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Safety

First

ATLANTIC COAST LINE RAILROAD

SOUTHERN DIVISION

WAYCROSS, MONTGOMERY,
JACKSONVILLE, TAMPA AND
OCALA DISTRICTS

TIME TABLE No. 3

TO TAKE EFFECT

Friday, December 10, 1949

SUPERSEDING TIME TABLE NO. 2, DATED SEPT. 25, 1949

EASTERN STANDARD TIME

FOR THE GOVERNMENT OF
EMPLOYEES ONLY

L. S. JEFFORDS, Vice-President and General Manager

C. G. SIBLEY, Assistant Vice-President

L. T. ANDREWS, General Superintendent Transportation

E. B. RUSH, General Superintendent

W. J. TURNER, Superintendent Transportation

Main Line—BETWEEN SAVANNAH AND JACKSONVILLE, VIA SHORT LINE—SOUTHBOUND—Waycross Dist.

FIRST CLASS															Distance from Savannah	TIME TABLE NO. 3	
17	57	75	5	15	87	95	189	91	1	7	23	73	375	IN EFFECT			
Flamingo Dixie Limited	Passenger	Havana Special	Dixie Flagler South Wind	City of Miami	Florida Special	Dixie Flyer Southland Seminole	Passenger	West Coast Champion	East Coast Champion	Miamian	Sou. Ry. Passenger	Vaca- tioner	Ever- glades	December 16, 1949			
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	STATIONS			
P. M.	P. M.	P. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.				
	7:25	5:45						6:35	6:05	5:40		3:45		1:00		TL SAVANNAH W	
	7:32	5:52			7:00			6:45	6:12	5:47	4:45	3:52	1:00	1:07	3.3	T NORTH TOWER W	
															4.4	T SOUTHOVER W	
	7:35	5:54			7:05			6:48	6:14	5:49	4:50	3:55	1:05	1:09	5.4	T SOUTH TOWER	
	f 7:42	5:59			7:10			f 6:54	6:19	5:54	4:55	4:02	1:10	1:14	11.2	T BURROUGHS	
	f 7:48	6:03			7:14			f 6:59	6:23	5:58	4:59	4:07	1:14	1:18	4.2	T RICHMOND HILL	
	7:54	6:07			7:18			f 7:04	6:27	6:02	5:03	4:12	1:18	1:22	15.4	DANIEL	
	s 8:09	6:18			7:29			s 7:15	6:38	6:13	5:13	4:25	1:28	1:33	19.5	T McINTOSH W	
	f 8:19	6:25			7:36			s 7:24	6:45	6:20	5:19	4:34	1:34	1:39	30.8	T WALTHOURVILLE	
	s 8:29	6:32			7:43			s 7:35	6:52	6:27	5:26	4:43	1:41	1:46	38.1	T LUDOWICI W	
	8:38	6:35			7:47			7:40	6:56	6:31	5:30	4:48	1:44 ⁷⁶	1:49	45.8	BACK SWAMP	
	f 8:42	6:38			7:51			f 7:45	7:00	6:35	5:34	4:53	1:47	1:53	49.1	T DOCTORTOWN	
	s 8:48	s 6:43 6:48			7:55			s 7:51	7:04	6:39	5:38	s 5:05 5:30	1:52 ²⁵³	s 2:00 ²⁵³ 2:05 ²⁵³	52.2	T JESUP W	
		6:53			8:00				7:09	6:44 ²¹²	5:43	5:35	1:57	2:11	56.7	South End Double Track	
		6:58 ²¹⁰			8:05				7:14	6:49	5:48	5:41	2:02	2:16	61.1	LEAKE	
		7:03			8:10				7:19	6:54	5:53	5:46	2:06	2:21	66.4	BROADHURST	
		7:07			8:14				7:23	6:58	5:57 ²¹²	5:50 ²¹²	2:11	2:25	71.6	O'NEAL	
		7:12			8:19				7:28	7:03	6:02	5:57	2:16	2:30	75.8	T HORTENSE	
		f 7:19			8:23				f 7:32	7:07	6:06 ²³	6:01, 6:09	2:21	2:35	81.4	RAYBON	
		7:26			8:28				7:37	7:12	6:11	6:15	2:26	2:42	85.1	T NAHUNTA W	
		7:31			8:33				7:42	7:17	6:16	6:21	2:31	2:49	90.2	SHEA	
		7:36 ⁹²			8:38				7:47	7:22	6:21	6:27	2:36	2:56	96.7	WINOKUR	
	8:09	7:46	10:06	7:18	8:46	6:43 ²⁰¹			7:55	7:30	6:29 ²⁰¹	6:36 ²⁰¹	2:44	3:07	102.2	North End Double Track	
	8:14	7:52	10:12	7:23	8:50	6:51			8:01	7:34	6:33	6:40	2:48	3:12	111.1	T FOLKSTON W	
	8:20	8:00	10:18	7:29	8:56	f 7:00			8:07	7:40	6:40	6:47	2:54	3:22	115.8	BOULOGNE	
	8:30	8:10	10:28	7:38	9:04	f 7:11			8:16	7:48	6:49	6:57	3:02	3:32	122.5	T HILLIARD	
	8:40	8:21	10:37	7:47	9:13	f 7:22			8:25	7:57	6:58	7:06	3:10	3:42	10.3	MP 624 X SAL	
	8:47	8:30	10:42	7:52	9:20	7:30			8:31	8:03	7:05	7:15	3:17	3:49	132.8	T CALLAHAN	
	s 9:00	s 8:45	s 10:55	s 8:05	s 9:30	s 7:45			s 8:45	s 8:15	s 7:15	s 7:30	s 3:30	s 4:00	142.7	DINSMORE	
	P. M.	P. M.	P. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	148.5	T MONCRIEF W	
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	3.4	MP 640.2 X SJT	
	17	57	75	5	15	87	95	189	91	1	7	23	73	375	151.9	TA JACKSONVILLE	

The Leaving Time of No. 23 applies at Passenger Station, Jesup.

Main Line BETWEEN SAVANNAH AND JACKSONVILLE, VIA SHORT LINE NORTHBOUND—Waycross Dist.
FIRST CLASS

	74	24	94	8	180	6	92	88	2	76	18	58	14	376	Distance from Savannah	TIME TABLE NO. 3 IN EFFECT December 16, 1949 STATIONS
	Vacation	Sou. Ry. Passenger	Dixie Flyer Southland Seminole	Miamian	Passenger	Dixie Flagler South Wind	West Coast Champion	Florida Special	East Coast Champion	Havana Special	Flamingo Dixie Limited	Passenger	City of Miami	Everglades		
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		
	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	A. M.	A. M.	A. M.		
		s 12.30			s 8.50		s 9.20		s 6.40	s 11.00		s 9.10		s 2.50		TA SAVANNAH W 3.3
	A 2.05	12.16		A 11.15	8.34		9.05	A 7.15	6.28	10.46		8.51		2.37	3.3	T NORTH TOWER W 1.1
															4.4	T SOUTHOVER W 1.0
	2.00	12.13		11.10	8.32		9.03	7.10	6.26	10.44		8.48		2.35	5.4	T SOUTH TOWER 5.8
	1.55	12.05		11.05	f 8.26		8.58	7.05	6.21	10.39		f 8.40		2.30	11.2	T BURROUGHS 4.2 — MP 503-X-SAL
	1.51	11.59		11.01	f 8.20		8.54	7.01	6.17	10.35		f 8.32		2.25	15.4	T RICHMOND HILL 4.1
	1.47	11.54		10.57	f 8.14		8.50	6.57	6.13	10.31		f 8.25		2.21	19.5	DANIEL 11.3
	1.38	11.41		10.48	s 8.01		8.41	6.48	6.04	10.21		s 8.02		2.10	30.8	T MCINTOSH W 7.3
	1.32	11.33		10.42	s 7.51		8.35	6.42 ²⁵⁶	5.58	10.14		s 7.50		2.02	38.1	T WALTHOURVILLE 7.7
	1.26	11.25		10.36	s 7.42		8.29	6.36	5.51	10.07		s 7.40		1.52	45.8	T LUDOWICI W 3.3
	1.23	11.21		10.33	7.35		8.26	6.33	5.48	10.03		7.32		1.44 ⁷³	49.1	BACK SWAMP 3.1
	1.19	11.16		10.29	f 7.31 ²¹⁰		8.22	6.29	5.45 ²⁵⁶	9.59		f 7.28		1.41	52.2	T DOCTORTOWN 4.5
	1.15	11.10 s 11.00		10.25	7.23		8.18	6.25	5.41	9.53 ⁶⁰² s 9.50		7.15		1.35 ²⁵³ s 1.30	56.7	T JESUP W South End Double Track 4.4
	1.11	10.50		10.21			8.14	6.21	5.37	9.44				1.26	61.1	LEAKE 5.3
	1.07	10.43		10.16			8.09	6.17	5.32	9.39				1.21	66.4	BROADHURST 5.2
	1.03	10.36		10.12			8.05	6.13	5.28	9.34 ⁶⁰⁷				1.17	71.6	O'NEAL 4.2 — MP 547.3 X ACL
	12.59	10.30		10.07			8.01	6.09	5.24	9.30				1.13	75.8	T HORTENSE 5.6
	12.54	10.24		10.02			7.56	6.04	5.19	9.25				1.07	81.4	RAYBON 3.7
	12.50	10.20		9.56			f 7.51	5.59 ²¹⁰	5.16 ²⁰⁹	f 9.21				1.04	85.1	T NAHUNTA W 5.1 — MP 574-X-ACL
	12.45	10.15		9.50			7.47	5.55	5.12	9.16				12.59	90.2	SHEA 6.5
	12.40	10.08		9.45			7.42	5.50 ²⁰⁸	5.07	9.10				12.54	96.7	WINOKUR 5.6
	12.35	10.01		9.40			7.36 ⁷⁸	5.45	5.02	9.04				12.49	102.2	North End Double Track NEWELL 8.9
	12.28	9.52	s 9.48	9.33		7.39	7.29	5.38	4.54	8.55	8.28		1.24	12.41	111.1	T FOLKSTON W 4.7
	12.24	9.47	9.42	9.29		7.34	7.25	5.34	4.50	8.51	8.21		1.19	12.37	115.8	BOULOGNE 6.7
	12.18	9.40	f 9.35	9.23		7.28	7.19	5.28	4.44	8.44	8.15		1.13	12.31	122.5	T HILLIARD 10.3 — MP 624-X-SAL
	12.10	9.29	f 9.24	9.15		7.19	7.10	5.20	4.35 ²¹⁰	8.34 ⁵⁰⁶	8.06 ⁵⁰⁶		1.04	12.22	132.8	T CALLAHAN 9.9
	12.01	9.19	f 9.14	9.06		7.10	7.01	5.11	4.26	8.24	7.56		12.55	12.13	142.7	DINSMORE 5.8
	11.56	9.12	9.07	9.01		7.05	6.56	5.06	4.21	8.18	7.50		12.50	12.08	148.5	T MONCHIEF W 3.4 — MP 640.2-X-SJT
	11.50	9.05	9.00	8.55		7.00	6.50	5.00	4.15	8.10	7.45		12.45	12.01	151.9	TL JACKSONVILLE
	P. M.	P. M.	P. M.	P. M.	P. 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	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		
	74	24	94	8	180	6	92	88	2	76	18	58	14	376		

The leaving time of Nos. 58 and 180 applies at passenger station, Jesup.

Main Line—BETWEEN JESUP AND FOLKSTON, VIA WAYCROSS—NORTHBOUND—Waycross Dist.

TIME TABLE NO. 3

IN EFFECT

December 16, 1949

STATIONS

Car Capacity of Side Tracks

STATIONS	Car Capacity of Side Tracks	FIRST CLASS						THIRD CLASS			4TH CLASS						
		14	58	18	180	6	94	202	232	204	502						
		City of Miami	Passenger	Flamingo Dixie Limited	Passenger	Dixie Flagler South Wind	Dixie Flyer Southland Seminole	Through Freight	Through Freight	Through Freight	Local Freight						
		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Tue. Thur. Saturday						
		A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	A. M.	P. M.	P. M.	A. M.						
JESUP WA 4.9	38 Yard P		s 7.15		s 7.23			7.32	12.01 ⁵⁹³	9.18	8.45 ⁷⁶						
SLOVER 6.5	83 S P		7.08		7.15			7.20	11.55	9.12 ⁵⁷	8.30						
SOREVEN MP 567.4 X ACI	87 S P		f 7.00		f 7.08			7.09	11.47	9.04	8.11 ⁸⁸						
OFFERMAN W 2.1	18 103 P		f 6.48		f 6.59			6.55	11.37	8.54	7.50						
PATTERSON 4.4	19 P		f 6.40		f 6.53			6.49	11.34	8.51	7.40						
OWEN 4.0	88 4 P		f 6.33		f 6.48			6.40	11.28	8.45	7.25						
BLACKSHEAR 2.6	34 30 P		s 6.25		s 6.43			6.30	11.23	8.39	7.05						
HOMESTEAD 6.9	88 4 P		6.15		6.33			6.25	11.19	8.35	6.50						
WAYCROSS W 0.5	Yard AS	1.58	6.05	AS 9.10	6.25	AS 8.20	AS 10.35	6.15 3.30	11.00	8.15 6.45	6.30						
SOUTH WYE 7.2	Yard Y	1.56		9.05		8.15	10.30	3.17		6.35							
BRAGANZA 6.8	84 5 P	1.48		8.56		8.06	10.21	2.57		6.20							
FORT MUDGE 5.7	84 12 P	1.42		8.49		8.00	10.14	2.41		6.10							
RACE POND 7.9	88 10 P	1.37		8.43		7.54 ¹⁷	10.07	2.23		6.01 ²⁰³							
UPTONVILLE 6.0	13 8 P	1.30		8.35		7.45	9.56	2.03		5.48							
FOLKSTON WL Y	80 32 PN PS	1.24		8.28		7.39	9.48	1.46		5.33							
		A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	A. M.	A. M.	P. M.	A. M.						
		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Tue. Thur. Saturday						
		14	58	18	180	6	94	202	232	204	502						

Main Line—BETWEEN WAYCROSS AND THOMASVILLE—EASTBOUND—Waycross Dist.

TIME TABLE NO. 3 IN EFFECT December 16, 1949 STATIONS		Car Capacity of Side Tracks	FIRST CLASS			THIRD CLASS					FOURTH CLASS								
			58	12	180	230	216	218	214	220	510	508							
			Passenger	South Wind	Passenger	Through Freight	Through Freight	Through Freight	Through Freight	Through Freight	Local Freight	Local Freight							
			Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Tue. Thur. Saturday	Tue. Thur. Saturday							
			A. M.	A. M.	P. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.						
T	WAYCROSS	WA	Yard	s 5.25	s 9.20	s 6.10													
	2.2																		
	WEST WAYCROSS		Yard	5.17	9.16	6.01	A 9.55	A 12.30	A 3.00	A 11.30	A 11.55	A 2.15	A 2.25						
	4.2																		
	RUSKIN		88 3 P	5.10	9.11 ²¹⁷	5.55	9.41 ¹⁸⁹	12.10	2.41	11.12 ⁵⁷	11.40	2.05	2.15						
	5.4																		
	GLENMORE		66 16 P	5.02	— —	5.50	9.19 ²¹⁷	11.40	2.33	11.00	11.19 ⁵⁷	1.50	2.00						
	2.9																		
T	MANOR		78 25 P	f 4.58	9.02 ²³⁰	f 5.44	9.12 ¹² 8.38 ²¹³	11.15	2.28	10.50	11.10	1.40	1.50						
	5.0																		
	ARGYLE		88 19 P	4.51	8.58 ²¹³	f 5.38	8.25	10.40	2.19	10.35	11.00	1.25	1.35						
	6.3																		
T	HOMERVILLE		88 31 P	f 4.42	8.50	s 5.30	8.10 ⁵¹¹	10.07 ¹⁸⁹	2.10	10.20	10.45	1.00	1.10						
	4.0																		
	CUTTING		74 3 P	4.35	8.45	5.23	8.00	9.48 ²¹⁷	2.03	10.10	10.30	12.40	12.50						
	4.2																		
T	DUPONT	W	73 Yard	s 4.27	8.40 ⁵¹¹	s 5.17	7.50 ⁵⁰⁹	9.25 ²¹³	1.50	9.55 9.35 ²¹⁵	10.10	12.14	12.40						
	8.3																		
	STOCKTON		89 18 P	4.15	— —	f 5.05		9.10 ⁵¹¹		9.14 ¹¹		11.50							
	6.2																		
T	NAYLOR		88 53 P	f 4.06	8.26	s 4.56		9.00		9.01		11.41							
	6.0																		
	BANDY		88 P	3.56	— —	4.47		8.40		8.50		11.25							
	6.9																		
T	VALDOSTA	W	Yard	s 3.41	8.12	s 4.37		8.31		8.35		10.54 ¹⁸⁹							
	1.1																		
	WEST VALDOSTA		88 Y	3.32	8.08	4.29		8.29		8.20		10.40 ²¹³							
	4.6																		
	KINDERLOU		62 29 P	3.23	— —	4.23		8.21		8.12		10.15							
	3.8																		
	OUSLEY		43 16 P	3.15	— —	f 4.18		8.16		8.04		10.05							
	7.6																		
T	QUITMAN	W	54 77 P	s 3.07	7.51	s 4.06		8.04		7.52		9.40							
	6.9																		
	DIXIE		22 22 P	2.56	— —	f 3.58		7.54		7.40		9.20							
	2.6																		
	PIDCOCK		52 30 P	2.52	7.41 ²¹⁶	f 3.54		7.51 ¹² 7.31		7.35		9.10							
	4.7																		
T	BOSTON		78 120 P	s 2.46	7.36	s 3.48		7.22		7.25		8.40							
	7.0																		
	NEWARK		74 10 P	2.38	— —	3.38		7.10		7.15		8.20							
	5.1																		
T	THOMASVILLE	WL	Yard	2.30 ²¹⁵	7.23	3.30		6.55		7.00		8.00							
				A. M.	A. M.	P. M.	A. M.	A. M.	P. M.	P. M.	P. M.	A. M.	P. M.						
				Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Tue. Thur. Saturday	Tue. Thur. Saturday						
				58	12	180	230	216	218	214	220	510	508						

Main Line—Southbound—BETWEEN WAYCROSS AND BRUNSWICK—Northbound—Waycross Dist.

4TH CLASS		3RD CLASS	FIRST CLASS		Distance from Albany	TIME TABLE NO. 3 IN EFFECT December 16, 1949 STATIONS	Car Capacity of Side Tracks	FIRST CLASS		4TH CLASS		
53	247	505	27	107				26	108	504	52	246
Sou. Ry. Freight	Through Freight	Local Freight	Sou. Ry. Passenger	Sou. Ry. Passenger				Sou. Ry. Passenger	Sou. Ry. Passenger	Local Freight	Sou. Ry. Freight	Through Freight
Daily	Daily	Daily Ex. Sunday	Daily	Daily				Daily	Daily	Daily Ex. Sunday	Daily	Daily
A. M.	A. M.	A. M.	P. M.	A. M.			A. M.	P. M.	P. M.	P. M.		
		8.10			111.7	TL WAYCROSS WA	Yard			3.45		
		8.40			121.8	10.1 SCHLATTERVILLE	35			3.10		
		8.50			126.0	4.2 HOBOKEN	34			2.50		
		9.15			134.8	8.8 MP 0-610-X-ACL T NAHUNTA W	32			2.15		
		9.45			139.7	4.9 LULATON	36			2.00		
		9.54			143.1	3.4 ATKINSON	32			1.50		
		10.26			155.0	11.9 MP 0-627-X-SAL W JAMAICA	20			1.18		
		10.32			157.5	2.5 ANGUILLA				1.12		A 8.05
	2.07	12.43	10.50	4.39	163.9	6.4 SOUTHERN JUNCT.	5	A 10.00	A 9.50	12.58	A 5.41	7.30
	2.17		11.00	f 4.46	166.4	2.5 DOCK JUNCTION	Yard	f 9.55	f 9.43	12.52	5.35	
		A 1.20				3.0 GLYNMAR	Yard					7.10
	3.00		11.10	s 5.00	169.4	2.6 TA BRUNSWICK WL	Yard	9.45	9.35	12.45	5.25	
	A. M.	A. M.	A. M.	P. M.		Nos. 246 and 247 will use Former Western Division Tracks Between Southern Junc- tion, Glynmar and Brunswick.		A. M.	P. M.	P. M.	P. M.	P. M.
	Daily	Daily	Daily Ex. Sunday	Daily	Daily			Daily	Daily	Daily Ex. Sunday	Daily	Daily
	53	247	505	27	107			26	108	504	52	246

Main Line—Southbound—BETWEEN ALBANY AND THOMASVILLE—Northbound—Waycross Dist.

4TH CLASS	3RD CLASS	1ST CLASS	Distance from Albany	TIME TABLE NO. 3 IN EFFECT December 16, 1949 STATIONS	Car Capacity of Side Tracks	1ST CLASS	3RD CLASS	4TH CLASS
519	235	33				32	234	518
Local Freight	Through Freight	Southland				Southland	Through Freight	Local Freight
Daily Ex. Sunday	Daily	Daily				Daily	Daily	Daily Ex. Sunday
A. M.	P. M.	A. M.				A. M.	P. M.	A. M.
		1.15		TL ALBANY	A	s 3.35		
				North End Double Track				
9.30	10.00	1.20	1.3	1.3 T South End Double Track	Yard	3.27	A 9.00	A 8.30
				7.6 EAST ALBANY W				
9.45	10.15	1.30	8.9	7.2 PUTNEY	47 18	3.16	8.35	8.08
10.05	10.25	1.39	16.1	4.2 T BACONTON	58 28	3.06	8.21	7.53
10.25	10.30	1.44	20.3	6.0 MP NC 723-X-GAS&C FLINT	46	3.01	8.15	7.40
10.45	10.40	f 1.53	26.3	8.2 T CAMILLA	61 45	f 2.52	8.05	7.25
11.20	11.05	f 2.04	34.5	5.2 T PELHAM W	58 71	f 2.42	7.50	7.10
11.50	11.15	f 2.11	39.7	7.3 T MEIGS	86 51	f 2.34	7.40	6.50
12.15	11.30	2.24 ³²	47.0	5.6 T OCHLOCKNEE	61 44	2.24 ³³	7.30	6.30
12.35	11.40	2.34	52.6	5.9 PASCO	33	2.13	7.20	6.15
1.00	12.15	s 2.50	58.5	TA THOMASVILLE WL	Yard	2.00	7.00	6.00
P. M.	A. M.	A. M.				A. M.	P. M.	A. M.
Daily Ex. Sunday	Daily	Daily				Daily	Daily	Daily Ex. Sunday
519	235	33				32	234	518

Luverne Branch—Montgomery Dist.
Between SPRAGUE and LUVERNE
Southbound Northbound

3RD CLASS		TIME TABLE NO. 3				4TH CLASS	
429		IN EFFECT				428	
Mixed		December 16, 1949				Mixed	
Daily Ex. Sunday		STATIONS				Daily Ex. Sunday	
A. M.						P. M.	
10.10		L	SPRAGUE	WA	43		3.10
			5.6				
10.30	5.6		SELLERS		20		2.50
			6.8				
11.00	12.4	T	LAPINE		31		2.20
			4.8				
11.15	17.2		BRADLEYTON		18		2.05
			4.2				
11.30	21.4		PETREY		23		1.50
		4.9	MP NH 906 W				
11.45	26.3		PATSBURG		7		1.35
			6.0				
12.10	32.3	TA	LUVERNE	L	61		1.10
P. M.						P. M.	
Daily Ex. Sunday						Daily Ex. Sunday	
429						428	

Elba Branch—Montgomery Dist.
Between WATERFORD and ELBA
Westbound Eastbound

3RD CLASS		TIME TABLE NO. 3				4TH CLASS	
425		IN EFFECT				424	
Mixed		December 16, 1949				Mixed	
Daily Ex. Sunday		STATIONS				Daily Ex. Sunday	
A. M.						P. M.	
9.20		TL	WATERFORD	WA	17		1.20
			4.0				
9.30	4.0		KELLY		6		1.12
			4.0				
9.38	8.0		DALEVILLE		7		1.04
			2.8		53		
9.44	10.8		GERALD		6		12.58
			6.6				
9.57	17.4	T	ENTERPRISE		26		11.58
			9.2		57		
10.15	26.6	T	NEW BROCKTON		29		11.40
		10.1	MP NG 836 W				
10.45	36.7	TA	ELBA	L	43		11.15
A. M.						A. M.	
Daily Ex. Sunday						Daily Ex. Sunday	
425						424	

Chattahoochee Branch—Montgomery Dist.
Between CLIMAX and CHATTAHOOCHEE
Westbound Eastbound

4TH CLASS			TIME TABLE NO. 3				4TH CLASS		
421			IN EFFECT				420		
Mixed			December 16, 1949				Mixed		
Daily Ex. Sunday			STATIONS				Daily Ex. Sunday		
P. M.							P. M.		
3.15	3.15	2.55	TL	CLIMAX	WA	101	s12.45	s12.45	12.45
				2.0					
3.23	f 3.20	f 3.00		OTISCA			f12.30	f12.34	12.30
				6.7					
3.40	f 3.34	f 3.14		FOWLTOWN		29	f12.10	f12.23	12.15
				6.7					
3.55	f 3.46	f 3.26		FACEVILLE		28	f11.50	f12.12	11.55
				6.1					
4.20	f 3.58	f 3.38		RECOVERY		7	f11.35	f12.02	11.35
				8.8					
4.45	s 4.15	s 3.55		TA CHATTAHOOCHEE	WL	Yard	11.15	11.45	11.15
				30.3					
P. M.							P. M.		
Daily Ex. Sunday							Daily Ex. Sunday		
421							420		

Abbeville Branch—Montgomery Dist.
Between GRIMES and ABBEVILLE
Westbound Eastbound

3RD CLASS		TIME TABLE NO. 3				4TH CLASS	
427		IN EFFECT				426	
Mixed		December 16, 1949				Mixed	
Daily Ex. Sunday		STATIONS				Daily Ex. Sunday	
P. M.						P. M.	
2.20		L	GRIMES	A	16		5.00
			6.8				
2.35	6.8	T	HEADLAND		61		4.45
			5.6				
2.55	12.4		NEWVILLE		31		4.30
			6.6				
3.10	19.0		CAPPS	W	7		4.16
			7.0				
3.30	26.9	TA	ABBEVILLE	L	39		4.00
P. M.						P. M.	
Daily Ex. Sunday						Daily Ex. Sunday	
427						426	

Main Line—WESTBOUND—BETWEEN THOMASVILLE and DOTHAN—EASTBOUND—Montgomery Dist.

