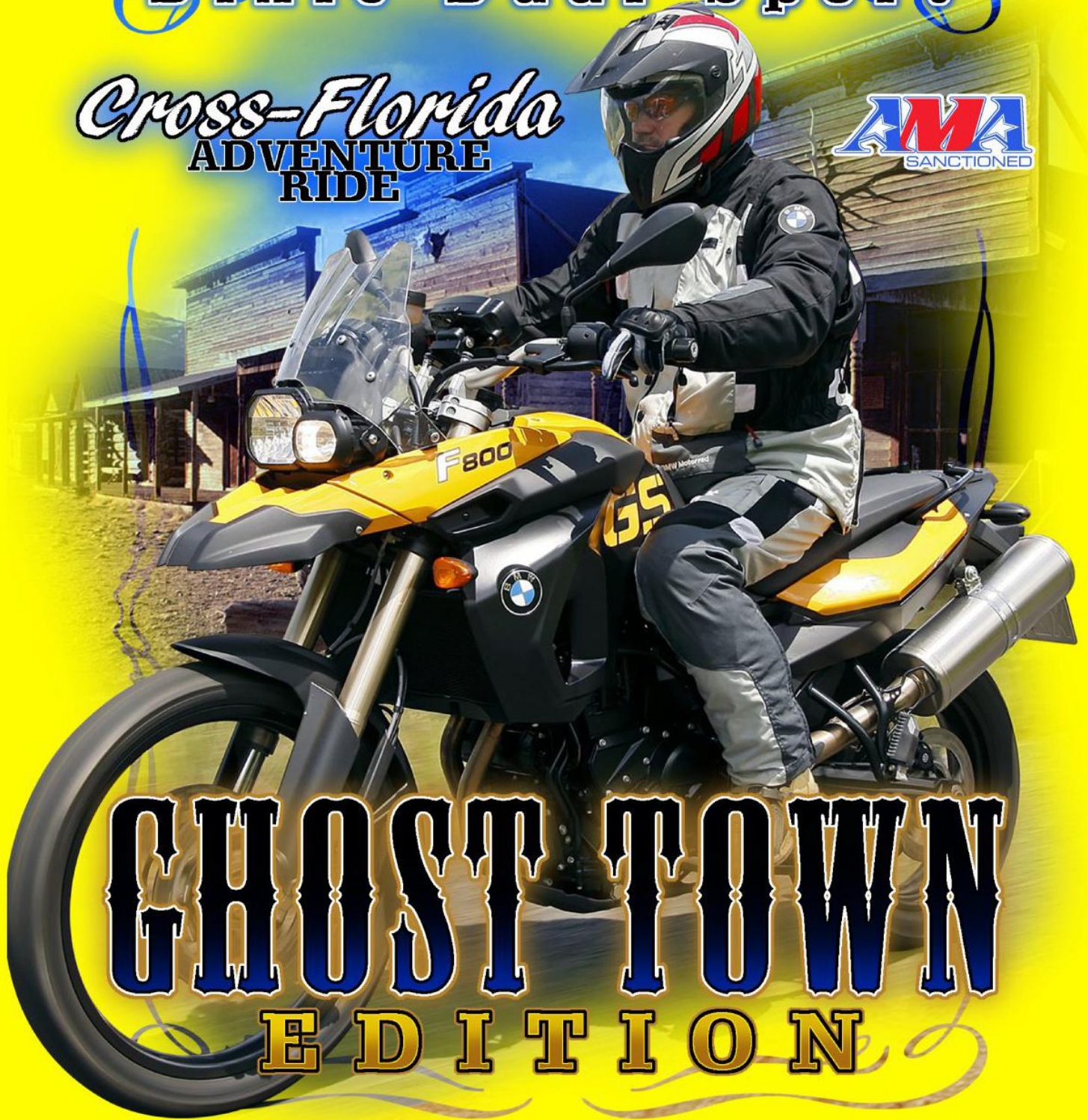


Dixie Dual Sport

Cross-Florida  
ADVENTURE  
RIDE



GHOST TOWN  
EDITION

C-FL 2015

### **POI #1 Harley Water Tank : Just an interesting roadside attraction.**

### **POI#2 Withlacoochee Army Airfield and Bombing Gunnery Range:**

The airfield was built about 1942 as part of the construction of Army Airfields in the Orlando area. It was built as an auxiliary to the Bushnell Army Airfield and Zephyrhills Army Airfield. Its primary mission was to support Chemical Weapons testing in the Bushnell area and as an emergency airfield for the Army Air Force School of Applied Tactics fighter training school at Orlando Army Airbase.

In 1943 the Dugway Proving Ground, Utah, Mobile Chemical Warfare Service (CWS) Unit arrived at Bushnell AAF to begin experiments on both persistent and non-persistent chemical agents, setting up the Chemical Warfare Service Experimental Station. The Withlacoochee airfield was used by the CWS Unit as a landing strip for the planes used in the field trials at Withlacoochee Bombing & Gunnery Range. Several military herbicides for defoliation and crop destruction were tested at the airfield.

Between October 1943 and the fall of 1946, the military used approximately 18,240 acres to create the Withlacoochee Chemical Warfare Service Field Trials and Air-to-Ground Bombing and Gunnery Range. The site, approximately 18 miles northeast of Zephyrhills, is now part of the Richloam Wildlife Management Area of the Withlacoochee State Forest. The Florida Division of Forestry manages the site for timber, and the public uses it for recreation. It also includes the Florida Bass Conservation Center offices and the Richloam State Fish Hatchery.

As the name implies, the site had two distinct purposes—as a practice range for conventional munitions and as a testing area for chemical agents and munitions. The Army Air Force constructed targets for strafing, dive and skip bombing and rockets. The Chemical Warfare Service conducted field trials to determine the effectiveness of chemical agents.

