

## INDEX

ALL DISTRICTS	Page
Special Instructions .....	34-35-36

### WAYCROSS DISTRICT

Dupont to High Springs .....	1
Lake City to Lake City Junction .....	1
Savannah to Jacksonville—via Short Line (1st Class Trains) .....	2-4
Savannah to Jacksonville—via Short Line (3rd and 4th Class Trains) .....	3-5
Jesup to Folkston—via Waycross .....	6-7
Albany to Waycross .....	8-9
Waycross to Brunswick .....	12
Albany to Thomasville .....	12
Waycross to Thomasville .....	10-11
Special Instructions .....	36-37-38-39-40

### MONTGOMERY DISTRICT

Thomasville to Dothan .....	13
Dothan to Montgomery .....	14-15
Climax to Chattahoochee .....	16
Grimes to Abbeville .....	16
Waterford to Elba .....	16
Special Instructions .....	40-41

### JACKSONVILLE DISTRICT

Jacksonville to Sanford .....	18-19
Palatka to Rochelle .....	22
Sanford to Leesburg .....	17
Sylvan Lake to Trilby .....	22
Fort Mason to Altoona .....	17
Sanford to Lake Charm .....	17
Apopka to Dr. Phillips .....	22
Special Instructions .....	42-43

### TAMPA DISTRICT

Sanford to Port Tampa .....	20-21
Haines City to Lake Harbor .....	24
Palmdale to Everglades .....	23
Lake Alfred to Bartow .....	25
Lakeland to Naples .....	26
Winston to Fort Meade .....	23
Tampa to Sarasota .....	25
Special Instructions .....	44-45-46-47

### OCALA DISTRICT

Jacksonville to Wilcox .....	27
High Springs to Croom .....	28-29
Trilby to St. Petersburg .....	31
High Springs to Tampa .....	32-33
Vitis to Lakeland Jct. ....	27
Thomasville to Dunnellon .....	30
Dunnellon to Cutlers .....	31
Croom to Brooksville .....	31
Special Instructions .....	47-48-49

### JACKSONVILLE TERMINAL COMPANY

Special Instructions .....	50-51
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*Safety*

*First*

# ATLANTIC COAST LINE RAILROAD

## SOUTHERN DIVISION

WAYCROSS, MONTGOMERY  
JACKSONVILLE, TAMPA AND  
OCALA DISTRICTS

## TIME TABLE No. 1

IN EFFECT

Sunday, April 28, 1957  
AT 12:01 A. M.

SUPERSEDING TIME TABLE NO. 3  
DATED DECEMBER 14, 1956

EASTERN STANDARD TIME

FOR THE GOVERNMENT OF  
EMPLOYEES ONLY

L. T. ANDREWS, General Manager  
J. J. PEACOCK, General Supt. Transportation  
J. J. STOCKARD, General Superintendent  
W. J. TURNER, Superintendent Transportation

**SOUTHBOUND MAIN LINE BETWEEN DUPONT HIGH SPRINGS WAYCROSS DIST. NORTHBOUND**

FOURTH CLASS <b>509</b> Local Freight Daily Ex. Saturday <b>A. M.</b>	THIRD CLASS <b>217</b> Through Freight Daily <b>A. M.</b>	FIRST CLASS <b>107</b> Through Freight Daily <b>P. M.</b>	Nearest Station, Mileage From Richmond	Distance from Dupont	TIME TABLE NO. 1 IN EFFECT April 28, 1957			FIRST CLASS		THIRD CLASS	FOURTH CLASS
							<b>118</b>	<b>108</b>	<b>220</b>	<b>508</b>	
							Through Freight	Through Freight	Through Freight	Local Freight	
							Daily	Daily	Daily	Daily Ex. Sunday	
STATIONS							<b>A. M.</b>	<b>A. M.</b>	<b>P. M.</b>	<b>P. M.</b>	
	7:02	9:50	7:15	N-622		TL DUPONT	A Yard	5:00	8:55	8:25	12:30
					11.9	HAYLOW	X-GS&F	4:37	8:32	8:00	11:55
	7:35	10:30	7:42 <sup>220</sup>	R-642	20.4	TARVER		4:25	8:20	7:42 <sup>107</sup>	11:33
	8:04 <sup>108</sup>	11:00 <sup>508</sup>	7:58	R-654	32.9	T JASPER	X-GS&F	4:09	8:04 <sup>509</sup>	7:10	11:00 <sup>217</sup>
	9:15	11:10	8:06	R-660	38.3	MARION		4:00	7:55	6:55	10:40
	9:50 <sup>508</sup>	11:41	8:20	R-671	48.9	T LIVE OAK	X-SAL	3:45	7:40	6:40	9:50 <sup>509</sup>
	11:19	12:40	8:35	R-682	60.3	McALPIN		3:27	7:22	6:15	9:10
	12:30	1:10	8:51	R-694	72.7	T BRANFORD		3:10	7:05	5:55	8:35
	1:15	1:40	9:05	R-705	83.5	LAKE CITY JCT.	Y	2:55	6:50 <sup>508</sup>	5:35	8:10 <sup>108</sup> 6:33
	1:40 2:10 <sup>217</sup>	1:50 <sup>509</sup>	9:10	R-708	86.2	T FORT WHITE		2:50	6:45	5:25	6:28
	3:10	3:00	9:45	R-717	95.6	TA HIGH SPRINGS	L Yard	2:30	6:30	5:00	6:10
	<b>P. M.</b>	<b>P. M.</b>	<b>P. M.</b>					<b>A. M.</b>	<b>A. M.</b>	<b>P. M.</b>	<b>A. M.</b>
	Daily Ex. Saturday	Daily	Daily					Daily	Daily	Daily	Daily Ex. Sunday
	<b>509</b>	<b>217</b>	<b>107</b>					<b>118</b>	<b>108</b>	<b>220</b>	<b>508</b>

**LAKE CITY BRANCH—BETWEEN LAKE CITY AND LAKE CITY JCT.—WAYCROSS DIST.**  
**SOUTHBOUND NORTHBOUND**

FOURTH CLASS <b>513</b> Local Freight Daily Ex. Sunday <b>A. M.</b>	Nearest Station, Mileage From Richmond	Distance from Lake City	TIME TABLE NO. 1 IN EFFECT April 28, 1957			FOURTH CLASS <b>512</b> Local Freight Daily Ex. Sunday <b>A. M.</b>
					<b>512</b>	
					Through Freight	
					Daily	
STATIONS						
	7:21 <sup>512</sup>	RA-724		TL LAKE CITY	A Yard	7:21 <sup>513</sup>
	8:10	R-705	18.7	A LAKE CITY JCT.	L Y	6:33
	<b>A. M.</b>					<b>A. M.</b>
	Daily Ex. Sunday					Daily Ex. Sunday
	<b>513</b>					<b>512</b>

**SOUTHBOUND MAIN LINE BETWEEN SAVANNAH JACKSONVILLE, VIA J.S.L. WAYCROSS DIST.**

FIRST CLASS

														Nearest Station Mileage From Richmond	Distance from Savannah	TIME TABLE NO. 1	
																IN EFFECT	
																April 28, 1957	
																STATIONS	
	17	75	5	189	91	1	23	95	103	153	119	109	375				
	Flamingo Seminole	Havana Special	City of Miami Dixieland South Wind	Passenger	West Coast Champion	East Coast Champion	Sou. Ry. Passenger	Dixie Flyer Southland	Through Freight	Sou. Ry. Through Freight	Through Freight	Through Freight	Everglades				
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily				
	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.				
		2.50		6.50	6.20	5.25	3.45						12.55	494		TL SAVANNAH	3.3
		2.56		6.56	6.25	5.30	3.52			L 2.03			1.00	495	3.3	T NORTH TOWER	1.1
											L 2.00	L 1.30		496	4.4	T SOUTHOVER	1.4
		2.58		6.58	6.27	5.32	3.55			2.07	2.05	1.35	1.02	498	5.8	DA	5.4
		3.03	f	7.04	6.32	5.37	4.00			2.13	2.11	1.41	1.07	503	11.2	T BURROUGHS X-SAL	8.3
		3.10		7.12	6.39	5.44	4.11			2.22	2.20	1.50	1.14	511	19.5	DANIEL	11.3
		3.18	s	7.22	6.47	5.52	4.22			2.34	2.31	2.01	1.23	522	30.8	T McINTOSH	7.3
		3.24	s	7.30	6.53	5.58	4.29			2.42	2.38	2.08	1.29	530	38.1	T WALTHOURVILLE	7.7
		3.30	s	7.38	6.59	6.04	4.37			2.50	2.46	2.16	1.35	537	45.8	T LUDOWICI	3.3
		3.33		7.41	7.02	6.07	4.40			2.54	2.50	2.20	1.38	541	49.1	BACK SWAMP	3.1
		3.36	f	7.45	7.05	6.10	4.44			3.00	2.54	2.24	1.41	544	52.2	T DOCTORTOWN	4.5
		s 3.45	s	7.50	7.08	6.13	s 5.00 <sup>10</sup> 5.30			3.10	A 3.00	2.30	s 1.46	548	56.7	T JESUP	4.4
		3.51			7.12	6.17	5.39			3.15		2.35	1.55	552	61.1	LEAKE	5.3
		3.56			7.17	6.22	5.45			3.21		2.41	2.00	558	66.4	BROADHURST	5.2
		4.01			7.21	6.26	5.49			3.27		2.47	2.05	563	71.6	O'NEAL	4.2
		4.05			7.25	6.30	5.53			3.32		2.52	2.09	567	75.8	HORTENSE	5.6
		4.10			7.30	6.35	5.58			3.38		2.58	2.14	573	81.4	RAYBON	3.7
		f 4.14		f 7.34	6.39	6.02				3.42		3.02	2.18	576	85.1	T NAHUNTA X-ACL	11.6
		4.25			7.43	6.48	6.15			3.55		3.14	2.28	588	96.7	WINOKUR	5.5
		4.30			7.48	6.53	6.21			4.01		3.20	2.33	595	102.2	NEWELL	8.9
	L 8.20	4.39	L 8.21		7.56	7.01	6.32	L 4.58	L 4.25	4.10		3.29	2.41	602	111.1	T FOLKSTON	11.4
		8.32	4.50	8.31		8.05	7.10	6.43	5.08	4.40	4.25	3.40	2.51	614	122.5	HILLIARD	10.3
		8.42	5.00	8.40		8.14	7.19	6.52	5.20	4.52	4.40	3.50	3.00	624	132.8	T CALLAHAN X-SAL	15.7
		8.55	5.13	8.53		8.26	7.31	7.13	5.40	A 5.35	A 5.30	A 5.00	3.12	640	148.5	T MONCRIEF X-SJT	3.4
	s 9.20	s 5.30	s 9.15		s 9.00	s 7.55	s 7.30	s 6.00					s 3.50	643	151.9	TA JACKSONVILLE	
	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.				
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily				
	17	75	5	189	91	1	23	95	103	153	119	109	375				

The Time of all Southbound Waycross Route First Class Trains at Jesup will apply at Passenger Station.

**MAIN LINE—BETWEEN SAVANNAH—JACKSONVILLE, VIA J.S.L.—WAYCROSS DIST.—SOUTHBOUND**

TIME TABLE NO. 1  IN EFFECT  April 28, 1957  STATIONS	Car Capacity of Side Tracks	THIRD CLASS					FOURTH CLASS									
		507	261	201	211	203	503	517								
		Local Freight	Sou. Ry. Through Freight	Through Freight	Through Freight	Through Freight	Local Freight	Local Freight								
		Daily Ex. Sunday	Daily	Daily	Daily	Daily	Daily Ex. Saturday	Sun. Tue. and Thur.								
		A. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.								
<b>T SAVANNAH L</b>																
3.3																
<b>T NORTH TOWER</b>		L 4.30														
1.1																
<b>T SOUTHOVER</b>	Yard			L 6.30	L 7.30	L 7.30										
1.4																
<b>DA</b>		4.33		6.40	7.43	7.35										
5.4																
<b>T BURROUGHS<sub>X-SAL</sub></b>	7	4.40		6.48	8.00	7.48										
8.3																
<b>DANIEL</b>	165 PN	4.50		7.00	8.20	8.05										
11.3																
<b>T McINTOSH</b>	165 PS 24	5.04		7.15	8.40	8.56										
7.3																
<b>T WALTHOURVILLE</b>	165 PN 7	5.14		7.25	8.50	9.15										
7.7																
<b>T LUDOWICI</b>	40	5.24		7.35	9.00	9.35										
3.3																
<b>BACK SWAMP</b>		5.28		7.42	9.05	9.50										
3.1																
<b>T DOCTORTOWN</b>	100 CP 49	5.32		7.47	9.10	9.55										
4.5																
<b>T JESUP</b>	Yard Y	A 5.40		7.55	A 9.30	A 10.15	L 11.00									
4.4																
<b>LEAKE</b>	100 P			8.05			11.10									
5.3																
<b>BROADHURST</b>	100 P 16			8.13			11.25									
5.2																
<b>O'NEAL</b>	100 P			8.20			11.40									
4.2																
<b>HORTENSE</b>	100 P 8			8.27			11.50									
5.6																
<b>RAYBON</b>	100 P 4			8.35			12.03 <sup>112</sup>									
3.7																
<b>T NAHUNTA<sub>X-ACI</sub></b>	120 P Y			8.41			A 12.20									
11.6																
<b>WINOKUR</b>	100 PN			8.57												
5.5																
<b>NEWELL</b>	9			9.05												
8.9																
<b>T FOLKSTON</b>	90 PN 92 PS Y	L 5.28		L 6.33	9.18											
11.4																
<b>HILLIARD</b>	100 PN 100 PS 15	5.43		6.48	9.33											
10.3																
<b>T CALLAHAN<sub>X-SAL</sub></b>	100 PN 100 PS 21	5.58		7.00	9.50											
15.7																
<b>T MONCRIEF<sub>X-SHJ</sub></b>	Yard	A 6.30		A 7.30	A 11.25											
3.4																
<b>T JACKSONVILLE A</b>																
		<b>A. M.</b>	<b>P. M.</b>	<b>P. M.</b>	<b>P. M.</b>	<b>P. M.</b>	<b>A. M.</b>	<b>P. M.</b>								
		Daily Ex. Sunday	Daily	Daily	Daily	Daily	Daily Ex. Saturday	Sun. Tue. and Thur.								
		<b>507</b>	<b>261</b>	<b>201</b>	<b>211</b>	<b>203</b>	<b>503</b>	<b>517</b>								

The Time of all Southbound Waycross Route First Class Trains at Jesup will apply at Passenger Station.

**NORTHBOUND—MAIN LINE—BETWEEN SAVANNAH—JACKSONVILLE, VIA J.S.L.—WAYCROSS DIST.**

FIRST CLASS														Nearest Station Mileage From Richmond	Distance from Savannah	TIME TABLE NO. 1 IN EFFECT April 28, 1957 STATIONS
376	94	24	6	180	92	2	112	104	76	18	120	110				
Everglades	Dixie Flyer Southland	Sou. Ry. Passenger	City of Miami Dixieland South Wind	Passenger	West Coast Champion	East Coast Champion	Through Freight	Through Freight	Havana Special	Flamingo Seminole	Through Freight	Through Freight				
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Monday	Daily Ex. Monday	Daily	Daily	Daily Ex. Monday	Daily Ex. Monday				
A. M.	P. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	A. M.	A. M.				
s 2.15		s 12.30		s 8.20	s 8.50	s 7.23			s 11.50				494	TA SAVANNAH 3.3		
1.38		12.16		7.44	8.33	7.05	A 2.00	A 3.00	11.26				495	3.3 T NORTH TOWER 1.1		
											A 6.15	A 6.30	496	4.4 T SOUTHOVER 1.4		
1.36		12.13		7.42	8.31	7.03	1.35	2.53	11.24		5.38	5.57	498	5.8 DA 5.4		
1.31		12.05		f 7.37	8.26	6.58	1.28	2.47	11.19		5.30	5.49	503	11.2 T BURROUGHS 8.3 X-SAL		
1.23		11.54		7.29	8.20	6.52 <sup>210</sup>	1.18	2.39	11.13		5.20	5.39	511	19.5 DANIEL 11.3		
1.14		11.41		s 7.19	8.12	6.45	1.06	2.28	11.04		5.07	5.27	522	30.8 T McINTOSH 7.3		
1.08		11.33		s 7.10	8.06	6.39	12.58	2.20	10.58 <sup>502</sup>		4.57	5.20	530	38.1 T WALTHOURVILLE 7.7		
1.02		11.25		s 7.02	8.00	6.33	12.50	2.12	10.52		4.47	5.13	537	45.8 T LUDOWICI 3.3		
12.59		11.21		6.58	7.57	6.30	12.45	2.08	10.49		4.42	5.09	541	49.1 BACK SWAMP 3.1		
12.56		11.16		f 6.55	7.54	6.27	12.41	2.04	10.46		4.37	5.05	544	52.2 T DOCTORTOWN 4.5		
s 12.51		11.10 s 11.00		L 6.50	7.50	6.23	12.35	L 1.59	s 10.41		L 4.30	5.00 <sup>23</sup>	548	56.7 T JESUP South End Double Track 4.4		
12.46		10.54			7.46	6.19	12.28		10.35			4.55	552	61.1 LEAKE 5.3		
12.41		10.49			7.41	6.15	12.22		10.30			4.45	558	66.4 BROADHURST 5.2		
12.37		10.44			7.37	6.11	12.15		10.26			4.38	563	71.6 O'NEAL 4.2		
12.33		10.40			7.33	6.07	12.10		10.22			4.25	567	75.8 HORTENSE 5.6		
12.29		10.35			7.28	6.02	12.03 <sup>517</sup>		10.17			4.18	573	81.4 RAYBON 3.7		
12.24		10.31		f 7.25	5.59	11.59			f 10.14			4.14	576	85.1 T NAHUNTA X-ACL North End Double Track 11.6		
12.14		10.19			7.16	5.50	11.45		10.04			4.00	588	96.7 WINOKUR 5.5		
12.09		10.13			7.11	5.45	11.38		9.59			3.53	595	102.2 NEWELL 8.9		
12.01	A s 10.26	10.04	A 9.04		7.04	5.38	11.28	A 11.13	9.52	A 8.35		3.43	602	111.1 T FOLKSTON 11.4		
11.51	10.12	9.52	8.55		6.55	5.29	11.16	11.01	9.42	8.20		3.31	614	122.5 HILLIARD 10.3		
11.42	10.04	9.42	8.47		6.47	5.21	11.05	10.50	9.33	8.08 <sup>506</sup>		3.20	624	132.8 T CALLAHAN X-SAL 15.7		
11.30	9.51	9.26	8.35		6.35	5.09	L 10.45	L 10.30	9.20	7.52		L 3.00	640	148.5 T MONCRIEF X-SAL 3.4		
11.25	9.45	9.20	8.30		6.30	5.05			9.15	7.45			643	151.9 TL JACKSONVILLE		
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.				
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Monday	Daily Ex. Monday	Daily	Daily	Daily Ex. Monday	Daily Ex. Monday				
376	94	24	6	180	92	2	112	104	76	18	120	110		The time of No. 180 applies at passenger station, Jesup.		

**MAIN LINE—BETWEEN SAVANNAH—JACKSONVILLE, VIA J.S.L.—WAYCROSS DIST.—NORTHBOUND**

TIME TABLE NO. 1 IN EFFECT April 28, 1957 STATIONS	Car Capacity of Side Tracks	THIRD CLASS				FOURTH CLASS										
		262	256	210	204	516	506	502								
		Sou. Ry. Through Freight	Sou. Ry. Through Freight	Through Freight	Through Freight	Local Freight	Local Freight	Local Freight								
		Daily	Daily	Daily	Daily	Mon. Wed. and Fri.	Daily Ex. Sunday	Daily Ex. Sunday								
		A. M.	P. M.	P. M.	P. M.	A. M.	A. M.	P. M.								
T SAVANNAH A 3.3																
T NORTH TOWER 1.1		A 7.20	A 7.00													
T SOUTHOVER 1.4	Yard			A 8.00	A 11.00											
DA 5.4		7.17	6.52	7.15	10.30											
T BURROUGHS 8.3	7	7.11	6.46	7.08	10.15											
X-SAL																
DANIEL 11.3	165 PN	7.00	6.37	6.55 <sup>2</sup> 6.45	10.00											
T McINTOSH 7.3	165 PS 24	6.46	6.25	6.33	9.40											
T WALTHOURVILLE 7.7	165 PN 7	6.36	6.17	6.24	9.30											
T LUDOWICI 3.3	40	6.26	6.09	6.15	9.20											
BACK SWAMP 3.1		6.22	6.05	6.10	9.14											
T DOCTORTOWN 4.5	100 CP 49	6.18	6.01	6.05	9.08											
T JESUP South End Double Track 4.4	Yard Y	L 6.10	5.45 5.35	5.58	L 9.00	A 8.50										
LEAKE 5.3	100 P		5.28	5.48		8.35										
BROADHURST 5.2	100 P 16		5.22	5.41		8.25										
O'NEAL 4.2	100 P		5.16	5.34		8.15										
HORTENSE 5.6	100 P 8		5.06	5.28		8.05										
RAYBON 3.7	100 P 4		5.00	5.20		7.52										
T NAHUNTA X-ACL North End Double Track 11.6	120 P Y		4.56	5.15		L 7.45										
WINOKUR 5.5	100 PN		4.43	5.02												
NEWELL 8.9	9		4.37	4.55												
T FOLKSTON 11.4	90 PN 92 PS Y		4.28	4.45	A 5.15		A 9.45									
HILLIARD 10.3	100 PN 100 PS 15		4.16	4.30	4.55		8.55									
T CALLAHAN 15.7	100 PN 100 PS 21		4.05	4.18	4.40		8.10 <sup>18</sup> 7.35									
X-SAL																
T MONCRIEF X-SJT 3.4	Yard		L 3.45	L 4.00	L 4.20		L 7.00									
T JACKSONVILLE L																
		A. M.	P. M.	P. M.	P. M.	A. M.	A. M.	A. M.								
		Daily	Daily	Daily	Daily	Mon. Wed. and Fri.	Daily Ex. Sunday	Daily Ex. Sunday								
		262	256	210	204	516	506	502								

The time of northbound trains at Newell will apply at the crossover at end of C.T.C.

