	JACKSONVILLE	A T	YARD	4:25							
									3.4										
			12:01		10:23	A640	3.4	T	MONCRIEF	O X St.J.T. X GS&F	YARD	3:57		5:15					
									15.7										
			12:26		10:41	ASG655	19.1		BALDWIN	X SCL	112 42	P	3:37		4:41				
									12.6										
			12:46		10:55	ASG668	31.7		STECKERT	X SCL	69 5	P	3:23		3:56				
									13.0										
			1:05		11:10	ASG681	44.7	T	RAIFORD		58 20	P	3:10		2:56				
									7.1										
			1:18		11:18	ASG688	51.8	T	LAKE BUTLER	X GS&F	83 32	P	3:02		2:41				
									12.0										
			1:38		11:31	ASG700	63.8		SANTA FE	X SCL	34		2:50		2:17				
									6.9										
6:25			1:55 <sup>778</sup>		11:42	ARB726	70.7	T	BURNETTS LAKE		YARD	2:38		1:55 <sup>123</sup>			11:10		
									12.6										
7:25					11:59	ARB739	83.3		TEEN JAY		YARD	2:20					10:45		
									1.1										
7:35					12:05	ARB740	84.4	T	GAINESVILLE	X SCL	YARD	2:15					10:40		
									9.0										
8:05					12:21	AS737	93.4		ROCHELLE		YARD	1:54					10:20		
									11.1										
8:35					12:35	AS748	104.5	T	McINTOSH		42 25	P	1:39				9:55		
									5.0										
8:55					12:43	AS754	110.4	T	REDDICK		62 22	P	1:31				9:40		
									9.1										
9:20 <sup>780</sup>					12:54	AS763	119.5	T	KENDRICK	O	YARD	1:19					9:20 <sup>781</sup>		
									5.1										
					1:00	AS768	124.6	T	OCALA	X SCL	YARD	1:10							
									1.2										
9:50					1:05 <sup>192</sup>	AS769	125.8		SOUTH Ocala		40 YARD	1:05 <sup>191</sup>					8:10		
									3.0										
9:59					1:10	AS772	128.8		MARICAMP		22	P	12:53				8:02		
									15.2										
10:30					1:30	AS787	144.0		EAST LAKE		48	P	12:34				7:35		
									2.5										
10:40					1:34	AS790	146.5	T	WEIRSDALE		40		12:31				7:30		
									4.7										
10:50					1:40	AS795	151.2		LADY LAKE		49	P	12:25				7:20		
									7.7										
11:15	5:00				2:00	AS802	158.9	T	LEESBURG	X SCL	YARD	12:15			11:59	7:00			
									5.5										
	5:30				2:07	AS808	164.4	T	OKAHUMPKA		40 8	P	12:04		11:50				
									9.1										
	5:45				2:19	AS817	173.5		CENTER HILL	X SCL	103 75		11:51		11:35				
									9.7										
	6:15				2:32	AS827	183.2		ST. CATHERINE	X SCL			11:38		11:05				
									5.9										
	6:30				2:40	AR814	189.1	A T	CROOM	O T L	YARD	11:30			10:45				
P. M.	P. M.		A. M.		P. M.								A. M.		A. M.	A. M.	P. M.		
Ex. Sat.	Ex. Sun.		Ex. Sun.		Daily								Daily		Ex. Sun.	Ex. Sun.	Ex. Sun.		
781	785		123		191								192		778	784	780		



## SOUTHWARD

## WEST COAST SUBDIVISION

## NORTHWARD

THIRD CLASS	SECOND CLASS	FIRST CLASS			Station Numbers	Distance from High Springs	TIME TABLE NO. 1 IN EFFECT September 1, 1967		Car Capacity of Side Tracks	FIRST CLASS			THIRD CLASS	
		311	191	307						310	192	312	770	
Local Freight	Through Freight	Through Freight	West Coast Champion	Through Freight			STATIONS			Through Freight	West Coast Champion	Through Freight	Local Freight	
Tue.-Thur. Sat.	Daily	Daily	Daily	Daily						Daily	Daily	Daily	Mon.-Wed. Fri.	
A. M.	P. M.	P. M.	A. M.							A. M.	A. M.	A. M.	P. M.	
11:00	6:00			2:30	AR717		T L	HIGH SPRINGS	O T	YARD	6:00		4:00	9:00
11:15	6:15			2:37	AR722	5.0		CLARK	X SCL	71 P	5:36		3:15	8:45
11:32	6:35			2:58 <sup>312</sup>	AR730	13.2	T	NEWBERRY	X SCL	135 YARD P	5:23		2:58 <sup>307</sup>	8:20
12:10	7:15 <sup>770</sup>			3:22	AR749	32.0		HODGSON	X SCL	135 37 P	4:57		2:30	7:15 <sup>311</sup>
12:50	7:23			3:28	AR752	34.4	T	WILLISTON	X SCL	30	4:52		2:25	6:55
1:33	7:52			3:44	AR765	47.0		ROMEO	X SCL	135 14 P	4:35		2:04	6:30
2:03	8:09			3:56	AR775	56.1		BLUE RUN		72 P	4:22		1:45	6:00
3:00	8:29			4:00	AR777	58.7	T	DUNNELLON (Pennsylvania Avenue)	O	YARD Y	4:17		1:38	5:15
3:20	8:50			4:07	AR781	63.9		GIBARA	X SCL	201 P	4:07		1:25	4:20
3:44	9:20			4:24	AR794	76.7	T	INVERNESS		242 P	3:50		1:06	3:40
4:10	9:33			4:37	AR804	86.5		SOUTH FLORAL CITY		Sig.S.P	3:37		12:51	3:05
4:40	10:05		2:40	4:51	AR814	96.4	T	CROOM	O	Sig.S.P YARD Y	3:23	11:30	12:38	2:35
5:30	10:25		2:52	5:03	AR823	105.5	T	TRILBY	O	Sig.S.P YARD Y	3:05	11:20	12:25	2:00
6:10	11:05			5:15	AR830	112.0	T	DADE CITY	X SCL	Sig.S.P YARD Y	2:29		12:15	1:25
6:40	11:15			5:25	AR837	118.7		VITIS		177 63 P Y	2:20		12:01	1:00
				5:30	ARF840	122.4	T	ZEPHYRHILLS	X SCL	49	2:15			
				5:38	ARF846	128.0		GLENNE		126 18 P	2:05			
				5:56	ARF859	141.3		TEMPLE TERRACE			1:45			
				6:30	A880	147.6	2 Tracks	GARY	X SCL	YARD Y	1:30			
					A882	149.6		TAMPA	O	YARD				
6:40	11:15				AR837	118.7		VITIS		177 63 P Y			12:01	1:00
7:05	11:35				AR846	128.0		STOKES		148 9 P			11:45	12:35
7:45	11:59				AR855	138.2	A T	LAKELAND	O T L	YARD			11:30	12:10
P. M.	P. M.	P. M.	A. M.							A. M.	A. M.	P. M.	P. M.	
Tue.-Thur. Sat.	Daily	Daily	Daily							Daily	Daily	Daily	Mon.-Wed. Fri.	
771	311	191	307							310	192	312	770	



SOUTHWARD				PERRY SUBDIVISION				NORTHWARD			
THIRD CLASS				SECOND CLASS				THIRD CLASS			
		773	793		789				772	790	792
		Local Freight	Local Freight		Local Freight				Local Freight	Local Freight	Local Freight
		Ex. Sun.	Tue.-Thur. Sat.		Ex. Sun.				Ex. Sun.	Ex. Sun.	Mon.-Wed. Fri.
		P. M.	A. M.		A. M.				P. M.	P. M.	P. M.
					7:00	AN691	T L	THOMASVILLE O A		1:30	
					7:45	AND704		FINCHER		12:30	
					8:15	AND715	23.3	T MONTICELLO		11:55	
					8:25	AND719	27.2	DRIFTON X SCL		11:40	
					8:45	AND728	36.7	LAMONT		11:15	
			11:00		9:30	AND750	59.2	T PERRY X LOP&G X SO.GA.		10:30	11:55
			1:15			AND795	103.3	T CROSS CITY			9:01
		2:00	3:45			AND806	114.6	WILCOX	12:01		8:01
		2:20				AND817	125.4	T CHIEFLAND	11:15		
		3:30				AND842	151.1	LEBANON	10:30		
		4:05				AR777	166.2	T DUNNELLON O (Pennsylvania Avenue)	10:01		
		4:35				ARD786	175.7	RED LEVEL JCT.	7:45		
		4:50				ARD790	180.2	A CRYSTAL RIVER L	7:30		
		P. M.	P. M.		A. M.				A. M.	A. M.	P. M.
		Ex. Sun.	Tue.-Thur. Sat.		Ex. Sun.				Ex. Sun.	Ex. Sun.	Mon.-Wed. Fri.
		773	793		789				772	790	792



## SOUTHWARD

## WILCOX SUBDIVISION

## NORTHWARD

THIRD CLASS			Station Numbers	Distance from High Springs	TIME TABLE NO. 1 IN EFFECT September 1, 1967 STATIONS	Car Capacity of Side Tracks	SECOND CLASS		THIRD CLASS	
781	791	779					124		794	780
Local Freight	Local Freight	Local Freight					Through Freight		Local Freight	Local Freight
Ex. Sat.	Mon.-Wed. Fri.	Ex. Sun.					Ex. Sun.		Tue.-Thur. Sat.	Ex. Sun.
P. M.	P. M.	A. M.					A. M.		P. M.	P. M.
6:00	3:30	1:05	AR717		T L HIGH SPRINGS O A	YARD	2:30		7:30	11:30
6:25	4:15	1:55 <sup>124</sup>	ARB726	9.3	T BURNETTS LAKE X SCL X SCL	YARD	1:55 <sup>779</sup>		6:50	11:10
	4:20		ASG709	11.0	T ALACHUA	3			6:45	
	4:45		ASG716	19.5	T HAILE	YARD			6:01	
	5:30		AR730	23.1	T NEWBERRY X SCL	YARD			5:30	
	6:35		ASG734	36.6	T TRENTON	71			4:45	
	7:30		AND806	44.4	A WILCOX L	79 YARD P			4:15	
P. M.	P. M.	A. M.					A. M.		P. M.	P. M.
Ex. Sat.	Mon.-Wed. Fri.	Ex. Sun.					Ex. Sun.		Tue.-Thur. Sat.	Ex. Sun.
781	791	779					124		794	780

## SOUTHWARD CROOM SUBDIVISION NORTHWARD

SECOND CLASS	Station Numbers	Distance from Croom	TIME TABLE NO. 1 IN EFFECT September 1, 1967 STATIONS	Car Capacity of Side Tracks	THIRD CLASS
785					784
Local Freight					Local Freight
Ex. Sun.					Ex. Sun.
P. M.					A. M.
8:01	AS833		T L CROOM O A	YARD	8:15
9:00	AS843	10.0	A T BROOKSVILLE L	YARD	7:00
P. M.					A. M.
Ex. Sun.					Ex. Sun.
785					784

