



**JACKSONVILLE DIVISION
TIMETABLE NO. 4**

**EFFECTIVE
SATURDAY, JANUARY 1, 2005
AT 0001 HOURS
CSX STANDARD TIME**

**R.R. Downing
Division Manager**

JOB BRIEFING PLAN

STEP I. PLAN THE JOB BRIEFING

- A. Develop your own work plan by:
 - 1. Reviewing work or task to be accomplished
 - 2. Checking the job location and work area.
 - 3. Breaking the work or task down into step-by-step procedure.
 - 4. Determine tool, equipment and material requirements.
 - 5. Determining what safety rules or procedures are applicable.

- B. Consider existing and potential hazards that might be involved as a result of:
 - 1. Job and weather conditions.
 - 2. The nature of the work to be done.
 - 3. The job location.
 - 4. The tools, equipment and materials used.
 - 5. Equipment to be worked on.
 - 6. Traffic conditions and visibility.
 - 7. Time of day.
 - 8. Safety or personal protective equipment required.

- C. Consider how work assignments will be made.
 - 1. Group assignments.
 - 2. The nature of the work to be done.
 - 3. Abilities and experience of individuals.

STEP II. CONDUCT THE JOB BRIEFING.

- A. Explain work or task to employees.
 - 1. What is to be done
 - 2. Why is it to be done
 - 3. When it is to be done.
 - 4. Where it is to be done.
 - 5. How it is to be done.
 - 6. Who is to do it
 - 7. What safety precautions are necessary
- B. Discuss existing or potential hazards and ways to eliminate or protect against them.
- C. Make sure employees understand assignments.
 - 1. Make sure employees understand assignments.
 - 2. Ask questions of the "how" and "why" type.
- D. If special tools, materials, equipment or methods are to be used, make sure employees know how to proceed safely.

STEP III. JOB BRIEFING FOR SPECIAL CONDITIONS.

- A. Complex jobs.
 - 1. Brief only a portion of the job.
 - 2. Give additional briefing as the job progresses.

- B. Change in job conditions – when it becomes necessary to change plans and procedures as the job progresses, brief employees on these changes. (As an example: the weather condition changes).

STEP IV. FOLLOW UP BY SUPERVISOR

It is important that frequent checks be made as the job progresses to be sure that:

- A. Your plans are being followed and correct work methods used.
- B. Each person is carrying out the assigned responsibilities.
- C. Any hidden hazards have been identified and action initiated to eliminate or what precautions are required.

STEP V. INDIVIDUAL RESPONSIBILITY

All employees are responsible to see that the work plan is carried out according to the Job Briefing or modified when conditions change.

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| SUBDIVISIONS | | | | PHONE NUMBERS | | |
| NAME | CODE | DISP | PAGE | EMERGENCY ONLY: 1-800-232-0144 Police and Fire Departments | | |
| Achan Subdivision | AC | BB | 1 | JACKSONVILLE Division <u>SAFETY HOT LINE</u> | | |
| Auburndale Subdivision | AR | BA | 3 | (Company) 8-388-5050 | | |
| Bainbridge Subdivision | B9 | AB | 11 | (Toll Free) 877-602-5186 | | |
| Bone Valley Subdivision | BV | BB | 15 | NON-EMERGENCY Situations: | | |
| Brewster Subdivision | B7 | BB | 19 | JACKSONVILLE Division Chief Dispatcher | | |
| Brooker Subdivision | XB | BB | 23 | (Bell) 1-904-381-4060 / 4061 | | |
| Brooksville Subdivision | B2 | BB | 25 | (Company) 8-388-4060 / 4061 | | |
| Brunswick Subdivision | BN | AC | 27 | JACKSONVILLE Division Supervisor Train Operations | | |
| Callahan Subdivision | Z1 | AC | 29 | (Bell) 1-904-245-1278 | | |
| Carters Subdivision | CO | AA | 31 | (Company) 8-292-1278 | | |
| CH Subdivision | BT | BB | 33 | NEAR MISS Situations: | | |
| Clearwater Subdivision | ZZ | BB | 35 | (Bell) 1-803-664-8266 | | |
| Deerhaven Subdivision | DV | BB | 39 | (Company) 8-388-8266 | | |
| Dothan Subdivision | DO | AB | 41 | CSXT Standard Clock 8-388-5000 | | |
| Fernandina Subdivision | FD | AZ | 49 | | | |
| Fitzgerald Subdivision | FZ | AK | 51 | | | |
| Homestead Subdivision | HS | BA | 59 | | | |
| Jacksonville Terminal Subdivision | JT | AZ | 61 | | | |
| Jesup Subdivision | JS | AC | 69 | | | |
| Kingsland Subdivision | KI | AZ | 73 | | | |
| Lakeland Subdivision | LK | BB | 77 | | | |
| Miami Subdivision | MI | BA | 81 | | | |
| Nahunta Subdivision | NH | AC | 89 | | | |
| PA Subdivision | P5 | AB | 93 | | | |
| Palmetto Subdivision | PT | BB | 101 | | | |
| Plant City Subdivision | PL | BB | 105 | | | |
| Sanford Subdivision | SF | AA | 107 | | | |
| Savannah Subdivision | BO | AC | 115 | | | |
| Tallahassee Subdivision | TL | AB | 121 | | | |
| Tampa Terminal Subdivision | TP | BB | 129 | | | |
| Thomasville Subdivision | TH | AB | 139 | | | |
| Valrico Subdivision | VL | BB | 151 | | | |
| Vitis Subdivision | VI | AA | 157 | | | |
| West Coast Subdivision | WC | BB | 159 | | | |
| Wildwood Subdivision | BL | AA | 163 | | | |
| Yeoman Subdivision | YE | BB | 171 | | | |

TIMETABLE LEGEND

GENERAL

Unless otherwise indicated on subdivision pages, the train dispatcher controls all main tracks, sidings, interlockings, controlled points and yard limits

STATION LISTING AND DIAGRAM PAGES

1 – HEADING

The subdivision is identified by name and by 2 letter identifier

2 – COLUMN HEADINGS AND LISTINGS

A. AUTHORIZED SPEED

The maximum speed permitted between mileposts listed may also include restrictions over road crossings or other defined locations. Where speeds differ between various classes of trains, they will be listed in separate columns.

Abbreviations used are (P) – Passenger, (F) – Freight. Designations for other trains will be identified in Subdivision Special Instructions. Where speeds differ in multiple track territory, the speeds for individual tracks will be listed. Special speeds, such as over road crossings, will be shown in shaded blocks.

B. MILEPOST

The alpha-numeric milepost for the station or reference point. At locations to check speed indicators the mileposts will be listed without alpha prefixes and will be shown with a wide border.

C. STATION

The Controlled Point, Interlocking, Station or other reference point name. The miles between stations listed in bold letters will be shown on the right side of the column and total miles will be shown at end of diagram.

D. TRACK DIAGRAM

The timetable assigned direction from the first listing to the last is defined above the track diagram by arrows and direction.

E. AUTH FOR MOVE (AUTHORITY FOR MOVEMENT)

The authority for movement rules applicable to the subdivision are listed below this box.

F. TWC – Track Warrant Control Rules

TWC-DTC – Listing of TWC-DTC blocks for permanent or temporary use.

TWC-DCS – Listing of TWC-DCS stations with the letter 'D' for permanent or temporary use as dispatching points.

G. NOTES

Where station page information may need to be further defined, a note will refer to "STATION PAGE NOTES" listed at the end of the diagram.

3 – SYMBOLS USED IN THE DIAGRAM

N – North **S** – South **E** – East **W** – West
YL – Yard Limits
NB – Northbound **SB** – Southbound
EB – Eastbound **WB** – Westbound

Milepost used for checking speed indicator accuracy will be shown without alpha prefixes and will be bordered like this:

| |
|------|
| 28.0 |
| 29.0 |

(P) Passenger Station
 CP Controlled Point
 (X) Interlocking
 (R) Remotely Controlled
 RT Running Track
 IT Industrial Track
 ss Spring Switch
 (A) Automatically Controlled
 ABS Automatic Block Signal Rules
 CPS Control Point Signal Rules
 TTB Thru-Truss Bridge
 CSS Cab Signal System Rules
 ATC Automatic Train Control Rules
 EQHR Equipment Handling Rules
 SDF Slide Detector Fence
 SDS Slide Detector Signal
 SDG Siding
 SSDG Signaled Siding
 CSDG Controlled Siding
 ABTH Air Brake and Train Handling Rules

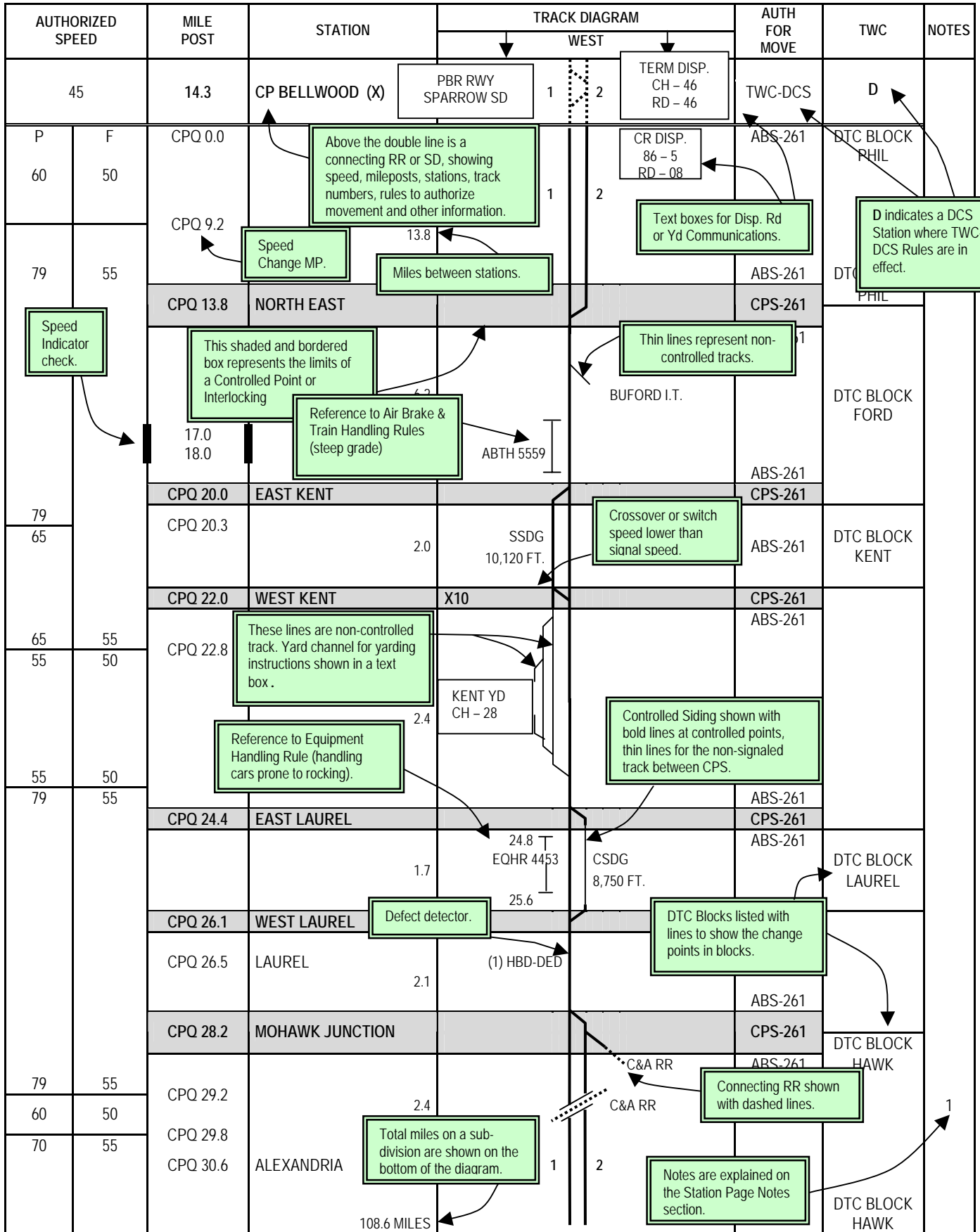
| |
|----------|
| CM DISP. |
| 94 – 7 |
| RD - 08 |

Communications text boxes show Dispatcher, Operator, Yardmaster or other station. AAR channel, call-in tone and where used, the number of "clicks" to call the station. If there is a separate road channel it be shown as "RD –"

Defect Detectors

(1) Type 1 (Equipment Handling Rules)
 (2) Type 2 (Equipment Handling Rules)
 AD Audible Detector
 DED Dragging Equipment Detector
 DEDAC Dragging Equipment Detector, Axle Counter
 HBD Hot Box Detector
 HCD High Car Detector
 HCDAC High Car Detector, Axle Counter
 HWD Hot Wheel Detector
 PDD Protruding Door Detector
 SWD Sliding Wheel Detector
 WID Wheel Impact Detector

LEGEND - SAMPLE SUBDIVISION - SS



JACKSONVILLE DIVISION OFFICERS

4901-160 Belfort Road – J390
Jacksonville, FL 32256

R.R. Downing
Division Manager

J.K. Miller
Assistant Division Manager

L.J. Jones
Superintendent
Line of Road - South

R.E. Close
Superintendent
Line of Road - North

R.H. Brownell
Director of Train
Operations

G.D. Turner
Manager of Safety
& Operating Practices

D. M. Gollobin
Senior Road Foreman
of Engines

T.S. Conner
Terminal Manager
Savannah

K. C Bryant
Terminal Superintendent
Jacksonville

J. D. Strickland
Terminal Superintendent
Waycross

J.T. Shiver
Terminal Manager
Baldwin

R.E. Brown
Terminal Manager
Mulberry

B.K. Bennett
Terminal Manager
Baldwin

R. F. Foster
Division Engineer

J.R. Rose
Division Mechanical Superintendent

K.M. Quinlan
Division Engineer Signals

| Location and Name | Title | Location and Name | Title | Location and Name | Title |
|---------------------------|-------------------------|-------------------------------------|-------------------------------|------------------------|-------------------------|
| Auburndale, FL | | Jacksonville Dispatch Center | | Tallahassee, FL | |
| L.J. Jones | LOR Superintendent | C.R. Luther | Chief Dispatcher | R.E. Close | LOR Superintendent |
| T.M. Dormeyer | Trainmaster | R.H. Brownell | Director Train Ops Operations | R.J. Huntley | Trainmaster |
| Baldwin, FL | | Jacksonville, FL | | Rockport, FL | |
| J.T. Shiver | Terminal Manager | K.C. Bryant | Terminal Superintendent | L.J. Jones | LOR Superintendent |
| B.D. Padgett | Trainmaster | C.P. Acree | Trainmaster | J.E. Barthle | Trainmaster |
| B.M. Humber | Trainmaster | K.A. Bailey | Trainmaster | D.W. Carroll | Trainmaster |
| Busch, FL | | R.S. Padgett | Trainmaster | K.R. Carpenter | Pier Manager |
| K.C. Bryant | Terminal Superintendent | H.D. Oglesby | Trainmaster | A.C. Casey | General Foreman |
| M.R. Montgomery | Trainmaster | W.C. Setser | Trainmaster | Tampa, FL | |
| H.W. Haga | Trainmaster | G.N. Walker | Trainmaster | B.K. Bennett | Terminal Manager |
| Brunswick, GA | | D.A. Allen | Road Foreman of Engines | P.V. Boland | Trainmaster |
| R.E. Close | LOR Superintendent | R.A. Stone | Road Foreman of Engines | T.B. Cooper | Trainmaster |
| D.E. Benton | Trainmaster | Miami, FL | | T.A. Edwards | Trainmaster |
| Chattahoochee, FL | | L.J. Jones | LOR Superintendent | O.M. Calvo | Road Foreman of Engines |
| R.E. Close | LOR Superintendent | V.L. Parker | Trainmaster | Thomasville, FL | |
| E.W. Brogdon | Trainmaster | D.W. Wardy | Trainmaster | R.E. Close | LOR Superintendent |
| Cordele, GA | | Mulberry, FL | | T.J. Harper | Trainmaster |
| R.E. Close | LOR Superintendent | R.E. Brown | Terminal Manager | Waycross, GA | |
| O.G. Perkins | Trainmaster | J. Cuse | Trainmaster | J.D. Strickland | Terminal Superintendent |
| Dothan, AL | | A.L. Keithley | Trainmaster | L.M. Hagen | Asst. Term. Supt. |
| R.E. Close | LOR Superintendent | JF Nichols | Trainmaster | J.B. Bailey | Trainmaster |
| D. Turner | Trainmaster | M.A. Seawell | Trainmaster | B.W. Biloski | Trainmaster |
| Ft. Lauderdale, FL | | B.E. Britt | Road Foreman of Engines | T.E. McCorvey | Trainmaster |
| L.J. Jones | LOR Superintendent | Orlando, FL | | R.K. Regulas | Trainmaster |
| A.B. Brantley | Trainmaster | L.J. Jones | LOR Superintendent | C. Roberts | Trainmaster |
| Fitzgerald, GA | | A. Jenkins | Trainmaster | W.M. Bacon | Road Foreman of Engines |
| R.E. Close | LOR Superintendent | C.W. Beckham | Trainmaster | E.L. Boyette | Road Foreman of Engines |
| I.R. Dixon | Trainmaster | Pensacola, FL | | Wildwood, FL | |
| | | R.E. Close | LOR Superintendent | L.J. Jones | LOR Superintendent |
| | | J.L. Johnson | Trainmaster | J.K. Woods | Trainmaster |
| | | G.W. Holzworth | Road Foreman of Engines | Winston, FL | |
| | | Savannah, GA | | R.E. Brown | Terminal Manager |
| | | T.S. Conner | Terminal Manager | SL Miller | Trainmaster |
| | | R.G. McCoy | Trainmaster | | |
| | | J.L. Mosley | Trainmaster | | |
| | | S.W. Pflibsen | Trainmaster | | |
| | | T.J. Strickland | Road Foreman of Engines | | |

DIVISION ENGINEERING

| NAME | TITLE | RNX | BELL |
|-------------------|-----------------|----------|--------------|
| E. Marrero | Engineer Track | 380-6232 | 813-664-6232 |
| J.H. Knight | Engineer Track | 292-1259 | 904-245-1259 |
| G. Wilhite | Engineer Track | 387-3036 | 912-338-3036 |
| J.F. Howell | Engineer Track | 380-6232 | 813-664-6232 |
| ROADMASTERS | | | |
| R.A. Koger | RM-Auburndale | | 863-968-0642 |
| W.F. Ward | RM-Baldwin | 266-5335 | 904-266-5335 |
| M.D. Killam | RM-Crestview | | 850-682-5910 |
| B.W. Johnston | RM-Dothan | | 334-792-5823 |
| W.R. McDaniel | RM-Fitzgerald | | 229-423-0584 |
| B.W. Reeves | RM-Hialeah | 378-3003 | 305-836-3003 |
| D.E. Gaskins | RM-Jacksonville | 388-2777 | 904-381-2777 |
| E.E. Commons | RM-Mulberry | | 863-425-1011 |
| J.M. Williams | RM-Mulberry | | 863-425-4994 |
| T.J. Taylor | RM-Oglethorpe | | 478-472-0183 |
| J.M. Crabtree | RM-Orlando | 376-3531 | 407-850-3531 |
| R.D. Shelor | RM-Palatka | | 386-325-4585 |
| B.H. Whitson | RM-Savannah | 384-1441 | 912-944-1441 |
| J.W. Cartwright | RM-Tallahassee | | 850-222-4460 |
| M.A. Wilson | RM-Tampa | 380-6372 | 813-664-6372 |
| J.E. Saladin, Jr. | RM-Tampa | 380-6257 | 813-664-6257 |
| J.W. Nettles | RM-Thomasville | | 229-226-8210 |
| A.D. Ambrose | RM-Waycross | 387-4634 | 912-287-4634 |
| R.L. Merday | RM-Waycross | 387-4626 | 912-287-4626 |
| C.L. Fitchett | RM-Wildwood | | 352-748-4793 |
| G.L. Pressley | RM-Williston | | 352-528-2793 |
| T.L. Pollock | RM-WP Bch | | 561-863-3339 |

ALPHABETIZE BY TITLE

DIVISION TRAIN CONTROL

| NAME | TITLE | LOCATION | RNX | BELL |
|-----------------|----------------------------|------------------------|----------|--------------|
| K.M. Quinlan | Division Engineer Signals | Jacksonville, FL | 292-1267 | 904-245-1267 |
| J.W. Guined | Manager of Signals | Fitzgerald, GA | 354-9745 | 229-424-9745 |
| N.E. Blaize | Manager of Signals | Ft. Lauderdale, FL | | 954-321-6283 |
| R.C. Currie | Manager of Signals | Green Cove Springs, FL | | 904-284-9073 |
| K.S. Renew | Manager of Signals | Mulberry, FL | | 863-425-1885 |
| L.H. Hightower | Manager of Signals | Tallahassee, FL | | 850-222-0706 |
| W.M. McInnes | Manager of Signals | Tampa, FL | 380-6410 | 813-664-6410 |
| D.E. Cahill | Electronic Signal Engineer | Waycross, GA | 387-4546 | 912-287-4546 |
| G.C. May | Manager of Signals | Waycross, GA | 387-4525 | 912-287-4525 |
| A.W. Sweatt | Manager of Signals | West Palm Beach, FL | | 561-863-3610 |
| J.I. McLaughlin | Manager of Signals | Wildwood, FL | | 352-748-1423 |

JACKSONVILLE DIVISION TELEPHONE NUMBERS

| | RNX | BELL |
|--|----------|--------------|
| General Manager | 292-1250 | 904-245-1250 |
| Assistant General Manager | 292-1265 | 904-245-1265 |
| Manager Operating Practices | 292-1073 | 904-245-1073 |
| Superintendent Line of Road – Jacksonville | 292-1297 | 904-245-1297 |
| Superintendent Line of Road – Tampa | 380-6201 | 813-664-6201 |
| Senior Road Foreman of Engines | 292-1027 | 904-245-1027 |
| Division Mechanical Superintendent | 292-1255 | 904-245-1255 |
| Division Engineer | 292-1268 | 904-245-1268 |
| Division Engineer Signals | 292-1267 | 904-245-1267 |

Emergency Assistance

| | |
|---|--------------------------------------|
| | <u>Emergency Only</u> |
| Chief Dispatcher | 800-232-0149 |
| CSX Railroad Police | 800-232-0144 |
| Safety Hotline (Company) – Jacksonville | RNX 380-6248 800-545-6154 |
| Employee Assistance Group | |
| 24-hour Assistance | 800-657-3366 |
| Terrance Glamp – Senior Manager | 800-531-4398 800-591-0317 (Pager) |

JACKSONVILLE OPERATIONS CENTER

4901 Belfort Road, Suite 160A – J390
Jacksonville, FL 32256

| | RNX | BELL | | | RNX | BELL |
|---|----------------------|--|--|---|----------------------|--|
| Jacksonville Chief Dispatcher - North | 388-4060 388-4061 | 904-381-4060 904-381-4061 | | AK Dispatcher Fitzgerald | 388-2737 388-2738 | 904-381-2737 904-381-2738 800-445-5508 |
| Jacksonville Chief Dispatcher South | 388-4064 388-4065 | 904-381-4064 904-381-4065 | | | | |
| Director Train Operations | 388-5398 | 904-381-5398 | | AZ Dispatcher Fernandina Jacksonville Terminal Kingsland | 388-2705 388-2706 | 904-381-2705 904-381-2706 800-224-2598 |
| AA Dispatcher Carters Sanford Vitis Wildwood | 388-2685 388-2686 | 904-381-2685 904-381-2686 800-628-4718 | | BA Dispatcher Auburndale Homestead Miami | 388-5177 | 904-381-5177 800-445-5520 |
| AB Dispatcher Bainbridge Dothan PA Tallahassee Thomasville | 388-2687 388-2688 | 904-381-2687 904-381-2688 800-628-4719 | | BB Dispatcher Achan Bone Valley Brewster Brooker Brooksville Clearwater CH Deerhaven Lakeland Palmetto Plant City Tampa Terminal Valrico West Coast Yeoman | 388-2730 388-2731 | 904-381-2730 904-381-2731 800-445-5504 |
| AC Dispatcher Brunswick Callahan Jesup Nahunta Savannah | 388-2689 388-2690 | 904-381-2689 904-381-2690 800-628-4720 | | | | |

NOTES

NOTES

ACHAN SUBDIVISION - AC

| AUTHORIZED SPEED | MILE POST | STATION | TRACK DIAGRAM | | AUTH FOR MOVE | TWC | NOTES |
|-------------------------------------|-----------|-------------|---|------------------|--------------------------------|-----|-----------------------------------|
| | | | ↓ | ↓ | | | |
| | | | VALRICO SD | | | | |
| 15 | SVH 7.1 | S. MULBERRY | | | CPS-261 | | DTC BLOCK SOUTH MULBERRY |
| | | | BB DISP 8-4 RD 84 1-800-445-5504 | | 261 | | |
| 25 | SVH 6.8 | | | | CPS-261 | | |
| | SVH 6.6 | 2.7 | | | 261 | | |
| | | | BONE VALLEY SD | | 193 YARD LIMITS ACHAN | | |
| 25 | | | | | | | |
| 10 | SVH 4.4 | ACHAN JCT. | .9 | | | | 1 |
| 25 | SVH 3.5 | | 3.2 | ROBERTS XOVER | PIERCE WYE | | |
| | | | | | BB DISP 8-4 RD 84 | | |
| 25 | SVH 0.3 | | .1 | | (TRAM) AGRICOLA SPUR | | 2, 3 |
| 10 | SVH 0.2 | | .2 | | 193 YARD LIMITS ACHAN | | |
| 25 | SVH 0.0 | BRADLEY | | | | | |
| | | | BREWSTER SD | | | | |
| SOUTH MULBERRY TO BRADLEY 7.1 MILES | | | | | | | |

STATION PAGE NOTES

- NOTE 1:** 10 MPH through Roberts Crossover, Pierce Wye and Pierce Lead.
- NOTE 2:** Agricola Spur (TRAM) between MP SVN 847.5 and MP SVN 849.0, Rockland Spur MP SVN 849.0 and MP SVN 852.4, South Pierce Railroad main track 10 MPH.
- NOTE 3:** Railroad crossing at grade. Refer to Jacksonville Division Special Instructions 1-E.