**SOUTHBOUND—MAIN LINE—BETWEEN JESUP—FOLKSTON, VIA WAYCROSS—WAYCROSS DIST.**

				FOURTH CLASS	THIRD CLASS			FIRST CLASS					Nearest Station Mileage From Richmond	Distance from Savannah	TIME TABLE NO. 1	
		376	34	503	203	201	507	17	189	5	95	103			119	IN EFFECT
				Local Freight	Through Freight	Through Freight	Local Freight	Flamingo Seminole	Passenger	City of Miami Dixieland South Wind	Dixie Flyer Southland	Through Freight	Through Freight	April 28, 1957		
				Daily Ex. Saturday	Daily	Daily	Daily Ex. Sunday	Daily	Daily	Daily	Daily	Daily	Daily	STATIONS		
				A. M.	P. M.	P. M.	A. M.	P. M.	A. M.	A. M.	A. M.	A. M.	A. M.			
				10.45	9.30				7.55				3.00	548	56.7	TL JESUP
				11.18	9.45				f 8.10 <sup>502</sup>				3.15	N-559	68.1	SCREVEN
				11.37	9.55				s 8.19				3.25	N-567	75.9	OFFERMAN
				12.01	10.00				f 8.23				3.29	N-570	78.0	PATTERSON
				1.19 <sup>104</sup>	10.20				s 8.33				3.41	N-578	86.4	T BLACKSHEAR
				1.40	10.30				8.37				3.46 <sup>120</sup>	N-581	89.0	HOMESTEAD
				A 2.30	A 11.30	L 5.20	L 4.30	L 7.45	S A 9.00	L 7.50	L 4.25	L 3.45	A 4.15	N-587	95.9	T WAYCROSS
						5.25	4.35	7.46		7.51	4.26	3.50		NA-588	96.4	SOUTH WYE
						5.50 <sup>204</sup>	4.55	7.56		8.01	4.36	4.01		NA-598	106.9	BRAGANZA
						6.05	5.10	8.05		8.09	4.45	4.11		NA-607	116.1	RACE POND
						6.25	5.28	8.20		8.21	s 4.58	4.25		602	130.0	TA FOLKSTON
				P. M.	P. M.	P. M.	A. M.	P. M.	A. M.	A. M.	A. M.	A. M.	A. M.			
				Daily Ex. Saturday	Daily	Daily	Daily Ex. Sunday	Daily	Daily	Daily	Daily	Daily	Daily			The time of all Southbound Waycross Route First Class trains at Jesup will apply at passenger station.
				503	203	201	507	17	189	5	95	103	119			

SOUTHWIND will operate via Thomasville main line and South Wye between Oklahoma Avenue and South Wye Switch, Waycross, moving at yard speed between those points. Time shown will apply at Oklahoma Avenue.

12.34				10.31				7.25					3.12			
12.44				10.18				7.10					3.04			
12.50				10.13				7.11					3.04			
12.58	10.25	10.54	10.34	7.04	5.25	10.25	1.15	8.22	1.20	8.22	1.20	8.22	1.20	8.22	1.20	T ROTTERDAM
11.03	10.32	9.48	8.55	6.56	5.29	10.28	1.03	8.25	1.30	8.25	1.30	8.25	1.30	8.25	1.30	GRILLIN
11.42	10.04	9.42	8.42	6.47	5.3	10.31	0.30	8.04	1.30	8.04	1.30	8.04	1.30	8.04	1.30	WAYCROSS
11.36	9.31	8.35	7.35	6.36	5.36	10.31	0.30	8.04	1.30	8.04	1.30	8.04	1.30	8.04	1.30	WAYCROSS
11.27	8.45	8.30	7.30	6.30	5.30	10.31	0.30	8.04	1.30	8.04	1.30	8.04	1.30	8.04	1.30	WAYCROSS
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
376	34	34	6	150	92	208	189	189	780	103	138	119	119			

**MAIN LINE—BETWEEN JESUP—FOLKSTON, VIA WAYCROSS—WAYCROSS DIST.—NORTHBOUND**

TIME TABLE NO. 1	Car Capacity of Side Tracks	FIRST CLASS						THIRD CLASS	FOURTH CLASS					
		120	18	104	180	6	94	204	502	506				
		Through Freight	Flamingo Seminole	Through Freight	Passenger	City of Miami Dixieland South Wind	Dixie Flyer Southland	Through Freight	Local Freight	Local Freight				
		Daily Ex. Monday	Daily	Daily Ex. Monday	Daily	Daily	Daily	Daily	Daily Ex. Sunday	Daily Ex. Sunday				
STATIONS		A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	P. M.				
T	JESUP	A 165 Yard P	4.30		1.59	s 6.50			9.00	8.50				
	11.4													
	SCREVEN	165 5 P	4.15		1.45	f 6.35			8.46	8.10 <sup>183</sup>				
	7.8													
	OFFERMAN	165 20 P	4.06		1.35	f 6.27			8.37	7.55				
	2.1													
	PATTERSON	7	4.02		1.31	f 6.25			8.33	7.40				
	8.4													
T	BLACKSHEAR	50 12 P	3.49		1.19 <sup>503</sup>	s 6.16			8.22	7.05				
	2.6													
	HOMESTEAD	165 4 P	3.46 <sup>119</sup>		1.15	6.12			8.18	6.50				
	6.9													
T	WAYCROSS	Yard	L 3.30	A S 9.15	1.00 12.15	L 6.05	A S 9.45	A S 11.10	8.00 6.55	L 6.30	A 12.15			
	0.5													
	SOUTH WYE	Yard Y			9.07	11.50		9.35	10.55	6.01		11.40		
	10.5													
	BRAGANZA	165 12 P			8.57	11.38		9.26	10.46	5.50 <sup>201</sup>		11.25		
	9.2													
	RACE POND	165 10 P			8.48	11.28		9.18	10.38	5.35		11.10		
	13.9													
T	FOLKSTON	90 92 PN PS Y			8.35	11.13		9.04	10.26	5.15		10.45		
	The time of No. 180 applies at passenger station, Jesup.													
			A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.			
			Daily Ex. Monday	Daily	Daily Ex. Monday	Daily	Daily	Daily	Daily	Daily Ex. Sunday	Daily Ex. Sunday			
			120	18	104	180	6	94	204	502	506			

SOUTHWIND will operate via South Wye and Thomasville main line between South Wye switch and Oklahoma Avenue, Waycross, moving at yard speed between those points. Time shown will apply at Oklahoma Avenue.



**SOUTHBOUND MAIN LINE BETWEEN ALBANY WAYCROSS WAYCROSS DIST.**

							FOURTH CLASS	THIRD CLASS	FIRST CLASS				Nearest Station Mileage From Richmond	Distance from Albany	TIME TABLE NO. 1 IN EFFECT April 28, 1957 STATIONS					
							515	205	17	101	15	5				95				
							Local Freight	Through Freight	Flamingo Seminole	Passenger	City of Miami	Dixieland				Dixie Flyer Southland				
							Daily Ex. Sunday	Daily	Daily	Daily	Daily	Daily				Daily				
							A. M.	P. M.	P. M.	P. M.	A. M.	A. M.	A. M.							
										4.50		5.30			P-699	TL ALBANY X-A&N North End Double Track 1.3				
							L 6.00	L 10.00		4.54		5.32			P-698	1 3 T EAST ALBANY 1.5				
							6.10	10.05		4.56		5.34			P-696	2 8 DARROW X-GN South End Double Track 7.1				
							6.45	10.28		5.04		5.43			P-690	9 9 ACREE 9.8				
							7.45	10.45	s	5.16		5.55			P-680	19 7 T SYLVESTER X-GAS&C 3.0				
							8.00	11.02	f	5.20		5.59			P-677	22 7 POULAN 6.7				
							8.15	11.22 <sup>14</sup>		5.30		6.08			P-670	29 4 GOLDEN 2.7				
							8.25	11.26	f	5.35		6.12			P-667	32 1 TY TY 8.6				
							9.15	11.40	s	5.50		6.23			P-658	40 7 T TIFTON X-GS&F X-ACL 7.8				
							9.35	11.50		6.01		6.32			P-651	48 5 BROOKFIELD 3.7				
							9.45	11.57	f	6.05		6.36			P-647	52 2 ENIGMA 6.6				
							10.10 <sup>18</sup> 10.42 <sup>514</sup>	12.07	s	6.13		6.43			P-641	58 8 T ALAPAHA 10.9				
							11.15	12.25	s	6.25		6.55			P-630	69 7 T WILLACOCHEE X-G&F 11.6				
							12.50 <sup>106</sup>	12.45	s	6.37		7.08			P-618	81 3 T PEARSON 7.5				
							1.05	12.56	f	6.47		7.16			P-611	88 8 AXSON 4.0				
							1.15	1.02	f	6.52		7.20			P-607	92 8 MILLWOOD 11.3				
							1.30	1.16	f	7.05		7.32 <sup>514</sup>			P-595	104 1 WARESBORO 6.6				
							1.40	1.25	7.13	L 5.27	7.39	L 7.32	L 3.51	P-589	110 7 LANG 1.0					
							2.00	2.00	s	7.30	s	5.45	s	7.45	s	7.45	s	4.10	N-587	111 7 TA WAYCROSS
							P. M.	A. M.	P. M.	P. M.	A. M.	A. M.	A. M.							
							Daily Ex. Sunday	Daily	Daily	Daily	Daily	Daily	Daily							
							515	205	17	101	15	5	95							







**SOUTHBOUND MAIN LINE BETWEEN WAYCROSS BRUNSWICK WAYCROSS DIST. NORTHBOUND**

FOURTH CLASS	THIRD CLASS	FIRST CLASS		Nearest Station Mileage From Richmond	Distance from Waycross	TIME TABLE NO. 1 IN EFFECT April 28, 1957 STATIONS	Car Capacity of Side Tracks	FIRST CLASS		THIRD CLASS	FOURTH CLASS			
		26	28					52	504					
53	505	27	25					Sou. Ry. Passenger	Sou. Ry. Passenger	Sou. Ry. Freight	Local Freight			
Daily	Daily	Daily	Daily					Daily	Daily	Daily	Daily			
A. M.	P. M.	P. M.	A. M.					A. M.	P. M.	P. M.	P. M.			
						TL WAYCROSS	A Yard						9.30	
						14.3								
						0-601	14.3						8.35	
						0-610	23.1	T NAHUNTA	X-ACL				8.15	
						17.0								
						0-627	40.1	BLADEN	X-SAL				7.25	
						12.1								
L 1.29	4.05	L 6.01	L 6.47	0-639	52.2	SOUTHERN JCT.	X-SOU	A10.44	A 9.50	A 4.57			6.55	
						2.5								
						0-641	54.7	DOCK JCT.	X-ACL	Yard	f10.39	f 9.43	4.52	6.45
						3.0								
						0-644	57.7	TA BRUNSWICK	L	Yard	10.30	9.35	4.40	6.30
A. M.	P. M.	P. M.	A. M.					A. M.	P. M.	P. M.	P. M.			
Daily	Daily	Daily	Daily					Daily	Daily	Daily	Daily			
53	505	27	25					26	28	52	504			

**SOUTHBOUND MAIN LINE BETWEEN ALBANY THOMASVILLE WAYCROSS DIST. NORTHBOUND**

FOURTH CLASS	FIRST CLASS	Nearest Station Mileage From Richmond	Distance from Albany	TIME TABLE NO. 1 IN EFFECT April 28, 1957 STATIONS	Car Capacity of Side Tracks	FIRST CLASS	FOURTH CLASS	
519	33					32	518	
Local Freight	Southland					Southland	Local Freight	
Daily Ex. Sunday	Daily					Daily	Daily Ex. Sunday	
A. M.	A. M.					A. M.	A. M.	
				TL ALBANY	A	s 3.05		
				North End Double Track				
				1.3				
L 9.30	1.25	NC-748	1.3	T EAST ALBANY	Yard	2.49	A 8.30	
				South End Double Track				
				7.6				
9.45	1.33	NC-741	8.9	PUTNEY	47 P	2.41	8.08	
				7.2				
10.05	1.41	NC-734	16.1	BACONTON	58 28 P	2.33	7.53	
				10.2				
10.45	f 1.52	NC-724	26.3	T CAMILLA	X-GAS&C 61 45 P	f 2.22	7.25	
				8.2				
11.20	f 2.01	NC-715	34.5	T PELHAM	58 71 P	f 2.13	7.10	
				5.2				
11.50	2.07 <sup>32</sup>	NC-710	39.7	T MEIGS	86 51 P	2.07 <sup>33</sup>	6.50	
				7.3				
12.15	2.15	NC-703	47.0	OCHLOCKNEE	61 44 P	1.50	6.30	
				5.6				
12.35	2.21	NC-697	52.6	PASCO	33 P	1.43	6.15	
				5.9				
1.00	s 2.45	N-691	58.5	TA THOMASVILLE	L	Yard	1.35	6.00
P. M.	A. M.					A. M.	A. M.	
Daily Ex. Sunday	Daily					Daily	Daily Ex. Sunday	
519	33					32	518	

**WESTBOUND MAIN LINE BETWEEN THOMASVILLE DOTHAN MONTGOMERY DIST. EASTBOUND**

FOURTH CLASS	THIRD CLASS	FIRST CLASS				Nearest Station Mileage From Richmond	Distance from Thomasville	TIME TABLE NO. 1 IN EFFECT April 28, 1957	Car Capacity of Side Tracks	FIRST CLASS			THIRD CLASS		FOURTH CLASS
		11	113	189	115					12	180	116	536	214	520
Local Freight	Local Freight	South Wind	Through Freight	Passenger	Through Freight	A. M.	A. M.	P. M.	P. M.	P. M.	A. M.	P. M.	A. M.	P. M.	
Tue., Thu. Sat.	Daily	Daily	Daily	Daily	Daily										Daily
A. M.	A. M.	P. M.	P. M.	P. M.	A. M.										
6.10	11.55	11.55	12.45	12.25	1.50	N-691		<b>TL THOMASVILLE</b> A X-ACL Y	Yard	s 5.45	s 3.05	8.25	11.35	4.30	1.20
							7.4								
6.30	<b>12.15</b> <sup>520</sup>	12.04	<b>1.01</b> <sup>520</sup>	<b>f12.35</b> <sup>520</sup>	2.04	N-699	7.4	<b>PINE PARK</b>	150 34 P	5.36	f 2.52	8.03	11.15	4.05	<b>1.01</b> <sup>189</sup> <b>12.15</b> <sup>113</sup> 537
								6.7							
7.00	12.25	12.12	1.14	s12.45	2.14	N-705	14.1	<b>CAIRO</b>	73 146 P	5.26	s 2.40	7.53	11.05	3.55	11.55
								6.9							
7.25	12.35	12.19	1.25	s 1.00	2.24	N-713	21.0	<b>WHIGHAM</b>	52 31 P	5.17	s 2.25	7.41	10.50	3.40	11.22
								6.5							
8.00	12.45	12.26	1.35	s 1.10	2.33	N-719	27.5	<b>CLIMAX</b>	150 106 Y	5.10	s 2.16	7.31	10.40	3.30	11.05
								8.5							
8.50		12.36	<b>2.04</b> <sup>180</sup>	s 1.20	2.45	N-728	36.0	<b>BAINBRIDGE</b>	150 Yard P	5.00	s <b>2.04</b> <sup>113</sup>	7.15		3.15	10.45
								1.2	X-SAL						
8.58		12.39	2.10	1.33	2.48	N-729	37.2	<b>WEST BAINBRIDGE</b>	Yard	4.57	1.57	7.10		3.10	10.15
								7.9							
9.40		12.47	2.22	<b>f 1.46</b> <sup>180</sup>	2.58	N-739	45.1	<b>BRINSON</b>	150 19 P	4.48	<b>f 1.46</b> <sup>189</sup>	7.00		2.57	9.40
								7.2							
10.06		— —	2.32	f 1.57	3.07	N-744	52.3	<b>IRON CITY</b>	36	4.40	f 1.38	6.49		2.47	9.10
								4.6							
10.20		12.59	<b>2.40</b> <sup>214</sup>	s 2.07	3.14	N-748	56.9	<b>T DONALSONVILLE</b>	150 69 P	4.35	s 1.28	6.42		<b>2.40</b> <sup>113</sup>	8.10
								6.1							
10.43		— —	2.47	f 2.14	3.22	N-755	63.0	<b>JAKIN</b>	10	4.28	f 1.21	6.33		2.30	8.00
								5.4							
11.12		1.12	2.57	<b>2.22</b> <sup>214</sup>	3.30	N-761	68.4	<b>ALAGA</b>	125 7 P	4.21	1.14	6.25		<b>2.22</b> <sup>189</sup>	7.36
								3.4							
11.22		— —	3.02	s 2.27	3.35	N-763	71.8	<b>T GORDON</b>	29	4.17	s 1.09	6.20		2.05	7.20
								4.7							
11.32		1.21	3.08	f 2.33	3.41	N-768	76.5	<b>PANSEY</b>	150 6 P	4.12	f 1.01	6.14		1.56	7.08
								4.3							
11.50		— —	3.14	s 2.41	3.47	N-772	80.8	<b>T ASHFORD</b>	50	— —	s12.53	6.08		1.48	6.58
								4.4							
12.01		1.30	3.20	2.47	<b>4.03</b> <sup>12</sup>	N-777	85.2	<b>COWARTS</b>	74 10 P	<b>4.03</b> <sup>115</sup>	12.46	6.02		1.40	6.48
								6.3							
12.25		s 1.40	3.35	s 2.56	4.25	N-783	91.5	<b>TA DOTHAN</b>	Yard	3.54	12.35	5.50		1.25	6.35
<b>P. M.</b>	<b>P. M.</b>	<b>A. M.</b>	<b>P. M.</b>	<b>P. M.</b>	<b>A. M.</b>					<b>A. M.</b>	<b>P. M.</b>	<b>P. M.</b>	<b>A. M.</b>	<b>P. M.</b>	<b>A. M.</b>
Tue., Thu. Sat.	Daily	Daily	Daily	Daily	Daily			The time of Nos. 180, 189, 12 and 11 will apply at Passenger Station at Dothan.		Daily	Daily	Daily	Daily	Daily	Mon. Wed. Friday
<b>521</b>	<b>537</b>	<b>11</b>	<b>113</b>	<b>189</b>	<b>115</b>					<b>12</b>	<b>180</b>	<b>116</b>	<b>536</b>	<b>214</b>	<b>520</b>

Below the main table, there are several rows of faint, illegible text and numbers, likely representing additional schedule information or a continuation of the table that is too faded to read accurately.

**WESTBOUND MAIN LINE BETWEEN DOTHAN—MONTGOMERY—MONTGOMERY DIST.**

														TIME TABLE NO. 1	
														IN EFFECT	
														April 28, 1957	
														STATIONS	
		FOURTH CLASS		FIRST CLASS				Nearest Station Mileage From Richmond	Distance from Thomasville						
		539	523	113	189	115	11								
		Local Freight	Local Freight	Through Freight	Passenger	Through Freight	South Wind								
		Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily	Daily	Daily								
		A. M.	A. M.	P. M.	P. M.	A. M.	A. M.								
		7.00	6.30	4.00	3.06	4.50	1.40	N-783	91.5	TL	<b>DOTHAN</b>	6.2			
		7.10	6.40	4.08	f 3.15 <sup>538</sup>	4.58	1.47	N-789	97.7		<b>GRIMES</b>	3.5			
		7.20	6.46	4.13	f 3.21	5.03	—	N-793	101.2		<b>MIDLAND CITY</b>	3.0			
		7.30	6.55	4.17	f 3.27	5.07	1.54	N-796	104.2		<b>PINCKARD</b>	4.6			
		A 7.40	7.15	4.24	f 3.35	5.14	1.59	N-800	108.8		<b>WATERFORD</b>	5.3			
			7.30	4.34	f 3.43	5.24	2.05	N-806	114.1		<b>EWELL</b>	4.6			
			7.50	4.42 <sup>116</sup>	s 3.49	5.31	2.10	N-810	118.7	T	<b>OZARK</b>	6.2			
			8.39	4.51	4.01	5.40	2.17	N-817	124.9		<b>DILLARD</b>	5.7			
			8.52	4.59	f 4.08	5.48	2.23	N-822	130.6		<b>ARITON</b>	4.1			
			9.02	5.05	f 4.15 <sup>116</sup>	5.54	2.28	N-826	134.7		<b>TENNILLE</b>	7.6			
			9.30	5.16	s 4.26	6.05	2.36	N-834	142.3	T	<b>BRUNDIDGE</b>	7.1			
			9.45 <sup>522</sup>	5.26	f 4.34	6.15	2.44 <sup>12</sup>	N-841	149.4		<b>BANKS</b>	7.6			
			10.00	5.37	4.44	6.26	2.55	N-848	157.0		<b>CORCORAN</b>	X-CofGa.	1.4		
			10.18	5.44	s 4.54	6.33	3.01	N-851	158.4	T	<b>TROY</b>	X-CofGa.	0.5		
			10.31 <sup>180</sup> 10.59 <sup>214</sup>	5.49	4.59	6.37	3.05	N-852	158.9		<b>WEST TROY</b>	6.8			
			11.15	5.59	f 5.09	6.47	3.14	N-858	165.7		<b>YOUNGBLOOD</b>	14.0			
			12.04	6.18	f 5.35	7.06	3.32	N-872	179.7		<b>GRADY</b>	4.2			
			12.20	6.25	f 5.42	7.13	3.38	N-876	183.9	T	<b>RAMER</b>	6.8			
			12.45	6.35	s 5.52	7.23 <sup>522</sup>	3.47	N-883	190.7		<b>SPRAGUE</b>	12.4			
			1.30	6.51	6.08	7.41	4.03	N-895	203.1		<b>WILEY</b>	5.4			
		A 1.50	A 7.10	6.15	A 8.10	4.10	4.10	N-901	208.5	T	<b>DAY ST. YARD</b>	1.5			
				s 6.25		s 4.20	4.20	N-902	210.0	TA	<b>MONTGOMERY</b>				
		<b>A. M.</b>	<b>P. M.</b>	<b>P. M.</b>	<b>P. M.</b>	<b>A. M.</b>	<b>A. M.</b>								
		Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily	Daily	Daily								
		<b>539</b>	<b>523</b>	<b>113</b>	<b>189</b>	<b>115</b>	<b>11</b>								

The time of Nos. 180, 189, 12 and 11 will apply at Passenger Station at Dothan.

**MAIN LINE BETWEEN DOTHAN—MONTGOMERY—MONTGOMERY DIST.—EASTBOUND**

TIME TABLE NO. 1 IN EFFECT April 28, 1957		Car Capacity of Side Tracks	FIRST CLASS			THIRD CLASS	FOURTH CLASS												
			12	180	116	214	522	538											
			South Wind	Passenger	Through Freight	Through Freight	Local Freight	Local Freight											
			Daily	Daily	Daily	Daily	Daily Ex. Sunday	Daily Ex. Sunday											
STATIONS			A. M.	P. M.	P. M.	P. M.	P. M.	P. M.											
T	DOTHAN	A	Yard	s 3.54	s12.25	5.30	12.50	2.20	3.30										
	6.2		62	P															
	GRIMES		16	Y	3.46	f12.16	5.18	12.41	1.55 <sup>538</sup>	3.15 <sup>189</sup>	12.30 <sup>522</sup>								
	3.5																		
	MIDLAND CITY		31		—	f12.10	5.13	12.36	1.45	12.24									
	3.0																		
	PINCKARD		68	P	3.39	f12.05	5.09	12.31	1.35	12.18									
	4.6		9																
	WATERFORD		77	P	3.33	f11.56	4.56	12.22	1.20	12.06									
	5.3		17	Y															
	EWELL		125	P	3.27	f11.50	4.49	12.15	1.03										
	4.6		5																
T	OZARK		62	P	3.22	s11.45	4.42 <sup>113</sup>	12.08 <sup>522</sup>	12.20 <sup>214</sup>	11.53 <sup>180</sup>									
	6.2		113																
	DILLARD		125	P	3.14	11.33 <sup>522</sup>	4.32	11.58	11.43 <sup>180</sup>	11.20									
	5.7																		
	ARITON		32		3.08	f11.25	4.23	11.51	11.01										
	4.1																		
	TENNILLE		125	P	3.03	f11.18	4.15 <sup>189</sup>	11.43	10.50										
	7.6		2																
T	BRUNDIDGE		47	P	2.52	s11.06	4.02	11.33	10.15										
	7.1		59																
	BANKS		125	P	2.44 <sup>11</sup>	f10.57	3.52	11.23	9.45 <sup>523</sup>										
	7.6		24																
	CORCORAN X-CofGA.		62	P	2.35	10.47	3.41	11.13	9.29										
	1.4		97																
T	TROY X-CofGA.				2.29	s10.38	3.33	11.04	9.24										
	0.5																		
	WEST TROY		92	P	2.26	10.31 <sup>523</sup>	3.28	10.59 <sup>523</sup>	9.16										
	6.8		129	Y															
	YOUNGBLOOD		125	P	2.16	f10.21	3.12	10.44	8.20										
	14.0																		
	GRADY		125	P	2.01	f10.01	2.53	10.25	7.50										
	4.2		8																
T	RAMER		64	P	1.56	s 9.53	2.45	10.17	7.38										
	6.8		27																
	SPRAGUE		125	P	1.48	s 9.40	2.29	10.01	7.23 <sup>115</sup>										
	12.4		43																
	WILEY		125	P	1.34	9.22	2.12	9.45	6.27										
	5.4																		
T	DAY ST. YARD		Yard	Y	1.28	9.15	L 2.00	L 9.30	L 6.15										
	1.5																		
T	MONTGOMERY		L	Yard	1.25	9.10													
					<b>A. M.</b>	<b>A. M.</b>	<b>P. M.</b>	<b>A. M.</b>	<b>A. M.</b>	<b>P. M.</b>									
					Daily	Daily	Daily	Daily	Daily Ex. Sunday	Daily Ex. Sunday									
					<b>12</b>	<b>180</b>	<b>116</b>	<b>214</b>	<b>522</b>	<b>538</b>									

The time of Nos. 180, 189, 12 and 11 will apply at Passenger Station at Dothan.