After World War II ended, the airstrip was abandoned. As recently as 2010 Withlacoochee AAF has been the subject of several cleanup efforts aimed at removing any remaining traces of the chemical weapons previously tested at the site under the U.S. Army Corps of Engineers Formerly Used Defense Sites (FUDS) program.

### **POI #3 Claysink Baptist Church**

Harrison and Martha Ann McKinney Slaughter acquired 120 acres in this area from Jesse Sumner May 20, 1862. The settlement that developed here was first called Slaughter after this pioneer family.

Over time it became known as Clay Sink, after the clay sinkhole that is in the area. This cemetery was established on this hill of moss-draped oaks in 1873 when the Slaughters buried their infant daughter here. It is now maintained in perpetuity by the Clay Sink Cemetery Association Inc.

On Feb. 19, 1897, the Clay Sink Missionary Baptist Church was organized with 21 members, with Elder G. A. Bryant, moderator. In 1904 a wood-framed building was erected on this site and served the congregation until the present pine building was constructed in 1956. The one-room Slaughter/Clay Sink school building was built in 1912 on Cobb Slough and moved in 1915 to this site that was donated by William Henry and Joanna Slaughter Boyett. It became the fellowship hall for the church in 1943 when the school closed due to consolidation. The teacher's raised platform remained a part of the structure. Some of the early settlers who were charter members of the church were Slaughters, Sumners, Boyetts, Sapps, Robbins, McKinneys, Hardins, Mobleys, Gays, and Weeks. Descendants of these families still live in the area.

### **POI #3: Ft King Rd**

Shortly after Florida became a U. S. Territory, Fort Brooke was constructed at the mouth of the Hillsborough River (Tampa) and Fort King was established near the present site of Ocala. In 1825, work was begun by the federal government on an overland route connecting those fortifications. This Military Road was improved and soon was known as the Fort King Road. It was an important transportation and communication link during the Second Seminole War (1835-42), a conflict over the removal of Indians from Florida. This route remained a vital mail and wagon road during the 19th century development of central Florida. U. S. Highway 301 criss-crosses one of the oldest major roads in Florida.

### **POI #4: Little Withlacoochee River**

It is reported that between this bridge and the railroad tracks, foundations and beams of the original bridge of the Ft King Road can still be found.

### **POI #5: Iron Bridge Remains**

Pemberton Ferry, later renamed Croom, is a ghost town in Central Florida near Brooksville, Florida and Ridge Manor, Florida. A rail line came to Pemberton Ferry in 1884. It was a rail stop by the Withlacoochee River just north of where the I-75 bridge over Croom-Rital Road and Withlacoochee State Trail is today. The iron bridge was a trestle for logging trains. Residents of Brooksville would catch the train and go swimming under the iron bridge.

A flu epidemic in 1915-16 wiped out both Croom and neighboring settlement Oriole, leaving the remaining residents to leave and resettle elsewhere.

Ruins in the area include 1900 Thomas House, old foundations, a brick vat, the remains of an iron railroad bridge, family cemeteries and pits from phosphate mining. The area once included a turpentine still, sawmill, sugar mill, railroad switch out, railroad bridge and ferry. Another settlement in the area was known as Oriole and an abandoned Oriole cemetery remains in existence.

## **POI #6: Tucker Hill Cemetary**

Located just down the hiking trail past the Tucker Hill trailhead is a cemetery dating back to the early 1800's, with families and founders of the area. It's surrounded by fence and maintained.

## **POI #7: Mannfield**

The ghost town of Mannfield was settled in 1884. In 1887 became the county seat of Citrus. It once had a hotel, church, school, 3 general stores, a sawmill and a newspaper. 1891 a vote was held and Inverness was chosen as the county seat. Disagreements arose and after many heated exchanges the Mannfield delegation obtained a court injunction to block the transfer of the courthouse to Inverness, but before the injunction could be served, the Inverness faction moved the county government in the middle of the night in May 1891, transferring all county records, court furniture and fixtures in wagons brought for that purpose. The County Clerk, Captain W. C. Zimmerman, refused to move, and so was lifted up in his chair and placed in a wagon. Upon his arrival in Inverness, Zimmerman was unloaded and told to declare Inverness the new county seat.

Traces still remain, including foundations, cemetery and oaks which were said to line the main street. A pond nearby also bears the town's name.

## **POI # 8: Lake Rousseau Dam**

Rousseau was formed in the 1920's by the construction of a dam on the Withlacoochee River near Inglis. Later, it was selected to be a significant part of the ill-fated Cross-Florida Barge Canal.

## **POI #9: Elvis "Follow That Dream" Marker**

Elvis was here in July and August of 1961 filming Follow That Dream.

## **POI #10: Old #3 Steam Engine**

This is the PATTERSON - MCINNIS steam locomotive #3 Locally known as Three Spot, it was built with a 2-8-0 wheel arrangement between 1900 and 1910 by Vulcan Iron Works. Originally a wood or coal burning engine, it was later converted to oil, this locomotive hauled logs from the area woodlands on the logging railroad to the Patterson - Mcinnis sawmill often pulling up to a 40 car train. Retired from service around WW11, this engine was donated to LEVY County by the PATTERSON - MCINNIS lumber company in 1969. There are pictures of this engine in the state archives of Florida dated between 1900 and 1910 showing the shiny new engine being proudly oiled up for the next run, complete with cow catcher, bristling with whistles and even sporting a bell. The cow catcher has gone missing and the vandals stole the bells and whistles long ago. Nowadays #3 silently rusts away, waiting patiently at the Gulf Hammock wayside park for the Florida Department of Transportation to give her a much needed make over.

## **POI #11: Old Caboose**

## **POI #12: Otter Creek**

Hernando de Soto crossed Otter Creek during his explorations of Florida in 1539.

In the 1930s to 1940s Otter Creek was the second largest community in Levy County, with a population approaching 1,000. 2010 census was 134. The loss of a lumber mill that made cypress "flitches" for citrus crates and the discontinuation of two railroads which bisected the town led to a steady population decline. In 2007 the town council created a local historic district consisting of neighborhoods with "company town" residences that date from the 19th and early 20th century.