## SOUTHWARD PALATKA SUBDIVISION NORTHWARD

SECOND CLASS	Station Numbers	Distance from Palatka	TIME TABLE NO. 1 IN EFFECT September 1, 1967 STATIONS	Car Capacity of Side Tracks	THIRD CLASS
745					744
Local Freight					Local Freight
Ex. Sun.					Ex. Sun.
A. M.					P. M.
8:00	A698		T L PALATKA O A	YARD	2:00
8:35	AS710	11.5	HOLLISTER	30	1:10
9:00	AS715	16.6	T INTERLACHEN	85	12:50
9:30	AS720	21.2	T EDGAR	24	12:25
11:00	AS737	38.9	A ROCHELLE X SCL L	YARD	11:30
A. M.					A. M.
Ex. Sun.					Ex. Sun.
745					744



## SOUTHWARD

## SYLVAN LAKE SUBDIVISION

## NORTHWARD

				SECOND CLASS		Station Numbers	Distance from Rands	TIME TABLE NO. 1		Car Capacity of Side Tracks	THIRD CLASS				
				725	727			IN EFFECT			726	724			
				Local Freight	Local Freight			September 1, 1967			Local Freight	Local Freight			
				Ex. Sun.	Ex. Sun.						Ex. Sun.	Ex. Sun.			
				A. M.	A. M.			STATIONS			P. M.	P. M.			
				10:00	7:00	A765		T L	RANDS O A	YARD	6:00	4:45			
				10:15	7:20	ATA773	6.6		SYLVAN LAKE	27	5:45	4:20			
				11:01		ATA793	25.2	T	MOUNT DORA	17		3:30			
				11:15		ASD822	30.6	T	TAVARES	14 Y		3:15			
				11:30		ASD817	35.1	T	EUSTIS	34		2:55			
				11:35		ASC816	37.0		FORT MASON JCT.	14 Y		2:35			
				12:50		AS802	50.8	T	LEESBURG	X SCL Y		2:01			
					7:20	ATA773	6.6		SYLVAN LAKE	27	5:45				
					7:45	AT785	18.3		FOREST CITY	34	5:15				
					8:15	AT791	24.6		CLARCONA	X SCL 12	4:50				
					9:45	AT798	31.9	T	WINTER GARDEN	25 T&G	4:15				
					10:45	AT812	45.3	T	CLERMONT	54	3:10				
					11:05	AT818	51.6	T	GROVELAND	25 30 P	2:45				
					12:15	AT841	75.0		LACOOCHEE	X SCL 9	1:40				
					12:30	AR823	76.4	A T	TRILBY	X SCL O L Y	1:30				
					P. M.	P. M.					P. M.	P. M.			
					Ex. Sun.	Ex. Sun.					Ex. Sun.	Ex. Sun.			
					725	727					726	724			



# SPECIAL INSTRUCTIONS

## 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:

ACL Series	SAL Series	SCL Series	MPH
	1100	601-620	89
850-874		675-698	83
	110-136, 800	1212-1237 1704-1718	79
	500, 600	1309-1343, 1406-1415, 1515-1565	75
900, 1000-1033, 2000, 3000	400, 1900	1003-1050, 1053-1065, 1300-1308, 1400-1405, 1500-1514, 1700-1703, 1900, 2000, 2100, 2200	70
100, 200, 300, 400 1503-1504	100-109, 1500, 1600, 1700, 1800	300, 400, 700, 800, 900, 1000-1002, 1051-1052, 1100, 1200-1211	65

3—Engines in series, A. C. L. 1000, 2000, 3000, S. A. L. 1100, S. C. L. 600 through 620, 1900, 2000, 2100 and 2200 must not exceed speed indicated below through turnouts and crossovers:

Where signal indication authorizes:

limited speed.....30 M. P. H.  
Hand-operated or spring main track switches.....15 M. P. H.  
All other switches..... 7 M. P. H.

4—Switch engines in the following series must not be operated in excess of 60 M. P. H. when used in service or tow and must be handled near head end of train.

A. C. L., 10-59, 600, 700-720 and C B Q.  
S. A. L., 1201-1202 and 1400.  
S. C. L., 10-99, 100-199 and 200-202.

5—Except where further restricted by subdivision special instructions, trains handling:

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

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

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

Scale test cars 25 M. P. H. next ahead of caboose except S. A. L. 71815 in classification at maximum speed allowed freight trains.

6—Passenger trains handling piggyback cars will not exceed speed of 70 M. P. H., and will observe authorized passenger train speed where such speed is below 70 M. P. H. When

handling other unrestricted freight equipment will not exceed 65 M. P. H. and will observe authorized passenger train speed where such speed is below 65 M. P. H.

### 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.

### WEIGHT LIMITS

8—Except where further restricted by subdivision special instructions cars shall not exceed 270,000 pounds gross weight.

### SPACING DERRICKS AND PILE DRIVERS

9—For line-of-road movement, 250-ton derricks numbers S. A. L. 71979 through 71983; A. C. L. 65358, 65369, 65370 and locomotive cranes S. A. L. 71927, 71929, 71994, 71995, 71996, 71997; A. C. L. 65414, 65445, 65449; S. C. L. 765458, must be separated from the engine by at least one car not exceeding 100,000 lbs. gross weight. When more than one derrick and/or one locomotive crane is handled in one train, the derricks must be separated by at least three cars not exceeding 100,000 lbs. gross weight, and the locomotive cranes must be separated by at least one car not exceeding 100,000 lbs. gross weight.

### RAIL DETECTOR CARS

10—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

11—Jacksonville, West Jacksonville, Baldwin, Baldwin Yard, Starke, Waldo, Ocala, Wildwood, Auburndale, Winter Haven, West Palm Beach, Hialeah Yard, Miami, Orlando, Plymouth, Live Oak, Tallahassee (Passenger Station and Yard "B"), Chattahoochee, Bainbridge, Plant City, Lake Wales, Brooksville, Dunnellon, Gainesville, High Springs (Yard and Shops), Lakeland (yard and shops), Leesburg, Moncrief, Palatka, Perry, Sanford (Shops), Thomasville and Tampa (yard and shops).

### STANDARD CLOCKS

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

### EMERGENCY WATER AND FUEL STATIONS

13—Starke, Ocala, West Lake Wales, West Palm Beach, Orlando, Tallahassee, Leesburg and Trilby (water only).



## DEFECT DETECTORS

14—Defect detectors are located as indicated by appropriate symbols shown in the station column of the schedules 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 member of rear crew must be in position to check indicator lights where provided.

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 in an emergency, brakes must not be applied until rear of train passes 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.

## BLUE SIGNAL

15—A blue metal disk on brake valve handle of engine must be regarded as a blue signal as defined in Rule 26.



**This chart applies to the following subdivisions: Wilcox, Croom, Perry, Palatka, Ocala, West Coast, Sylvan Lake**

Line	Line Capacity (Lbs.)	Speed limit (M.P.H.) unless further restricted by engine, equipment in consist or special instructions. (Speed on curves see subdivision instructions)			Restricted speed (M.P.H.) as shown below for certain equipment (Also see other restrictions account such as engine gear ratios, not being equipped with train control, handling ribbon rail and dump cars)												
					Cars weighing					Engines in series			Wreckers Nos.				Locomotive Cranes
		Passenger 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.	ACL 100 200 430-448 1503 1504 SAL 100-135 400-409 1502 to 1531 1600 1700 1800 1900  SCL 316 318-335 700, 800, 900, 1000 1100 to 1105 1118 to 1199 1200	ACL 800 900 SAL 500, 600 800 SCL 675-698 1300 to 1400 1500 1700	ACL 1000 1099 2000 3000 SAL 1100 71979 71980 71981 71982 71983	ACL 65358 65369 65370	ACL 65255 65301 65302	ACL 65229 65248 65388 65417	ACL 65454	ACL 65414 65445 65449 SAL 71927 71929 71994 71995 71996 71997 SCL 765458
Moncrief to Burnett's Lake	270,000	59	49	49									30	30	35	40	25
Burnett's Lake to Paradise	270,000	59	45	45			40	35	30				25	25	30	35	25
Paradise to Croom	270,000	50	45	45			40	35	30	40	35		25	25	30	35	25
High Springs to Dunnellon	270,000	59	49	49									35	35	40	40	25
Dunnellon to Gary	270,000	60	60	50									40	40	40	40	25
Bridge MP R-776.7	(SR)	15	15	15				10	*10			10	10	10			
Vitis to Lakeland	270,000	60	60	50									40	40	40	40	25
High Springs to Burnett's Lake	270,000	45	40	40									30	30	35		25
Burnett's Lake to Newberry	270,000	45	45	45									30	30	35	40	25
Newberry to Wilcox	270,000	30	30	30				25	20		25		20	20	25		25
Thomasville to Clara	270,000	45	45	45									30	30	35	40	25
Clara to Dunnellon	270,000	45	45	45				40	35	40	35		25	25	30	35	25
Bridge MP ND-804.6	(SR)	35	35	35					30				25	25	30		25
Dunnellon to Crystal River	270,000	20	20	20	15	10	7	7	7	15	BARRED		BARRED	BARRED	15	15	15
Red Level Junction to Power Plant	270,000	35	35	35													25
Croom to Brooksville	270,000	25	25	25			20	15	10				20	20			
Palatka to Rochelle	270,000	25	25	25													
Okahumpka to Howey	270,000	15	15	15		10	7	7	7		BARRED		BARRED	BARRED			
Rands to Sylvan Lake	270,000	40	40	40									30	25	35		25
Sylvan Lake to Leesburg	270,000	30	30	30				25	20		25		20	20	25	25	25
Bridge MP TA-777.3		10	10	10					*								
Bridge MP SC-810.1	(NP)	10	10	10													
Fort Mason to Umatilla	270,000	25	25	25									20	20			
Sylvan Lake to Trilby	270,000	30	30	30				25	20		25		20	20	25	25	25
Clara to Dr. Phillips	270,000	20	20	20									15	15			
Micanopy Junction to Micanopy	270,000	15	15	15		10	7	7	7		BARRED		BARRED	BARRED			
Temple Terrace to Hillsboro	270,000	15	15	15													

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

Wreckers and Locomotive Cranes must be handled near head end of train.

ACL 500,000 Loaded "Whopper Hopper" will be handled under same restrictions as apply to cars weighing 251,001 to 263,000 lbs.

Line Capacity is the maximum gross weight of 4-axle car that may be handled over any particular line without prior approval from General Manager-Transportation.

(NP) Drawbridge Not Protected with Interlocking Signals.

(SR) Drawbridge Straight-Railed and Bolted Up.



## Baldwin Subdivision

### CLEARANCE CARDS

1—Trains originating at West Jacksonville, Baldwin and Baldwin Yard will obtain clearance card before leaving these points.

### CONDITIONAL STOPS

2—No. 7 at Baldwin to receive revenue passengers for points south of Wildwood where Nos. 7 and 107 are scheduled to stop, and at all points south of Jacksonville to discharge revenue passengers from north of Jacksonville, and arriving on connecting lines.

No. 8 at all points between Wildwood and Baldwin for revenue passengers.

Nos. 21 and 22 at Waldo and Ocala for revenue passengers from and to Petersburg and beyond.

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

### REGISTER STATIONS

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

Train 81 will furnish register slip at Wildwood.

### YARD LIMITS

4—West Jacksonville, Baldwin (including Baldwin Yard), Waldo, and Wildwood.