**ABBEVILLE BRANCH—MONTGOMERY DIST.  
BETWEEN GRIMES AND ABBEVILLE  
WESTBOUND EASTBOUND**

THIRD CLASS	Nearest Station Mileage From Richmond	Distance from Grimes	TIME TABLE NO. 1		Car Capacity of Side Tracks	FOURTH CLASS
<b>541</b>			IN EFFECT	April 28, 1957		<b>540</b>
Local Freight						Local Freight
Daily Ex. Sunday						Daily Ex. Sunday
P. M.						P. M.
STATIONS						
12.40	N-789		L	GRIMES 6.8	A <sup>16</sup> <sub>Y</sub>	3.00
12.55	NF-796	6.8	T	HEADLAND 5.6	61	2.40
1.15	NF-801	12.4		NEWVILLE 14.5	17	2.25
1.45	NF-816	26.9	TA	ABBEVILLE	L <sup>39</sup> <sub>Y</sub>	2.05
P. M.						P. M.
Daily Ex. Sunday						Daily Ex. Sunday
<b>541</b>						<b>540</b>

**ELBA BRANCH—MONTGOMERY DIST.  
BETWEEN WATERFORD AND ELBA  
WESTBOUND EASTBOUND**

THIRD CLASS	Nearest Station Mileage From Richmond	Distance from Waterford	TIME TABLE NO. 1		Car Capacity of Side Tracks	FOURTH CLASS
<b>539</b>			IN EFFECT	April 28, 1957		<b>538</b>
Local Freight						Local Freight
Daily Ex. Sunday						Daily Ex. Sunday
A. M.						A. M.
STATIONS						
7.45	N-800		L	WATERFORD 8.0	A <sup>17</sup> <sub>Y</sub>	11.50
8.10	NG-808	8.0	T	DALEVILLE 9.4	7 <sub>53</sub>	11.25
8.30	NG-818	17.4	T	ENTERPRISE 9.2	26 <sub>57</sub>	10.55
9.10	NG-827	26.6		NEW BROCKTON 10.1	29	10.35
9.40	NG-837	36.7	TA	ELBA	L <sup>43</sup> <sub>Y</sub>	10.10
A. M.						A. M.
Daily Ex. Sunday						Daily Ex. Sunday
<b>539</b>						<b>538</b>

**CHATTAHOOCHEE BRANCH—MONTGOMERY DIST.  
BETWEEN CLIMAX AND CHATTAHOOCHEE  
WESTBOUND EASTBOUND**

THIRD CLASS	Nearest Station Mileage From Richmond	Distance from Climax	TIME TABLE NO. 1		Car Capacity of Side Tracks	THIRD CLASS
<b>537</b>			IN EFFECT	April 28, 1957		<b>536</b>
Local Freight						Local Freight
Daily						Daily
P. M.						A. M.
STATIONS						
1.25	N-719		TL	CLIMAX 8.7	A <sup>101</sup> <sub>Y</sub>	10.20
1.45	NE-728	8.7		FOWLTOWN 6.7	29	9.55
2.05	NE-734	15.4		FACEVILLE 14.9	28	9.40
2.45	NE-749	30.3	TA	CHATTAHOOCHEE	L <sup>Yard</sup> <sub>Y</sub>	9.00
P. M.						A. M.
Daily						Daily
<b>537</b>						<b>536</b>

**SOUTHBOUND—LEESBURG BR.—BETWEEN RANDS—LEESBURG—JACKSONVILLE DIST.—NORTHBOUND**

THIRD CLASS		TIME TABLE NO. 1		FOURTH CLASS	
527	525	IN EFFECT		524	526
Local Freight	Local Freight	April 28, 1957		Local Freight	Local Freight
Daily Ex. Sunday	Daily Ex. Sunday	STATIONS		Daily Ex. Sunday	Daily Ex. Sunday
A. M.	A. M.			P. M.	P. M.
5.00	8.00	765	TL RANDS A	2.45	4.00
A 5.20	8.15	TA-773 6.6	6.6 SYLVAN LAKE	2.20	L 3.45
	8.35	TA-782 14.9	8.3 CASSIA	1.59	
	8.45	TA-785 18.1	3.2 MOUNT PLYMOUTH	1.50	
	8.50	TA-787 19.7	1.6 SORRENTO	1.45	
	9.01	TA-793 25.2	5.5 T MOUNT DORA	1.30	
	9.15	SD-822 30.6	5.4 T TAVARES	1.15	
	9.30	SD-817 35.1	4.5 T EUSTIS	12.55	
	9.35 10.15	SC-816 37.0	1.9 FORT MASON JCT.	12.35	
	10.20	SC-814 38.8	1.8 GRAND ISLAND	12.30	
	10.30	SC-810 42.3	3.5 LISBON	12.20	
	10.50	S-802 50.8	8.5 TA LEESBURG L	12.01	
			X-SAT Y		
A. M.	A. M.			P. M.	P. M.
Daily Ex. Sunday	Daily Ex. Sunday			Daily Ex. Sunday	Daily Ex. Sunday
527	525			524	526

**ALTOONA BR.—JACKSONVILLE DIST. SOUTHBOUND**

THIRD CLASS		TIME TABLE NO. 1		FOURTH CLASS	
529		IN EFFECT		528	
Local Freight	Nearest Station Mileage From Richmond	April 28, 1957		Local Freight	
Daily Ex. Sunday	Distance from Fort Mason Jct.	STATIONS		Daily Ex. Sunday	
A. M.				A. M.	
9.35	SC-816	L FT. MASON JCT. A	16 Y	10.15	
9.45	SC-820	4.1 T UMATILLA	43	10.05	
9.55 <sup>529</sup>	SC-823	7.2 A ALTOONA L	14	9.55 <sup>529</sup>	
A. M.				A. M.	
Daily Ex. Sunday				Daily Ex. Sunday	
529				528	

**LAKE CHARM BR.—JACKSONVILLE DIST. SOUTHBOUND**

THIRD CLASS		TIME TABLE NO. 1		FOURTH CLASS	
543		IN EFFECT		542	
Local Freight	Nearest Station Mileage From Richmond	April 28, 1957		Local Freight	
Mon. Wed. and Fri.	Distance from Sanford	STATIONS		Mon. Wed. and Fri.	
P. M.				P. M.	
12.01	768	TL SANFORD A	Yard	1.55	
12.06	U-770	1.7 S. & E. JCT.		1.45	
12.16	U-774	5.6 MECCA JCT.		1.35	
12.45	U-785	17.0 T OVIEDO	60	1.05	
1.00 <sup>542</sup>	U-786	18.4 A LAKE CHARM L		1.00 <sup>543</sup>	
P. M.				P. M.	
Mon. Wed. and Fri.				Mon. Wed. and Fri.	
543				542	

**SOUTHBOUND—MAIN LINE—BETWEEN JACKSONVILLE—SANFORD—JACKSONVILLE DIST.**

										FIRST CLASS								TIME TABLE NO. 1 IN EFFECT April 28, 1957				
										FOURTH CLASS	THIRD CLASS	75		89		109		91		Nearest Station, Mileage From Richmond	Distance from Jacksonville	STATIONS
										533	209	Passenger	Passenger	Through Freight	West Coast Champion							
										Local Freight	Through Freight	Daily Ex. Sunday	Daily	Daily	Daily							
										Daily Ex. Sunday	Daily	Daily	Daily Ex. Sunday	Daily	Daily							
										A. M.	P. M.	P. M.	A. M.	A. M.	A. M.							
										6.45	9.00	10.15	10.45	8.45	9.40	643		TL	North End Double Track JACKSONVILLE 9.4			
										7.10	9.22	f10.30	s11.00 <sup>532</sup>	9.07	9.54	653	9.4	T	South End Double Track YUKON 11.0			
										7.35	9.35	10.42	f11.18	9.19	10.05	664	20.4		DOCTORS INLET 9.4			
										8.09 <sup>210</sup>	9.50	s10.52	s11.30	9.32	10.14 <sup>532</sup>	673	29.8	T	GREEN COVE SPRINGS 9.0			
										8.26	10.02	11.04	f11.45	9.45 <sup>532</sup>	10.22	682	38.8		WEST TOCOI 6.9			
										8.35	10.10	11.09	f11.53	9.51	10.28	689	45.7		BOSTWICK 5.9			
										8.50	10.18	11.16	11.59	10.01	10.34	695	51.6		PECAN 3.3			
										9.00 <sup>532</sup>	10.25	s11.20	s12.03	10.04	s10.37	698	54.9	T	PALATKA X-GS&F 2.4			
										9.10	10.35	11.28	12.12	10.07	10.41	701	57.3		LUNDY 6.6			
										9.25	10.46	11.36	f12.23	10.18	10.47	707	63.9		SATSUMA 5.5			
										9.40	10.52	11.42 <sup>110</sup>	f12.31	10.24	10.52	712	69.4		POMONA PARK 4.8			
										9.50	10.57	11.47	f12.40	10.29	10.56	717	74.2		HUNTINGTON 2.2			
										10.01	11.01	f11.51	s12.45	10.32	10.58	719	76.4	T	CRESCENT CITY 7.0			
										10.15	11.13 <sup>110</sup>	f11.59	s12.55	10.39	11.04	726	83.4	T	SEVILLE 5.7			
										10.30	11.25	f12.07	s 1.05	10.45	11.09	732	89.1	T	PIERSON 4.7			
										10.40 <sup>109</sup> 10.55	11.30	12.13	f 1.20 <sup>80</sup>	10.50 <sup>533</sup>	11.13	736	93.8		BARBERVILLE 5.2			
										11.05 <sup>91</sup> 11.21	11.36	12.18	f 1.26	10.55	11.18 <sup>533</sup>	742	99.0	T	DeLEON SPRINGS 3.2			
										11.30	11.40	12.21	f 1.30	10.59	11.21	745	102.2		GLENWOOD 5.0			
										11.40	11.48	s12.31	s 1.39	11.04	s11.27	750	107.2	T	DeLAND 5.1			
										11.50	11.54	12.37	1.45	11.09	11.32	755	112.3		North End Double Track ORANGE CITY 6.0			
										12.01	12.03	12.43	1.51	11.16	11.38	761	118.3		BENSON JCT. 1.9			
										12.05	12.07	12.46	1.53	11.20	11.40	763	120.2	T	M. R. 2.3			
										12.15	12.25 3.00	12.49	1.56	11.30 12.20	11.42	765	122.5		RANDS 1.8			
											3.15 <sup>76</sup>	s 1.00	s 2.20	12.25	s11.50	768	124.3	TA	SANFORD			
										P. M.	A. M.	A. M.	P. M.	P. M.	A. M.							
										Daily Ex. Sunday	Daily	Daily	Daily Ex. Sunday	Daily	Daily							
										533	209	75	89	109	91							

The Time of Southbound Trains at Yukon Will Apply at South End Double Track.



**SOUTHBOUND MAIN LINE BETWEEN SANFORD PORT TAMPA TAMPA DIST.**

						THIRD CLASS	FIRST CLASS					Nearest Station Mileage From Richmond	Distance from Sanford	TIME TABLE NO. 1	
						209	89	109	91	75	97			IN EFFECT	
						Through Freight	Passenger	Through Freight	West Coast Champion	Passenger	Passenger			April 28, 1957	
						Daily	Daily Ex. Sunday	Daily	Daily	Daily	Daily			STATIONS	
						A. M.	P. M.	P. M.	A. M.	A. M.	A. M.				
						3.15 <sup>76</sup>	2.25	12.25	11.55 <sup>80</sup>	1.10		768	TL	SANFORD South End Double Track 9.5	
						3.30 <sup>210</sup>	f 2.35	12.35	12.05	f 1.20		778	9.5	LONGWOOD 2.9	
						3.35	f 2.40	12.38	— —	— —		780	12.4	ALTAMONTE SPRINGS 2.6	
						3.40	f 2.45	12.41	— —	f 1.25		783	15.0	T MAITLAND 2.5	
						3.45	s 3.00	12.45	s 12.15	s 1.40		786	17.5	T North End Double Track WINTER PARK 4.8	
						4.30	s 3.25	1.00	s 12.35	s 2.05		791	22.3	T ORLANDO X-SAL South End Double Track 4.4	
						4.37	f 3.30	1.10	— —	— —		795	26.7	T PINE CASTLE 3.0	
						4.40	f 3.35	1.13	12.42	2.12		798	29.7	T TAFT 10.4	
						4.55	s 3.55	1.24	s 12.53	s 2.25 <sup>210</sup>		808	40.1	T KISSIMMEE 7.4	
						5.05	4.05	1.32	12.59	2.31		816	47.5	REEDER 9.7	
						5.15	f 4.15	1.42	1.08	2.39		825	57.2	T DAVENPORT 3.9	
						6.00	s 4.20	2.00 <sup>92</sup>	s 1.12	s 2.45		829	61.1	T HAINES CITY 6.7	
						6.10	s 4.35	2.25	1.22	s 3.10	12.15	836	67.8	T LAKE ALFRED 4.3	
						6.15	s 4.40	2.30	1.27	f 3.35	12.25	840	72.1	T AUBURNDALE X-SAL 5.2	
						6.25	4.55	2.40	1.40 <sup>92</sup>	3.55	12.30	846	77.3	CARTERS 5.4	
						7.00 8.00	s 5.25	3.00	s 1.55	s 4.30	12.50	851	82.7	T LAKELAND 4.1	
						8.10	5.30	3.10	1.59	4.40		855	86.8	WINSTON 6.4	
						8.20	s 5.40	3.25	s 2.05	s 4.50		861	93.2	T PLANT CITY X-SAL 6.2	
						8.30	f 5.50	3.35	2.13	4.58		867	99.4	T DOVER 3.6	
						8.40	5.54	3.40	— —	— —		871	103.0	T SEFFNER 1.9	
						8.44 <sup>80</sup>	5.58	3.45	2.18	5.03		873	104.9	MANGO 5.9	
						A 9.30	6.05	A 4.30	2.23	5.09		879	110.8	T UCETA YARD North End Double Track 1.7	
							6.10		2.27	5.15		880	112.5	T TN X-SAL 1.3	
							S A 6.40		S A 2.40	S A 5.45		882	113.8	South End Double Track T TAMPA UNION STATION 9.9	
												892	123.7	TA PORT TAMPA	
						A. M.	P. M.	P. M.	P. M.	A. M.	A. M.				
						Daily	Daily Ex. Sunday	Daily	Daily	Daily	Daily				
						209	89	109	91	75	97				

Time of Trains 96 and 97 applies at South Wye Switch, Lake Alfred.

TN is Train Order Office for Northbound Trains only.



**TRILBY BRANCH—JACKSONVILLE DIST.  
BETWEEN SYLVAN LAKE AND TRILBY**

**SOUTHBOUND** **NORTHBOUND**

THIRD CLASS	Nearest Station Mileage From Richmond	Distance from Sylvan Lake	TIME TABLE NO. 1		Car Capacity of Side Tracks	FOURTH CLASS
<b>527</b>			IN EFFECT			<b>526</b>
Local Freight			April 28, 1957			Local Freight
Daily Ex. Sunday			STATIONS			Daily Ex. Sunday
<b>A. M.</b>						<b>P. M.</b>
5.20	TA-773		L SYLVAN LAKE	A	30	P 3.45
			11.7			
5.45	T-785	11.7	FOREST CITY		38	3.15
			6.3 — MP T 788.2 X SAL			
6.15	T-791	18.0	CLARCONA		13	2.50
7.15			5.1 — X-ACL			
7.35	T-796	23.1	CROWN POINT		24	2.25
			2.2			
7.45	T-798	25.3	T WINTER GARDEN		16	P 2.15
			2.8		28	
8.00	T-801	28.1	OAKLAND		28	1.55
			10.6 — MP T 802.8 X T&G			
8.45	T-812	38.7	T CLERMONT		35	P 1.10
			6.3		25	
9.05	T-818	45.0	T GROVELAND		28	P 12.45
			3.0		33	
9.20	T-821	48.0	MASCOTTE		14	12.30
			20.4 — MP T 826.7 X SAL			
10.15	T-841	68.4	T LACOCHEE		10	11.40
			1.4 — X-SAL			
10.30	R-823	69.8	TA TRILBY	L	Yard	11.30
					Y	
<b>A. M.</b>						<b>A. M.</b>
Daily Ex. Sunday						Daily Ex. Sunday
<b>527</b>						<b>526</b>

**PALATKA BRANCH—JACKSONVILLE DIST.  
BETWEEN PALATKA AND ROCHELLE**

**SOUTHBOUND** **NORTHBOUND**

THIRD CLASS	Nearest Station Mileage From Richmond	Distance from Palatka	TIME TABLE NO. 1		Car Capacity of Side Tracks	FOURTH CLASS
<b>545</b>			IN EFFECT			<b>544</b>
Local Freight			April 28, 1957			Local Freight
Daily Ex. Sunday			STATIONS			Daily Ex. Sunday
<b>A. M.</b>						<b>P. M.</b>
8.00	698		TL PALATKA	A	Yard	2.00
			4.4			
8.15	S-703	4.4	FRANCIS		23	1.40
			7.1			
8.35	S-710	11.5	HOLLISTER		69	1.10
			5.1			
9.00	S-715	16.6	T INTERLACHEN		116	12.50
			4.6			
9.30	S-720	21.2	T EDGAR		27	12.25
			8.8			
10.15	S-729	30.0	HAWTHORNE		37	11.55
			8.9 — X-SAL			
11.00	S-737	38.9	A ROCHELLE	L	Yard	11.30
					Y	
<b>A. M.</b>						<b>A. M.</b>
Daily Ex. Sunday						Daily Ex. Sunday
<b>545</b>						<b>544</b>

**FLORIDA MIDLAND BRANCH—BETWEEN APOPKA AND DR. PHILLIPS—JACKSONVILLE DISTRICT**

**SOUTHBOUND** **NORTHBOUND**

FOURTH CLASS	Nearest Station Mileage From Richmond	Distance from Apopka	TIME TABLE NO. 1		Car Capacity of Side Tracks	FOURTH CLASS
<b>531</b>			IN EFFECT			<b>530</b>
Local Freight			April 28, 1957			Local Freight
Daily Ex. Sunday			STATIONS			Daily Ex. Sunday
<b>A. M.</b>						<b>A. M.</b>
6.45	VB-841		L APOPKA	A	18	6.40
			3.8 — X-SAL			
A 7.10	T-791	3.8	CLARCONA		18	L 6.15
			4.8 — MP VB 837.5 X ACL			
	VB-832	8.6	OCOEE		5	
			3.4			
	VB-829	12.0	GOTHA		3	
			7.1			
	VB-822	19.1	A DR. PHILLIPS	L	40	
<b>A. M.</b>						<b>A. M.</b>
Daily Ex. Sunday						Daily Ex. Sunday
<b>531</b>						<b>530</b>

**IMMOKALEE BRANCH—TAMPA DIST.**  
**BETWEEN PALMDALE AND EVERGLADES**  
**SOUTHBOUND**                      **NORTHBOUND**

**BONE VALLEY BRANCH—TAMPA DIST.**  
**BETWEEN WINSTON AND FORT MEADE**  
**SOUTHBOUND**                      **NORTHBOUND**

THIRD CLASS	Nearest Station Mileage From Richmond	Distance from Palmdale	TIME TABLE NO. 1		Car Capacity of Side Tracks	FOURTH CLASS
<b>559</b>			IN EFFECT	<b>558</b>		
Local Freight			April 28, 1957			Local Freight
Daily Ex. Sunday			STATIONS			Daily Ex. Sunday
<b>A. M.</b>						<b>P. M.</b>
8.15	VC-918		<b>TL PALMDALE</b> A	58 90 Yard	P	5.15
9.15	VC-919	1.0	<b>HARRISBURG</b>		Y	4.50
9.45	VC-930	11.7	<b>GOODNO</b>	40 8	P	4.20
10.15	VC-943	25.1	<b>KERI</b>	32 33		3.45
10.45	VC-955	37.5	<b>T IMMOKALEE</b>	233 55	Y	3.15
11.15	VC-968	49.9	<b>SUNNILAND</b>	55 14	P	2.35
12.15	VC-990	72.0	<b>T COPELAND</b>	40 Y		1.45
12.30	VC-992	74.4	<b>CARNESTOWN</b>	50		1.30
1.00	VC-996	78.4	<b>TA EVERGLADES</b> L	6 Y		1.15
<b>P. M.</b>						<b>P. M.</b>
Daily Ex. Sunday						Daily Ex. Sunday
<b>559</b>						<b>558</b>

THIRD CLASS	Nearest Station Mileage From Richmond	Distance from Winston	TIME TABLE NO. 1		Car Capacity of Side Tracks	FOURTH CLASS
<b>563</b>			IN EFFECT	<b>562</b>		
Local Freight			April 28, 1957			Local Freight
Daily Ex. Sunday			STATIONS			Daily Ex. Sunday
<b>A. M.</b>						<b>P. M.</b>
9.00	855		<b>L WINSTON</b> A	Yard		2.00
9.15	Y-862	6.7	<b>TANCREDE</b>	76 Y		1.40
9.25	Y-865	10.0	<b>PRAIRIE JCT.</b>	Yard		1.30
A 9.30	Y-866	10.8	<b>T MULBERRY</b> X-SAL	27	L	1.00
	Y-869	13.8	<b>ACHAN</b> X-SAL	31 Y		
	Y-873	17.2	<b>GREEN BAY</b>	30 Y		
	Y-877	21.4	<b>AGRICOLA</b>	30 Y		
	X-875	28.8	<b>TA FORT MEADE</b> L	65 Y		
<b>A. M.</b>						<b>P. M.</b>
Daily Ex. Sunday						Daily Ex. Sunday
<b>563</b>						<b>562</b>

SOUTHBOUND                      NORTHBOUND

THIRD CLASS	Nearest Station Mileage From Richmond	Distance from Palmdale	TIME TABLE NO. 1		Car Capacity of Side Tracks	FOURTH CLASS
<b>559</b>			IN EFFECT	<b>558</b>		
Local Freight			April 28, 1957			Local Freight
Daily Ex. Sunday			STATIONS			Daily Ex. Sunday
<b>A. M.</b>						<b>P. M.</b>
8.15	VC-918		<b>TL PALMDALE</b> A	58 90 Yard	P	5.15
9.15	VC-919	1.0	<b>HARRISBURG</b>		Y	4.50
9.45	VC-930	11.7	<b>GOODNO</b>	40 8	P	4.20
10.15	VC-943	25.1	<b>KERI</b>	32 33		3.45
10.45	VC-955	37.5	<b>T IMMOKALEE</b>	233 55	Y	3.15
11.15	VC-968	49.9	<b>SUNNILAND</b>	55 14	P	2.35
12.15	VC-990	72.0	<b>T COPELAND</b>	40 Y		1.45
12.30	VC-992	74.4	<b>CARNESTOWN</b>	50		1.30
1.00	VC-996	78.4	<b>TA EVERGLADES</b> L	6 Y		1.15
<b>P. M.</b>						<b>P. M.</b>
Daily Ex. Sunday						Daily Ex. Sunday
<b>559</b>						<b>558</b>

SOUTHBOUND                      NORTHBOUND

THIRD CLASS	Nearest Station Mileage From Richmond	Distance from Winston	TIME TABLE NO. 1		Car Capacity of Side Tracks	FOURTH CLASS
<b>563</b>			IN EFFECT	<b>562</b>		
Local Freight			April 28, 1957			Local Freight
Daily Ex. Sunday			STATIONS			Daily Ex. Sunday
<b>A. M.</b>						<b>P. M.</b>
9.00	855		<b>L WINSTON</b> A	Yard		2.00
9.15	Y-862	6.7	<b>TANCREDE</b>	76 Y		1.40
9.25	Y-865	10.0	<b>PRAIRIE JCT.</b>	Yard		1.30
A 9.30	Y-866	10.8	<b>T MULBERRY</b> X-SAL	27	L	1.00
	Y-869	13.8	<b>ACHAN</b> X-SAL	31 Y		
	Y-873	17.2	<b>GREEN BAY</b>	30 Y		
	Y-877	21.4	<b>AGRICOLA</b>	30 Y		
	X-875	28.8	<b>TA FORT MEADE</b> L	65 Y		
<b>A. M.</b>						<b>P. M.</b>
Daily Ex. Sunday						Daily Ex. Sunday
<b>563</b>						<b>562</b>

Time of Train 575 Applies at South Wye Switch, Bortow.