4TH CLASS		THIRD CLASS		FIRST CLASS			Distance from Thomasville	TIME TABLE NO. 3 IN EFFECT December 16, 1949 STATIONS	Car Capacity of Side Tracks	FIRST CLASS			THIRD CLASS		4TH CLASS
521	213	215	11	189	57	12				180	58	216	214	520	
Local Freight	Through Freight	Through Freight	South Wind	Passenger	Passenger	South Wind				Passenger	Passenger	Through Freight	Through Freight	Local Freight	
Daily Ex. Sunday	Daily	Daily	Daily	Daily	Daily	Daily				Daily	Daily	Daily	Daily	Daily Ex. Sunday	
A. M.	P. M.	A. M.	P. M.	P. M.	A. M.	A. M.	P. M.	A. M.	A. M.	P. M.	P. M.				
6.10	2.40	2.30 ⁵⁸ ₅₇	10.30	12.30	1.55 ²¹⁶		TL THOMASVILLE A 7.4	Yard	s 7.20	s 3.20	s 2.20 ²¹⁵	4.55	5.00	1.00	
6.30	3.08 ¹⁸⁰	2.45	10.39	12.40 ⁵²⁰	2.08 ⁵⁸	7.4	MP N 692 W PINE PARK 6.7	74 25 P	7.08	f 3.08 ²¹³	2.08 ⁵⁷	4.26	4.38	12.40 ¹⁸⁵	
7.00 ¹²	3.40	2.55	10.47	s12.49	s 2.16	14.1	T CAIRO 6.9	73 146 F	7.00 ⁵²¹	s 2.58	s 1.52	3.57	4.23	12.08	
7.25	4.01 ²¹⁴	3.05	10.55	s12.59	f 2.28	21.0	T WHIGHAM 6.5	52 31 P	6.52	s 2.48	f 1.40	3.34	4.01 ²¹³	11.22	
8.00	4.15	3.23 ²¹⁶	11.02	s 1.09	s 2.37	27.5	T CLIMAX W 8.5	69 106 P	6.44	s 2.35	s 1.28 s 1.22	3.23 ²¹⁵	3.51	11.05	
8.50	4.29	3.37	11.11	s 1.23	s 2.54 ²¹⁶	36.0	T BAINBRIDGE 1.2 —MP N 728.9 X GF&A W	77 Yard P	6.32	s 2.20	s 1.06	2.54 ⁵⁷	3.29	10.45	
8.58	4.34	3.42	11.16	1.32	3.03	37.2	WEST BAINBRIDGE 4.0	Yard	6.28	2.14	1.01	2.39	3.22	10.15	
9.25	4.44	3.49	11.21	1.38	3.08	41.2	HANOVER 6.0	68 P	6.23	2.09	12.55	2.33	3.14	9.52	
9.40 ⁵²⁰	4.54	4.08	11.28	f 1.46	3.17	47.2	BRINSON 5.1	49 19 F	6.16	f 2.00	f12.48	2.24	3.04	9.40 ⁵²¹	
10.06	5.03	4.15	11.34	f 1.53 ¹⁸⁰	f 3.23	52.3	IRON CITY 4.6	75 36 P	6.10	f 1.53 ¹⁸⁵	f12.41	2.16	2.54	9.10	
10.20	5.11	4.22	11.39	s 1.59	s 3.29	56.9	T DONALSONVILLE 6.1	51 53 P	6.05	s 1.38	s12.33	2.09	2.45	8.30	
10.43	5.21	4.31	11.46	f 2.08	3.36	63.0	JAKIN 5.4	74 22 P	5.58	f 1.30	f12.22	1.57	2.35	8.00	
11.12	5.33	4.40	11.53	f 2.19 ²¹⁴	3.44	68.4	T ALAGA W 3.4	73 7 P	5.51	f 1.19	12.11	1.45	2.19 ¹⁸⁵	7.36	
11.22	5.40	4.45	—	s 2.27	f 3.49	71.8	T GORDON 4.7	29	5.47	s 1.13	f12.07	1.39	1.56	7.20	
11.39	5.48	4.51	12.02 ⁵⁸	f 2.34	3.56	76.5	PANSEY 4.3	74 8 P	5.42	f 1.06	12.02 ¹¹	1.32	1.48	7.08	
11.59	5.56	4.57	—	s 2.41	f 4.03	80.8	T ASHFORD 4.4	50	—	s12.59	f11.52	1.25	1.40	6.58	
12.15	6.04	5.03	12.11	f 2.48	4.09	85.2	COWARTS 6.3	74 17 P	5.32	f12.52	11.47	1.18	1.32	6.48	
12.35 ²¹⁴	6.25	5.15 ¹²	s12.18 ²¹⁶	s 3.00	s 4.20	91.5	TA DOTHAN WL Yard	Yard	5.23 ²¹⁶	12.40 ²¹⁴	11.38	1.00 ¹¹	1.20 ⁵²¹ ₁₈₀	6.35	
P. M.	P. M.	A. M.	A. M.	P. M.	A. M.		The time of all First Class Trains at Dothan will apply at Passenger Station.		A. M.	P. M.	P. M.	A. M.	P. M.	A. M.	
Daily Ex. Sunday	Daily	Daily	Daily	Daily	Daily				Daily	Daily	Daily	Daily	Daily	Daily Ex. Sunday	
521	213	215	11	189	57				12	180	58	216	214	520	

Main Line—BETWEEN DOTHAN AND MONTGOMERY—WESTBOUND—Montgomery Dist.

								FOURTH CLASS			THIRD CLASS		FIRST CLASS			Distance from Thomasville	TIME TABLE NO. 3		
		523		425		213		215		189	57		11	IN EFFECT					
		Local Freight		Mixed		Through Freight		Through Freight		Passenger	Passenger		South Wind	December 16, 1949					
		Daily Ex. Sunday		Daily Ex. Sunday		Daily		Daily		Daily	Daily		Daily	STATIONS					
		A. M.		A. M.		P. M.		A. M.		P. M.	A. M.		A. M.						
								6.45	8.30	7.10	6.00 ¹²	3.10	4.30	12.18 ²¹⁶	91.5	TL	DOTHAN	W	
								7.12	8.55	7.24	6.12	f 3.20 ⁴²⁴	4.39	12.26	97.7		6.2	GRIMES	
								7.20	9.02	7.30	6.19	f 3.26	4.44	—	101.2	T	3.5	MIDLAND CITY	
								7.30	9.08	7.35	6.25	f 3.31	4.49	12.33	104.2		3.0	PINCKARD	
								7.40	A 9.18	7.43	6.34	f 3.38	5.01 ¹²	12.39	108.8	T	4.6	WATERFORD	
								7.56		7.56	6.47	f 3.46	5.08	12.46	114.1		5.3	EWELL	
								8.08		8.03	6.54	s 3.53	s 5.14	12.52	118.7	T	4.6	OZARK	
								8.39		8.13	7.04	f 4.05	5.26	12.59	124.9		6.2	DILLARD	
								8.52		8.22	7.13	f 4.13	f 5.34	1.06	130.6		5.7	ARITON	
								9.02		8.29	7.20	f 4.23	f 5.42	1.11	134.7		4.1	TENNILLE	
								9.30		8.41	7.35	s 4.35	s 5.55	1.21	142.3	T	7.6	BRUNDRIDGE	
								9.45 ⁵²²		8.52	7.49	f 4.46	f 6.07	1.30	149.4		7.1	BANKS	
								10.20 ²¹⁴		9.04	8.04	4.56	6.17	1.40	157.0	7.6	—MP N 848 X CoGa.	COBORAN	
								10.25		9.10	8.17	s 5.02	s 6.21	1.46	158.4	1.4	—MP N 848.8 X CoGa.	TROY	
								10.31 ¹⁸⁰		9.27 ⁸⁸	8.22	5.09	6.25	1.50	158.9	T	0.5	WEST TROY	
								11.00		9.45 ²¹⁶	8.40 ⁵²²	f 5.19	6.34	1.59	165.7		6.8	YOUNGBLOOD	
								11.45		10.00	8.52	5.31	6.44	2.08	172.6		6.9	OLUSTEE	
								12.15		10.16	9.05	f 5.43	f 6.53	—	179.7		7.1	GRADY	
								12.30		10.26	9.15 ²¹⁴	f 5.50	f 7.00	2.22	183.9	T	4.2	RAMER	
								12.45		10.42	9.34 ¹⁸⁰	s 5.59	f 7.09 ⁵²²	2.30	190.7		6.8	SPRAGUE	
								1.05		10.52	9.55	6.06	7.16	2.37	195.9		5.2	THARIN	
								1.15		10.59	10.02	f 6.12	7.22	—	199.0		3.1	SNOWDOWN	
								1.30		11.09	10.10	6.19	7.28	2.46	203.1		4.1	WILEY	
								A 1.50		11.30	10.30	6.29	7.38	2.53 ¹²	208.5	T	5.4	DAY ST. YARD	
												s 6.35	s 7.45	s 3.05	210.0	TA	1.6	MONTGOMERY	
								P. M.	A. M.	P. M.	A. M.	P. M.	A. M.	A. M.					
								Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily	Daily	Daily	Daily					
								523	425	213	215	189	57	11					

The time of all First Class
Trains at Dothan will apply at
Passenger Station.

Main Line BETWEEN DOTHAN AND MONTGOMERY—EASTBOUND—Montgomery Dist.

TIME TABLE NO. 3 IN EFFECT December 16, 1949 STATIONS		Car Capacity of Side Tracks	FIRST CLASS			THIRD CLASS		FOURTH CLASS													
			12	180	58	214	216	522	424												
			South Wind	Passenger	Passenger	Through Freight	Through Freight	Local Freight	Mixed												
			Daily	Daily	Daily	Daily	Daily	Daily Ex. Sunday	Daily Ex. Sunday												
		A. M.	P. M.	P. M.	P. M.	A. M.	P. M.	P. M.													
T	DOTHAN	WA	Yard	s 5.23 ²¹⁸	s12.40 ²¹⁴	s11.28	12.20 ¹⁸⁹	12.10 ¹¹	2.20	5.30											
	6.2																				
	GRIMES		P	5.15	f12.23	11.18	12.08	11.51	2.00	5.15 ¹⁸⁹	2.10										
	3.5																				
T	MIDLAND CITY		P	—	f12.17	11.13	12.02	11.44	1.35	2.03											
	3.0																				
	PINCKARD		P	5.08	f12.10	11.08	11.57	11.39	1.17	1.57											
	4.6																				
T	WATERFORD	W	P	5.01 ¹⁷	f12.01	11.00	11.45	11.29	12.55	1.45											
	5.3																				
	EWELL		P	4.55	f11.52	10.53	11.35	11.21	12.35												
	4.6																				
T	OZARK		P	4.49	s11.45	s10.44	11.26	11.14	12.20												
	6.2																				
	DILLARD		P	4.41	f11.37 ⁶²²	10.33	11.13 ⁶²²	11.04	11.47 ¹⁸⁰	11.03 ²¹⁴											
	5.7																				
	ARITON		P	4.34	f11.29	f10.24	11.03	10.55	10.40												
	4.1																				
	TENNILLE	W	P	4.27	f11.20	f10.11	10.53	10.47	10.30												
	7.6																				
T	BRUNDIDGE		P	4.18	s11.07	s10.00	10.42	10.35	10.05												
	7.1																				
	BANKS		P	4.10	f10.55	f 9.50	10.31	10.24	9.45 ⁶²³												
	7.6	MP N 848 X CGA																			
	CORCORAN	W	P	4.01	10.43	9.40	10.20 ⁶²³	10.12	9.29												
	1.4	MP N 848.8 X CGA																			
T	TROY		P	3.55	s10.36	s 9.30	10.12	10.05	9.24												
	0.5																				
	WEST TROY		P	3.52	10.31 ⁶²³	9.27 ²¹³	10.08	10.00	9.16												
	6.8																				
	YOUNGBLOOD	W	P	3.44	f10.20	9.18	9.50	9.45 ²¹³	8.40 ²¹⁶												
	6.9																				
	OLUSTEE		P	3.36	10.08	9.08	9.39	9.32	8.10												
	7.1																				
	GRADY		P	—	f 9.56	f 8.58	9.28	9.20	7.50												
	4.2																				
T	RAMER		P	3.23	s 9.48	f 8.50	9.15 ²¹⁶	9.11	7.36												
	6.8																				
	SPRAGUE	W	P	3.15	s 9.34 ²¹⁶	8.38	9.05	8.56	7.09 ⁵⁷												
	5.2																				
	THARIN		P	3.09	9.25	8.31	8.57	8.47	6.41												
	3.1																				
	SNOWDOWN		P	—	f 9.20	8.27	8.52	8.41	6.35												
	4.1																				
	WILEY		P	3.00	9.14	8.22	8.45	8.35	6.27												
	5.4																				
T	DAY ST. YARD	W	Yard	2.53 ¹¹	9.06	8.15	8.30	8.25	6.15												
	1.5																				
T	MONTGOMERY	L	Yard	2.50	9.00	8.10															
				A. M.	A. M.	P. M.	A. M.	P. M.	A. M.	P. M.											
				Daily	Daily	Daily	Daily	Daily	Daily Ex. Sunday	Daily Ex. Sunday											
				12	180	58	214	216	522	424											

The time of all First Class Trains at Dothan will apply at Passenger Station.

Main Line BETWEEN JACKSONVILLE AND SANFORD Northbound Jacksonville District

TIME TABLE NO. 3		Car Capacity of Side Tracks	FIRST CLASS				3RD CLASS	FOURTH CLASS										
			276	76	80	92	210	532	550	240								
IN EFFECT December 16, 1949		STATIONS	Passenger	Passenger	Passenger	West Coast Champion	Through Freight	Local Freight	Local Freight	Through Freight								
			Daily	Daily	Daily	Daily	Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday								
			A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.								
T	North End Double Track JACKSONVILLE WA	Yard	s 6.15	s 6.45	s 7.00	s 6.20	1.00	3.00										
	5.3 McGIRTS	15	5.53	6.23	6.30	5.56	12.46	2.40										
	4.1 South End Double Track YUKON	14 65	5.45	f 6.15	s 6.20	5.50	12.35	2.30										
T	4.6 ORANGE PARK	76 8	5.35	6.05	f 6.10	5.44	12.23	2.15										
	6.4 DOCTORS INLET	75 15	5.25	5.56	f 6.00	5.37	12.08	1.54										
	3.5 RUSSELL	76 5	5.17	5.49	f 5.50	5.32	11.58 ⁸⁹	1.40										
T	GREEN COVE SPRINGS	80 22	5.07	s 5.39	s 5.42	5.26	11.45	1.20										
	3.5 WALKILL	76 6	5.01	5.33	5.36	5.22	11.30	1.05										
	6.9 WEST TOCOI	79 7	4.53	5.25	f 5.23	5.15	11.15	12.23 ⁸⁹										
	5.5 BOSTWICK	76 14	4.45	5.19	s 5.14 ⁹² s 5.04	5.09 ⁸⁰	11.05	11.59										
	5.9 PECAN	76	4.35	5.12	4.52	5.03	10.50	11.25										
	3.3 MP 697.8 X GS&F																	
T	PALATKA W	Yard	s 4.20	s 5.02	s 4.45	s 4.58	10.39 ⁵³³	11.10										
	2.4 LUNDY	95	4.15	4.57	4.35	4.55	10.28 ⁹¹	10.50 ⁵³³										
	6.6 SATSUMA	73 9	4.05	4.48	f 4.25	4.48	10.18	10.35 ⁹¹										
	5.5 POMONA PARK	78 17	3.58	4.40	f 4.15	4.42	10.06	10.16										
	4.8 HUNTINGTON	75 8	3.52	4.33	f 4.05	4.37	9.56 ⁵³³	10.06 ²¹⁰ 9.49										
T	2.2 CRESCENT CITY	50 8	3.47	f 4.28	s 3.50	4.34	9.49	9.40										
	2.6 LONGS	75 4	3.42	4.24	3.40	4.31	9.43	9.33										
T	4.4 SEVILLE W	76 22	3.35	f 4.18	s 3.25	4.27	9.29	9.17										
	5.7 PIERSON	76 12	3.28	f 4.11	s 3.10	4.21	9.12	8.57										
	4.7 BARBERVILLE	75 6	3.22	f 4.04	f 2.55	4.16	9.02	8.39										
T	5.2 DeLEON SPRINGS	91 6	3.15	3.58	f 2.45	4.11	8.46	8.19										
	3.2 GLENWOOD	76 14	3.10	3.53	f 2.38	4.06	8.35	8.03										
T	5.0 DeLAND W	120 Y	s 3.03	s 3.44	s 2.25 ⁸⁹	s 4.00	8.20	7.40 6.45										
	5.1 North End Double Track ORANGE CITY	82 16	2.55	3.35	2.15 ⁵³³	3.53	8.05	6.35										
	6.0 BENSON JUNCTION	122	2.47	3.25	f 2.05	3.46	7.45	6.20										
T	1.9 M. R.		2.43	3.22	2.00	3.43	7.38	6.10										
	2.3 RANDS	Yard	2.39	3.18	1.53	3.41	7.30 6.00	6.00	4.35	10.45								
T	1.8 SANFORD WL	Yard	2.35	3.15 ²⁰⁹	1.45	3.38 ⁸⁹	5.50	4.30	10.30									
	South End Double Track																	
			A. M.	A. M.	P. M.	P. M.	A. M.	A. M.	P. M.	P. M.								
			Daily	Daily	Daily	Daily	Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday								
			276	76	80	92	210	532	550	240								

Trilby Branch—Jacksonville Dist.
BETWEEN SYLVAN LAKE AND TRILBY

Southbound

Northbound

4TH CLASS	3RD CLASS	TIME TABLE NO. 3				4TH CLASS	
537	439	IN EFFECT				438	536
Local Freight	Mixed	December 16, 1949				Mixed	Local Freight
Daily Ex. Sunday	Daily Ex. Sunday	STATIONS				Daily Ex. Sunday	Daily Ex. Sunday
A. M.	A. M.	Distance from Sylvan Lake		Car Capacity of Side Tracks	P. M.	P. M.	
9.30	3.05		L SYLVAN LAKE	A 30	P 1.45	4.25	
			11.7				
10.05	3.30	11.7	FOREST CITY	20	1.15	4.00	
		6.3	MP T 788.2 X SAL				
10.25	3.50		MP T 791.3 X ACL				
4.50	18.0		CLARONA	13	12.50	3.15	
			6.1				
	5.10	23.1	CROWN POINT	24	12.25		
			2.2				
	5.20	25.3	T WINTER GARDEN	10	12.15		
			2.8	84			
	5.35	28.1	OAKLAND	28	11.55		
		3.9	MP T 802.8 X T&G				
	5.50	32.0	CYNTHIANA	27	11.40		
			6.7				
	6.30	38.7	T OLERMONT	35	11.10		
			6.3	25			
	6.50	45.0	T GROVELAND	26	10.45		
			3.0	33			
	7.05	48.0	MASCOtte	14	10.31		
		9.2	MP T 826.7 X SAL				
	7.30	57.2	LINDEN	15	10.05		
		11.2	MP T 841.3 X SAL				
	8.10	68.4	T LACOOCHEE	10	9.39		
			1.4				
	8.25	69.8	TA TRILBY	Yard	9.30		
			WL				
A. M.	A. M.				A. M.	P. M.	
Daily Ex. Sunday	Daily Ex. Sunday				Daily Ex. Sunday	Daily Ex. Sunday	
537	439				438	536	

Palatka Branch—Jacksonville District
BETWEEN PALATKA AND ROCHELLE

Southbound

Northbound

3RD CLASS	TIME TABLE NO. 3				4TH CLASS
545	IN EFFECT				544
Local Freight	December 16, 1949				Local Freight
Daily Ex. Sunday	STATIONS				Daily Ex. Sunday
A. M.	Distance from Palatka		Car Capacity of Side Tracks	P. M.	
8.00		TL PALATKA	WA 162	2.00	
		4.4	Y		
8.15	4.4	FRANCIS	23	1.40	
		7.1			
8.35	11.5	HOLLISTER	69	1.10	
		5.1	P		
9.00	16.6	T INTERLAOEN	38	12.50	
		4.8	60		
9.30	21.2	T EDGAR	27	12.25	
		8.8			
10.15	30.0	T HAWTHORNE	55	11.55	
		4.7	10		
10.40	34.7	GROVE PARK	28	11.40	
		4.2			
11.00	38.9	A ROCHELLE	11	11.30	
		WL	57		
		Y			
A. M.				A. M.	
Daily Ex. Sunday				Daily Ex. Sunday	
545				544	

Florida Midland Branch—Southbound—Between Apopka and Kissimmee—Northbound—Jacksonville District