## **POI #13: Ellzey**

Ellzey, a stop on the old Florida Railroad, Florida is named for Robert M. Ellzey, a Methodist Circuit rider who settled there post Civil War. He preached in the church at Ellzey and many of his descendents still reside in the area. On the first Sunday in May the Methodist Church at Ellzey holds a homecoming with a covered dish dinner.

## **POI #14: Rosewood**

Rosewood was settled in 1845. Most of the local economy drew on the timber industry; the name Rosewood refers to the reddish color of cut cedar wood. Two pencil mills were founded nearby in Cedar Key; local residents also worked in several turpentine mills and a sawmill three miles away in Sumner, in addition to farming of citrus and cotton. The hamlet grew enough to warrant the construction of a post office and train depot on the Florida Railroad in 1870, but it was never incorporated as a town.

Initially, Rosewood had both black and white settlers. When most of the cedar trees in the area had been cut by 1890, the pencil mills closed, and many white residents moved to Sumner. By 1900, the population in Rosewood had become predominantly black. The village of Sumner was predominantly white, and relations between the two communities were relatively amicable.<sup>[3]</sup> Two black families in Rosewood named Goins and Carrier were the most powerful. The Goins family brought the turpentine industry to the area, and in the years preceding the attacks were the second largest landowners in Levy County. To avoid lawsuits from white competitors, the Goins brothers moved to Gainesville, and the population of Rosewood decreased slightly. The Carriers were also a large family, primarily working at logging in the region. By the 1920s, almost everyone in the close-knit community was distantly related to each other. The population of Rosewood peaked in 1915 at 355 people. Florida had effectively disenfranchised blacks since the start of the 20th century by high requirements for voter registration; both Sumner and Rosewood were part of a single voting precinct counted by the U.S. Census. In 1920, the combined population of both towns was 344 blacks and 294 whites.

As was common in the late 19th century South, Florida had imposed legal racial segregation under Jim Crow laws requiring separate black and white public facilities and transportation. Blacks and whites created their own community centers: by 1920, the residents of Rosewood were mostly self-sufficient. They had three churches, a school, a large Masonic Hall, a turpentine mill, a sugarcane mill, a baseball team named the Rosewood Stars, and two general stores, one of which was white-owned. The village had about a dozen two-story wooden plank homes, other small two-room houses, and several small unoccupied plank farm and storage structures. Some families owned pianos, organs, and other symbols of middle-class prosperity. Survivors of Rosewood remember it as a happy place. In 1995, survivor Robie Mortin recalled at age 79 that when she was a child there, that "Rosewood was a town where everyone's house was painted. There were roses everywhere you walked. Lovely."<sup>[8]</sup>

The **Rosewood massacre** was a violent, racially motivated massacre of blacks and destruction of a black town that took place during the first week of January 1923 in rural Levy County, Florida. At least six blacks and two whites were killed, and the town of Rosewood was abandoned and destroyed in what contemporary news reports characterized as a race riot. Racial disturbances were common during the early 20th century in the United States, reflecting the nation's rapid social changes. Florida had an especially high number of lynchings of black males in the years before the massacre, including a well-publicized incident in December 1922.

Prior to the massacre, the town of Rosewood had been a quiet, primarily black, self-sufficient whistle stop on the Seaboard Air Line Railway. Trouble began when white men from several nearby towns lynched a black Rosewood resident because of unsupported accusations that a white woman in nearby Sumner had been beaten and possibly raped by a black drifter. When the town's black citizens rallied together to defend themselves against further attacks, a mob of several hundred whites combed the countryside hunting for black people, and burned almost every structure in Rosewood. Survivors from the town hid for several days in nearby swamps until they were evacuated by train and car to larger towns. Although state and local authorities were aware of the violence, no arrests were made for what happened in Rosewood. The town was abandoned by its former black residents; none ever moved back.

Although the rioting was widely reported around the United States at the time, few official records documented the event. Survivors, their descendants, and the perpetrators remained silent about Rosewood for decades. Sixty years after the rioting, the story of Rosewood was revived in major media when several journalists covered it in the early 1980s. Survivors and their descendants organized to sue the state for having failed to protect Rosewood's black community. In 1993, the Florida Legislature commissioned a report on the massacre. As a result of the findings, Florida became the first U.S. state to compensate survivors and their descendants for damages incurred because of racial violence. The incident was the subject of a 1997 feature film directed by John Singleton. In 2004, the state designated the site of Rosewood as a Florida Heritage Landmark. Officially, the recorded death toll of the first week of January 1923 was six blacks and two whites. Historians disagree about this number. Some survivors' stories claim there may have been up to 27 black residents killed, and assert that newspapers did not report the total number of white deaths. Minnie Lee Langley, who was in

the Carrier house siege, recalls that she stepped over many white bodies on the porch when she left the house.<sup>[1]</sup> Several eyewitnesses claim to have seen a mass grave filled with black people; one remembers a plow brought from Cedar Key that covered 26 bodies. However, by the time authorities investigated these claims, most of the witnesses were dead, or too elderly and infirm to lead them to a site to confirm the stories.

## **Some Cedar Key History**

1859 A town was platted on Way Key in 1859, and Parsons and Hale's General Store, which is now the Island Hotel, was built there in the same year. Cedar Key became an important port, shipping lumber and naval stores harvested on the mainland. By 1860 two mills on Atsena Otie Key were producing "cedar" slats for shipment to northern pencil factories and Cedar Key became the western terminus of the Florida Railroad, connecting it to Fernandina on the east coast of Florida. On March 1, 1861, the first train arrived in Cedar Key, just weeks before the beginning of the Civil War.

The Florida Railroad Terminus in Cedar Key was adversely affected by the Civil War. The USS *Hatteras* raided Cedar Key in January 1862, destroying the railroad's rolling stock and buildings.