### SPEED RESTRICTIONS

5—Maximum speed for passenger and express trains handled by engines series S. A. L. 3000, 3100, 1100; A. C. L. 500, 700, 800, 1099; S. C. L. 500, 600 is 79 M. P. H., and maximum speed for freight trains is 60 M. P. H. except as specified below:

Between Mile Posts	Miles Per Hour	
	Pass.	Freight
634.6 and 635.5 .....	20	20
635.5 Thru Turnout .....	15	15
635.5 and 635.6 .....	20	20
635.6 Thru Turnouts .....	15	15
635.6 and 636.3 .....	20	20
652.4 and 652.7 .....	20	20
680.1 Thru Turnout .....	45	45
690.2 and 690.6 .....	45	45
704.5 and 705.1 .....	45	45
731.1 and 735.0 .....	60	60
735.0 and 736.0 .....	20	20
736.0 and 740.8 .....	60	60
747.3 and 747.7 .....	70	—
747.7 and 749.3 .....	75	—
749.3 and 750.8 .....	70	—
758.4 and 759.4 .....	75	—
759.4 Thru Turnout .....	45	45
759.4 and 760.6 Both Tks .....	45	45
760.6 and 762.0 Both Tks .....	20	20

#### Engines and Equipment Restrictions:

S. A. L. Series	A. C. L. Series	S. C. L. Series	M. P. H.
110-136, 400, 500, 600, 800, 1900	900-929, 975-978, 1000, 2000, 3000	1003-1050, 1053-1065, 1212-1237, 1300, 1400, 1500, 1700, 1900, 2000, 2100, 2200	70
100-109, 1500, 1600, 1700, 1800	100, 200, 300, 400, 1503-1504	300, 400, 700, 800, 900, 1000-1002, 1051-1052, 1100, 1200-1211	65
1200, 1400	10-59, 600, 700, CBQ	10-222	60

Trains handling derricks 35 M. P. H., locomotive cranes or scale test cars 25 M. P. H., except S. A. L. 71815 maximum freight train speed; pile drivers 20 M. P. H. Derricks S. A. L. 71979 through S. A. L. 71983 and A. C. L. 65358, 65369 and 65370 are prohibited on Kendrick Spur.

#### City Ordinance speed restrictions:

Jacksonville, 25 M. P. H. through City limits.

Starke, 20 M. P. H.

Waldo, 45 M. P. H., De Sha and Cole Streets.

Hawthorne, 30 M. P. H.

Ocala, 25 M. P. H. through City limits.

Bellevue, 50 M. P. H. through City limits.

### RAILROAD CROSSINGS AT GRADE

6—Protected by automatic interlockings:

Hawthorne, M. P. 705.1, S. C. L.

7—Protected by Attended Interlockings:

Ocala, M. P. 735.3, S. C. L.

### BLOCK SIGNAL SYSTEM

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

### SIGNALLED SIDINGS

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

### TWO TRACKS

10—Two tracks extend between Baldwin, M. P. 652.4 and M. P. 680.1.

Two tracks extend between M. P. 759.4 and Wildwood, M. P. 761.5.

### SPECIAL RULES

11—All movements either straight away or switching on Kendrick Spur over West Anthony Road Crossing, Joy Crossing, U. S. Highway Alt. 301, also over the three paved road crossings on Ocala-Gainesville Highway in vicinity of Dixie and Martin Mines must be preceded by member of crew and in addition at night lighted fusee must be placed on each side of track near center of highway during entire period that crossing is occupied by engine or cars.

All train, engine and yard movements, Kendrick main line between junction switch, Ocala, and Cummer-Martin mine plant will be made at yard speed and not exceeding 20 M. P. H. on straight track, 15 M. P. H. on curves and 10 M. P. H. on all spur tracks that lead off Kendrick main track.

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

13—All trains or engines from either direction on either main track will move between M. P. 760.6 located just south of overpass Wildwood Yard and M. P. 762.0 located just south of south wye switch Wildwood at speed not exceeding 20 M. P. H.

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

Southern Steel Const. Co., M. P. 641.2.

Slade Gas Co., M. P. 641.7.

Duval Engineering Co., M. P. 643.9 and 644.3.

Owen Joist of Florida, Inc., M. P. 681.1.

Marion Construction Co., M. P. 732.0.

Automated Metals Co., M. P. 734.4.

Atlas Concrete Co., M. P. 737.0.

McFall, M. P. 740.7.

Haskins Auto Parts, M. P. 742.3.

Kirkland, M. P. 745.0.



## Wannee Subdivision

### CLEARANCE CARDS

1—Rule 83-A does not apply at Bell.

### YARD LIMIT

2—Starke.

### SPEED RESTRICTIONS

3—Maximum speed of all trains is:  
Between M. P. 679.0 and M. P. 693.9 — 40 M. P. H.  
Between M. P. 693.9 and M. P. 730.3 — 10 M. P. H.  
except as specified below.

Between Mile Posts	Miles Per Hour
679.0-679.2 .....	10
692.9-693.9 .....	20

#### Line Capacity:

Between M. P. 679.0 and M. P. 693.9 — 270,000 lbs.

Between M. P. 693.9 and M. P. 730.3 — 220,000 lbs.

#### Equipment Restrictions:

##### Locomotives:

Between M. P. 679.0 and M. P. 693.9 — Line Speed

Between M. P. 693.9 and M. P. 730.3 —

Operation restricted to engines series S. A. L. 1500,  
A. C. L. none, S. C. L. 1100-1117.

Trains handling derricks 35 M. P. H. between M. P. 679.0 and M. P. 693.9. Derricks S. A. L. 71979 through 71983 and A. C. L. 65358, 65369 and 65370 are prohibited between M. P. 693.9 and M. P. 730.3 and others are restricted to 10 M. P. H.; and locomotive cranes and scale test cars 25 M. P. H. between M. P. 679.0 and M. P. 693.9 and 10 M. P. H. between M. P. 693.9 and M. P. 730.3.

Yard speed will be observed 7:01 A.M. to 3:01 P.M. between M. P. 679.0 and M. P. 693.9 daily except Saturday and Sunday, and 7:01 A.M. to 5:01 P.M. between M. P. 693.9 and end of line daily except Saturday and Sunday.

### RAILROAD CROSSINGS AT GRADE

4—Protected by attended interlocking:

Alachua, M. P. 705.4, S. C. L.

Attended 8:00 P.M.-5:00 A.M., Monday through Friday.

5—Protected by non-electrically locked gates:

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

Hainesworth, M. P. 702.0, S. C. L., Normally clear Ocala Subdivision.

Buda, M. P. 714.9, S. C. L. Normally clear West Coast Subdivision.

### SPECIAL RULES

6—A member of crew will precede all movements over Main Street crossing Alachua, over Highway 41 just north of Buda and over crossing Highway 49 at Bell.

## Orlando Subdivision

### CLEARANCE CARDS

1—Rule 83-A does not apply at Orlando when operator is not on duty.

Rules 83 and 83-A do not apply at Tavares and Ellsworth, except T&G trains will obtain Clearance Card or oral authority from dispatcher before leaving Tavares.

### REGISTER STATIONS

2—Wildwood and Orlando.

### YARD LIMITS

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

### SPEED RESTRICTIONS

4—Maximum speed of all trains is 49 M. P. H. except as specified below:

Between Mile Posts	M. P. H.
771.9 RR Crossing .....	20
773.3 RR Crossing .....	20
783.2-783.5 .....	10
811.7-814.6 .....	30
Plymouth Spur .....	20
Muck Spur:	
790.4-792.4 .....	20
792.4-end .....	15

Trains handling derricks and locomotive cranes 20 M. P. H.; Derricks S. A. L. 71979 through S. A. L. 71983 and A. C. L. 65358, 65369 and 65370, 5 M. P. H. over Dead River Bridge, M. P. 781.3.

### RAILROAD CROSSINGS AT GRADE

5—Protected by Automatic interlockings:

Walling Mill, M. P. 771.9, S. C. L., 20 M. P. H.\*

6—Protected by attended interlocking:

Orlando, M. P. 814.6, S. C. L., 20 M. P. H.\*

7—Protected by electrically locked derrails:

Leesburg, M. P. 773.3, S. C. L. Normally clear Orlando Subdivision. 20 M. P. H.\*

Toronto, M. P. 806.0, S. C. L. Normally clear Orlando Subdivision.

\*Until engine reaches crossing.

### DRAWBRIDGE

8—Drawbridge not interlocked:

Dead River, M. P. 781.3, Attended 6:00 A.M. to 10:00 P.M., 15 M. P. H. Trains will approach prepared to stop and must stop unless bridge is in proper position, track is clear and signal indicates proceed.

### SPRING SWITCH

9—Following spring switches are in signal territory:

Ellsworth Junction, 15 M. P. H. to and from T&G Line.

### BLOCK SIGNAL SYSTEM

10—Single Track Automatic Block system under which train movements are authorized by block signals whose indications supersede the superiority of trains for both opposing and following movements is in service between M. P. 783.7, Tavares and M. P. 786.8, Ellsworth Jct.



## Orlando Subdivision—Continued

### SPECIAL RULES

11—Train movements over Highway 301 on south leg of wye Wildwood will be preceded by flag.

12—All trains, engines or car movements across the following streets at Leesburg must be preceded by member of crew:

Thirteenth, Canal, Third, and Palmetto Streets.

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

13—All trains will be preceded by member of crew over the following streets in Orlando:

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

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

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

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

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

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

## Miami and Homestead Subdivisions

### CLEARANCE CARDS

1—All trains will obtain Clearance Card before leaving West Lake Wales. Rule 83-A does not apply at Homestead.

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

### WHERE TIME APPLIES

2—Time of Lakeland Subdivision trains at Auburndale applies at South end storage track No. 1, M. P. 821.2.

### CONDITIONAL STOPS

3—No. 9 at Lake Worth, Boynton Beach, Delray Beach, Deerfield Beach (Boca Raton), Pompano Beach and Dania to discharge revenue passengers from Jacksonville and beyond.

Nos. 1 and 2 at Delray Beach and Deerfield Beach for revenue passengers to and from Orlando and beyond.

Nos. 21 and 22 at Sebring for revenue passengers to and from stations where these trains are regularly scheduled to stop. Also to and from Petersburg.

Nos. 21 and 22 at Delray Beach, Deerfield Beach and Hialeah for revenue passengers to and from Jacksonville and beyond.

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

Nos. 57 and 58 at Okeechobee, Delray Beach, Deerfield Beach and Hialeah for revenue passengers to and from Jacksonville and beyond.

### REGISTER STATIONS

4—Wildwood and Miami. Hialeah Yard (for trains originating and terminating).

Trains 8 and 22 will furnish register slip at Wildwood.

### YARD LIMITS

5—Wildwood, West Lake Wales, Hialeah Yard and Homestead. Yard limit board at Hialeah Yard near M. P. 1031.5 includes all tracks south of yard limit board to Miami freight station and Hialeah south on Homestead Subdivision to yard limit board, M. P. 1047.0.