4TH CLASS	3RD CLASS	TIME TABLE NO. 3				4TH CLASS	
441	537	IN EFFECT				440	536
Mixed	Local Freight	December 16, 1949				Mixed	Local Freight
Daily Ex. Sunday	Daily Ex. Sunday	STATIONS				Daily Ex. Sunday	Daily Ex. Sunday
A. M.	A. M.	Distance from Apopka		Car Capacity of Side Tracks	A. M.	P. M.	
4.25 ⁴⁴⁰			L APOPKA	A 21	4.15 ⁴⁴¹		
			3.8				
A 4.50	10.30	3.8	OLARONA	18	3.50	A 3.15	
		4.8	MP VB 841.1 X SAL				
	10.50	8.6	MP VB 837.5 X ACL				
			LACOOCHEE	15	2.59		
			8.4				
	11.04	12.0	GOTHA	11	2.45		
			7.1				
	11.34	19.1	DR. PHILLIPS	40	2.20		
			3.5				
	11.43	22.6	VINELAND	9	2.01		
			6.2				
	11.58	28.8	SHINGLE CREEK	14	1.46		
			4.8				
	12.09	33.1	TA KISSIMMEE	126	1.35		
			WL	Y			
A. M.	P. M.				A. M.	P. M.	
Daily Ex. Sunday	Daily Ex. Sunday				Daily Ex. Sunday	Daily Ex. Sunday	
441	537				440	536	

Main Line—BETWEEN SANFORD AND PORT TAMPA—SOUTHBOUND—Tampa District

FOURTH CLASS											3RD CLASS	FIRST CLASS					Distance from Sanford	TIME TABLE NO. 3							
241	551	553	569	209	101	89	91	75	275		101	89	91	75	275	IN EFFECT									
Through Freight	Local Freight	Local Freight	Local Freight	Through Freight	Passenger	Passenger	West Coast Champion	Passenger	Passenger		Passenger	Passenger	Passenger	Passenger	Passenger	December 16, 1949									
Daily Ex. Saturday	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily	Daily	Daily	Daily	Daily	Daily		Daily	Daily	Daily	Daily	Daily	STATIONS									
P. M.	A. M.	P. M.	A. M.	A. M.	P. M.	P. M.	A. M.	A. M.	A. M.		P. M.	P. M.	A. M.	A. M.	A. M.										
	5.30	9.15			3.15 ⁷⁶			3.33 ⁹²	11.55	3.00 ⁷⁶	1.45		TL	SANFORD	W										
	5.45	9.30			3.35		f 3.40	12.01	3.06	1.50	4.9			LAKE MARY											
	6.00	9.40			3.50		f 3.48	12.06	f 3.15	1.55 ²⁷⁶	9.5	T	LONGWOOD												
	6.10	9.55			4.00		f 3.51 ⁵⁶⁰	12.09	3.19	2.00	12.4			ALTAMONTE SPRINGS											
	6.20	10.10			4.10		f 3.57	12.12	f 3.23	2.03	15.0	T	MAITLAND												
	6.30	10.30			4.25		s 4.05	s 12.15	s 3.31	2.06	17.5			North End Double Track WINTER PARK											
	6.55	11.05			4.45		s 4.20 4.35	s 12.27	s 3.45 3.55	s 2.20 2.35	22.3	T	ORLANDO	W											
	7.15	11.38			6.00		f 4.43	12.40	4.05 ²¹⁰	2.42	26.7			PINE CASTLE											
	7.25	11.54 ⁸⁰			6.10		f 4.50	12.43	4.03	2.45	29.7			TAFT											
	7.35	12.20			6.20		4.55	12.47	4.12	2.49	33.1			FLAMINGO											
	7.55	12.45 ⁹¹ 1.18 ⁵⁶⁰			6.40		s 5.05	s 12.56 ⁵⁵¹ s 12.56 ⁵⁶⁰	s 4.25	3.00	40.1	T	KISSIMMEE	W											
	8.05	1.35			7.10		5.20	1.03	4.40	3.08 ²¹⁰	44.1			CAMPBELL											
	8.20	2.06 ⁹²			7.30		f 5.29	1.11	4.48	3.16	51.2			LOUGHMAN											
	8.40 ²⁴⁰	2.40			7.45		f 5.37	1.17	4.54	3.22	57.2	T	DAVENPORT												
	A 8.50	3.05	2.00	12.15	8.25 ⁵⁶⁴	10.50	s 5.45	s 1.21	s 5.00	s 3.28	61.1	T	HAINES CITY	W											
		3.15	2.20	12.28	8.50		f 11.15 ²⁷⁶	s 5.55	s 1.31	s 5.20	67.8	T	LAKE ALFRED												
		3.31	2.30	12.36 ⁷⁶	9.00		f 11.21	s 6.02	1.38 ⁹²	f 5.30	72.1	T	AUBURNDALE												
		3.45	2.40	12.50	9.30 ⁵⁶⁰	11.28	6.12	1.52	5.38		77.3			CARTERS											
	A 4.00	A 3.00	A 1.00 ²¹⁰	10.00 ⁸⁰ 11.00	10.00 ⁸⁰ 11.00	S A 11.40	S 6.20 ⁵⁶⁸ 6.35	S 1.59	S 5.45 6.00		82.7	T	LAKELAND	W											
				11.30			6.45	2.18	6.10		86.8	T	WINSTON												
				11.40			6.49	2.21	6.15		89.8			YOUMANS											
				11.55			s 6.55	s 2.28	s 6.22		93.2	T	PLANT CITY	W											
				12.10			f 7.10	2.38	6.35		99.4	T	DOVER												
				12.19			7.13	2.40	6.38		101.4			GRENADA											
				12.49 ⁹²			f 7.20	2.44	6.42		104.9			MANGO											
				A 1.00			7.30	2.50	6.48		110.6	T	UCETA	W											
							7.35	2.52	6.50		111.8			GY											
							S A 7.45	S A 3.00	S A 7.00		113.8	T	TAMPA UNION STATION												
											123.7	TA	PORT TAMPA	W											
	P. M.	P. M.	P. M.	A. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.			Seffner is a train order office. Departing time for all southbound trains at Orlando will apply at south end of double track.												
	Daily Ex. Saturday	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily	Daily	Daily	Daily	Daily	Daily			241	551	553	569	209	101	89	91	75	275			

Main Line BETWEEN SANFORD AND PORT TAMPA NORTHBOUND Tampa District

TIME TABLE NO. 3 IN EFFECT December 16, 1949 STATIONS		Car Capacity of Side Tracks	FIRST CLASS					3RD CLASS	FOURTH CLASS											
			102	80	92	276	76	210	554	550	568	240								
			Passenger	Passenger	West Coast Champion	Passenger	Passenger	Through Freight	Local Freight	Local Freight	Local Freight	Through Freight								
			Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily Ex. Sunday								
		A. M.	P. M.	P. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.								
T	SANFORD	WA	Yard		s 1.30	s 3.33 ⁸⁹	s 2.20	s 3.00 ⁷⁶	5.50		4.30		10.30							
	4.9																			
	LAKE MARY		75 10	P	f 1.18	3.22	2.12	2.50	5.30		4.15		10.22							
	4.6																			
T	LONGWOOD		80 30	P	f 1.01	3.16	1.55 ⁷⁶	f 2.37	5.15		4.05		10.15							
	2.9																			
	ALTAMONTE SPRINGS		25		f 12.52	3.11	1.38	f 2.32	5.05		3.51 ⁸⁹		10.10							
	2.6																			
T	MAITLAND		79 41	P	f 12.45	3.07	1.30	f 2.27	4.55		3.45		10.05							
	2.5																			
T	North End Double Track WINTER PARK		75 59	P	s 12.35	s 3.02	1.15	s 2.20	4.45		3.30		10.00							
	4.8																			
	MP 790 X SAL																			
T	ORLANDO	W	139	P	12.15	s 2.42	1.00	2.05	4.25		3.00		9.35							
	4.4																			
	South End Double Track																			
	PINE CASTLE		60 10	P	f 11.59	2.37 ⁶⁰	12.37	1.49	4.05 ⁷⁶		2.45 ⁹² 2.25		9.28							
	3.0																			
	TAFT		82	P	f 11.54 ⁶¹	2.34	12.34	1.46	3.57		2.08		9.23							
	3.4																			
	FLAMINGO		76 2	P	11.50	2.30	12.30	1.42	3.47		1.45		9.17							
	7.0																			
T	KISSIMMEE	W	64	P	s 11.35	s 2.20	12.15	s 1.28	3.20		1.08 ⁹¹ 12.55 ⁶¹		9.07							
	4.0																			
	CAMPBELL		78 18	P	11.29	2.14	12.10	1.22	3.08 ²⁷⁶		12.41		9.01							
	7.1																			
	LOUGHMAN		82 4	P	f 11.20	2.06 ⁶¹	12.02	1.14	2.45		12.05		8.50							
	6.0																			
T	DAVENPORT		100 22	P	f 11.13 ⁶⁰	2.00	11.55	1.03	2.30		11.26 ⁸⁰ 11.06		8.40 ²⁴							
	3.9																			
T	HAINES CITY	W	87	P	A S 4.10	s 11.05	s 1.54	11.45 s 11.30	s 12.50	2.13	8.25 ²⁰⁵	10.44	A 7.30	8.30						
	6.7																			
T	LAKE ALFRED		81	P	f 3.50 ²⁷⁶	s 10.53	s 1.45	11.15 ¹⁰¹	f 12.43	1.50	8.05	10.25	7.15							
	4.3																			
T	AUBURNDALE		78 65	P	f 3.40	s 10.47	1.38 ⁹¹		f 12.36 ⁶¹	1.35	7.35	10.00	7.05							
	5.2																			
	MP 841 X SAL																			
	CARTERS		70	P	3.33	10.41	1.29		12.30	1.20	7.20	9.30 ²⁰³	6.50							
	5.4																			
T	LAKELAND	W	Yard		3.25	s 10.25 ²⁰³	s 1.18		12.15 s 11.50	1.00 ⁵⁶	7.00	9.15	6.30 ⁹³							
	4.1																			
T	WINSTON		77	P		10.18	1.12		11.40	12.22										
	3.0																			
	YOUMANS		74 22	P		10.15	1.09		11.38	12.12										
	3.4																			
	MP 861.1 X SAL																			
T	PLANT CITY	W	105 206	P		s 10.10	s 1.03		s 11.30	12.02										
	6.2																			
T	DOVER		72 32	P	f 10.01	12.56		11.20	11.46											
	2.0																			
	GRENADA		77	P		9.57	12.53		11.18	11.38										
	3.5																			
	MANGO		65 5	P	f 9.51	12.49 ²⁰³		11.14	11.31											
	5.7																			
T	North End Double Track UCETA	W	80	CP		9.43	12.43		11.08	11.20										
	1.2																			
	GY		Yard			9.41	12.41		11.06											
	2.0																			
	MP 880.4 X SAL																			
T	South End Double Track TAMPA UNION STATION		Yard			9.35	12.35		11.00											
	9.9																			
T	PORT TAMPA	WL	Yard																	
Soffner is a train order office. Departing time for all northbound trains at Winter Park will apply at north end of double track.					A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	P. M.	P. M.						
					Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily Ex. Sunday						
					102	80	92	276	76	210	554	550	568	240						

Immokalee Branch—Tampa District
BETWEEN PALMDALE AND EVERGLADES
 Southbound Northbound

3RD CLASS		Distance from Palmdale	TIME TABLE NO. 3				Car Capacity of Side Tracks	4TH CLASS	
453			IN EFFECT					452	
Mixed			December 16, 1949					Mixed	
Daily Ex. Sunday			STATIONS					Daily Ex. Sunday	
A. M.							P. M.		
9.25		TL	PALMDALE	A	61 35	P	5.30		
9.30	1.0		HARRISBURG	W	Y		5.18		
9.52	11.7		GOODNO		40 10	P	4.45		
10.13	21.7		SEARS		17		4.20		
10.23	25.1		KERI		20		4.10		
11.00	37.5	T	IMMOKALEE	W	51 18	Y	3.30		
11.40	49.9		SUNNILAND		55 18	P	2.58		
12.30	65.3		DEEP LAKE		55 21	P	2.21		
12.53	72.0	T	COPELAND	W	40 Y		2.05		
1.00	74.4		CARNESTOWN		50		1.59		
1.15	78.4	TA	EVERGLADES	L	22 Y		1.50		
P. M.							P. M.		
Daily Ex. Sunday							Daily Ex. Sunday		
453							452		

Bone Valley Branch—Tampa District
BETWEEN WINSTON AND FORT MEADE
 Southbound Northbound

THIRD CLASS		Distance from Winston	TIME TABLE NO. 3				Car Capacity of Side Tracks	FOURTH CLASS	
589			IN EFFECT					562 588	
Local Freight			December 16, 1949					Local Freight	
Daily Ex. Sunday			STATIONS					Daily Ex. Sunday	
P. M.		A. M.					P. M.		
10.00	9.00		TL	WINSTON	A	Yard Y	2.00	11.55	
10.15	9.15	6.7		TANCREDE		48 28 Y	1.40	11.35	
10.25	9.25	10.0		PRAIRIE JUNCTION	W	Yard	1.30 11.10	11.25	
10.30	9.30	10.8	T	MULBERRY		27	11.00	11.15	
		13.8		AOHAN		31 Y			
		15.4		PEBBLEDALE		Mine Spur			
		17.2		GREEN BAY		30 Y			
		21.4		AGRICOLA	W	30 Y			
		28.8	TA	FORT MEADE	WL	43 Y			
P. M.		A. M.					A. M. P. M.		
Daily Ex. Sunday		Daily Ex. Sunday					Daily Ex. Sunday		
589		563					562 588		

Main Line—BETWEEN VITIS AND TAMPA—Ocala Dist.
 Southbound Northbound

THIRD CLASS			1ST CLASS	Distance from Vitis	TIME TABLE NO. 3				Car Capacity of Side Tracks	1ST CLASS	THIRD CLASS		
217			33		IN EFFECT					32	218 220 222		
Through Freight			Southland		December 16, 1949					Southland	Through Freight		
Daily			Daily		STATIONS					Daily	Daily		
P. M.			A. M.						P. M.				
10.18	6.06	6.03	8.19		TL	VITIS	WA	89 112 Y	8.20	3.59	8.33	10.54	
10.25	6.16	6.11	8.25 ²²⁰	3.7	T	ZEPHYRHILLS		84 20 P	8.14	3.50	8.25 ⁵³	10.47	
10.38 ²²²	6.32	6.22	8.33	9.3		GLENNELL		87 10 P	8.07	3.40	8.05	10.38 ²¹⁷	
11.00	6.47	6.39	8.45	18.0	T	THONOTOSASSA		87 16 P	7.57	3.25	7.49	10.24	
11.15	6.56	6.50	8.53	22.6		TEMPLE TERRACE JUNCT.		87 15 P	7.51	3.15	7.40	10.15	
11.30	7.15	7.20 ²²⁰	9.04	28.9		GY		Yard	7.41	3.00	7.20 ²¹⁹	10.00	
			9.15	30.9	TA	TAMPA UNION STA.	L	Yard	7.35				
P. M.			A. M.						P. M.			P. M.	
Daily			Daily		Double track between GY and Tampa Union Station.				Daily			Daily	
217			219						32			222	

Haines City Branch—Southbound—Between Haines City and Lake Harbor—Northbound—Tampa Dist.

FOURTH CLASS				1ST CLASS	Distance from Haines City	TIME TABLE NO. 3				Car Capacity of Side Tracks	1ST CLASS				FOURTH CLASS			
241	567	555	175	Passenger		IN EFFECT					176	552	240	566	Local Freight	Through Freight	Local Freight	Local Freight
Through Freight	Local Freight	Local Freight	Daily Ex. Saturday			December 16, 1949					Passenger	Local Freight	Through Freight	Local Freight				
Daily Ex. Saturday	Daily	Daily Ex. Sunday	Daily			STATIONS					Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily				
P. M.	P. M.	A. M.	A. M.					P. M.	P. M.	P. M.	A. M.							
	10.00	8.00	10.30	5.20		TL	HAINES CITY	WA	Yard		10.50	1.00	7.30	12.10				
	10.05	8.05	10.35	5.23	0.4		NEW YARD		Yard	10.44	12.55	7.25	12.05					
	10.18	8.15	10.50	f 5.32	5.3		LAKE HAMILTON		46 19	P	10.33	12.40	7.15	11.56				
	10.29 ¹⁷⁶	8.22	10.55	f 5.37	6.9	T	DUNDEE		26		10.29 ²⁴¹	12.30	7.10	11.52				
	10.40	8.32	11.00	f 5.42	9.2	T	WAVERLY		55 11	P	10.22	12.25	7.00	11.45				
	11.00	9.06	11.05	5.49	12.0		MOUNTAIN LAKE		32	P	10.17	12.15	6.52	11.38				
	11.30 ⁵⁶⁶	9.21	12.05 ⁵⁵²	s 6.00	15.4	T	LAKE WALES	MP 843.9 X SAL	53 54 85	PN PS	10.07	12.05 ⁵⁵²	6.45	11.30 ²⁴¹				
	11.50	9.56 ¹⁷⁶	12.25	f 6.17	21.3	T	BABSON PARK	W	50 38	P	9.56 ⁵⁶⁶	10.30	6.15	11.10				
	12.10	10.20	12.50	s 6.31	27.8	T	FROSTPROOF		61 85	P	9.42	10.15	6.00	10.50				
	12.23	10.37 ⁵⁶⁶	1.30	6.45	32.4		NEILSON		68	P	9.34	9.20	5.10	10.37 ⁵⁶⁶				
	12.35	11.01	1.42	s 6.54	38.5	T	AVON PARK		40 11	P	9.24	9.00	4.50	10.10				
	12.45	11.06	2.00	7.01	40.0		TULANE		40		9.21	8.45	4.45	10.07				
	A 1.00	11.25	A 2.45	s 7.15	46.5	T	SEBRING	MP VC 871 W	48 114 Y	P	9.06	8.30	4.30	9.55				
		11.35		f 7.27	51.0		DeSOTO CITY		6		8.56			9.45				
		11.45		7.35	55.6		ISTOKPOGA		70	P	8.49			9.35				
		12.01		s 7.51	63.4	T	LAKE PLACID	W	43 10	P	8.30			9.15				
		12.15		8.04	69.4		CHILDS		52 16	P	8.21			9.00				
		12.40		f 8.21	79.9		VENUS		37 10	P	7.55			8.40				
		1.25		s 8.36	88.9	T	PALMDALE		58 35	P	7.38			8.20				
		1.35		8.45	89.9		HARRISBURG	W	Y		7.35			8.17				
		2.25		s 9.10	105.5	T	MOORE HAVEN		53 95	P	7.12			7.35				
		2.50		9.37	113.2		LIBERTY POINT				6.56			7.18				
		3.15		s 9.50	119.1	T	CLEWISTON (Pass.Sta.)	W	Yard	6.45				7.00				
		3.30			124.8		KEELA							6.40				
		4.05			129.2	A	LAKE HARBOR	I	108 Y					6.30				
	A. M.	A. M.	P. M.	A. M.							P. M.	A. M.	P. M.	P. M.				
	Daily Ex. Sunday	Daily	Daily Ex. Sunday	Daily							Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily				
	241	567	555	175							176	552	240	566				

Main Line—Southbound—Between Tampa and Sarasota—Northbound—Tampa Dist.

		THIRD CLASS		FIRST CLASS		Distance from Tampa	TIME TABLE NO. 3				Car Capacity of Side Tracks	FIRST CLASS		FOURTH CLASS	
		243	565	91	75		IN EFFECT					92	76	564	242
		Through Freight	Local Freight	West Coast Champion	Passenger		December 16, 1949					West Coast Champion	Passenger	Local Freight	Through Freight
		Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily		STATIONS					Daily	Daily	Daily Ex. Sunday	Daily Ex. Sunday
		P. M.	A. M.	P. M.	A. M.					P. M.	P. M.	P. M.	P. M.		
				3.25	9.30		TL	TAMPA UNION STA. WA	Yard	12-10	s 7.10				
								South End Double Track							
								MP 880.4 X SAL							
		1.00	8.05	3.33	9.38	3.2	T	UCETA	W	Yard	11.45	6.48	A 4.00	A 8.00	
								North End Double Track							
								MP ZA 779.8 X SAL							
		1.15	8.30	3.43 ⁵⁶⁴	f 9.50	10.3	T	EAST TAMPA		58	11.35	f 6.38	3.43 ⁹¹	7.30	
								5.8		3					
		1.25	9.30	3.51	10.00	16.1	T	NORTH RUSKIN		64	11.24	f 6.28	2.55	7.00	
								5.9		8					
		1.42	9.45	3.59	f 10.10	22.0		RUSKIN	W	50	11.16	f 6.18	2.40	6.40	
								3.6		11					
		1.52	10.00	4.05	f 10.19	25.6		SUN CITY		9	11.10	f 6.12	2.30	6.30	
								4.6							
		2.02	10.10	4.10	10.25	30.2		PINEY POINT		7	11.05	6.05	2.20	6.20	
								3.8							
		2.10 ⁸⁴⁴	10.20 ⁷⁵ 10.59 ⁹²	4.15	f 10.33 ⁸⁴⁸	34.0	T	GILLETT		54	10.59 ⁸⁸⁶	f 6.00 ²⁴²	2.10 ²⁴³	6.10 ⁷⁴ 5.25 ⁷⁴	
								MP ZA 910.9 X SAL		25					
								MP ZA 914.5 X SAL		Y					
		2.20	11.16	f 4.25 ²⁴²	s 10.50 ⁹²	38.8	T	PALMETTO		27	f 10.50 ⁷⁵	s 5.50	1.50	4.25 ⁹¹	
								1.3		Y					
		2.30	11.25	s 4.30	s 10.56	40.1	T	BRADENTON		28	s 10.42	s 5.30	1.30	4.12	
								MP ZA 916.4 917.9 X SAL		Y					
		2.40	11.45	4.40	11.13	44.3		ONECO		23	10.36	5.23	1.20	3.50	
								3.2							
		2.47	11.50	4.46	11.18	47.5		MATOAKA		65	10.32	5.18	1.10	3.40	
								4.7		44					
		3.00	12.05	s 5.00	s 11.30	52.2	TA	SARASOTA	WL	64	10.25	5.10	1.00	3.30	
										Y					
		P. M.	P. M.	P. M.	A. M.						A. M.	P. M.	P. M.	P. M.	
		Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily						Daily	Daily	Daily Ex. Sunday	Daily Ex. Sunday	
		243	565	91	75						92	76	564	242	

Bartow Branch—TAMPA DISTRICT
BETWEEN LAKE ALFRED AND BARTOW
 Southbound Northbound

1ST CLASS		Distance from Lake Alfred	TIME TABLE NO. 3				Car Capacity of Side Tracks	1ST CLASS	
275			IN EFFECT					276	
Passenger			December 16, 1949					Passenger	
Daily			STATIONS					Daily	
A. M.						P. M.			
		3.55		T L LAKE ALFRED	A	50		s 11.15	
				3.5		Y			
		f 4.02	3.5	T FLORENCE VILLA	W	32		f 10.59	
				1.5		Y			
		s 4.06	5.0	T WINTER HAVEN		37		s 10.45	
				4.0		88			
		f 4.26	9.0	EAGLE LAKE		23		f 10.35	
				7.7		Y			
		s 4.45	16.7	TA BARTOW	WL	Yard		10.15	
		A. M.						P. M.	
		Daily						Daily	
		275						276	

TAMPA DISTRICT
BETWEEN FORT MYERS AND NAPLES
 Southbound Northbound

3RD CLASS		Distance from Fort Myer	TIME TABLE NO. 3				Car Capacity of Side Tracks	4TH CLASS	
459			IN EFFECT					458	
Mixed			December 16, 1949					Mixed	
Daily Ex. Sunday			STATIONS					Daily Ex. Sunday	
A. M.						P. M.			
		11.00		TL FORT MYERS	WA	Yard		3.40	
				14.8		Y			
		11.28	14.8	ESTERO		9		3.00	
				7.5					
		11.54	22.3	BONITA SPRINGS		16		2.40	
				13.9					
		12.25	36.2	TA NAPLES	WL	38		2.10	
						Y			
		P. M.						P. M.	
		Daily Ex. Sunday						Daily Ex. Sunday	
		459						458	

Main Line—Southbound—Between Lakeland and Fort Myers—Northbound—Tampa Dist.