**HAINES CITY BRANCH—BETWEEN HAINES CITY—LAKE HARBOR—TAMPA DIST. SOUTHBOUND** **NORTHBOUND**

FOURTH CLASS				Nearest Station, Mileage From Richmond	Distance from Haines City	April 28, 1957 TIME TABLE NO. 1 IN EFFECT	Car Capacity of Side Tracks	FOURTH CLASS					
241	279	567	555					552	240	566	278		
Through Freight	Through Freight	Local Freight	Local Freight					Local Freight	Through Freight	Local Freight	Through Freight		
Daily Ex. Sunday	Daily	Daily	Daily Ex. Sunday					Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily		
P. M.	P. M.	P. M.	A. M.			P. M.	P. M.	P. M.	A. M.				
STATIONS													
	10.15	9.40	8.00	8.00	829	TL	HAINES CITY	A	Yard	1.00	7.30	11.45	12.10
							5.3						
	10.30	9.50	8.15	8.20	VC-834		LAKE HAMILTON		46 10 P	12.40	7.15	11.20	11.58
							1.6						
	10.45	9.55	8.22	8.25	VC-836	T	DUNDEE		22	12.30	7.10	11.15	11.55
							2.3						
	11.10 <sup>566</sup>	10.00	8.32	8.30	VC-839	T	WAVERLY		55 11 P	12.25	7.00	11.10 <sup>241</sup>	11.52
							2.8						
	11.20	10.05	9.02	8.35	VC-841		MOUNTAIN LAKE		32 26 P	12.15	6.52	11.05	11.48
							3.4						
	11.43 <sup>278</sup>	10.10	9.30	9.35	VC-844	T	LAKE WALES	X-SAL	100 85 P	12.05	6.45	11.00	11.43 <sup>241</sup>
							5.9						
	12.05	10.20	9.56	9.55	VC-850		BABSON PARK		7	10.30	6.15	10.45	11.35
							6.5						
	12.15	10.30 <sup>566</sup> 567	10.20 <sup>279</sup> 10.40 <sup>566</sup>	10.15 <sup>552</sup>	VC-857	T	FROSTPROOF		82 25 P	10.15 <sup>555</sup>	6.00	10.30 <sup>279</sup> 567	11.25
							10.7						
	12.35	10.44	11.10 <sup>278</sup>	11.05	VC-867	T	AVON PARK		56 15 P	9.00	4.50	10.10	11.10 <sup>567</sup>
							8.0						
	A 1.00	10.55 <sup>278</sup>	11.25	A 12.15	VC-875	T	SEBRING		110 52 Yard Y	L 8.30	L 4.30	9.55	10.55 <sup>279</sup>
							9.1						
		11.10	11.45		VC-884		ISTOKPOGA		60 P			9.35	10.40
							7.8						
		11.21	12.01		VC-892	T	LAKE PLACID		43 19 P			9.15	10.29
							6.0						
		11.29	12.15		VC-898		CHILDS		52 P			9.00	10.21
							10.5						
		11.43	12.40		VC-909		VENUS		8			8.40	10.07
							9.0						
		A 11.55	1.25		VC-918	T	PALMDALE		58 90 Yard Y			8.20	L 9.55
							1.0						
			1.35		VC-919		HARRISBURG		Y			8.01	
							15.6						
			2.25		VD-934	T	MOORE HAVEN		53 35 P			7.35	
							13.6						
			3.15		VD-948	T	CLEWISTON		66 Yard Y			7.00	
							5.7						
			3.30		VD-954		KEELA		55 Y			6.40	
							4.4						
			4.05		VD-957	A	LAKE HARBOR	L	108 Yard Y			6.30	
	A. M.	P. M.	A. M.	P. M.						A. M.	P. M.	P. M.	P. M.
	Daily Ex. Monday	Daily	Daily	Daily Ex. Sunday						Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily
	241	279	567	555						552	240	566	278

**SOUTHBOUND—MAIN LINE—BETWEEN TAMPA—SARASOTA—TAMPA DIST.—NORTHBOUND**

THIRD CLASS		FIRST CLASS		Nearest Station Mileage From Richmond	Distance from Tampa	TIME TABLE NO. 1 IN EFFECT April 28, 1957 STATIONS	Car Capacity of Side Tracks	FIRST CLASS		FOURTH CLASS	
243	565	91	75					92	76	564	242
Through Freight	Local Freight	West Coast Champion	Passenger					West Coast Champion	Passenger	Local Freight	Through Freight
Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily					Daily Ex. Sunday	Daily	Daily Ex. Sunday	Daily Ex. Sunday
A. M.	A. M.	P. M.	A. M.					P. M.	P. M.	P. M.	P. M.
		3.00	9.20	882		<b>TL TAMPA UNION STA. A</b> South End Double Track	Yard	s12.35	s 7.00		
					3.2	MP 880.4 X SAL					
11.00	4.01	3.07	9.27	879	3.2	<b>T NORTH End Double Track UCETA YARD</b>	Yard	12.14	6.37	A 3.00	A 8.30
					7.1	MP ZA 879.8 X SAL					
11.20	4.20	3.16	f 9.37	ZA-886	10.3	<b>T EAST TAMPA</b>	65 Yard	12.04	f 6.28	2.20	7.55
						5.8					
11.30	4.30	3.24	9.47	ZA-892	16.1	<b>T NORTH RUSKIN</b>	64 8 P	11.56	6.17	1.50	7.30
						5.9					
<b>11.50<sup>92</sup></b>	4.40	3.31	9.53	ZA-898	22.0	<b>RUSKIN</b>	45 19 P	<b>11.50<sup>243</sup></b>	f 6.10	1.35	6.50
						3.6					
11.55	4.50	3.36	9.59	ZA-902	25.6	<b>SUN CITY</b>	9	11.46	6.06	1.25	6.40
						8.4					
12.10	5.05	3.46	10.09	ZA-910	34.0	<b>GILLETT</b>	54 25 P	11.37	5.56	1.10	6.28
						4.8					
12.20	5.15	f 3.54	s10.17	ZA-915	38.8	<b>T PALMETTO</b>	23 62 P	f11.30	s 5.50	1.00	6.20
						1.3	X-SAL				
<b>12.35<sup>64</sup></b>	5.30	s 4.04	s10.30	ZA-916	40.1	<b>T BRADENTON</b>	33 Yard	s11.20	s 5.30	<b>12.35<sup>243</sup></b>	6.05
						4.2	X-SAL				
12.55	5.45	4.10	10.35	ZA-921	44.3	<b>ONECO</b>	23	11.15	5.25	12.20	5.50
						3.2					
1.05	5.55	4.14	10.39	ZA-924	47.5	<b>MATOAKA</b>	65 5 P	11.11	5.21	12.10	5.40
						4.7					
1.30	6.30	s 4.25	s <b>11.05<sup>92</sup></b>	ZA-929	52.2	<b>TA SARASOTA</b>	L Yard	<b>11.05<sup>75</sup></b>	5.15	12.01	5.30
<b>P. M.</b>	<b>A. M.</b>	<b>P. M.</b>	<b>A. M.</b>			Time of Trains 91 and 75 at Uceta yard applies at Tampa Southern Freight Lead Switch.		<b>A. M.</b>	<b>P. M.</b>	<b>P. M.</b>	<b>P. M.</b>
Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily					Daily	Daily	Daily Ex. Sunday	Daily Ex. Sunday
<b>243</b>	<b>565</b>	<b>91</b>	<b>75</b>					<b>92</b>	<b>76</b>	<b>564</b>	<b>242</b>

**BARTOW BRANCH—TAMPA DISTRICT  
BETWEEN LAKE ALFRED AND BARTOW**  
SOUTHBOUND NORTHBOUND

FIRST CLASS	Nearest Station Mileage From Richmond	Distance from Lake Alfred	TIME TABLE NO. 1 IN EFFECT April 28, 1957 STATIONS	Car Capacity of Side Tracks	FIRST CLASS
275					276
Passenger					Passenger
Daily					Daily
A. M.					P. M.
3.40	836		<b>T L LAKE ALFRED A</b>	50 Y	s11.45
			3.5		
f 3.50	W-840	3.5	<b>T FLORENCE VILLA</b>	32 Y	f11.25
			1.5		
s 3.55	W-841	5.0	<b>T WINTER HAVEN</b>	37 88 P	s11.05
			4.0	MP W 842.5 X SAL	
f 4.15	W-845	9.0	<b>EAGLE LAKE</b>	68 23 P	f10.45
			7.7		
s 4.30	X-864	16.7	<b>TA BARTOW L</b>	Yard	10.25
<b>A. M.</b>			Time of Train 275 applies at South Wye Switch, Bartow.		<b>P. M.</b>
Daily					Daily
<b>275</b>					<b>276</b>

**SOUTHBOUND MAINLINE BETWEEN LAKE LAND FT. MYERS** **TAMPA DISTRICT NORTHBOUND**  
**BRANCH LINE BETWEEN FT. MYERS NAPLES**

FOURTH CLASS	THIRD CLASS	FIRST CLASS	Nearest Station Mileage From Richmond	Distance from Lakeland	TIME TABLE NO. 1			Car Capacity of Side Tracks	FIRST CLASS	FOURTH CLASS		
					IN EFFECT					276	458	250
					April 28, 1957							
					Through Freight	Mixed	Passenger			Passenger	Mixed	Through Freight
Daily	Daily Ex. Sunday	Daily	Daily	Daily Ex. Sunday	Daily							
P. M.	A. M.	A. M.	STATIONS			P. M.	P. M.	P. M.				
		8.00		851	TL	LAKE LAND	A				8.50	
		8.20		X-855	4.2	EATON PARK	20				8.35	
		8.30 <sup>250</sup>		X-859	7.5	T HIGHLANDS CITY	76 52	P			8.30 <sup>249</sup>	
		8.45	L 4.30	X-864	13.0	T BARTOW	Yard 0.8	X-SAL	A	S	10.25	7.20
		8.55		X-866	13.8	OAKS	64	P			10.19	7.12
		9.05		X-870	19.2	HOMELAND	55	P			10.13	7.05
		9.30	s 4.58	X-875	23.9	T FORT MEADE	65	Y	P	S	10.07	6.58
		9.57 <sup>276</sup>	s 5.10	X-883	31.7	T BOWLING GREEN	77 26	P	S	S	9.57 <sup>249</sup>	6.45
		10.30	s 5.20	X-889	38.1	T WAUCHULA	64 83	P	S	S	9.48	6.30
		10.45	f 5.30	X-893	42.1	ZOLFO SPRINGS	36		f		9.37	6.15
		10.55		X-896	45.6	MOFFITT	63	P			9.33	6.00
		11.05		X-903	52.5	GARDNER	7				9.26	5.50
		11.10		X-907	56.0	BROWNVILLE	37				9.22	5.35
		11.45	s 6.00	X-913	62.0	T ARCADIA	47 133	P	S	S	9.12	5.10
		11.55	f 6.05	X-917	66.0	NOCATEE	2 39		f		9.07	4.50
		12.05	f 6.12	X-924	72.6	FORT OGDEN	28		f		9.00	4.38
		12.20		X-933	82.2	CLEVELAND	10				8.50	4.23
		12.50	s 6.32	X-937	86.0	T PUNTA GORDA	163	Y	S	S	8.46	4.15
		1.15		X-941	90.2	ACLINE	20				8.37	4.05
		1.45		X-950	99.1	GILCHRIST	30				8.28	3.51
		2.10		X-958	106.8	BAYSHORE	16				8.20	3.40
		2.20		X-961	109.8	TICE	20				8.16	3.35
	A 3.00	L 9.35	S 7.45	X-965	114.0	T FORT MYERS	Yard 22.3	Y	L	S	8.10	A 2.40 L 3.25
		10.12		X-988	136.3	BONITA SPRINGS	12					1.40
		11.00		X-1001	150.2	TA NAPLES	59	Y	L			1.10
	A. M.	A. M.	A. M.	Time of Train 275 applies at South Wye switch, Bartow.					P. M.	P. M.	P. M.	
	Daily	Daily Ex. Sunday	Daily						Daily	Daily Ex. Sunday	Daily	
	249	459	275						276	458	250	

Time of Train 275 applies at South Wye switch, Bartow.

**SOUTHBOUND—MAIN LINE—BETWEEN JACKSONVILLE—WILCOX—OCALA DIST.—NORTHBOUND**

	FOURTH CLASS <b>591</b>	THIRD CLASS <b>223</b>	FIRST CLASS		Nearest Station, Mileage From Richmond	Distance from Jacksonville	TIME TABLE NO. 1		Car Capacity of Side Tracks	FIRST CLASS		FOURTH CLASS	
			<b>37</b>	<b>191</b>			<b>38</b>	<b>192</b>		<b>578</b>	<b>594</b>		
	Local Freight	Through Freight	Passenger	West Coast Champion			IN EFFECT		Passenger	West Coast Champion	Local Freight	Local Freight	
	Mon. Wed. and Fri.	Daily Ex. Saturday	Daily	Daily			April 28, 1957		Daily	Daily	Daily Ex. Sunday	Tue. Thur. and Sat.	
	<b>A. M.</b>	<b>P. M.</b>	<b>P. M.</b>	<b>A. M.</b>			STATIONS		<b>A. M.</b>	<b>P. M.</b>	<b>A. M.</b>	<b>P. M.</b>	
			11:00	9:35	643		TL JACKSONVILLE	A	Yard	S 6:00	S 6:00		
		L 11:45	11:10	9:43	640	3.5	T MONCRIEF	X-SIJT X-GS&F	Yard	5:37	5:25	A 5:00	
		11:55	11:20	9:51	SG-645	9.3	CAMBON		63 P	5:27	5:18	4:50	
		12:10	11:32	10:02	SG-655	19.2	BALDWIN	X-SAL	47 P	5:15	5:08	4:25	
		12:18	11:38	10:07	SG-660	24.0	MATTOX	X-SAL	68 P	5:08	5:02	4:10	
		12:30	11:47	10:16	SG-668	31.8	STECKERT		77 P	4:57	4:54	3:45	
		12:39	11:55	10:22	SG-674	37.8	SAPP		19	4:48	4:48	3:20	
		12:50	12:03	10:29	SG-681	44.8	T RAIFFORD		64 P	S 4:35	4:41	2:55	
		1:02	12:25	10:37	SG-688	51.9	T LAKE BUTLER	X-GS&F	59 P	S 4:25	4:33	2:40	
		1:14	12:35	10:44	SG-695	58.8	MUNICH		64 P	4:15	4:26	2:15	
		1:22	12:46	10:50	SG-700	63.9	T SANTA FE		38	4:06	4:20	1:45	
		1:30 <sup>578</sup>	12:53	10:55	SG-704	68.2	HAYNESWORTH	X-SAL	56 P	3:57	4:15	1:30 <sup>223</sup>	
	L 8:15	A 1:40	S 12:59 <sup>578</sup>	A 11:01	RB-726	70.8	T BURNETT'S LAKE	X-ACL	Yard	L 3:50	L 4:10	L 12:59 <sup>37</sup>	A 2:50
	8:20				SG-709	72.5	T ALACHUA		4				2:45
	8:45				SG-716	81.0	HAILE		130				2:01
	9:30				R-730	84.6	T NEWBERRY	X-ACL	Yard				1:30
	10:35				SG-734	98.1	T TRENTON		126				12:50
	11:30				ND-806	105.9	A WILCOX	L	88 Yard				12:30
	<b>A. M.</b>	<b>A. M.</b>	<b>A. M.</b>	<b>A. M.</b>						<b>A. M.</b>	<b>P. M.</b>	<b>A. M.</b>	<b>P. M.</b>
	Mon. Wed. and Fri.	Daily Ex. Sunday	Daily	Daily						Daily	Daily	Daily Ex. Sunday	Tue. Thur. and Sat.
	<b>591</b>	<b>223</b>	<b>37</b>	<b>191</b>						<b>38</b>	<b>192</b>	<b>578</b>	<b>594</b>

**MAIN LINE—BETWEEN VITIS AND LAKELAND JCT.—OCALA DIST.**  
**SOUTHBOUND** **NORTHBOUND**

	FOURTH CLASS <b>571</b>	THIRD CLASS		Nearest Station, Mileage From Richmond	Distance from Vitis	TIME TABLE NO. 1		Car Capacity of Side Tracks	FIRST CLASS <b>118</b>	FOURTH CLASS <b>570</b>
		<b>227</b>	<b>221</b>			<b>118</b>	<b>570</b>			
	Local Freight	Through Freight	Through Freight			IN EFFECT		Through Freight	Local Freight	
	Daily Ex. Sunday	Daily	Daily			April 28, 1957		Daily	Daily Ex. Sunday	
	<b>P. M.</b>	<b>P. M.</b>	<b>A. M.</b>			STATIONS		<b>P. M.</b>	<b>A. M.</b>	
	2:40	11:15	6:10	R-837		TL VITIS	A	89 CP	10:00	8:00
						South End Double Track		70 Y		
	3:05	11:45	6:25	R-846	9.3	STOKES		165 P	9:45	7:35
	3:45	11:59	7:00	R-855	19.5	TA LAKELAND JCT.	L	10 Yard	9:30	7:10
	<b>P. M.</b>	<b>P. M.</b>	<b>A. M.</b>						<b>P. M.</b>	<b>A. M.</b>
	Daily Ex. Sunday	Daily	Daily						Daily	Daily Ex. Sunday
	<b>571</b>	<b>227</b>	<b>221</b>						<b>118</b>	<b>570</b>

**SOUTHBOUND MAIN LINE BETWEEN HIGH SPRINGS AND CROOM—OCALA DIST.**

							FOURTH CLASS			THIRD CLASS	FIRST CLASS		Nearest Station Mileage From Richmond	Distance from High Springs	TIME TABLE NO. 1 IN EFFECT April 28, 1957	
							579	581	591	583	191	37				
							Local Freight	Local Freight	Local Freight	Local Freight	West Coast Champion	Passenger				
							Daily Ex. Saturday	Daily Ex. Saturday	Mon. Wed. and Fri.	Daily Ex. Sunday	Daily	Daily				
							P. M.	P. M.	A. M.	P. M.	A. M.	A. M.				
							11.55	6.00	7.30				R-717		<b>TL HIGH SPRINGS</b>	
							12.20	6.20	7.50				RB-725	7.6	7.6 <b>EAST ALACHUA</b>	
							A12.30	6.25	A 7.59		L11.01	L 1.05 <sup>580</sup>	RB-726	9.3	1.7 <b>T BURNETT'S LAKE</b> X-SAL X-ACL	
								7.00			11.06	1.10	RB-730	12.6	3.3 <b>HAGUE</b>	
								7.15			11.13	1.18	RB-736	18.9	6.3 <b>PARADISE</b>	
								7.25			11.16	1.23	RB-739	21.9	3.0 <b>TEEN JAY</b>	
								7.35			S11.28	S 1.50	RB-740	23.0	1.1 <b>T GAINESVILLE</b>	
								7.40			11.33	2.01	RB-741	23.4	0.4 <b>GAINESVILLE YARD</b> X-SAL	
								8.05			11.45	2.18	S-737	32.0	8.6 <b>ROCHELLE</b>	
								8.20			11.52	2.26 <sup>38</sup>	S-742	37.6	5.6 <b>MICANOPY</b>	
								8.35			f11.59	s 2.43	S-748	43.1	5.5 <b>T McINTOSH</b>	
								8.45			12.02	2.55	S-751	45.5	2.4 <b>PROCTOR</b>	
								8.55			12.06	f 3.00	S-754	49.0	3.5 <b>T REDDICK</b>	
								9.05			12.10	f 3.10	S-757	51.9	2.9 <b>LOWELL</b>	
								9.20 <sup>680</sup>			12.17	3.28	S-763	58.1	6.2 <b>T KENDRICK</b>	
								10.10			12.23	3.38	S-768	62.7	4.6 <b>OCALA JCT.</b>	
								10.30			s12.31	s 3.45	S-768	63.2	0.5 <b>T OCALA (Union Sta.)</b> X-SAL	
								10.45			12.37	3.58	S-769	64.4	1.2 <b>SOUTH OCALA</b>	
								11.05			12.44	4.08	S-776	70.8	6.4 <b>WELCHTON</b>	
								11.25			12.54	f 4.25	S-785	80.1	9.3 <b>OCKLAWAHA</b>	
								11.53 <sup>38</sup>			12.57	f 4.33	S-787	82.6	2.5 <b>EAST LAKE</b>	
								11.59			1.00	f 4.42	S-790	85.1	2.5 <b>T WEIRSDALE</b>	
								12.10			1.06	f 4.52	S-795	89.8	4.7 <b>T LADY LAKE</b>	
								12.20			1.11	f 5.00	S-799	93.9	4.1 <b>T FRUITLAND PARK</b>	
								A12.30		L 7.00	s 1.20	s 5.40	S-802	97.5	3.6 <b>T LEESBURG</b> X-SAL	
											7.30	1.30 <sup>192</sup>	S-808	103.0	5.5 <b>T OKAHUMPKA</b>	
											8.00	1.42	S-817	112.1	9.1 <b>CENTER HILL</b>	
											8.20	1.48	S-822	116.7	4.6 <b>WEBSTER</b> X-SAL	
											8.35	1.55	S-827	121.8	5.1 <b>ST. CATHERINE</b>	
											8.45	2.05	R-814	127.7	5.9 <b>TA CROOM</b> X-SAL	
							<b>A. M.</b>	<b>A. M.</b>	<b>A. M.</b>	<b>P. M.</b>	<b>P. M.</b>	<b>A. M.</b>				
							Daily Ex. Sunday	Daily Ex. Sunday	Mon. Wed. and Fri.	Daily Ex. Sunday	Daily	Daily			Time of all Trains at Rochelle applies at North Wye Switch.	
							<b>579</b>	<b>581</b>	<b>591</b>	<b>583</b>	<b>191</b>	<b>37</b>				