ACHAN SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

YARD LIMITS

| Yard Limits | |
|----------------------------|---|
| Tracks | Instructions |
| South Mulberry and Bradley | <p>Operation is under the supervision of 'BB' Dispatcher at Jacksonville. Permission must be obtained from dispatcher before entering main track at S. Mulberry or Bradley, or at any intermediate point, and must report to the dispatcher when clear.</p> <p>All movements must be made in the direction in which the line segment is given. Trains may not make reverse movements without permission of the dispatcher in order to protect Rule 704 working limits for maintenance of way employees.</p> |

SWITCHES

1. The following switches may be left lined as last used. Trains must approach these switches expecting them to be lined against their movement:
 - a) All junction and wye switches at Achan.
 - b) Bradley, Agricola Spur (Tram) and the North leg wye switch.
 - c) Pierce, MP SVH3.4, switches at each end of the crossover to Pierce Spur (Robarts Crossover).
 - d) Hookers switch on Agricola Spur.
 - e) All switches on Rockland Spur.

SWITCHING

The practice of 'kicking cars' with a conductor only assignment is prohibited within the limits of the Achen Subdivision, equipment is to be shoved to a joint or in the clear and appropriate hand brakes applied.

USE OF SPECIFIED TRACKS

South Pierce Spur- CSX and Mosaic company trains and engines will operate on the South Pierce Spur by receiving permission from the Mosaic Dispatcher at Agroek on Channel 66 and will report clear when the train has departed.

Trains may occupy that portion of track on the South Pierce Spur from the switch located on the Agricola Spur (Tram) at MP SVN 845.4, to the North Switch Hookers Prairie Lead, without permission from the Mosaic Dispatcher, operating in accordance with CSX Operating Rule 96 not exceeding 10 MPH.

Agricola Spur (Tram) – The Agricola Spur extends from Bradley, MP SVN 843.1, to the clearance point of the switch at MP SVN 849.0. Train movements will be governed by Rule 96 not exceeding 25 MPH and with verbal permission from BB train dispatcher, Jacksonville.

Rockland Spur Trains operating on Rockland Spur between MP SVN 849.0 Achan Subdivision and MP SVN 852.4 Rockland will be governed by Rule 96, with verbal permission from BB train dispatcher, Jacksonville, not exceeding 10 MPH.

2. INSTRUCTIONS RELATING TO SAFETY RULES

When in doubt take the safe course.

3. INSTRUCTIONS RELATING COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

NONE

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

NONE

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

Locomotive Six Axle Restrictions

All 6-axle locomotives are restricted in Rockland Yard, MP SVN 852.0 and also include the two curves north of Highway 630.

7. MISCELLANEOUS

NONE

NOTES

AUBURNDALE SUBDIVISION - AR

| AUTHORIZED SPEED | | MILE POST | STATION | TRACK DIAGRAM | | AUTH FOR MOVE | TWC | NOTES |
|------------------|----|--|---------------------------|-----------------------------------|---|-------------------------------------|---------------------------------|--------------|
| | | | | ↓ | ↓ | | | |
| P | F | | | SOUTH | | | | |
| | | | | END OF TRACK | | | | |
| 10 | 10 | SX 819.1 SX 819.2 SX 820.0 SX 820.1 | AUBURNDALE 2.9 | | <div style="border: 1px solid black; padding: 2px; width: fit-content; margin: 0 auto;">BA DISP 94-66 1-800-445-5520</div> <div style="border: 1px solid black; padding: 2px; width: fit-content; margin: 0 auto;">AA DISP 54-6</div> | 193 YARD LIMITS AUBURNDALE | | |
| 10 | 10 | SX 820.3 | AUBURNDALE CONNECTION | CARTERS SD | | CPS-261 | DTC BLOCK WINTER HAVEN | 1 2,3 |
| 20 | 20 | | | (X) (R) | SANFORD SD | 261 | | |
| | | SX 820.5 | AUBURNDALE INTERLOCKING | MCDONALD CONN. TRACK 30 MPH | BA DISP 94-66 | CPS-261 | | |
| 20 | 20 | SX 820.8 | | | | ABS-261 | | |
| 79 | 60 | SX 821.2 | | | | | | |
| | | SX 822.0 | MCDONALD CONNECTION | | | CPS-261 | | |
| 79 | | SX 823.1 | | 4.5 | | ABS-261 | | |
| 65 | | SX 823.5 | | | | | | |
| 79 | | SX 825.6 | | | | | | |
| 79 | 60 | SX 825.9 | | | | | | |
| 55 | 55 | SX 826.3 | | | | ABS-261 | | |
| 30 | 30 | SX 826.5 | N.E. WINTERHAVEN | | | CPS-261 | | |
| 50 | 50 | SX 827.1 | | 1.3 | WINTER HAVEN SIDING CSDG 7,040 FT. 25 MPH | 261 | | |
| 50 | 50 | SX 827.8 | S.E. WINTER HAVEN | | | CPS-261 | DTC BLOCK WINTER HAVEN | |
| 79 | 60 | SX 829.3 | DD | 6.8 | | ABS-261 | | |
| | | SX 834.6 | N.E. W. LAKE WALES | | | CPS-261 | | |
| 79 | | SX 835.4 | | .9 | CSDG 10,222 FT. 25 MPH | 261 | DTC BLOCK FROST- PROOF | |
| 65 | | SX 835.5 | N.E. SHORT PASS | | CSDG | CPS-261 | | |
| | | | | .4 | | 261 | | |
| | | SX 835.9 | S.E. SHORT PASS | | SSDG | CPS-261 | | 2 |
| 65 | | SX 836.4 | | | | 261 | | |
| 79 | | SX 837.4 | S.E. LONG BARREL | 1.5 | | CPS-261 | | 2 |
| | | SX 840.0 | | 8.6 | | | | |
| 70 | | SX 841.3 | | | | ABS-261 | DTC BLOCK FROST- PROOF | |
| 79 | 60 | | | | | | | |

AUBURNDALE SUBDIVISION - AR

| AUTHORIZED SPEED | | MILE POST | STATION | TRACK DIAGRAM | | AUTH FOR MOVE | TWC | NOTES |
|------------------|----|-----------|-----------------------|--------------------------|--------------------------|---------------|-----------------------|-------|
| | | | | ↓ | ↓ | | | |
| P | F | | | | | | | |
| 79 | 60 | SX 846.0 | N.E. WEST FROST PROOF | | | CPS-261 | DTC BLOCK FROST PROOF | 2 |
| | | | 1.5 | SSDG 7,300 FT. 25 MPH | | 261 | | |
| | | SX 847.5 | S.E. WEST FROST PROOF | | | CPS-261 | | |
| 79 | | SX 847.9 | | | FROST PROOF DD | | | |
| 70 | | SX 856.4 | | 9.3 | | ABS-261 | | |
| | 60 | SX 856.7 | | | | | | |
| 45 | 45 | SX 856.8 | N.E. AVON PARK | | | CPS-261 | | |
| | | | | .9 | | 261 | | |
| | | SX 857.7 | S.E. AVON PARK | | | CPS-261 | | |
| | | | | | | | | |
| 45 | 45 | SX 858.8 | | 3.9 | | ABS-261 | DTC BLOCK TURNER | |
| 70 | 60 | SX 861.6 | N.E. HARTT | | | CPS-261 | | |
| 70 | | SX 862.9 | | 1.5 | SSDG 7,378 FT. 25 MPH | 261 | DTC BLOCK MILDRED | 2 |
| 75 | | SX 863.1 | S.E. HARTT | | | CPS-261 | | |
| | | SX 864.3 | | | | ABS-261 | | |
| | | SX 865.1 | | | | | | |
| | | SX 865.4 | | | HARTT DD | | | |
| | | SX 866.0 | | | | | | |
| 70 | 60 | SX 866.5 | | | | | | |
| 45 | 45 | SX 867.2 | SEBRING | 6.8 | | | | |
| | | SX 867.5 | | | | | | |
| 60 | 55 | SX 868.0 | | | | ABS-261 | | |
| 79 | 60 | SX 869.9 | N.E. RIDGE | | | CPS-261 | DTC BLOCK TURNER | 2 |
| | | | 1.4 | SSDG 7,376 FT. 10 MPH | | 261 | | |
| | | SX 871.3 | S.E. RIDGE | | | CPS-261 | DTC BLOCK PLAINS | 2 |
| | | | 12.0 | | | ABS-261 | | |
| | | SX 883.3 | N.E. PLAINS | | | CPS-261 | | |
| | | | 1.7 | SSDG 8,992 FT. 10 MPH | | 261 | | |
| | | SX 885.0 | S.E. PLAINS | | | CPS-261 | | |
| | | SX 888.7 | | | PLAINS DD | ABS-261 | | |
| | | | 6.6 | | | | | |
| | | SX 891.6 | N.E. FT BASSENGER | | | CPS-261 | | |
| | | | 1.5 | SSDG 7,289 FT. 10 MPH | | 261 | | |
| | | SX 893.1 | S.E. FT BASSENGER | | | CPS-261 | | |
| | | | 8.0 | | | ABS-261 | | |
| | | SX 901.1 | N.E. MILDRED | | | CPS-261 | DTC BLOCK MILDRED | 2 |
| | | | 1.5 | SSDG 7,268 FT. 10 MPH | | 261 | | |
| | | SX 902.6 | S.E. MILDRED | | | CPS-261 | | |
| | | | 4.7 | | | ABS-261 | | |
| | | SX 907.3 | N.E. OKEECHOBEE | | | CPS-261 | | |
| | | | 1.6 | CSDG 6,744 FT. 10 MPH | | 261 | | |
| 79 | 60 | SX 908.9 | S.E. OKEECHOBEE | | | CPS-261 | | |

AUBURNDALE SUBDIVISION - AR

| AUTHORIZED SPEED | | MILE POST | STATION | TRACK DIAGRAM | | AUTH FOR MOVE | TWC | NOTES |
|------------------|---------------|-----------|-----------------|---------------|--------------------------|---------------|-------------------|-------|
| P | F | | | ↓ | SOUTH | | | |
| 79 | 60 | SX 909.2 | | | | | | |
| 70 | 60 | SX 909.8 | | | | ABS-261 | DTC BLOCK MILDRED | |
| 79 | 60 | SX 911.2 | 4.5 | | SHERMAN DD | | | |
| | | SX 913.4 | N.E. SHERMAN | | | CPS-261 | | |
| | | | | | SSDG 7,278 FT. 10 MPH | 261 | DTC BLOCK ZANA | 2 |
| | | SX 914.9 | S.E. SHERMAN | 1.5 | | CPS-261 | | |
| 79 | 60 | SX 922.2 | MARCY | 9.4 | (X) (A) SCXF | ABS-261 | | 4 |
| 70 | 40 | SX 922.3 | | | | | | |
| 79 | 60 | SX 924.3 | N.E. ZANA | | | CPS-261 | | |
| | | | | | CSDG 9,136 FT. 10 MPH | 261 | | |
| | | SX 926.1 | S.E. ZANA | | | CPS-261 | | |
| | | SX 931.3 | | | BAKER DD | ABS-261 | | |
| | | SX 932.5 | BAKER SPUR | 8.4 | | CPS-261 | | |
| | | | | | | ABS-261 | | |
| | | SX 934.5 | N.E. INDIANTOWN | | | CPS-261 | DTC BLOCK ZANA | |
| | | | | 1.9 | SSDG 9,421 FT. 10 MPH | 261 | | 2 |
| | | SX 936.4 | S.E. INDIANTOWN | | | CPS-261 | | |
| 79 | 60 | SX 936.7 | | | | | DTC BLOCK UNITED | |
| | NB ONLY 60 | | | | | 261 | | 5 |
| 79 | 60 | SX 937.2 | | | ST LUCIE CANAL DB | | | |
| 45 | 25 | SX 937.3 | | | | | | |
| 79 | 60 | SX 939.9 | YALE | 3.5 | | CPS-261 | | |
| | | | | | | ABS-261 | | |
| | | SX 947.6 | NE UNITED | 7.7 | | CPS-261 | | |
| | | | | | CSDG 7,027 FT. 10 MPH | 261 | | |
| | | SX 949.0 | SE UNITED | 1.4 | | CPS-261 | | |
| | | | | | | ABS-261 | | |
| | | SX 950.2 | PALM CENTER | 1.2 | | CPS-261 | | |
| | | SX 952.1 | | 4.8 | DELTA DD | ABS-261 | | |
| | | SX 955.0 | N.E. DELTA | | | CPS-261 | | |
| | | | | | SSDG 7,538 FT. 10 MPH | 261 | DTC BLOCK UNITED | 2 |
| 79 | 60 | SX 956.5 | S.E. DELTA | | | CPS-261 | | |
| | | | | | MIAMI SD | | | |
| | | | | | BA DISP 94-66 | | | |

AUBURNDALE TO DELTA 137.4 MILES

STATION PAGE NOTES

NOTE 1: That portion of the Auburndale Subdivision between the home signals at the Auburndale Railroad Crossing at grade, from MP SX 820.3 to MP SX 820.5, is designated as part of the Carters Subdivision. Requests for track occupancy authorities should use an "SX" MP for protection on the "SX-Line" main track, and an "A" MP for protection on the "A-Line" main track.

Railroad crossing at grade, Rule 226-B(3).

That portion of the Auburndale Sub between MP SX 819.1 and SX 820.3 will be known as the McDonald Yard Limits. Permission to enter these limits must be obtained from the BA Dispatcher.

NOTE 2: Rules CPS 261 are in effect on the following sidings: McDonald Connection at Auburndale, West Lake Wales (between SAS MP SX 835.9 and south switch MP SX 837.4), West Frost proof, Hartt, Ridge, Plains, Ft. Basinger, Mildred, Sherman, Indiantown, Delta.

NOTE 3: Rules CPS 261 are in effect on the McDonald Connection Track at Auburndale, which extends between A 841.4. Carters Subdivision and SX 822.0, Auburndale Subdivision. This track is considered a signaled siding in application with the rules. The switch located at MP SX 822.0, Auburndale Sub., is referred to as the McDonald Connection. The switch located at MP A 841.4, Carters Sub, is referred to as the Auburndale Connection.

NOTE 4: Railroad crossing at grade MP SX 922.2. Automatic 226-B (3).

NOTE 5: All trains (northbound ONLY) must reduce speed to 60 MPH between MP SX 937.2 and SX 936.7.

AUBURNDALE SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

JUNCTIONS, DRAWBRIDGES, AND RAILROAD CROSSINGS AT GRADE

DRAWBRIDGES

St. Lucie Canal, MP SX 937.2 – Attended 0600 to 2200, daily. Outside of assigned hours of the bridge tender, the bridge is lined for rail movement. Trains stopped by signal governing movement will not proceed until a proceed signal is received from the bridge tender, given with green flag by day and green light by night. When the bridge tender is not on duty and the bridge is lined for rail movement, a member of crew must use designated walkway to ascertain that the drawspan and lift rails are in the proper position before movement is allowed to proceed.

ROAD CROSSINGS AT GRADE

1. Providing Crossing Protection

Okeechobee – Crews must provide flag protection when using House Track at 9th Ave, MP SX 908.22.

2. Blocking Crossings –

- a) Do not block Honey House Road crossing, MP SX 835.5, Auburndale Subdivision in excess of 15 minutes.
- b) Do not block Lake Wales-Alturas Road crossing, MP SX 836.1, Auburndale SD in excess of 15 minutes between the hours of 0600 and 1800.
- c) Trains stopping to set off or pick up in Okeechobee must not block road crossings in the Douglas Park area, between MP SX 909.4 and MP SX 910.4, as there are no alternate routes for emergency vehicles.

Northbound trains making engine swaps at Okeechobee will leave trains at Sherman unless the train length will permit stopping clear of all crossings in the above area. Trains stopped in this area due to an undesired emergency brake application, defect detector activation or other problems must immediately advise the “BA” train dispatcher and request that Okeechobee County be notified.

USE OF SPECIFIED TRACKS

The following tracks are designated as “track other than main track” and trains will be governed by Rule 96, not exceeding 10 MPH.

1. Avon Park Spur: Switches will be left lined and locked for straightway movement on this spur.
2. Sebring Airport Spur
3. Baker Spur
4. Palm Center Spur
5. All Industrial Tracks – Okeechobee

2. INSTRUCTIONS RELATING TO SAFETY RULES

CLOSE CLEARANCE

- a) **At Auburndale, FL**, the center-to-center distance between the Coca-Cola Freezer Track and the Coca-Cola Runaround Track is 12 foot 0 inches. Employees must not ride the side of moving cars on these tracks when the adjacent track is occupied by cars or equipment.
- b) Look out for close clearance on both sides of the Coca-Cola (Auburndale) Freezer Track, MP SX 820.5. A ladder on the platform side and retaining wall supports on the opposite side may strike a person riding on the side of equipment.
- c) At the Cargill, Inc., plant at Auburndale, FL., MP SX 820.0, an obstruction on the plant side (south side) of the industry track will not clear a person riding on the side of equipment. Employees must not ride equipment on the plant side (south side of this industry’s track) within the fenced compound.
- d) Look out for close clearances which will not clear a person riding on the side of equipment at the following industry locations:

| Industry Name | Milepost | Obstruction |
|-----------------------|----------|---------------------------------------|
| Florida Global Citrus | SX 820.1 | Unloading platform |
| Coca Cola Freezer | SX 820.5 | Ladder attached to unloading platform |
| Florida Distillers | SX 820.5 | Pipes on both sides of track |
| Tenneco Packaging | SX 821.2 | Unloading platform |
| U.S.A. Box | SX 835.4 | Dock and fire hose cabinet |
| Syfrett Feed Mill | SX 907.0 | Cotton Seed unloading shed |
| Dairy Feed Mill | SX 908.3 | Ramp |
| Watford Trucking Lead | SX 908.7 | Fence on East Side |
| Bay State Milling | SX 932.5 | Shed over outside track |

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

NONE

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

NONE

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

Locomotive Six-Axle Restrictions

| | | |
|--------|----------|-------------------------|
| Item 1 | SX 820.5 | Commercial Cold Storage |
| Item 2 | SX 820.9 | International Paper |
| Item 3 | SX 821.1 | Freezer Lead |
| Item 4 | SX 821.4 | Owens Lead |
| Item 5 | SX 821.9 | Scott's |
| Item 6 | SX 822.9 | Carpenters of Americana |
| Item 7 | SX 834.9 | Box USA |
| Item 8 | SX 858.7 | Avon Park Uptown |

7. MISCELLANEOUS

Operation on Indiantown Cogeneration Plant

This facility is entered via the power switch at Baker Spur, located at MP SX 932.5.

1. Movements will be governed by Operating Rule 96.
2. Maximum authorized speed is 10 MPH.
3. CSXT trains and engines will not operate through the dumper shed without permission from plant personnel obtained via telephone at (561) 597-6500 ext. 30. Conductor or engineer must record the name of person granting permission.
4. All trains operating on Baker Spur, MP SX 932.5, Auburndale Subdivision will ring the engine bell continuously and sound the horn frequently whenever moving on the loop track inside of the power plant's gates.
5. Unless otherwise instructed, inbound coal trains will pull around the loop (straightaway movement from the main lead), STOP at the switch governing entrance to the dumper track and cut away from the train.

CSXT engines will then proceed around the loop to the rear of the train and remove their end-of-train device which will stay with the engines. Indiantown generating crews have instructions not to couple to the train until the CSXT engines depart. As an additional safeguard, CSXT crews will confirm that the EOT air pressure reads "zero", then disconnect the EOT air hose from the trainline and leave the angle cock open while removing the device.

6. Outbound train crews will report for duty, as called at Dyer where they will receive the necessary train bulletins, messages and superintendent's bulletins as well as a work order.

Trains will operate engine light to the Cogeneration Plant where they will pick up the empty train, attach their EOT device, make the required brake test and depart.

7. Coal trains leaving their engines on Baker Spur at Indiantown will leave them just inside the gate at their power plant to avoid false activation of the industry's crossing gates.
8. **Winter Haven** –In order to accomplish interchange of traffic at Winter Haven, Florida Midland Railroad has operating rights on the Auburndale Subdivision main track between MP SX 826.1 and MP SX 826.5 (north end of Winter Haven Siding) and on Winter Haven Siding between MP SX 826.5 and MP SX 827.1, including the Eloise Storage Track.

Rule 96: Trains may use tracks, other than main tracks, signaled tracks or sidings, without permission. (See Rule 46).

9. **West Lake Wales** – In order to accomplish interchange of traffic at West Lake Wales, Florida Midland Railroad Company has operating rights on the main track of Auburndale Subdivision between MP SX 835.8 and MP SX 836.4 and on that portion of West Lake Wales Siding known as Short Pass, the Pocket Track, the yard leads and yard tracks.

Rule 96: Trains may use tracks, other than main tracks, signaled tracks or sidings, without permission. (See Rule 46).

10. **West Lake Wales** – Track No. 1 and the Pocket Track at West Lake Wales are designated as a Controlled Siding from the power switch located at the north end of West Lake Wales near MP SX 834.6 to and including the power switch located at the north end of the short pass near MP SX 835.6.

Hand-operated switches associated with this siding have been equipped with switch locks and switch targets have been changed to indicate "green" when lined for the siding. Your attention is directed to Operating Rule 104-A.

11. Procedure for unlocking the Florida Midland switch at the S.E. of the short pass at West Lake Wales.
 - A. All cars must be clear of "OS" Section of the south end of the short pass. (Nothing can be between the home signals)
 - B. Request that the dispatcher unlock the switch and request the signal. (You should receive an "S" marker light on the NAS signal or the dwarf out of the switch, depending on the direction of the move.
 - C. Unlock the switch, line it for movement and remove the derailer.

- D. The signal will come up for the move.
- E. When finished with the switch, restore it to the normal position and put the derailer back in the derailing position.

12. **Interchange with the SCXF RR** – will be accomplished at the SCXF Interchange Yard at Desoto City, located at MP AVC 879 on the SCXF RR. The yard consists of two tracks (Track A and Track B) each approximately 4,700 feet in length.

Pursuant to the interchange agreement between CSXT and SCXF, CSXT trains have operating rights on the SCXF main track and interchange tracks between the junction switch at Sebring, MP AVC 875.5, and the south yard limit board at Desoto City, MP AVC 881.0, in order to accomplish the interchange.

Authority for movement on this section of SCXF main track for both CSXT and SCXF trains is CSXT Operating Rule 96. CSX crews are required to comply with all CSXT Operating and Safety Rules while operating on SCXF trackage and will comply with Special Instructions issued by or for the SCXF RR.

Both CSXT and SCXF trains will monitor CSXT Radio Channel 66 while operating within the above yard limits.