				4TH CLASS	1ST CLASS	TIME TABLE NO. 3 IN EFFECT December 16, 1949				1ST CLASS	4TH CLASS								
				557	275							276	556						
				Local Freight	Passenger	Distance from Lakeland				Car Capacity of Side Tracks			Local Freight						
				Daily Ex. Saturday	Daily									Daily	Daily Ex. Sunday				
				P. M.	A. M.									P. M.	P. M.				
				9.30			TL	LAKELAND	WA	Yard			10.45						
				9.55		4.2		EATON PARK		25			10.20						
				10.00 ⁵⁵⁶		7.5	T	HIGHLANDS CITY		34 52	P		10.00 ⁵⁵⁷						
				10.15	4.50	13.0	T	BARTOW	W	Yard		AS 10.10	9.40						
				10.30	4.59	13.8		OAKS		64	P	10.05	9.20						
				10.40	f 5.06	19.2		HOMELAND		70 14	P	f 9.56	9.10						
				10.55	s 5.13	23.9	T	FORT MEADE	W	65	P	s 9.48	9.00						
				11.10	s 5.27	31.7	T	BOWLING GREEN		77 26	P	s 9.32	8.45						
				11.30	s 5.38	38.1	T	WAUCHULA	W	54	s	9.18	8.30						
				11.40	f 5.50	42.1		ZOLFO SPRINGS		28 36	f	9.10	8.10						
				11.50	5.55	45.6		MOFFITT		63	P	9.05	7.55						
				12.05	f 6.05	52.5		GARDNER		63	P	f 8.55	7.40						
				12.15	f 6.10	56.0		BROWNVILLE		39	f	8.50	7.30						
				12.45	s 6.20	62.0	T	ARCADIA	W	47 133	P	s 8.38	7.00						
				1.05	f 6.35	66.0	T	NOCATEE		23 59	P	f 8.30	6.50						
				1.25	f 6.45	72.6		FORT OGDEN		64 25	P	f 8.19	6.35						
				1.45	f 7.00	82.2		CLEVELAND		14	f	8.06	6.20						
				2.05	s 7.10	86.0	T	PUNTA GORDA		163	s	8.00	6.00						
				2.25	7.22	90.2		ACLINE		28		7.53	5.50						
				2.45	7.39	99.1		GILCHRIST		32		7.41	5.36						
				3.00	f 7.56	106.8		BAYSHORE		28	f	7.30	5.25						
				3.10	f 8.05	109.8		TICE		28		7.25	5.20						
				3.25	s 8.30	114.0	TA	FORT MYERS	WL	Yard		7.15	5.10						
				A. M.	A. M.							P. M.	P. M.						
				Daily Ex. Sunday	Daily							Daily	Daily Ex. Sunday						
				557	275							276	556						

Main Line—Southbound—Between High Springs and Croom—Ocala Dist.

								FOURTH CLASS		3RD CLASS	FIRST CLASS		Distance from High Springs	TIME TABLE NO. 3 IN EFFECT December 16, 1949 STATIONS
581		583	481	579	225	191	37							
Local Fri.	Local Fri.	Mixed	Local Fri.	Through Fri.	West Coast	Passenger								
Daily Ex. Saturday	Daily Ex. Sunday	Daily Ex. Sunday	Tue. Thrs. Saturday	Daily Ex. Monday	Champion Daily	Daily								
P. M.	P. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.							
	10.00		11.45	7.00	4.00							7.6	TL HIGH SPRINGS 7.6 —MP RB 726 W	
	10.20		12.05	7.20	4.16							7.6	EAST ALACHUA 1.7 MP RB 725.8 X SAL ACI	
	10.25 11.30 ²²⁴		A 12.15	A 7.30	A 4.35	10.45	12.12					9.3	T BURNETT'S LAKE 3.3	
	11.41					10.50	12.18					12.6	HAGUE 6.3	
	11.55					10.58	12.28					18.9	PARADISE 3.0	
	12.05					11.02	12.34					21.9	TEEN JAY W 1.1	
	12.20					s 11.07	s 12.42 ⁵⁸⁰					23.0	T GAINESVILLE 0.4 —MP RB 740.8 SAL	
	12.35 ⁵⁸⁰					11.13	1.05					23.4	GAINESVILLE YARD 8.6	
	12.55					11.25	1.22					32.0	ROCHELLE W 5.6	
	1.15					11.33	1.30					37.6	MICANOPY JUNCT. 2.6	
	1.25					11.37	s 1.36					40.2	T EVINSTON 2.9	
	1.35 ³⁷ 2.05 ³⁸					f 11.41	s 1.42 ⁵⁸¹					43.1	T MCINTOSH 2.4	
	2.12					11.46	1.50 ³⁸					45.5	PROCTOR 3.5	
	2.25					11.51	f 2.00					49.0	T REDDICK 2.9	
	2.50					11.56	f 2.08					51.9	T LOWELL 3.1	
	3.01					12.01	2.17					55.0	MARTIN 3.1	
	3.10					12.06	2.26					58.1	T KENDRICK W 4.6	
	3.20					12.12	2.36					62.7	OCALA JUNCTION 0.5 —MP S 748.3 X SAL W	
	3.30					s 12.15	s 2.40					63.2	T OCALA (Union Sta.) 1.2	
	4.00					12.22	2.58					64.4	SOUTH OCALA 6.4	
	4.24					12.31	3.14					70.8	WELCHTON 6.3	
	4.39					12.38	f 3.29					77.1	CANDLER 3.0	
	4.47					12.42	f 3.37					80.1	OCKLAWAHA 2.5	
	4.55					12.46	f 3.45					82.6	EAST LAKE W 2.5	
	5.04					12.50	f 3.54					85.1	T WEIRSDALE 4.7	
	5.16					12.56	f 4.06					89.8	T LADY LAKE 4.1	
	5.26					1.01	f 4.16					93.9	T FRUITLAND PARK 3.6 —MP S 802.2 X SAL	
	A 5.40	9.00				s 1.06	s 4.25					97.5	T LEESBURG W 5.5	
		9.15				1.18	f 4.59					103.0	T OKAHUMPKA 9.1	
		9.40				1.32 ¹⁹²	f 5.19					112.1	T CENTER HILL 4.6 —MP S 818 X SAL	
		10.02 ³⁸				1.39	f 5.31					116.7	T WEBSTER 5.1	
		10.25				1.47	5.39					121.8	ST. CATHERINE 5.9 —MP S 827 X SAL	
		10.40				1.59	s 5.50					127.7	TA CROOM W	
	A. M.	P. M.	P. M.	A. M.	A. M.	P. M.	A. M.							
	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Tue. Thrs. Saturday	Daily Ex. Monday	Daily	Daily							
	581	583	481	579	225	191	37							

Main Line BETWEEN HIGH SPRINGS AND LAKELAND SOUTHBOUND—Ocala Dist.

THIRD CLASS										FIRST CLASS			Distance from High Springs	TIME TABLE NO. 3	
571	227	217	221	219	191	37	33			IN EFFECT					
Local Freight	Through Freight	Through Freight	Through Freight	Through Freight	West Coast Champion	Passenger	Southland			December 16, 1949					
Tue. Thrs. and Sat.	Daily	Daily	Daily	Daily	Daily	Daily	Daily			STATIONS					
A. M.	P. M.	P. M.	P. M.	A. M.	P. M.	A. M.	A. M.								
	7.00	6.00	5.30	1.25	2.00							TL HIGH SPRINGS W			
	7.15	6.15	5.40	1.38	2.11					5.0		CLARK			
	7.32	6.35	5.59	2.12 ²²⁰	2.25					8.2		MP R 722.4 X SAL			
	7.41	6.45	6.15	2.22	2.34					13.2	T	NEWBERRY W			
												4.4			
										17.6		HALF MOON			
	8.01 ²¹⁸	6.56	6.25	2.31	2.45 ²²²					5.4		MP R 740.7 X SAL			
	8.16 ²²⁸	7.10	6.37	2.45 ⁵⁷⁰	2.54					23.0	T	ARCHER			
												5.5			
	8.50	7.23	6.52	2.59	3.06					28.5		ALDERNEY			
												5.9			
	9.13	7.41	7.12	3.13	3.22					34.4	T	WILLISTON W			
												7.5			
	9.33	7.52	7.23	3.24	3.31					41.9		MORRISTON			
												5.1			
	9.55	8.03	7.35	3.37	3.43					47.0		BOMEO			
												7.2			
	10.03	8.09	7.41	3.42	3.47					54.2		RAINBOW FALLS			
												1.9			
	11.00	8.29	7.55	3.55	3.55					56.1		BLUE RUN			
												2.6			
	11.15	9.01	8.12	4.09	4.06				6.31	58.7	T	North End Double Track DUNNELLON W			
												3.8			
	11.25	9.14	8.23	4.19	4.13					62.5		GIBARA			
												3.4			
	11.33	9.28	8.35	4.30	4.24					64.2		LADONIA			
												5.3			
	11.44	9.42	8.49	4.42	4.33					64.8		HERNANDO			
												5.5			
	11.59	9.58	9.05	4.54	4.45				f 6.54	76.7	T	INVERNESS			
												6.8			
	12.16	10.11	9.18	5.06	4.56					7.02		FLORAL CITY			
												6.9			
	12.40	10.25	9.32	5.18	5.05	1.59	5.55	7.18		7.10		ISTACHATTA			
												6.0			
	1.30	10.45	9.47	5.36	5.30	S A 2.13	S A 6.10	S 7.30 8.00		96.4	T	GROOM W			
												9.1			
	2.10	11.05	10.08	5.52	5.50					105.5	T	TRILBY W			
												6.5			
	2.40	11.15	10.18	6.06	6.03					8.10		DADE CITY			
												6.7			
	3.05	11.24							A 8.19	118.7	T	VITIS W			
												South End Double Track			
	3.25	11.40								123.9		MILLARD			
												5.2			
	A 3.45	11.59								131.9		KATHLEEN			
												8.0			
										138.2	T	LAKELAND JUNCT. (Freight Yard)			
												1.3			
										139.5	TA	LAKELAND W (Passenger Station)			
571	227	217	221	219	191	37	33								
P. M.	P. M.	P. M.	P. M.	A. M.	P. M.	A. M.	A. M.								
Tue. Thrs. and Sat.	Daily	Daily	Daily	Daily	Daily	Daily	Daily								

Note—North end double track located at double cross-over 200 feet north of depot at Dunnellon.
South end double track Vitis, 500 feet south of depot.

THE TIME OF TRAIN 33 AT TRILBY WILL APPLY AT PASSENGER STATION. OWENSBORO IS A TRAIN ORDER OFFICE.

Main Line—BETWEEN HIGH SPRINGS AND LAKELAND—NORTHBOUND—Ocala Dist.

TIME TABLE NO. 3 IN EFFECT December 16, 1949 STATIONS			Car Capacity of Side Tracks	FIRST CLASS			THIRD CLASS					4TH CLASS											
				192	32	38	218	228	220	230	222	570											
				West Coast Champion	Southland	Passenger	Through Freight	Through Freight	Through Freight	Through Freight	Through Freight	Local Freight											
				Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Mon. Wed. Friday										
			P. M.	P. M.	P. M.	A. M.	A. M.	P. M.	A. M.	A. M.	P. M.												
T	HIGH SPRINGS	WA	Yard				9:00	9:30	3:00	12:30	3:30	4:00											
	5.0																						
	CLARK		79 P				8:40	9:10	2:40	12:05	3:18	3:45											
8.2	MP R 722.4 X SAL																						
	MP R 730 X ACL		105 P																				
T	NEWBERRY	W	265 Y				8:20	8:50	2.12 ²²¹	11:45	3:03	3:26											
	4.4																						
	HALF MOON		76 P				8:11	8:37	1:53	11:31	2:55	3:17											
5.4	MP R 740.7 X SAL																						
T	AROTHER		73 P				8.01 ⁵⁷¹	8:26	1:40	11:15	2.45 ²¹⁹	3:05											
	5.5		63																				
	ALDERNEY		76 P				7:51	8.16 ⁵⁷¹	1:30	11:04	2:35	2.45 ²²¹											
	5.9																						
T	WILLISTON	W	77 P				7:36	8:01	1:15	10:51	2:20	2:25											
7.5	MP R 757 X SAL		28																				
	MORRISTON		77 P				7:14	7:41	12:55	10:34	1:57	2:00											
	5.1		84																				
	ROME0		78 P				7:02	7:31	12:40	10:21	1:42	1:45											
	7.2		8																				
	RAINBOW FALLS		47 P				6:50	7:20	12:20	10:06	1:27	1:20											
	1.9		Y																				
	BLUE RUN		80 P				6:45	7:15	12:03	10:01	1:22	1:00											
	2.6																						
T	North End Double Track DUNNELLO	W	Yard				A S 10-10	6:30	7:00	11:37	9:50	1:10	12:15										
	3.8																						
	GIBARA		30				10:03	5:56	6:30	11:04	9:18	1:00	11:40										
	3.4																						
	LADONIA		79 CP				9:58	5:47	6:23	10:55	9:11	12:50	11:25										
5.3	MP R 786.8 X SAL		21																				
	HERNANDO		14				9:51	5:37	6:14	10:42	8:57	12:40	11:00										
	5.5																						
T	INVERNESS		79 CP				9:44	5:27	6:05	10:27	8:45	12:30	10:40										
	6.8		112																				
	FLORAL CITY		76 CP				9:36	5:15	5:52	10:10	8:32	12:15	10:20										
	6.9		19																				
	ISTACHATTA		93				9:29	5:00	5:41	9:45	8:16	12:05	9:55										
	6.0																						
T	CROOM	W	71 CP				A S 1:07	9:22	A S 9:35	4:51	5:30	9:25	8:01	11:50	9:35								
	9.1		48																				
T	TRILBY	W	121 PS				12:54	9:10	9:20	4:26	4:59	9:00	7:15	11:25	9:10								
	7.2		74					s 8:40															
6.5	MP R 824.4 X SAL		Y																				
T	DADE CITY		92 PS				8:29	4:10	4:46	8.46 ⁵⁷⁰	6:59	11:05	8.56 ²²⁰ 8.30										
	6.7		74																				
T	VITIS	W	89 CP				8:20	3:59	4:35	8:33	6:45	10:54	8:10										
	5.2		112																				
	South End Double Track		Y																				
	MILLARD		75 P				8.0				4:25	6:33	7:45										
	8.0																						
	KATHLEEN		77 P				6.3				4:12	6:15	7:20										
	6.3		38																				
T	LAKELAND JUNCT.		Yard				1.3				4:00	6:00	7:10										
	(Freight Yard)																						
T	LAKELAND	WL	Yard																				
	(Passenger Station)																						
							P. M.	P. M.	P. M.	A. M.	A. M.	A. M.	P. M.	P. M.	A. M.								
							Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Mon. Wed. Friday								
							192	32	38	218	228	220	230	222	570								

Note—North end double track located at double cross-over 200 feet north of depot at Dunnellon.
South end double track Vitis, 500 feet south of depot.

Main Line—SOUTHBOUND—BETWEEN THOMASVILLE AND DUNNELLON—NORTHBOUND—Ocala Dist.

			4TH CLASS	3RD CLASS	1ST CLASS	TIME TABLE NO. 3			1ST CLASS			FOURTH CLASS		
			587	483	33	IN EFFECT			32	586	482			
			Local Freight	Mixed	Southland	December 16, 1949			Southland	Local Freight	Mixed			
			Daily Ex. Sunday	Daily Ex. Sunday	Daily	STATIONS			Daily	Daily Ex. Sunday	Daily Ex. Sunday			
			P. M.	A. M.	A. M.				A. M.	P. M.	P. M.			
			Distance from Thomasville						Car Capacity of Side Trucks					
				7.00	3.00		TL	THOMASVILLE	WA	Yard	s	1.50		8.45
				7.20	3.13	10.0		METCALF		16 17	P	1.32		8.25
				7.25	3.16	12.5		FINCHER		93	F	1.28		8.20
				7.40	3.23	19.0		ALMA		3		1.20		8.05
				7.50	s 3.30	23.3	T	MONTICELLO	W	28	s	1.10		7.55
				8.01	3.38	27.2	T	DRIFTON		87 10	F	1.04		7.45
				8.20	3.49	36.7	T	LAMONT		91 10	F	12.54		7.25
				8.35	3.57	43.1		ERIDU		10		12.47		7.10
				8.59	4.09	54.2		SECOTAN		5		12.35		6.45
				9.15	s 4.18	59.2	T	PERRY	W	88 93	F	s12.25		6.35
				9.30	4.30	65.6		PINLAND		86 5	F	12.13		6.20
				9.40	4.35	70.0		ATHENA		7		12.08		6.10
				9.55	4.43	76.2		CARBUR		89 41	F	12.01		5.55
				10.15	4.53	86.1		CLARA		94		11.50		5.35
				10.30	5.01	93.2		HINES		91 10	F	11.42		5.20
				11.35	s 5.13	103.3	T	CROSS CITY	W	Yard	s	11.30		5.00
				11.59	5.24	112.9		OLD TOWN		36		11.16		3.20
				1.45	A12.15	5.27		WILCOX	W	88 99	P	11.13	A12.01	3.15
				2.05		5.37		HARDEETOWN		88		11.03	11.35	
				2.10		5.39	T	CHIEFLAND		15		11.01	11.30	
				2.45		5.53	T	OTTER CREEK		88 12	F	10.47	10.55	
				3.05		6.00	T	GULF HAMMOCK	W			10.41	10.38	
				3.30		6.09		LEBANON		89		10.32	10.15	
				3.45		6.16		STEEN		88	F	10.25	9.55	
				4.05	s 6.26	165.9	TA	DUNNELLON	WL	Yard	s	10.15	9.35	
				P. M.	P. M.	A. M.						P. M.	A. M.	P. M.
				Daily Ex. Sunday	Daily Ex. Sunday	Daily						Daily	Daily Ex. Sunday	Daily Ex. Sunday
				587	483	33						32	586	482

Main Line—Southbound—Between Trilby and St. Petersburg—Northbound—Ocala Dist.

4TH CLASS	FIRST CLASS				Distance from Trilby	TIME TABLE NO. 3 IN EFFECT December 16, 1949	Car Capacity of Side Tracks	FIRST CLASS				4TH CLASS	
	575	191	133	37				192	38	132	574		
	Local Freight	West Coast Champion	Southland	Passenger				West Coast Champion	Passenger	Southland	Local Freight		
	Daily	Daily	Daily	Daily				Daily	Daily	Daily	Daily		
A. M.	P. M.	A. M.	A. M.				P. M.	P. M.	P. M.	A. M.			
	12.10	2.15	8.05	6.15		TL	TRILBY	WA	Yard	12.54	8.45	8.35	1.15
	12.20	2.24	8.14	6.24	4.9		BLANTON	W	22 17	12.45	8.34 ¹³² 8.14	8.24 ³⁸	12.55
	12.33 ⁵⁷⁴	2.34	8.23	6.36	11.0	T	SAN ANTONIO		54 14	12.35	8.00	8.16	12.33 ⁵⁷⁵
	12.41	2.39	8.29	6.43	14.7		PASCO		45	12.30	7.54	8.09	12.10
	1.00	2.51	8.41	6.55	23.2		EHREN		32	12.20	7.43	7.59	11.45
	1.25	3.06	8.54	7.09	33.5	10.3	ODESSA	MP RE 849.5 X SAL W	27	12.08	7.29	7.46	11.20
	1.36	3.11	9.00	7.15	37.2		KEYSTONE PARK		54	12.03	7.24	7.40	11.05
	1.59	3.20	9.09	7.24	44.1	6.9	TARPON SPRINGS	MP RE 864.8 X SAL	39 16	11.54	7.14	7.30	10.20
	2.25	3.30	9.17	7.39	49.5		NORTH SUTHERLAND		22 14	11.46	7.04	7.19	10.01
	2.30	3.31	9.18	7.41	50.0	T	PALM HARBOR		46	11.45	7.01	7.18	9.45
	2.55	3.38	9.24	7.48	54.4	T	DUNEDIN	W	52 45	11.38	6.45	7.10	9.30
	3.40	3.45	9.31	7.58	57.6	T	CLEARWATER		61 96	11.32	6.20	6.56	8.50
	4.01	3.52	9.35	8.20	58.6	1.0	BELLEAIR	MP RE 882.6 X SAL	17 17	11.29	6.00	6.51	8.20
	4.20	3.57	9.39	8.25	61.2	T	LARGO		42 39	11.25	5.45	6.46	8.10
	4.35	4.04	9.45	8.32	66.0		CROSS BAYOU		24	11.20	5.35	6.40	7.52
	4.45	4.06	9.47	8.35	67.7	T	PINELLAS PARK		50	11.18	5.28	6.38	7.45
	4.55	4.09	9.50	8.40	70.1		LELLMAN		54 6	11.15	5.20	6.34	7.36
	5.10	4.19	9.59	8.49	74.2		CENTRAL AVENUE	North End Double Track	Yard	11.05	5.10	6.25	7.25
	5.30	4.30	10.10	9.00	75.3	TA	ST. PETERSBURG	South End Double Track	Yard	11.00	5.00	6.20	7.15
	A. M.	P. M.	A. M.	A. M.			DREXEL IS A TRAIN			A. M.	P. M.	P. M.	P. M.
	Daily	Daily	Daily	Daily			ORDER OFFICE			Daily	Daily	Daily	Daily
	575	191	133	37						192	38	132	574

**Cutlers Branch—Ocala Dist.
BETWEEN DUNNELLON and CUTLERS**

4TH CLASS	TIME TABLE NO. 3 IN EFFECT December 16, 1949				4TH CLASS
573					572
Local Freight					Local Freight
Daily Ex. Sunday					Daily Ex. Sunday
A. M.	STATIONS				A. M.
9.00	TL	DUNNELLON	WA	Yard	7.20
9.20	8.5	CITRONELLE		25	6.50
A 9.35	14.0	T CRYSTAL RIVER		140	6.30
	16.7	A CUTLERS	L	115 36	
A. M.					A. M.
Daily Ex. Sunday					Daily Ex. Sunday
573					572

**Brooksville Branch—Ocala Dist.
BETWEEN CROOM and BROOKSVILLE**

4TH CLASS	TIME TABLE NO. 3 IN EFFECT December 16, 1949				4TH CLASS
585					584
Local Freight					Local Freight
Daily					Daily
A. M.	STATIONS				P. M.
5.00	TL	CROOM	WA	48	9.00
7.00	10.0	TA BROOKSVILLE	L	86	8.01
A. M.					P. M.
Daily					Daily
585					584

SPECIAL INSTRUCTIONS—ALL DISTRICTS

PRECEDENCE BY DIRECTION

Northbound or east bound trains are superior to trains of the same class in opposite direction, except such trains as may be otherwise specified in these special instructions.

CAUTION

Diesel-electric engines must not be operated over track where water is above top of the rail, unless otherwise directed.

Rerailment of Diesel-electric engines must not be attempted by using power of derailed unit.

Flying switches must not be made with Diesel-electric road or switch engines.

Diesel-electric road engines, with or without cars, must stop within ten feet of the car or cars to which coupling is to be made.

When parked, all engines must have wheel chock applied. All passenger cars must have wheel chock applied when parked, in addition to application of hand brakes.

The slipping of driving wheels on engines is prohibited. The handling of the throttle and the use of sand must be so regulated as to prevent slipping.

Employes must not ride forward footboard or pilot of engines except when moving short distances at slow speed for the purpose of throwing switches, making couplings, flagging public crossings or similar work. When the necessity exists, only one employe may ride the forward footboard or pilot, and he must stand on the extreme outer edge.

Employes must not ride in gangway of steam engines between tender and cab, except when necessary in the performance of their duties.

Engineers on steam engines, by priming injectors, will sprinkle all open deck trestles while passing over them.