### SPEED RESTRICTIONS

6—Maximum speed for passenger and express trains handled by engines series S. A. L. 3000, 3100, 1100; A. C. L. 500, 700, 800, 1099; S. C. L. 500, 600 is 79 M. P. H.; and maximum speed for freight trains is 60 M. P. H. except as specified below:

Between Mile Posts	Miles Per Hour	
	Pass.	Freight
760.6 and 762.0 Both Tks. ....	20	20
766.1 and 766.7 .....	65	—
819.6 and 820.5 .....	60	—
820.5 (R.R. Crossing) .....	50	50
825.7 and 826.3 .....	30	30
826.3 and 826.4 .....	55	55
826.4 and 827.1 .....	60	—
835.4 and 836.4 .....	65	—
841.0 and 841.3 .....	75	—
857.4 and 858.8 .....	45	45
858.8 and 866.0 .....	75	—
866.0 and 867.4 .....	70	—
867.4 and 868.0 .....	60	—
937.2 (Drawbridge) .....	45	45
967.0 and 969.8 .....	75	—
969.8 and 970.2 .....	20	20
970.2 and 971.8 .....	40	40
974.2 and 974.9 (Drawbridge) ..	45	45
982.2 and 982.4 .....	75	—
987.2 and 987.4 .....	70	—
1014.0 (Drawbridge) .....	45	45
1028.3 and 1030.9 .....	75	—
1034.2 (R.R. Crossing) .....	60	45
1034.2 and 1036.5 .....	60	45
1036.5 and 1040.0 .....	20	20
Teneroc Spur		
815.7 and 819.5 .....	30	30



## Miami and Homestead Subdivisions—Continued

### Engine and Equipment Restrictions:

SAL Series	ACL Series	SCL Series	M. P. H.
110-136, 400, 500, 600, 800, 1900	900-929, 975-978, 1000, 2000, 3000	1003-1050, 1053-1065, 1212-1237 1200, 1300, 1400, 1500, 1700, 1900, 2000, 2100 2200	70
100-109, 1500, 1600, 1700, 1800	100, 200, 300, 400, 1503-1504	300, 400, 700, 800, 900, 1000-1002, 1051-1052, 1100, 1200-1211	65
1200, 1400	10-59, 600, 700, C B Q	10-222	60

Trains handling derricks 35 M. P. H.; locomotive cranes 20 M. P. H.

### HOMESTEAD SUBDIVISION

Maximum speed for all trains is 35 M. P. H. except as specified below.

Between Mile Posts	M. P. H.
1036.3-1042.2 .....	30
1041.1 RR Xing .....	20
1041.2 Lehigh Spur .....	25
1042.2-Tamiami Trail .....	10
1042.2-1045.0 .....	30
1053.0-Gen. Portland Spur .....	25

Yard speed will be observed 8:00 A.M. to 4:30 P.M. daily except Saturday and Sunday.

Yard speed not exceeding 25 M. P. H. on Lehigh Spur, M. P. 1041.2 and on General Portland Spur, M. P. 1053.0.

#### Equipment Restrictions:

On Homestead Subdivision:

Trains handling derricks and locomotive cranes 20 M. P. H.

City Ordinance speed restrictions:

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

Avon Park, 30 M. P. H. over Main Street.

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

Okeechobee, 55 M. P. H., M. P. 908.0 to M. P. 910.0.

Mangonia Park, 30 M. P. H., M. P. 966.6 to M. P. 967.0.

West Palm Beach, 40 M. P. H., M. P. 967.1 to M. P. 968.8 and 30 M. P. H., M. P. 968.8 to M. P. 972.0.

Lake Worth, 35 M. P. H. between the limits of 10th Ave. (street crossing tracks near south end of siding) and 6th Ave. (second street crossing south of overpass).

Boynton Beach, 35 M. P. H. through city limits.

Ft. Lauderdale, 35 M. P. H., through city limits.

Hollywood, 30 M. P. H. through city limits.

Opa Locka, 35 M. P. H. through city limits.

### RAILROAD CROSSINGS AT GRADE

7—Protected by automatic interlockings:

Center Hill, M. P. 777.6, S. C. L.

Mabel, M. P. 782.8, S. C. L.

Marcy, M. P. 922.2, F. E. C.

Iris, M. P. 1034.2, F. E. C.

Oleander, M. P. 1041.1, F. E. C., 20 M. P. H.\*

8—Protected by remotely controlled interlockings:

Auburndale, M. P. 820.5, S. C. L.

Winter Haven, M. P. 826.4, S. C. L.

9—Protected by electrically locked derrails:

West Palm Beach, M. P. 969.8, F. E. C., Normally clear S. C. L.

10—Protected by non-electrically locked gates:

Oleander, M. P. 1040.8, F. E. C., Conn., Unattended.

Normally clear S. C. L.

\*Until engine reaches crossing.

### DRAWBRIDGES

11—Protected by attended interlockings:

St. Lucie Canal, M. P. 937.2, 45 M. P. H. Attended 6:00 A.M. to 10 P.M. Train or engine stopped by home signals will not proceed until proceed signal is given by bridge tender or until member of crew ascertains that drawspan is in proper position.

South Fork New River, M. P. 1014.0, 45 M. P. H.

Miami Canal, Mile Post 1036.8, Homestead Subdivision, 10 M. P. H. Attended 8:30 A.M. to 12:30 P.M. and from 1:30 P.M. to 5:30 P.M., Monday through Friday. Between 12:30 P.M. and 1:30 P.M., Monday through Friday, bridge will be left in open position.

Outside of assigned hours of Bridge Tender, bridge will be in closed position except that it may be opened for vessels upon three hours advanced notice being given the Railroad.

### SPRING SWITCH

12—Following spring switches are in signal territory:

Hialeah Junction switch leading from Homestead Subdivision, 20 M. P. H.

### BLOCK SIGNAL SYSTEM

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

### SIGNALLED SIDINGS

14—Center Hill

Bryan

Flanders

Auburndale

\*West Lake Wales

West Frostproof

Hartt

Ridge

Plains

Ft. Basinger

Mildred

Sherman

Indiantown

Delta

Hialeah

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

### TWO TRACKS

15—Two tracks extend between Wildwood, M. P. 761.5 and Coleman, M. P. 766.0.

### SPECIAL RULES

16—All trains or engines from either direction on either main track will move between M. P. 760.6 located just south of overpass Wildwood Yard and M. P. 762.0 located just south of south wye switch Wildwood, at speed not exceeding 20 M. P. H.

17—All trains and engines using secondary (storage) track, West Palm Beach, will not exceed speed of five (5) M. P. H. over 15th Street crossing.

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

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



## Miami and Homestead Subdivisions—Continued

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

\*Poyner—M. P. 802.9.  
 Smith Industries—M. P. 823.7.  
 St. Joe Paper—M. P. 835.1.  
 City Lumber siding—M. P. 849.5.  
 Florida Home Juice Co.—M. P. 854.7.  
 Broward Grain and Supply Co.—M. P. 908.6.  
 Record Press—M. P. 936.6.  
 P. L. Hinson—M. P. 937.6.  
 Apix—M. P. 945.3.  
 Big Three Welding Co.—M. P. 948.0.  
 Team Track—M. P. 963.3.  
 Lykes Bros. Lead Track—M. P. 967.6.  
 Palm Beach Mfg. Co.—M. P. 970.6.  
 Pyrofax Gas Corp.—M. P. 976.4.  
 Rinker Snow Corp.—M. P. 982.5.  
 Gri-P-Late Co.—M. P. 1005.2.

Enterprise Developers—M. P. 1006.7.  
 Nenumaker—M. P. 1006.8.  
 Broward Warehouse & Mfg. Center—M. P. 1008.1.  
 Ft. Lauderdale Waterworks—M. P. 1008.1.  
 Ft. Lauderdale Waterworks—M. P. 1008.2.  
 Enterprise Developers—M. P. 1008.3.  
 Caulley Steel—M. P. 1009.9.  
 Last Chance—M. P. 1012.3.  
 Florida Tank Lines—M. P. 1014.9.  
 R. H. Wright & Sons—M. P. 1016.3.  
 Florida Tallow Corp.—M. P. 1021.0.  
 International Paper Co.—M. P. 1025.7.  
 M & M Bottled Gas Co.—M. P. 1028.9.  
 Lehman Lumber Co.—M. P. 1029.1.  
 Opa-Locka Lumber Sales Corp.—M. P. 1029.5.

\*Trains or engines must not clear main track in this location even though an electric lock is provided at the north end of this track at M. P. 802.5.

## Lake Wales Subdivision

### CLEARANCE CARDS

1—All trains will obtain clearance card before leaving West Lake Wales. Rule 83-A will not apply at Lake Wales when operator not on duty.

### YARD LIMITS

2—West Lake Wales to Alcoma.

### SPEED RESTRICTIONS

3—Maximum speed for all trains is yard speed not exceeding 30 M. P. H. between M. P. 863.5 and M. P. 867.4 and 20 M. P. H. between M. P. 867.4 and M. P. 874.1.

Trains Handling:

Derricks and locomotive cranes, 25 M. P. H.

### RAILROAD CROSSINGS AT GRADE

4—Protected by non-electrically locked gates:  
 Lake Wales, M. P. 867.4, S. C. L., Normally clear Haines City Subdivision.

### SPECIAL RULES

5—A member of crew will precede all movements over Scenic Highway, Lake Wales.

6—Yard speed not exceeding 30 M. P. H. between M. P. 863.5 and M. P. 867.4 and 20 M. P. H. between M. P. 867.4 and M. P. 874.1.

## Tallahassee, Bainbridge, Monticello and Wakulla Subdivisions

### CLEARANCE CARDS

1—All trains will obtain Clearance Card before leaving Tallahassee.

All trains will obtain Clearance Card at Quincy when operator is on duty.

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

### WHERE TIME APPLIES

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

### CONDITIONAL STOPS

3—No. 38 at Madison to discharge revenue passengers from Tallahassee and beyond and to receive revenue passengers for Jacksonville and beyond.

No. 39 at Madison to discharge revenue passengers from Jacksonville and beyond and to receive revenue passengers for Tallahassee and beyond.

No. 38 and 39 at Macclenny to receive and discharge revenue passengers to and from Tallahassee and Chattahoochee.

### REGISTER STATIONS

4—Baldwin Yard (trains originating and terminating), Tallahassee, Chattahoochee, Bainbridge and Drifton for Monticello Subdivision trains.

All trains will furnish register slip at Tallahassee.

### YARD LIMITS

5—Baldwin, Tallahassee, Quincy, Chattahoochee and Bainbridge.

### SPEED RESTRICTIONS TALLAHASSEE SUBDIVISION

6—Maximum speed for passenger and express trains handled by engines series S. A. L. 3000, 3100, 1100; A. C. L. 500, 700, 800, 1099; S. C. L. 500, 600 is:

Between M. P. 652.5 and 798.7 — 79 M. P. H.

Between M. P. 798.7 and 841.9 — 59 M. P. H.

And maximum speed for freight trains is:

Between M. P. 652.5 and 798.7 — 60 M. P. H.