**MAIN LINE—BETWEEN HIGH SPRINGS AND CROOM—OCALA DIST.—NORTHBOUND**

TIME TABLE NO. 1 IN EFFECT April 28, 1957 STATIONS	Car Capacity of Side Tracks	FIRST CLASS		THIRD CLASS	FOURTH CLASS																	
		192	38	224	594	582	580															
		West Coast Champion	Passenger	Through Freight	Local Freight	Local Freight	Local Freight															
		Daily	Daily	Daily Ex. Sunday	Tue. Thur. and Sat.	Daily Ex. Sunday	Daily Ex. Monday															
		P. M.	A. M.	A. M.	P. M.	P. M.	A. M.															
T HIGH SPRINGS A 7.6	Yard			2:15	3:30		2:00															
EAST ALACHUA 1.7	20			1:59	3:05		1:20															
T BURNETT'S LAKE 3.3 X-SAL X-ACL	Yard	A 4:10	A 3:45	L 1:55	L 3:00		1:05 <sup>37</sup>															
HAGUE 6.3	30	4:05	3:38				12:45															
PARADISE 3.0	19	3:58	3:30				12:30															
TEEN JAY 1.1	50 Yard	P 3:55	3:25				12:21															
T GAINESVILLE 0.4 X-SAL	Yard	S 3:50	S 3:20				11:40															
GAINESVILLE YARD 8.6	Yard	3:37	2:50				11:30															
ROCHELLE 5.6	Yard	3:25	2:34				11:05															
MICANOPY 5.5		3:17	2:26 <sup>37</sup>				10:45															
T McINTOSH 2.4	44 28	P f 3:10	S 2:05				10:20															
PROCTOR 3.5	Y	3:06	1:46				10:01															
T REDDICK 2.9	69 24	P 3:02	f 1:37				9:50															
LOWELL 6.2	42 28	P 2:58	f 1:25				9:40															
T KENDRICK 4.6	247 Yard	2:50	1:09				9:20 <sup>581</sup>															
OCALA JCT. 0.5 X-SAL	Yard	2:44	12:59				9:10															
T Ocala (Union Sta.) 1.2	Yard	S 2:40	S 12:50				8:55															
SOUTH Ocala 6.4	45 Yard	P 2:32	12:30				8:35															
WELCHTON 9.3	44	P 2:22	12:17				8:15															
Ocklawaha 2.5	33	2:12	f 12:01				7:40															
EAST LAKE 2.5	53	P 2:09	f 11:53 <sup>581</sup>				7:35															
T WEIRSDALE 4.7	45	2:06	f 11:45				7:30															
T LADY LAKE 4.1	55 18	P 2:00	f 11:35				7:20															
T FRUITLAND PARK 3.6	13 12	P 1:55	f 11:25				7:10															
T LEESBURG X-SAL 5.5	Yard	S 1:45	S 11:15				A 11:59	L 7:00														
T OKAHUMPKA 9.1	60 8	P 1:30 <sup>191</sup>	f 10:35				11:50															
CENTER HILL 4.6 X-SAL	28	1:14	f 10:05				11:35															
WEBSTER 5.1	53	1:08	f 9:55				11:20															
ST. CATHERINE 5.9 X-SAL	14	1:02	9:45				11:05															
T CROOM L Yard	Y	12:55	9:35				10:45															
		P. M.	P. M.	A. M.	P. M.	P. M.	P. M.															
		Daily	Daily	Daily Ex. Sunday	Tue. Thur. and Sat.	Daily Ex. Sunday	Daily Ex. Sunday															
		192	38	224	594	582	580															

Time of all Trains at Rochelle applies at North Wye Switch.

**SOUTHBOUND—MAIN LINE—BETWEEN THOMASVILLE—DUNNELLON—OCALA DIST.—NORTHBOUND**

FOURTH CLASS		THIRD CLASS		FIRST CLASS	Nearest Station Mileage From Richmond	Distance from Thomasville	TIME TABLE NO. 1					Car Capacity of Side Tracks	FIRST CLASS	THIRD CLASS	FOURTH CLASS		
587	593	237	589	33			IN EFFECT						32	236	590	592	586
Local Freight	Local Freight	Through Freight	Local Freight	Southland	April 28, 1957					Southland	Through Freight	Local Freight	Local Freight	Local Freight			
Daily Ex. Sunday	Tue. Thur. and Sat.	Daily	Daily Ex. Sunday	Daily	STATIONS					Daily	Daily	Daily Ex. Sunday	Mon. Wed. and Fri.	Daily Ex. Sunday			
P. M.	A. M.	P. M.	A. M.	A. M.						A. M.	A. M.	P. M.	P. M.	P. M.			
		11.00	7.00	2.50	N-691		TL	THOMASVILLE	A	Yard	s 1.20	9.00	1.30				
		11.20	7.25	3.03	ND-701	10.0		METCALF		33	12.50	7.50	12.45				
		11.25	7.45 <sup>236</sup>	3.07	ND-704	12.5		FINCHER		125	P 12.46	7.45 <sup>589</sup>	12.30				
		11.45	8.15	s 3.20	ND-715	23.3	T	MONTICELLO		28	s12.35	7.00	11.55				
		11.50	8.25	3.26	ND-719	27.2	T	DRIFTON	X-SAL	87	P 12.30	6.50	11.40				
		12.20 <sup>32</sup>	8.45	3.36	ND-728	36.7		LAMONT		91	P 12.20 <sup>237</sup>	6.35	11.15				
		12.44	9.15	3.54	ND-746	54.2		SECOTAN		7	12.01	6.10	10.45				
	L 8.00	12.51	9.30	s 3.59	ND-750	59.2	T	PERRY	X-LOP&G X-GSF	88	P s11.56	6.00	10.30	A 2.50			
		8.10	12.58	A 9.45	ND-754	63.6		BUCELL JCT.			11.50	5.34	10.15	2.35			
		8.35	1.15		ND-768	76.2		CARBUR		89	P 11.36	5.15		2.10			
		8.55	1.29		ND-778	86.1		CLARA		28	11.25	5.00		1.50			
		9.10	1.39		ND-785	93.2		HINES		100	P 11.17	4.44 <sup>33</sup>		1.35			
		10.00	1.53	f 4.55	ND-795	103.3	T	CROSS CITY		95	P f11.06	4.26		1.15			
		11.30	2.06		ND-804	112.9		OLD TOWN		23	10.55	4.11		12.30			
L 1.45	A11.59	2.09			ND-806	114.6		WILCOX		88	P 10.50	4.07		12.20	A12.10		
		2.05			ND-816	124.5		HARDEETOWN		60	P 10.39	3.52			11.45		
		2.10			ND-817	125.4	T	CHIEFLAND		15	10.38	3.50			11.35		
		2.45			ND-829	137.1	T	OTTER CREEK		88	P 10.26	3.30			11.00		
		3.05			ND-834	142.9		GULF HAMMOCK		5	10.20	3.20			10.20		
		3.30			ND-842	151.1		LEBANON		89	P 10.11	3.05 <sup>237</sup>			10.05		
		4.05			R-777	166.2	TA	DUNNELLON	L	Yard	9.55	2.40			9.35		
P. M.	A. M.	A. M.	A. M.	A. M.						P. M.	A. M.	A. M.	P. M.	A. M.			
Daily Ex. Sunday	Tue. Thur. and Sat.	Daily	Daily Ex. Sunday	Daily						Daily	Daily	Daily Ex. Sunday	Mon. Wed. and Fri.	Daily Ex. Sunday			
587	593	237	589	33						32	236	590	592	586			

**SOUTHBOUND—MAIN LINE—BETWEEN TRILBY—ST. PETERSBURG—OCALA DIST.—NORTHBOUND**

FOURTH CLASS		FIRST CLASS		Nearest Station, Mileage From Richmond	Distance from Trilby	TIME TABLE NO. 1		Car Capacity of Side Tracks	FIRST CLASS		FOURTH CLASS	
597	575	191	37			IN EFFECT			192	38	596	574
Local Freight	Local Freight	West Coast Champion	Passenger			April 28, 1957			West Coast Champion	Passenger	Local Freight	Local Freight
Daily Ex. Sunday	Daily	Daily	Daily			STATIONS			Daily	Daily	Daily Ex. Sunday	Daily
A. M.	A. M.	P. M.	A. M.					P. M.	P. M.	P. M.	A. M.	
6.45	2.00	2.20	7.45	R-823		TL	TRILBY 4.9	A Yard	12.45	8.25	5.00	12.05
7.00	2.10	2.27	7.51	RE-828	4.9		BLANTON 6.1	22 17 P	12.34	8.10	4.05	11.55
7.15	2.23	2.35	f 8.03	RE-835	11.0	T	SAN ANTONIO 3.7	54 6 P	12.27	f 8.03	3.50	11.40
7.25	2.30	2.40	8.07	RE-838	14.7		PASCO 8.5	45	12.23	7.57	3.40	11.30
7.40	2.44	2.49	8.16	RE-847	23.2		EHREN MP RE 849.5 X SAL	75 10 P	12.14	7.48	3.25	11.10
8.00	3.00	3.00	f 8.28	RE-857	33.5	10.3	ODESSA 3.7	27	12.03	f 7.37	3.11	10.45
8.10	3.07	3.04 <sup>596</sup>	8.32	RE-861	37.2	5.9	KEYSTONE PARK MP RE 864.8 X SAL	54 P	11.59	7.33	3.04 <sup>191</sup>	10.30
8.25	3.17	3.10	8.39	RE-867	43.1		CHEMICAL 1.0	35	11.53	7.27	2.25	9.45
8.30 <sup>37</sup> 8.50	3.19	3.11	s 8.40 <sup>597</sup>	RE-868	44.1	T	TARPON SPRINGS 5.4	39 16 P	11.52	s 7.25	2.15	9.30
9.10	3.30	3.21	8.56	RE-873	49.5		NORTH SUTHERLAND 0.5	22 11 P	11.44	7.10	2.00	8.59
9.15	3.32	—	s 8.57	RE-873	50.0		PALM HARBOR 4.4	13	—	s 7.05	1.55	8.55
9.25	3.40	3.26	s 9.03	RE-878	54.4	T	DUNEDIN 3.2	65 45 P	11.39	s 6.59	1.45	8.40
9.40	3.50	s 3.35	s 9.15	RE-881	57.6	T	CLEARWATER MP RE 882.6 X SAL	61 96 P	11.33	s 6.45	1.15	8.10
10.01	4.00	3.50	s 9.32	RE-885	61.2	T	LARGO 4.8	42 39 P	11.22	s 6.30	12.05	7.45
10.30	4.08	3.55	9.41	RE-890	66.0		CROSS BAYOU 1.7	24 P	11.16	6.23	11.55	7.20
10.45	4.12	3.57	f 9.45	RE-892	67.7	T	PINELLAS PARK 2.4	50	11.14	f 6.20	11.51	7.15
11.11 <sup>192</sup>	4.17	4.00	9.49	RE-894	70.1		LELLMAN 3.0	54 6 P	11.11 <sup>597</sup>	6.12	11.45	7.00
11.30	A 5.30	4.04	9.53	RE-897	73.1		SHOPS North End Double Track 2.2	Yard Y	11.07	6.07	11.30	16.30
		s 4.20	s 10.10	RE-899	75.3	TA	South End Double Track ST. PETERSBURG	Yard L	11.00	6.00		
A. M.	A. M.	P. M.	A. M.				DREXEL IS A TRAIN ORDER OFFICE		A. M.	P. M.	A. M.	P. M.
Daily Ex. Sunday	Daily	Daily	Daily						Daily	Daily	Daily Ex. Sunday	Daily
597	575	191	37						192	38	596	574

**CUTLERS BRANCH—OCALA DIST. BETWEEN DUNNELLON—CUTLERS**

FOURTH CLASS		Nearest Station, Mileage From Richmond	Distance from Dunnellon	TIME TABLE NO. 1		Car Capacity of Side Tracks	FOURTH CLASS	
573	572			IN EFFECT			573	572
Local Freight	Local Freight			April 28, 1957			Local Freight	Local Freight
Daily Ex. Sunday	Daily Ex. Sunday			STATIONS			Daily Ex. Sunday	Daily Ex. Sunday
A. M.	A. M.			A. M.	A. M.			
11.00	R-777		TL	DUNNELLON 14.0	A Yard	7.20		
11.35	RD-790	14.0		CRYSTAL RIVER 2.7	61 L	6.30		
	RD-793	16.7	A	CUTLERS	85 L			
A. M.						A. M.		
Daily Ex. Sunday						Daily Ex. Sunday		
573						572		

**BROOKSVILLE BRANCH—OCALA DIST. BETWEEN CROOM—BROOKSVILLE**

FOURTH CLASS		Nearest Station, Mileage From Richmond	Distance from Croom	TIME TABLE NO. 1		Car Capacity of Side Tracks	FOURTH CLASS	
585	584			IN EFFECT			585	584
Local Freight	Local Freight			April 28, 1957			Local Freight	Local Freight
Daily Ex. Sunday	Daily Ex. Sunday			STATIONS			Daily Ex. Sunday	Daily Ex. Sunday
P. M.	P. M.			P. M.	P. M.			
11.00	R-814		TL	CROOM 10.0	A Yard	9.00		
11.35	S-843	10.0	TA	BROOKSVILLE	L Yard	8.01		
P. M.						P. M.		
Daily Ex. Sunday						Daily Ex. Sunday		
585						584		



**SOUTHBOUND MAIN LINE BETWEEN HIGH SPRINGS TAMPA OCALA DIST.**

				FOURTH CLASS	THIRD CLASS				FIRST CLASS				Nearest Station Mileage From Richmond	Distance from High Springs	TIME TABLE NO. 1	
				571	227	221	237	107	191	33	37	IN EFFECT				
				Local Freight	Through Freight	Through Freight	Through Freight	Through Freight	West Coast Champion	Southland	Passenger	April 28, 1957				
				Daily Ex. Sunday	Daily	Daily	Daily	Daily	Daily	Daily	Daily	STATIONS				
				A. M.	P. M.	A. M.	A. M.	P. M.	P. M.	A. M.	A. M.					
				7.00	6.00	2.45		10.15				R-717		<b>TL HIGH SPRINGS</b>		
				7.15	6.15	2.55		10.21				R-722	5.0	5.0 <b>CLARK</b>	X-SAL	
				7.32	6.35	3.07		10.36				R-730	13.2	8.2 <b>T NEWBERRY</b>	X-ACL	
				7.56	6.56	3.20		10.47				R-741	23.0	9.8 <b>T ARCHER</b>	X-SAL	
				8.10	7.15	3.32		10.57				R-749	32.0	9.0 <b>HODGSON</b>		
				8.50	7.23	3.36		11.02				R-752	34.4	2.4 <b>T WILLISTON</b>		
				9.13	7.41	3.48		11.12				R-759	41.9	7.5 MP R 757 X SAL <b>MORRISTON</b>		
				9.33	7.52	4.02 <sup>108</sup>		11.19				R-765	47.0	5.1 <b>ROMEO</b>		
				9.55	8.03	4.12		11.27				R-772	54.2	7.2 <b>RAINBOW FALLS</b>		
				10.03	8.09	4.17		11.30				R-775	56.1	1.9 <b>BLUE RUN</b>		
				11.00	8.29	4.25	L 3.30	11.35		L 6.09		R-777	58.7	2.6 <b>T DUNNELLO</b>		
				11.25	9.14	4.35	3.45	11.44		6.20		R-783	65.9	7.2 North End Double Track <b>LADONIA</b>		
				11.44	9.42	4.49	4.00	11.58		f 6.34		R-794	76.7	10.8 MP R 786.8 X SAL <b>T INVERNESS</b>		
				11.59	9.58	4.59	4.10	12.07		6.42		R-801	83.5	6.8 <b>FLORAL CITY</b>		
				12.40	10.25	5.16	4.30	12.25	L 2.05	6.58	L 6.45	R-814	96.4	12.9 <b>T CROOM</b>		
				1.30	10.45	5.28 5.50	4.45 5.40	1.00	S A 2.15	S 7.15 7.40	S A 7.00	R-823	105.5	9.1 <b>T TRILBY</b>		
				2.10	11.05	6.00	5.50	1.11		7.48		R-830	112.0	6.5 MP R 824.4 X SAL <b>T DADE CITY</b>		
				A 2.40	A 11.15	A 6.10	6.00	1.22		7.56		R-837	118.7	6.7 South End Double Track <b>T VITIS</b>		
							6.05	1.27		f 8.01		RF-840	122.4	3.7 <b>T ZEPHYRHILLS</b>	X-SAL	
							6.14	1.35		8.08		RF-846	128.0	5.6 <b>GLENNELL</b>		
							6.26	1.50 <sup>108</sup>		8.18		RF-855	136.7	8.7 <b>T THONOTOSASSA</b>		
							6.33	1.57		8.24		RF-859	141.3	4.6 <b>TEMPLE TERRACE</b>		
							A 6.50	A 2.35		8.35		880	147.6	6.3 <b>GY</b>	X-SAL	
										s 8.50		882	149.6	2.0 <b>TA TAMPA UNION STA.</b>		
				P. M.	P. M.	A. M.	A. M.	A. M.	P. M.	A. M.	A. M.			Double track between GY and Tampa Union Station. The time of all Trains at Trilby, Dade City and Vitis will apply at Depot. Owensboro is a Train Order Office.		
				Daily Ex. Sunday	Daily	Daily	Daily	Daily	Daily	Daily	Daily					
				571	227	221	237	107	191	33	37					



# SPECIAL INSTRUCTIONS—ALL DISTRICTS

## PRECEDENCE BY DIRECTION

Northbound or eastbound 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

Speed of Diesel-electric engines must be reduced sufficiently to avoid hard couplings.

Diesel electric engines must not be stopped over hot clinkers, lighted fuses or any open flame lights or fires.

When train is delayed or speed materially reduced or switching is performed after entering approach circuits to highway crossing, it must proceed to the crossing prepared to stop unless it is known that the crossing signal devices are displaying "stop" indication to highway traffic.

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.

Certain switch appliances 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 control station. Except within C.T.C. or interlocking limits, electric locks do not afford signal protection for trains moving against the current of traffic.

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.

Rail detector cars or similar self propelled lightweight equipment can not be depended upon to actuate signals. Such cars must not pass over highway crossings protected by automatic flashing light signals until manual protection is provided, unless it is known that automatic protection is functioning as crossing is being entered. At railroad crossings where automatic interlocking is in use, such cars must come to a stop and must not proceed over the crossing until all instructions covering emergency use of such crossings, as prescribed by Rule 672, have been complied with. In addition, fuses must be placed on both sides of the crossing on the conflicting line.

## SIGNAL OBSERVANCE

All signals restricting the movement of a train must be acted upon strictly in accordance with their indications. Unless otherwise provided, proper observance requires that the speed of train must be reduced at the time engine passes the signal and the train must continue to run at the indicated speed 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 were 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 such speed as will permit the following train to receive a clear signal at each block.

Paragraph No. 1 of Rule 99-B is hereby amended as follows: On trains equipped to display oscillating red light from rear, flagman will display such red light continuously while train is occupying the main track. At stations where train is to be switched from the rear, the red light must be turned off while the switching is being performed. Paragraphs 2, 3, and 4 of Rule 99-B are unchanged by the above instructions.

The NOTE under Rule 99-B is hereby amended as follows: The use of this rear red light is not required in two or more track territory

where Rule 261 is in effect, except when the train is disabled or stopped suddenly.

## 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:*—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. Where approaches to automatic interlocking are arranged to provide automatic release of the crossing, engines and cars should be left clear of designated points to avoid delays to trains on the conflicting route.

*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 derrails 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, derrails or home signals, and may proceed if crossing is seen to be clear and gates or signals are set 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, derrails 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, derrails and home signals.

*Crossings protected by Approach-Locked Derrails and Signals:*—Where signals are set normally clear for A.C.L. movements, and a train or engine is stopped by a "stop" signal, and there is no evidence of a conflicting movement being made, member of crew must call train dispatcher.

Where signals are set normally against A.C.L. trains and engines, stop clear of derrails, open instrument case and push button. If indicator shows no train or engine is approaching on conflicting route, the ground lever may be unlocked and derrails removed to permit movement over crossing. If indicator does not function, and no conflicting movement is evident, operate time release by turning knob to right as far as possible and release the knob. When the time element has expired, the indicator should appear for 20 seconds, and the device must be operated during that interval. If this is not done, the release must be operated again. If the indicator shows a conflicting movement is being made the device cannot be operated until the crossing is cleared. After the crossing movement has been completed and train, or engine and cars, has cleared derrails, restore lever to normal position, insert and lock switch lock.

## REMOTELY CONTROLLED SWITCHES AND SIGNALS

Locations and types of power operated switches are listed at their respective points under district instructions.

Should a train be stopped by home signal and same does not indicate "proceed" in one minute, member of crew will communicate with control station by telephone and be governed by instructions.

If it becomes necessary to hand-throw power operated switches or pass signals indicating "stop" a complete understanding must be reached

## SPECIAL INSTRUCTIONS--ALL DISTRICTS (continued)

between the control station and trainmen involved. Then be governed as follows:

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

(2) Where dual control power operated switches (air or electrically operated) are to be placed in hand throw position, it will be necessary to move the switch points back and forth until it is definitely determined that the lever is connected with the switch points. In every case, the points must be known to fit properly before movement is made.

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

(a) 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. After movement is completed restore all levers to normal and lock same.

(b) Electrically operated-emergency crank.—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 wooden wedge between open switch point and rail to secure the points. Wooden wedge will be found in box or telephone booth near the switch. Unless otherwise instructed, trainmen will remove wooden block and crank and restore same to their respective holders. Close and lock all doors and crank hole cover when movement is completed.

(c) 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.

(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 wooden wedge between point and rail to secure the points.

### SPRING SWITCHES

Where spring switch is protected for facing point movements by indicator signal, trains and engines will approach such signal prepared to be governed by its indication. Where such signal displays "stop", or, in the absence of light where there is no day indication, the switch must be examined and points found to fit properly before movement is made. Where spring switch is protected by automatic signals, Rule 509 or 509-A must be complied with. On two or more tracks, all trains and engines running against current of traffic must stop and examine spring switches before passing over them, except where switch indicator signal is in service.