Unless otherwise provided, branch line trains before occupying the main line will ascertain from the train dispatcher whether all trains of the same or superior class have arrived or left. In case of failure of communication, they will occupy the main line only after providing protection in both directions, as prescribed by Rule 99.

When orders or instructions are obtained by engine or train crews from train dispatchers or operators over the telephone, the instructions must be repeated and a clear understanding reached, each party giving his name to the other, before the orders or instructions are acted upon.

On trains equipped with portable telephone, conductor will communicate immediately with train dispatcher in event of engine failure, accident or other emergency, if no other means of communication is available.

If air brakes are inoperative on any car of a passenger train between terminals, if conditions permit, the crew will work air through such car by coupling signal line with air brake line on each end of defective car and carry car on to next terminal or repair point. If the defective car is on rear of train, when practicable it must be switched from rear to some other position in train to obtain protection from air brakes on other cars should the defective car become separated.

Within automatic block signal territory, unless otherwise provided, before a train or engine enters or fouls a main track, all switches involved must be operated, and in addition to other precautions, trains and engines must wait three minutes before the movement is made, except that immediately after an opposing train on single track has passed, the switches may be thrown and the movement made without waiting three minutes. In addition to the requirements of Rules D-152 and 511, the switch of the crossover in the track from which the train or engine is to move, must be opened first and after waiting three minutes, switch at opposite end of the crossover must be opened before starting crossover movement.

Where necessary at meeting or waiting points for crew of the standing train to open highway or street crossings to permit vehicular or other traffic to use the crossing while the standing train is waiting for the other train or trains to pass, a member of the crew of the standing train must be stationed at the crossing to afford protection to highway or street traffic until the crossing is closed.

Head brakeman on freight trains will ride on engine between stations except when handling caboose only.

When using tracks, other than main tracks, over crossings where automatic signaling devices are in use, movements of trains and engines must be preceded by trainmen to protect crossing. In case of accident resulting in personal injury or property damage at crossings protected by flashing light signals, each member of the crew must observe whether the signals are functioning. If train passes through circuit before stop-

ping, it must be backed clear of the circuit and approach the crossing again.

Crossovers between main tracks equipped with center locking device: Where installed, the lever located at center of crossover must first be reversed. This mechanically unlocks switch at each end of crossover, which must be then operated by hand. After crossover movement is completed, restore each switch to normal position and then throw center lever to normal position.

Crossovers between main track and side track with bolt locked switch: Where installed, to make movement through crossover, the main track switch must first be reversed. This will unlock side track switch, which must then be thrown by hand. After all crossover movements have been completed, first set side track switch in normal position, and then throw main track switch to normal position.

Hand Throw Switches with Pipe Connected Derails: Where derails on side tracks are pipe-connected to main track switch, the changing of latter for side track movement will remove derail from rail on side track at clearance point. Train and yard crews are cautioned to be sure that main track switch is not restored to normal position, which replaces derail on rail on side track at clearance point, while any part of train, or engine and cars, is between main track switch and derail.

The center lever on crossovers, and all switches, must be kept locked with standard switch lock at all times.

At certain locations, where the safety devices referred to in the four preceding paragraphs are installed, they are equipped with electric locks, and automatic timing devices. When authorized to unlock one of these devices, remove the switch padlock and observe indicator on lock. If "unlocked" appears on indicator, the switch may be used at once. If "locked" appears, it indicates that safety timing device is operating which will require several minutes before indicating "unlocked". The hand operated levers may then be operated as instructed above. In case of failure of electric lock, notify train dispatcher. Except within C.T.C. or interlocking limits, electric locks do not afford signal protection for trains moving against the current of traffic. Emergency release instructions are posted in telephone booth near switch.

Certain electrically locked switches are provided with a short releasing track circuit to provide immediate release of locks. Where used, engine or car must be within 100 feet of switch points on main track to effect release.

RAILROAD CROSSINGS

Trains and engines must stop at unprotected railroad crossings within: 50 feet in Georgia and Florida and 100 feet in Alabama. If the way is clear, they may then proceed.

Automatic Interlockings:—When a train or engine is stopped by a "stop" indication of an automatic interlocking signal and no immediate conflicting movement is evident, a member of the crew must operate the time release. If signal does not change its indication at expiration of time release interval, train or engine may then proceed on hand signal from a member of the crew if there is no train or engine on conflicting route and signals on conflicting route indicate "stop". The movement must be made at restricted speed. Prompt report of the circumstances must be made to the Superintendent when necessary to operate the time release.

If a train or engine is on conflicting route, hand proceed signal must not be given until such movement is stopped, and if signals on conflicting route do not indicate "stop", proper flag protection must be provided.

Where any part of a pass track is located within automatic interlocking limits, when trains are to meet at that point and the first train holds main track, a member of that crew will change pass track switch, whereupon the home signal should then indicate "proceed" for the second train. If the signal does not indicate "proceed" for the second train, a member of that crew will operate the release.

Cabin-door Interlockings:—If a train or engine is stopped by home signal at cabin-door interlocking protecting railroad crossing, a member of the crew must ascertain, where derails are used, that they are set for the safe movement of his train or engine, that the signals on the conflicting route are set in "stop" position, and that no one is in the tower. The movement may then be made at restricted speed.

Crossings Protected by Gates or Signals Operated by Crews:—Where gates or signals are set normally clear for A.C.L. (or for main line movements at crossings of A.C.L. branch line), trains and engines must approach crossing expecting to find gates or signals displaying "stop" indication, prepared to stop short of crossing, derails or home signals, and may proceed if crossing is seen to be clear and gates or signals are set

SPECIAL INSTRUCTIONS--ALL DISTRICTS (continued)

against conflicting route. Maximum speed at such crossings, 20 miles an hour unless otherwise specified.

Where gates or signals are set normally against A.C.L. (or against A.C.L. branch line movements at crossings of A.C.L. main line), trains and engines must stop short of crossing, derails or home signals. If crossing is seen to be clear, and no approaching conflicting movement is observed, member of crew will set gates or signals against conflicting route and clear for movement to be made. Gates or signals must be restored to normal positions by member of crew after movement has been completed and is clear of crossing, derails and home signals.

DRAW BRIDGES

Unless otherwise provided, trains and engines must stop within 300 feet from drawbridges which are not protected by interlocking signals. If the way is clear, they may then proceed.

SIGNAL OBSERVANCE

All automatic and interlocking signals restricting the movement of a train must be acted upon strictly in accordance with their indications. (See Supplement to Rules and Regulations—Aspects and Indications of Automatic Block and Interlocking Signals, effective September 1, 1947). Proper observance of these signal indications require that the speed of train must be reduced at the time engine passes the signal and the train must continue to run at reduced speed in accordance with signal indication, until it reaches the next signal in advance.

Where color light signals are used, the absence of a light or lights must be observed as though the signal was displaying its most restrictive indication. (See Rule 27).

In automatic block territory where sections, or trains, depart from terminals close together, or from any point on the line where they may have closed in, the train or trains following must be run at reduced speed until they have dropped back two blocks behind the train ahead or until the train following receives a clear signal at each block.

When weather conditions are such that signals are not clearly visible at the time train enters a block, the speed must be reduced until indication of signal is clearly seen in order that proper observance will be insured.

On engines equipped to display emergency red light from front of engine, engineman must immediately display such red light, by day or by night, when the train is disabled or stopped suddenly by an emergency application of the air brakes or other causes.

Enginemen of approaching trains and engines, seeing this light displayed, must stop, and proceed only when it is known the route is clear.

The operation and use of this signal will not relieve employes from full compliance with Rules 99 and 102.

On trains equipped to display oscillating red light from rear, flagman must immediately display such red light, by day or by night, when train stops or is moving under circumstances in which it may be overtaken by a following train. This red light must not be turned off until the necessity for its display has ceased.

Enginemen of approaching trains and engines, seeing this light displayed, must proceed only at reduced speed, and be governed by instructions of flagmen.

The operation and use of this red light will not relieve employes from full compliance with Rules 99 and 102.

Employes must familiarize themselves with the locations of switches controlling rear-end oscillating red lights.

Portable rear-end oscillating red light must be removed from a car to which coupling is to be made except when switch engine will be adjacent to the car.

The use of this rear red light is not required in territory where Rule 261 is in effect, except when the train is disabled or stopped suddenly.

REMOTELY CONTROLLED SWITCHES AND SIGNALS

Locations are designated under district instructions. Should a train be stopped by home signal and same does not indicate "proceed" in one minute, the train dispatcher or operator must be communicated with immediately by telephone. Train dispatcher or operator will give proper instructions as to procedure to follow.

If it becomes necessary to hand-throw power operated switches or pass signals indicating "stop" a complete understanding must be reached between the train dispatcher and/or operator and trainmen involved. Then be governed as follows:

(1) Remove any obstructions from switch points with stick. Never use hands.

(2) Types of power operated switches are listed at their respective points under district instructions.

(3) Types of power operated switches with instructions for emergency hand-throw operation:

(a) Air operated-dual control.—Unlock small lever at end of machine and pull out full stroke. The switch can then be thrown with the large lever. After movement is completed restore all levers to normal and lock same.

(b) Electrically operated-dual control.—Unlock and reverse small lever marked "motor" to the "hand" position. The switch can then be thrown with the large lever. (It is sometimes necessary to throw the large lever back and forth to properly engage gears.) After movement is completed restore all levers to normal and lock same.

(c) Electrically operated-emergency crank provided.—Emergency crank is located in small box on post or case near the switch. To obtain crank, unlock and open door which exposes crank. Remove from holder and insert in hole provided on switch machine. This hole is usually provided with a cover which must be unlocked with standard switch key. Turn crank as far as possible. This action moves the switch points. After switch points have been moved and are seen to fit up properly, drive the wood wedge between point and rail to secure the points. Wood wedge will be found in box or telephone booth near the switch. Unless otherwise instructed, trainmen will remove wood block and crank and restore same to their respective holders. Close and lock all doors and crank hole cover when movement is completed.

(d) Air operated—without dual control.—This type of machine is usually located near interlocking tower where proper tools are provided under supervision of operator. For emergency operation, first make sure that air is cut off at underground cock housed in pipe stand near the switch. To insure that cock is closed, turn ninety degrees and observe that mark on top of cock is at right angle to the pipe line. Remove mechanism cover. Place pointed end bar in holes provided in base plate, pushing piston rod lug in direction desired. Be careful in the initial movement of bar to avoid personal injury as a small amount of air remaining in the cylinder may cause a slight kickback on the bar. After switch points have been moved and seen to fit properly, drive wood wedge between point and rail to secure the points.

SPRING SWITCHES

All trains running against current of traffic in double track territory will stop and examine spring switches before passing over them except where switch indicator signal is used. Trains will approach spring switches equipped with these indicators prepared to stop and proceed only if indicator displays a yellow light. If indicator light is red or in the absence of a light, the switch must be examined, and movement made in accordance with Rule 509-B.

In automatic block signal territory where a "leave siding" signal is not used in connection with a spring switch, except when an opposing train on single track has passed, immediately, the switch must be thrown for the siding and after waiting three minutes, the train or engine will proceed to the frog when the switch will be thrown and locked for the main track, and movement completed. This will not relieve employes of the duty of promptly and properly protecting the movement.

A train or engine after trailing entirely through a spring switch in direction of traffic, must pass beyond the signal governing movement over the switch before a reverse movement can be made, and the movement must not be made until signal indicates "proceed". If the signal does not indicate "proceed" within one minute, the movement must then be made in accordance with Rule 509-B.

In case a train or engine trailing through a spring switch is stopped before trailing entirely through the switch, the train or engine must not be backed, nor slack taken until the switch is set by hand for the back-up movement.

Use of sand through these switches is prohibited.

SPEED LIMITS

Maximum speed allowed on main lines, except as otherwise provided, is as follows:

Passenger and express trains, 50 miles an hour; when handling box express cars not equipped with passenger trucks, 45 miles an hour.

Between Jacksonville and Savannah via Nahunta and between Folkston and Waycross trains consisting of passenger equipment with freight cabooses, 60 miles an hour. On other lines, 10 miles an hour less than

SPECIAL INSTRUCTIONS--ALL DISTRICTS (continued)

the maximum speed for passenger trains; where speed is 30 miles an hour or less, be governed by the maximum speed authorized.

Freight and mixed trains, 35 miles an hour. This applies to passenger trains, regardless of their schedule, when necessary to mix them. Mixed trains when not handling freight cars will observe passenger train speed.

Work trains and trains handling loaded high side coal cars, 30 miles an hour.

Trains handling scale test car, 25 miles an hour. Car must be handled next ahead of caboose.

Trains handling pile driving machines, and rigid wheel base switch engines in tow, 20 miles an hour.

Rigid wheel base switch engines moving under own power on main tracks between terminals, 15 miles an hour.

Steam engines equipped with trailer trucks, backing up under own power or being pulled backwards in tow, 25 miles an hour.

Steam engines not equipped with trailer trucks, backing up under own power, or being pulled backwards in tow, 15 miles an hour.

Trains handling engines in tow with any of the side rods removed, 15 miles an hour.

Engines 820 to 836 inclusive and 2000 to 2019 inclusive, maximum speed, 40 miles an hour; 8002 to 8009 inclusive, maximum speed, 25 miles an hour.

Trains and engines running against the current of traffic, 10 miles an hour over all protected highway and street crossings, except where otherwise provided.

Trains or engines entering or leaving main line switches, 20 miles an hour, unless otherwise specified.

Speed of trains through spring switches; passenger, 30 miles an hour; freight, 20 miles an hour, unless otherwise specified.

Speed of trains over drawbridges interlocked, including trestle approaches, 20 miles an hour, unless otherwise specified.

Diamond-shaped permanent speed restriction boards are located at the beginning and end of curves of certain degrees. Maximum speed of passenger trains is indicated by upper figures and maximum speed of freight trains by lower figures. The speed restrictions indicated by these boards must be strictly observed.

Wreckers and Bridge Department Locomotive Cranes are separated into classes as follows:

Class 1--250 ton wreckers Nos. 65358, 65369, and 65370.

Class 2--160 ton wreckers 65301 and 65302; 150 ton wrecker 65255.

Class 3--150 ton wreckers 65229 and 65248.

Class 4--75 ton wreckers 65097, 65099 and 65155.

Class 5--Bridge Department Locomotive Cranes 65332 and 65414.

Movement of Class 1, 2 and 3 wreckers and Class 5 Locomotive Cranes behind 1800 class locomotives is prohibited except on certain portions of the Waycross District. See Special Instructions, that district.

When handled by other locomotives, Class 1 and 2 wreckers must be separated from locomotive by at least one car of not more than 180,000 lbs. gross weight.

Instructions governing the movement of these machines over the several districts will be found in Special Instructions, each district.

SPEED OF ALL TRAINS MUST BE REDUCED TO THAT CONSISTENT WITH SAFETY.

REGISTER STATIONS

Trains will reduce speed and conductors will hand register slip, Form 329½, properly filled out, to operator at register points at which trains do not stop.

BULLETIN BOOKS

Train and engine crews will examine bulletin books before starting on each trip, or commencing the day's work, sign in space provided and show date.

SIGNAL STOPS

Mixed trains and local freight trains will stop on flag at all stations. Private sidings are flag stations for all trains performing local freight work.

ABBREVIATIONS

The following letters in the time-table indicate:

L.—leave;

A.—arrive;

s.—regular stop;

f.—flag stop to receive or discharge passengers;

T.—train order office;

P.—pass track (siding);

PN.—pass track, north;

PS.—pass track, south;

CP.—center pass track;

W.—water;

X.—railroad crossing;

Y.—wye track.

WAYCROSS DISTRICT

MAIN LINE:

South Tower (Savannah) to Moncrief (via Waycross).

Jesup to Folkston (via Nahunta).

Brunswick to Albany.

Waycross to Thomasville.

Dupont Junction to High Springs.

Thomasville to East Albany.

BRANCHES:

Lake City Branch.

DOUBLE TRACK

Double track extends from North Tower to Jesup, from Newell to Jacksonville, and Flint River to Darrow.

Between Jacksonville and Moncrief, and Burroughs' and North Tower, trains and engines will run with current of traffic by signal indication which supersedes time table superiority.

Double track between Central Junction and North Tower, between Tellair Junction and Savannah Union Station, and single track for passenger movements between Georgia Junction and Union Junction. Trains will run by signal indication which supersedes time table superiority. Bottom arm at Union Junction governs movement of north-bound trains to Savannah Union Station.

Between Back Swamp and Doctortown (Single Track) trains will run by signal indication which supersedes time table superiority.

Between Albany passenger station and Darrow (single track over

Flint River) trains and engines will run with current of traffic by signal indication which supersedes time table superiority.

Trains other than schedule trains will run extra without orders in double track territory with current of traffic between Moncrief and Newell and between Jesup and North Tower, and intermediate points, but must get clearance card at originating points.

CENTRALIZED TRAFFIC CONTROL

Centralized Traffic Control (C. T. C.), is in service between Folkston Interlocking and end of double track Newell. All interlocked signals and electrically operated dual controlled switches are controlled by Operator at Folkston. Signs reading "Begin C. T. C." and "End C. T. C." define limits of this system.

Train movements with and against current of traffic within these limits will be governed by signal indication, which supersedes time table superiority.

Signal aspects and indications, where they apply, shown in supplement to Rules and Regulations for the Government of the Operating Department, dated September 1, 1947, govern.

When a train or engine is stopped by a "Stop" signal, and there is no evidence of approaching train or engine, member of crew will immediately call operator on telephone to determine cause. See Instructions under "Remotely Controlled Switches and Signals"—All Districts.

All hand operated switches are equipped with electric locks. Permission to use these switches must be obtained from operator at Folk-

WAYCROSS DISTRICT (continued)

ston. Additional instructions for use of hand throw switches are covered by "Hand Throw Switches with Pipe Connected Derails" under "CAUTION — All Districts".

REMOTELY CONTROLLED SWITCHES AND SIGNALS

Remotely controlled switches protected by signals are in service at Back Swamp, at south end of northbound pass track at Folkston, at both ends of Nahunta pass track, north end of Hortense pass track, south end of Jesup pass track, Union Junction and at end of double track and yard lead switch east of Flint River Bridge, Albany.

Single track between Jesup and Newell (Jesup Short Line) and single track between Waycross and Folkston is protected by automatic signals. Head Block Signals are located at each end of pass tracks. When a train is stopped by head block signal and the signal is not immediately cleared, the dispatcher must be immediately communicated with by telephone.

A proceed signal at North Tower and South Tower, southbound, at Moncrief, northbound, and the top arm of signal on cantilever located just south of depot at Folkston, southbound, indicates that overdue first class trains have departed.

A proceed northbound home signal governing northbound movements from either track at Newell, will indicate that all trains due, which are superior, have cleared, except those trains for which orders are held, authorizing northbound trains to proceed.

The following are Type T-21 switches electrically locked:

Switch leading from north leg of wye to northbound main line, Folkston.

Switch leading from Wade Lumber Company spur track to northbound main line north of the north leg of wye, Folkston.

Spur track, Newell, Georgia, springing from northbound main line.

McArthur Lumber Company spur track at Newell, springing from the southbound main line.

See Special Instructions—All Districts, under "CAUTION".

JOINT TRACKS

Southern Railway trains will be governed by the Time Table Rules and Regulations of the A. C. L. R. R. between Savannah and Jacksonville and between Brunswick and Southern Junction. Switch at Southern Junction must be set for Southern Railway main line.

Trains will be governed by rules of Savannah Union Station Company on tracks of the Savannah Union Station Company between Telfair Junction, Union Junction and Union Station, Savannah.

Maximum speed allowed on Savannah Union Station Company tracks:

Passenger trains, 40 miles an hour.

Freight trains, 30 miles an hour.

Over railroad crossings, 25 miles an hour.

Backing up, 15 miles an hour.

On turn-outs and wye tracks, 15 miles an hour.

Between Georgia Junction and Gwinnett Street Viaduct, all trains 15 miles an hour.

From Gwinnett Street to butting block, all trains 6 miles an hour.

All main track switches of the Union Station Company are interlocked except switches at Alabama Junction, which are hand thrown. Signals controlled by tower at Georgia Junction and Florida Junction governing all main track switches are the three-position standard indication—red for stop, yellow for caution and green for clear. Signals Gwinnett Street east to and including signals in station tracks controlled by tower at Union Station are of two-position type, indicating red for stop, yellow for proceed. All trains and engines will approach each signal prepared to stop, unless the clear indication is obtained.

All trains and engines operating over tracks of Albany Passenger Terminal Company move under control expecting to find tracks occupied between Third Avenue and Flint River.

CAUTION

All trains approach wye switches on Albany-Perry and Albany-Thomasville lines at Thomasville expecting to find trains backing in or out.

Trains or engines must not use Forest Pond Spur between Doctortown and Back Swamp to clear main line. Trains performing work at this siding will do so by letting rear of train remain on main line under proper protection.

Southbound trains entering Jacksonville main line from freight yard main line, Waycross, and Southbound trains leaving Waycross passenger station, enroute Jacksonville, using Jacksonville passenger main line, will approach south wye spring switch prepared to stop unless it is seen and known that route is clear. The two routes mentioned intersect at spring switch known as "South switch to Jacksonville wye".

Jesup, Ga.: All trains and engines approach double crossover just south of Cherry Street under control, expecting to find track in use, call for signal and stop clear of crossover unless a hand signal to proceed is received from yardman. Movements through the crossover, also scissors crossover should not exceed 10 miles an hour.

Jesup Short Line trains will not exceed 15 miles an hour passing coal chute.

The three-way train order signal governs train movements as follows:

Southbound: Top arm governs trains to Jesup Short Line. Bottom arm governs trains toward Waycross.

Northbound: Single arm governs all trains.

Yard Signals, Waycross: The signal near junction of Savannah and Brunswick main lines governs trains from Savannah on either the passenger main line or freight lead, and trains finding this signal in stop position will stop and wait until it is cleared.

The signal on East leg of Jacksonville "Y" near switch governs inbound trains from Jacksonville.

Northbound Western Division trains and Waycross yard engines will secure permission (clearance card) from train dispatcher before proceeding from Yard or Passenger Station to Western Division Junction.

Two-arm signal at Western Division Junction governs movement of southbound trains, top arm governing B&W trains; bottom arm Western Division trains. A proceed bottom arm signal will authorize southbound Western Division trains and yard engines to proceed from Western Division Junction to Passenger Station or Yard.

Train dispatcher, before clearing northbound Western Division trains or yard engines, will have both signals at Western Division Junction placed in stop position.

All southbound trains and yard engines finding signals at Western Division Junction in stop position will stop clear of connecting B&W main line and Western Division main line.

Northbound and southbound movements must be protected in accordance with Rule 99.

Operator at Western Division Junction will handle main line switch for Western Division trains and yard engines.

Yard engines working between Waycross Passenger Station and Western Division Junction must not make a return movement without permission from the train dispatcher.

All trains entering Waycross Passenger Yard will get a hand signal from the switch tender before fouling the Jacksonville, Dupont or Albany main lines and will move through the passenger yard under full control, expecting to find tracks occupied.

RAILROAD CROSSINGS

Crossings at points listed below are protected by gates or signals:

LOCATION	Crossing Line	Signals or Gates Normally Set Clear for
Dock Junction—Glynco	Former Western Division	Waycross District
Camilla	G. A. S. & C. R. R.	A. C. L. R. R.
Jasper	G. S. & F. R. R.	A. C. L. R. R.
Tifton (Sidetrack Serving Armour Co.)	Western Division	Western Division
Tifton (Western Divn Main Line)	G. S. & F. R. R.	G. S. & F. R. R.

See special instructions — All Districts under "RAILROAD CROSSINGS".

Derails have been installed on G.S.W.&G. tracks each side of crossing, south end of Albany Passenger Station. Trains and engines will approach crossing prepared to stop. If crossing is clear and no engines or trains approaching from the G.S.W.&G., they may proceed over crossing at speed not greater than 8 miles an hour.