The Battle of Station Four was an action of the War Between the States (or Civil War). It took place on February 13, 1865, near Cedar Key, Florida.

The battle takes its name from Station Four, a stop on the railroad leading from Cedar Key to Fernandina in Florida. The station was just a spot where trains could stop to take on passengers or cargo. It was located on the shore of the Number Four Channel, the waterway that separates the Cedar Keys from the mainland of Florida.

The Battle of Station Four marked the end of a Union raid that began four days earlier. Major Edmund C. Weeks had taken 186 men from the Second Florida Cavalry (U.S.) and 200 men from the Second U.S. Colored Infantry (2nd USCT) inland from Cedar Key on February 9, 1865.

## How To Use A Route Sheet

At an event, you'll get your route sheet in a rider packet. It will be a sheet or 2 or 3 of paper (8 1/2 x 11 or 8 1/2 x 14 are both commonly used). The best ones will have 4 columns to a sheet. The 4 column spacing makes the scrolls a perfect width for any roll chart holder (we'll get there in a minute). Some promoters use a 3 column spacing. If this is the case, you have a 90% chance of having to trim your route sheet to make it fit.

### What Do I Do Next?

You will need to cut the sheets into columns and tape them together, and there is a science to this!

1. Take your first column and lay it down face up. Take your next column and tape it so that the beginning edge of the second column is on top (with a slight overlap) of the bottom edge of the first column. Put tape across this edge on front and on back (Remember you're rolling this thing up in a box as you're riding. You'll thank me later!)

2. After all your columns have been taped together, your route sheet (roll chart) should look like a long skinny paper snake. Turn it over so the print side is facing down. Now run a length of tape from one end to the other (it can be a series of pieces of tape. What you are doing is reinforcing the strength of the paper so it won't rip on you out on the trail! If you don't do this and it gets wet...forget about finding your way!)

3. Now it's time to put it in the roll chart holder! Start with the end of the route, and tape it to the bottom spindle of the roll chart holder. Now wind it until the beginning is the only part not spooled. Now tape the beginning to the top spool and you're ready to go!

### How Do I Use One?

Simple. Follow the directions on the roll chart. But first you need to understand the system of abbreviations and instructions:

S = straight

R = right turn

L = left turn

BR = bear right (like at a fork in the road)

BL = bear left

X = cross

DR = dirt road (well maintained local dirt roads)

FR = forest road (a ..forest road, could be paved, could be dirt)

JT = jeep trail (a FR that's a bit more "wild")

PR = paved road

GR = gravel or graded road

RR = railroad

STOP = stop (go figure, huh!)

RESET = roll your trip meter until it's reset to all zeros

Gas Avail = means there's gas available at this point or where the directions tell you to go. It may be directly on the route or a little ways off it.

### Now What?

Next, what we do is add mileage to the equation.

0.0 R PR Smith Rd = At Smith Rd set your odometer to 0.0, turn right onto paved road, Smith Road and start riding.

0.3 L DR Hixon Rd = when your odometer hits 0.3 miles (or thereabouts) turn Left on dirt road: Hixon Rd., and keep riding.

1.3 PR SR567 STOP-RESET = when your tripmeter is at 1.3 you should be at a paved road, which is State Road 567. At this point you would stop and turn your trip meter back to zero and start the next section.

Pretty easy isn't it!

# C-FL 2015 Ghost Town Tour

Self-Guided Dual Sport Tour  
Start:

## Legend

S = straight  
L = left  
R = right  
BL = bear left  
BR = bear right  
X = go across  
RR = railroad trax  
FR = Forest Road  
DR = Dirt Road

All Direction  
Mileages Are  
Approximate. Your  
Mileage May Vary.

DixieDualSport, Inc  
is not responsible for  
your safety, or the  
safety of others. You  
participate at  
**YOUR OWN RISK!**

-----  
Total Miles:  
-----

Begin At The Entrance by the  
gas station and Taco Bell

## SECTION A

- ➔ 0.0 R US441  
keep in R lane
- ➔ 0.5 R  
Morningside Dr
- ← 0.6 L Old Eustis  
Rd
- ➔ 1.9 R N. Donnelly  
St

- ➔ 2.9 R W. 5th Ave
- ← 3.8 L X RR Trax  
Lake Shore  
Dr/CR452

- ↑ 8.8 Roundabout  
continue straight

- ← 9.1 L S. Lake  
Ave (if you are at  
SR19 you missed  
it)

- ↑ 9.3 X Canal  
Bridge

- ↗ 9.4 BR

9.5 SR19

**STOP-RESET**

## SECTION B

- ↑ 0.0 S X SR19 to  
Dead River Rd

- ← 0.9 L Captain  
Haynes Rd

- ➔ 1.7 R Woodlea  
Rd

- ➔ 4.9 R N.  
Eichelberger Rd

5.5 SR19

**STOP-RESET**

## SECTION C

- ➔ 0.0 R SR19

- ↑ 2.0 X Lake  
Harris

- ← 3.3 L SR19

4.1 Gas Avail

- ← 4.1 L E. Central  
Ave

- ➔ 4.3 R S.  
Lakeshore Blvd

- ← 5.2 L DR  
Buckhill Ave

- ➔ 7.8 R PR CR455

9.0 SR19

**STOP-RESET**

## SECTION D

- ➔ 0.0 R SR19

- ← 0.6 L E. Dewey  
Robbins Rd

- ➔ 2.2 R Citrus  
Valley Rd

- ➔ 2.7 R Orange  
Blossom Trail

- ← 3.8 L DR Revells  
Rd

4.6 SR19

**STOP-RESET**

## SECTION E

- ← 0.0 L SR19

- ← 0.9 L S Florida  
Ave  
(first L after cemetary)