CSXT trains, which will operate over the SCXF RR, which connects at Sebring, MP SX 867, must obtain a copy of the current SCXF speed restrictions prior to leaving their on-duty location. Maximum authorized speed over this trackage is 10 MPH unless otherwise restricted. The SCXF speed restrictions will be in the form of a single page with the heading "South Central Florida Railroad" and a sub-heading "Speed Restrictions To Date," followed by the current date.

The speed restrictions will then be listed, along with the milepost locations, in two columns.

The SCXF Railroad will fax a copy of their current speed restrictions to the on-duty location of trains regularly assigned to operate on their trackage, and the conductor and engineer must each obtain a copy. If a copy of the current speed restrictions is not available when reporting for duty, the conductor or engineer will call the SCXF Railroad at 1-800-548-8743 or 1-863-983-3163 and request a copy.

13. **Okeechobee** – Locomotives with full fuel tanks must not be set off on the uptown track at Okeechobee, MP SX 908.8, unless they are left on level portion of this track.

Freshly fueled engines will release as much as 300 gallons of fuel into the environment if left on a grade at this location.

14. Trains must not take cars, other than cars belonging to the SCXF, at interchange Sebring/Desoto City, with the exception of

caboose/shoving plate. No rail cars in excess of 263,000 GWR are permitted on SCXF interchange track between MP AVC 875.5 and MP AVC 881.0.

15. **Palm Center Spur** – Trains operating on Palm Center Spur, MP SX 950.3, must expect to find T.D.S.I. trackmobiles working between the yard and the ramp and protected by a blue flag. This blue flag will normally be placed such that a train consisting of 3 engines and 30 auto racks will be able to enter the spur and STOP short of the blue flag without blocking Highway 710.

To prevent the unnecessary blocking of the crossing(s) by longer trains, the following instructions are placed in effect:

- a) Before 2000 hrs – Trains with more than 30 auto racks should not enter the spur unless they can communicate with T.D.S.I. by radio or the BA dispatcher notifies them that T.D.S.I. will be able to clear up.
- b) After 2000 hrs – Trains with more than 30 auto racks should not enter the spur unless they can communicate with T.D.S.I. and will be able to clear up or have finished their work.

Exception: When it becomes necessary for T.D.S.I. to work later than 2000 hrs., they will notify the BA train dispatcher when they have finished, or are able to clear for a train, and item (a) above then applies.

Phone numbers:

T.D.S.I. Palm Center City 1-561-625-9600 and Co. 8-587-9600.

16. **Auburndale**
All crews switching in N.E. Can Yard at Auburndale, and setting cars to the main track, (Towards Derby Ave.) will request a switching signal from the train dispatcher. This will prevent the system from lining the switch normal should a car clear the circuit, and another light will come up.

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BAINBRIDGE SUBDIVISION - B9

| AUTHORIZED SPEED | MILE POST | STATION | TRACK DIAGRAM | | AUTH FOR MOVE | TWC | NOTES |
|------------------|---|---------------------------------|---------------|--|-------------------------------------|---------------------------------|-------|
| | | | ↓ SOUTH ↓ | ↓ | | | |
| 10 | SLC 92.4 | | | GSWR | 193 YARD LIMITS GSWR | | |
| 10 | SLC 91.6 SLC 91.3 SLC 91.1 SLC 91.0 | BAINBRIDGE RR CROSSING GATES | | <div style="border: 1px solid black; padding: 2px; width: fit-content; margin-bottom: 5px;">AB DISP 08-2 RD-66 1-800-628-4719</div> TRANSFER TRACK NEW TRACK DOTHAN SD MINDUS ELBERTA CRATE DOLLAR FARM SOUTHERN CONCRETE WHARF TRACK PORT LEAD GULF TRACK BRICK SUPPLY CAB TRACK FLINT CONCRETE SCALE 3 2 1 BAINBRIDGE YARD | 193 YARD LIMITS BAINBRIDGE | | 1 |
| 10 | SLC 90.6 SLC 90.5 SLC 90.3 SLC 90.05 | | | | | | |
| 10 | SLC 89.2 SLC 89.1 | | | | 193 YARD LIMITS BAINBRIDGE | | |
| 10 | SLC 88.0 | YARD LIMITS DTC BLOCK SIGN | ↓ | | TWC-DTC | DTC BLOCK ATTAPULGUS | |
| 25 | SLC 78.5 | DTC BLOCK SIGN | | | | DTC BLOCK OGELSBY | |
| | SLC 77.8 SLC 77.2 SLC 76.4 SLC 76.2 | ATTAPULGUS | | | | | |
| | SLC 75.6 | DTC BLOCK SIGN | | | | | |
| | SLC 69.1 SLC 67.2 SLC 66.7 SLC 59.3 | HAVANNA | | HAVANA DD COASTAL LUMBER LAKE JACKSON STORAGE TRACK 80 CARS TALLAHASSEE IND PARK MCKENZIE TANK LINES | | DTC BLOCK LAKE JACKSON | |
| | SLC 58.4 | | | | | | |
| | SLC 54.4 | TALLAHASSEE IND PARK | | | | | |
| 25 | | | | | TWC-DTC | | |

BAINBRIDGE SUBDIVISION - B9

| AUTHORIZED SPEED | MILE POST | STATION | TRACK DIAGRAM | | AUTH FOR MOVE | TWC | NOTES |
|---|--------------------------|-------------|---|--|---------------|------------------------------|-------|
| | | | ↓ SOUTH ↓ | | | | |
| 25 | 54.0 53.0 SLC 52.0 | | BAINBRIDGE SUB | | TWC-DTC | DTC BLOCK LAKE JACKSON | |
| 25 | SLC 52.0 | TALLAHASSEE | AB DISP 08-2 RD-66 1-800-628-4719 | | CPS-261 | | |
| | | | | | ABS-261 | | |
| 38.2 MILES TALLAHASSEE TO BAINBRIDGE | | | | | | | |
| STATION PAGE NOTES | | | | | | | |
| NOTE 1: Railroad crossing at grade, refer to Jacksonville Division Special Instructions Item 1-E. | | | | | | | |

BAINBRIDGE SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

Speeds

Trains must not exceed 10 MPH on all tracks, other than main track, between

Switches

Main track switches, entering and departing the CSX yard, within yard limits, Bainbridge, GA., can be left as last used. Trains must approach these switches prepared to STOP and know that they are properly lined for the desired route.

Use of Specified Tracks

All sidings and industrial tracks on the Bainbridge Subdivision between MP SLC 52.0 and MP SLC 78.7 are excepted track, other than No. 5 track and the lead to Englehardt at Attapulcus.

2. INSTRUCTIONS RELATING TO SAFETY RULES

CLOSE CLEARANCES

All tracks at Englehardt Mine.

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

All trains must contact the AB dispatcher after passing MP SLC 58.0 and advise them of your approach to Tallahassee.

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

NONE

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

NONE

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

Refer to Jacksonville Division Special Instructions, Double stack and multi-level movements, item No. 6

7. MISCELLANEOUS

1. All cars left on the Coastal Lumber Lead at Hinson, Florida, must have the hand brakes applied on each car.
2. Cars placed at Englehardt Minerals and Chemicals at Attapulcus, Georgia, must have the hand brakes

applied on at least 10% of the cars with a minimum of two (2) hand brakes applied on each cut of cars.

3. As information, Rule 193 is in effect on the GSWR RR between MP SLC 91.6 and MP SLC 92.4. GSWR operational blocks begin at MP SCL 92.4.

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BONE VALLEY SUBDIVISION - BV

| AUTHORIZED SPEED | MILE POST | STATION | TRACK DIAGRAM | | AUTH FOR MOVE | TWC | NOTES |
|-------------------------------------|-----------|--------------------------|---------------|---|--|---------------------------------|-------|
| | | | ↓ | ↓ | | | |
| | | | | SOUTH | | | |
| | | | | LAKELAND SD | | | |
| 10 | AY 863.7 | PRAIRIE JCT (CP-NB ONLY) | 2.7 | <div style="border: 1px solid black; padding: 2px; display: inline-block;">MULBERRY YD. 66-84</div> | <div style="border: 1px solid black; padding: 2px; display: inline-block;">BB DISP 08-5 RD 84 1-800-445-5504</div> | 96 | |
| 10 | AY 866.4 | MULBERRY RR CROSSING | | VALRICO SD | (X) (R) | CPS-261 | |
| 25 | | | 2.5 | | | 193 YARD LIMITS PIERCE | |
| | AY 868.9 | ACHAN | | ACHAN SD | | | |
| | | | 4.3 | PIERCE WYE | BONNIE SPUR | | |
| | AY 873.2 | GREEN BAY | | | NORALYN SPUR | | |
| 25 | | | 4.1 | | | 193 YARD LIMITS PIERCE | |
| 10 | AY 877.3 | AGRICOLA | | | ROCKLAND SPUR | | |
| | AY 877.5 | | .2 | | | | |
| | | | | END OF TRACK | | | |
| PRAIRIE JCT. TO AGRICOLA 13.8 MILES | | | | | | | |

| STATION PAGE NOTES |
|---|
| NOTE 1: Remotely controlled, Rule 226-B(3), speed restriction over RR crossing at MP AY 866.4 |

BONE VALLEY SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

YARD LIMITS

| Tracks | Instructions |
|--|---|
| Between Mulberry RR Crossing at grade and Agricola | Yard Limits extend between the Mulberry RR crossing, AY 866.4 and Agricola. Operation is under the supervision of the BB Dispatcher at Jacksonville on Channel 08-08. Trains must secure permission from the dispatcher before entering the main track at Mulberry RR Crossing, Achan or any intermediate point and must report to the dispatcher when clear. All movements must be made in the direction in which the line segment is given. Trains may not make reverse movements without permission of the dispatcher in order to protect Rule 704 working limits for maintenance of way employees. |

SWITCHING

Prairie Yard – Cars are not allowed to be kicked into NE Tracks No. 5 and No. 6. Cars must be shoved into these tracks.

The practice of 'kicking cars' with a conductor on the assignment is prohibited within the limits of the Bone Valley Subdivision. Equipment is to be shoved into the joint or in the clear and appropriate hand brake applied.

SWITCHES

- All wye and junction switches at Achan, MP AY 869.0, may be left lined as last used.
- All wye switches at Green Bay, MP AY 873.7, may be left lined as last used.
- All switches at Agricola, AY MP 877.6, may be left lined as last used.

USE OF SPECIFIED TRACKS

| Tracks | Instructions |
|-------------|--|
| Bonnie Spur | Trains will obtain permission from BB Dispatcher before leaving when enroute to Valrico Sub. via Bonnie Spur. Switches will be left as last lined. |

2. INSTRUCTIONS RELATING TO SAFETY RULES

HAZARDOUS WALKING CONDITIONS

Look out for hazardous walking conditions on the Bone Valley Subdivision, north end of Green Bay, between No. 1 and No. 5 tracks, MP AYL 873.2.

CLOSE CLEARANCE

- Employees will not ride the side of cars in Tracks 1 through 4, Mulberry Yard.
- Engines may not use Track no. 9 (Sulphur Track, MP AY 872.6), Mosaic Industries, Green Bay, beyond 376 feet from switch points, as the engines will not clear the steam pipes.

Between the car and switch at Mulberry Parallel Products, Noralyn, FL, MP AYJ 876.0; it will not clear man on side of car at this location.

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

NONE

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING

NONE

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

LOCOMOTIVE SIX-AXLE RESTRICTIONS

AY 877.3 Connection Track Agricola.

7. MISCELLANEOUS

- Green Bay – CSX Crews en route to Mosaic Industries will contact the industry's shift supervisor by radio advising him of their arrival and the location (north or south end) in the yard where they will be switching. Thereafter, if the work location is changed, the industry supervisor must again be contacted and advised of the change in locations. CSXT crews must obtain permission from the industry supervisor to use any and all tracks within the industry. Mosaic also requires that hard hats be worn by everyone while on their property, including employees of CSXT. Green Bay – Mosaic monitors Channel 66. Additionally, CSXT crews will notify the industry supervisor when they depart. Cars must not be left fouling the south end of Track 1 or 5 lead at Green Bay.

Noralyn – All CSX trains en route Noralyn must contact the IMC/Agrico supervisor at Noralyn via "Channel 66" or by Bell telephone 863-860-1087 on Mobile Access, before crossing highway 555 on the Noralyn Spur, Bone Valley Subdivision, for permission to enter yard.

2. When trains are given the line from Rockland to Green Bay by the BB Dispatcher, with instructions to be looking out for another train at Green Bay, the train must not pass Highway 640 without talking to the train at Green Bay.
3. Employees are prohibited from riding equipment except on a locomotive, shoving platform (caboose) or a car equipped with a riding platform that has a safety rail position between you and the end of equipment at Prairie Yard (Bone Valley Subdivision) between the north end Prairie MP AY 863.7 and the south main line switch MP AY 865.9, unless the adjacent track is seen to be clear.
4. The practice of 'kicking cars' with a conductor on the assignment is prohibited within the limits of the Bone Valley Subdivision. Equipment is to be shoved to a joint or in the clear and appropriate hand brakes applied.
5. Unless otherwise instructed, all crews terminated at Mulberry/Prairie, FL will remove EOT device and place an EOT rack, or other designated place, as directed by the trainmaster on duty. Devices will not be left on engines or equipment unless otherwise instructed.

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BREWSTER SUBDIVISION - B7

| AUTHORIZED SPEED | MILE POST | STATION | TRACK DIAGRAM | | AUTH FOR MOVE | TWC | NOTES |
|------------------|-------------------------------------|----------------------------|---------------|---|---|----------------------------------|-------------------------|
| | | | ↓ SOUTH | ↓ | | | |
| | | | VALRICO SD | | | | |
| 40 | SVC 835.8 | EDISON | | <div style="border: 1px solid black; padding: 2px; width: fit-content; margin: 0 auto;">BB-DISP 08-4 RD 84 1-800-445-5504</div> | 193 | | 1 |
| | | | | N. NEW WALES S. NEW WALES | <div style="border: 1px solid black; padding: 2px; width: fit-content; margin: 0 auto;">MULBERRY YARD 66/84</div> | 193 YARD LIMITS BRADLEY | |
| 40 10 | SVC 842.8 | | | | | | |
| | SVC 843.5 | BRADLEY | | ss | | | 2 |
| 10 35 | SVC 843.4 SVC 845.6 SVC 846.6 | BREWSTER DTC BLOCK SIGN | | ss (X) | ACHAN SD | 193 YARD LIMITS BRADLEY | |
| | | | | | | TWC-DTC | |
| | SVC 851.0 | DTC BLOCK SIGN AGROCK | | MOSAIC AGRICO (x) | | 193 YARD LIMITS AGROCK | 2 |
| | SVC 853.0 | DTC BLOCK SIGN | | | | TWC-DTC | |
| | SVC 855.3 | GARWOOD | | | | | |
| 35 25 | SVC 856.0 | | | | | | DTC BLOCK GARWOOD |
| | SVC 858.2 | N.E. GARWOOD SOUTH | | | | | |
| | SVC 859.8 | S.E. GARWOOD SOUTH | | HARDEE YARD | | | |
| 25 10 | SVC 861.0 | DTC BLOCK SIGN | | | | | |
| | | | | | | | |
| 10 | SVC 882.0 | | | | | | DTC BLOCK ONA |
| 25 | SVC 883.0 | DTC BLOCK SIGN ARCADIA | | | | TWC-DTC | |
| | | | | TO END OF TRACK | | | |

EDISON TO ARCADIA 47.2 MILES

STATION PAGE NOTES

- NOTE 1: South wye Edison 10 MPH.
 NOTE 2: Railroad Crossing at grade. Refer to Jacksonville Division Special Instructions, Item 1-E.
 NOTE 3: All tracks between MP SVC 860.0 and MP SVC 883.0 are declared "excepted track".

BREWSTER SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

RAILROAD CROSSINGS AT GRADE

The railroad crossing gates at Bradley, MP SVH 0.2 have been removed and replaced with stop signs. All trains approaching this railroad crossing from any direction are to stop within sight of traffic of the intersecting line not exceeding 5 car lengths and then proceed after way is seen to be clear.

SPRING SWITCHES

1. Trailing point movements may be made through the spring switches at the following locations, regardless of how the switch is lined:

- a) Spring switch at MP SVC 842.9, Bradley
- b) Spring switch at MP SVC 843.3, Bradley

Note: Operating Rule 104-L Section 2, Color Light Signals, is being amended to include the following paragraph:

- c) A lunar light indicates that the switch is properly lined for reverse position.

This rule change applies only to the spring switches listed above.

YARD LIMITS

| Tracks | Instructions |
|---|--|
| Edison, MP SVC 835.8 and Brewster SVC 846.6 | Operation is under supervision of the BB Dispatcher at Jacksonville. Trains must secure permission from the dispatcher before entering the main track at Edison or Brewster, or at any intermediate point, and must report to the dispatcher when clear. |
| Agrock, MP SVC 851.0 and MP SVC 853.0 | Permission must be obtained from the "BB" Dispatcher before entering main track and must report to dispatcher when clear. |

Note:

- 1. All movements must be made in the direction in which the line segment is given. Trains may not make reverse movements without permission of the Dispatcher in order to protect Rule 704 working limits for maintenance of way employees.

ROAD CROSSINGS AT GRADE

- 1. Flag over the highway crossing between the main track and the gate on the Hickory Creek Spur.
- 2. Flag over the Main Street crossing at Bradley, in the siding only, account rusty rail conditions.

SPEED RESTRICTIONS

| Between Location/Mile Post | MPH |
|---|-----|
| South Wye Edison | 10 |
| North New Wales - Both legs of wye and the lead. | |
| South New Wales - Both legs of wye and the lead. | |
| Tampa Long Storage MP SVC 842.4 - SVC 842.8 | |
| Tracks connecting Brewster Sub and Achan Sub at Bradley | |
| Brewster Team, MP SVC 846.3 - SVC 846.5 | |
| Agrock both legs of wye and stem-of-wye switch | 5 |
| Through loading bins at Four Corners | |
| Fort Green Storage SVC 857.7 - SVC SVC 858.0 | |
| Garwood Siding | |
| On a Storage MP SVC 865.3 - SVC 865.7 | 10 |
| Hickory Creek Spur MP SVC 866.5 | |
| Limestone Storage MP SVC 873.4 - SVC 873.6 | |

USE OF SPECIFIED TRACKS

| Tracks | Instructions |
|----------------------------|--|
| Lonesome Spur | All tracks from the "New Lead" switch located at MP SVC 845.6 on the Brewster Subdivision and from the "Old Lead" switch located at MP SVC 845.8 on the Brewster Subdivision to the end of the track at Lonesome will be known as the Lonesome Spur. Trains are restricted to a maximum speed of 10 MPH on all tracks within these limits. |
| Agrock Yard & Four Corners | Trains operating on the Four Corners Spur between Agrock and Four Corners will be governed by Rule 96. Speed will be restricted to 5 MPH on all yard tracks at Agrock, except Track 2. Speed, on Track 2 and from Agrock at Ft. Green will be restricted to 10 MPH. Speed through Ft. Green Washer is restricted to 5 MPH. From the west end of Ft. Green to Four Corners, speed is restricted to 20 MPH. Trains will use this spur to work only after permission is secured either from the BB train dispatcher in Jacksonville or directly from the Mosaic dispatcher at Agrock (via Radio Channel 66), or in person. Trains will approach Agrock, Ft. Green and Four Corners expecting to find mine engines occupying the main track unless otherwise instructed by the Mosaic dispatcher at Agrock. |

SWITCHES

Bradley, Agricola Spur (Tram) and the north leg wye switch may be left lined as used. Trains must approach these switches expecting them to be lined against their movement.

SWITCHING

The practice of 'kicking cars' with a conductor on the assignment is prohibited within the limits of the Brewster Subdivision. Equipment is to be shoved into the joint or in the clear and appropriate hand brake applied.

EXCEPTED TRACK

1. The following tracks are designated as Excepted Track:
Main track from MP SVC 860.0 to MP SVC 883.0.

2. INSTRUCTIONS RELATING TO SAFETY RULES

HAZARDOUS WALKING CONDITIONS

Look out for hazardous walking conditions on the Brewster Subdivision, MP SVC 851.3, north end of Agrock between track No. 5 and the scales.

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

NONE

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

NONE

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

NONE

7. MISCELLANEOUS

1. New Wales –

- a) Crew member of arriving trains at either "North" or "South" New Wales will contact the Mosaic New Wales supervisor on CSXT Radio Channel 66, advising yard of their arrival and of the location where they will be switching. CSXT crews should have a clear understanding with the Mosaic New Wales supervisor to avoid any conflict of track usage between CSXT train crews and Mosaic train crews. Radio communication may also be used to notify CSXT crews of any unusual condition at Mosaic New Wales, such as a contractor working on or near tracks, or any track out of service. If the crew is unable to contact the industry supervisor via radio, immediately secure assistance from the BB train dispatcher, or the "T" Unit at Mulberry.

- b) CSXT Train and Engine Crews are required to wear hardhat protection any time they are in the yard or plant area of Mosaic, New Wales. It will not be necessary to wear hard hats while occupying the engine or caboose, but once outside that equipment, head protection must be worn. The Mosaic Company at New Wales has provided a special box beside the Gazebo that will be used to store extra hard hats, which may be accessed with a CSXT switch key. Regularly assigned crew members will be provided their own hard hats by the trainmaster at Mulberry.

- c) CSX crews are prohibited from walking in the body of track 50 at South New Wales, Florida MP SVC 839.0. Crews setting off in this track will leave cars at the clearance point in this track.

- d) CSXT train crews will not pull or spot cars to the following loading tracks at Mosaic Company, North New Wales: Nos. 21-22-23-31-32. South New Wales track Nos. 19-50-51-52-53 only occupy by permission of rail chief at South New Wales.

2. In order to accomplish interchange of traffic at Arcadia, CSX is granted operating rights over the SGLR between MP SVC 883.0 and MP SVC 885.2. Interchange of traffic will be accomplished using two double ended tracks, the west side of the main track just south of MP SVC 884.0, and former Boca Grande main track between South Wye and end of the track near MP SVC 885.5

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BROOKER SUBDIVISION - XB

| AUTHORIZED SPEED | MILE POST | STATION | TRACK DIAGRAM | | AUTH FOR | TWC | NOTES |
|-------------------------------|----------------------|---------------------------------|---------------|--|--------------------|----------------------------------|-------|
| | | | ↓ | ↓ | | | |
| | | | SOUTH | | | | |
| | | | WILDWOOD SUB | | | | |
| 25 | SN 679.1 | WANNEE JCT. | | | CPS-261 | | |
| | SN 679.7 | | | BB DISP 94-3 RD 32 1-800-445-5504 | ABS-261 TWC-DTC | | |
| 25 40 | SN 680.2 | | | | | DTC BLOCK SAMPSON CITY | |
| | SN 683.9 | SAMPSON CITY | (1) HBD-DED | | | | |
| | SN 693.0 | DTC BLOCK SIGN | | | | | |
| | SN 702.3 | HAYNESWORTH | (1) HBD-DED | | | DTC BLOCK BURNETTS LAKE | |
| | SN 705.3 | DTC BLOCK SIGN BURNETTS LAKE | | DEERHAVEN SUB ----- | | | |
| 40 30 | SN 705.7 | | | | | | |
| 30 40 | SN 705.9 SN 714.8 | HAILE | | FL ROCK ——— HAILE STORAGE TRACK 4,200 FT. | | DTC BLOCK ALACHUA | |
| 40 | SN 715.6 SN 717.0 | | | | | | |
| 20 | SN 718.4 | | | | | | |
| 15 | SN 718.6 | NEWBERRY | | WEST COAST SUB ----- | TWC-DTC | | |
| END OF BROOKER SUBDIVISION | | | | | | | |
| 39.6 MILES STARKE TO NEWBERRY | | | | | | | |

BROOKER SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

SPEEDS

Do not exceed 10 MPH on any tracks, other than main tracks, signaled sidings and controlled sidings.

ROAD CROSSINGS AT GRADE

The blocking of US-301 at Starke must be kept at an absolute minimum. Trains should not be stopped so as to either block crossing or cause unnecessary operating of crossing signals if avoidable.

SWITCHES

- a) The junction switch at MP SN 705.3 (MP ARB 725.8) will be left lined for straightway movements on the Brooker Subdivision.
- b) The two switches on the South Leg of the Wye at Newberry located at MPAR 730.2, West Coast Subdivision and MP SN 718.6, Brooker Subdivision will be left lined for straightaway movements from the Brooker to the West Coast Subdivision.

USE OF SPECIFIED TRACKS

Gas Plant Spur, MP SN 692.8 – Switches will be left lined and locked for straightaway movements on this spur.