After trailing entirely through a spring switch, a train or engine must pass beyond the signal governing movement over the switch before reverse movement may 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 instructions above. (See Rules 113 and 513-B).

### AUTOMATIC TRAIN CONTROL

When automatic train control fails and/or is cut out enroute, train may proceed, according to signal indication, but not to exceed medium speed, to the next available point of communication, where report must be made to the superintendent and master mechanic. From that point train must not proceed until authorized to do so by the train dispatcher.

The duty of the train dispatcher in such cases will be to establish an absolute block in advance of the train on which the device is inoperative. Upon receipt of train order reading, "Absolute block for No. .... is established from E to H," train may proceed at speed not to exceed 79 miles an hour. When unable to establish absolute block, train dispatcher will issue train order reading, "Unable to establish

absolute block ahead. Proceed according to signal indications at speed not exceeding medium speed."

When both engines on a double-headed train are equipped with automatic train control and such apparatus fails on the leading engine, the second engine will be switched to the lead, if practicable, and train dispatchers notified to that effect at the first available point of communication.

### DRAWBRIDGES

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.

### SPEED LIMITS

Maximum speed allowed, except as otherwise specified under district instructions, is as follows:

Diesel-electric switch engines, Nos. 10 to 43, 50 to 59, 600 to 605 and 643 to 716, fifty miles an hour.

Passenger and express trains when handling box express cars not equipped with passenger trucks, caboose cars or freight equipment, will not exceed maximum authorized through freight train speed, except Pennsylvania Railroad X-29 type box express cars may be operated at speeds not to exceed 80 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, 20 miles an hour.

Trains when handling Jordan Ditcher may operate at a speed not to exceed 40 miles an hour and where speed of trains when handling loaded hopper cars is less than 40 miles an hour on such segments of the line the speed of trains, when handling the Jordan Ditcher, should be restricted to that speed as authorized for the handling of loaded hopper cars.

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

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

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

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

On two or more tracks, where automatic block signals govern only the movement of trains running with current of traffic, passenger trains running against current of traffic must not exceed speed of fifty-nine miles an hour and freight trains running against the current of traffic must not exceed speed of forty-nine miles an hour.

Trains or engines entering or leaving main track switches, 20 miles an hour, unless otherwise provided.

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

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

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, 65302; 150 ton wrecker 65255.

Class 3—150 ton wreckers 65229 and 65248; 120 ton wrecker 65417; 100 ton wrecker 65388; 75 ton wrecker 65387.

Class 4—75 ton wreckers 65099 and 65155.

Class 5—75 ton Bridge department locomotive cranes 65332 and 65445; 50 ton Bridge department locomotive crane 65414.

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

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

## SPECIAL INSTRUCTIONS--ALL DISTRICTS (continued)

### 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.

### 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.

### NOTICE

Attention is specifically directed to the "Hours of Service" law, effective March 4, 1908, excerpts from which are as follows:

"Sec. 2. That it shall be unlawful for any common carrier, its officers or agents . . . to require or permit any employee subject to this act to be or remain on duty for a longer period than sixteen consecutive hours; and whenever any such employee . . . shall have been continuously on duty for sixteen hours he shall be relieved and not required or permitted again to go on duty until he has had at least ten consecutive hours off duty; and no such employee who has been on duty sixteen hours in the aggregate in any twenty-four hour period\* shall be required or permitted to continue or again go on duty without having had at least eight consecutive hours off duty; Provided, that no operator, train dispatcher, or other employee who by the use of telegraph or telephone dispatches, reports, transmits, receives or delivers orders pertaining to or affecting train movements shall be required or permitted to be or remain on duty for a longer period than nine hours in any twenty-four hour period in all towers, offices, places and stations continuously operated night and day, nor for a longer period than thirteen hours in all towers, offices, places and stations, operated only during the daytime, except in case of emergency, when the employees named in this proviso may be permitted to be and remain on duty for four additional hours in

a twenty-four hour period on not exceeding three days, in any week: Provided, further, The Interstate Commerce Commission may after full hearing in a particular case and for cause shown extend the period within which a common carrier shall comply with the provisions of this proviso as to such case."

\* Such twenty-four hour period will be counted as beginning from the time when said employee went on duty and after last having had eight hours off duty.

"Sec. 3. . . . Provided, That the provisions of this Act shall not apply in any case of casualty or unavoidable accident or the act of God; nor where the delay was the result of a cause not known to the carrier or its officer or agent in charge of such employee at the time said employee left a terminal and which could not have been foreseen. Provided further, That the provisions of this Act shall not apply to the crews of wrecking and relief trains."

### ABBREVIATIONS

- 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;
- X.—railroad crossing;
- Y.—wye track.

## WAYCROSS DISTRICT

W. W. HUCKEBA, Superintendent

A. A. KARLE, Supt. Terminals

### MAIN LINE:

"D.A." to Moncrief.  
Jesup to Thomasville.  
Waycross to Folkston.  
Brunswick to Albany.  
Dupont to High Springs.  
Thomasville to East Albany.

### BRANCHES:

Lake City Branch.

### DOUBLE TRACK

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

### AUTOMATIC BLOCK SIGNAL SYSTEM

Automatic block signal system is in effect between Savannah and Jacksonville via Nahunta, over Jesup Short Line and between Waycross and Folkston, except where C.T.C. is in effect.

Single track between Jesup and Nahunta (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.

Between Jacksonville and Moncrief, "D.A." and North Tower, Albany and Darrow (single track over Flint River), and on northward track between Newell and Winokur, trains and engines will run with current of traffic by signal indication which supersedes time table superiority.

Between Central Junction and North Tower, between Telfair Junction and Savannah Union Station and on single track between Georgia

D. M. STRICKLAND, Trainmaster

G. H. KENDALL, Trainmaster

Junction and Union Junction trains and engines will run by signal indication which supersedes time table superiority.

Southbound trains will run from Burroughs to McIntosh with the current of traffic by signal indication which supersedes time table superiority. A "proceed" southbound signal at Burroughs indicates that overdue superior trains (not otherwise indicated by train order) have arrived and departed Burroughs.

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

### CENTRALIZED TRAFFIC CONTROL

Centralized Traffic Control (C.T.C.) is in service between "D.A." Interlocking and Burroughs Interlocking, between south pass track switch Walthourville and Jesup, between Newell and Folkston Interlocking, and between Jesup and south pass track switch Screven. All power operated switches and signals between "D.A." Interlocking and Burroughs Interlocking are controlled by Control Station at Southover Yard Office, except power operated switches and signals at Burroughs Interlocking, are under control of Operator at Burroughs. All interlocked signals and electrically operated dual controlled switches between south pass track switch Walthourville and Jesup, and between Jesup and south pass track switch Screven are controlled by Control Station at Waycross, and between Newell and Folkston are controlled by Control Station at Folkston. All hand operated switches are electrically locked. Train movements on either track in either direction will be governed by signal indication which supersedes time table superiority.

Centralized Traffic Control (C.T.C.) is in service between Hebardville and Waycross, Georgia, via Lang. All interlocked signals and electrically operated dual controlled switches are controlled by Control Station at Waycross. All hand operated switches are electrically locked.

## WAYCROSS DISTRICT (continued)

### REMOTELY CONTROLLED SWITCHES AND SIGNALS

(See Special Instructions—All Districts)

Union Junction—Main line crossover switches and switch to Savannah Union Station, electrically operated, emergency crank provided, controlled by operator at North Tower.

"D.A."—Both crossovers and turnouts to yard, electrically operated-dual control.

Burroughs—Both crossovers, electrically operated-dual control.

South Walthourville—South end pass track and both crossovers, electrically operated-dual control.

Ludowici—Both crossovers, electrically operated-dual control.

Back Swamp—South end double track, electrically operated-dual control.

Doctortown—North end double track and north end pass track, electrically operated-dual control.

Jesup—Crossover between Orange and Magnolia Streets, Waycross route main line, both ends Waycross route pass track and south end double track JSL, electrically operated-dual control. (South end double track JSL controlled by operator at Jesup).

Screven—Both ends of pass track, electrically operated-dual control.

Nahunta—Both ends of JSL pass track, electrically operated-dual control.

Newell—Crossover end of C.T.C., electrically operated-dual control.

Burch—Both crossovers, electrically operated-dual control.

Folkston—South end northbound pass track, electrically operated-dual control.

Lang—Switch to freight lead Western Division main line switch, switch leading from freight route to B&W freight lead, electrically operated-dual control.

Hebardville—South end of pass track, electrically operated-dual control.

Albany—North end of double track just south of Flint River, shop lead south of Flint River, electrically operated-dual control.

For northward third and fourth class and extra trains and engines a proceed northbound home signal governing movements from either track at South Walthourville, except for movement into the pass track, and a proceed dwarf leave-siding signal at north end of pass track, Walthourville, unless otherwise understood, will indicate that overdue northward first class trains (not otherwise indicated by train order) have departed.

### SPRING SWITCHES

Spring switches equipped with mechanical facing point lock and indicator signal protecting movement against current of traffic, are located as follows:

Double Track—WITH "Leave Siding Signal".

Daniel Northbound Pass Track North End.

McIntosh Southbound Pass Track South End.

Walthourville—\*Northbound Pass Track North End.

Doctortown—\*Southbound Pass Track South End.

\* Leave Siding Signals controlled by Control Station at Waycross.

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".

Winokur Pass Track Northbound North End.

Folkston Southbound Pass Track South End.

Hilliard Northbound Pass Track North End.

Hilliard Southbound Pass Track South End.

Callahan Northbound Pass Track North End.

Callahan Southbound Pass Track South End.

Single Track WITHOUT "Leave Siding Signal".

Leake Pass Track Both Ends.

Broadhurst Pass Track Both Ends.

O'Neal Pass Track Both Ends.

Raybon Pass Track Both Ends.

Single Track WITH "Leave Siding Signal".

Hortense Pass Track Both Ends.

Braganza Pass Track Both Ends.

Race Pond Pass Track Both Ends.

Waycross—South Yard Lead—Folkston Line.

Waycross—South switch to Jacksonville wye—Folkston line.

Lang—North End of Freight Lead on B & W.

Darrow—End of Double Track—protected, facing point by automatic signal P-6958 (See Rule 509-A).

Should a train, when ready to proceed be held by these signals and signal does not indicate "proceed" in three minutes, the train dispatcher must be communicated with immediately by telephone. The signal must not be passed when in "stop" position without authority. Train dispatcher's permission must be given to operate the switch key release located in box adjacent to signal. After the release has been operated, it will be necessary to wait two to five minutes before signal indicates "proceed at restricted speed". This signal does not relieve trainmen from complying with Rule 99.

The following switches are protected, facing point by semaphore indicator signal.

Waycross—West Yard Lead—S.F.&W.

### AUTOMATIC TRAIN CONTROL

Train Control System in effect between Mile Post 497.5 and Mile Post N-563.

### JOINT TRACKS

Southern Railway trains and engines will be governed by A. C. L. Time-Table, Rules and Special Instructions, at all points where A.C.L. tracks are used.

#### Savannah Union Station Company

Trains and engines will be governed by special instructions of the Savannah Union Station Company while operating over trackage of that Company. Employees will report to the station master. Bulletin book is located in "G.M." Tower.

Trains and engines will move on "two or more tracks" between Telfair Junction and Savannah Union Station, with and against current of traffic, and on single track between Georgia Junction and Union Junction, by signal indication, which supersedes superiority of trains; except trains and engines shall not move against current of traffic on either track between Telfair Junction and Florida Junction nor on out-bound track between Florida Junction and Georgia Junction.

All switches and signals (except switch to Seaboard connection track, and crossover switches between main tracks, at Alabama Junction) are controlled at Telfair Junction, Florida Junction, Georgia Junction and "G.M." Tower.

High signals are of the three-position, semaphore, upper quadrant type, with aspects and indications as follows:

Green, or 90 degrees, "proceed".

Yellow, or 45 degrees, "proceed prepared to stop short of train or obstruction".

Red, or horizontal, "stop".

The bottom arm on northbound signal at Union Junction governs movements of trains and engines to Union Station. The top arm of northbound signal at Georgia Junction governs movements to Florida Junction; the middle arm, movements to Union Junction; and the bottom arm, movements through crossover from northbound to south-bound track.

Fixed signals will not relieve flagmen from compliance with Rule 99. Rule 102 as well as other pertinent operating, signal, special and general rules, and special instructions, of the tenant lines, must be observed.

#### Speed allowed on Savannah Union Station Company tracks:

Between Union Station and Gwinnett Street viaduct, 6 miles an hour.

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

Between north end home signal limits Georgia Junction interlocking and Telfair Junction, 40 miles an hour.

Between Georgia Junction and Union Junction, 40 miles an hour.

Around west leg of wye, Georgia Junction, 15 miles an hour.

Through turnouts, 15 miles an hour.

Backup movements, 15 miles an hour.

Light engines, 15 miles an hour.

All trains must be equipped with back-up hose; conductors must personally handle all back-up movements and must know the appliance is in working order before commencing any such movement.

#### Albany Terminal Company

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.

## WAYCROSS DISTRICT (continued)

### 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.

Jesup, Ga.: 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.

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 hand operated gates or signals:

LOCATION	CROSSING LINE	SIGNALS OR GATES NORMALLY SET CLEAR FOR
Camilla	G. A. S. & C. R. R.	A. C. L. R. R.
Dock Junction	Pulp Mill Lead	Waycross District
Glynco	Air Station Lead	Air Station Lead
Southern Junction	Southern Rwy.	Southern Rwy.
Jasper	G. S. & F. R. R.	A. C. L. R. R.
Tifton (Western Divn Main Line)	G. S. & F. R. R.	G. S. & F. R. R.
Tifton	Western Division	Southern Division
Valdosta	G. & F. R. R.	A. C. L. R. R.
Waycross	SF&W Main Line	Freight Lead
Willacoochee	G. & F. R. R.	A. C. L. R. R.

### JUNCTIONS

LOCATION	LINED FOR
Thomasville.....	Thomasville-Waycross Line
Dupont.....	Waycross-Thomasville Line
Southern Junction.....	Waycross-Brunswick Line
Southern Junction.....	Southern Railway
Waycross.....	Waycross-Savannah Line
Waycross.....	Savannah-Thomasville Line
Lake City Junction.....	High Springs-Dupont Line

### DRAWBRIDGES

Following drawbridge interlocked:  
Altamaha River. Speed 30 miles an hour.

### SPEED LIMITS

*Between Savannah and Jacksonville via Nahunta and between Waycross and Folkston:*

Passenger trains, 79 miles an hour except between North Tower and "D.A." 70 miles an hour, between Mile Post 504.5 and Mile Post N-563

100 miles an hour when consist includes only cars equipped with roller bearings, and 90 miles an hour when consist includes cars equipped with friction type journals.

Engines 100 to 253, 300 to 323 and 336 to 423 are limited to 65 miles an hour. Engines 324 to 335 and 850 to 893 are limited to 83 miles an hour.

Perishable Trains and Trains 103, 104, 109, 110, 112, 119, 120 and Southern 153, 65 miles an hour when handling unrestricted traffic between Southover and Jacksonville via Waycross and between Nahunta and Folkston. Other through freight trains, 60 miles an hour when handling unrestricted traffic; 50 miles an hour when handling restricted traffic; local freight trains 50 miles an hour.

Express trains, 65 miles an hour.

Work trains and trains handling loaded highside coal cars, 45 miles an hour.

*Speeds permitted on other segments of lines:*

	Passenger and Express Trains	Local and Through Freight Trains	Work Trains	Trains handling loaded highside coal cars
BETWEEN Miles an Hour				
Waycross and Thomasville .....	59	49	45	45
Waycross and Brunswick..	50	40	35	35
Waycross and Tifton.....	59	49	40	45
Tifton and Acree.....	50	49	40	40
Acree and Albany.....	59	49	40	45
Albany and Thomasville..	59	49	45	45
High Springs and Dupont.....	59	49	45	45
Lake City and Lake City Jct.....	40	40	30	30
Southern Jct. and Glynmar.....	40	40	30	30

NOTE: Between Darrow and East Albany, passenger and express trains 45 miles an hour; freight trains 30 miles an hour. Between Mile Post R-661 and Mile Post R-662, passenger and express trains 50 miles an hour.

### *Local speed restrictions and municipal ordinances:*

Albany: 25 miles an hour at street crossings, within corporate limits, protected by crossing watchman. 15 miles an hour at street crossings, within corporate limits, not protected by crossing watchman.

East Albany: Northbound trains from Thomasville 30 miles an hour between hold-out signal and East Albany Yard interlockings.

Blackshear: 40 miles an hour corporate limits between 6:00 A.M. and 7:00 P.M.; 50 miles an hour 7:00 P.M. to 6:00 A.M.

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: 50 miles an hour corporate limits.

Homerville: 45 miles an hour within corporate limits.

Jesup: 50 miles an hour, corporate limits.

Northbound freight trains will not exceed speed of 50 miles an hour at Mile Post 550.5 unless signal 5490 is clear.

## WAYCROSS DISTRICT (continued)

Live Oak: 25 miles an hour over street crossings within corporate limits.

Ludowici: 55 miles an hour within corporate limits. The excessive use of diesel horns is prohibited.

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

Pearson: 25 miles an hour over first three grade crossings south of depot 7:00 A. M. to 11:59 P. M., Saturdays only. The sounding of engine whistles or horns within the corporate limits is prohibited, except for crossing signals, and when necessary to protect the train.

Screven: 40 miles an hour corporate limits.

Thomasville: 20 miles an hour over all street crossings within corporate limits.

Tifton: 20 miles an hour over Love Avenue.

Union Junction: 40 miles an hour both main tracks, 30 miles an hour through crossover, 35 miles an hour southward freight trains between Union Junction and automatic signal 4943.

Valdosta: 35 miles an hour over all street crossings.

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

25 miles an hour over street crossings on B&W main line Nichols Street to Alice Street and on Savannah main line Dewey Street to Jenkins Street. After engine has passed over Nichols Street or Dewey Street northbound trains may increase speed.

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.

Passenger trains 10 miles an hour through crossovers from SF&W Main Line to south leg of Jacksonville wye.

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

Interlockings:	Miles an hour
Bladen (Automatic) .....	20
Flint River .....	10
Folkston .....	30
Georgia Junction .....	30
North Tower .....	30
Sylvester .....	20
Thomasville .....	20
Tifton ACL-GS&F (Automatic) .....	20

### Wreckers and Locomotive Cranes:

LINES	Miles an hour				
	Class 1	Class 2	Class 3	Class 4	Class 5
Savannah to Jacksonville (Via Nahunta or Waycross)	50	50	50	50	25
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	30	25	30	35	25
Dupont to High Springs	40	40	40	40	25
Lake City to Lake City Jct.	25	20	25	30	25
Nahunta to Brunswick	20	20	25	30	25
Southern Jct. to Glynmar	20	20	25	30	25

### BRIDGES

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

Class 1 and 2 wreckers must be separated from engines 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 engines by two (2) cars over Big Satilla River, Atkinson, Ga. These instructions over Big Satilla River apply to the steel bridge and trestle approaches.

### YARD LIMITS

Yard limits at the following points are indicated by signs marked "YARD LIMIT:"

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

### 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, Yard, and Roundhouse Clerk's office), High Springs.

### REGISTER STATIONS

Albany, (BM Tower for passenger trains; East Albany for freight trains), Brunswick, Dupont, Folkston, 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 except engineers authorized to register at Roundhouse Clerk's Office; also for passenger trains operated between Thomasville and Jacksonville main line via Oklahoma Avenue; Roundhouse Clerk's Office for engine crews in freight service enroute Western Division, B&W north and south, Southover and Moncrief). Dock Junction for Southern Rwy. Trains 25, 26 27 and 28.

Operators at Dupont, Folkston and Jesup will register all trains and Operator at Moncrief will register southbound Southern Railway freight trains.

### BULLETIN BOOKS

Albany (BM Tower and East Albany Yard Office), Brunswick (Yard Office for freight trains, Southern Railway Passenger Station for Southern Railway passenger trains), Central Junction (for Southern Railway trains), 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 and Shops), Thomasville (Passenger Station; Yard Office; Shops), Waycross (Passenger Station; Yard Office; Roundhouse Clerk's Office).

### LEAVING TERMINALS

Trains must not leave the following points without Clearance Form A:

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; Southover Yard for freight trains), Waycross (Passenger Station for passenger trains and Savannah route through freight trains from Middle Yard; Yard for freight trains except Savannah Route Freight trains leaving from Middle Yard.)



## WAYCROSS DISTRICT (continued)

Brunswick, High Springs, Lake City, and Thomasville.

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

Jesup, all Southbound Southern Railway trains operating from Southern Junction to Brunswick and Southern Ry. Train 23.

Moncrief Tower, Northbound Southern Railway freight trains.

North Tower, Southbound passenger 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

No. 1 at Folkston to discharge passengers from Richmond and beyond.

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

Nos. 14 and 15 at Tifton to receive and discharge passengers to and from Birmingham and beyond, and to and from 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. 17 and 18 at Brookfield for mail and Sumner for passengers and mail.

No. 189 at Richmond Hill, Allenhurst and Fleming.

No. 180 at Allenhurst and Fleming.

No. 75 at Walthourville to discharge passengers from points north of Savannah.

No. 76 at Walthourville to receive military personnel.

No. 91 at Jesup to discharge passengers from Richmond and beyond.

### PASSENGER TRAIN CONNECTIONS JACKSONVILLE

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

### SAVANNAH

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

### WAYCROSS

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

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

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

### LOCAL SURGEONS

Albany, Ga.....	Dr. W. F. McKemie
Albany, Ga.....	Dr. G. E. Seymour
Albany, Ga.....	Dr. H. M. McKemie
Blackshear, Ga.....	Dr. W. A. Hendry
Boston, Ga.....	Dr. L. L. Lundy
Callahan, Fla.....	Dr. D. D. Bennett
Folkston, Ga.....	Dr. Joseph M. Jackson
High Springs, Fla.....	Dr. P. D. Weeks
Homerville, Ga.....	Dr. D. B. Terry
Jacksonville, Fla.....	Dr. A. Lawson Hardie
Jacksonville, Fla. ....	Dr. A. M. Manson
Jasper, Fla. ....	Dr. Hiram B. Curry
Jesup, Ga. ....	Dr. J. A. Leaphart
Jesup, Ga. ....	Dr. R. A. Pumpelly
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
Thomasville, Ga.....	Dr. C. H. Watt
Tifton, Ga.....	Dr. C. S. Pittman
Tifton, Ga.....	Dr. C. S. Pittman, Jr.
Valdosta, Ga.....	Dr. A. G. Little
Valdosta, Ga.....	Dr. F. H. Thomas

## MONTGOMERY DISTRICT

O. V. HORACE, Superintendent

W. W. ENZOR, Trainmaster

### MAIN LINE:

Montgomery to Thomasville.

### BRANCHES:

Abbeville Branch.  
Elba Branch.  
Chattahoochee Branch.

### JOINT TRACKS

All trains or 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 or 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.

### SPRING SWITCHES

Spring switch, equipped with mechanical facing point lock, identified by sign bearing letter "S", is located at main line switch to crossover leading from main line to pass track at Headland Avenue, Dothan.

### 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.

### JUNCTIONS

LOCATION	LINED FOR
Climax.....	Thomasville-Montgomery line
Chattahoochee.....	SAL Jacksonville-Chattahoochee
Grimes.....	Thomasville-Montgomery line
Waterford.....	Thomasville-Montgomery line

### DRAWBRIDGES

At Flint River, Bainbridge, Ga., 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.