- ← 1.4 L W Central  
Ave

Water Tower Photo Op

- ← 4.8 L DR Turkey  
Lake Rd

- ➔ 6.5 R PR Dewey  
Robbins Rd

8.2 US27

**STOP-RESET**

## SECTION F

- ← 0.0 L US27

- ➔ 0.7 R Bridges Rd

- ↑ 3.3 X SR33 to  
Austin Merritt Rd

Watch for Oil Can  
Photo Op

- ↗ 5.2 BR To DR N.  
Austin Merritt  
Rd

7.7 SR48

**STOP-RESET**

## SECTION G

- ➔ 0.0 L PR SR48

- ↗ 1.3 BR PR  
CR558

↖ 3.7 BL  
CR571/Palm Ave

4.9 SR48  
Center Hill  
**STOP-RESET**

SECTION H

0.0 L-R zig-zag  
into old Center Hill  
downtown area.  
Old Building Photo Ops

Continue down  
street to

← 0.4 L Virginia  
Ave

← 0.4+ L E.  
Jefferson St

← 0.9 L S. Osceola  
Ave

↑ 1.1 S X CR469

→ 1.3 R CR48

→ 1.5 R  
CR702/Youth  
Camp Rd

→ 5.3 R DR  
Honeycutt Rd

--> 9.0 R PR  
Tuscanooga  
Rd/CR728

10.9 CR469  
**STOP-RESET**

SECTION I  
← 0.0 L CR469

2.9 SR50  
**STOP-RESET**

SECTION J

← 0.0 L SR50

→ 0.5 R Sloans  
Ridge Rd

→ 4.3 R CR565/S.  
Bayhead Rd

← 4.5 L Carter  
Jones Rd

→ 6.0 R Mascotte  
Empire Rd

← 7.5 R Empire  
Church Rd

← 8.7 L S. Baylake  
Rd

14.4 Van Fleet  
Bicycle Trail. Road turns to  
Dirt.

**STOP-RESET**

SECTION K

↑ 0.0 S DR

← 0.5 L GR Center  
Grade

↑ 4.6 S Thru  
Intersection

Historical POI  
“Bombing Range”

9.3 CR471  
**STOP-RESET**

SECTION L

↑ 0.0 S X CR471 to  
DR

↗ 0.6 BR GR

← 1.3 L GR  
Lacoochee/  
Claysink Rd.

Historical Info In  
Booklet  
“Claysink Church”

PROCEED  
SLOWLY and  
QUIETLY  
HOUSES  
PRESENT

↖ 2.3 BL GR

↗ 2.7 BR GR

→ 6.8 R Goat Rd

← 9.5 L PR  
Richloam/  
Claysink Rd

↗ 9.6 BR PR

10.2  
SR50/Cortez Blvd  
**STOP-RESET**

SECTION M

↑ 0.0 S X SR50 to  
Porter Gap Rd

Watch for Slippery  
Limestone

← 3.0 Hard HOOK  
Left to  
McKinney Sink  
RD

Watch For Slippery  
Limestone

6.0 PR  
SR50/Cortez Blvd  
**STOP-RESET**

SECTION N

→ 0.0 R PR SR50

↑ 0.6 X RR Trax

← 1.4 Left to gas.  
**STOP-RESET**

On Other Side of  
Intersection Is Historical  
Marker for  
“Fort King Rd”

SECTION O  
From Gas Station  
Exit By Car Wash

→ 0.0 R US301  
North  
Few Miles Up  
Bridge Crosses Little  
Withlacoochee River

Read Historical POI  
“Little  
Withlacoochee” at  
Next Reset

← 5.2 L CR656 at  
flashing light

↖ 7.3 BL to DR  
Croom SF & WMA

**STOP-RESET**

SECTION P

↑ 0.0 S DR SW50  
Blvd

↗ 0.9 BR DR

↗ 1.0 BR DR

↑ 2.0 S FR

↑ 2.4 Under I-75

3.1 Iron Bridge  
See boat ramp.  
Remnants of bridge  
to left. Historical  
POI “Iron Bridge”

Exit Iron Bridge  
and Continue

← 5.9 L SW 90th  
Ave

↗ 6.1 BR

← 6.3 L PR at Stop  
Sign

8.2 PR CR476  
Gas Avail.

**STOP-RESET**

2 Restaurants are available  
over bridge.  
#1 is River Ratz  
#2 is Riverside Cafe  
Both offer slow service.

SECTION Q

← 0.0 L CR476  
Over bridge

0.1 River ratz

0.3 Riverside Cafe  
home of the  
Nobleton Burger  
(cash only)

← 0.4 L Edgewater  
DR

↗ 4.4 BR Croom  
Rd  
New Pavement  
Everywhere!  
Bummer!

8.7 Croom Option  
If Doing Option  
Stop Here and  
Scroll ahead for  
Croom Special  
Option Section or  
continue on.

→ 9.8 R Dempsey  
Rd

Proceed in this  
section with R-L  
turns

→ 12.1 R Willow St

← 12.9 L PR

→ 13.3 R

← 13.5 L

14.9 CR476 Lake  
Lindsey Rd

**STOP-RESET**

Croom Option  
Section

From 8.7 Croom Rd  
Turn R onto FR-3 it's the  
one in the middle.  
Proceed north approx 2  
miles until rd exits forest.  
Continue straight on PR  
Daly Rd until you reach  
the stop sign at CR476  
Lake Lindsey Rd.  
Resume at Section R

SECTION R

← 0.0 L PR CR476

Watch For  
Dinosauers

↑ 2.4 S X N Broad  
St

→ 3.8 R CR581

← 3.9 L Lake  
Lindsey Mall  
Food Available  
Sandwiches, but Slow  
Service

→ 8.0 R US98

→ 8.6 R then S onto  
Brittle Rd

↑ 10.8 S PR Brittle  
Rd

13.0 PR  
Stagecoach Rd

**STOP-RESET**

Choose main scroll  
to SECTION S or  
Citrus Option

Proceed Slowly &  
Quietly  
Forestry Equestrian  
Center Ahead  
You Will Be Under  
Forestry Observation  
While In This Tract of  
Forest. Be Prepared To  
See Law Enforcement.