2. INSTRUCTIONS RELATING TO SAFETY RULES

When in doubt take the safe course.

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

NONE

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

NONE

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

NONE

7. MISCELLANEOUS

1. The northbound signals at MP SN 679.7 and MP SN 680.0 are distance signals. These signals provide information only about the next signal, not the condition of the track ahead.
2. "P" markers have been placed on these signals to allow trains to pass without the dispatcher's permission. Crews must ascertain by signal indication at MP SN 679.7 or by dispatcher's instructions that the main line switch at Starke is lined for their movement from the branch before blocking US 301.
3. All trains in both directions will sound their horn beginning at a point approximately one-half mile prior to reaching the trestle located at MP SN 683.3 and continuing until the engine covers the trestle.
4. The track through U.S. 41, JS&W Track, Newberry, FL at MP SN 718.3 has been removed. The track is now stub ended. The north end is now 3,660 FT. from the point of the switch and the south end is now 775 FT. from the point of the switch.

NOTES

BROOKSVILLE SUBDIVISION - B2

| AUTHORIZED SPEED | MILE POST | STATION | TRACK DIAGRAM | | AUTH FOR MOVE | TWC | NOTES | |
|-------------------------------------|-----------|-------------------|---------------|---|---------------------------|---|-----------------|----------------|
| | | | SOUTH | | | | | |
| 25 | SR 789.2 | BROCO | | | | TWC-DTC | DTC BLOCK BROCO | 1 |
| | SR 791.6 | DTC BLOCK SIGN | 3.0 | BB DISP 08 - 5 RD - 66 1-800-445-5504 | | | | 1 |
| | SR 792.2 | SHANDS SPUR | | | | | | 1 |
| | SR 793.5 | | 2.8 | | | 193 YARD LIMITS HAMMOCK | | 1 |
| | SR 795.0 | ROCK YARD | | 2.8 | FLORIDA CRUSHED STONE | | | |
| | SR 797.8 | BROOKSVILLE | | | | | | |
| | SR 798.2 | DTC BLOCK SIGN | | | | | | |
| | 25 35 | SR 799.6 | | 9.0 | | TWC-DTC | | DTC BLOCK ROCK |
| 35 25 | SR 806.8 | AYERS | | | | | | |
| | SR 809.3 | DTC BLOCK SIGN | | | | | | |
| | SR 812.0 | | 10.2 | | | | DTC BLOCK FIVAY | |
| | SR 817.0 | FIVAY | | | FIVAY TEAM | | | |
| | SR 823.5 | DTC BLOCK SIGN | | | | | DTC BLOCK LAKE | |
| | SR 834.0 | DTC BLOCK SIGN | | | | TWC-DTC | | |
| | SR 836.9 | HILLSBOROUGH SPUR | | | | 193 YARD LIMITS SULPHUR SPRINGS | | 1 |
| 25 | SR 838.3 | SULPHUR SPRINGS | | | | | | |
| | | | | CLEARWATER SD | BB DISP 08 - 5 RD - 32 | | | |
| BROCO TO SULPHUR SPRINGS 49.1 MILES | | | | | | | | |

STATION PAGE NOTES

NOTE 1: Refer to excepted track section in the Brooksville Subdivision Special Instructions.

BROOKSVILLE SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

YARD LIMITS

| Tracks | Name |
|---------------------------------|-----------------|
| Between MP SR 838.3 and SR 834. | Sulphur Springs |
| Between MP SR 791.6 and SR 798. | Hammock |

EXCEPTED TRACKS

The following tracks are designated as Excepted Track:

1. Shands Spur
2. Broco Yard
3. Hillsboro Industrial spur and yard.
 - A. The Hillsboro Spur is out of service South of the Yuengling industry turnout up to Mckinnley drive including both legs of the wye, and the Hillsboro Yard in its entirety.
4. Main track from MP SR 789.2 – MP SR 793.5

ROAD CROSSINGS AT GRADE

Trains will not operate over 15th Street on Hillsboro Spur between 0730 hrs. and 0815 hrs, and between 1415 hrs. and 1445 hrs., Monday through Friday.

Stop and flag the following locations:

Highway U.S. 98 on Shands Spur MP SR 792.9.
 State Road 476 on Sands Spur.
 30th Street crossing on Hillsborough Spur.

SWITCHES

1. The main track switch, MP SR 836.9, to Hillsboro Spur, will be left lined to Brooksville Subdivision Main Line.
2. Your attention is directed to CSX Operating Rules 104, 104-K and 104-L governing the operation of spring switches.

The switch located at MP SY 848.6 (Sulphur Springs) on the Clearwater Subdivision has been changed to a spring switch. Normal position for this switch will be lined for movements to and from the Clearwater Subdivision. Facing point moves over this switch (Southbound on the Clearwater Subdivision and Northbound on the Brooksville Subdivision) will be governed by the indicator light also located at MP SY 848.6. Trailing point movements (Northbound on the Clearwater Subdivision and Southbound on the Brooksville Subdivision) may be made through this spring switch regardless of how the switch is lined.

SPEED RESTRICTIONS

Bold MPH denotes city Ordinance

| Between Location/Milepost | MPH |
|---------------------------|-----|
| Shands Yard Track No. 1 | 10 |

2. INSTRUCTIONS RELATING TO SAFETY RULES

When in doubt take the safe course.

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

NONE

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

NONE

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

LOCOMOTIVE SIX-AXLE RESTRICTIONS

1. MP SR 793.5 Rock Yard Tracks 3,4 & 5.
2. MP SR 806.0 Hernando County Airport
3. MP SR 836.9 Entire Hillsborough Spur

7. MISCELLANEOUS

1. Two derails have been installed at the Florida Crushed Stone loop track, Gay, FL MP SR 795.0 at the following locations:
 - a) North Loop Track
 - b) South Loop Track

The Normal position for these two derails will be in the "Off" position.

When Florida Crushed Stone personnel are working on about equipment or tracks within their facility, the derails will be in the "On" position and locked by a Florida Crushed Stone locking device and must not be removed except by Florida Crushed Stone personnel.

2. When dumping a coal train at Florida Crushed Stone, the conductor will remain with Florida Crushed Stone employees while keeping in radio contact with the locomotive engineer.

BRUNSWICK SUBDIVISION - BN

| AUTHORIZED SPEED | MILE POST | STATION | TRACK DIAGRAM | | AUTH FOR MOVE | TWC | NOTES |
|--|----------------------|-------------------------------------|---|---|---------------|-----------------------|-------|
| | | | ↓ | ↓ | | | |
| 15 | AO 587.1 | BRUNSWICK JCT. | SOUTH | | CPS-261 | | |
| 40 | AO 587.8 | | <div style="border: 1px solid black; padding: 2px; width: fit-content; margin-bottom: 5px;"> AC DISP 94-3 RD-66 1-800-628-4720 </div> | | ABS-261 | DTC BLOCK HOBOKEN | 1 |
| 30 | AO 600.2 AO 600.7 | | | | | | |
| 30 | AO 601.1 | DTC BLOCK SIGN HOBOKEN | | | TWC-DTC | | |
| 40 | AO 602.0 | | | | | DTC BLOCK NAHUNTA | 2 |
| 35 | AO 609.9 | DTC BLOCK SIGN NAHUNTA | NAHUNTA SD | | | | 3 |
| 40 | AO 610.9 | | | | | | |
| | AO 613.0 | NAHUNTA | | | | DTC BLOCK BLADEN | 4 |
| | AO 618.2 | | | | | | |
| | AO 627.1 | DTC BLOCK SIGN BLADEN | | | | DTC BLOCK ANGUILLA | |
| | AO 633.1 | ANGUILLA JUNCTION | | | | DTC BLOCK SILVER | |
| 40 | AOB 541.0 | DTC BLOCK SIGN SOUTHERN JUNCTION | | | | | |
| 10 | AOB 538.0 | BRUNSWICK | NS RR | | TWC-DTC 96 | | |
| 10 | | | NS RR | | 96 | | |
| 49.1 MILES BRUNSWICK JCT. TO BRUNSWICK | | | | | | | |

STATION PAGE NOTES

- NOTE 1:** Trains are prohibited from blocking crossing, Hoboken, in excess of 10 minutes.
- NOTE 2:** Trains must not block road crossings in excess of 5 minutes, without cutting crossing in Nahunta Corporate limits.
- NOTE 3:** Speed restriction applies until engine reaches last crossing in Nahunta.
- NOTE 4:** Close clearance exists at Douglas Asphalt, will not clear man on car or locomotives through shaker.

BRUNSWICK SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

EXCEPTED TRACKS

All tracks in Brunswick Yard limits have been designated as excepted track other than:

Track No. 1 and No. 1 extension
 Track No. 2
 Old Main Track from MP AOB 539.0 to Townsend St.
 N. Leg of Wye to Pulpmill crossover lead to and including field track No. 7

SPEEDS

Do not exceed ten (10) MPH on tracks other than Main tracks, signaled sidings and controlled sidings.

RAILROAD CROSSINGS AT GRADE

| Railroad Crossings at Grade | | | |
|---|----------|----------------------------------|---|
| Location | Railroad | Protection | Rule |
| Nahunta MP AO 609.9 | CSX | Remotely Controlled | 226-B(3) |
| NS Junction MP AOB 541.0 | NS | Non-Electric Locked gates (Note) | Refer to Jacksonville Division Special Instructions, Item 1-E |
| New Castle Lead Brunswick Yard MP AOB 538.0 | NS | Non-Electric Locked gates (Note) | |

Note: Gates may be left as last used.

HAND BRAKES

A minimum of two hand brakes will be required on all cars left standing on any track within Brunswick Yard (to include all industries at Brunswick, GA.) Also all tracks at Anguilla Jct, MP AO 633.1, Atkinson, GA, MP AO 618.0.

USE OF SPECIFIED TRACK

Southern Junction to Brunswick Yard – Train and engine movements will be made in accordance with Rule 96.

2. INSTRUCTIONS RELATING TO SAFETY RULES

When in doubt take the safe course.

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

NONE

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

NONE

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

Douglas Asphalt at Atkinson, GA, MP AO 618.2

Cars in excess of 14 FT. in height must not be placed under loading facility.

7. MISCELLANEOUS

1. **JOINT TRACKS Brunswick** – NS requires restricted speed on the Pulpmill Lead.
2. **Witlock Street MP AOB 538.8** – STOP and flag.
3. Engines tied up at Brunswick Yard will be spotted at the NE of No. 3 track.

NOTES

CALLAHAN SUBDIVISION - Z1

| AUTHORIZED SPEED | | MILE POST | STATION | TRACK DIAGRAM | | AUTH FOR MOVE | TWC | NOTES |
|--------------------------------|----|-----------|-----------------------------------|-----------------------------------|------------------------------------|---------------|--------------------|-------|
| | | | | ↓ | ↓ | | | |
| P | F | | | NAHUNTA SUB | | | | |
| 25 | | SM 20.0 | CALLAHAN | 25 MPH THRU TURNOUT | | CPS-261 | DTC BLOCK CRAWFORD | |
| 79 | 60 | SM 19.9 | | | AC DISP 14-32 1-800-628-4720 | ABS-261 | | |
| 40 | | SM 15.5 | | ----- NS ----- | CROSSING | | | |
| 79 | 60 | SM 15.4 | N. E. CRAWFORD | | | CPS-261 | DTC BLOCK FOURAKER | |
| | | | | CRAWFORD SIDING CSDG 10,900 FT | | 261 | | |
| | | SM 13.3 | S. E. CRAWFORD | | | CPS-261 | | |
| 79 | 60 | SM 12.9 | | | | ABS-261 | | |
| 60 | 60 | SM 12.5 | | | | | | |
| 79 | 60 | SM 12.3 | CRAWFORD | CRAWFORD DD | | | DTC BLOCK FOURAKER | |
| | | SM 5.0 | N. E. FOURAKER | | | CPS-261 | | |
| | | | | SSDG 6,690" FOURAKER SIDING | | 261 | DTC BLOCK BALDWIN | |
| | | SM 3.5 | S. E. FOURAKER | | | CPS-261 | | |
| 79 | 60 | SM 1.3 | | FOURAKER DD | | | | |
| 45 | 45 | SM 1.0 | | | | ABS-261 | | |
| | | SM 0.18 | | | | | | 1 |
| 30 | | SM 0.0 | JACKSONVILLE TERMINAL SUBDIVISION | | | CPS-261 | | 2 |
| 20.0 MILES CALLAHAN TO BALDWIN | | | | | | | | |

STATION PAGE NOTES

NOTE 1: CALLAHAN SUB ENDS, JACKSONVILLE TERM. SUB BEGINS, MP SM 0.18.
 NOTE 2: 30 mph over RR crossing at grade, MP SM 0.0

CALLAHAN SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

JUNCTIONS, DRAWBRIDGES AND RAILROAD CROSSINGS AT GRADE

| RAILROAD CROSSINGS AT GRADE | | | |
|---|----------|------------------------|----------|
| Location | Railroad | Protection | Rule |
| Crawford MP SM 15.5 | NS | Automatic | 226-B(3) |
| Baldwin MP SP 652.5 MP SM 00.0 Callahan SD | CSX | Remotely Controlled | 226-B(3) |

SWITCHING

Northbound trains receiving a stop signal at Callahan on the Callahan Subdivision must STOP before blocking the crossing at MP SM19.1. If operating conditions require this crossing to be blocked, then a crew member must be in position at the crossing to open the crossing for vehicular traffic.

Baldwin, FL, MP FSM 0.18 – US 90 must not be blocked by a standing train in excess of five (5) minutes. In the event of a mechanical or other problem being experienced, arrangements must be made to open this crossing for vehicular traffic.

RADIO STATIONS AND INSTRUCTIONS

All road trains will monitor channel 32.

| Milepost Location | Hours of Operation | Channel Monitored | Type Station |
|-------------------|--------------------|-------------------|--------------|
| Callahan | Continuous | 32 | Wayside |
| Baldwin | | 66 | Yard Office |
| Dispatcher (AC) | | 14 | Wayside |

Note: AC Train Dispatcher call in No. is 5. AC Train Dispatcher telephone No. is 1-800-628-4720.

DEFECT DETECTOR

The defect detector at MP SM 1.3 broadcast on radio channel 66.

2. INSTRUCTIONS RELATING TO SAFETY RULES

When in doubt take the safe course.

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

NONE

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

NONE

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

NONE

7. MISCELLANEOUS

- Locomotives will not be operated beyond the derail at the Anderson Columbia Company siding, MP SM 14.9.
- Locomotives may not be operated on the Crawford Spur MP SM 14.9 to a point 230 FT. from the point of the switch. A sign stating that engines may not be operated beyond this point has been erected.

NOTES

CARTERS SUBDIVISION – CO

| AUTHORIZED SPEED | | MILE POST | STATION | TRACK DIAGRAM | | AUTH FOR MOVE | TWC | NOTES |
|------------------|----|-----------|-------------------------|---------------|--|---------------|-----------------------|-------|
| | | | | ↓ | ↓ | | | |
| P | F | | | | SANFORD SD | ABS-261 | | |
| | | A 840.8 | CAN YARD SWITCH | | | CPS-261 | DTC BLOCK YOUNG | 1 |
| 60 | 40 | | | (X) (R) | | 261 | | |
| | | A 841.0 | AUBURNDALE INTERLOCKING | | | CPS-261 | | |
| 50 | 50 | A 841.3 | | 0.6 | AA DISP 54 – 6 RD- 32 1-800-628-4718 | ABS-261 | | |
| 79 | 60 | A 841.4 | AUBURNDALE CONN | | WINSTON YD RD - 32 | CPS-261 | | |
| | | A 843.3 | | 3.3 | CARTERS DD | ABS-261 | | |
| | | A 844.7 | NE CARTERS | | | CPS-261 | | |
| | | | | 0.9 | CSDG 4,929 FT. 25 MPH | 261 | | |
| 79 | | A 845.6 | SE CARTERS | | | CPS-261 | | |
| 70 | | A 845.8 | | | | | | |
| 79 | | A 846.0 | | 1.7 | PARK SPUR 10 MPH | 261 | | |
| | | A 847.3 | PARK SPUR | | | CPS-261 | | |
| 79 | | A 849.6 | | | | ABS-261 | | |
| 70 | | A 849.7 | | 3.9 | | | | |
| 79 | 60 | A 850.6 | | | | | | |
| 45 | 45 | A 851.1 | | | | | | |
| 79 | 60 | A 851.2 | LAKELAND CONN | | | ABS-261 | | |
| | | | | 0.6 | AA DISP. 54 – 6 RD. 32 | CPS-261 | | |
| 79 | 60 | A 851.8 | SOUTH LAKELAND | | VITTS SUB | 261 | | |
| | | | | | | CPS-261 | | |
| | | | | | LAKELAND SD | | | |

AUBURNDALE TO SOUTH LAKELAND 11.0 MILES

STATION PAGE NOTES

- NOTE 1:** That portion of the Auburndale Subdivision main track, between the home signals at the Auburndale railroad crossing at grade, from MP SX 820.3 to MP SX 820.5, is designated as part of the Carters Subdivision. Requests for track occupancy authorities should be an "SX" milepost for protection on the "SX Line" main track, and an "A" milepost protection on the "A-Line" main track. Railroad Crossing at Grade, Rule 226-B(3).
- NOTE 2:** Rules ABS/CPS 261 are in effect on the McDonald Connection Track, which extends between MP A 841.4 Carters Subdivision, and MP SX 822.0, Auburndale Subdivision. This track is considered a signaled siding. Maximum authorized speed is 30 MPH.
- NOTE 3:** Method of Operation on the entire Park Spur is Rule 193 not exceeding 10 mph. That portion of the Park Spur on the Carters Subdivision, beyond the turnout to the Lakeland Steam Generating Plant, (2.46 miles) has been abandoned. A stop sign has been placed about 100 car lengths beyond the turnout switch to the Lakeland Steam Generating Plant and that portion of the Park Spur has been declared "Excepted Track."
- NOTE 4:** Lakeland – Within City Limits, standing trains, engines or cars may not block a street crossing, nor cause a crossing to be blocked by operation of protective devices for more than 5 minutes. A minimum of 5 minutes must be allowed between movements over crossings unless all vehicular traffic has cleared since the previous movement. Moving trains must not block crossings for more than 5 minutes where the length of the train (excluding engine and the caboose) is 65 cars or less; 10 minutes, 66 to 100 cars; or 15 minutes, more than 100 cars.
- NOTE 5:** Do not exceed 10 MPH on the entire Park Spur Yard limit.

CARTERS SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

JUNCTIONS, DRAWBRIDGES AND RAILROAD CROSSINGS AT GRADE

RAILROAD CROSSINGS AT GRADE

| LOCATION | RAILROAD | PROTECTION | RULE |
|------------------------|----------|---------------------|----------|
| Auburndale, MP A 840.8 | CSX | Remotely Controlled | 226-B(3) |

2. INSTRUCTIONS RELATING TO SAFETY RULES

When in doubt take the safe course.

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

NONE

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

NONE

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

LOCOMOTIVE SIX-AXLE RESTRICTIONS

MP A 542.3 – Universal Products

7. MISCELLANEOUS

CLOSE CLEARANCE

Due to Close Clearance, employees will not ride cars at the following locations:

- a) MP A 844.9 – Carters Team Track – West Side.
- b) Park Spur MP A 847.0 – High Stand Switch to Lakeland Power Plant off of Park Mine Spur.
1. Coal trains from Wildwood enroute Lakeland McIntosh Power Plant on the Park Spur, MP A 847.3, will be governed as follows:

The conductor will ensure the dump air hose is connected and the dump system is charging before leaving Wildwood.

Upon arrival at the McIntosh Power Plant, the train crew will accompany an employee of the power plant to ensure that dump line is charged to not less than 90 lbs. of air pressure. Dumping should not begin until after the cars are fully charged and ok'd by an employee of the power plant. Trains may move in either direction, not exceeding 10 MPH on the loop and not exceeding 5 MPH on pit. Actual dumping speed will be approximately 3 MPH.

When the train has been dumped, the air dump system will be cut out behind the rear unit. If for any reason a car cannot be dumped, it will be pulled just past the pit to enable a crew member to cut out the dump air and to bleed off the dump air on that car. Under no circumstances will a CSX employee work on any car while it is over the pit area. After the loaded car has been dumped, air cut out, and bled off, the conductor will spot the car in the plant maintenance track.

If the McIntosh Coal Train has insufficient power then the train will be split in half to prevent stalling on the pit. The train must not be split until the entire train has cleared Combee Road. Each portion of the train must be checked at the rear for the proper pressure on the dump line (90 lbs.) and then when it is cleared by a power plant employee it may be dumped.

The conductor will give all paper work to McIntosh Power Plant (Park) employees and will notify the Winston yardmaster the time the train arrived and the time train departs McIntosh Power Plant.

2. That portion of the Auburndale Subdivision main track between the home signals at the Auburndale Railroad Crossing at grade, from MP SX 820.3 to MP SX 820.5, is designated as part of the Carters Subdivision.

Requests for track occupancy authorities should be an "SX" milepost for protection on the "SX Line" Main Track, and an "A" mile post protection on the "A-Line" Main Track.

NOTES

CH SUBDIVISION - BT

| AUTHORIZED SPEED | MILE POST | STATION | TRACK DIAGRAM | | AUTH FOR MOVE | TWC | NOTES |
|------------------------------------|-----------|----------|---|---------------------------------|-----------------------------|-----|-------|
| | | | ↓ SOUTH ↓ | | | | |
| | | | ----- CARTERS SD ----- | | | | |
| 10 | AX 851.6 | LAKELAND | <div style="border: 1px solid black; padding: 2px; width: fit-content; margin: 0 auto;"> BB DISP 08-5 RD 32 1-800-445-5504 </div> <div style="text-align: center;">2.9</div> | | 193 YARD LIMITS CH | | |
| | AX 854.5 | | .5 | HYDROMINE SPUR | | | 1, 2 |
| | AX 855.0 | | | LAKELAND ANIMAL NUTRITION | | | 3 |
| 10 | AX 855.3 | | .3 | END OF TRACK | 193 YARD LIMITS CH | | |
| LAKELAND TO END OF TRACK 3.7 MILES | | | | | | | |

STATION PAGE NOTES

- NOTE 1:** A portable derail has been installed inside the gate at PCA on the Hydromine Spur, MP AX 854.8. This derail will be operated by a PCA Employee.
- NOTE 2:** CSX employees must wear hard hats while inside Resolution Performance Products facilities.
- NOTE 3:** Refer to Close Clearance in the CH Subdivision Special Instructions.

CH SUBDIVISION - BT

1. INSTRUCTIONS RELATING TO OPERATING RULES

NOTES

Switches Equipped with Foot Latches –The following locations are equipped with foot latch switches:

MP AX 853.2 – Team Track

These switches are identified by switch handles painted white.

2. INSTRUCTIONS RELATING TO SAFETY RULES

When in doubt take the safe course.

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

NONE

5. INSTRUCTIONS RELATING TO AIR BRAKE TRAIN HANDLING RULES

NONE

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

NONE

7. MISCELLANEOUS

Close Clearances - Look out for a close clearance at the Lakeland Animal Nutrition platform on the north side unloading chute inside buildings, MP AX 855.0 account a person will not clear on the side of a car.

NOTES

CLEARWATER SUBDIVISION - ZZ

| AUTHORIZED SPEED | MILE POST | STATION | TRACK DIAGRAM | | AUTH FOR MOVE | TWC | NOTES |
|------------------|-------------------------|----------------------------------|---------------|--|---------------|--------------------------------|-------|
| | | | ↓ SOUTH ↓ | | | | |
| 10 | SY 843.2 | GARY | 0.3 | TAMPA TERMINAL SD | 96 | | 1 |
| 10 | SY 843.5 | GARY | | BB DISP 08-5 RD - 32 1-800-445-5504 | 96 | | |
| 10 | SY 843.6 | TN | | TAMPA TERM (X) (R) SUBDIVISION | CPS-261 | | |
| 20 | SY 846.6 | DTC BLOCK SIGN | 5.0 | | TWC-DTC | DTC BLOCK GARY | 2 |
| | SY 848.6 | DTC BLOCK SIGN SULPHUR SPRING | | SULPHUR SPRING STORAGE TRACK POCKET TRACK → BROOKSVILLE SD | | DTC BLOCK DIXIE | |
| 20 | SY 849.0 | | | | | DTC BLOCK DREW | |
| 25 | SY 851.4 | | | | | | |
| | SY 854.9 | | | | | | |
| | SY 856.1 | DTC BLOCK SIGN | | | | | |
| 25 | SY 864.1 | | | | | | |
| 10 | SY 864.3 | | | | | DTC BLOCK TARPON | |
| 25 | SY 873.0 | | | | | | |
| 15 | SY 873.1 | DTC BLOCK SIGN | 27.5 | | TWC-DTC | | |
| 15 | SY 874.4 | | | | | | |
| 10 | (SY 875.6) ARE 882.6 | CLEARWATER | | | | 193 YARD LIMITS CLEARWATER | |
| 25 | ARE 887.0 | DTC BLOCK SIGN | | | | | |
| 25 | ARE 895.0 | DTC BLOCK SIGN | 15.8 | | TWC-DTC | DTC BLOCK LARGO | |
| 10 | ARE 898.4 | | | | | 193 YARD LIMITS ST. PETERSBURG | |
| | | | | | | | |

GARY TO ST. PETERSBURG 48.6 MILES

STATION PAGE NOTES

NOTE 1: Remotely controlled, Rule 226-B(3).