Between M. P. 798.7 and 841.9 — 45 M. P. H.

except as specified below:

Between Mile Posts	Miles Per Hour	
	Pass.	Freight
661.3 and 661.6	55	55
692.8 and 693.1	45	45
693.1 and 693.5	20	20
715.0 and 715.6	20	20
727.5 and 728.8	65	—
741.2 and 743.5	65	—
743.5 and 744.5	35	35
744.5 and 746.5	65	—
749.8 and 753.0	65	—
753.0 and 754.7	65	—
755.8 and 756.3	70	—
756.8 and 757.1	70	—
757.1 and 757.8	35	35
763.1 and 763.5	60	50
774.3 and 774.6	70	—
790.7 and 797.6	60	—
797.6 and 798.7	40	40
798.7 and 799.8	20	20
808.3 and 818.5	50	—
818.5 and 820.0	35	35
820.0 and 824.0	50	—
832.0 and 841.9	50	—



## Tallahassee, Bainbridge, Monticello and Wakulla Subdivisions—Continued

### TALLAHASSEE SUBDIVISION

Following engines are allowed a maximum speed as indicated below:

SAL Series	ACL Series	SCL Series	Maximum Speed M. P. H.		
			Subdivision Maximum M. P. H.	Between Mile Posts 670.4 and 690.2 M. P. H.	Between Mile Posts 799.8 and 808.3 and 824.0 and 832.0 M. P. H.
100, 400, 500-534, 1500, 1600, 1700, 1800	100, 200 300, 400, 900-908, 1000, 1503-1504, 2000, 3000	300, 400, 700, 800, 900, 1000, 1100, 1200, 1300 1900, 2000, 2100, 2200	65	65	50
535-544 600, 800	909-929 975-978	1400, 1500, 1700	65	60	50
1200, 1400	10-59, 600, 700, C B Q	10-222	60	60	50

Trains handling derricks or locomotive cranes 35 M. P. H. between M. P. 652.8 and M. P. 798.7 and 25 M. P. H. between M. P. 798.7 and M. P. 844.9.

### BAINBRIDGE SUBDIVISION

Maximum speed of all trains is 49 M. P. H. except as specified below:

Between Mile Posts	M. P. H.
52.8-53.8	40
68.7-69.3	45
70.9-71.5	45
75.0-90.1	40

#### Equipment Restrictions:

Trains handling derricks 35 M. P. H., locomotive cranes 25 M. P. H., pile drivers 20 M. P. H.; scale test cars 25 M. P. H.; except S. A. L. 71815 maximum freight train speed.

### MONTICELLO SUBDIVISION

Maximum speed for all trains is 30 M. P. H.

Trains handling derricks and locomotive cranes 20 M. P. H.

### WAKULLA SUBDIVISION

Maximum speed for all trains is 40 M. P. H. except as specified below:

Between Mile Posts	M. P. H.
799.3-804.0	20
802.5 paved crossing	10

#### Equipment Restrictions:

Trains handling derricks and locomotive cranes 25 M. P. H.

#### City Ordinance speed restrictions:

Maccleenny, 25 M. P. H. over all street crossings within business area, Lee, 20 M. P. H., Madison, 30 M. P. H., Greenville, 20 M. P. H., Quincy, 25 M. P. H. over Comilla Street and Havana, 40 M. P. H.

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

### RAILROAD CROSSINGS AT GRADE

7—Protected by remotely controlled interlockings:

Baldwin, M. P. 652.5, S. C. L.

Mattox, M. P. 656.6, S. C. L.

Live Oak, M. P. 715.0, S. C. L.

8—Protected by automatic interlockings:

Greenville, M. P. 757.7, G. S. & F.

Drifton, M. P. 772.6, S. C. L.

9—Protected by electrically locked gates:

M. P. 691.7, G. S. & F., Normally clear S. C. L.

M. P. 716.6, L. O. P. & G., Normally clear S. C. L.

### SPRING SWITCH

10—Following spring switches are protected for facing-point movements by indicator signal in non-signal territory and against current of traffic in D-251 territory, trains and engines will approach such signal prepared to be governed by its indication. Where such signal displays "Stop," or, in the absence of light where there is no day indication, the switch must be examined and points must fit properly before movement is made.

Attapulgas, west end siding.

### BLOCK SIGNAL SYSTEM

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

### SIGNALLED SIDINGS

12—Sanderson, Madison, Drifton and Chaires.

### SPECIAL RULES

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

14—All train and engine movements over Washington and Pearl Street crossings, Monticello, will be preceded by flag.

15—All trains and engines using main track between Adams Street, Tallahassee and M. P. 800.0 will approach and move between these points at yard speed.

16—All trains will approach street crossing just east of passenger station Quincy, not in excess of 10 M. P. H.

17—All train and engine movements over U. S. 90 on Quincy Mine Spur will be preceded by flag.

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

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

Yarbrough and Sons—M. P. 660.0.

Glen St. Mary—M. P. 664.0.

Continental Can Company—M. P. 666.2.

Mann's Spur—M. P. 673.7.

East End Team Track—M. P. 680.3.

West End Team Track—M. P. 680.5.

Bell Lumber Co.—M. P. 688.9.

Pyrofax Gas—M. P. 689.5.

Wilburn—M. P. 689.6.

Southern Wood Preserving—M. P. 689.9.

J. J. Noland—M. P. 691.4.

Houston—M. P. 710.0.

Team Track—M. P. 715.7.

Tofc Track—M. P. 716.3.

West Farm—M. P. 738.4.

Oglesby Wood Yard—M. P. 743.2.

Eddy—M. P. 751.4.

Sherrods—M. P. 758.8.

Capitola—M. P. 785.9.

Perkins—M. P. 794.2.

City Track High—M. P. 798.4.

City Track Low—M. P. 798.5.

Capital Paper Co.—M. P. 802.2.



## West Coast Subdivision

### CLEARANCE CARDS

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

Trains originating Lakeland Yard enroute West Coast Subdivision will display white classification signals, run extra and, unless otherwise provided, leave Lakeland Yard without clearance card.

Trains originating Winston Yard enroute West Coast Subdivision will secure clearance card when passing Lakeland Ticket Office.

### WHERE TIME APPLIES

2—Time of trains at Trilby applies at passenger station.

### REGISTER STATIONS

3—High Springs, Lakeland Yard Office and Tampa Yard Office.

### YARD LIMITS

4—High Springs, Newberry, Dunnellon, Croom, Trilby, Dade City, Lakeland and Tampa.

### JUNCTION SWITCHES

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

### SPEED RESTRICTIONS

6—Between Mile Posts	All Trains M. P. H.
R737.8 and R738.0	55
R764.7 and R764.9	55
R771.1 and R771.4	40
R776.7 and R776.8	15
R777.4 and R777.7	50
R777.7 and R778.2	45
R778.3 and R778.5	55
R778.5 and R779.0	55
R780.1 and R780.4	55
R786.5 and R786.6	55
R786.7 and R786.9	55
R787.5 and R787.8	55
R791.1 and R791.3	55
R792.3 and R792.5	50
R794.4 and R794.8	55
R796.8 and R797.1	55
R797.5 and R797.7	55
R798.5 and R798.9	55
R799.8 and R800.0	55
R800.4 and R800.5	55
R802.7 and R803.1	45
R828.3 and R830.0	40
R837.2 and R837.4 (Connection Track)	10
RF853.2 and RF854.5	50
RF854.6 and RF854.8	45
RF855.0 and RF855.8	50
RF860.2 and RF860.5	55
RF860.7 and RF860.8	45

City Ordinance Speed Restrictions:

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

### RAILROAD CROSSINGS AT GRADE

7—Protected by non-electrically locked gates:

Buda, M. P. R-722.4, S. C. L., normally clear West Coast Subdivision.

Newberry, M. P. R-730.0, S. C. L., normally clear West Coast Subdivision.

Archer, M. P. R-740.4, S. C. L., normally clear West Coast Subdivision.

Montbrook, M. P. R-756.9, S. C. L., normally clear West Coast Subdivision.

8—Protected by automatic interlockings:

Felicia: M. P. R-786.8, S. C. L.

Owensboro: M. P. R-824.4, S. C. L.

Zephyrhills: M. P. RF-841.2, S. C. L.

### BLOCK SIGNAL SYSTEMS

9—Traffic Control System is in service between Dunnellon, M. P. R-776.3 and Trilby, M. P. R-823.0, between

Trilby, M. P. R-823.8 and Gary, M. P. RF-866.0, between

Vitis, M. P. R-837.0 and Lakeland, M. P. R-855.0, between

Lakeland, M. P. 851.7 and Winston, M. P. 855.0 and between

Uceta Yard, M. P. 878.6 and TN, M. P. 880.4.

10—Single Track Automatic Block Signal System is in service between Trilby, M. P. R-823.0 and M. P. R-823.8.

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

### SIGNALLED SIDINGS

12—Gibara, Inverness, Vitis,

South Floral City, between M. P. R804.0 and M. P. R806.5

Croom, between M. P. R812.7 and M. P. R816.5.

Trilby, between M. P. R820.9 and M. P. R826.1.

Dade City, between M. P. R828.0 and M. P. R831.0.

### SPRING SWITCHES

13—Following spring switches are in signal territory. Lakeland, 10th Street.

14—Following spring switches are protected for facing-point movements by indicator signal in non-signal territory and against current of traffic in D-251 territory, trains and engines will approach such signal prepared to be governed by its indication. Where such signal displays "Stop," or, in the absence of light where there is no day indication, the switch must be examined and points must fit properly before movement is made.

Winston, South End Ladder Track to Long Lead.

### TWO TRACKS

15—Two tracks extend between,

Lakeland, M. P. 851.7 and Winston, M. P. 854.9 and between Uceta Yard, M. P. 878.6 and Tampa, M. P. 882.5.

### OPERATION BY SIGNAL INDICATION

16—The operation on two tracks between TN, 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.

When trains are operated against the current of traffic in this territory, passenger and express trains will not exceed speed of 59 M. P. H. and freight and mixed trains 49 M. P. H.

### SPECIAL RULES

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

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

19—Northward signals on signal bridge at north end two tracks Lakeland, when displaying aspect as per Rule 515 (c) govern movements from Lakeland Subdivision main track to West Coast Subdivision main track. When displaying aspect per rule 515(a) signal governs movement to yard lead. Trains



## West Coast Subdivision—Continued

and engines will move at restricted speed on yard lead beyond power operated switch.

20—Nos. 307, 310 and 312 will operate at yard speed within yard limits at High Springs and Lakeland. Other trains and engines may occupy main track within yard limits at High Springs and Lakeland without clearing or protecting against these first class through freight trains but must give way promptly to avoid delay.

21—All trains and engines have equal authority and will operate at restricted speed between M. P. R-823.0 and M. P. R-823.8 at Trilby.

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

23—Movements over Nebraska Avenue crossing Tampa must be flagged during hours watchman is not on duty, 11:00 P.M. to 7:00 A.M.

24—All movements over Highway 35-A crossing Evans Spur

will be preceded by a flagman and fusee must be used at night and during inclement weather while equipment is on the crossing.

25—All movements are restricted to 5 M. P. H. on track serving Connell Mine at Williston. Under no circumstances are loaded cars to be moved west of the loading tippie.

26—Switches between Osborne Avenue, Tampa, M. P. RF-863.3, and Gary, M. P. RF-866.0, are hand operated, non-electrically locked, and speed of trains must not exceed 20 miles an hour over these switches. Trains or engines clearing main track at hand operated switches not provided with indicator lights must obtain permission from Control Station to re-enter main track unless switch remains in reverse position during time train or engine is clear of main track. (See Rule 569).