CITRUS OPTION

→ 0.0 R PR  
Stagecoach Rd

← 0.5 L TR-13  
Citrus WMA

SPEED LIMIT  
30mph

GO SLOW AND  
QUIET Until The End  
You Will Be Under  
Forestry Observation  
In This Section

← 1.0 I FR TR-22

→ 2.0 R FR TR-15

↑ 3.0 X FR TR-20

↑ 4.0 X FR TR-18

↑ 5.0 X FR TR-16

➔ 6.5 BR FR

← 6.7 L FR TR-15

7.3 TR-12  
Historical POI  
"Mannfield"

↑ 8.5 X FR TR-10

↑ 10.1 X FR TR-6

➔ 11.4 R FR TR-2

← 12.4 L GR TR-13

13.3 SR44  
**STOP-RESET**  
Scroll To Section T

-----  
SECTION S

➔ 0.0 R PR  
Stagecoach Rd

← 0.5 L FR-13

SEED LIMIT  
30mph

SLOW AND QUIET  
FOR NEXT 12  
MILES! You Will Be  
Under Forestry  
Observation Until You  
Exit This Tract of  
Forest.

↖ 2.1 BL turns  
paved  
Forestry Equestrian  
Center at Tillis Hills

6.4 intersection  
with TR-12. Historical  
POI "Mansfield"

11.3 SR44  
**STOP-RESET**

-----  
SECTION T

← 0.0 L PR SR44

4.2 Fuel  
**STOP-RESET**

-----  
SECTION U

From Fuel

➔ 0.0 R SR44 west

➔ 6.3 R N. Turkey  
Oak Dr

➔ 8.7 R CR495/N.  
Citrus Ave

15.6 CR488/ W.  
Dunnellon Rd  
**STOP-RESET**

-----  
SECTION V

← 0.0 L PR CR488

➔ 1.2 R N.  
Northcut Ave

← 2.5 L  
W. Riverwood

4.7 Lake Rousseau  
Dam  
Photo Ops

➔ 5.3 R PR W.  
Cornflower

7.4 US19  
**STOP-RESET**

-----  
SECTION W

➔ 0.0 R US19  
North

↑ 0.8 X Fl Barge  
Canal

2.1 light  
Elvis Sighting  
(If You Turn Left Elvis  
sign down rd on R just  
past store) See  
Historical POI  
"Elvis"

8.7 shark on left

➔ 11.7 BR off of  
US19/98

↑ 11.9 S thru  
intersection

← 12.4 L Old  
Lebanon Rd/  
CR317  
**STOP-RESET**

-----  
SECTION X

KEEP RIGHT  
Lots Of Hunting  
Leases, Increased  
Traffic

↑ 0.0 S DR Old  
Lebanon Rd

← 7.9 L PR CR326

11.2 US19/98  
**STOP-RESET**

-----  
SECTION Y

Across Intersection  
and just North is an  
old locomotive. See  
Historical POI "Old  
#3"

↑ 0.0 S X US19/98

Continue down Rd,  
Old Caboose  
coming up soon too!

➔ 3.5 R Fishcamp  
Rd

↑ 6.3 S at  
intersection

➔ 9.6 BR CR302

← 11.0 L  
Welcome to Otter Creek  
Historical POI "Otter  
Creek"  
Lots of old "company"  
buildings here.