# JACKSONVILLE DISTRICT

L. A. ANDERSON, Superintendent

J. H. ARNOLD, Trainmaster

## 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.

## DOUBLE TRACK

Double track extends from Jacksonville to Yukon and from Orange City to Sanford.

## AUTOMATIC BLOCK SIGNAL SYSTEM

Automatic block signal system is in effect between Jacksonville and Sanford.

Single track between Yukon and Orange City 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.

Southbound home signal at Black Creek will be used as head block signal governing movements to next pass track. When southbound trains hold main line at Doctor's Inlet for meeting or passing movements it will be necessary to stop at the clearance point at the south end of the pass track and open the south pass track switch which will cause northbound home signal Black Creek Drawbridge to display a red over yellow indication governing northbound movements to the south end of pass track at Doctor's Inlet.

Electrically locked switches with pipe connected derails are located at both ends of Pecan siding.

Train and engine movements between south end Bostwick and north end Palatka pass tracks will be governed by signal indication which supersedes time table superiority.

## SPRING SWITCHES

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

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

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

Single Track WITHOUT "Leave Siding Signal".

Yukon Pass Track both ends.

Doctors Inlet Pass Track both ends.

Green Cove Springs Pass Track both ends.

Bostwick Pass Track both ends.

Palatka Pass Track both ends.

Single Track WITH "Leave Siding Signal".

West Toco Pass Track both ends.

## 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.

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 hand operated gates or signals:

LOCATION	CROSSING LINE	SIGNALS OR GATES NORMALLY SET CLEAR FOR
Palatka*	G.S.&F.R.R.	A.C.L. R.R.
Apopka	S.A.L.R.R.	S.A.L. R.R.
Clarcona	Florida Midland	A.C.L. R.R. (Trilby Branch)

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

\*Maximum speed 40 miles an hour.

Approach locked derails are normally against A.C.L. trains at the intersection of the Seaboard Air Line and Trilby Branch at Lacochee and Toronto, 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.

## JUNCTIONS

LOCATION	LINED FOR
Palatka.....	Sanford-Jacksonville line
DeLand.....	Sanford-Jacksonville line
Sanford.....	Sanford-Jacksonville line
Sylvan Lake.....	Sanford-Leesburg line
Fort Mason Jct.....	Sanford-Leesburg line
Clarcona.....	Sylvan Lake-Trilby line
Youngs.....	Sanford-Lake Charm line
Sanford.....	Sanford-Everglades line

## DRAWBRIDGES

Following drawbridges interlocked: McGirts Creek, Black Creek (between Doctors Inlet and Green Cove Springs), Rice Creek (Near Pecan), St. Johns River (Buffalo Bluff near Satsuma), St. Johns River (MR Tower).

## SPEED LIMITS

### Between Jacksonville and Sanford:

Passenger trains, 79 miles an hour when handled by engines 500 to 548, 750 to 764, 324 to 335 and 850 to 893; 65 miles an hour when handled by engines 100 to 253, 300 to 323, and 336 to 423.

Perishable trains and Trains 109 and 110, 65 miles an hour when handling unrestricted traffic.

Express trains, 65 miles an hour.

Through freight trains, 60 miles an hour when handling unrestricted traffic; 50 miles an hour when handling restricted traffic; local freight trains, 50 miles an hour; work trains and trains handling loaded high-side coal cars, 45 miles an hour.

Speed permitted on other segments of lines:

BETWEEN	Miles an Hour			
	Passenger Trains	Local Freight Trains	Work Trains	Trains handling loaded highside coal cars
Fort Mason Jct. and Altoona.....	40	35	35	30
Youngs and Neheb.....	20	20	15	15
DeLand and DeLand Jct.....	20	20	15	15
Apopka and Dr. Phillips.....	35	30	25	25
Sanford and Lake Charm.....	30	30	20	25
Sanford and Leesburg.....	40	35	30	30
Palatka and Rochelle.....	40	35	30	30
Sanford and Trilby.....	40	35	30	30
Sanford and Stevens.....	25	25	20	20

## JACKSONVILLE DISTRICT (continued)

### 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 between Gottsche and Lemon Avenues.

**Green Cove Springs:** 55 miles an hour over first crossing north of depot.

**Jacksonville:** 35 miles an hour over Edgewood Avenue; 30 miles an hour between McDuff-Post Streets and Dennis Street.

**Leesburg:** 15 miles an hour over Center and High Streets on main line. Member of crew must precede movements over Euclid Avenue, Lake, Main, Second, Sixth, Ninth, Canal, Palmetto and Twelfth Streets on the Leesburg Branch line.

**McGirts Creek:** Passenger trains, 50 miles an hour; freight trains, 45 miles an hour over drawbridge.

**Oviedo:** Member of crew will precede movements over Broadway Street and Central Avenue. Street crossings in corporate limits must not be blocked more than five minutes.

**Palatka:** Member of crew will precede movements over Third, Eleventh and Laurel Streets located in switching area between passenger station and freight office. Street crossings in corporate limits must not be blocked more than ten minutes.

**Pierson:** Street crossings in corporate limits must not be blocked more than ten minutes.

**Sanford:** Member of crew will precede movements over French, Park and Sanford Avenues, and First Street at old freight station, and 9th and 20th Streets, Lake Charm Branch.

**Yukon:** Movements of trains and engines over U. S. Highway No. 17 crossing (Roosevelt Blvd.) leading to U. S. Naval Air Base must be preceded by member of crew.

### Interlockings:

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

### Wreckers and Locomotive Cranes:

LINES	Miles an hour				
	Class 1	Class 2	Class 3	Class 4	Class 5
Jacksonville to Sanford	40	40	40	40	25
Sanford to Leesburg	25	20	25	30	25
Sanford to Trilby	25	20	25	30	25
Palatka to Rochelle	25	20	25	30	25
Fort Mason Jct. to Altoona	20	20	20	25	20
Apopka to Dr. Phillips	20	20	20	25	20
Sanford to Lake Charm	Barred	Barred	10	15	10
Sanford to Stevens	Barred	Barred	10	15	10
Youngs to Neheb	Barred	Barred	Barred	15	10
DeLand to DeLand Jct.	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	25	20	25	30	25

### YARD LIMITS

Yard limits at the following points are indicated by signs marked "YARD LIMIT."

Jacksonville, Leesburg, Palatka, Rochelle, Sanford, and Trilby.

Engines working on DeLand, S. & E. Branches, Black Hammock Extension, on Leesburg Branch between Milepost SC 815 just south of Fort Mason Jct. and Milepost SD 819 just north of Eustis and on Trilby Branch between Milepost T-784 and Milepost T-786 and between Milepost T-797 and Milepost T-800 will be governed by Rule 93.

### STANDARD CLOCKS

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

### REGISTER STATIONS

Clarcona, Fort Mason Jct., Jacksonville (Terminal Station for passenger trains; Moncrief Yard and Shops for freight trains), Leesburg, Sanford (Passenger Station for passenger trains, shops for freight trains), Sylvan Lake for all trains.

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 trains and yard engines), Palatka for branch trains.

### LEAVING TERMINALS

Trains must not leave the following points without Clearance Form A:

Jacksonville (Terminal Station for passenger trains; Moncrief Yard for freight trains), Sanford, MR Tower (for northbound freight trains), 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 and Green Cove Springs, to discharge and receive passengers to and from Richmond, Albany, Atlanta, 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 15 minutes for No. 5 when passengers are reported.

### LOCAL SURGEONS

Crescent City, Fla. ....	Dr. E. W. Ford
DeLand, Fla. ....	Dr. Willis D. Bidgood
DeLand, Fla. ....	Dr. W. R. Hutchinson
Eustis, Fla. ....	Dr. C. M. Tyre
Hawthorne, Fla. ....	Dr. G. M. Floyd
Jacksonville, Fla. ....	Dr. A. Lawson Hardie
Jacksonville, Fla. ....	Dr. A. M. Manson
Lacoochee, Fla. ....	Dr. W. H. Walters
Leesburg, Fla. ....	Dr. L. H. Oetjen
Palatka, Fla. ....	Dr. G. M. Zeagler
Sanford, Fla. ....	Dr. J. N. Tolar
Sanford, Fla. ....	Dr. J. M. Morgan
Sanford, Fla. ....	Dr. T. F. McDaniel
Winter Garden, Fla. ....	Dr. A. H. Gleason

## TAMPA DISTRICT

**R. L. LIGHTFOOT, Superintendent**

**H. F. MARTIN, Supt. Port Tampa Terminals**

**R. A. CALDWELL, Supt. Mine Service**

**R. M. BEACH, Trainmaster**

**J. R. CASEY, Trainmaster**

**W. A. ROBARTS, Trainmaster**

### 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.  
Okeelanta Branch.  
Ridgewood Branch.

### DOUBLE TRACK

Double Track extends from Winter Park to Orlando, Lakeland to Winston and from Uceta to Tampa Union Station.

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 seen or known that the route is clear. Switches will be handled by train crews when switch tender-operator is not on duty.

### AUTOMATIC BLOCK SIGNAL SYSTEM

Between Winter Park and Orlando and between TN Tower and Tampa Union Station, trains and engines will run with current of traffic by signal indication which supersedes time table superiority.

Trains other than scheduled trains will run extra without orders in double track territory, with current of traffic, between Orlando and Winter Park.

### CENTRALIZED TRAFFIC CONTROL

Centralized Traffic Control (C.T.C.) is in service between south end double track Sanford and two crossovers just north of passenger station, Winter Park, and between south end double track, Orlando and north end of double track, Uceta; between Winston and Prairie Junction. All interlocked signals and electrically operated-dual controlled switches are controlled by control station at Tampa. All hand operated switches are electrically locked except the four main line switches between Iowa Avenue and Dakota Avenue, Lakeland, and first two main line switches south of Dakota Avenue, over which speed of trains must not exceed 20 miles an hour.

Centralized Traffic Control (C.T.C.) is in service between north end double track, Uceta and first crossover south of TN Tower, Tampa. All interlocked signals and electrically operated-dual controlled switches are controlled by control station at TN Tower. All hand operated switches are electrically locked. Proceed signal at Gary governing movements en route Ocala District will indicate that overdue northward First Class trains and northward trains of superior right (not otherwise indicated by train order) have departed.

Train movements in this territory, including movements on either track in either direction on double track between Lakeland and Winston, north end double track, Uceta, and TN Tower, and two crossovers just north of passenger station, Winter Park, and north end double track, Winter Park, will be governed by signal indication which supersedes time-table superiority.

Dual control switch protected by signals is in service at switch from Tampa Southern main line to Uceta Yard lead just north of Seaboard crossing, Uceta, controlled by SAL control station.

Southbound signal, near Mile Post 876-3/4, when displaying indication per Rule 286-B, governs movement into Uceta Yard Lead. Rule 93 applies on this Yard Lead Track South of power operated switch and, in addition, trains or engines will move at restricted speed.

### REMOTELY CONTROLLED SWITCHES AND SIGNALS

*(See Special Instructions — All Districts)*

Sanford—South end double track, electrically operated-dual control.

Longwood—North and south ends of siding, electrically operated-dual control.

Winter Park—North end double track, two crossovers just north of passenger station, electrically operated-dual control.

Orlando—Crossover at south end double track, south end double track, south end of siding (Pinelock Avenue), electrically operated-dual control.

Taft—North and south ends of siding, electrically operated-dual control.

Kissimmee—North and south ends of siding, electrically operated-dual control.

Reeder—North and south ends of siding, electrically operated-dual control.

Davenport—North and south ends of siding, electrically operated-dual control.

Haines City—North and south ends of new siding, north and south ends of old siding, electrically operated-dual control.

Lake Alfred—North and south ends of siding, electrically operated-dual control.

Auburndale—North and south ends of siding, electrically operated-dual control.

Carters—North and south ends of siding, electrically operated-dual control.

Lakeland—Crossover from main line to CH main line, switch from main line to north end of yard lead, switch from freight lead to Track 10 (New West Coast main line), switch from Track 10 to Track 9 New Yard, electro-pneumatic-dual control.

South Lakeland—Crossover between west main line and yard lead, two crossovers between east and west main lines, electro-pneumatic-dual control.

Winston—North wye switch, crossover between east and west main lines at north wye, south wye switch, crossover between east and west main lines at south wye, electro-pneumatic-dual control; south end of siding, two crossovers between main line and long lead in vicinity of wye, south switch from main line to long lead, electrically operated-dual control.

Tancrede—North wye, electrically operated-dual control.

Plant City—North and south ends of siding, electrically operated-dual control.

Dover—North and south ends of siding, electrically operated-dual control.

Mango—North and south ends of siding, electrically operated-dual control.

Uceta Yard—North freight lead, switch to yard lead from Tampa Southern main line just north of Seaboard Railroad crossing, electrically operated-dual control; north end double track, switch from yard lead to Tampa Southern main line, crossover from east main line to yard lead, crossover from east to west main line at 50th Street, electro-pneumatic-dual control.

Gary—Crossover from east to west main line between 38th and 39th Streets, north wye switch, stem of wye, south wye switch, crossover between east and west main lines between 34th and 35th Streets, electro-pneumatic-dual control.

Tampa Northern Tower—Switch from east main line to yard lead, crossover from east to west main line, electro-pneumatic-dual control.

### SPRING SWITCHES

Spring switches identified by sign bearing letter "S" on target are located:

Lakeland—West Coast Main Line at 10th Street.

Naples—Three switches on Wye.

Park—Protected facing point by automatic signal No. 8472. Southward movements from Park spur protected by interlocking signal controlled by control station at Tampa.

The following switches are protected facing point by dwarf signal indicator:

From south end ladder track to long lead, Winston, and back junction track, Lakeland.

### JOINT TRACKS

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

## TAMPA DISTRICT (continued)

### CAUTION

Movements over highway crossings Government track at Gordonville, North Pauway, Peace Valley and Pembroke Spurs, Punta Gorda, over scenic highway Mountain Lake Branch, Ridgewood Branch at Tancrede, Achan Mine Spur, East Tampa, Dolomite Spur and Main Street crossing over Morris Mine Spur at Bartow and Spur Track serving Plant City Welding Company at Plant City will be protected by member of crew.

### RAILROAD CROSSINGS

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

LOCATION	CROSSING LINE	SIGNALS OR GATES	NORMALLY SET CLEAR FOR
Bradenton	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.	
Pembroke (Lead to IM&CC Wet Rock Washer)	S.A.L. R.R.	S.A.L. R.R.	
Pembroke (Lead to Mammoth Sand Co.)	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".

### JUNCTIONS

LOCATION	LINED FOR
Bartow	Lakeland-Fort Myers Line
Fort Meade	Lakeland-Fort Myers Line
Fort Myers	Lakeland-Fort Myers Line
Kingsford	Winston-Fort Meade Line
Achan	Winston-Fort Meade Line
Florence Villa	Bartow-Lake Alfred Line
Mountain Lake	Haines City-Lake Harbor Line
Harrisburg	Haines City-Lake Harbor Line
Keela	Haines City-Lake Harbor Line

### DRAWBRIDGES

Following drawbridges interlocked:

- Big Manatee River (Bradenton).
- Hillsborough River (Tampa), Caloosahatchee River (Tice).

### SPEED LIMITS

*Between Sanford and Tampa:*

Passenger trains, 79 miles an hour when handled by engines 500 to 548, 750 to 764, 324 to 335 and 850 to 893; 65 miles an hour when handled by engines 100 to 253, 300 to 323 and 336 to 423.

Perishable trains and Trains 109 and 110, 65 miles an hour when handling unrestricted traffic.

Express trains, 65 miles an hour.

Through freight trains, 60 miles an hour when handling unrestricted traffic, 50 miles an hour when handling restricted traffic; local freight trains, 50 miles an hour; work trains and trains handling loaded high-side coal cars, 45 miles an hour.

### Speeds permitted on other segments of lines:

BETWEEN	Passenger and Express Trains	Local and Through Freight Trains	Mixed and Work Trains	Trains handling loaded highside coal cars
Miles an Hour				
Tampa and Sarasota	59	49	45	45
Lakeland and Bartow	59	49	45	45
Bartow and Fort Myers	59	49	45	45
Fort Myers and Naples	50	40	40	30
Haines City and Clewiston	59	49	45	45
Clewiston and Lake Harbor	40	40	30	30
Palmdale and Immokalee	49	49	35	35
Immokalee and Everglades	35	35	30	30
Keela and Okcelanta	15	15	15	15
Mountain Lake and Mammoth	35	35	35	35
Winston and Mulberry	59	49	40	45
Mulberry and Agricola	59	49	40	40
Agricola and Fort Meade	35	35	30	30
Tancrede and Ridgewood	20	20	20	20
Kingsford and Nichols	15	15	15	15
Lake Alfred and Bartow	59	49	45	45
Florence Villa and Lucerne	25	25	20	20

### Local speed restrictions and municipal ordinances:

Arcadia: 15 miles an hour over first crossing south and first and second crossings north of depot. Diesel horns will be sounded with light intensity and bell not unnecessarily rung within city limits.

Bowling Green: 35 miles an hour from 6:00 a.m., to 10:00 p.m., and 40 miles an hour from 10:00 p.m., to 6:00 a.m., over first crossing north and first crossing south of the depot.

Bradenton: Member of crew precede movements over first crossing south of depot. Air whistle will be used within corporate limits or steam whistle with light intensity.

Brewster: Movements over road crossing on lead to wet rock yard will be preceded by member of crew.

Florence Villa: The sounding of steam whistles within corporate limits is prohibited except in emergency.

Fort Meade: 35 miles an hour over first two street crossings north of depot and first street crossing south of depot.

Fort Myers: Member of crew will precede movements over Michigan and Anderson Avenues north of passenger station and all street crossings south of passenger station. 20 miles an hour over First Street, East Fort Myers, and over first crossing north and first crossing south of First Street. All trains and engines will approach wye switches at yard speed, expecting to find opposing movements using the wye tracks, and will operate at yard speed around the wye and over CH main line between Anderson Avenue and passenger station, looking out for opposing trains and engines.

Frostproof: 25 miles an hour over first, second and third crossings south of depot and first crossing north of depot; 35 miles an hour over second crossing north of depot and fourth and fifth crossings 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: Movements over Broadway Street must be preceded by member of crew. 35 miles an hour between Magnolia Street and Clyde Avenue. First crossing north and first three crossings south of passenger station must not be blocked longer than five minutes except while performing passenger station work or in emergency. Air whistle will be used and Diesel horns sounded as lightly as possible from 9:00 P. M. to 6:00 A. M., except in case of emergency.

## TAMPA DISTRICT (continued)

**Lake Wales:** 30 miles an hour between Lincoln Avenue, two blocks north of the Seaboard crossing, and Johnson Avenue, the first crossing north of the Depot.

**Lakeland:** 25 miles an hour between Iowa and Florida Avenues; 25 miles an hour between Rose Street and Hollingsworth Road, except Main Street; 12 miles an hour over Main Street, New York and Dakota Avenues. Steam whistles will not be used in city limits except in emergency.

**Orlando:** 25 miles an hour between south City Limits and Wilkerson 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.

**Plant City:** 25 miles an hour over first five crossings south of passenger station.

**Punta Gorda:** Air whistle should be used, Diesel horns sounded with light intensity, and bell not rung unnecessarily except in emergency.

**Sarasota:** 12 miles an hour over all crossings within City Limits.

**Sebring:** 35 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 over, upon and across streets and alleys within the City Limits. This restriction applies to West Coast Trains at Osborne Avenue on Vitis Line. The sounding of steam whistles within corporate limits is prohibited. Member of crew will precede movements over Nebraska Avenue crossing, when watchman not on duty, 11:00 P.M. to 7:00 A.M.

**Wauchula:** 20 miles an hour over first two crossings north, and first three crossings south of depot.

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

**Winter Park:** 25 miles an hour within city limits. 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.

### Interlockings:

	Miles an Hour
Bartow (A.C.L.-S.A.L.) .....	20
Mulberry .....	20
Winter Haven .....	40

### Wreckers and Locomotive Cranes:

LINES	Miles an hour				
	Class 1	Class 2	Class 3	Class 4	Class 5
Sanford to Tampa	40	40	40	40	25
Tampa to Port Tampa	30	30	40	40	25
Haines City to Harrisburg	30	25	30	35	25
Harrisburg to Clewiston	25	20	25	30	25
Clewiston to Lake Harbor	Barred	Barred	10	20	10
Harrisburg to Everglades	Barred	Barred	20	25	20
Lakeland to Ft. Myers	30	25	30	35	25
Ft. Myers to Naples	25	20	25	30	25
Winston to Ft. Meade	25	20	25	30	25
Tancrede to Ridgewood	15	15	20	25	20
Lake Alfred to Bartow	25	20	25	30	25
Florence Villa to Lucerne	15	15	20	25	20
Mountain Lake to Mammoth	25	25	25	25	25
Keela to Okeelanta	Barred	Barred	10	10	Barred
Uceta to East Tampa	30	25	30	30	25
East Tampa to Sarasota	Barred	Barred	Barred	30	25
Tampa City docks	Barred	Barred	Barred	Barred	Barred

### BRIDGES

Palm River, near Uceta, Fla.	30	25	30	30	25
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.	Barred	Barred	6	10	6

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

### YARD LIMITS

Yard limits at the following points are indicated by signs marked "YARD LIMIT."

Auburndale, Bartow, Bradenton, Clewiston, East Tampa, Fort Meade, Fort Myers, Haines City, Kissimmee, Lakeland-Winston, Lake Alfred, Lake Harbor, Prairie Junction, Mulberry, Achan, Orlando, Palmdale, Plant City, Port Tampa, Sarasota, Sebring, Tampa, Winter Haven.

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

All trains will move between Achan and Prairie Junction in accordance with Rule 93 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.

### STANDARD CLOCKS

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

### REGISTER STATIONS

Bartow for Nos. 275 and 276 and Branch trains.

Haines City For Branch Trains and Trains originating; Clewiston, Fort Myers, Lake Harbor and Sarasota for all trains.

Palmdale for Immokalee branch trains only.

Lakeland, except through JT main line trains (Passenger Station for passenger trains; Yard for freight trains), Sanford (Passenger Station for passenger trains; Rands 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:

Lake Alfred, Nos. 275 and 276.

### BULLETIN BOOKS

Bulletin books are located at the following points:

Clewiston, Fort Myers, Haines City, Lakeland-Winston (Passenger station for passenger trains; Yard Offices for freight trains), Palmdale, Sanford (Passenger Station for passenger trains; Shops for freight trains), Sarasota, Sebring, Tampa (Union Station for passenger trains, Uceta for freight trains).

### LEAVING TERMINALS

Trains must not leave the following point without Clearance Form A:

Clewiston (566 and 567 only) and Fort Myers.

Trains enroute to or from main line and branch line must not leave the following points without Clearance Form A:

Bartow.

Trains enroute to branch lines must not leave the following points without Clearance Form A:

Haines City, Lake Alfred.

No. 558 will leave Everglades and No. 458 will leave Naples without Clearance Form A.

## TAMPA DISTRICT (continued)

### SIGNAL STOPS

- No. 76 at Casselberry for express only.  
 Nos. 80 and 89 at Lake Mary, Casselberry, Loughman and Seffner.  
 No. 91 at Lake Alfred to discharge passengers from Jacksonville and beyond.  
 Nos. 91 and 92 at Auburndale to receive and discharge passengers to and from Jacksonville and beyond.  
 Nos. 96 and 97 at Auburndale.