NOTE 2: Refer to Close Clearances in the Clearwater Subdivision Special Instructions.

CLEARWATER SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

ROAD CROSSINGS AT GRADE

1. STOP and flag the following locations:

Central Avenue - MP ARE 898.0.
Lake Ave, Largo, FL - MP ARE 886.4
Rowlett Road - MP SY 847.7.
Hercules Road - MP SY 871.2, in the siding only
2. All movements between MP ARE 883.2 and MP SY 894 must protect road crossing and operate under Operating Rule 223 due to rusty rail conditions.
3. Do not exceed 5 MPH over road crossing at 13th Avenue North, MP ARE 897.10, St. Petersburg, until the crossing gates are down.
4. Trains will not operate over Waters Avenue on the Drew Spur between 0645 hours and 0700 hours, and between 0745 hours and 0800 hours Monday through Friday.
5. Trains will refrain from occupying road crossing, Sligh Ave. on the Drew Spur, MP SY 854.0, during the hours of 0700 to 0730 Monday thru Friday. During this time switching over the crossing is prohibited. If necessary trains may occupy the crossing, but only to clear the crossing or other necessary crossings.

SPEED RESTRICTIONS

The following tracks are restricted to 10 MPH

| | |
|------------------------|-----------------------|
| Parker Siding | Clearwater Siding |
| Sulphur Springs Siding | Belleair Siding |
| Entire Drew Spur | Cross Bayou Siding |
| Armston Runaround | Entire Southside Spur |

CITY ORDINANCES

| Between Mileposts | Speed |
|----------------------------------|-------|
| SY 866.7 and SY 867.5 | 25 |
| SY 872.0 and SY 873.0 | 25 |
| SY 873.0 and SY 874.4 | 15 |
| ARE 885.0 Over the Road Crossing | 25 |
| ARE 891.3 and ARE 893.1 | 25 |

EXCEPTED TRACKS

The following Tracks are designated as Excepted Track:

1. MP ARE 895.0 to MP ARE 898.4
2. MP SY 873.1 to MP SY 875.6
3. MP SY 893.8 to MP SY 895.5 (South Side Spur)

SWITCHING

Crews will not operate inside the gate at Acre Iron, MP ARE 90.3.

The Gate at Home Depot (Drew Spur) MP SY 854.0 must be locked after working this industry.

TDSI Facilities: The TDSI ramp facility at Drew MP SY 854.0 has installed an electrified fence on both the north lot (Commercial Carriers) and south lot (Motor Convoy). Signs have been posted on both rail entrance gates with instructions. The signs read:

ELECTRIFIED FENCE
CSX PERSONNEL
ARE PROHIBITED
FROM HANDLING GATES
CONTACT 813-882-0261

In order to gain entry to TDSI property via rail, the following procedure must be followed:

- 1) If the job/train and/or employee is equipped with a Company cellular phone, the guard at the guardhouse must be contacted at the number above to gain entry.
- 2) If no cellular phone is available, you must contact the yardmaster at Rockport via radio. If unable to reach the yardmaster at Rockport, you must contact the yardmaster at Yeoman via radio. If you are unable to reach the Rockport or Yeoman yardmaster, the BB train dispatcher must be contacted via radio. These contacts must be made in the order given.

If you are required to gain entry to TDSI property in a highway vehicle, you must also contact the guard in order for the gates to be opened at the phone number shown above in order to gain entry.

SWITCHES

Your attention is directed to CSX Operating Rules 104, 104-K, and 104-L governing the operation of spring switches.

The switch located at MP SY 848.6 (Sulphur Springs) on the Clearwater Subdivision has been changed to a spring switch. The normal position for this switch will be lined for movements to and from the Clearwater Subdivision. Facing point moves over this switch (Southbound on the Clearwater Subdivision and northbound on the Brooks Subdivision) will be governed by the indicator light also located at MP SY 848.6. Trailing point movements (Northbound on the Clearwater Subdivision and Southbound on the Brooksville Subdivision) may be made through this spring switch regardless of how the switch is lined.

USE OF SPECIFIED TRACKS

| Tracks | Instructions |
|--|--|
| Between MP SY 843.2 and MP SY 843.5 (formerly main track) | This track is classified as track, other than main track, and trains will be governed by Rule 96. Movements will be made with permission of the Yeoman Yardmaster. |
| Drew Spur | Switches will be left lined and locked for straight away movement on spur. |
| Southside Spur, St. Petersburg between MP SY 895.5 and MP SY 893.8 | This track is classified as track other than Main Track and trains will be governed by Rule 96. |

2. INSTRUCTIONS RELATING TO SAFETY RULES

When in doubt take the safe course.

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

NONE

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

NONE

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

| LOCOMOTIVE SIX-AXLE RESTRICTIONS | | |
|----------------------------------|-----------|------------------------|
| Item 23 | ARE 886.4 | Duval Spur |
| Item 24 | ARE 887.0 | Ulmerton Team |
| Item 25 | ARE 896.9 | St. Pete Times Lead |
| Item 26 | ARE 896.9 | Carroll Building |
| Item 27 | ARE 897.1 | ACC Recycliing Corp. |
| Item 28 | ARE 897.1 | St. Pete Times Track |
| Item 29 | ARE 897.1 | Jungle Spur Junction |
| Item 30 | ARE 889.2 | B&B Printing Siding |
| Item 31 | ARE 890.1 | N E Cross Bayou Siding |
| Item 32 | ARE 890.2 | Acre Iron #1 |
| Item 33 | ARE 890.3 | Acre Iron #2 |
| Item 34 | ARE 890.4 | S E Cross Bayou |
| Item 35 | ARE 890.5 | A&M Supply |
| Item 36 | ARE 890.6 | Ferrell Gas |
| Item 37 | ARE 891.1 | Southern Culvert |
| Item 38 | ARE 892.3 | Pinellas Team |

7. MISCELLANEOUS

All train movements to or from the Clearwater and Tampa Terminal subdivisions at Gary must be made by using the west main track only. Movements to or from the Hookers Point Lead and the Tampa Terminal Subdivision must be made by using the east main track only. Permission to use the east and west main tracks at Gary must be obtained from the yardmaster at Yeoman Yard.

Close Clearance

Look out for hazardous walking conditions and close clearance at Heritage Plastics, on the Drew Spur, MP SY 854.0.

NOTES

| LOCOMOTIVE SIX-AXLE RESTRICTIONS | | |
|----------------------------------|-----------|-------------------------------|
| Item 1 | SY 845.5 | Parker Pass Track |
| Item 2 | SY 846.2 | Winn Dixie Lead |
| Item 3 | SY | Hillsborough Team Track |
| Item 4 | SY | City of Tampa Waterworks |
| Item 5 | SY | Sulphur Spring Siding |
| Item 6 | SY 854.0 | Drew Spur |
| Item 7 | SY 853.6 | Construction Comp |
| Item 8 | SY 853.7 | N Wye Drew |
| Item 9 | SY 854.0 | S Wye Drew |
| Item 10 | SY 854.7 | FLA Mining |
| Item 11 | SY 861.7 | Florida Power |
| Item 12 | SY 862.5 | Oldsmar Team Track |
| Item 13 | SY 870.7 | Clearwater Chemical |
| Item 14 | SY 870.9 | N E Armston |
| Item 15 | SY 871.2 | S E Armston |
| Item 16 | SY 873.3 | N E North Clearwater Siding |
| Item 17 | SY 874.0 | S. E. North Clearwater Siding |
| Item 18 | SY 875.2 | Scotty's |
| Item 19 | SY 875.6 | Engine Track |
| Item 20 | ARE 882.7 | N E Belair Siding |
| Item 21 | ARE 883.1 | S E Belair Siding |
| Item 22 | ARE 883.4 | Suburban Propane |

NOTES

NOTES

DEERHAVEN SUBDIVISION - DV

| AUTHORIZED SPEED | MILE POST | STATION | TRACK DIAGRAM | | AUTH FOR MOVE | TWC | NOTES |
|--|-----------|----------------------------------|---------------|---|---------------|-----------------------|-------|
| | | | ↓ | ↓ | | | |
| | | | BROOKER SUB | SOUTH | | | |
| | | | | <div style="border: 1px solid black; padding: 2px; display: inline-block;"> BB DISP RD-32 94-3 </div> | | | |
| | ARB 725.8 | DTC BLOCK SIGN BURNETT'S LAKE | | | TWC-DTC | | |
| 20 NORTH LEG OF WYE | | | | | | | |
| 35 | ARB 727.5 | | | | | DTC BLOCK HAGUE | |
| | | 12.8 | | | | | |
| 35 | ARB 731.0 | DTC BLOCK SIGN | | | TWC-DTC | | |
| 25 | ARB 738.6 | GAINESVILLE | | | 96 | | |
| | | | | END OF TRACK | 96 | | |
| 12.8 MILES BURNETT'S LAKE TO GAINESVILLE | | | | | | | |

DEERHAVEN SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

SPEEDS

Do not exceed 10 MPH on any tracks, other than main tracks, signaled sidings and controlled sidings.

EXCEPTED TRACKS

That portion of the Deerhaven Subdivision between MP ARB 731.0 and MP ARB 738.6, including all yard and industrial tracks are excepted track.

SWITCHES

1. The Main Track switch at MP ARB 726.1 governing movements to the north leg the of wye will be left lined for movements from Deerhaven Subdivision main Track to the north leg of the wye.
2. During the time unit coal trains are unloading at the Hague Power Plant, a crew member must be in position at all times to observe the unloading pit. If the coal exceeds the top of the rail, the train must immediately be stopped until the level of coal runs down. Special care must be taken when unloading wet or frozen coal.
3. A new track serving the Deerhaven coal plant car repair shop is now in service. The track is located 4,420 FT. from the main line switch MP ARB 731, Deerhaven Subdivision. The new switch breaks off from the loop track and is 781 FT. with a derailer installed 190 FT. from the switch point.

Switches Equipped with Foot Latches

The following locations are equipped with foot latch switches:

MP ARB 726.6 – South end Burnett's Lake
MP ARB 731.5 – South end GRU Coal Plant

2. INSTRUCTIONS RELATING TO SAFETY RULES

When in doubt take the safe course.

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

NONE

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

NONE

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

Cars exceeding 263,000 lbs. – **DO NOT EXCEED 30 MPH** between Burnett's Lake and MP ARB 731.0

7. MISCELLANEOUS

NONE

NOTES

DOTHAN SUBDIVISION - DO

| AUTHORIZED SPEED | MILE POST | STATION | TRACK DIAGRAM | | AUTH FOR MOVE | TWC | NOTES |
|------------------|-------------------------------------|------------------------------|------------------------------------|---|-------------------------------------|-------------------------|-------|
| | | | SOUTH | | | | |
| 25 | | | M&M SUBDIVISION | YARDMASTER 84-84 334-241-9230 | | | 1 |
| 25 | AN 902.1 902.0 901.5 901.0 | MONTGOMERY YARD | DOTHAN SUBDIVISION | | 193 YARD LIMITS MONTGOMERY | MONTGOMERY YARD | |
| 25 | AN 899.9 | | | | | | |
| 40 | AN 898.8 | YARD BOARD DTC BLOCK SIGN | | | TWC-DTC | DTC BLOCK DAY | |
| 40 | AN 897.6 AN 895.4 | | 84 LUMBER | NE HYUNDAI | | | |
| 40 | AN 894.3 | | | SE HYUNDAI | | | |
| 25 | AN 891.5 | | | SNOWDOWN HOUSE TRACK | | | |
| 40 | AN 886.0 AN 885.3 AN 884.6 | | (1) HBD-DED | | | DTC BLOCK DAY | |
| 40 | AN 883.4 | DTC BLOCK SIGN | SCOTT SIDING 6,218 FT | | | DTC BLOCK SPRAGUE | |
| 25 | AN 876.0 AN 876.6 | RAMER | AB DISP 80-32 1-800-628-4719 | RAMER WOOD YARD | | | |
| 40 | AN 875.7 AN 872.4 | DTC BLOCK SIGN | | RAMER STORAGE TRACK | | | |
| 25 | AN 865.1 AN 862.9 | | YOUNGBLOOD DD | SS YOUNGBLOOD SIDING 6,290 FT. | | DTC BLOCK GRADY | |
| 40 | AN 858.2 | DTC BLOCK SIGN YOUNGBLOOD | | | | DTC BLOCK YOUNGBLOOD | |
| 25 | AN 851.0 | DTC BLOCK SIGN TROY | | | | DTC BLOCK TROY | |
| 20 | AN 850.9 | | | COEH | | | |
| 20 | AN 850.5 AN 850.4 | | | REFG TRACK | | | |
| 20 | AN 849.7 | | | COEH STORAGE | | | |
| 30 | AN 848.7 AN 848.6 | | | | | | |
| 20 | AN 848.1 | | | CORCORAN STORAGE | | | |
| 20 | AN 847.0 | DTC BLOCK SIGN | | | TWC-DTC | DTC BLOCK TROY | |

DOTHAN SUBDIVISION - DO

| AUTHORIZED SPEED | MILE POST | STATION | TRACK DIAGRAM | | AUTH FOR MOVE | TWC | NOTES |
|------------------|-----------|----------------|---------------|---|---------------|--------------------|-------|
| | | | ↓ | ↓ | | | |
| 30 | AN 847.0 | DTC BLOCK SIGN | SOUTH | | TWC-DTC | DTC BLOCK CORCORAN | |
| 30 | AN 845.4 | BANKS | | | TWC-DTC | DTC BLOCK CORCORAN | |
| 40 | AN 842.9 | | | | | | |
| | AN 841.0 | | | | | | |
| | AN 840.9 | | | | | | |
| | AN 839.7 | DTC BLOCK SIGN | | | TWC-DTC | DTC BLOCK CORCORAN | |
| | AN 838.5 | | | | | | |
| | AN 837.7 | | | | | | |
| | AN 834.9 | | | | | | |
| | AN 834.7 | BRUNDIDGE | | | TWC-DTC | DTC BLOCK BANKS | |
| | AN 834.0 | | | | | | |
| 40 | AN 833.2 | | | | | | |
| 25 | | DTC BLOCK SIGN | | | TWC-DTC | DTC BLOCK BANKS | |
| 40 | AN 832.4 | | | | | | |
| | AN 827.1 | | | | | | |
| 40 | AN 824.6 | DTC BLOCK SIGN | | | TWC-DTC | DTC BLOCK TENNILLE | |
| 35 | AN 823.8 | | | | | | |
| 40 | AN 822.2 | | | | | | |
| | AN 816.9 | | | | | | |
| | AN 815.7 | DTC BLOCK SIGN | | | TWC-DTC | DTC BLOCK TENNILLE | |
| | AN 815.6 | | | | | | |
| | AN 814.2 | | | | | | |
| | AN 812.2 | OZARK | | | TWC-DTC | DTC BLOCK DILLARD | |
| 40 | AN 811.5 | | | | | | |
| 35 | AN 810.5 | | | | | | |
| 40 | AN 809.5 | DTC BLOCK SIGN | | | TWC-DTC | DTC BLOCK EWELL | |
| | 807.0 | | | | | | |
| | 806.7 | | | | | | |
| | 806.0 | | | | | | |
| 40 | AN 804.9 | DTC BLOCK SIGN | | | TWC-DTC | DTC BLOCK EWELL | |
| 30 | AN 804.5 | | | | | | |
| 40 | AN 801.3 | | | | | | |
| 40 | AN 800.5 | WATERFORD | | | TWC-DTC | DTC BLOCK EWELL | |
| | AN 800.0 | | | | | | |

DOTHAN SUBDIVISION - DO

| AUTHORIZED SPEED | MILE POST | STATION | TRACK DIAGRAM | | AUTH FOR MOVE | TWC | NOTES |
|------------------|---|----------------------------------|----------------------------|---------------------------|------------------------|-------------------|-------|
| | | | ↓ | ↓ | | | |
| | | | SOUTH | | | | |
| 40 | | | | | TWC-DTC | DTC BLOCK EWELL | |
| 25 | AN 799.5 | | | | | | |
| 40 | AN 797.0 | | | | | | |
| 40 | AN 796.3 AN 793.7 AN 789.5 AN 789.4 | PINKARD DTC BLOCK SIGN | PINKARD DD | PINCKARD STORAGE | | DTC BLOCK EWELL | |
| 40 | AN 789.2 AN 789.0 787.0 786.0 | GRIMES | | BAYLINE RR | | DTC BLOCK GRIMES | |
| 40 | AN 785.9 | DTC BLOCK SIGN | | | TWC-DTC | | |
| 20 | | YARD LIMITS | | | 193 YARD LIMITS DOTHAN | | |
| 40 | AN 785.0 | | | ANSELL | | | |
| 40 | AN 784.9 | | | TWITCHELL | | | |
| 40 | | | | COUCH TRACK | | | |
| 40 | | | DOTHAN YARD | | | | |
| 40 | | | HOWELL PLYWOOD | | | | |
| 40 | AN 783.0 | DOTHAN | | MIDDLE YARD | | | |
| 40 | | | RAMP HT | | | | |
| 40 | AN 782.2 | BAYLINE RR | BL RR | | | | |
| 40 | AN 781 | | TRI STATE | | | | |
| 40 | | | BREWTON BRICK | | 193 YARD LIMITS DOTHAN | | |
| 20 | AN 780.4 | YARD LIMITS | | | | | |
| 40 | | DTC BLOCK SIGN | TIDE PRODUCTS | | TWC-DTC | DTC BLOCK COWARTS | |
| 40 | 780.0 779.1 779.0 | | WHOLESALE WOOD | | | | |
| 40 | AN 770.5 AN 770.3 AN 769.8 | PANSEY | PANSEY DD | TEAM TRACK | | | |
| 40 | AN 768.3 | DTC BLOCK SIGN | PANSEY SIDING 7,386 FT. | | | | |
| 40 | AN 761.9 | | | ALAGA SIDING 6,109 FT. | | DTC BLOCK PANSEY | |
| 40 | AN 760.7 | DTC BLOCK SIGN | | SAFFOLD HOUSE TRACK | | | |
| 40 | AN 759.2 AN 759.0 | SAFFOLD | | | | DTC BLOCK ALAGA | |
| 40 | AN 758.7 | | | CIRR | TWC-DTC | | |

DOTHAN SUBDIVISION - DO

| AUTHORIZED SPEED | MILE POST | STATION | TRACK DIAGRAM | | AUTH FOR MOVE | TWC | NOTES |
|------------------|-----------|----------------|---------------|---|---------------|-------------------|--------------------------|
| | | | ↓ | ↓ | | | |
| 40 | AN 750.3 | | | | TWC-DTC | DTC BLOCK ALAGA | |
| | AN 750.2 | | | | | | |
| | AN 749.9 | | | | | | |
| | AN 749.4 | | | | | | |
| | AN 749.2 | | | | | | |
| | AN 748.9 | DTC BLOCK SIGN | | | | | DTC BLOCK ALAGA |
| | AN 748.4 | DONALDSONVILLE | | | | | |
| | AN 748.0 | | | | | | DTC BLOCK DONALDSONVILLE |
| | AN 747.9 | | | | | | |
| | AN 746.6 | | | | | | |
| | AN 746.5 | | | | | | |
| | AN 738.3 | | | | | | DTC BLOCK DONALDSONVILLE |
| | AN 738.0 | BRINSON | | | | | |
| | AN 736.8 | DTC BLOCK SIGN | | | | | DTC BLOCK BRINSON |
| | 731.0 | | | | | | |
| 40 | AN 730.8 | DTC BLOCK SIGN | | | | DTC BLOCK LEO | |
| 25 | 730.0 | | | | | | |
| | AN 729.8 | | | | | | |
| | AN 729.2 | | | | | | |
| | AN 729.1 | | | | | | |
| | AN 729.0 | BAINBRIDGE | | | | | |
| | AN 728.8 | | | | | DTC BLOCK LEO | |
| | AN 727.8 | | | | | | |
| | AN 727.3 | | | | | DTC BLOCK LEO | |
| | AN 726.2 | DTC BLOCK SIGN | | | | | |
| | AN 726.1 | | | | | DTC BLOCK DECATUR | |
| | AN 726.0 | | | | | | |
| 25 | AN 726.0 | | | | | | |
| 40 | AN 724.0 | CLIMAX | | | TWC-DTC | | |

DOTHAN SUBDIVISION - DO

| AUTHORIZED SPEED | MILE POST | STATION | TRACK DIAGRAM | | AUTH FOR MOVE | TWC | NOTES |
|------------------|----------------------------------|-------------------------------|-----------------------|------------------------------------|--------------------------------------|-----------------------|-------|
| | | | ↓ SOUTH ↓ | | | | |
| 40 | AN 719.1 | | | CLIMAX SIDING 7,611 FT. | TWC-DTC | DTC BLOCK DECATUR | |
| | AN 719.0 718.0 | CLIMAX | | | | DTC BLOCK DECATUR | |
| | 717.6 | DTC BLOCK SIGN | | | | | |
| | 717.0 AN 714.6 | | | MID SOUTH TIMBER | | | |
| | AN 713.3 AN 713.2 | | | FARMERS PEANUT | | DTC BLOCK WHIGHAM | |
| 40 | AN 713.0 | WHIGHAM | | HOUSE TRACK | | | |
| 25 | AN 712.8 AN 712.4 AN 705.7 | | | RODDENBERRY SYRUP | | | |
| | AN 705.5 | DTC BLOCK SIGN | | BIG BEN | | DTC BLOCK PINEPARK | |
| | AN 705.2 | | | CIARO STG TRACK | | | |
| | AN 705.1 | | RODDENBERRY PICKLE | SOU STATES | | | |
| | AN 705.0 AN 704.9 AN 704.7 | PINE PARK | | MITCHELL WOOD YARD | | | |
| | AN 703.3 | | | GRACO | | | |
| | AN 703.0 | | | | | | |
| | AN 702.1 | | COLUMBUS CONST. | | | | |
| | AN 701.7 | | | STONE CONT | | | |
| | AN 698.8 | | | DD | | | |
| | AN 697.8 696.0 695.0 | | PINE PARK | | | | |
| 25 | AN 694.1 | DTC BLOCK SIGN YARD LIMITS | | | TWC-DTC | DTC BLOCK PINEPARK | |
| 20 | AN 691.0 | THOMASVILLE YD | | AC DISP 94-94 1-800-628-4720 | 193 YARD LIMITS THOMASVILLE | | |
| 20 | | | THOMASVILLE SD | | | | |

STATION PAGE NOTES

NOTE 1: Permission must be obtained from Montgomery Terminal Yardmaster before entering yard limits.

NOTE 2: Railroad crossing at grade refer to Jacksonville Division Special Instructions Item 1-E.

DOTHAN SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

LOCATIONS OF SPRING SWITCHES

North end of Youngblood siding.
North end of Banks siding.

SPEEDS

Note: Do not exceed 10 MPH on any tracks other than Main tracks, signaled sidings, controlled sidings and interchange tracks.

Bayl, HS and NS tracks at Dothan are interchange tracks, operate at restricted speed not exceeding 10 MPH. All tracks are yard tracks.

JUNCTIONS, DRAWBRIDGES AND RAILROAD CROSSINGS AT GRADE

| ROAD CROSSINGS AT GRADE | | | |
|------------------------------------|----------|------------|------|
| Location | Railroad | Protection | Rule |
| Bainbridge MP AN 728.9 (Note 1) | CSXT | Gate | 98 |

Note: The normal position of the gate is for movement on the CSX main track and the gate must be restored to the normal position after the movement has cleared the crossing.