WAYCROSS DISTRICT (continued)

SPEED LIMITS

Passenger trains, between Jacksonville and Savannah via Nahunta, when handled by diesel electric locomotives in 500 and 700 series, 79 miles an hour. When handled by diesel electric locomotives in other series, 75 miles an hour. Steam locomotives, 70 miles an hour.

Passenger trains handled by IC diesel electric passenger locomotives, 79 miles an hour, between Jacksonville and Waycross.

Between Folkston and Waycross, passenger trains handled by diesel electric locomotives, 79 miles an hour. Steam locomotives, 70 miles an hour.

Between Moncrief and Southover via Nahunta, and between Folkston and Waycross perishable and through freight trains 60 miles an hour, when handling UNRESTRICTED traffic; 50 miles an hour when handling RESTRICTED traffic; mixed and local freight trains and trains handling loaded high side coal cars, 40 miles an hour.

Between Waycross and Jesup through freight trains 49 miles an hour; mixed and local freight trains and trains handling loaded high side coal cars, 40 miles an hour.

Between Jesup and Thomasville, Waycross and Albany and Albany and Thomasville passenger and express trains 59 miles an hour.

Between Waycross and Thomasville trains handling perishables 49 miles an hour.

Between Waycross and Albany, Albany and Thomasville, Waycross and Thomasville, and High Springs and Dupont through freight trains 45 miles an hour, mixed and local freight trains 40 miles an hour, trains handling loaded high side coal cars 35 miles an hour.

Between High Springs and Dupont perishable trains 49 miles an hour.

Express trains 60 miles an hour, unless otherwise specified.

Trains will not exceed 30 miles an hour through crossover at Union Junction.

1800 class engines between Jacksonville and Savannah via Nahunta and between Folkston and Waycross, 60 miles an hour, between Waycross and Jesup 49 miles an hour.

Engines 1100-1135, inclusive (except Engines 1126 and 1127), 15 miles an hour between Waycross and Brunswick when moving light or in tow.

Maximum speed allowed on Lake City Branch, passenger trains 30 miles an hour, mixed and freight trains 25 miles an hour.

Waycross: Connection to Jacksonville, passenger trains 30 miles an hour, freight trains 20 miles an hour; between Jenkins and Lee Streets freight trains 15 miles an hour; all trains to and from Brunswick line 15 miles an hour over junction switch just south of Lee Avenue.

All trains and engines using B&W main line and No. 2 track through Waycross Passenger Station will not exceed speed of 12 miles an hour entire length of train, between 8-point switch just south of Jenkins Street and Alice Street, which is first street crossing north of overpass at Carswell Avenue.

All trains and engines, 30 miles an hour over first main line switch west of spring switch, approximately 1500 feet west of N-589 Mile Post, S.F.&W. main line.

Local speed restrictions and municipal ordinances:

Albany: 25 miles an hour, corporate limits.

Baconton: 30 miles an hour over all street crossings between hours of 6:01 A. M. and 1:01 A. M.; 40 miles an hour over first crossing north of depot between hours of 1:01 A. M. and 6:01 A. M.

Blackshear: 30 miles an hour from first crossing north to third crossing south of depot.

Brunswick: 15 miles an hour corporate limits. All trains approach and pass over Norwich Street under full control. All trains must be preceded by flagman over Gloucester Street between Q Street Junction and Glynmar.

Camilla: 40 miles an hour from GAS&C crossing to second street crossing south of depot.

Folkston: 30 miles an hour between station and point 100 feet south of Martin Street. The sounding of steam whistles within corporate limits is prohibited.

Homerville: 20 miles an hour from first crossing east to third crossing west of depot.

Jacksonville: 25 miles an hour over street crossings corporate limits. Member of crew must precede back-up movements over Dennis Street.

Jasper: 15 miles an hour from first crossing north to third crossing south of depot; 25 miles an hour over fourth and fifth crossings south of depot.

Jesup: 40 miles an hour, corporate limits.

Live Oak: All trains approach Ohio Avenue crossing at speed not in excess of 8 miles an hour. After engine and first car have passed over crossing, speed of train may be increased to 30 miles an hour. Regulation crossing signal to be sounded by whistle in usual manner.

Meigs: 25 miles an hour between the hours of 6:00 A. M. and 10:00 P. M.; 50 miles an hour between hours of 10:00 P. M. and 6:00 A. M.

Nahunta: The excessive use of steam whistles within the corporate limits is prohibited.

Patterson: 40 miles an hour between first street crossing north and south of depot.

Pearson: 35 miles an hour between hours of 7:00 A. M. and 7:00 P. M.; 45 miles an hour between hours of 7:00 P. M. and 7:00 A. M. The sounding of engine whistles or horns within the corporate limits is prohibited, except for crossing signals, and when necessary to protect the train.

Pelham: 30 miles an hour from first crossing north to first crossing south of depot.

Screven: 40 miles an hour over first two crossings south of the depot. Sylvester: 30 miles an hour between second street crossing south of depot and second street crossing north of depot.

Thomasville: 20 miles an hour corporate limits.

Tifton: 6 miles an hour over Love Avenue.

Valdosta: 20 miles an hour over all street crossings.

Willacochee: 25 miles an hour from Mile Post P-630½ to depot.

Maximum speeds permitted through interlockings:

	Miles an Hour
Black Swamp (Southbound).....	40
Bladen (Automatic).....	20
Darrow (Southbound).....	30
Doctortown (Northbound).....	30
East Albany.....	30
Flint River.....	10
Folkston (Southbound, via Jesup Short Line).....	30
Folkston (to and from Waycross).....	30
Georgia Junction.....	30
North Tower.....	30
North Tower (through crossover).....	20
Sylvester.....	20
Thomasville.....	20
Tifton (Western Division).....	20

Wreckers and Locomotive Cranes: 1800 Class Locomotives may be used to handle Class 1, 2 and 3 wreckers and Class 5 Locomotive Cranes only between Savannah and Jacksonville, via Nahunta or via Waycross. When handled by these locomotives, Class 1 and 2 wreckers must be separated from the locomotive by five (5) cars; Class 3 wreckers and Class 5 Locomotive Cranes by two (2) cars of not more than 180,000 lbs. gross weight each.

Maximum speed allowed, except where or when speed is further restricted by special instructions:

LINE	Class 1	Class 2	Class 3	Class 4	Class 5
Savannah to Jacksonville.....	40	40	40	40	25
(Via Nahunta or via Waycross)					
Waycross to Thomasville.....	40	40	40	40	25
Albany to Thomasville.....	40	40	40	40	25
Waycross to Albany.....	40	40	40	40	25
Waycross to Nahunta.....	35	35	35	40	25
Dupont to High Springs.....	35	35	35	40	25
Lake City Branch.....	25	25	25	25	25
Nahunta to Brunswick.....	20	20	25	35	25

BRIDGES

Alapaha River, near Naylor, Ga.....	20	20	30	40	25
Alapaha River, near Glory, Ga.....	20	20	30	40	25
Big Satilla River, Atkinson, Ga.....	6	6	6	10	6
Flint River, Albany, Georgia.....	10	10	10	10	10

WAYCROSS DISTRICT (continued)

Class 1 and 2 wreckers must be separated from locomotives by two (2) cars over Alapaha River Bridges near Naylor, Ga., and near Glory, Ga., and by three (3) cars over Big Satilla River, Atkinson, Ga. Class 3 wreckers must be separated from locomotive by two (2) cars over Big Satilla River, Atkinson, Ga. These instructions over Big Satilla River apply to the steel bridge and trestle approaches.

SPRING SWITCHES

Spring switches equipped with mechanical facing point lock, identified by enameled sign bearing letter "S" on target are located, as follows:

Double track—WITHOUT "Leave Siding Signal".
 Daniel Northbound Passing Track North End.
 McIntosh Southbound Passing Track South End.
 Walthourville Northbound Passing Track North End.
 Ludowici Southbound Passing Track South End.
 Folkston Southbound Passing Track South End.
 Hilliard Northbound Passing Track, North End.
 Hilliard Southbound Passing Track South End.
 Callahan Northbound Passing Track North End.
 Callahan Southbound Passing Track South End.
 Single track WITHOUT, "Leave Siding Signal".
 Leake Passing Track Both Ends.
 Broadhurst Passing Track Both Ends.
 O'Neal Passing Track Both Ends.
 Raybon Passing Track Both Ends.
 Shea Passing Track Both Ends.
 Winokur Passing Track Both Ends.
 Braganza Passing Track Both Ends.
 Fort Mudge Passing Track Both Ends.
 Race Pond Passing Track Both Ends.
 Uptonville Passing Track Both Ends.
 Darrow—End of Double Track—protected, facing point by automatic signal P6958 (See Rule 509-B).
 Lang—Yard track lead to main line—protected, facing point by semaphore indicator signal.
 Waycross—South switch to Jacksonville wye—Folkston line protected, facing point by automatic Signal NA 5880 (See Rule 509-B).
 When train is stopped by protecting signal, the switch must be examined before movement is made over it.
 Spring switch protected by two-position eastbound signal, ice house crossover west end Waycross Yard, normal position for main line.

DRAW BRIDGES

Following draw bridge interlocked:

Altamaha River. Speed 30 miles an hour.

YARD LIMITS

Yard limits at the following points will be indicated by sign boards marked "YARD LIMIT":

Albany, Blackshear, Brunswick, Dock Junction, Dupont, Folkston, High Springs, Jacksonville, Jasper, Jesup, Live Oak, Moncrief, Nahunta, Southover, Thomasville, Tifton, Valdosta, Waycross.

LOCATION OF STANDARD CLOCKS

Albany (BM Tower; East Albany), Brunswick, Jacksonville (Terminal Station; Moncrief Yard and Shops), Jesup, North Tower, Savannah, (Union Station; Southover), Thomasville (Passenger Station and Yard), Waycross (Passenger Station and Yard).

REGISTER STATIONS

Albany, (BM Tower for passenger trains; East Albany for freight trains), Anguilla, Brunswick, Dupont, Folkston, Glynmar, High Springs, Jacksonville (Terminal Station for passenger trains; Moncrief Yard for freight trains), Jesup, Moncrief Tower for Southern Railway freight trains, North Tower, Savannah (Union Station for passenger trains; Southover for freight trains), Southern Junction, Thomasville (Passenger

Station for passenger trains; Yard for freight trains), Waycross (Passenger Station for passenger trains; Yard for freight trains).

Operators at Dupont will register Nos. 11, 12, 57, 58, 180 and 189 from register slips, Form 329½.

Operators Folkston and Jesup will register all trains.

Operator at Moncrief will register for Southbound Southern Railway Freight Trains.

BULLETIN BOOKS

Bulletin Books are located at the following points:

Albany (BM Tower and East Albany Yard Office), Brunswick, Central Junction (for Southern Railway trains), Dupont, Glynmar, High Springs, Jacksonville (Terminal Station; Supply Room; Moncrief Yard Office and Shops), Jesup, Moncrief Tower (for Southern Railway freight trains), North Tower, Savannah (Union Station; Southover Yard Office), Thomasville (Passenger Station; Yard Office; Shops), Waycross (Passenger Station; Yard Office; Shop Gate).

LEAVING TERMINALS

Trains must not leave the following points without clearance cards:

Albany (BM Tower for passenger trains; East Albany for freight trains), Jacksonville (Terminal Station for passenger trains; Moncrief for freight trains), Savannah (Union Station for passenger trains; South Tower for freight trains), Waycross (Passenger Station for passenger trains; Yard for freight trains).

Brunswick, Glynmar, High Springs, Lake City, Thomasville, and Tifton.

Dupont, all trains to and from Dupont-High Springs line.

Jesup. All Southbound Southern Railway trains operating between Southern Junction and Brunswick.

Moncrief Tower, Northbound Southern Railway freight trains.

North Tower, Southbound first class trains not operating into Savannah Union Station, and southbound Southern Railway freight trains.

Southern Railway trains originating south of Jesup will obtain clearance card at Southern Junction by communicating with dispatcher by telephone through the operator at Brunswick.

SIGNAL STOPS

Nos. 11 and 12 at Valdosta to receive and discharge passengers for and from Montgomery and beyond, and from and for Jacksonville and beyond.

Nos. 14 and 15 at Tifton to receive and discharge passengers for and from Birmingham and beyond, and from and for Jacksonville and beyond.

No. 17 at Folkston, Hilliard and Callahan to discharge passengers from Waycross and beyond.

No. 18 at Callahan and Folkston to discharge passengers from Jacksonville and receive passengers for Waycross and beyond.

Nos. 57 and 58 at Allenhurst, Fleming and Grove Hill.

Nos. 87 and 88 at Nahunta to receive and discharge passengers from and to Richmond, Va. and beyond.

No. 95 at all stations Waycross to Jacksonville to discharge passengers from Albany and beyond.

Nos. 180 and 189 at Allenhurst, Delmar and Fleming.

PASSENGER TRAIN CONNECTIONS

ALBANY

No. 15 wait indefinitely for C. of Ga. No. 53.

No. 17 wait indefinitely for C. of Ga. No. 17.

No. 33 wait indefinitely for C. of Ga. No. 33; fifteen minutes for C. of Ga. No. 9 when passengers are reported.

No. 95 wait indefinitely for C. of Ga. Nos. 95 and 9.

JACKSONVILLE

No. 2 wait indefinitely for FEC No. 2.

No. 6 wait indefinitely for FEC No. 6.

No. 8 wait indefinitely for FEC No. 8.

No. 14 wait indefinitely for FEC No. 4.

WAYCROSS DISTRICT (continued)

No. 18 wait 30 minutes for FEC No. 76, one hour for ACL Nos. 38, 76 and 276 when passengers are reported.

No. 76 wait indefinitely for FEC No. 76, two hours for ACL Nos. 38 and 76.

No. 88 wait indefinitely for FEC No. 88.

No. 92 wait indefinitely for ACL Nos. 92 and 192.

No. 94 wait one hour for FEC No. 8, when passengers are reported.

SAVANNAH

No. 1 wait indefinitely for Northern Division No. 1.

No. 7 wait indefinitely for Northern Division No. 7.

No. 23 wait indefinitely for Northern Division No. 23.

No. 57 wait one hour for Northern Division No. 75.

No. 75 wait indefinitely for Northern Division No. 75.

No. 87 wait indefinitely for Northern Division No. 87.

No. 91 wait indefinitely for Northern Division No. 91.

No. 189 wait one hour for Northern Division Nos. 1, and 91, when passengers are reported.

No. 375 wait indefinitely for Northern Division No. 375.

WAYCROSS

No. 5 wait indefinitely for Western Division No. 5. Also No. 12 on days this train operates.

No. 11 wait indefinitely for No. 6.

No. 18 wait 15 minutes for Nos. 189, when passengers are reported.

No. 57 wait indefinitely for No. 94.

No. 58 wait one hour for No. 95.

No. 180 wait 15 minutes for Western Division No. 101, when passengers are reported.

LOCAL SURGEONS

Albany, Ga.....	Dr. J. M. Barnett
Albany, Ga.....	Dr. W. S. Cook
Blackshear, Ga.....	Dr. T. E. Oden
Boston, Ga.....	Dr. L. L. Lundy
Brunswick, Ga.....	Dr. J. W. Simmons
High Springs, Fla.....	Dr. P. D. Weeks
Homerville, Ga.....	Dr. D. B. Terry
Jacksonville, Fla.....	Dr. R. R. Killinger
Jacksonville, Fla.....	Dr. S. James Beale
Jacksonville, Fla.....	Dr. Robert B. Glenn
Jasper, Fla.....	Dr. E. C. Crouch
Jesup, Ga.....	Dr. J. T. Colvin
Jesup, Ga.....	Dr. J. A. Leaphart
Jesup, Ga.....	Dr. Thomas G. Ritch
Lake City, Fla.....	Dr. T. H. Bates
Live Oak, Fla.....	Dr. J. M. Price
Ludowici, Ga.....	Dr. O. D. Middleton
Nahunta, Ga.....	Dr. E. A. Moody
Pearson, Ga.....	Dr. H. P. Smith
Pelham, Ga.....	Dr. J. C. Brim
Quitman, Ga.....	Dr. Harry A. Wasden
Savannah, Ga.....	Dr. A. W. Coward
Screven, Ga.....	Dr. J. L. Tyre
Sylvester, Ga.....	Dr. J. L. Tracy
Thomasville, Ga.....	Dr. C. H. Watt
Thomasville, Ga.....	Dr. Herbert F. Reading
Tifton, Ga.....	Dr. C. S. Pittman
Tifton, Ga.....	Dr. D. B. Harrell
Valdosta, Ga.....	Dr. A. G. Little
Valdosta, Ga.....	Dr. F. H. Thomas
Willacoochee, Ga.....	Dr. L. H. Shellhouse

MONTGOMERY DISTRICT

MAIN LINE:

Montgomery to Thomasville.

BRANCHES:

Abbeville Branch.

Elba Branch.

Luverne Branch.

Montgomery Belt Line.

Chattahoochee Branch.

CAUTION

All trains and engines approach and move within yard limits, Chattahoochee, prepared to stop unless the track is seen or known to be clear.

SPEED LIMITS

Between Montgomery and Thomasville, passenger and express trains 59 miles an hour.

Between Dothan and Thomasville through freight trains 45 miles an hour; mixed and local freight trains 40 miles an hour; trains handling loaded high side coal cars 35 miles an hour.

Between Montgomery and Dothan, through freight trains 45 miles an hour; mixed and local freight trains and trains handling loaded high side coal cars 35 miles an hour.

All trains and engines operating between Bell Street Bridge and Union Station, Montgomery, and over tracks of Montgomery Union Station will move under control, prepared to stop unless tracks are seen and known to be clear, and not exceed speed of 6 miles an hour. Trains and engines using tracks of Union Station will be governed by instructions of Station Master.

Maximum speed allowed on branch lines, except as otherwise provided:

Miles an Hour

	Passenger	Mixed	Freight
Abbeville Branch.....	45	35	35
Chattahoochee Branch.....	40	30	30
Elba Branch.....	35	35	35
Luverne Branch.....	30	20	20

Engines 400-455 and 800-819, 30 miles an hour between Climax and Chattahoochee.

Local speed restrictions and municipal ordinances:

Ashford: 45 miles an hour between 8:00 A. M. and 8:00 P. M.

Bainbridge: 10 miles an hour over first crossing east of depot; 25 miles an hour over first three crossings west of depot.

Brinson: 20 miles an hour over all crossings east of depot, between 6:00 A. M. and 10:00 P. M.

Brundidge: 40 miles an hour for forward movements and 15 miles an hour for back-up movements over first three crossings east of depot.

Cairo: 15 miles an hour over first, second and third crossings east of depot.

Climax: 50 miles an hour over first crossing east of the depot between hours of 6:00 A. M. and 10:00 P. M.

Donalsonville: 40 miles an hour over first and second crossings east of depot between 6:00 A. M. and 10:00 P. M.

Dothan: 15 miles an hour over Headland Avenue Crossing. Crossing must be flagged.

Enterprise: 25 miles an hour over first three crossings west of depot between 7:00 A. M. and 11:00 P. M.

Ozark: Between 7:00 A. M. and 11:00 P. M., trains will not exceed a speed of 40 miles an hour over third, fourth and fifth crossings east of depot, designated as Broad and Eufaula Streets and Abbeville Highway. Between 11:00 P. M. and 7:00 A. M., 50 miles an hour within city limits. Trains engaged in switching movements will not

MONTGOMERY DISTRICT (continued)

exceed a speed of 10 miles an hour over any public street or highway crossing within the city limits in either forward or back-up movement.

Troy: 12 miles an hour between freight station and Central of Georgia crossing. Bell and air whistle must be sounded for all street crossings and in making a back-up movement or when handling cars ahead of engine speed of 4 miles an hour must be observed and all street crossings flagged. All trains will flag South Three Notch Street at freight station. Assigned switch engines will flag all street crossings between freight station and Central of Georgia railroad crossing and must not exceed speed of 4 miles an hour between these points.

Whigham: 40 miles an hour between hours of 7:00 A. M. and 8:00 P. M.

Wreckers and Locomotive Cranes: Maximum speed allowed, except where or when speed is further restricted by special instructions.

LINES	Class 1	Class 2	Class 3	Class 4	Class 5
Main Line	40	40	40	40	25
Chattahoochee Branch	15	15	25	30	25
Abbeville Branch	25	25	30	35	25
Elba Branch	30	30	35	35	25
Luverne Branch	Barred	10	15	20	15

BRIDGES

Ochlocknee River, near Pine Park	20	20	30	40	25
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DRAW BRIDGES

At Flint River, Bainbridge, Ga., authorized speed is 20 miles an hour when drawbridge is straight railed and bolted up. When necessary to open drawbridge, the District Superintendent will notify the Chief Dispatcher and Roadmaster. The Roadmaster will have drawbridge opened under flag protection and closed immediately, straight railed and bolted up, notifying Superintendent and Chief Dispatcher when closure is completed.

YARD LIMITS

Yard limits at the following points will be indicated by sign boards marked "YARD LIMITS."

Bainbridge, Chattahoochee, Climax, Day Street Yard, Dothan, Grimes, Sprague, Thomasville, Troy and Waterford.

LOCATION OF STANDARD CLOCKS

Chattahoochee, Dothan (Passenger Station; Yard), Montgomery (Union Station; Day Street Yard), Thomasville (Passenger Station; Yard).

REGISTER STATIONS

Dothan (Passenger Station for all trains).

Montgomery (Union Station for passenger trains; Day Street Yard for all trains). First class trains originating or terminating at Union Station are relieved from checking the train register at Day Street Yard, but will throw off register slip Form 329½ properly filled out. Operators at Day Street Yard will register all passenger trains from register slip, Form 329½.

Thomasville (Passenger Station for passenger trains; Yard for Freight Trains).

Chattahoochee, Climax, Grimes, Sprague and Waterford for Branch trains.

BULLETIN BOOKS

Bulletin books are located at the following points: Chattahoochee, Dothan (Passenger Station), Luverne, Montgomery (Union Station;

Day Street Yard Office and Shop), Thomasville (Passenger Station, Yard Office, Shops).

LEAVING TERMINALS

Trains must not leave the following points without clearance cards: Abbeville, Chattahoochee, Dothan (Passenger Station for all trains), Elba, Luverne, Montgomery (Union Station for passenger trains; Day Street Yard for freight trains), Thomasville (Passenger Station for passenger trains; Yard for freight trains).

Climax and Waterford for Branch trains.

SIGNAL STOPS

Nos. 11 and 12 at Bainbridge, Ozark and Troy to discharge and receive passengers from and from Montgomery and beyond, and from and for Jacksonville and beyond.

Nos. 57 and 58 at Ansley and Shady Grove to discharge and receive passengers from and to Montgomery and beyond; and from and to Waycross and beyond. Nos. 57 and 58 at all stations between Montgomery and Dothan to let off passengers holding foreign line tickets, and passengers from Waycross and beyond.

Nos. 180 and 189 at Ansley, Kent, Newton, Shady Grove and Shellhorn.

PASSENGER TRAIN CONNECTIONS CHATTAHOOCHEE

No. 34 wait indefinitely for A.N. No. 2.

CLIMAX

No. 31 wait one hour for No. 57.

No. 35 wait one hour for Nos. 180 and 189.

No. 180 wait thirty minutes for No. 420.

No. 421 wait one hour for Nos. 180 and 189.

MONTGOMERY

No. 12 wait indefinitely for L. & N. No. 15.

No. 58 wait twenty minutes for L. & N. Nos. 4 and 6 and A. & W. P. 31 when revenue passengers are reported.

THOMASVILLE

No. 57 wait 15 minutes for No. 32, when passengers are reported.