➔ 11.3 R

11.4 CR24  
**STOP-RESET**

-----  
SECTION Z

← 0.0 L CR24

**1.2 Ellezey**  
Church Read Historical  
POI in Booklet.

**11.0 Rosewood**  
Marker on L side of road  
by old Rosewood Era  
home. Read POI in  
booklet.

➔ **13.6 Anglers Cove**  
Campground

**Report In!**

**88888888888888888888**  
**88888888888888888888**  
**88888888888888888888**

WITHLACOCHEE STATE FOREST

**RICHLAND**

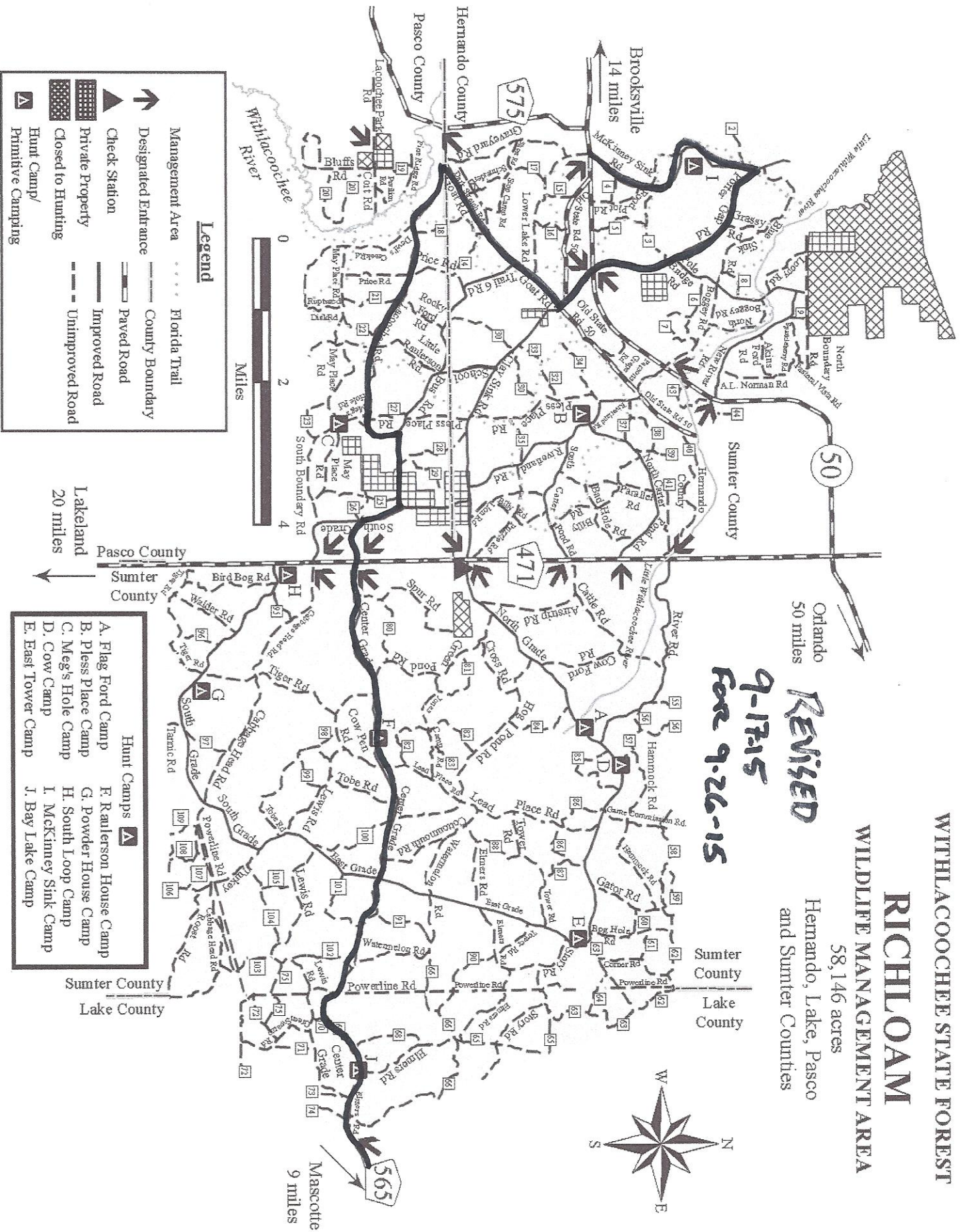
WILDLIFE MANAGEMENT AREA

58,146 acres

Hernando, Lake, Pasco  
and Sumter Counties

**REVISED**  
**9-17-15**  
**FOR 9-26-15**

Sumter  
Lake  
County



**Legend**

- Management Area
- Designated Entrance
- Check Station
- Private Property
- Closed to Hunting
- Hunt Camp/ Primitive Camping
- Florida Trail
- County Boundary
- Paved Road
- Improved Road
- Unimproved Road

**Hunt Camps**

- A. Flag Ford Camp
- B. Pless Place Camp
- C. Meg's Hole Camp
- D. Cow Camp
- E. East Tower Camp
- F. Raulerson House Camp
- G. Powder House Camp
- H. South Loop Camp
- I. McKinney Sink Camp
- J. Bay Lake Camp