27—All trains and engines will operate at yard speed not exceeding 15 M. P. H., on the Hillsboro Spur at Temple Terrace.

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

## Ocala Subdivision

### CLEARANCE CARDS

1—Rule 83-A does not apply at Croom.

All trains will obtain clearance card or oral authority from Dispatcher before leaving Burnetts Lake.

### WHERE TIME APPLIES

2—Time of trains at Rochelle applies at north wye switch, M. P. RB749.2.

Time of trains at Center Hill applies at express track, M. P. S816.8.

Time of trains at Croom applies at junction switch, M. P. S832.9.

### CONDITIONAL STOPS

3—Nos. 191 and 192 at Burnetts Lake and McIntosh to receive and discharge revenue passengers to and from Jacksonville, Clearwater and beyond.

### REGISTER STATIONS

4—Jacksonville and Moncrief Yard (Freight trains only).

### YARD LIMITS

5—Moncrief, Burnetts Lake, Gainesville, Rochelle, Kendrick, Ocala, Leesburg and Croom.

### JUNCTION SWITCHES

6—Burnetts Lake, M. P. RB726.2, lined for movements on Ocala Subdivision.

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

Leesburg, M. P. S802.6, lined for movements on Ocala Subdivision.

### SPEED RESTRICTIONS

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

#### City Ordinance Speed Restrictions:

Jacksonville, 30 M. P. H. over crossings at Pickettville and Imeson Roads.

Gainesville, 35 M. P. H., corporate limits, except 20 M. P. H. North 16th Avenue to South 13th Avenue, and southward trains must not exceed 24 M. P. H. approaching State Road 331 at M. P. RB-741.3.

Ocala, 25 M. P. H. corporate limits except 12 M. P. H. May Street to Third Street. Movements over East Broadway and Fort King, also, Eighth Street for northward trains only, will be flagged.

Fruitland Park, 25 M. P. H. over first street crossing north of old depot.

Leesburg, 15 M. P. H. over Center, High and South Streets. Movements over Main Street will be flagged.

Center Hill, 25 M. P. H. between State Road 476 and second crossing southward.

### RAILROAD CROSSINGS AT GRADE

8—Protected by electrically locked derails:

Leesburg, M. P. SC-802.5, S. C. L.

9—Protected by automatic interlockings:

Baldwin, M. P. SG-655.4, S. C. L.

Mattox, M. P. SG-660.0, S. C. L.

Leesburg, M. P. S-802.2, S. C. L., 20 M. P. H.\*

Center Hill, M. P. S-818.1, S. C. L.

St. Catherine, M. P. S-827.1, S. C. L.

10—Protected by attended interlocking:

Ocala, M. P. S-768.3, S. C. L., 20 M. P. H.\*



## Ocala Subdivision—Continued

11—Protected by non-electrically locked gates:  
Lake Butler, M. P. SG-688.5, GS&F, normally clear S. C. L.  
Hainesworth, M. P. SG-704.4, S. C. L., normally clear  
Ocala Subdivision.

Gainesville, M. P. RB-740.5, S. C. L., normally clear Ocala  
Subdivision.

Gainesville, (Old Yard Lead at Main Street), S. C. L. Nor-  
mally clear Brooksville Subdivision.

12—Protected by "Stop" boards:

Grand Crossing, M. P. SG-639.9, GS&F.

\*Until engine reaches crossing.

### INTERLOCKINGS

13—Protected by attended interlocking:

Moncrief, M. P. SG-639.6. 20 M. P. H. between home signals.

### BLOCK SIGNAL SYSTEMS

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

### SPECIAL RULES

15—All movements over track serving Cummer Mine at  
Kendrick will not exceed 10 miles an hour.

16—All back-up movements over four paved crossings be-  
tween Okahumpka and Howey on the Howey Spur must be  
preceded by member of crew and, in addition, at night lighted

fusee must be placed on each side of track.

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

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

19—All trains and engines will operate at yard speed, not  
exceeding 15 M. P. H., between Okahumpka and Howey  
on the Howey Spur, and between Micanopy Junction and Mican-  
opy on the Micanopy Spur.

20—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 Sub-  
division Dispatcher before allowing train or engine to enter  
Sanford Subdivision main track for this purpose. To avoid  
unnecessary lowering of gates at Edison Avenue this authority  
should not be requested except when actually necessary.

21—All movements restricted to 20 M. P. H. over first two  
crossings north and first crossing south of depot, Alachua.

22—All movements over Euclid Avenue, Lake, Main, Sec-  
ond, Sixth, Ninth, Canal, Palmetto and Twelfth Streets, Lees-  
burg, will be flagged.

23—Trains or engines must not clear main track at the fol-  
lowing non-electrically locked hand-operated switch locations:  
Flascor Corp., M. P. 640.3.

Protane Gasco, Inc., M.P. 640.4.

## Palatka Subdivision

### CLEARANCE CARDS

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

### WHERE TIME APPLIES

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

### REGISTER STATIONS

3—Palatka.

### YARD LIMITS

4—Palatka and Rochelle.

### JUNCTION SWITCHES

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

### RAILROAD CROSSINGS AT GRADE

6—Protected by automatic interlocking:

Hawthorne, M. P. S-728.7, S. C. L. 20 M. P. H. until engine  
reaches crossing.

### SPECIAL RULES

7—Movements over 11th Street located in switching area of  
passenger station, old freight office Palatka, will be flagged.  
Street crossings in corporate limits must not be blocked more  
than ten minutes.

8—Trains and engines will not exceed 5 M. P. H. on all  
industry tracks at Edgar, M. P. S720.

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

## Perry Subdivision

### CLEARANCE CARDS

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

### REGISTER STATIONS

2—Thomasville.

### YARD LIMITS

3—Thomasville, Perry, Wilcox and Dunnellon.

### JUNCTION SWITCHES

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

Wilcox, M. P. ND806.0, lined for movements on Wilcox Sub-  
division.



## Perry Subdivision—Continued

### SPEED RESTRICTIONS

5—Between Mile Posts	All Trains M. P. H.
ND696.2 and ND696.4 .....	40
ND696.7 and ND696.9 .....	40
ND697.3 and ND697.5 .....	40
ND697.7 and ND697.9 .....	40
ND698.0 and ND698.2 .....	40
ND700.7 and ND700.9 .....	40
ND703.2 and ND703.4 .....	40
ND804.8 and ND804.9 .....	35
Suwannee River Bridge (SR) .....	15
R776.7 and R776.8 (SR) .....	15

#### City Ordinance Speed Restrictions:

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

### RAILROAD CROSSINGS AT GRADE

#### 6—Protected by automatic interlocking:

Drifton, M. P. ND-718.7, S. C. L.

#### 7—Protected by "Stop" boards:

Perry, M. P. ND-750.9, LOP&G.

Perry, M. P. ND-751.1, South Georgia.

### BLOCK SIGNAL SYSTEMS

8—Traffic Control System is in service between Pennsylvania Avenue, Dunnellon, M. P. ND-857.7, and Gulf Junction, M. P. R-777.8.

### SPECIAL RULES

9—Hand operated switch at Gulf Junction, M. P. R777.8, is provided with indicator light and the following instructions will apply:

If indicator light is burning, switch may be used without further authority. If indicator light is not burning, permission must be obtained from Control Station.

10—Movements between Thomasville Freight Yard and Perry Subdivision will use the old main track from the yard, thence cross over between the old main track and Dothan Subdivision main track to the Perry Subdivision.

First class trains will operate at yard speed and, in addition, at restricted speed between Yard Office and Passenger Station at Thomasville, and the other trains and engines may use main track within these limits without clearing or protecting against such first class trains.

11—All trains and engines will operate at yard speed between Red Level Junction and Florida Power Plant.

12—All trains and engines have equal authority and will operate at yard speed between Perry and Mile Post ND-755.0.

13—All movements over industry tracks serving Suwannee Lumber Company, Shamrock, restricted to 5 M. P. H.

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

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

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

17—Unless otherwise provided:

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

Nos. 792 and 793 will not protect against following extra trains between Perry and Wilcox.

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

## Sylvan Lake Subdivision

### WHERE TIME APPLIES

1—Time of trains at Sylvan Lake applies at switch, M. P. TA773.5.

### REGISTER STATIONS

2—Sanford.

### YARD LIMITS

3—Leesburg, Sanford and Trilby.

### JUNCTION SWITCHES

4—Sylvan Lake, M. P. TA773.5, lined for movements on Sanford-Leesburg Line.

Leesburg, M. P. S802.7, lined for movements on Ocala Subdivision.

### SPEED RESTRICTIONS

5—Between Mile Posts	All Trains M. P. H.
TA777.1 and TA777.2 Bridge .....	10
SD817.3 and SD817.9 .....	15
SD821.7 and SD821.9 .....	15
SC815.8 and SC820.4 .....	20
SC810.1 and SC810.2 Bridge (NP) .....	10
T784.8 and T784.9 .....	20
No. 10 Turnout Main Line .....	20
T842.4 and T842.6, trains entering Trilby Yard .....	15

#### City Ordinance Speed Restrictions:

Eustis, 15 M. P. H. between Gottsche and Lemon Avenues.  
Leesburg, 10 M. P. H. over U. S. 441 Highway crossing east of Minute Maid Plant, 15 M. P. H. over Center, High and South Streets.

Winter Garden, 15 M. P. H. through corporate limits.

### RAILROAD CROSSINGS AT GRADE

#### 6—Protected by automatic interlocking:

Mabel, M. P. T-826.7, S. C. L. 20 M. P. H.\*

Leesburg, M. P. S802.2, S. C. L. 20 M. P. H.\*

\*Until engine reaches crossing.

#### 7—Protected by electrically locked derails:

Leesburg, M. P. SC-802.5, S. C. L.

Toronto, M. P. T-788.2, S. C. L.

Lacoochee, M. P. T-841.2, S. C. L.

#### 8—Protected by "Stop" boards:

Killarney, M. P. T-802.8, T&G.

### DRAWBRIDGES

#### 9—Not protected by interlocking:

Haines Creek, M. P. SC-810.1.

Trains and engines must stop within 300-ft., of drawspan, if way is clear movement may then proceed.

### SPECIAL RULES

10—All trains and engines have equal authority and will operate at restricted speed at following locations:

M. P. R-823.0 and M. P. R-823.8 at Trilby.

M. P. T-784 and M. P. T-786 at Forest City.

M. P. T-791 and M. P. T-792 at Clarcona.



## Sylvan Lake Subdivision—Continued

M. P. T-797 and M. P. T-800 at Winter Garden.

M. P. T-811 and M. P. T-813 at Clermont.

M. P. T-817 and M. P. T-822 at Groveland.

11—All trains and engines have equal authority and will operate at yard speed between Clarcona and Dr. Phillips and between Ft. Mason Junction and Umatilla.

12—All movements over Highway 50 at Groveland must be preceded by a flagman.

13—All southward movements over Lake Avenue just south of Minute Maid Plant, Leesburg, must be preceded by a flagman.

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

15—All trains 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.

16—All trains approach packing house Zellwood Fruit Company at Forest City prepared to stop, expecting to find

trucks blocking the main track.

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

18—Trains enroute 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 must not be moved while red light is burning.

19—All trains approach Home Builders Warehouse, Gottsche Avenue, Eustis, prepared to stop, expecting to find trucks fouling main track and side track.