LOCAL SURGEONS

Abbeville, Ala.....	Dr. T. J. Floyd
Bainbridge, Ga.....	Dr. L. W. Willis
Brundidge, Ala.....	Dr. N. W. Killingsworth
Cairo, Ga.....	Dr. A. W. Rehberg
Chattahoochee, Fla.....	Dr. B. F. Barnes
Donalsonville, Ga.....	Dr. E. C. Bridges
Dothan, Ala.....	Dr. Douglas C. Haistein
Elba, Ala.....	Dr. C. P. Hayes
Enterprise, Ala.....	Dr. E. Gibson
Luverne, Ala.....	Dr. L. A. Windham
Midland City, Ala.....	Dr. W. A. Parrish
Montgomery, Ala.....	Dr. B. W. Cobbs
Ozark, Ala.....	Dr. A. D. Matthews
Ramer, Ala.....	Dr. A. D. Cowles
Troy, Ala.....	Dr. R. B. Beard

JACKSONVILLE DISTRICT

MAIN LINE:

Jacksonville to Sanford, including Sanford Terminals.

BRANCHES:

Altoona Branch.
DeLand Branch.

Florida Midland Branch.

Lake Charm Branch.

Leesburg Branch.

Palatka Branch.

Sanford & Everglades Branch.

Trilby Branch.

JACKSONVILLE DISTRICT (continued)

DOUBLE TRACK

Double track extends from Jacksonville to Yukon and from Orange City to Sanford. Trains and engines will run with current of traffic by signal indication, which supersedes time table superiority.

Over Monroe Bridge (single track) signal indication supersedes time table superiority.

AUTOMATIC SIGNALS

Single track between Yukon and Orange City is protected by automatic signals. Head block signals are located at each end of pass tracks, except at the following points: Crescent City, north and south end of team track; Green Cove Springs, south end of west team track; Palatka, south end of long siding. When a train is stopped by a head block signal and the signal is not immediately cleared, the dispatcher must be immediately communicated with by telephone.

CAUTION

Northbound Tampa District third and fourth class, and extra trains, will get train order and clearance card at Sanford passenger station on overdue and/or time on southbound Jacksonville District first class trains passing Rands.

All trains approach crossover between passenger station and coal chute, Palatka, at restricted speed, expecting to find crossover being used.

Southbound trains finding train order signal at Yukon in stop position for southbound trains, will stop clear of the head block signal, and secure train orders before entering single track.

Hand operated switch at Huckins Yacht Corporation spur located at McGirts Creek, Fla., is equipped with an electric lock which is unlocked by operating time release located in the box at switch. See Special Instructions—All Districts under "CAUTION".

RAILROAD CROSSINGS

Crossings at points listed below are protected by gates or signals:

LOCATION	Crossing Line	Signals or Gates Normally Set Clear for
Palatka	Southern Ry.	A.C.L. R.R.
Apopka	S.A.L. R.R.	S.A.L. R.R.

See special instructions — All Districts under "RAILROAD CROSSINGS".

Approach locked details are normally against A.C.L. trains at the intersection of the Seaboard Air Line and Trilby Branch at Lacoochee and Toronto, and Leesburg Branch in Leesburg, Florida. These details must be operated by A.C.L. train crews and must be restored to normal position after crossing has been cleared.

SPEED LIMITS

Between Jacksonville and Sanford passenger trains 65 miles an hour, express trains 60 miles an hour, perishable trains 50 miles an hour, through freight trains 45 miles an hour, mixed and local freight trains 40 miles an hour, trains handling loaded high side coal cars 35 miles an hour.

Maximum speed allowed on branch lines, except as otherwise provided:

	Miles an Hour		
	Passenger	Mixed	Freight
Altoona Branch.....	30	25	25
Black Hammock.....	15	15	15
DeLand Branch.....	15	15	15
Florida Midland Branch.....	30	25	25
Lake Charm Branch.....	20	20	20
Leesburg Branch.....	35	30	30
Palatka Branch.....	35	30	30
S & E Branch.....	15	15	15
Trilby Branch.....	35	30	30

Local speed restrictions and municipal ordinances:

Apopka: Member of crew will precede movements over Fourth Street crossing, Highway 441, located immediately south of depot.

DeLand: Member of crew will precede movements over Clara, Delaware and Florida Avenues, and Woodland Boulevard.

Eustis: 15 miles an hour corporate limits.

Green Cove Springs: 45 miles an hour over first crossing north of depot.

Hawthorne: 25 miles an hour corporate limits.

Interlachen: 30 miles an hour. Steam whistle must be sounded approaching corporate limits and air whistle and bell over all street crossings within corporate limits.

Jacksonville: 25 miles an hour over street crossings corporate limits. Member of crew must precede back-up movements over Dennis Street.

Leesburg: 6 miles an hour over Center and High Streets on main line. Member of crew must precede movements over Euclid Avenue, Main, Second, Sixth, Ninth, Canal, Palmetto and Twelfth Streets on the Leesburg Branch line.

Oviedo: Member of crew will precede movements over Broadway Street and Central Avenue. These streets must not be blocked more than five minutes.

Palatka: Member of crew will precede movements over Third, Eleventh and Laurel Streets; and Lemon Street 8:30 P. M. to 4:30 A. M., during which time watchman not on duty. Street crossing in corporate limits must not be blocked more than ten minutes.

Sanford: All trains 15 miles an hour Pecan Avenue to 13th Street. Member of crew will precede movements over French, Park and Sanford Avenues, First and Ninth Streets.

Maximum speeds permitted through interlockings:

	Miles an Hour
Hawthorne (Automatic)	20
Mabel (Automatic)	20

Wreckers and Locomotive Cranes: Maximum speed allowed, except where or when speed is further restricted by special instructions.

LINES	Class 1	Class 2	Class 3	Class 4	Class 5
Main Line	40	40	40	40	25
Leesburg Branch	30	30	30	30	25
Trilby Branch	30	30	30	30	25
Palatka Branch	30	30	30	30	25
Altoona Branch	20	20	20	25	25
Florida Midland Branch	20	20	20	25	25
Lake Charm Branch.....	Barred	Barred	10	20	10
S&E Branch	Barred	Barred	10	15	10
Black Hammock Spur	Barred	Barred	Barred	15	10
DeLand Branch	Barred	Barred	15	15	15

BRIDGES

Black Creek Bridge	10	10	10	20	10
Buffalo Bluff Bridge	10	10	10	20	10
Lake Monroe Bridge	10	10	10	20	10
Wekiva River Bridge	30	30	30	30	6

SPRING SWITCHES

Spring switches equipped with mechanical facing point locks, identified by enameled sign bearing letter "S" on target, and located as follows:

Yukon—End of double track protected, facing point by Automatic Signal 6536 (See Rule 509-B).

Orange City—End of double track protected, facing point by Automatic Signal 7549 (See Rule 509-B).

Southbound trains will approach this signal prepared to stop and proceed if the way is known to be clear.

DRAW BRIDGES

Following draw bridges interlocked: McGirts Creek, St. Johns River (MR Tower), Black Creek (between Doctors Inlet and Russell), Rice Creek (Near Pecan), St. Johns River (Near Bluff).

JACKSONVILLE DISTRICT (continued)

YARD LIMITS

Yard limits at the following points will be indicated by sign boards marked "YARD LIMITS".

Jacksonville, Kissimmee, Leesburg, Palatka, Rochelle, Sanford, Trilby and Winter Garden.

Engines working on DeLand, S. & E. Branches, and Black Hammock Extension will be governed by Rules 93 and 93-A.

LOCATION OF STANDARD CLOCKS

Jacksonville (Terminal Station; Moncrief Yard and Shops). Palatka, Sanford (Passenger Station; Shops).

REGISTER STATIONS

Clarcona, Fort Mason, Jacksonville (Terminal Station for passenger trains; Moncrief Yard and Shops for freight trains), Leesburg, Rands (near T-768 Mile Post): For northbound Leesburg Branch trains; Sanford (Passenger Station for passenger trains; Shops for freight trains), Sylvan Lake, Umatilla for all trains.

Kissimmee, Palatka, Rochelle and Trilby for Branch Trains.

BULLETIN BOOKS

Bulletin Books are located at the following points:

Jacksonville (Terminal Station for passenger trains; Moncrief Yard Office for freight trains; Moncrief Shops for engine crews in freight service), Sanford, (Passenger Station for passenger trains; Shops for freight and branch trains). Leesburg, Palatka and Trilby for Branch Trains.

LEAVING TERMINALS

Trains must not leave the following points without clearance cards: Jacksonville (Terminal Station for passenger trains; Moncrief Yard for freight trains), Sanford, (Passenger Station for all except north-

bound freight trains; M. R. Tower for northbound freight trains). Kissimmee, Leesburg, Palatka and Trilby for Branch Trains.

SIGNAL STOPS

Nos. 80 and 89 at Beresford, Eldridge, Lake Como and Lake Monroe.

Nos. 91 and 92 at Yukon, Green Cove Springs, and Crescent City to discharge and receive passengers from and for Richmond, Norfolk, Albany, Montgomery and beyond.

PASSENGER TRAIN CONNECTIONS JACKSONVILLE

No. 75 wait 30 minutes for No. 17, and one hour for No. 75, when passengers are reported.

No. 89 wait 30 minutes for No. 5 when passengers are reported.

No. 91 wait indefinitely for No. 91.

No. 275 wait 30 minutes for Nos. 17 and 75, when passengers are reported.

LOCAL SURGEONS

Crescent City, Fla.	Dr. E. W. Ford
DeLand, Fla.	Dr. Hugh West
Eustis, Fla.	Dr. C. M. Tyre
Hawthorne, Fla.	Dr. G. M. Floyd
Jacksonville, Fla.	Dr. R. R. Killinger
Jacksonville, Fla.	Dr. S. James Beale
Jacksonville, Fla.	Dr. Robert B. Glenn
Leesburg, Fla.	Dr. L. H. Oetjen
Palatka, Fla.	Dr. G. M. Zeagler
Sanford, Fla.	Dr. J. N. Tolar
Sanford, Fla.	Dr. Wade H. Garner
Winter Garden, Fla.	Dr. B. H. Lawson

TAMPA DISTRICT

MAIN LINE:

Lakeland to Fort Myers.
Sanford to Port Tampa.
Uceta to Sarasota.

BRANCHES:

Bartow Branch.
Bone Valley Branch.
Fort Myers Southern Branch.
Haines City Branch.
Immokalee Branch.
Lucerne Branch.
Mountain Lake Branch.
Ridgewood Branch.

DOUBLE TRACK

Double Track extends from Winter Park to Orlando and from Uceta to Tampa Union Station. Trains and engines will run with current of traffic by signal indication which supersedes time table superiority.

Normal position of switches south end double track, Tampa, is for southbound trains, which will approach under control, expecting to find crossover occupied and will not proceed until it is known or seen that the route is clear. Switches will be handled by train crews when switch tender-operator is not on duty.

AUTOMATIC SIGNALS

Single track between Sanford and Winter Park is protected by automatic signals. Head block signals are located at each end of pass tracks. When a train is stopped by a head block signal and the signal

is not immediately cleared, the dispatcher must be immediately communicated with by telephone.

SWITCHES AT JUNCTION POINTS

The signals located north end Uceta yard govern southbound trains only. Hand switch operated in connection therewith will be handled by train crews when operators are not on duty.

JOINT TRACKS

A. C. L. crews will be governed by S. A. L. time table and special instructions when operating over track between Achan and Brewster, and the S. A. L. track in the vicinity of Nichols.

All trains and engines operating on tracks of Tampa Union Station. Company move under control expecting to find tracks occupied.

CAUTION

All trains run at restricted speed from north wye switch Bartow to the freight station, expecting to find trains to and from Bartow Branch making back-up movements.

All trains approach Palmdale and Harrisburg under full control and operate between these points under full control expecting to find Immokalee Branch trains occupying the main track.

Movements over highway crossings Government track at Gordonville, North Pauway, Pauway and Pembroke Spurs, over scenic highway Mountain Lake Branch and Ridgewood Branch at Tancrede will be protected by member of crew.

Passenger trains approach crossover 300 feet south of Dakota Avenue, also Dakota and south switch of passenger yard tracks between New York and Dakota Avenues, Lakeland, under full control expecting to find trains and engines using crossovers and main line, and will not exceed 'yard speed' between these points when track is seen to be clear.

TAMPA DISTRICT (continued)

RAILROAD CROSSINGS

Crossings at points listed below are protected by gates or signals:

LOCATION	Crossing line	Signals or Gates	
		Normally	Set Clear for
Fruitville Junction (ZA 930-¾ MP)	S.A.L. R.R.	A.C.L. R.R.	
Lake Wales (North of Mile Post VC 844)	S.A.L. R.R.	A.C.L. R.R.	
Conosauga (North of Mile Post ZA 911)	S.A.L. R.R.	A.C.L. R.R.	
Eric (Reeder Spur)	S.A.L. R.R.	S.A.L. R.R.	
Sarasota (Hog Creek Lead)	S.A.L. R.R.	S.A.L. R.R.	
See special instructions — All Districts under "RAILROAD CROSSINGS".			

SPEED LIMITS

Between Lakeland and Fort Myers perishable and through freight trains 45 miles an hour, mixed and local freight trains 40 miles an hour, trains handling loaded high side coal cars 35 miles an hour.

Between Sanford and Orlando passenger trains 65 miles an hour; express trains 60 miles an hour.

Between Orlando and Tampa passenger and express trains 59 miles an hour.

Between Tampa and Sarasota passenger and express trains 59 miles an hour.

Between Sanford and Tampa, Tampa and Sarasota, through freight trains 45 miles an hour; mixed and local freight trains 40 miles an hour; trains handling loaded high side coal cars 35 miles an hour.

Between Lakeland and Orlando perishable trains 49 miles an hour.

Between Orlando and Sanford perishable trains 50 miles an hour. Engines using wye at Kissimmee 4 miles an hour. Engines larger than P-2 and P-3 are restricted on this wye.

Engines 1401-1405, inclusive, must not exceed a speed of 30 miles an hour, and Engines 1800-1811, inclusive, 15 miles an hour over Six Mile Creek Bridge near Uceta.

Engines 800-819, inclusive, 30 miles an hour between Haines City and Clewiston.

Engines 820-836, inclusive, 30 miles an hour between Haines City and Everglades, except at Caloosahatchee River Bridge near Goodno, where a full stop must be made and pass over drawbridge at speed of 10 miles an hour.

Engines 456-482, inclusive, 15 miles an hour on Lucerne Branch.

Between Haines City and Clewiston, passenger trains 50 miles an hour; perishable trains, 49 miles an hour and freight trains, 35 miles an hour.

Between Clewiston and Lake Harbor passenger and perishable trains 30 miles an hour; freight and mixed trains 20 miles an hour.

Nichols Spur, 15 miles an hour except, 10 miles an hour over Twin Lakes Trestle.

Terra Ceia and Reeder Spurs, 400 class engines, 12 miles an hour straight track; 6 miles an hour on curves.

1600-class engines, 15 miles per hour on Mountain Lake Branch.

Between Agricola and Fort Meade, all trains, 25 miles an hour.

Maximum speed allowed on branch lines, except as otherwise provided:

	Miles an Hour		
	Passenger	Mixed	Freight
Bartow Branch	50	30	30
Bone Valley Branch	30	30	30
Fort Myers Southern	30	30	30
Lucerne Branch	30	30	30
Mountain Lake Branch	20	20	20
Palmdale to Everglades	30	30	30
Ridgewood Branch	20	20	20

Local speed restrictions and municipal ordinances:

Arcadia: 6 miles an hour over first crossing south and first and second crossings north of depot, and 12 miles an hour over third crossing north of depot.

Auburndale: 35 miles an hour between first paved crossing north of the overpass and second paved crossing north of depot. Steam whistle

must not be sounded within city limits except in emergency, nor bell excessively rung. Street crossings must not be blocked for more than five minutes at any time.

Avon Park: 10 miles an hour over Main Street.

Bartow: 12 miles an hour over Church and Main Streets, Oak and Orange Avenues; back-up movements over Main Street must be preceded by member of crew.

Bowling Green: 35 miles an hour over first crossing north and first crossing south of depot.

Bradenton: 12 miles an hour over Washington and Manatee Avenues, member of crew to precede movements over Manatee Avenue. Air whistle will be used within corporate limits or steam whistle with light intensity.

Fort Meade: 20 miles an hour over first street North of depot.

Fort Myers: 20 miles per hour over Tarpon, First and Marion Streets, East Fort Myers. All trains passing over Michigan and Anderson Avenues north of the passenger station and all street crossings south of the passenger station must be preceded by member of crew.

Frostproof: 15 miles an hour over first, second and third crossings north of the depot; 15 miles an hour over first, second and third crossings south of depot; 25 miles an hour over fourth and fifth crossings south of depot; and 35 miles an hour over sixth crossing south of depot.

Haines City: 40 miles an hour over first three crossings south of passenger station. Air whistle should be sounded for first two crossings south of passenger station.

Kissimmee: 35 miles an hour between Vine Street and Clyde Avenue. Movements over Broad Street must be preceded by member of crew.

Lake Alfred: 35 miles an hour between Nekoma Drive and Dakota Avenue. Street crossings must not be blocked in excess of 5 minutes.

Lakeland: 25 miles an hour between Ingram and Dakota Avenues on Jacksonville-Tampa main line, south of North Street on West Coast main line, and North of Lemon Street on C. H. Division, 6 miles an hour over Main Street, North Street, Dakota and New York Avenues; 6 miles an hour over Florida Avenue between the hours of 12:01 a.m. and 6:00 a.m. Steam whistles will not be used in city limits except in emergency.

Mulberry: 25 miles an hour between Depot and the S. A. L. crossing.

Orlando: 25 miles an hour between Virginia Drive and Columbia Avenue. Air whistle, when engines are so equipped, should be sounded for all street crossings within the corporate limits, and steam whistles used when necessary to warn persons on or about to cross the tracks.

Palmetto: Southbound trains must come to full stop before crossing Tenth Street. Northbound trains may proceed over Tenth Street under full control after stopping for S. A. L. Crossing.

Pierce: Movements over paved road must be preceded by member of crew.

Plant City: 6 miles an hour over Alexander Street, near Mile Post 862 until crossing is covered. Movements over Evers, Collins and Palmer Streets, the first three streets south of passenger station, must be preceded by member of crew.

Sarasota: 10 miles an hour over street crossing between freight and passenger stations.

Sebring: 25 miles an hour between second street crossing north of depot and fifth street crossing south of depot. The sounding of steam whistles on locomotives within corporate limits between the hours of 10:00 p.m. and 6:00 a.m. is prohibited.

Tampa: 20 miles an hour 39th Street to Howard Avenue, and 7th Avenue to Buffalo Avenue on Gary-Vitis line; 30 miles an hour Howard Avenue to Port Tampa. The sounding of steam whistles on locomotives within corporate limits is prohibited. Member of crew will precede movements over the following street crossings during time shown, when watchman not on duty.

11:15 p.m. to 7:15 a.m.—13th Street, 14th Street and 5th Avenue.

11:00 p.m. to 7:00 a.m.—Ashley, Florida, Franklin, Jefferson, Marion, Morgan, Nebraska, Pierce, Tampa.

12:01 a.m. to 8:00 a.m.—Grand Central, North Boulevard.

5:30 p.m. to 9:30 a.m.—Howard, Platt, Watrous.

Wauchula: 20 miles an hour over first two crossings north, and third crossings south of depot; 8 miles an hour over first and second crossings south of depot. Member of crew will precede movements over first crossing south of depot between hours of 7:00 a.m. and 10:00 p.m.

TAMPA DISTRICT (continued)

Winter Haven: Steam whistles will not be used within the corporate limits except in emergency.

Winter Park: The sounding of steam whistles on locomotives within corporate limits between hours of 9:00 p.m. and 6:00 a.m. is prohibited. Air whistles should be used in accordance with the rules.

Maximum speeds permitted through interlockings:

	Miles an Hour
Bartow (A.C.L.-S.A.L.)	20
Mulberry	20
Orlando	25
Uceta (Northbound)	30
Uceta-Tampa Southern	30
Winter Haven	40

Gary: (North leg of wye)—Passenger trains 20 miles an hour, freight trains 10 miles an hour; (South leg of wye)—Passenger and freight trains 20 miles an hour.

Uceta: Through crossover to and from Tampa Southern and Uceta Yard, 20 miles an hour.

Wreckers and Locomotive Cranes: Maximum speed allowed, except where or when speed is further restricted by special instructions:

LINES	Class 1	Class 2	Class 3	Class 4	Class 5
Sanford to Tampa.....	40	40	40	40	25
Tampa to Port Tampa.....	30	30	35	40	25
Haines City to Harrisburg.....	35	35	35	40	25
Harrisburg to Clewiston.....	25	25	30	40	25
Clewiston to Lake Harbor.....	Barred	Barred	10	20	10
Harrisburg to Everglades.....	15	15	20	30	20
Lakeland to Ft. Myers.....	35	35	35	40	25
Ft. Myers to Naples.....	25	25	30	30	25
Winston to Ft. Meade.....	30	30	35	30	25
Ridgewood Branch.....	15	15	25	20	25
Bartow Branch.....	25	25	35	30	25
Lucerne Branch.....	15	15	25	30	25
Mountain Lake Branch.....	15	15	10	20	10
Uceta to Sarasota.....	Barred	Barred	Barred	30	25
Reeder Spur.....	Barred	Barred	Barred	20	10
Tampa City Docks.....	Barred	Barred	Barred	Barred	Barred

BRIDGES

Palm River, near Uceta, Fla.....Barred Barred Barred 10 6

Alafia River, near East Tampa, Fla.....Barred Barred Barred 10 6

Little Manatee River, near Ruskin, Fla.....Barred Barred Barred 10 6

Manatee River at Bradenton, Fla.....Barred Barred Barred 10 6

Caloosahatchee River, near Goodno, Fla.....6 6 6 10 6

For movements over this bridge, Class 1 and 2 wreckers must be separated from locomotive by three (3) cars and Class 3 wreckers by two (2) cars.

SPRING SWITCHES

Spring switches equipped with mechanical facing point locks, identified by enameled sign bearing letter "S" on target are located, as follows:

Longwood—Passing Track (both ends) WITHOUT "Leave Siding Signal".

Winter Park—End of double track, protected, facing point by Automatic Signal 7855 (See Rule 509-B).

Orlando—Kaley Avenue, End of double track protected, facing point by Automatic Signal 7920 (See Rule 509-B).

Lakeland—North end of freight main line, protected, facing point by semaphore indicator signal. When a train is stopped by the protecting signal the switch must be examined before movement is made over it.

DRAW BRIDGES

Following draw bridges interlocked:

Hillsborough River (Tampa), Caloosahatchee River (Ticc).

YARD LIMITS

Yard limits at the following points will be indicated by sign boards marked "YARD LIMITS."

Bartow, Bradenton, Clewiston, Fort Meade, Fort Myers, Haines City, Kissimmee, Lakeland, Lake Alfred, Lake Harbor, Mulberry (North yard board Prairie Junction, south yard board Achan), Orlando, Palmetto, Palmdale, Plant City, Port Tampa, Sarasota, Sebring, Tampa, Tancrede, Winston (W. & B. V. Branch only), Winter Haven.

Engines working on Mountain Lake, Ridgewood, Lucerne Branches, Reeder Spur, between the south yard limit board Tampa (Howard Avenue), and north yard limit board at Port Tampa, between Kingsford and Nichols and Sarasota and Belspur will be governed by Rules 93 and 93-A.

All trains will move between Achan and Prairie Junction in accordance with Rules 93 and 93-A under the supervision of the dispatcher and will call dispatcher before leaving Achan, Prairie Junction, when clear at Nichols wye and before fouling main track on return from Nichols. Trains will report clear at Tancrede when working Ridgewood Spur and will call dispatcher before fouling main line on return from Ridgewood.

LOCATION OF STANDARD CLOCKS

Clewiston, Fort Myers, Haines City, Lakeland, Orlando, Sarasota, Sebring, Tampa (Passenger Station; Uceta Yard and Shops).