SWITCHES

Switches Equipped with Foot Latches –The following locations are equipped with foot latch switches:

1. AN 746.3 – Seminole Peanut.
2. AN 748.9 – South end Donaldsonville Siding.
3. AN 768.3 – South end Pansy Siding.
4. AN 782.3 – Bayline Transfer.
5. AN 789.5 – North end Grimes Storage Track.

These switches are identified by switch handles painted white.

2. INSTRUCTIONS RELATING TO SAFETY RULES

CLOSE CLEARANCE

- (A) **Dothan, Alabama, NS Yard** - When shoving into the interchange tracks the movement will be stopped at the switch to the interchange tracks. Trainmen will walk to the bottom of the track to insure the track is clear for the shoving movement. This will prevent trainmen from riding the side of the equipment in a close clearance area. When pulling cars from the interchange track at the NS yard, trainmen will not ride equipment out.
- (B) As information there is close clearance on the East Middle Track, Dothan, AL.
- (C) Do not switch Dixie Chip while holding to auto racks

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

NONE

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

NONE

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

| Location | Equipment | Restriction |
|----------------|-------------|-------------|
| Sloss Ind. | 6-axle loco | Barred |
| Twitchell Ind. | | |

7. MISCELLANEOUS

1. **Montgomery** – Northbound trains arriving at Montgomery will call the tower for instructions prior to passing MP AN 898.8 (Yard limit board).
2. **Handbrakes**
 - (a) **Picnik, MP AN 834.7** – When equipment is left standing outside of the gates going into Picnik hand brakes must be tied on all cars.
 - (b) **Waterford, Alabama, MP AN 800.0** – When leaving cars in the north end of siding of Waterford, AL and leaving cars in the storage track, a minimum of 30% but not less than one handbrakes must be applied to hold the cars. When grain trains are delivered in the siding at Waterford, a minimum of 5 hand brakes must be applied on the north end of the cut and a minimum of 5 hand brakes must applied on the south end of the cut.
 - (c) **Ramer, Alabama, MP AN 867.0** – When leaving cars in the siding at Ramer, AL, a minimum of 30 percent of the handbrakes must be applied.
 - (d) **Corcoran, AL, MP AN 848.6** – When leaving cars in the siding at Ramer, AL, a minimum of 30 percent of the handbrakes must be applied
 - (e) Cars left unattended during switching operations must have two handbrakes applied on the head end to hold cars.
3. **Coastal Cold Storage, Donaldsonville, Georgia** – When placing equipment in the Industrial park spot the leading end of the equipment must be 50 FT. from the corner of their building. **Do not shove equipment past the corner of their building under any circumstances.**

4. On account of track conditions at Alabama Rail Car, Ozark, Alabama, MP AN 814.2, set cars off just in clear of the road crossing in the Alabama Rail Car plant. Ensure the engines do not go past the south side of this road crossing.

When shoving movements are made through the new crossover to tracks 1, 2, and 3, in Dothan Yard, MP AN 783.9 do not exceed 5 MPH.

5. **Dothan Scales** - Out of service.
6. Southward trains enroute to Dothan Subdivision will contact the train dispatcher with their train length before leaving Montgomery.
7. When entering the CIRR Yard at Saffold, GA, MP AN 759.0 on the Dothan Subdivision, contact the CIRR yardmaster on radio channel 75 or telephone number (292) 793-4585 to make sure tracks are clear, or if these are cars to pick up.

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FERNANDINA SUBDIVISION - FD

| AUTHORIZED SPEED | MILE POST | STATION | TRACK DIAGRAM | | AUTH FOR MOVE | TWC | NOTES |
|------------------|----------------------------------|-------------------------|--|---------------------------------|---------------|------------------|-------|
| | | | SOUTH | | | | |
| | | | KINGSLAND SUB | | | | |
| 15 | SMA 35.1 | DTC BLOCK SIGN YULEE | | AZ DISP 84-94 1-800-224-2598 | TWC-DTC | DTC BLOCK NASSAU | |
| 35 | SMA 35.4 SMA 37.7 SMA 37.8 | | 12.1 GEORGIA PACIFIC COASTAL PLASTICS | | | | |
| | SMA 38.0 | DTC BLOCK SIGN | | | | | |
| 35 | SMA 40.1 | | SCANNER TRACK | | | | |
| 15 | SMA 43.1 SMA 43.2 | | | DB | | DTC BLOCK AMELIA | 1 |
| 20 | SMA 43.4 SMA 44.0 | | CARGO TRANS SERVICE | | | | |
| 10 | SMA 45.0 | DTC BLOCK SIGN | | | TWC-DTC 96 | | |
| | SMA 46.1 SMA 46.6 | | DOUBLE TRACK | | | | |
| 10 | SMA 47.2 | FERNANDINA BEACH | YARD OFFICE | | 96 | | |
| | | | 12.1 MILES YULEE TO FERNANDINA BEACH | | | | |

STATION PAGE NOTES

NOTE 1: Trains handling open loads of pulpwood are not to exceed 5 MPH.

FERNANDINA SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

JUNCTIONS, DRAWBRIDGES AND RAILROAD CROSSINGS AT GRADE:

- a) **Junction Switch at Yulee** – Between Kingsland and the Fernandina Subdivision will be left lined as last used.
- b) **Drawbridge Amelia River, MP SMA 43.2** – Attended 0800 to 1600 daily. Outside of the assigned hours of the bridge tender, the drawbridge will be left in the open position. Trains will approach STOP signs located approximately 100 feet from the end of the approach structures prepared to stop and will stop before reaching STOP sign unless a proceed signal is received from the bridge tender, given with a green flag by day and a green light by night.

ROAD CROSSINGS AT GRADE

Movement of trains over the highway and street crossings designated below will be governed by the following instructions:

| HIGHWAY AND STREET CROSSINGS | |
|---|--|
| Station, Highway or Street | Instructions |
| Fernandina Beach Gum Street MP SMA 46.8 | Approach at speed not exceeding 5 MPH |
| Ash Street MP SMA 47.30 Centre Street MP SMA 47.31 | Approach prepared to STOP until it is ascertained crossing gates are completely lowered. |

USE OF SPECIFIED TRACKS

MP SMA 45.0 and MP SMA 48.5 - Trains will operate in accordance with Operating Rule 96 not exceeding 10 MPH.

RADIO STATIONS AND INSTRUCTIONS

All road trains will monitor Channel 84.

| Milepost Location | Hours of Operation | Channel Monitored | Type Station |
|--------------------------|--------------------|-------------------|--------------|
| Yulee MP SMA 35.1 | Continuous | 84 | Wayside |
| Amelia River MP SMA 43.2 | 1300-2200 | | Drawbridge |
| Dispatcher (AZ) | Continuous | 94 | Wayside |

Note: AZ Train Dispatcher call in No. is 4.
AZ Train Dispatcher telephone No. is 1-800-224-2740.

2. INSTRUCTIONS RELATING TO SAFETY RULES

Fernandina Beach MP SMA 47.2 - Close clearance exists between Track No. 3 and No. 4.

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

NONE

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

NONE

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

NONE

7. MISCELLANEOUS

Siding at MP SMA 45.0 or MP SMA 46.0 - When leaving from either end, the train crews must approach Bonnieview Road or Lime Street prepared to STOP. Train crews will make certain that the flashers have operated for at least 20 seconds.

Yulee Yard Limits - All switches within the yard limits of Yulee may be left as last used except the Main line switch to Stone Container at MP S 613.4 which will be left lined to the Main line.

Rayonier Paper, Fernandina Beach, FL - Do not take high-cube box cars onto the "chemical side" of the mill, they will not clear under the conveyer.

NOTES

FITZGERALD SUBDIVISION - FZ

| AUTHORIZED SPEED | MILE POST | STATION | TRACK DIAGRAM | | AUTH FOR MOVE | TWC | NOTES |
|------------------|-------------------------------------|----------------|--------------------------|--------------------------------------|---------------|---------------------------|-------|
| | | | ↓ SOUTH ↓ | | | | |
| | ANB 786.1 | S. MANCHESTER | | MANCHESTER SD | CPS-261 | | |
| 30 | | | | AK DISP 20-6 32 1-800-445-5508 | CPS-261 | DTC BLOCK MANCHESTER | |
| 50 | ANB 783.7 ANB 783.3 ANB 783.0 | | WOODLAND DD | | ABS-261 | | |
| 45 | ANB 782.2 | N. WOODLAND | | | CPS-261 | DTC BLOCK WOODLAND | |
| | ANB 781.1 | WOODLAND | SSDG 10,361 FT 25 MPH | | 261 | | |
| 45 | ANB 780.1 | S. WOODLAND | | | CPS-261 | | |
| 35 | ANB 778.3 | | | | ABS-261 | | |
| 40 | ANB 776.9 | | | | | | |
| 35 | ANB 772.3 | | | | | | |
| 40 | ANB 771.9 | | | | | | |
| 55 | ANB 770.7 | | | | | | |
| | ANB 770.3 | N. TALBOTTON | | | CPS-261 | DTC BLOCK TALBOTTON | |
| | | | CSDG 6,314 FT. 25 MPH | | 261 | | |
| | ANB769.0 | S. TALBOTTON | | | CPS-261 | | |
| 55 | ANB 768.1 | | JUNCTION CITY MINING | 75 CARS | ABS-261 | | |
| 50 | ANB 766.5 | JUNCTION CITY | | | | | |
| 40 | ANB 765.1 | | MARTIN MARIETTA | 200 CARS | ABS-261 | | |
| 35 | ANB 764.1 | WINCHESTER JCT | | | | | |
| 40 | ANB 763.8 ANB 762.7 | | JUNCTION CITY DD | | | | |
| | ANB 761.3 | N. BROWNSAND | | SSDG 10,419FT. | CPS-261 | DTC BLOCK BROWNSAND | |
| 40 | ANB 760.0 | | | 25 MPH STOR. TRK 7,000 FT. | 261 | | |
| 60 | ANB 760.1 | | | | | | |
| | ANB 759.1 | S. BROWNSAND | | | CPS-261 | | |
| 60 | ANB 759.0 | | | UNIMIN SAND CO. 16 CARS | ABS-261 | | |
| 55 | ANB 754.8 | | | 45 CARS | | | |
| 60 | ANB 754.6 | MAUK STORAGE | | | | | |
| | ANB 754.0 | MAUK | | | CPS-261 | | |
| 60 | ANB 751.6 | | SOUTHERN STATES LANDFILL | 150 CARS | ABS-261 | | |
| 45 | ANB 751.2 | | | | | | |
| 60 | ANB 750.0 | | | | | | |
| | ANB 748.5 | DYSON | | | CPS-261 | DTC BLOCK RUPERT | |
| | ANB 746.6 | | | CROSSOVER | ABS-261 | | |
| | ANB 745.1 | RUPERT | | | CPS-261 | | |
| 60 | ANB 744.5 | | | | ABS-261 | | |

FITZGERALD SUBDIVISION - FZ

| AUTHORIZED SPEED | MILE POST | STATION | TRACK DIAGRAM | | AUTH FOIR MOVE | TWC | NOTES |
|------------------|-----------|---------------|--------------------------|---------------------------|----------------|----------------------|-------|
| | | | ↓ SOUTH ↓ | | | | |
| 45 | ANB 742.7 | | | | | | |
| 60 | ANB 740.8 | | | | ABS-261 | DTC BLOCK RUPERT | |
| | ANB 739.3 | | | | | | |
| 50 | ANB 737.8 | N. IDEAL | | SSDG 11,223 FT. | CPS-261 | | |
| | | | | 25 MPH | 261 | | |
| | ANB 735.2 | S. IDEAL | | | CPS-251 | | |
| 50 | ANB 735.0 | | | | ABS-261 | | |
| 40 | ANB 734.8 | | | | | DTC BLOCK IDEAL | |
| 50 | ANB 733.1 | | | | | | |
| 60 | ANB 732.8 | | CHIP MILL-25 CARS | | | | |
| | ANB 732.5 | | | TYSON FOODS 75 CARS | | | |
| 60 | ANB 729.3 | | | | ABS-261 | | |
| 55 | ANB 728.8 | N. OGLETHORPE | | | CPS-261 | | |
| 45 | ANB 728.6 | | | | | | |
| 40 | ANB 728.4 | | CSDG 4,849 FT. 10 MPH | | 261 | | |
| 40 | ANB 727.8 | S. OGLETHORPE | | | CPS-261 | | |
| 30 | ANB 727.6 | | NS CROSSING | | | | |
| 45 | ANB 727.4 | | | | | DTC BLOCK OGLETHORPE | |
| 45 | ANB 725.0 | | | | | | |
| 50 | ANB 724.1 | | | | ABS-261 | | |
| 60 | ANB 722.5 | | | | | | |
| | ANB 720.9 | | MONTEZUMA DD | | | | |
| 40 | ANB 719.1 | | | | | | |
| | ANB 718.5 | N. DOOLING | | | CPS-261 | | |
| | ANB 718.4 | | | SSDG 10,744 FT. 25 MPH | 261 | | |
| | ANB 716.5 | S. DOOLING | | | CPS-261 | | |
| | ANB 715.7 | | | | | | |
| | ANB 715.3 | | 10 CARS | BYRONVILLE | | DTC BLOCK DOOLING | |
| | ANB 713.8 | | | | ABS-261 | | |
| | ANB 713.1 | | | | | | |
| 40 | ANB 712.6 | | | | | | |
| 60 | ANB 710.6 | N. LILLY | | CSDG 6,176 FT. | CPS-261 | | |
| | | | | 25 MPH | 261 | | |
| | ANB 709.3 | S. LILLY | | | CPS-261 | DTC BLOCK LILLY | |
| 60 | ANB 708.3 | | | | ABS-261 | | |
| 50 | | | | | | | |

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FITZGERALD SUBDIVISION - FZ

| AUTHORIZED SPEED | MILE POST | STATION | TRACK DIAGRAM | | AUTH FOR MOVE | TWC | NOTES |
|------------------|-----------|--------------------|----------------------------------|----------------|---------------|----------------------|-------|
| | | | SOUTH | | | | |
| 50 | ANB 707.5 | | | | ABS-261 | | |
| 60 | ANB 705.7 | | | | | | |
| 45 | ANB 705.5 | | | | | | |
| 60 | ANB 704.6 | | VIENNA | 12 CARS | | DTC BLOCK LILLY | |
| | ANB 704.2 | | MID GA PROCESSING | 50 CARS | | | |
| | ANB 703.6 | | GEORGIA PACIFIC | 25 CARS | | | |
| | ANB 700.7 | | ROSS DD | | ABS-261 | | |
| | ANB 699.1 | N. ROSS | | | CPS-261 | | |
| 60 | ANB 697.4 | | SSDG 14,485 FT. 30 MPH | 30 CARS EACH | 261 | | |
| 50 | ANB 696.2 | S. ROSS | | | CPS-261 | DTC BLOCK ROSS | |
| | ANB 695.5 | | | | | | |
| 30 | ANB 695.0 | | NS CROSSING | | ABS-261 | | 1 |
| | ANB 694.3 | N. CORDELE | CSDG 9,959 FT. | | CPS-261 | | |
| | | | 25 MPH | | 261 | | |
| 50 | ANB 692.2 | S. CORDELE | | | CPS-261 | DTC BLOCK CORDELE | |
| | ANB 692.0 | | | | ABS-261 | | |
| 60 | ANB 685.3 | N. HATLEY | SSDG 11,239 FT. 30 MPH | | CPS-261 | | |
| | | | | | 261 | | |
| | ANB 682.8 | S. HATLEY | | | CPS-261 | DTC BLOCK HATLEY | |
| | ANB 679.0 | | HATLEY DD | | ABS-261 | | |
| | ANB 673.8 | N. REBECCA | SSDG 9,524 FT. | | CPS-261 | | |
| | | | 25 MPH | 15 CARS | 261 | | |
| | ANB 671.8 | S. REBECCA | | | CPS-261 | DTC BLOCK REBECCA | |
| | ANB 662.1 | | FITZGERALD DD | | ABS-261 | | |
| | ANB 660.5 | N. FITZGERALD | CSDG 8,930 FT. 25 MPH | | CPS-261 | | |
| 60 | | | 5 YD TRACKS | PEA-PATCH | 261 | | 2 |
| 25 | ANB 659.5 | | | 10 MPH/95 CARS | | | |
| | ANB 658.8 | S. FITZGERALD | | | CPS-261 | | |
| | ANB 657.4 | | OCILLA SPUR SLA 658-SLA-660.7 | RULE 96 | | | |
| 25 | ANB 656.9 | | | | | | |
| 60 | ANB 656.5 | | DEEP SOUTH RUNAROUND | 20 CARS | ABS-261 | DTC BLOCK FITZGERALD | |
| | ANB 655.5 | | | 18 CARS | | | |
| | ANB 655.3 | | | 12 CARS | | | |
| | ANB 655.0 | FITZGERALD HOLDOUT | | INTERSTATE | CPS-261 | | |
| | ANB 654.7 | | WOOD YARD | 12 CARS | | | |
| | ANB 654.2 | | SOUTHERN VENEER | 20 CARS | ABS-261 | | |
| | ANB 651.0 | N. OSIERFIELD | SSDG 11,000 FT. 30 MPH | | CPS-261 | | |
| | ANB 649.0 | S. OSIERFIELD | | | 261 | | |
| | | | | | CPS-261 | DTC BLOCK OSIERFIELD | |
| 60 | ANB 648.8 | | | 8 CARS | ABS-261 | | |
| | | | | HOUSE TRACK | | | |

FITZGERALD SUBDIVISION - FZ

| AUTHORIZED SPEED | MILE POST | STATION | TRACK DIAGRAM | | AUTH FOR MOVE | TWC | NOTES |
|------------------|------------------|-------------------|---------------|--|----------------|----------------------|-------|
| | | | SOUTH | | | | |
| 60 | ANB 648.0 | | | | ABS-261 | DTC BLOCK OSIERFIELD | 3 |
| 55 | ANB 647.8 | | | | | | |
| 60 | ANB 641.7 | | | | | | |
| | ANB 640.5 | | | | | | |
| | ANB 638.8 | | | | | | |
| | ANB 632.8 | N. UPTON | | | ABS-261 | | |
| | | | | | CPS-261 | | |
| | ANB 632.1 | | | | 261 | DTC BLOCK UPTON | 4 |
| | ANB 631.4 | | | | | | |
| | ANB 631.2 | S. UPTON | | | CPS-261 | | |
| | ANB 629.1 | N. DOUGLAS | | | ABS-261 | DTC BLOCK SAGINAW | 5 |
| | ANB 628.4 | S. DOUGLAS | | | ABS-261 | | |
| | ANB 624.0 | | | | | | |
| | ANB 620.9 | N. SAGINAW | | | CPS-261 | | |
| | | | | | 261 | | |
| | ANB 618.3 | S. SAGINAW | | | CPS-261 | | |
| | | | | | ABS-261 | | |
| | ANB 614.1 | N. SESSOMS | | | CPS-261 | | |
| | | | | | 261 | DTC BLOCK SESSOMS | |
| 60 | ANB 613.6 | | | | | | |
| | ANB 613.2 | | | | | | |
| 50 | ANB 612.7 | S. SESSOMS | | | CPS-261 | | |
| 60 | ANB 606.0 | | | | ABS-261 | DTC BLOCK BOLEN | |
| | ANB 603.4 | N. BOLEN | | | CPS-261 | | |
| | | | | | | | |
| | ANB 601.2 | S. BOLEN | | | CPS-261 | | |
| | | | | | ABS-261 | | |
| 60 | ANB 600.1 | | | | | | |
| 50 | ANB 600.0 | | | | | | |
| 60 | ANB 593.6 | | | | | | |
| 45 | ANB 593.4 | | | | | | |
| 60 | ANB 593.4 | | | | ABS-261 | | |

FITZGERALD SUBDIVISION - FZ

| AUTHORIZED SPEED | MILE POST | STATION | TRACK DIAGRAM | | AUTH FOR MOVE | TWC | NOTES |
|------------------------------------|-----------------------|--|---------------------------------|-------------------------|-------------------------------|---------------------|-------|
| | | | ↓ | ↓ | | | |
| 60 | ANB 591.1 | JAMESTOWN HOLDOUT | | | CPS-261 | DTC BLOCK JAMESTOWN | |
| 60 | ANB 589.1 | | HEBARDVILLE | | ABS-261 | | |
| 30 | ANB 588.9 | | BRICKYARD LEAD | | | | |
| 30 | ANB 588.6 | | PEARSON SPUR AP589.0-AP517.9 | | ABS-261 | | |
| 15 | ANB 588.2 | | | | ABS-261 | DTC BLOCK LANG | |
| | ANB 587.9 AP 587.7 | LANG NICHOLS STREET | | | CPS-261 | | |
| | AP 587.8 | BEGIN PEARSON SPUR | | TIBEAU ST. ANB 587.1 | | DTC BLOCK LANG | 6 |
| | AP 588.2 | BEGIN 97 ROUTE | | | ABS-261 | | |
| | ANB 586.7 | | B&W FRT LD | | | | |
| 15 | ANB 586.7 | | B&W FRT LD AP 589.0 | 97 ROUTE ANB 586.6 | BRUNSWICK JCT ANB 586.7 | | |
| 15 | AN 587.3 | THOMASVILLE/JESUP SUBDIVISION (BRUNSWICK JCT.) | | | CPS-261 | | |
| 201.6 MILES MANCHESTER TO WAYCROSS | | | | | | | |

STATION PAGE NOTES

- NOTE 1:** NS railroad crossing, automatic interlocking, Rule 226-B(3) applies.
- NOTE 2:** All switches connected to the Pea Patch must be lined for straight away movement.
- NOTE 3:** No locomotives or cars may be left at derail on Golden Poultry lead.
- NOTE 4:** Do not shove cars past open pit or walk within 100 FT. of open pit.
- NOTE 5:** If the gate at Waldron is closed, DO NOT operate without access from the Waldron employee.
- NOTE 6:** The B&W freight lead limits are from East Waycross to Lang.
- NOTE 7:** During signal suspension the B&W freight lead, MP AP 587.8 to MP AP 589.0, will be known as the DTC Block B&W.

FITZGERALD SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

METHOD OF OPERATION

The only Rule 96 location on the Fitzgerald Subdivision is the Ocilla Spur at Fitzgerald, GA. Derails are located at MP SLA 658.0 and SLA 660.7. The speed on the industrial spur is 10 MPH due to track conditions.

EXCEPTED TRACKS

Pearson Spur – The Main track and all other tracks between MP AP 617.9 and MP AP 589.0 are designated as excepted track.

APPROACH LOCATIONS WITH TIME-OUT FEATURES

The following are locations with time out features. Note where the time out feature begins and the length of the time out duration for each location. After you pass that location, regardless of signal indication, if your train consumes more time than is shown for that location, the home signal at the crossing is subject to go to a "STOP" indication.

| Subdivision | City/Town | Milepost/Location | Time-Out Interval |
|-------------|----------------|---|-------------------|
| Fitzgerald | Oglethorpe, GA | Northbound start at MP ANB 724.4 (NB signal) | 10 min 30 sec |
| Fitzgerald | Oglethorpe, GA | Southbound start at MPANB 729.2 (small signal case) | 10 min 30 sec |
| Fitzgerald | Cordele | Southbound MP ANB 699.0 Northbound MP ANB 691.7 | 9 min 00 sec |

HIGHWAY CROSSINGS AT GRADE

| | |
|--|---|
| Industrial Park run-around over County Rd. 258 – MP ANB 655.25 | Crews must provide flag protection in accordance with Rule 223. |
| Gilman Pulp Wood Yard Peachtree Road – MP ANB 654.9 | |
| Ocilla Spur US 129 South – MP SLA 659.1 | |

- If trains are to be tied down at Talbotton, GA, cut the crossing at MP ANB 769.52.
- In response to our blocking school buses Saginaw, GA, from the Coffee County School System the following instructions will be adhered to by all train crews:

Between the hours of 0645 and 0715 and between the hours of 1545 and 1615 Monday thru Friday, Whippoorwill road Crossing, MP ANB 619.8, will not be blocked with a standing train unless a member of the crew is in position at the crossing to open the crossing for vehicular traffic as needed.

2. INSTRUCTIONS RELATING TO SAFETY RULES

CLOSE CLEARANCE

Due to close clearance at the following locations, employees are prohibited from riding the side of cars when cars are on the adjacent tracks.

- MP ANB 589.0 Southeastern Brick
- MP ANB 589.0 Gold Kist
- MP ANB 628.8 No. 2 track
- MP ANB 694.1 Scale track
- MP ANB 727.7 yard tracks 1-through-6
- MP ANB 754.0 Mauk Storage
- MP ANB 769.1 Siding

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

DEFECT DETECTORS

The defect detectors at Fitzgerald, Ambrose, Ideal and Saginaw will become activated at a point 600 FT. in advance of the defect detector

These defect detectors will report the location of a defect in 2 digits when 99 axles or less and 3 digits when 100 axles or more.