### PASSENGER TRAIN CONNECTIONS

#### LAKE ALFRED

- No. 76 wait two hours for No. 276.  
 No. 275 wait three hours for No. 75.

#### TAMPA

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

### LOCAL SURGEONS

Arcadia, Fla. ....	Dr. C. H. Kirkpatrick
Bartow, Fla. ....	Dr. W. F. Peacock
Bradenton, Fla. ....	Dr. L. W. Blake
Clewiston, Fla. ....	Dr. H. W. Shupe
Fort Myers, Fla. ....	Dr. H. Q. Jones
Everglades, Fla. ....	Dr. Kenneth E. Snyder
Haines City, Fla. ....	Dr. E. E. Martin
Kissimmee, Fla. ....	Dr. John O. Rao
Lakeland, Fla. ....	Dr. C. E. Clark
Lakeland, Fla. ....	Dr. Everett S. King
Lakeland, Fla. ....	Dr. James R. West
Lake Wales, Fla. ....	Dr. J. P. Tomlinson, Jr.
Mulberry, Fla. ....	Dr. J. A. Ray
Orlando, Fla. ....	Dr. J. S. McEwan
Orlando, Fla. ....	Dr. D. T. McEwan
Plant City, Fla. ....	Dr. W. G. Meriwether
Sarasota, Fla. ....	Dr. J. Halton
Sebring, Fla. ....	Dr. H. V. Weems
Tampa, Fla. ....	Dr. J. S. Helms, Jr.
Tampa, Fla. ....	Dr. J. J. Ruskin
Tampa, Fla. ....	Dr. Harold Sutker
Wauchula, Fla. ....	Dr. M. A. Collier
Winter Haven, Fla. ....	Dr. W. T. Simpson

## OCALA DISTRICT

J. L. KENNEDY, Superintendent

A. T. McALISTER, Trainmaster

H. M. CHEELY, Trainmaster

### REMOTELY CONTROLLED SWITCHES AND SIGNALS

(See Special Instructions — All Districts)

Dunnellon—North end double track, Dunnellon-Thomasville main line (Pennsylvania Avenue), Dunnellon-High Springs main line (Pennsylvania Avenue), electrically operated-dual control.

Lakeland—Switch from freight lead to Track 10 (New West Coast main line), switch from Track 10 to Track 9 New Yard, electro-pneumatic-dual control.

South Lakeland—Crossover between west main line and yard lead, two crossovers between east and west main lines, electro-pneumatic-dual control.

Winston—North wye switch, crossover between east and west main lines at north wye, south wye switch, crossover between east and west main lines at south wye, electro-pneumatic-dual control; two crossovers between main line and long lead in vicinity of wye, south switch from main line to long lead, electrically operated-dual control.

Gary—Crossover from east to west main line between 38th and 39th Streets, north wye switch, stem of wye, south wye switch, crossover between east and west main lines between 34th and 35th Streets, electro-pneumatic-dual control.

Tampa Northern Tower—Switch from east main line to yard lead, crossover from east to west main line, electro-pneumatic-dual control.

Uceta Yard—Switch from yard lead to Tampa Southern main line, crossover from east main line to yard lead, crossover from east to west main line at 50th Street, electro-pneumatic-dual control.

### SPRING SWITCHES

Spring switch identified by sign bearing letter "S" on target is located:

St. Petersburg—North end of double track near Central Avenue, switch normally set for southbound trains.

The following switches are protected facing point by dwarf signal indicator:

From south end ladder track to long lead, Winston, and back junction track, Lakeland.

### 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.

### MAIN LINE:

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

### 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.

Double track extends from Vitis to Dunnellon, (MP R-777.3) and from Central Avenue to Passenger Station at St. Petersburg.

### AUTOMATIC BLOCK SIGNAL SYSTEM

Automatic block signal system is in effect between Moncrief and Jacksonville Terminal Station and between TN Tower and Tampa Union Station, and trains and engines will run with current of traffic by signal indication, which supersedes time table superiority.

### CENTRALIZED TRAFFIC CONTROL

Centralized Traffic Control (C.T.C.) is in service between Lakeland and Winston on Jacksonville-Tampa line. All interlocked signals and electrically operated dual controlled switches are controlled by control station at Tampa. All hand operated switches are electrically locked.

Centralized Traffic Control (C.T.C.) is in service between north end double track, Uceta and first crossover south of TN Tower, on Jacksonville-Tampa line and Tenth Avenue (M.P. RF-865.7) on the Gary-Vitis line. All interlocked signals and electrically operated dual controlled switches are controlled by control station at TN Tower. All hand operated switches are electrically locked. Proceed signal at Gary governing movements enroute Ocala District will indicate that overdue northward First Class trains and northward trains of superior right have departed.

Centralized Traffic Control (C.T.C.) is in service between north end double track (M.P. R-777.3) and Pennsylvania Avenue, Dunnellon. All interlocked signals and electrically operated dual control switches are controlled by control station at Dunnellon. All hand operated switches are electrically locked.

Train movements in this territory, including movements in either direction on either track between Lakeland and Winston and between north end double track, Uceta and TN Tower, will be governed by signal indication which supersedes Time Table superiority.



## OCALA DISTRICT (continued)

### RAILROAD CROSSINGS

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

LOCATION	CROSSING LINE	SIGNALS OR GATES NORMALLY SET CLEAR FOR
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.
Newberry J. & S. W. Line	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	Passenger Trains	Local and Through Freight Trains	Work Trains	Trains handling loaded highside coal cars
Miles an Hour				
Jacksonville and Burnetts Lake.....	59	49	45	45
Burnetts Lake and Newberry.....	59	49	45	45
Newberry and Wilcox.....	45	35	35	30
Thomasville and Dunnellon.....	59	45	40	40
High Springs and Tampa.....	59	49	45	45
Vitis and Lakeland.....	59	49	45	45
Trilby and St. Petersburg.....	59	49	45	45
High Springs and Burnetts Lake.....	50	45	40	40
Burnetts Lake and Gainesville.....	59	49	45	45
Gainesville and Mile Post S-772.....	50	45	40	40
Mile Post S-772 and Mile Post S-787.....	59	49	40	40
Mile Post S-787 and Croom.....	50	45	40	40
Croom and Brooksville.....	35	35	30	30
Proctor and Citra.....	25	25	20	20
Dunnellon and Cutlers.....	25	25	20	20
Okahumpka and Howey.....	20	20	20	20
Ocala Jct. and Rainbow Falls.....	40	35	30	30

#### Local speed restrictions and municipal ordinances:

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.

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

Fruitland Park: 25 miles an hour over first street crossing north of depot.

Gainesville: 15 miles an hour, corporate limits, except 10 miles an hour over Northwest Fourth Street, and 20 miles an hour over Southeast Fourth Street.

Largo: 25 miles an hour over the first crossing south of depot.

Leesburg: 15 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, and over Fourteenth Street when switching Lumber Yard.

Ocala: 20 miles an hour corporate limits except 12 miles an hour between Magnolia and Eighth Streets. Member of crew must precede movements over Broadway, Fort King, Eighth and Magnolia Streets. Hours of crossing watchman, Magnolia Street, 12:30 P. M. to 8:30 P. M.

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

Tampa: 20 miles an hour over, upon and across streets and alleys within the City Limits. This restriction applies to West Coast trains at Osborne Avenue on Vitis Line. The sounding of steam whistles within corporate limits is prohibited. Member of crew will precede movements over Nebraska Avenue crossing, when watchman not on duty, 11:00 P.M. to 7:00 A.M.

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 over all street crossings within corporate limits.

#### Interlockings:

	Miles an Hour
Burnett's Lake .....	20
Leesburg (Automatic) .....	20
Moncrief (to J. & S. W.) .....	30
Moncrief (from J. & S. W.) .....	20
Ocala .....	20
Thomasville .....	20
Vitis (Except northward trains from Lakeland) .....	35

#### Wreckers and Locomotive Cranes:

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

#### BRIDGES

Withlacoochee River, Dunnellon	10	10	15	20	15
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#### DRAWBRIDGES

At Suwannee River, Old Town, Fla., 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. Authorized speed 35 miles an hour.

#### JUNCTIONS

LOCATION	LINED FOR
Bucell Junction.....	Perry-Wilcox Line
Burnetts Lake.....	Jacksonville-Croom Route
Rochelle.....	High Springs-Croom Line
Proctor.....	High Springs-Croom Line
Ocala Junction.....	High Springs-Croom Line
Leesburg.....	High Springs-Croom Line
Okahumpka.....	High Springs-Croom Line
Newberry (JSW).....	Jacksonville-Wilcox Line
Newberry (West Coast).....	High Springs-Tampa Line
Rainbow Falls.....	High Springs-Tampa Line
Dunnellon.....	High Springs-Tampa Line
Croom.....	High Springs-Tampa Line
Trilby.....	High Springs-Tampa Line
Wilcox.....	Thomasville-Dunnellon Line

# OCALA DISTRICT (continued)

## YARD LIMITS

Yard limits at the following points are indicated by signs marked "YARD LIMIT."

Brooksville, Burnetts Lake, Croom, Dade City, Dunnellon, Gainesville, High Springs, Kendrick, 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 on Micanopy Spur will be governed by Rule 93.

All trains and engines on both main lines between Depot and south end of southbound pass track, Trilby, will move at yard speed and will be governed by Rule 93.

## STANDARD CLOCKS

Dunnellon, High Springs, Jacksonville (Terminal Station; Moncrief Yard), Lakeland, Leesburg, Ocala, St. Petersburg, Tampa (Passenger Station; Uceta Yard and Shops), Thomasville (Passenger Station for passenger trains; yard for freight trains), 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.

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 for passenger trains; yard office for freight trains.)

Bucell Junction for trains 589 and 590.

Newberry for J. & S. W. trains.

Rainbow Falls for Ocala Branch trains.

Trilby for S. & St. P. trains and West Coast First Class trains.

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 (Shops for engine crews, Yard Office for train crews); 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 for passenger trains; yard office for freight trains.)

Leesburg, Ocala, Perry and Trilby for originating trains.

## LEAVING TERMINALS

Trains must not leave the following points without Clearance Form A:

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

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

Dunnellon, Leesburg, Ocala and Perry for originating trains.

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

# JACKSONVILLE TERMINALS

L. W. SHUMAN, Supt. Terminals

## LINES:

Moncrief to Eastport  
Export Terminals  
Waterfront Street Terminals

## LOCAL SURGEONS

Jacksonville, Fla.....Dr. A. Lawson Hardie  
Jacksonville, Fla.....Dr. A. M. Manson

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

Winston (Trains receiving Clearance Form A at Winston will not be required to get Clearance Form A at Lakeland yard).

Trilby for S. & St. P. trains.

Newberry for J. & S. W. trains.

Tampa (Union Station for passenger trains, Uceta for freight trains).

Clearance Form A not required for originating trains at Crystal River, Wilcox or Bucell Junction.

## SIGNAL STOPS

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

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

Nos. 191 and 192 at Burnett's Lake, Dunedin, and Tarpon Springs to receive and discharge passengers to 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 30 minutes for No. 5 when passengers are reported.

### TAMPA

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

## LOCAL SURGEONS

Brooksville, Fla.....	Dr. S. C. Harvard
Clearwater, Fla.....	Dr. R. H. Center
Dade City, Fla.....	Dr. W. Wardlow Jones
Gainesville, Fla.....	Dr. John E. Maines
Gainesville, Fla.....	Dr. Walter R. Murphree
High Springs, Fla.....	Dr. P. D. Weeks
Jacksonville, Fla.....	Dr. A. Lawson Hardie
Jacksonville, Fla.....	Dr. A. M. Manson
Lacoochee, Fla.....	Dr. W. H. Walters
Lake Butler, Fla.....	Dr. George F. Bolts
Lakeland, Fla.....	Dr. C. E. Clark
Lakeland, Fla.....	Dr. Everett S. King
Lakeland, Fla.....	Dr. James R. West
Leesburg, Fla.....	Dr. L. H. Oetjen
Monticello, Fla.....	Dr. J. B. Brinson
Ocala, Fla.....	Dr. C. S. Lytle
Perry, Fla.....	Dr. J. H. Parker
St. Petersburg, Fla.....	Dr. H. H. Curd
St. Petersburg, Fla.....	Dr. Earl R. Fox
St. Petersburg, Fla.....	Dr. L. M. Gable
St. Petersburg, Fla.....	Dr. N. Worth Gable
St. Petersburg, Fla.....	Dr. R. M. Kilmark
Tampa, Fla.....	Dr. J. S. Helms, Jr.
Tampa, Fla.....	Dr. J. J. Ruskin
Tarpon Springs, Fla.....	Dr. Wm. J. Clough

## SPEED LIMITS

Wreckers and Locomotive Cranes:

LINES	Miles an hour				
	Class 1	Class 2	Class 3	Class 4	Class 5
Moncrief to Eastport	20	20	20	20	20
Composite to Export Terminals	10	10	15	20	15

# JACKSONVILLE TERMINAL COMPANY

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

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

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

4. Trains, engines and switch movements must not exceed a speed of fifteen (15) miles an hour through Lee Street, Myrtle Avenue or Beaver Street Interlocking. Ten (10) miles an hour by station platforms. Approach main baggage trucking platforms at West End and East End of station tracks prepared to stop, unless crossing is known to be clear.

Twenty (20) miles an hour is authorized when turnouts or crossovers are not used in a straight-away movement, except along station platforms.

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

## SIGNAL INDICATIONS (DAY):

Horizontal—Stop  
45 Degree Angle—Proceed under caution  
Perpendicular—Proceed

## SIGNAL INDICATIONS (NIGHT):

Red—Stop  
Yellow—Proceed under Caution  
Green—Proceed

## COLOR LIGHT INTERLOCKING SIGNALS INDICATIONS (DAY OR NIGHT):

Red—Stop  
Yellow—Proceed under 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."

5-a. 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 positions 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 St. 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.

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

## TOWER "A"—LEE STREET INTERLOCKING:

Siren Horn—East end Station Track 20  
Siren Horn & Air Whistle } East of Lee Street Tower between FEC northward main track and ACL Waterfront Street Terminal.

Siren Horn—South beside FEC southward main track between Broad Street Viaduct and St. Johns River Bridge

## TOWER "MA"—MYRTLE AVENUE INTERLOCKING:

Siren Horn—West End Station Track 23  
Siren Horn—West End Station Track 16

Siren Horn—West End Mail Shed

Siren Horn & Air Whistle } Bridge "B" Myrtle Avenue Tower

Siren Horn—SAL northward Track 200 feet north of "MA" Tower

Siren Horn—Bridge "C", Myrtle Avenue Tower

Siren Horn—Honeymoon Yard, north end

Siren Horn—Interchange Yard Office

Siren Horn—ACL northward main south of Dennis Street Crossing

## TOWER "BS"—BEAVER STREET INTERLOCKING:

Siren Horn—South end ACL RR "B" Yard

Air Whistle—At Beaver Street Tower

Siren Horn—North end "TY" Yard at No. 72 signal

Siren Horn—North end of Coach Yard at No. 38 signal

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

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

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

8-a. Movements around Honeymoon WYE and Church Street WYE must not exceed a speed of ten (10) miles an hour for entire length of train. (See Rule 2)

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

9-a. Consist from engine to rear, in train order, showing all information called for will be furnished by Conductors in duplicate on A.C.L. Form 32 Revised of all arriving and departing trains. Consists will be made in triplicate for arriving trains, one copy to be filed and transmitted by wire not less than one hour before arrival. Boxes for consists of departing trains are located on concourse fence and on shed posts on hill tracks.

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

To contact Myrtle Avenue Tower:

Tracks 2 to 15 inclusive: On supporting columns of train sheds near butting block and the west end of sheds.

Track 16: On supporting column of train shed opposite station and the west end of shed.

Tracks 17 to 26 inclusive: On supporting columns of train sheds near the head of rampway and the west end of shed.

To contact Lee Street Tower:

Track 16: On supporting column of train shed opposite station.

Tracks 17 to 26 inclusive: On supporting columns of train sheds near the head of rampway, also on east side of concrete columns Lee Street Viaduct for tracks 23, 24, 25 and 26.

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

# JACKSONVILLE TERMINAL COMPANY (continued)

Green starting lights are located over the gates on the low level, parallel with the platform side of each station track, and on the high level on the lower edge of platform shed near entrance to subway; also under Lee Street Viaduct, Tracks 23, 24, 25 and 26. After the Gatemen close the gates and assure themselves that the last passenger for a given train has had opportunity to reach that train to board it, they will immediately give the above green starting signal as an indication to the Conductor that all passengers for his train have reached the side of the train, after which the Conductor will be governed in starting his train by the loading of his passengers, baggage and mail. The Conductor is then authorized to depart when 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.

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

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

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

13. All members of train crews must register names and addresses in book provided for that purpose in the Telegraph Office.

14. 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.

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

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

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

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

18. 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.

19. Air Whistle on back up hose will be sounded at frequent intervals on all trains backing into Station.

SPEED TABLE		
Time per 100 ft	Rate	Rate
Minutes	mph	mph
2	00	30
1	43	35
1	30	40
1	20	45
1	12	50
1	06	55
1	00	60
0	54	65
0	48	70
0	42	75
0	36	80
0	30	85
0	24	90
0	18	95
0	12	100

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## How to Judge Impact Force And Speed of Freight Cars

For the benefit of those engaged in train or yard service, there is shown below the impact force at various speeds, together with method of calculating speed of 40-foot car. This information should enable switching crews to couple cars at proper speed, thereby reducing damage to lading and subsequent claim payments.

The factor behind damage resulting from rough coupling of cars is: impact delivered by coupling cars increases in proportion to square of the speed. In other words, a car coupled at 8 miles per hour delivers 16 times as much impact force as a car coupled at 2 miles per hour.

The coupling speed of a 40-foot car may be determined by sighting the vertical end of car against some stationary object like a telegraph pole, switch stand or cross tie and noting the seconds it takes to pass. Speed in miles per hour is shown below. (A good way to count seconds without using a stop watch is to count 'one hundred and thirty-one, one hundred and thirty-two' and so on as the car passes a stationary point.)

Figuring Speed Of 40-Foot Car		Impact Forces at Striking Speeds	
Seconds	Miles Per-Hour	Car Coupled at	Units of Destructive Force
1	28		
2	14	1 mph	1
3	9.3	2 mph	4
4	7	3 mph	9
5	5.6	4 mph	16
6	4.7	5 mph	25
7	4	6 mph	36
8	3.5	7 mph	49
9	3.1	8 mph	64
10	2.8	9 mph	81
11	2.5	10 mph	100
12	2.3		
13	2.15		
14	2		

A safe range of speed is a brisk walk, which is about 4 miles per hour.

## 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
0	40	90
0	38	95
0	36	100

## SAFETY FIRST

**S**afety is of the first importance in the discharge of duty.

**A**lert today alive tomorrow.

**F**ailure to comply with rules leads to disaster.

**E**verybody for safety for everybody.

**T**hink and be safe.

**Y**ou are not employed to take unnecessary chances.

**F**urnish your train proper protection at all times.

**I**nattention to duty causes accidents.

**R**emember accident prevention is part of your job.

**S**afety prolongs human life.

**T**he right way is the safe way.

**ALWAYS BE CAREFUL**

## 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.

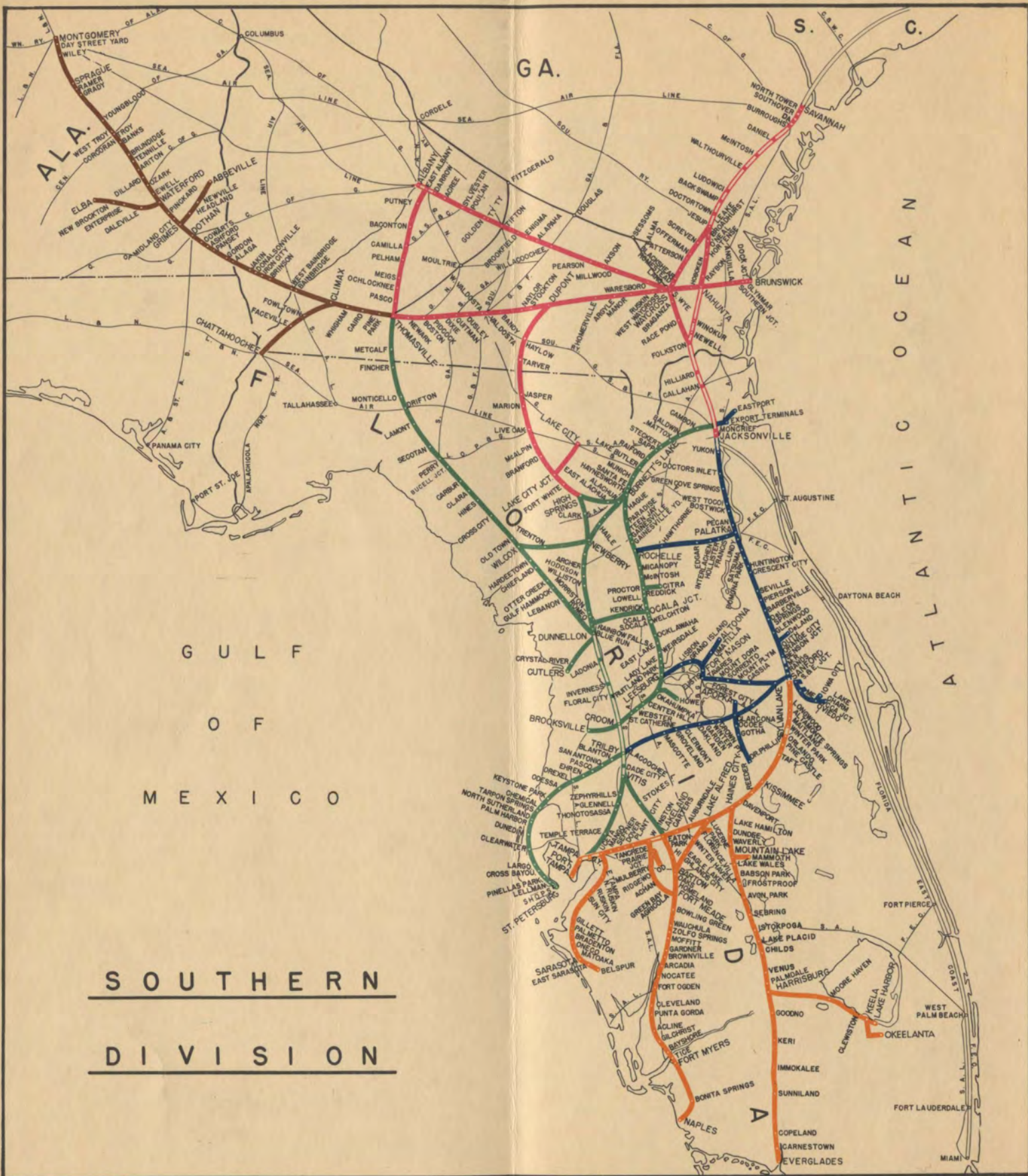
As to breathing, be sure that there is nothing in the mouth or throat to obstruct the passage of air; also that there is nothing constricting the neck, then see if there is anything about the chest which would prevent free movement of the ribs.

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 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.**



ALA.

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GULF  
OF  
MEXICO

SOUTHERN  
DIVISION

ATLANTIC OCEAN

S. E. & C.