REGISTER STATIONS

Agricola and Tancrede for southbound trains.

Bartow and Winston for Branch trains.

Clewiston, Fort Myers, Haines City, Lake Harbor, Palmdale, Prairie Junction, Sarasota and Sebring for all trains.

Lakeland (Passenger Station for passenger trains; Yard for freight trains), Sanford (Passenger Station for passenger trains; Shops for freight trains), Tampa (Union Station for passenger trains; Uceta for freight trains).

Lake Alfred for Branch trains.

Operators when on duty, will register trains as follows:

Bartow, Nos. 275 and 276; Haines City and Lakeland, Nos. 91 and 92; Lake Alfred, No. 276; Winston, Branch trains.

BULLETIN BOOKS

Bulletin books are located at the following points:

Clewiston, Fort Myers, Lakeland (Passenger Station for passenger trains; Yard Office for freight trains), Lake Harbor, Palmdale, Sanford, Sarasota, Sebring, Tampa (Union Station for passenger trains; Uceta for freight trains).

LEAVING TERMINALS

Trains must not leave the following points without clearance cards:

Clewiston, Fort Myers, Lakeland, Orlando, Sanford, Sarasota, Tampa Union Station.

Naples and Sebring for originating trains.

Uceta for 3rd and 4th class and extra trains.

Trains enroute to or from main line and branch line must not leave the following points without clearance cards:

Bartow, Fort Meade, Haines City, Lake Alfred, Winston and Palmdale.

SIGNAL STOPS

No. 76 at Casselberry for express only.

Nos. 80 and 89 at Casselberry and Seffner.

Nos. 91 and 92 at Auburndale to discharge and receive passengers from and for Jacksonville and beyond.

Nos. 275 and 276 at Pembroke.

Nos. 275 and 276 at Winter Park and Kissimmee to receive and discharge passengers to and from points between Lake Alfred and Fort Myers.

TAMPA DISTRICT (continued)

PASSENGER TRAIN CONNECTIONS HAINES CITY

No. 76 wait two hours for No. 176.
No. 101 wait indefinitely for No. 176.
No. 175 wait indefinitely for No. 102; three hours for No. 75.

LAKE ALFRED

No. 101 wait 30 minutes for No. 276.

TAMPA

No. 75 wait two hours for Jacksonville-Tampa No. 75 and No. 33.
No. 76 wait two hours for Sarasota-Tampa No. 76.
No. 91 wait indefinitely for Jacksonville-Tampa No. 91.
No. 92 wait indefinitely for Sarasota-Tampa No. 92.

LOCAL SURGEONS

Arcadia, Fla. Dr. C. H. Kirkpatrick
Bartow, Fla. Dr. W. F. Peacock

Bradenton, Fla. Dr. L. W. Blake
Clewiston, Fla. Dr. W. O. Rigby
Fort Myers, Fla. Dr. H. Q. Jones
Everglades, Fla. Dr. E. E. Nunnery
Haines City, Fla. Dr. E. E. Martin
Kissimmee, Fla. Dr. Raymond R. Sessions
Lakeland, Fla. Dr. J. F. Wilson
Lake Wales, Fla. Dr. J. P. Tomlinson, Jr.
Mulberry, Fla. Dr. M. H. Holden
Orlando, Fla. Dr. J. S. McEwan
Orlando, Fla. Dr. D. T. McEwan
Plant City, Fla. Dr. W. G. Meriwether
Punta Gorda, Fla. Dr. M. J. Alexander
Sarasota, Fla. Dr. J. Halton
Sebring, Fla. Dr. L. W. Martin
Tampa, Fla. Dr. John R. Boling
Tampa, Fla. Dr. J. S. Helms, Jr.
Tampa, Fla. Dr. J. J. Ruskin
Winter Haven, Fla. Dr. W. T. Simpson

OCALA DISTRICT

MAIN LINE:

High Springs to Croom (via Rochelle).
High Springs to Lakeland.
Moncrief to Wilcox.
Thomasville to Dunnellon.
Trilby to St. Petersburg.
Vitis to Gary.

BRANCHES:

Brooksville Branch.
Citra Branch.
Cutlers Branch.
Howey Branch.
Ocala Branch.

DOUBLE TRACK

Double track extends from Moncrief to Jacksonville Terminal Station, and from Uceta to Tampa Union Station. Trains and engines will run with current of traffic by signal indication which supersedes time table superiority.

Double track extends from Vitis to Dunnellon and from Central Avenue to Passenger Station at St. Petersburg.

CAUTION

All trains approach wye switches on Albany-Perry lines at Thomasville under control, expecting to find trains backing in or out.

All trains approach crossover switches Trilby from S.&St.P. main line to crossover switch of northbound West Coast Main Line prepared to stop. If clear, proceed at 10 miles an hour.

All trains approach crossover switches south of depot at Croom prepared to stop. If crossovers are clear, proceed at 20 miles an hour.

RAILROAD CROSSINGS

Crossings at points listed below are protected by gates or signals:

LOCATION	Crossing Line	Signals or Gates Normally Set Clear for	
		S.A.L. R.R.	A.C.L. R.R.
Archer	S.A.L. R.R.	A.C.L. R.R.	
Clark	S.A.L. R.R.	A.C.L. R.R.	
Haynesworth	S.A.L. R.R.	A.C.L. R.R.	
Montbrook	S.A.L. R.R.	A.C.L. R.R.	
Lake Butler	Southern Ry.	A.C.L. R.R.	
Rock Springs	S.A.L. R.R.	S.A.L. R.R.	
Gainesville			
(Old Main Line, Main St.)	S.A.L. R.R.	S.A.L. R.R.	
J&SW Crossing, Newberry	W. C. Main Line	W. C. Main Line	
See special instructions	— All Districts under "RAILROAD CROSSINGS".		

Approach locked derails are normally against A.C.L. trains at the intersection of the Seaboard Air Line and Leesburg Branch in Leesburg, Florida. These derails must be operated by A.C.L. train crews and must be restored to normal position after crossing has been cleared.

SPEED LIMITS

Between Jacksonville and Newberry, Thomasville and Dunnellon, High Springs and Gary, Vitis and Lakeland, Trilby and Pasco, and Tarpon Springs and St. Petersburg, passenger and express trains 59 miles an hour.

Between High Springs and Gary, and Vitis and Lakeland, perishable trains 49 miles an hour.

Between Jacksonville and Newberry, High Springs and Gary and Vitis and Lakeland, through freight trains, 45 miles an hour, local freight trains, 40 miles an hour, trains handling loaded high side coal cars, 35 miles an hour.

Between Trilby and St. Petersburg, freight and mixed trains, 40 miles an hour, trains handling loaded high side coal cars, 35 miles an hour.

Between High Springs and Burnetts Lake, passenger trains, 40 miles an hour; Newberry and Wilcox, passenger trains 45, freight trains, 30 miles an hour.

Dunnellon: 20 miles an hour through crossover switch at north end double track.

St. Petersburg: 8 miles an hour through diamond crossover between Third and Fourth Streets.

Engines 1401-1405, inclusive, 30 miles an hour over Withlacoochee River Bridge at Dunnellon.

1800 class engines 40 miles an hour, Jacksonville to Tampa, via Newberry and High Springs.

Engines 1800-1811, inclusive, 15 miles an hour over Withlacoochee River Bridge at Dunnellon:

Maximum speed allowed on branch lines, except as otherwise provided:

	Miles an Hour:		
	Passenger	Mixed	Freight
Brooksville Branch	30	30	30
Citra Branch	30	25	25
Cutlers Branch	30	30	30
Howey Branch	20	20	20
Ocala Branch	30	30	30

(except when 800 to 819 class engines are used, 20 miles an hour.)

Local speed restrictions and municipal ordinances:

Alachua: Member of crew must precede movements over East Main Street between 8:00 a.m. and 8:00 p.m.

OCALA DISTRICT (continued)

Center Hill: 6 miles an hour from second crossing north of depot to third crossing south of depot.

Clearwater: Trains will come to a full stop before crossing Drew and Cleveland Streets and must be preceded over the crossing by a flagman. Speed through city limits 30 miles an hour, except between Palmetto Street and Druid Road, 15 miles an hour.

Cross City: 30 miles an hour over first three street crossings south of depot.

Dunedin: 25 miles an hour between Beltrics Street and Tilden Street. 50 miles an hour Tilden Street to north city limits.

Dunnellon: 10 miles an hour over Pennsylvania Avenue.

Fruitland Park: 15 miles an hour over first crossing north of Depot.

Gainesville: 6 miles an hour over Rocky Point Road; 8 miles an hour between Arlington and Grove Streets. A member of the crew must precede movements over Grove, Boundary, Seminary, University, Masonic and Arlington Streets.

High Springs: 10 miles an hour corporate limits.

Jacksonville: 25 miles an hour over street crossings corporate limits. Member of crew must precede back-up movements over Dennis Street.

Lake Butler: 20 miles an hour from the highway crossing north of depot to the paved street at the water tank. The sounding of steam whistles within corporate limits is prohibited.

Largo: 15 miles an hour from the first crossing north of depot to the first crossing south of the depot.

Leesburg: 6 miles an hour over Center and High Streets on main line. Member of crew must precede movements over Euclid Avenue, Main, Second, Sixth, Ninth, Canal, Palmetto and Twelfth Streets on the Leesburg Branch line.

Newberry: 20 miles an hour over Highway Crossing on J&SW and over Highway Crossing on west coast.

Ocala: 12 miles an hour corporate limits. Member of crew must precede movements over Ocklawaha Avenue, Broadway, Fort King, Second, Third, Eighth and Magnolia Streets.

St. Catherine: Train 38, 20 miles an hour to discharge mail.

St. Petersburg: 35 miles an hour from the city limits to 13th Avenue North and 15 miles an hour from 13th Avenue North to the passenger station.

Tarpon Springs: 25 miles an hour from six blocks north of the depot to six blocks south of the depot.

Thomasville: 20 miles an hour corporate limits.

Webster: 15 miles an hour from first crossing north to third crossing south of depot.

Maximum speeds permitted through interlockings:

	Miles an Hour	
Baldwin (Automatic)	20	
Burnett's Lake	20	
Dunnellon	30	
Felicia	35	
Leesburg (Automatic)	20	
Moncrief (to and from J. & S. W.)	30	
Vitis	35	

Wreckers and Locomotive Cranes: Maximum speed allowed, except where or when speed is further restricted by special instructions.

LINES	Class				
	Class 1	Class 2	Class 3	Class 4	Class 5
Jacksonville to Gary and Lakeland (Via Newberry and Thonotosassa)	40	40	40	40	25
Thomasville to Dunnellon.....	30	30	35	40	25
Trilby to St. Petersburg.....	30	30	35	40	25
High Springs to Croom.....	30	30	35	40	25
(Via Ocala)					
Croom to Brooksville.....	25	25	25	25	25
Newberry to Wilcox.....	20	20	25	40	25
Ocala to Rainbow Falls.....	20	20	30	30	25
Micanopy Branch.....	Barred	Barred	15	15	15
Citra Branch.....	Barred	Barred	15	15	15
Gulf Junction to Cutlers.....	Barred	Barred	15	30	15
Howey Branch.....	Barred	Barred	15	20	15

BRIDGES

Withlacoochee River, Dunnellon 10 10 15 40 15

SPRING SWITCHES

Spring switch located at north end of double track near Central Avenue, St. Petersburg, switch normally set for southbound trains.

DRAW BRIDGES

At Suwannee River, Old Town, Fla., authorized speed is 35 miles an hour when drawbridge is straight railed and bolted up. When necessary to open drawbridge on five days notice, the District Superintendent will notify Chief Dispatcher and Roadmaster. The Roadmaster will have drawbridge opened under flag protection and closed immediately, straight railed and bolted up, notifying Superintendent and Chief Dispatcher when closure is completed.

YARD LIMITS

Yard limits at the following points will be indicated by sign boards marked "YARD LIMIT."

Burnetts Lake, Croom, Cross City, Dunnellon, Gainesville, High Springs, Lakeland, Leesburg, Moncrief, Newberry, Ocala, Perry, Rochelle, St. Petersburg, Tampa, Thomasville, Trilby and Wilcox.

Engines working between Crystal River and Cutlers, Proctor and Citra, Okahumpka and Howey, and Micanopy Junction and Micanopy, will be governed by Rules 93 and 93-A.

LOCATION OF STANDARD CLOCKS

Dunnellon, High Springs, Jacksonville (Terminal Station; Moncrief Yard), Leesburg, Ocala, St. Petersburg, Thomasville, Trilby.

REGISTER STATIONS

Brooksville, Burnetts Lake, Dunnellon, High Springs, Leesburg, Perry, St. Petersburg and Wilcox.

Croom for trains to and from Florida Southern and Brooksville Branch trains.

Lakeland (Passenger Station for Passenger trains, Yard for freight trains.)

Jacksonville (Terminal Station for passenger trains; Moncrief Yard and Shops for freight trains); Tampa (Union Station for passenger trains, Uceta for freight trains); Thomasville (Passenger Station.)

Newberry for trains to and from J. & S. W.

Rainbow Falls for trains to and from Ocala Branch.

Trilby for S. & St. P. trains and Nos. 32 and 33.

All southbound Florida Southern trains will get permission from Dispatcher to use crossover at Croom against any overdue west coast first class trains.

BULLETIN BOOKS

Bulletin Books are located at the following points:

Brooksville and Dunnellon for branch trains.

High Springs and St. Petersburg for all trains.

Jacksonville (Terminal Station for passenger trains, Moncrief for freight trains, Moncrief Shops for engine crews in freight service), Lakeland (Passenger Station for passenger trains, Yard office for freight trains), Tampa (Union Station for passenger trains, Uceta for freight trains), Thomasville (Passenger Station).

Leesburg, Ocala, Perry and Trilby for originating trains.

LEAVING TERMINALS

Trains must not leave the following points without clearance cards:

Brooksville, Burnetts Lake, High Springs, St. Petersburg and Thomasville.

Croom for trains operating to and from Florida Southern and Brooksville Branch.

Dunnellon, Leesburg, Ocala and Perry for originating trains.

Jacksonville (Terminal Station, passenger trains; Moncrief, freight trains).

Lakeland (Passenger Station for passenger trains; Yard for freight trains).

OCALA DISTRICT (continued)

Trilby (for trains originating or to and from the S. & St. P.),
Newberry for trains to and from the J. & S. W.
Tampa (Union Station for passenger trains, Uceta for freight trains).

TRILBY

No. 32 wait indefinitely for No. 132.
No. 133 wait indefinitely for No. 33.

SIGNAL STOPS

Nos. 32 and 33 at Dade City to receive and discharge revenue passengers for and from Atlanta, Birmingham and Montgomery and beyond.

Nos. 32 and 33 at Inverness to receive and discharge passengers for and from Albany and Montgomery and beyond.

Nos. 37 and 38 at all points to discharge and receive passengers from and for Jacksonville and beyond.

Nos. 132 and 133 at Belleair to receive and discharge passengers for and from Thomasville and beyond.

Nos. 191 and 192 at Belleair, Burnett's Lake, Dunedin, Lake Butler, and Tarpon Springs to receive and discharge passengers for and from Jacksonville and beyond.

PASSENGER TRAIN CONNECTIONS JACKSONVILLE

No. 37 wait 30 minutes for No. 17, and one hour for No. 75, when passengers are reported.

No. 191 wait indefinitely for No. 91.

TAMPA

No. 32 wait one hour for Sarasota-Tampa No. 76.

LOCAL SURGEONS

Brooksville, Fla.....	Dr. A. C. Coogler
Clearwater, Fla.....	Dr. R. H. Center
Clearwater, Fla.....	Dr. L. B. Dickerson
Dade City, Fla.....	Dr. W. Wardlow Jones
Dunedin, Fla.....	Dr. H. E. Winchester
Dunnellon, Fla.....	Dr. B. S. Stutts
Gainesville, Fla.....	Dr. John E. Maines
High Springs, Fla.....	Dr. P. D. Weeks
Jacksonville, Fla.....	Dr. R. R. Killinger
Jacksonville, Fla.....	Dr. S. James Beale
Jacksonville, Fla.....	Dr. Robert B. Glenn
Lacoochee, Fla.....	Dr. W. H. Walters
Leesburg, Fla.....	Dr. L. H. Oetjen
Monticello, Fla.....	Dr. J. B. Brinson
Ocala, Fla.....	Dr. E. G. Lindner
Perry, Fla.....	Dr. G. H. Warren
St. Petersburg, Fla.....	Dr. H. H. Curd
St. Petersburg, Fla.....	Dr. L. M. Gable
Tarpon Springs, Fla.....	Dr. Wm. J. Clough

JACKSONVILLE TERMINALS

Moncrief to Milldale
Export Terminals
Lower Yard Terminals

LOCAL SURGEONS

Jacksonville, Fla.....	Dr. R. R. Killinger
Jacksonville, Fla.....	Dr. S. James Beale
Jacksonville, Fla.....	Dr. Robert B. Glenn

JACKSONVILLE TERMINAL COMPANY

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

Employees will comply with special rules or instructions when issued by proper officer.

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 distance of vision. The burden of responsibility is with the approaching train.

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

4. Trains must not exceed a speed of 15 miles an hour through Lee Street, Myrtle Avenue and Beaver Street Interlocking. 20 miles an hour is authorized where turnouts are not used in the movement.

5. Trains will not exceed speed of 10 miles an hour by station platforms, and approach main baggage trucking platforms at west end of station tracks, prepared to stop, unless crossing is known to be clear.

SIGNAL INDICATIONS (DAY)

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

Horizontal—Stop.

45-Degree Angle—Caution.

Perpendicular—Proceed.

SIGNAL INDICATIONS (NIGHT)

Red—Stop.

Yellow—Caution.

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.

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

Outside of interlocking territory hand throw switch indications are:

Red—Stop, or for turnout.

Lunar White—Proceed, or switch in normal position.

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

6a. Suspended bridge type signal directly under automatic signal 6428 Bridge "C" Myrtle Avenue Interlocking operates in conjunction with signal 6428. When both signals are in (horizontal—red) stop position trains will stop and proceed only on proper signal indication or instructions from Myrtle Avenue Tower. When block is occupied between Bridge "C" and Beaver Street Tower signal 6428 will be in stop position, bottom signal will be displayed in caution position (45 degree angle or yellow signal) which indicates the block is occupied and trains will proceed with caution without stopping. This permissive signal is to permit northbound trains to follow closely and avoid blocking Myrtle Avenue Interlocking.

JACKSONVILLE TERMINAL COMPANY (continued)

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

- Siren Horn—South end A. C. L. R. R. "B" Yard.
- Siren Horn—Northbound home signal Beaver Street Tower.
- Siren Horn—North end of Freight Interchange Yard, Beaver Street Tower.
- Siren Horn—Bridge "C" Myrtle Avenue Tower.
- Siren Horn—South end A. C. L. Tampa Wye Track.
- Siren Horn—Honeymoon Yard.
- Siren Horn—S. A. L. Northbound Main Track opposite water tank.
- Siren Horn—West end station track No. 9.
- Siren Horn—West end station track 16.
- Siren Horn—East end station track 20.
- Siren Horn—East of Lee Street Tower between F. E. C. northbound main track and A. C. L. lower yard.
- Siren Horn—North beside F. E. C. main track at Broad Street Viaduct.

Air Whistle—Bridge "B" Myrtle Avenue 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.

8. Freight movements over the S. A. L. freight line crossing at Beaver Street Interlocking, will if compelled to stop for a period of over five minutes, immediately cut their train and clear the signal governing opposite direction of movement unless otherwise directed by the Towerman.

9. All trains will approach the junction of the Jacksonville Terminal Company's running track and wye at F. O. Cabin, also the Jacksonville Terminal Company's running track, wye, crossovers and switches at Church Street under control expecting to find track occupied (See Rule 2).

10. Proper members of passenger train crews, uniformed, are required to be on hand 30 minutes prior to departing time of their train and protect the loading of passengers.

10a. Consist from engine to rear, in train order, showing all information called for will be furnished by conductors in duplicate on A. C. L. Form 32 Revised of all arriving and departing trains. This form 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.

11. Train Starting Signals: Push buttons are installed on the supporting columns of train sheds from tracks 2 to 26, inclusive, to communicate with Myrtle Avenue or Lee Street Towers, when trains are ready to depart. Conductors are required to transmit such signal to the proper tower one minute in advance of time his train will be ready to depart. After this signal gives proper indication in the tower, it will be repeated back by a light to the conductor immediately. If such light does not show up it indicates to the conductor that the apparatus is not working and steps must immediately be taken to communicate with the tower by phone.

Green starting lights are located over the gates on the low level, parallel with the platform side of each station track, and on the high level on the lower edge of platform shed near entrance to subway. 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 the 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.

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.

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

13. 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.

14. Train crews must register their names and addresses in book provided for that purpose in telegraph office. Enginemen will leave Form 357, properly filled out and in proper place on locomotive.

15. 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.

16. Enginemen on arriving trains heading into stations will stop cab of engine opposite white post fourth from butting block on station tracks 2 to 15 inclusive, to avoid blocking the trucking platform at north or west end of station.

17. Engines equipped with trailer wheels, in backward motion, will not exceed a speed of 10 miles an hour around curves or through diverging routes of interlocking.

18. Ash pans of locomotives and kitchen cars, or refuse of any nature must not be cleaned or thrown on tracks within Terminal limits.

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

20. Engine crews on arriving trains will leave fires banked in such condition as to prevent smoke or raising of safety valve. Automatic and independent brakes to be left applied. Cylinder and air pump cocks left open and reverse gear placed on center. Boiler should not be filled to the extent that engine will work water.

21. In case boiler or throttle is leaking or other unsafe conditions exist Enginemen in person will notify Station Master's office. Relief valves must be blocked open on engines with throttles leaking and air pumps left running if engine has independent brake.

22. Engine crews on departing trains will build fires in proper manner to minimize smoke. Every effort must be made to prevent annoyance, personal injury, or damage to passengers' clothing by water thrown from stack or cylinders.

23. 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.

FIRST AID INSTRUCTIONS

In the case of injury to an employee on duty, or to a passenger, call the most available Local Surgeon in the list.

In case no Local Surgeon can be reached in time to respond, secure the services of the most available surgeon in the vicinity, informing him that he is engaged for the emergency or until such time as the Local Surgeon assumes charge of the case.

Before the arrival of a surgeon, it is always important to be sure of two things: First, that there is no obstruction to the breathing; and, Second, that there is no excessive bleeding. Of course, no one can live long if he cannot breathe, or if he is losing much blood.

As to breathing, be sure that there is nothing in the mouth or throat to obstruct the passage of air; also that there is nothing constricting the neck, then see if there is anything about the chest which would prevent free movement of the ribs.

If there is severe bleeding from the limb, and if the blood is spurting from the wound, it should be controlled by a tourniquet placed between the body and the wound. This should always be put between the knee or elbow and the body, and should be tightened until the blood stops. If the blood simply flows and does not spurt, it can generally be controlled by making pressure directly upon the wound. If one has a sterile bandage handy, this should be placed directly in the wound and fastened tight.

When bones are broken the fractured ends almost always splinter. These splintered ends may do a great deal of damage to the muscles, blood vessels, etc., in the neighborhood, if great care is not taken in moving the patient. It is better not to move such a patient until a temporary splint has been applied to prevent these splintered ends of the bone doing any more damage.

It is never advisable to try to force a patient to swallow when he is not conscious and evidently unable to swallow. An injured person should be kept warm.

THE COMPANY WILL NOT BE RESPONSIBLE FOR BILLS MADE UNLESS THE PHYSICIAN OR SURGEON IS CALLED BY AN AUTHORIZED AGENT OF THE COMPANY.

SPEED TABLE

Time per Mile		Miles per Hour
Minutes	Seconds	
2	00	30
1	43	35
1	30	40
1	20	45
1	12	50
1	06	55
1	00	60
0	56	65
0	52	70
0	48	75
0	45	80
0	42	85