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

NONE

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

NONE

7. MISCELLANEOUS

NOTES

1. CITY ORDINANCES

- a) **Douglas** – The crossings between Gaskins Ave. MP ANB 629.0 and College Ave MP ANB 629.5 (inclusive) must be left unobstructed except when trains are passing over the crossings.
- b) **Fitzgerald** – Switch engines must approach and pass over all street crossings at restricted speed. All street crossings must be flagged when switching over same.
- c) **Cordele** – Switching movements over all street crossings must be protected by a member of the crew and must not be blocked longer than 5 minutes. Cars must not be kicked or dropped over any crossing within city limits.
- d) **Woodland** – Crossings must not be blocked longer than 10 minutes.
- e) **Crisp County** – Crossings must not be blocked longer than 10 minutes by trains whether moving or stopped and must not be blocked longer than 5 minutes when switching over same

2. Pearson Spur

- a) Do not exceed 5 MPH on Chip Track, Pearson, MP AP 615.9.
 - b) All trains using the Millwood siding must flag the Manor and Millwood county road crossings MP AP 06.4 on account of rusty rail.
 - c) Movements across U.S. Highway No. 82, at Wareco, must be preceded by a flagman. The derailer at Wareco is located at a point just north of Highway No. 82.
3. **Waycross** - trains using the freight lead between Lang and Rice yard will not exceed 20 MPH, and will not exceed 10 MPH over Nichols Street (U.S. Highway 84), until the engine covers the crossing.

4. **Fitzgerald, GA** – No engines or standing equipment will be left north of the Coal Shoot Crossing in the Pea Patch Track at Fitzgerald.

NOTES

NOTES

NOTES

HOMESTEAD SUBDIVISION - HS

| AUTHORIZED SPEED | MILE POST | STATION | TRACK DIAGRAM | | AUTH FOR MOVE | TWC | NOTES | | |
|--|----------------------------------|---------------------------|---------------|---|---------------|-----------------------|---------|------------------------|-------|
| | | | ↓ | ↓ | | | | | |
| | | | MIAMI SD | | | | | | |
| 25 | SXH 36.7 | DTC BLOCK SIGN HIALEAH | | | TWC-DTC | DTC BLOCK OLEANDER | 1 | | |
| 20 | SXH 37.0 | | | | | | | | |
| 25 | SXH 38.1 | | | | | | | | |
| 25 | SXH 39.5 | DTC BLOCK SIGN 4.4 | | | | | | DTC BLOCK LEHIGH | 2,3,4 |
| 25 | SXH 40.6 | | | | | | | | |
| 10 | SXH 40.7 | | | | | | | | |
| 10 | SXH 41.1 | OLEANDER | | | | | | | |
| 25 | SXH 41.2 | | | | | | | | |
| 25 | SXH 47.0 | DTC BLOCK SIGN 11.9 | | | | | | DTC BLOCK STERLING | 5 |
| 25 | SXH 52.8 | | | | | | | | |
| 10 | SXH 53.0 | STERLING | | | | | | | |
| 10 | SXH 54.2 | DTC BLOCK SIGN 13.5 | | | | | | DTC BLOCK HOMESTEAD | 6 |
| 10 | SXH 66.0 | DTC BLOCK SIGN | | | | | TWC-DTC | | |
| 10 | SXH 66.5 SXH 66.8 SXH 67.0 | HOMESTEAD 1.0 | | | 96 | | | | |
| HIALEAH TO HOMESTEAD 30.8 MILES | | | | | | | | | |

STATION PAGE NOTES

- NOTE 1:** The South leg of the wye is out of service.
- NOTE 2:** FEC Interchange MP SXH 40.7 10 MPH.
- NOTE 3:** 20 MPH until leading end of movement reaches railroad crossing at grade.
- NOTE 4:** Railroad crossing at grade, FEC MP SXH 41.1, automatic controlled, Rule 226-B(3).
- NOTE 5:** The main track switch to the GPC spur may be left lined as last used. Trains must approach these switches expecting them to be lined against their movement. The maximum authorized speed on the GPC spur is 25 MPH with speed not exceeding 10 MPH between MP SXG 53.0 to SXG 53.1 and SXG 58.0 to SXG 58.2. Milepost SXH 53.0, GPC spur speed is 10 MPH on both legs of the wye.
- NOTE 6:** Homestead wye, SXH 66.8, north leg and straight leg of wye has been shortened by placing wheel stops on track. South leg of wye is out of service.

HOMESTEAD SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

USE OF SPECIFIED TRACKS

| | |
|---|--|
| Lehigh Spur MP SXH 41.2 (MP SXL 41.2- MP SXL 49.5) | Trains will be governed by Rule 96 on the entire spur, not exceeding 10 MPH. All switches will be lined and locked for straightaway movement. Lookout for Rinker locomotive inside of Rinker tracks, SXL 49.0. Lookout for Florida Rock locomotive inside of Florida Rock tracks, SXL 47.5. |
| General Portland Spur MP SXH 53.0 | Switches may be left lined as last used. Trains will be governed by Rule 96 not exceeding 25 MPH. On 32 nd St. Crossing, both north and south legs of the wye, do not exceed 10 MPH with the head of train over either crossing. Between the hours of 0900 and 1500, Monday through Friday, trains and O.T.E. must look out for the Conrad Yelvington locomotive between MP SXG 54 and MP SXG 63, unless the location of this locomotive has been confirmed by contacting their crew on Channel 66 or their office 305-386-0078, extension 232,227. |

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

1. CSX locomotives are prohibited from being under the loading chute on Track No.#1 at CSR Rinker Krome Quarry, located at MP SXG 62.0 on the GPC Spur.
2. Six-axle locomotives are restricted from use on both legs of the Homestead Wye, MP SXH 66.5

7. MISCELLANEOUS

NONE

NOTES

EXCEPTED TRACK

All tracks on the Homestead Subdivision between MP SXH 53.0 and MP SXH 67.0 is excepted track.

All tracks on the Lehigh Spur, Homestead Subdivision between MP SXL 41.0 to MP SXL 49.5 are declared excepted track.

SWITCHES

The main track switch to General Portland Spur MP SXH 53.0 may be left lined as last used. Trains must approach these switches expecting them to be lined against their movement.

2. INSTRUCTIONS RELATING TO SAFETY RULES

When in doubt take the safe course.

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

NONE

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

NONE

JACKSONVILLE TERMINAL SUBDIVISION - JT (S LINE)

| AUTHORIZED SPEED | | MILE POST | STATION | TRACK DIAGRAM | | AUTH FOR MOVE | TWC | NOTES |
|------------------|----|-----------|--|---|----------------------------|---------------|---------------------------------|-------|
| | | | | ↓ | ↓ | | | |
| P | F | | | SOUTH JACKSONVILLE TERMINAL SUB | | | | |
| 15 | 10 | SP 635.0 | BEAVER STREET BEGIN JT YD LIMITS | AZ DISP 32-94 1-800-224-2598 | SEMINOLE CONN. | ABS-261 | DTC BLOCK HONEY- MOON | |
| | | SP 635.2 | | | | CPS-261 | | |
| 30 | 30 | | | | | ABS-261 | | |
| | | SP 635.3 | HONEYMOON CROSSOVER | | | CPS-261 | | |
| 30 | 30 | SP 635.5 | | | BRICK YARD LEAD | ABS-261 | | |
| 60 | 45 | SP 635.7 | | | WEST JAX YD 3 TRACKS | | | |
| 79 | 45 | SP 638.0 | WEST JACKSONVILLE | INDUSTRIAL LEAD | 125 CARS | | | |
| | | SP 638.0 | N.E. CARNEGIE | | TO WEST JAX | ABS-261 | | |
| | | SP 638.4 | CARNEGIE | CSDG 4,003 FT. FOOD FAIR LD | | CPS-261 | | |
| | | SP 638.6 | | | | ABS-261 | | |
| | | SP 638.8 | S.E. CARNEGIE | | | CPS-261 | | |
| | 45 | SP 639.1 | | | CHINATOWN LEAD | ABS-261 | DTC BLOCK DUVAL | |
| | 60 | ASK 640.3 | LANE | DUVAL YD | | CPS-261 | | |
| | | SP 639.8 | | N. LEG WYE | | CPS-261 | | |
| | | SP 640.2 | DUVAL CONNECTION | S. LEG WYE | | ABS-261 | | |
| | | SP 643.2 | N.E. WHITEHOUSE | | | CPS-261 | DTC BLOCK WHITE- HOUSE | |
| | | SP 643.9 | WHITEHOUSE | SSDG 7,010 FT. | | ABS-261 | | |
| | | SP 644.6 | S.E. WHITEHOUSE | | | CPS-261 | | |
| | | | END JT YD LIMITS BEGIN BALDWIN YD LIMITS | | | ABS-261 | | |
| | | SP 650.9 | N.E. EAST SIDING | | | CPS-261 | DTC BLOCK EAST PASS | |
| | | SP 651.6 | EAST SIDING | | SSDG 7,327 FT. | ABS-261 | | |
| | | SP 652.4 | S.E. EAST SIDING | | | CPS-261 | | |
| 79 | 60 | SP 652.5 | TO CALAHAN SD | WILDWOOD CONN SWT TALLAHASSEE MAIN SOUTH S.E. WYE | S 652.8 | CPS-261 | DTC BLOCK MCMILLAN | |
| 30 | 30 | SM 0.0 | | NORTHWEST WYE | WILDWOOD SUB M. YARD | | | |
| 79 | 60 | SP 652.7 | | | FREIGHT LEAD | | | |
| | | SP 653.1 | N.E. WEST BALDWIN END BALDWIN YD LIMITS 17.8 MILES BEAVER STREET TO BALDWIN | TALLAHASSEE SD | | | | |
| | | | | SP 635.0 - SP 653.1-TALL S 652.8-WILDWOOD | | | | |
| | | | | TALLAHASSEE SD | | | | |

STATION PAGE NOTES

- NOTE 1: SM milepost prefix starts at RR crossing at grade towards Callahan Sub
 NOTE 2: S milepost prefix starts at RR crossing at grade towards Wildwood Sub
 NOTE 3: 30 MPH over RR crossing at grade only

JACKSONVILLE TERMINAL SUBDIVISION - JT (A LINE)

| AUTHORIZED SPEED | | MILE POST | STATION | TRACK DIAGRAM | | AUTH FOR MOVE | TWC | NOTES | | |
|-------------------|-------------------|-----------|-------------------------------|---------------|------------------|------------------------------------|---------|------------------------|---|-------------------------|
| | | | | ↓ | ↓ | | | | | |
| P | F | | | NAHUNTA SUB | | | | | | |
| 79 | 60 | A 635.2 | DINSMORE | ● | DUVAL YARD | AZ DISP 32-94 1-800-224-2598 | CPS-261 | DTC BLOCK RAMP | 2 | |
| | | A 638.7 | BEGIN JT YD LIMIT 4.2 | | | | | | | |
| 40 | 40 | A 639.4 | (PASSENGER STATION) | .6 | AMT #1 AMT #2 | CPS-261 | | | | |
| | | | | | | ABS-261 | | | | |
| | | A 640.0 | GRAND JUNCTION | | JSW | | CPS-261 | | | |
| | | A 640.3 | MONCRIEF | | NS --- NS | | | | | |
| | | | | 2.2 | C YARD M-YARD | | ABS-261 | | | DTC BLOCK MONCRIEF |
| 40 | 40 | A 642.2 | MCQUADE | | M | | | | | |
| 30 | 30 | | | | H C NS | | CPS-261 | | | DTC BLOCK MCQUADE |
| | | A 642.5 | BEAVER STREET | | FEC | | CPS-261 | | | |
| | | | | | SEMINOLE | | ABS-261 | DTC BLOCK BEAVER | | |
| 30 | 30 | A 642.8 | DUKES CROSSING | | | | CPS-261 | | | |
| 15 | 10 | A 643.0 | | | | | | DTC BLOCK DUKE | 1 | |
| 30 | 25 | A 644.8 | | | | | | | 2 | |
| NO 1 P/F 45 | NO 2 P/F 30 | A 647.1 | | 6.6 | | | ABS-261 | | | |
| 50 | | | | | | | | | | |
| 50 | 30 | A 648.2 | ST. JOHNS END JT YD LIMITS | ↓ | | | CPS-261 | DTC BLOCK DUKE | | |
| | | | | | SANFORD SUB | | | | | |
| | | | | | | AA DISP 54-06 1-800-628-4718 | | | | |

13.0 MILES DINSMORE TO ST. JOHNS

STATION PAGE NOTES

NOTE 1: Only 700 feet between MP A 643.0 and MP A 644.0.

NOTE 2: Yard limits do not apply to No. 2 Track.

JACKSONVILLE TERMINAL SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

SPEEDS

Maximum authorized speed on FEC tracks 30 and 31 is 20 MPH except 15 MPH when any portion of movement is operated through turnouts or crossovers.

Maximum authorized speed on the Seminole Connection track is 15 MPH.

Maximum authorized speed on the Brick Yard Lead Track is 10 MPH.

Maximum authorized speed on the FEC Connection track at Dukes crossing is 15 MPH.

The reduce speed sign located at MP SP 652.8 does not effect trains on the Jacksonville Terminal Subdivision main track going to Jacksonville.

EXCEPTED TRACKS

1. Kaplan lead track at West Jacksonville Yard will be declared excepted track.
2. All tracks in the YH Yard, Jacksonville, FL are declared excepted tracks with the exceptions of tracks No.10 and No.11, which are owned by the F.E.C. Railroad.

JUNCTIONS, DRAWBRIDGES AND RAILROAD CROSSINGS AT GRADE

| RAILROAD CROSSINGS AT GRADE | | | |
|---|-------------------------|------------------------------------|--|
| Location | Railroad | Protection | Rule |
| Moncrief MP A 640.3 | NS | Remotely Controlled | 226-B(3) |
| Jacksonville MP A 642.8 | FEC (lead to "YH" Yard) | Remotely Controlled | 226-B(3) |
| Jacksonville MP A 642.9 | CSX (Lead to Honeymoon) | Remotely Controlled | 226-B(3) |
| Grand Crossing MP SG 639.9 | NS (Lane Ave lead) | Electrically locked gates (Note 1) | Refer to Jacksonville Division Special Instructions, Item 1E |
| TOFC Facility Pickettville MP ASK 636.5 | NS | Remotely Controlled (Note 2) | 226-B(3) |
| Baldwin MP SP 652.5 MP SM 00.0 | CSX | Remotely Controlled | 226-B(3) |

Note 1: These gates are controlled by the GYM at the NS yard.

Note 2: CSX Transportation crews will communicate with the dispatcher when instructions regarding the railroad crossing at grade signals are necessary.

PROVIDING CROSSING PROTECTION

Trains will provide flag protection against vehicular traffic before moving over the highway or street crossings designated below:

| HIGHWAY AND STREET CROSSINGS | |
|------------------------------|--|
| Station, Highway or Street | Instructions |
| Edgewood & Lane Avenue Area | Doolittle Road, Ellis Road, Commonwealth Ave, Lane Ave, West 5 th Street, West 1 st Street |
| Chinatown Area | Highway Ave, Overmeyer Drive, Stevens Street, Edgewood Court, Stuart Street |

SWITCHING

1. Yard crews making delivery to the NS Simpson Yard must line the switch back for movement on the JS&W as well as when leaving Simpson Yard unless authorized by the CSX Moncrief Yardmaster.
2. Instructions for CSX crews making delivery to Simpson Yard on the Norfolk Southern: All movements between MP 254.6G and Beaver Street are controlled by the general yardmaster, Simpson Yard. All movements on the main tracks between MP 255.9G and MP 260.6G and between Simpson Yard and C Yard are controlled by the general yardmaster, Simpson Yard. When no general yardmaster is on duty these movements are controlled by the clerk at Simpson Yard. CSX crews delivering to Simpson Yard must get permission before entering the yard and receive permission before pulling out of the clear on the north or south end. They must ask for permission to use the main line and receive permission before lining any switches and/or details connected with their move. All movements must be properly protected and all cuts secured with a sufficient number of handbrakes, with a minimum of two applied on the north end of the cut.
3. **BIDS TERMINAL** – During normal switching hours, hazardous materials will not be transferred in the terminal. Other than switching hours the facility will be blue flagged. If a switch is required other than switching hours a Bids Terminal supervisor will meet the rail switch crew, remove blue flags and will verify terminal activity and that all hazardous material transfers are shut down.

The following terminals have been designated as terminal transferring hazardous materials, and listed below are the switching windows at each location.

4. All Line of Road crews within the Jacksonville Terminal must not occupy a switching lead

without authority from the appropriate Yardmaster. Yardmaster will also inform line-of-road crew of any yard crews using such switching leads. Line-of-road crews will then contact road crews prior to fouling that switching lead.

5. Operating Rule 104-B, operating within the Intermodal Track facility, track P01 through P08 is amended to allow movement over crossover switches not properly lined on both ends whenever TTX personnel are controlling one end of crossover.
6. All cuts must be secured with a minimum of five cars with handbrakes applied on the north end.

BIDS TERMINAL SWITCHING WINDOWS

| Subdivision | Location | (CSX Time) Between Hours |
|--------------|-------------------|-------------------------------|
| Jacksonville | West Jacksonville | 1730 and 0130 Tues & Thurs |

USE OF SPECIFIED TRACK

| Location | Instructions |
|--|--|
| Moncrief Yard (New Runaround track) | Any movement by trains through the new runaround track at Moncrief Yard must be protected by an employee on the leading end of the movement in a position to observe the condition of the track and must be prepared to signal engineer. |
| Tracks No. 30 or 31 | Trains must not foul either of these tracks until authority has been received from the AZ Train Dispatcher. |
| Pritchard and Lane | Trains operating between Pritchard, MP ASK 634.4 and Lane, MP ASK 640.3 (Duval Yard) will operate in accordance with Operating Rule 105. |

RADIO INSTRUCTIONS

| Milepost Location | Hours of Operation | Channel Monitored | Type Station |
|------------------------|-----------------------|----------------------|-----------------|
| Moncrief Yard | Continuous | 32 & 66 | Terminal |
| C Yard | Continuous | 12 | Terminal |
| B Yard | Continuous | 25 | Terminal |
| H Yard | Continuous | 82 | Terminal |
| Export Yard | Continuous | 50 | Terminal |
| Loco Svc. Ctr. | Continuous | 63 | Terminal |
| TD | Continuous | 32 & 66 | Terminal |
| Duval Yard Office | Continuous | 66 | Terminal |
| Baldwin Yard Office | Continuous | 66 | Terminal |
| East Yard | Continuous | 50 | Terminal |
| West Yard | Continuous | 12 | Terminal |

Radio Procedures

- A Yard job are to work on the respective road channels while on the mainline as identified in the timetable.
- B Yard jobs need to contact the appropriate yardmaster (B Yard, C Yard, H Yard) prior to entering the lead to that yard. During the hours the B Yard yardmaster is not working the C Yard yardmaster must be notified prior to a job going into B Yard.
- C The B Yard yardmaster must give the C Yard yardmaster a turnover prior to leaving for the day.
- D The following are the designated radio channels in Jacksonville terminals:

B Yard – 25

Export Yard & C Yard – 12

H Yard – 82

Duval Ramp – 25 & 66

These channels must be coordinated through the yardmaster prior to working on that channel.

- E Two or more yard jobs working on opposite ends of the same yard need to work on the same channel.
- F To reduce and eliminate collisions in the Jacksonville Terminal the following 'best practice' is now in effect:

1. The yardmaster, upon routing the trains for arrival/departure, will issue instructions to the train crews, for said train crew to contact by radio, the yard job working on the switching lead or ladder to be used by the train crew for their route.
2. Trains entering Baldwin Yard will need to contact yard jobs on channel 50 in the east yard and channel 12 in the west yard.

2. INSTRUCTIONS RELATING TO SAFETY RULES

All crews working Trumball Asphalt Industry (YZ Code 1120) at Export Yard in Jacksonville, FL will be required to wear hardhats and long sleeves. The industry will supply the needed equipment at the gate before entering.

CLOSE CLEARANCE

C-Yard at Moncrief - Tracks C01 through C20, milepost A 640.0, the practice of riding the side of a car in C-yard when there are cars in the adjacent track is prohibited.

Peoples Gas Track - Look out for close clearance at MP SP 641.8.

Baldwin Yard –
Ameristeel MP S 653.4

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

NONE

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

Calendar day inspections will be performed on the locomotives being utilized on the trains listed below, at the following locations only:

| TRAIN | LOCATION |
|-------|-------------------------------|
| Q-173 | Kearny, NJ – Jacksonville, FL |
| Q-174 | Jacksonville, FL – Kearny, NJ |
| Q-175 | Kearny, NJ – Jacksonville, FL |
| Q-176 | Jacksonville, FL – Kearny, NJ |

Train handling rule 2.1.1 is modified accordingly.

These instructions will apply so long as the train(s) will reach the aforementioned inspection points before midnight of the day following the current calendar inspection.

All inbound trains coming into Jacksonville Terminal will leave the brake test form BTC-100MT on the lead engine of the consist.

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

Double Stack Movements

1. Train movements with double stack equipment may be made within Jacksonville Terminal without placement restrictions or height restrictions. If such movements do not conform with Restricted Equipment Rule RE, as amended, train speed cannot exceed 10 MPH.
2. Trains departing Jacksonville Terminal other than transfers within the terminal and transfer to and from Export yard at milepost S 633 will require mechanical inspection and train document information. Also the following height restrictions are in effect:

| | |
|----------------------------|---------------|
| Jacksonville to Chicago | 20'2" |
| Jacksonville to Cincinnati | 18'2" |
| Jacksonville to Portsmouth | 19'2" |
| Portsmouth to Worcester | not permitted |

7. MISCELLANEOUS

1. Light engines operating on switching leads, upon noting that another engine is in a track and the switches are lined for that track, will line switches back to the proper position for that track.
2. Do not exceed 10 MPH on all tracks and switches within the Jacksonville Terminal, including Baldwin Yard, excluding Main Tracks, sidings and the East and West leads at the Duval Ramp.
3. Do not exceed 5 MPH while moving on the Florida Times Union track, Jacksonville, FL. This track opens from FEC track No. 31 in the area at Riverside.
4. When working Times Union all moves to and from must be made off of track 30. Times Union must not be worked from track 31.
5. Southbound trains destined to the Jacksonville Duval Yard will contact the yardmaster at the Duval Yard and determine that the route into the ramp has been lined for movement into the yard prior to the train passing Thein Road at MP A 633.8 on the Nahunta Subdivision. This will eliminate trains being stopped with road crossings blocked between Thein Road and the Duval Yard.
6. Freight Lead switch at McQuade Street, milepost A 642.2 is equipped with a switch lock and must remain locked at all times, normal position of this switch is left as last used.

BALDWIN YARD

1. Tracks R07 and Scale Track are restricted to 5 mph and bell must be rung at all times.
2. Employees are prohibited from riding equipment except on a locomotive, shoving platform (caboose) or a car equipped with a riding platform that has a safety rail position between you and the end of equipment.
3. Switch locks have been placed on the following switches in Baldwin Yard:

North end of east 12 switch, switch must be lined and locked on east 12.

South end of east 12 switch, switch must be lined and locked on east 12.

Shop cross over switches, switch must be lined and locked for movement on the lead.

BK cross over switches, switches must be lined and locked for movement on the lead.

MONCRIEF YARD

1. C yard, crews working on the south end, west side, will contact crews working on the south end, east side, before going into or out of C yard track No. 9 on the south end.
2. The hand-operated crossover switches for movements between B yard and H yard located just south of the dwarf signal covering southward

movements from B yard must not be reversed except on the verbal authority of AZ Train Dispatcher. These crossover switches must be restored to normal position (straight-away movement) after being used. The other hand-operated switches for crossover located through McQuade Street between H yard and B yard may be used without authority, and trains may leave these crossover switches as last used. However, when used by a light engine or hostler, these switches must be restored to normal position (for straight-away movement).