20—All movements over Euclid Avenue, Lake, Main, Second, Sixth, Ninth, Canal, Palmetto and Twelfth Streets, Leesburg, must be preceded by a flagman.

21—Unless otherwise provided:

Nos. 724 and 725 will not protect against following extra trains between Rands and Leesburg.

Nos. 726 and 727 will not protect against following extra trains between Rands and Trilby.

## Wilcox Subdivision

1—Rule 83-A will not apply at Wilcox.

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

### REGISTER STATIONS

2—High Springs.

### YARD LIMITS

3—High Springs, Burnett's Lake, Haile, Newberry and Wilcox.

### JUNCTION SWITCHES

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

Burnetts Lake, M. P. RB726.2, lined for movements on Ocala Subdivision.

### RAILROAD CROSSINGS AT GRADE

5—Protected by non-electrically locked gates:

Newberry, M. P. SG-720.6, S. C. L., normally clear West Coast Subdivision.

6—Protected by attended interlocking:

Burnett's Lake, M. P. RB-725.8, S. C. L. 20 M. P. H.\* (See note).

NOTE—Burnett's Lake, M. P. RB-725.8, attended 8:00 P.M. to 5:00 A.M., Mondays through Saturdays. Unless otherwise instructed, Leverman will leave plant lined for straight-away movements and home signal in "Stop" position. Movement through the plant may be made in accordance with Rule 635, Report to the Superintendent is not necessary unless home signal on conflicting route is displaying proceed.

\*Until engine reaches crossing.

### SPECIAL RULES

7—All movements restricted to 20 M. P. H. over first two crossings north and first crossing south of depot, Alachua.

8—All movements restricted to 30 M. P. H. over U. S. Highway 27-41 at Newberry.

9—Unless otherwise provided, Nos. 791 and 794 will not protect against following extra trains between Newberry and Wilcox.

## Croom Subdivision

### CLEARANCE CARDS

1—Rule 83-A does not apply at Croom and Brooksville.

### REGISTER STATIONS

2—Brooksville.

### YARD LIMITS

3—Brooksville and Croom.

### SPECIAL RULES

4—All movements over industry tracks at Conrock restricted to 5 M. P. H.

5—Unless otherwise provided, Nos. 784 and 785 will not protect against following extra trains between Brooksville and Croom.



# 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 Division time-table are in effect on Jacksonville Terminals insofar as they are applicable.

## SPRING SWITCHES

Spring switch at Norwood Avenue, Export-Milldale line is protected facing-point by indicator light, normal position lined for Milldale route. Indicator light displays "green" when lined for Milldale route, "yellow" when lined for Export route. If no light is displayed, stop and examine switch points before making facing-point movement over switch.

## JOINT TRACKS

Engines of foreign lines will be governed by S. C. L. time-tables, rules and special instructions while on S. C. L. tracks. S. C. L. engines will be governed by time-tables, rules and special instructions of foreign lines while on their tracks.

## RAILROAD CROSSINGS AT GRADE

Protected by automatic interlocking:

F&J Junction, M. P. SJA645.5, S. C. L.

Milldale, M. P. SJ644.8, S. C. L.

These interlockings are provided with "time-out" devices, designed to release the crossing for use by trains on conflicting route if crossing is not used promptly after route is established.

If train or engine approaching such crossings is delayed in the block, or if speed is less than 10 M. P. H., it must approach home signal at crossing at restricted speed. If home signal has changed its indication from "proceed" to "stop" during the delayed approach, movement of train or engine onto the short releasing track circuit (designated by signs) should clear home signal, provided there is no conflicting movement.

If signal does not clear promptly, be governed by Rule 637.

Engines and cars should be left clear of designated points to avoid delay to trains on conflicting route, and must not be left within home signal limits.

Interlocking Rules govern within home signal limits. All movements over crossings must, in so far as possible, be made on signal indication.

## DRAWBRIDGES

The following drawbridges are not protected with interlocking signals and may be opened at any time. Trains and engines must stop within 300 feet of drawspan at these bridges. If the way is clear, they may then proceed. The speed restriction applies over drawspan and approach trestles.

Maximum Speed  
Miles an Hour

Trout River, M. P. SJ646.0 ..... 20

Broward River, M. P. SJ648.9 ..... 20

## SPEED LIMITS AND OPERATING RESTRICTIONS

Engines in series, A. C. L. 1000, 2000, 3000, S. A. L. 1100, S. C. L. 600 through 620, 1900, 2000, 2100 and 2200 must not exceed speed indicated below through turnouts and crossovers:

Miles an Hour

Where signal indication authorizes limited speed ..... 30

Hand-operated or spring main track switches ..... 15

Power-operated turnouts and crossovers, BS Interlocking ..... 7

All other switches ..... 7

Line (Exceptions to authorized speed on any segment are denoted by indentation.)	Line Capacity (Lbs.)	Speed limit (MPH) unless further restricted by engine or by equipment in consist.	Restrict speed (MPH) as shown below for certain equipment						
			Cars weighing		Engines in series		Wreckers Nos.		
			251,001 to 263,000 Lbs.	263,001 to 270,000 Lbs.	ACL 1000 to 3000	ACL 65358 to 65370	ACL 65255 to 65302	ACL 65229 to 65388	Locomotive Cranes
		Yard Engines and Transfers							
					ACL 1000	65358	65255	65229	ACL 65414
					1099	65369	65301	65248	65448
					2000	65370	65302	65388	65449
					3000			65417	
					SAL 1100	71979	71975	71967	SAL 71927
						71980	71976	71968	71929
					SCL 600	71981	71977	71969	71994
					to 620	71982	71978		71995
					1900	71983			71996
					2000				71997
					2100				SCL 765458
					2200				
Moncrief to Quinlan.....	270,000	20							
Bridge MP SJ-646.0 .....(NP)		20	10	10	10	10	10	15	20
Bridge MP SJ-648.9 .....(NP)		20	10	10	10	10	10	15	20
Composite to Export Terminal.....	270,000	15							

\*These wreckers shall be separated from the engine by at least one car. Any car preceding or following these wreckers shall not weigh more than 180,000 lbs. gross.

Wreckers and Locomotive Cranes must be handled near head end of train.

ACL 500,000 Loaded "Whopper Hopper" will be handled under same restrictions as apply to cars weighing 251,001 to 283,000 lbs.

Line Capacity is the maximum gross weight of 4-axle car that may be handled over any particular line without prior approval from General Manager - Transportation.

(NP) Drawbridge Not Protected with Interlocking Signals.

Wharfs and Docks:

Cars weighing in excess of 220,000 lbs. gross, Engines in ACL Series 100, 200, 800, 900, 1000, 1500, SAL Series 100-136, 400-409, 1500-1531, 1600, 1700, 1800 and 1900; SCL 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, A. C. L. 1000, 2000, 3000, S. A. L. 1100, S. C. L. 600 through 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.



## RULES JACKSONVILLE TERMINAL COMPANY—CONTINUED

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.



## DIVISION OFFICERS

J. H. ARNOLD, Asst. Supt.....Ocala, Fla.  
 W. E. SATTERWHITE, Asst. Supt.....Jacksonville, Fla.  
 S. O. GRIFFIN, Trainmaster.....Jacksonville, Fla.  
 C. L. VAUGHAN, Trainmaster.....Miami, Fla.  
 R. S. MILLS, Trainmaster.....West Palm Beach, Fla.  
 W. A. TENNANT, Trainmaster.....W. Lake Wales, Fla.  
 J. B. DURHAM, Trainmaster.....Wildwood, Fla.  
 H. M. CHEELY, Trainmaster.....Ocala, Fla.  
 L. B. GARNER, Trainmaster.....Ocala, Fla.  
 G. C. HARRIS, Trainmaster.....Ocala, Fla.  
 J. W. ARNETT, Trainmaster.....Jacksonville, Fla.  
 J. L. BIZZELL, Trainmaster.....Tallahassee, Fla.  
 H. M. SLATON, Terminal Trainmaster.....Hialeah, Fla.  
 A. T. McALISTER, Terminal Trainmaster.....High Springs, Fla.  
 C. C. COATS, JR., Road Foreman of Engs.....Jacksonville, Fla.  
 F. C. STRICKLAND, JR., Rd. For. of Engs.....Wildwood, Fla.  
 N. M. MOTT, Chief Dispatcher.....Jacksonville, Fla.

F. E. COOPER, Chief Dispatcher.....Ocala, Fla.  
 H. E. RICHARDSON, Division Engineer.....Jacksonville, Fla.  
 L. B. ALEXANDER, Master Mechanic.....Jacksonville, Fla.  
 J. H. BARBER, Supv. Comm. and Signals.....Jacksonville, Fla.  
 ALTON BATTS, Supv. Property Protection.....Jacksonville, Fla.  
 W. O. ALLEN, Roadmaster.....Jacksonville, Fla.  
 G. B. COX, Roadmaster.....Jacksonville, Fla.  
 L. G. SHARPE, Roadmaster.....Ocala, Fla.  
 C. N. BENTON, Roadmaster.....High Springs, Fla.  
 J. T. BROWN, Roadmaster.....Wildwood, Fla.  
 W. H. JOHNSON, Roadmaster.....Wildwood, Fla.  
 H. H. TURNER, Roadmaster.....Leesburg, Fla.  
 J. H. EATON, Roadmaster.....Trilby, Fla.  
 R. L. SMITH, JR., Roadmaster.....Dunnellon, Fla.  
 W. H. MINOR, Roadmaster.....W. Palm Beach, Fla.  
 S. W. HEFNER, Roadmaster.....Miami, Fla.  
 H. C. ALFORD, Roadmaster.....Lake City, Fla.  
 J. H. JARRIEL, Roadmaster.....Tallahassee, Fla.

## SYSTEM OFFICERS

J. W. THOMPSON, Gen. Supt. Rules.....Jacksonville, Fla.  
 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.

C. J. THOROUGHGOOD, Supv. Pass. Train Oprs.....Raleigh, N.C.  
 E. D. FOXWORTH, Gen. Rd. Foreman of Engs.....Hamlet, N.C.  
 F. L. LATHAN, Gen. Rd. Foreman of Engs.....Jacksonville, Fla.  
 C. C. YONGE, Gen. Rd. Foreman of Engs.....Jacksonville, Fla.



# COMPANY SURGEONS

\*Examining Surgeons.