WITHLACOOCHEE STATE FOREST

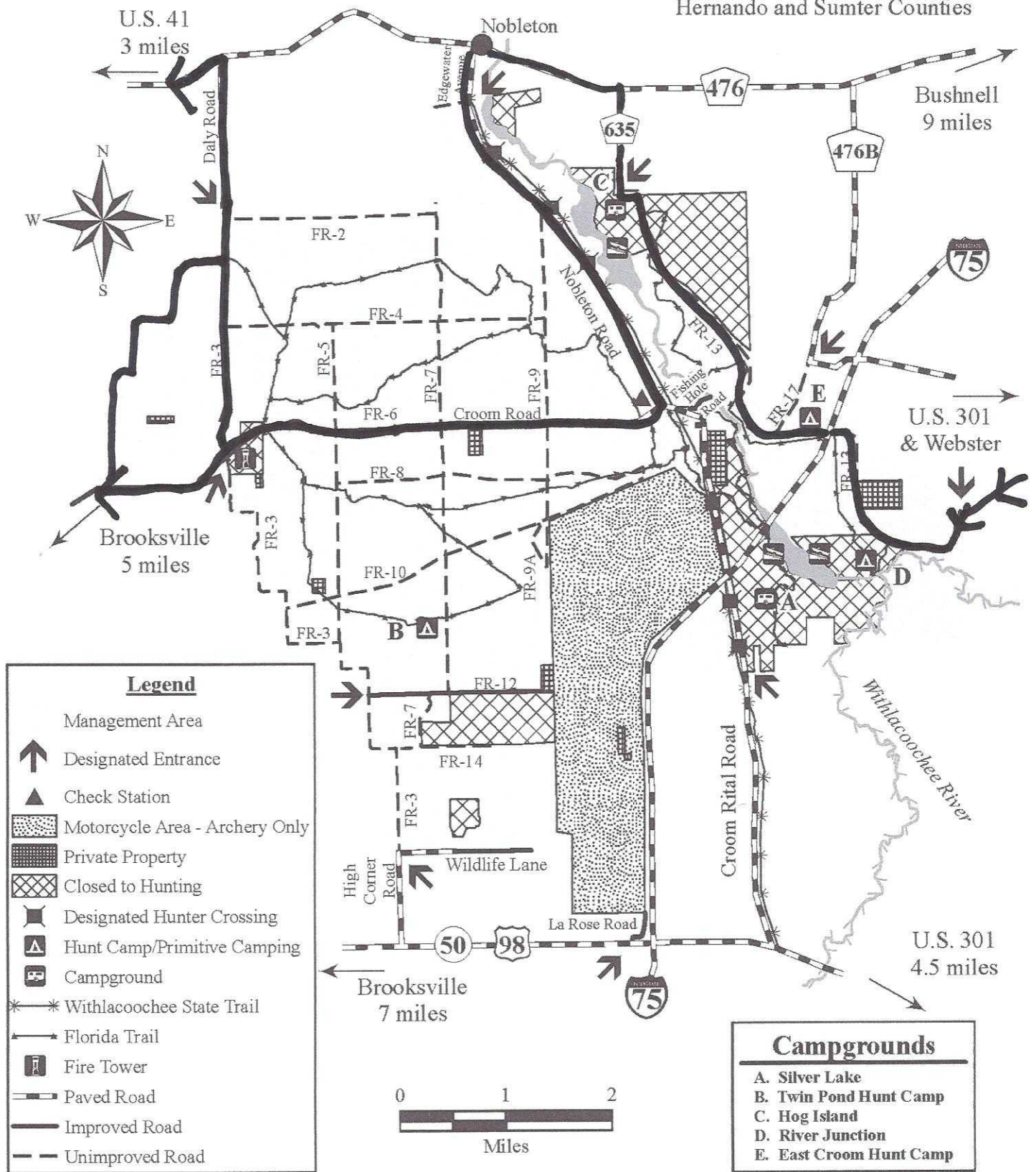
**CROOM**

WILDLIFE MANAGEMENT AREA

20,595 acres

Hernando and Sumter Counties

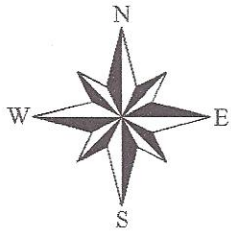
**TO Citrus**



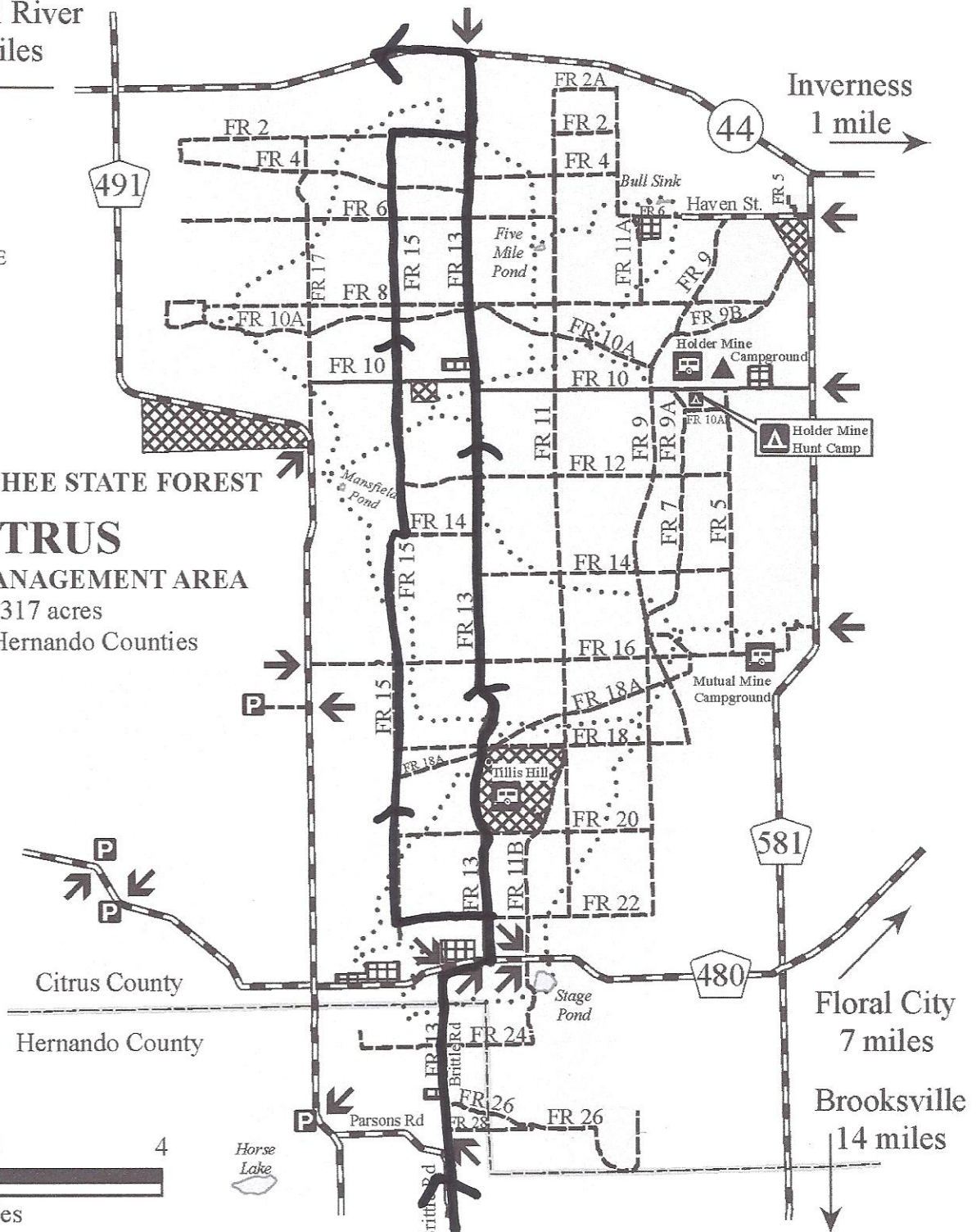
TO Crystal River

Crystal River  
8 miles

Inverness  
1 mile

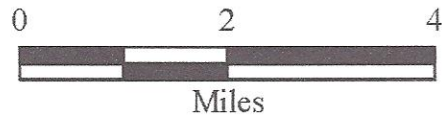


WITHLACOOCHEE STATE FOREST  
**CITRUS**  
WILDLIFE MANAGEMENT AREA  
49,317 acres  
Citrus and Hernando Counties



Citrus County  
Hernando County

Floral City  
7 miles  
Brooksville  
14 miles



Legend							
	Management Area		Private Property		Campground		County Boundary
	Designated Entrance		Closed to Hunting		Hunt Camp/ Primitive Camping		Paved Road
	Check Station		Parking		Hiking Trail		Improved Road
							Unimproved Road