SOUTHGATE LEIGH, JR., Chief Surgeon ..... Richmond, Va.  
 ADNEY K. SUTPHIN, JR.,  
 Chief Medical Director ..... Jacksonville, Fla.  
 J. W. PALMER, Asst. Chief Surgeon ..... Ailey, Ga.  
 J. A. GOODE, Local Surgeon ..... Alachua, Fla.  
 JOSEPH L. AKERMAN, Local Surgeon ..... Apopka, Fla.  
 C. H. KIRKPATRICK, Local Surgeon ..... Arcadia, Fla.  
 G. H. McSWAIN, Asst. Local Surgeon ..... Arcadia, Fla.  
 ELMER J. SCHMIERER, Asst. Local Surgeon ..... Arcadia, Fla.  
 CARL B. WELCH, Local Surgeon ..... Attapulgus, Ga.  
 HUBERT W. COLEMAN, Local Surgeon ..... Avon Park, Fla.  
 FRANK L. GIBSON, Local Surgeon ..... Bainbridge, Ga.  
 \*E. M. GRIFFIN, Local Surgeon ..... Bainbridge, Ga.  
 JOHN H. MILLER, Local Surgeon ..... Bartow, Fla.  
 GEORGE S. FRITZ, Local Surgeon ..... Boca Grande, Fla.  
 W. D. SUGG, Local Surgeon ..... Bradenton, Fla.  
 \*G. R. CREEKMORE, Local Surgeon ..... Brooksville, Fla.  
 J. O. ESCAMILLA, Asst. Local Surgeon ..... Brooksville, Fla.  
 \*K. T. HUMES, Local Surgeon ..... Bushnell, Fla.  
 J. E. THOMPSON, Local Surgeon ..... Chattahoochee, Fla.  
 \*R. H. CENTER, Local Surgeon ..... Clearwater, Fla.  
 W. H. GROVES, Local Surgeon ..... Clearwater, Fla.  
 \*W. WARDLAW JONES, Local Surgeon ..... Dade City, Fla.  
 \*LAWRENCE D. HUGHES, Local Surgeon ..... Dunnellon, Fla.  
 \*WILLIAM C. WAUGH, Local Surgeon ..... Dunnellon, Fla.  
 \*C. M. TYRE, Local Surgeon ..... Eustis, Fla.  
 J. MAXEY DELL, JR., Local Surgeon ..... Gainesville, Fla.  
 \*JOHN E. MAINES, Local Surgeon ..... Gainesville, Fla.  
 \*WALTER R. MURPHREE, Local Surgeon ..... Gainesville, Fla.  
 J. W. SAPP, Local Surgeon ..... Havana, Fla.  
 \*P. D. WEEKS, Local Surgeon ..... High Springs, Fla.  
 J. A. SMITH, Local Surgeon ..... Homestead, Fla.  
 \*ALFRED G. BROWN, Local Surgeon ..... Inverness, Fla.  
 \*SAM C. ATKINSON, Local Surgeon ..... Jacksonville, Fla.  
 \*CLYDE M. COLLINS, Asst. Local Surgeon ..... Jacksonville, Fla.  
 \*SAMUEL M. DAY, Local Surgeon ..... Jacksonville, Fla.  
 THOMAS S. EDWARDS, Surgeon Oculist ..... Jacksonville, Fla.  
 EMMET FERGUSON, Asst. Local Surgeon ..... Jacksonville, Fla.  
 \*LEONARD H. GRUNTHAL, JR.,  
 Local Surgeon ..... Jacksonville, Fla.  
 \*A. LAWSON HARDIE, Local Surgeon ..... Jacksonville, Fla.  
 \*F. M. HASWELL, Local Surgeon ..... Jacksonville, Fla.  
 C. HAROLD HOUSTON, Asst. Local Surgeon, Jacksonville, Fla.  
 \*A. M. MANSON, Local Surgeon ..... Jacksonville, Fla.  
 \*HAROLD NEWMAN, Local Surgeon ..... Jacksonville, Fla.  
 \*FREDERICK OETJEN, Local Surgeon ..... Jacksonville, Fla.  
 \*ROBERT H. STILL, Asst. Local Surgeon ..... Jacksonville, Fla.  
 \*ASHBEL C. WILLIAMS, Local Surgeon ..... Jacksonville, Fla.  
 W. H. WALTERS, Local Surgeon ..... Lacoochee, Fla.  
 \*GEORGE F. BOLLS, Local Surgeon ..... Lake Butler, Fla.  
 FRANK E. ADEL, Asst. Local Surgeon ..... Lake City, Fla.  
 \*L. G. LANDRUM, Local Surgeon ..... Lake City, Fla.  
 J. P. TOMLINSON, JR., Local Surgeon ..... Lake Wales, Fla.  
 \*C. E. CLARK, Local Surgeon ..... Lakeland, Fla.  
 \*EVERETT S. KING, Local Surgeon ..... Lakeland, Fla.  
 \*JAMES R. WEST, Local Surgeon ..... Lakeland, Fla.  
 \*L. H. OETJEN, Local Surgeon ..... Leesburg, Fla.  
 \*PAUL F. TUMLIN, Local Surgeon ..... Leesburg, Fla.  
 \*H. DURHAM YOUNG, JR., Local Surgeon ..... Leesburg, Fla.  
 A. F. HARRISON, Local Surgeon ..... Madison, Fla.  
 B. A. CUSANI, Asst. Local Surgeon ..... Miami, Fla.

\*JAMES E. FISCHER, Local Surgeon ..... Miami, Fla.  
 \*THOMAS N. RYON, Local Surgeon ..... Miami, Fla.  
 KENNETH S. WHITMER, Surgeon Oculist ..... Miami, Fla.  
 \*J. B. BRINSON, JR., Local Surgeon ..... Monticello, Fla.  
 WM. L. HUNTER, Asst. Local Surgeon ..... Monticello, Fla.  
 JOHN A. WARD, Asst. Local Surgeon ..... Monticello, Fla.  
 WILLIAM H. ANDERSON, JR., Surgeon Oculist ..... Ocala, Fla.  
 \*H. L. HARRELL, Local Surgeon ..... Ocala, Fla.  
 \*WILLIAM H. LILLY, Local Surgeon ..... Ocala, Fla.  
 \*C. S. LYTLE, Local Surgeon ..... Ocala, Fla.  
 EUGENE G. PEEK, JR., Asst. Local Surgeon ..... Ocala, Fla.  
 JAMES A. HORTON, Local Surgeon ..... Okeechobee, Fla.  
 E. W. JOHNSON, Asst. Local Surgeon ..... Orlando, Fla.  
 WALTON WALL, Surgeon Oculist ..... Orlando, Fla.  
 \*ROY E. CAMPBELL, Local Surgeon ..... Palatka, Fla.  
 \*G. M. ZEAGLER, Local Surgeon ..... Palatka, Fla.  
 \*J. H. PARKER, Local Surgeon ..... Perry, Fla.  
 \*JOHN A. RAY, Local Surgeon ..... Pinellas Park, Fla.  
 \*MADISON R. POPE, Local Surgeon ..... Plant City, Fla.  
 TAYLOR W. GRIFFIN, Local Surgeon ..... Quincy, Fla.  
 \*H. H. CURD, Local Surgeon ..... St. Petersburg, Fla.  
 \*EARL R. FOX, Local Surgeon ..... St. Petersburg, Fla.  
 \*L. M. GABLE, Local Surgeon ..... St. Petersburg, Fla.  
 \*N. WORTH GABLE, Local Surgeon ..... St. Petersburg, Fla.  
 E. A. HEIBNER, Asst. Local Surgeon ..... St. Petersburg, Fla.  
 \*R. M. KILMARK, Local Surgeon ..... St. Petersburg, Fla.  
 H. P. KNAPPER, Asst. Local Surgeon ..... St. Petersburg, Fla.  
 N. M. MARR, Local Surgeon ..... St. Petersburg, Fla.  
 \*T. F. McDANIEL, Local Surgeon ..... Sanford, Fla.  
 \*J. M. MORGAN, Local Surgeon ..... Sanford, Fla.  
 L. J. THOMAS, Local Surgeon ..... Sarasota, Fla.  
 \*H. V. WEEMS, Local Surgeon ..... Sebring, Fla.  
 \*V. GREGG WATTERS, Local Surgeon ..... Sebring, Fla.  
 H. H. ADAMS, Local Surgeon ..... Starke, Fla.  
 THOS. G. RITCH, Asst. Local Surgeon ..... Starke, Fla.  
 L. L. DOZIER, Asst. Local Surgeon ..... Tallahassee, Fla.  
 \*EDWARD G. HASKELL,  
 Asst. Local Surgeon ..... Tallahassee, Fla.  
 FRANCIS T. HOLLAND, Local Surgeon ..... Tallahassee, Fla.  
 ODIS G. KENDRICK, Surgeon Oculist ..... Tallahassee, Fla.  
 JOHN L. WILLIAMS, Asst. Local Surgeon ..... Tallahassee, Fla.  
 E. F. CARTER, Asst. Local Surgeon ..... Tampa, Fla.  
 R. R. DUKE, Surgeon Oculist ..... Tampa, Fla.  
 \*KENNETH G. GOULD, Local Surgeon ..... Tampa, Fla.  
 \*J. S. HELMS, JR., Local Surgeon ..... Tampa, Fla.  
 \*RICHARD A. MARTORELL, Local Surgeon ..... Tampa, Fla.  
 \*W. MAHON MYERS, Local Surgeon ..... Tampa, Fla.  
 H. E. PARSONS, Surgeon Oculist ..... Tampa, Fla.  
 \*J. J. RUSKIN, Local Surgeon ..... Tampa, Fla.  
 \*P. R. STUTSMAN, Asst. Local Surgeon ..... Tampa, Fla.  
 \*HAROLD SUTKER, Local Surgeon ..... Tampa, Fla.  
 \*D. B. YORK, Local Surgeon ..... Tampa, Fla.  
 \*WM. J. CLOUGH, Local Surgeon ..... Tarpon Springs, Fla.  
 A. A. BOGGUS, JR., Local Surgeon ..... Tavares, Fla.  
 \*ROBERT V. ARTOLA, Local Surgeon ..... West Palm Beach, Fla.  
 LLOYD J. NETTO, Local Surgeon ..... West Palm Beach, Fla.  
 \*A. H. GLEASON, Local Surgeon ..... Winter Garden, Fla.  
 WM. W. COTTRELL, Asst. Local Surgeon ..... Winter Haven, Fla.  
 H. FREDERICK KEIBER, Surgeon Oculist ..... Winter Haven, Fla.  
 SAMUEL R. GARRETT, Local Surgeon ..... Winter Haven, Fla.



TABLE OF RUNNING TIME OF TRAINS FOR USE OF MOTOR CAR OPERATORS ONLY  
TIME IN MINUTES FOR VARIOUS AUTHORIZED SPEEDS

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

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

Time Per Mile	Miles Per Hour	Time Per Mile	Miles Per Hour
Min.	Sec.	Min.	Sec.
..	40	1	36
..	41	1	37
..	42	1	38
..	43	1	39
..	44	1	40
..	45	1	41
..	46	1	42
..	47	1	43
..	48	1	44
..	49	1	45
..	50	1	46
..	51	1	47
..	52	1	48
..	53	1	49
..	54	1	50
..	55	1	51
..	56	1	52
..	57	1	53
..	58	1	54
..	59	1	55
1	00	1	56
1	01	1	57
1	02	1	58
1	03	1	59
1	04	2	00
1	05	2	05
1	06	2	10
1	07	2	15
1	08	2	20
1	09	2	25
1	10	2	30
1	11	2	35
1	12	2	40
1	13	2	45
1	14	2	50
1	15	2	55
1	16	3	00
1	17	3	15
1	18	3	30
1	19	3	45
1	20	4	00
1	21	4	15
1	22	4	30
1	23	4	45
1	24	5	00
1	25	5	15
1	26	5	30
1	27	5	45
1	28	6	00
1	29	6	15
1	30	6	30
1	31	7	00
1	32	7	30
1	33	8	34
1	34	10	00
1	35	12	00