3. The 20 Lead switch on the south end of H yard lead will be lined for H yard ladder when not in use. When so lined the switch targets are white. The switch from B yard ladder into 20 lead will be lined for movement on 20 lead to the H yard ladder when not in use. When so lined, the switch targets are white.
4. Trains needing a signal in and out of the north end of Moncrief Yard will have to call the yardmaster at Moncrief.
5. When making movements into Moncrief Yard, the Florida East Coast (FEC) and Norfolk Southern (NS) Railroads will enter and occupy tracks only by permission from the CSXT yardmaster. All hand-throw switches used to enter or depart tracks used by NS or FEC crews in Moncrief Yard will, after use, be lined for straight-away movements on lead tracks, or protected by a crew member remaining and attending the entrance switch to ensure protection against opposing movements.
6. The track located in Moncrief Yard, Jacksonville, Florida, that extends between the Ashland Chemical lead on the runaround track through to the north end of the Shop Wye track to the Old Ramp No. 1 switch is designated as locomotive servicing track area. This area includes the wye track lead, wye tracks Shop lead, Middle Shop lead, Inside Shop lead and the New Runaround track on the south end, Northward to the Cab Track switch on the south end.

Moncrief Locomotive Service/Repair Facility

1. Train or engine movements into the locomotive servicing track area will be made on the authority of the Mechanical Department on radio channel 63. When Mechanical Department personnel are not on duty the yardmaster at Moncrief will direct movement into this area.
2. All transportation employees will discontinue mounting engines in service area while engines are blue flagged.
3. When picking up locomotives at the Jacksonville Service Center, do not blow the horn. When departing ring bell only.
4. Train crews are prohibited from using locomotive shop track numbers 7 and 8, north of the asphalt walkway just south of the locomotive shop.
5. Train crews are prohibited from entering the covered area of the locomotive servicing facility.
6. The inside shop lead switch off the south end of the run around track may be left as last used.
7. All trains coming to Moncrief Yard (A 640) via the JS&W mainline must get permission to enter the yard from the Norfolk Southern yardmaster on channel 32. This will prevent the Edgewood Avenue road crossing from being blocked unnecessarily.

8. A derail system has been installed to enter the service facility. The procedure for entrance into the service facility will be as follow:
 - a) Train crew received permission from the mechanical employee in charge to enter the service facility and to operate the power derail entering the service facility area.
 - b) Mechanical employee in charge operates a control to allow train crew to operate the power derail and gives permission for the train crew to enter the service facility area.
 - c) Train crew removes the power derail using the control located at the derail.
 - d) Train crew traverses over the derail and places locomotive s in the service facility area.
 - e) Train crew applies power derail and places locomotives in the service facility area.
 - f) Train crew informs mechanical employee in charge that the power derail is in normal position.
 - g) Mechanical employee in charge operates control disabling the power derail control located at the derail.

Operation at Jacksonville AMTRAK Station

1. The Special Instructions will govern operations at the passenger station.
2. All movement on passenger station tracks must be made at controlled speed, not exceeding 15 MPH, and trains departing must not exceed 15 MPH for entire length of train while moving through turnouts.
3. All live trains making back-up movements within the station must comply with AMTRAK rules regarding back-up moves and back-up air hoses.
4. All T&E crews operating in Track 3 and Track 4 must use extreme caution when spotting cars in these tracks due to close clearance from the loading platforms. No employee will ride the side of cars or engines during switching on these two tracks on the side next to the loading dock.
5. The conductor will be governed in starting his train by the loading of his passengers, baggage and mechanical inspection.
6. Trains made up at Jacksonville must not depart until the engineer has received Form MAP-1173 from the Mechanical Department indicating that the train is ready to proceed insofar as the Mechanical Department is concerned.
7. The umbrella shed between station tracks No. 1 and No. 2 is a close clearance, 10 feet above the top of the rail and will not clear a man on the side of a car. Locomotives standing adjacent to the umbrella shed must be mounted with extreme caution looking out for the edge of the shed.
8. At no time will cars be kicked or dropped into Station Tracks 1, 2, 3, 4 or the Tail Track.
9. Station tracks are on a descending grade north. Cars, locomotives and bogies left standing on the tracks must be properly secured in accordance with the Operating Rules and sufficient chocks applied.

10. When necessary to perform switching at the south end of station utilizing the Tail Track, the following will govern:
- a) Except when routing trains to or from the station, the Jacksonville AZ Dispatcher will keep power-operated switch on No.2 Main Track at entrance to the south end of station lined for straightaway movements.
 - b) Members of crew will check dwarf signals at either the north end of the Tail Track or the Tail Track of station track No. 1 or 2, and if the signal is Red over "S" (Rule 1294), members of the crew will first line the hand-operated switch for movement on the Tail Track, and Dwarf Signal should then display a "Restricting" signal (Rule 1290). If the dwarf signal at either the north end of Tail Track or the south end of station tracks No. 1 or 2 displays a "Restricting" signal (Rule 1290), it will then be permissible to place the power-operated switch at the south end of tracks No. 1 and 2 in hand position. Dwarf signals at the south end of station tracks No. 1 and 2 should then indicate, "STOP." Once the power-operated switch is operated by hand and properly lined for movement, it will then be permissible to pass the "STOP" signal (Rule 231-A) at the south end of station track No. 1 or 2 to perform switching.
 - c) When switching has been completed and after movement has cleared, either on the Tail Track, station track No. 1 or 2, the power-operated switch must first be restored to motor position, and then the hand-operated Tail Track switch must be lined for movement to No. 2 Main Track. This sequence must be followed to prevent indication on No. 2 Main Track.
 - d) If necessary to make movement from station tracks No. 1 or 2 Main Track, the Jacksonville AZ dispatcher must be contacted and movements made on signal indication.

REMOTE CONTROL LOCOMOTIVE OPERATIONS

1. **Item 1 – Remote Control Locomotive Operation at Moncrief yard**
 - a) Remote control locomotive (RCL) operation and special instructions are stated in a separate general bulletin. Remote control zones, when activated, may be utilized in conjunction with RCL operation.
 - b) Remote control zones (RCZ) are established in Moncrief Yard and RCZ signs are in place as follows:
 1. South end of Freight Yard Lead: from 50 FT. south of the C-01 switch to 300 FT. north of the B-yard ladder switch.
 2. South end of M-yard LEA: from 50 FT. south of the M-01 switch to 200 FT. north of the absolute signal at McQuaid Street.

Item 2: Instruction for train, engine and on-track equipment movements arriving Moncrief Yard.

- a) All movement inbound to Moncrief Yard will not pass McQuaid Street without contacting the yardmaster at Moncrief Tower.
2. Remote control zones (RCZ) are established on the north end of C yard in Moncrief Yard and RCZ signs are in place as follows.
 1. 50 FT. north of C-01 switch on the north end crossover to M-Yard north of Kings Road just south of the switch allowing access to H-Yard and Fruit Growers Lead.
 2. The high switch coming off #1 main line (west track) and JS&W lead will be locked for H-Yard lead. All crossovers associated with the north end of C-Yard will be locked for straight (normal) position.

Instructions for train, engine or on-track equipment movements arriving Moncrief Yard from the north end:

All movements into and out of Moncrief Yard on the north end will contact the yardmaster at Moncrief Tower to determine if the remote control zone is activated.

Item 1 – Remote control locomotive operation at Duval Ramp in Jacksonville.

- a) Remote control locomotive (RCL) operation is established and RCZ signs are in place at Duval Ramp in Jacksonville, FL.

RCL Operation and special instructions are stated in a separate general bulletin. Remote control zones, when activated, may be utilized in conjunction with RCL operation.

- b) Remote control zones (RCZ) are established at the Duval Ramp Yard and RCZ signs are in place as follows:
 1. South end west lead: from 300 FT. north of the run-around switch at six mile creek (R.W.P Track) up to the south end of the double crossover.
 2. South end of the east lead (on the R.E.P. Track) from 300 FT. north of 6 Mile Creek switch to the south end of the double crossover.
 3. North end of West Lead to T Road.
 4. RCO operations at Duval Ramp will operate on channel 25.
 5. RCO operation will begin March 11, 2003.

Item 1 **Remote Control Locomotive Operation at Baldwin Yard**

NOTES

- A Remote control locomotive (RCL) operation is established at Baldwin Yard. RCL operation and special instructions are stated in a separate general bulletin. Remote control zones, when activated, may be utilized in conjunction with RCL operation.
- B Remote control zones (RCZ) are established in Baldwin Yard and RCZ signs are in place as follows:
1. North End West Yard Lead - From 200 FT south of the southwest wye signal to 50 FT north of west one switch
 2. South End West Yard Lead - From north side of CC Road crossing to 20 FT south of west three switch
 3. South End West Yard Lead - From north side of CC road crossing to 50 FT south of east one switch.
 4. North End East Yard Lead - From 20 FT south of east yard lead switch to 20 FT north of east one switch.

Item 2 – Instructions for train, engine, or on-track equipment movements arriving Baldwin.

All movements inbound to Baldwin will not pass the following locations without contacting the yardmaster at Baldwin:

Highway US 301
Highway US 90
Yellow Water Road
CC Road Crossing

NOTES

JESUP SUBDIVISION - JS

| AUTHORIZED SPEED | MILE POST | STATION | TRACK DIAGRAM | | AUTH FOR MOVE | TWC | NOTES |
|------------------------------|----------------------------------|-----------------|---|--------------------------------------|------------------------|------------------------------|-------|
| | | | SOUTH | NORTH | | | |
| | | | AC DISP 14-5 RD 32 1-800-628-4720 | NAHUNTA SD | | | |
| 60 | AN 548.4 | JESUP | CSDG 7,633 FT 10 MPH | AC DISP 14-5 32 1-800-628-4720 | CPS-261 | DTC BLOCK JESSUP | 1 |
| | | | | | ABS-261 | | |
| | AN 550.3 | WEST JESUP | | | CPS-261 | | |
| | AN 553.0 554.0 555.0 | | | | LYNN DD ABS-261 | | |
| AN 558.7 | NORTH SCREVEN | | | CPS-261 | | | |
| 60 CITY ORDINANCE | AN 559.5 | SCREVEN | | CSDG 7,811 FT. 25 MPH | ABS-261 | DTC BLOCK SCREVEN | |
| 50 | AN 560.2 | | | | | | |
| 60 | AN 560.4 | SOUTH SCREVEN | | | CPS-261 | | |
| | | | | | ABS-261 | | |
| AN 566.3 | NORTH OFFERMAN | | | | CPS-261 | | |
| | AN 567.2 | OFFERMAN | CSDG 8,019 FT. 25 MPH | | ABS-261 | | |
| | AN 568.0 | SOUTH OFFERMAN | | | CPS-261 | | |
| | AN 568.3 AN 574.0 AN 575.7 | | PROGRESS RAIL | PATTERSON DD GILMAN | ABS-261 | DTC BLOCK OFFERMAN | 2 |
| 60 CITY ORDINANCE | AN 577.1 | | | | | | |
| 40 0600- 1900 HOURS | AN 577.4 | | | MRCX | | | |
| 50 1900- 0600 HOURS | AN 577.8 | | | | | | |
| | AN 578.7 | | GRIFFIN | | | | |
| | AN 579.2 | | | | ABS-261 | | |
| 60 | AN 580.0 | NORTH HOMESTEAD | | | CPS-261 | | |
| | AN 580.9 | HOMESTEAD | | CSDG 7,842 FT. 25 MPH | ABS-261 | DTC BLOCK HOMESTEAD | |
| | AN 581.6 | SOUTH HOMESTEAD | | | CPS-261 | | |
| | AN 582.6 | | | ACE POLE TO BWK. | ABS-261 | | |
| | AN 587.1 | BRUNSWICK JCT. | TO FITZGERALD | | CPS-261 | | |
| 60 | | | | | ABS-261 | DTC BLOCK WAYCROSS | |
| | AN 587.5 | WAYCROSS | TO YARD | | CPS-261 | | |
| 15 | | | | | ABS-261 | | |
| I | F | ANA 587.8 | SOUTH WYE | TO YARD | CPS-261 | | |
| 70 | 60 | | | CSDG 8,100 FT. | ABS-261 | DTC BLOCK PARK | |
| | | ANA 589.7 | SOUTH WAYCROSS | | CPS-261 | | |
| | | ANA 591.7 | | | BRAGANZA DD ABS-261 | | |
| | | ANA 597.6 | NORTH BRAGANZA | | CPS-261 | | |
| | | ANA 598.4 | BRAGANZA | SSDG 10,930 FT. | ABS-261 | DTC BLOCK BRAGANZA | |
| | | ANA 599.6 | SOUTH BRAGANZA | | CPS-261 | | |
| | | | | | ABS-261 | | |
| | | ANA 607.0 | NORTH RACE POND | SSDG | CPS-261 | | |
| | | ANA 607.8 | RACE POND | 7,649 FT. | ABS-261 | DTC BLOCK RACE POND | 3 |
| | | ANA 608.6 | SOUTH RACE POND | | CPS-261 | | |
| 70 | 60 | ANA 611.0 | | | HAGUE DD ABS-261 | | |

JESUP SUBDIVISION - JS

| AUTHORIZED SPEED | | | | MILE POST | STATION | TRACK DIAGRAM | | AUTH FOR MOVE | TWC | NOTES |
|------------------|---------|----|----|------------------------|----------|---------------|---|---------------|---------------------------|-------|
| | | | | | | ↓ | ↓ | | | |
| I 70 | F 60 | 65 | | ANA 612.0 ANA 612.3 | | | | ABS-261 | DTC BLOCK RACE POND | |
| I 70 | F 60 | | | | | | | | | |
| NO. 1 | | | | NO. 2 | | | | | | |
| 60 | 60 | 70 | 60 | ANA 617.5 | HAGUE | | | CPS-261 | | |
| 60 | 60 | 70 | 60 | ANA 618.5 | HAGUE | | | ABS-261 | DTC BLOCK HAGUE | |
| 60 | 60 | 70 | 60 | ANA 620.9 | | | | | | |
| 45 | 45 | 40 | 40 | ANA 621.1 | FOLKSTON | | | ABS-261 | | |
| | | | | | | NAHUNTA SD | AC DISP 14-5 RD 32 1-800-628-4720 | | DTC BLOCK FOLKSTON | 4 |

STATION PAGE NOTES

- NOTE 1:** Do not exceed 10 MPH on the siding at Jesup, GA, MP AN 548.4 to MP AN 550.3.
- NOTE 2:** Close Clearance exists at Gilman, will not clear man on side of car.
- NOTE 3:** Do not block road crossing at MP ANA 607.38 located at Race Pond, GA for more than fifteen minutes. Crews will arrange to cut this crossing if it is known that it will be blocked for longer than fifteen minutes.
- NOTE 4:** Speed on turnout at Folkston on Track 1 is 45 mph, on Track 2 is 40 mph.

JESUP SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

NOTES

SPEEDS

Do not exceed 10 MPH on any tracks other than main tracks, signaled sidings and controlled sidings.

HANDBRAKES

A minimum of two handbrakes will be required on all cars left standing on any track within Jesup Yard, MP A 548.0.

HIGHWAY CROSSING AT GRADE

Trains should approach Magnolia Street, Jesup, GA, MP AN 548.6, siding and engine tracks only, at control speed, prepare to flag crossing if warning system does not operate properly in accordance with Rule 223.

2. INSTRUCTIONS RELATING TO SAFETY RULES

Close Clearance –Refer to station page note 2.

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

NONE

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

NONE

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

NONE

7. MISCELLANEOUS

NONE

NOTES

NOTES

NOTES

KINGSLAND SUBDIVISION - KI

| AUTHORIZED SPEED | MILE POST | STATION | TRACK DIAGRAM | | AUTH FOR MOVE | TWC | NOTES |
|------------------|---------------------|-------------------------------|---------------|---|-----------------------------------|-----------------------|-------|
| | | | ↓ SOUTH ↓ | ↓ | | | |
| | | | END OF TRACK | | 96 | | |
| 10 | S 593.4 | SEALS | 5.5 | <div style="border: 1px solid black; padding: 2px; display: inline-block;">AZ DISP. 84-84 1-800-224-2598</div> 20 CAR SPUR | 96 | | |
| 10 | S 598.9 | KINGSLAND | 12.7 | ST. MARY'S RR | 96 | | |
| 25 | S 599.3 | DTC BLOCK SIGN | | | TWC-DTC | DTC BLOCK MANLEY | |
| 25 | S 605.7 | | | MANLEY STORAGE 82 CARS | TWC-DTC | | |
| 25 | S 609.0 | DTC BLOCK SIGN YARD LIMITS | | 22 CAR CLEANOUT | TWC-DTC | | |
| 40 | S 610.5 | | | LONG RUNAROUND 120 CARS | 193 YARD LIMITS YULEE | | |
| | S 613.5 | YULEE | 14.0 | 5,868 FT. | | | 1 |
| | S 611.8 | | | FERNANDINA SUB | 193 YARD LIMITS YULEE | | |
| | S 613.5 | YARD LIMITS DTC BLOCK SIGN | | STONE CONTAINER | | DTC BLOCK TRINITY | |
| | S 618.9 | DTC BLOCK SIGN | | TISONIA STORAGE 90 CARS | TWC-DTC | DTC BLOCK TISONIA | |
| 40 | S 623.5 | DTC BLOCK SIGN YARD LIMITS | | BACARDI | | | |
| 25 | S 624.2 | | | DAMES POINT SPUR | 193 YARD LIMITS EASTPORT | | 2 |
| | S 625.2 | DAMES POINT SPUR | | EASTPORT | | | |
| | S 625.4 | BUSCH | | BUSCH | | | |
| | S 626.0 | | | IMESON PARK LEAD | | | |
| | S 626.6 | | | DB | | | |
| | S 627.6 | YARD LIMITS | | | | | |
| | S 628.4 | DTC BLOCK SIGN | | | | | |
| | S 628.9 | | | | | | |
| | S 629.0 | | | | | | |
| 25 | S 630.0 | | | | TWC-DTC | DTC BLOCK TROUT RIVER | |
| 10 | ASJ 644.8/S630.2 | DTC BLOCK SIGN YARD LIMITS | | MILLDALE LEAD | | | |
| | ASJ 644.7 | EXPORT LEAD | | | 193 YARD LIMITS NORWOOD | | |
| 10 | ASJ 644.6 | MAIN STREET | | EXPORT LEAD | | | |
| 25 | ASJ 643.9 | | | MILLENIUM | | | |
| | ASJ 643.4 | | | NORWOOD DRAY | | | |

KINGSLAND SUBDIVISION - KI

| AUTHORIZED SPEED | MILE POST | STATION | TRACK DIAGRAM | | AUTH FOR MOVE | TWC | NOTES | | |
|---|---|---|-----------------------------------|-------------------------------------|--|--------------------------|-------|--|--|
| | | | ↓ | ↓ | | | | | |
| 25 | ASJ 643.5 ASJ 643.1 ASJ 642.5 ASJ 642.0 ASJ 641.9 ASJ 641.2 ASJ 640.9 | YARD LIMITS DTC BLOCK SIGN | SOUTH | | 193 YARD LIMITS NORWOOD | | | | |
| | | DTC BLOCK SIGN YARD LIMITS | HOLMES LUMBER | SAMS H&M WAREHOUSE | TWC-DTC | DTC BLOCK MILLDALE | | | |
| | | WEISENFELD SDG. | UNIVERSAL METAL | VERNON ROAD | 193 YARD LIMITS GRAND JUNCTION | | | | |
| | | ASJ 640.6 | JACKSONVILLE TERMINAL SUBDIVISION | | | | | | |
| | | | | AZ.DISP. 84-94 1-800-224-2598 | | | | | |
| | | STATION PAGE NOTES | | | | | | | |
| | | NOTE 1: At Yulee (MP S 610.5 to S 611.7) the track off the mainline is a pass track with 4 yard tracks leading off of the pass track. | | | | | | | |
| NOTE 2: Dames Point Spur – Refer to Instructions Relating to Operating Rules in Kingsland Special Instructions. | | | | | | | | | |

KINGSLAND SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

JUNCTIONS, DRAWBRIDGES AND RAILROAD CROSSINGS AT GRADE

Drawbridges

Trout River, S 629.0 – Attended –600-2200, daily. Outside of assigned hours of bridge tender, bridge is lined for rail movement. Trains stopped by the STOP and check signal will not proceed until a proceed signal is received from the bridge tender, given by green flag by day and green light by night. When bridge tender is not on duty and the bridge is not lined for rail movement a member of the crew must ascertain that the drawspan and lift rails are in the proper position before the movement is allowed to proceed.

Road Crossings At Grade

Grass Crossing MP S 625.4 - Trains will not block road crossings in the vicinity of the south end of the siding at Eastport, S 625.5 or Broward Road, S 628.6 for more than 5 minutes. Crews will arrange to cut this crossing immediately if it is known that it would be blocked for longer than 5 minutes

Haines Street, MP ASJA 646.7 - Due to the short approach circuit, before any movement is made, the automatic crossing warning system must be in operation at least 20 seconds

Dames Point Spur at SO 625.4 - Trains will approach the Main Street crossing (Highway 17) not exceeding 5 MPH prepared to STOP until it is ascertained that the crossing gates are fully lowered.

New Berlin Road, MP SO 630.7, on the JEA Power Plant lead highway road crossing at grade must be protected by flagman.

Carmen Street, MP ASJ631.8 - Approach under full control until it is seen the gates are activated and in the down position. Gates will not operate on Island circuit.

SPEEDS

JEA property - Train speed is 5 MPH maximum except in the coal dumper; the maximum speed in the dumper is 2 MPH.

Dames Point Spur – Maximum authorized speed between MP SAO 625.4 and MP SAO 629.5 is 20 MPH.

EXCEPTED TRACKS

All Milldale Yard tracks - MP ASJ 645.0 to end of track, located within the limits of the Jacksonville Terminal.

Navy fuel yard near Busch, FL- All tracks.

Main Track, MP S 593.4 to S 599

SWITCHING

Cole Road - If moving south from Yulee do not pass Cole Road until you have all blocks and yard limits to Grand Junction. The only exception is for trains that will fit between Moncrief Road, MP ASJ 642.52, and Norwood Avenue, MP ASJ 643.58.

Dames Point Branch - If moving onto mainline track and into the Eastport Yard Limits, pull up to, but do not pass Emuness Road, MP SO 626, in the Kraft Block until you have all blocks and yard limits to Grand Junction. Do not pull to Busch Drive without instructions from a dispatcher, trainmaster, clerk, or instructions from a conductor working a road switcher in the Busch area.

DTC/DCS Operation in effect on the Dames Point Spur. The following DTC/DCS blocks will govern movement:

Between MP SAO 625.4 and SAO 627.8 will be known as the Kraft Block.

Between MP SAO 627.6 and SAO 629.5 will be known as the JEA Block.

All rules govern by DTC & DCS are in effect.

RADIO STATIONS AND INSTRUCTIONS

| Location/ Milepost | Hours of Operation | Channels Monitored | Type Station |
|-----------------------|-----------------------|-----------------------|-----------------|
| Kingsland, S 598.9 | Continuous | 84 | Wayside |
| Yulee, S 612.0 | | | |
| Jacksonville A 640 | | | |
| Export Yard Office | 0700-1800 | 12 | Terminal |
| AZ Dispatcher | Continuous | 94 | |

NOTE: AZ train dispatcher Call in No. is 4 AZ train dispatcher 1-800-628-4720

2. INSTRUCTIONS RELATING TO SAFETY RULES

When in doubt take the safe course.

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

NONE

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

NONE

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

Stone Container Lead, MP S 613.4 – Six-axle locomotives will not operated.

Loaded Double Stack Equipment – May be moved in transfer service between Export yard, S-633.0 and Moncrief yard, A-640.0 without train document measurement information an authorization from the Clearance Bureau.

Due to Oversize Pulpwood Cars - In Kingland Yard, no shipments in exceeding 11 FT. 6 IN are authorized without prior approval.

7. MISCELLANEOUS

Kingsland - All trains setting off for the St. Mary's RR will show the exact time on the switch list that the delivery was made.

All Cedar Bay coal trains - Will pull into track 7, North Yard and double to track No. 6, then hold to 25 cars and put them on the River track, leaving engines in the Kraft Siding. Use the lead to the Cedar Bay Power plant for doubling. Do not take the train towards the Stone Container mill.

All JEA coal trains - Must either STOP at the south end of Eastport and call or know that the JEA power plant is aware of their arrival. Dumper control phone number is 751-7941. Also, all empty JEA crews will advise the security gate on arrival at plant.

Norwood Dray - All crews setting off cars will contact yardmaster at Moncrief.

Busch – Export Yards – All switches may be left as last used.

Eastport Pass - All switches at between, and including the north and south end may be left as last used.

Yard limits of Yulee - All switches may be left as last used, except the mainline switch to Stone Container at MP 613.4, which will be left, lined to mainline.

Short approach circuit to Busch Drive, S 626.5 - Trains will not exceed 10 miles per hour between S 626.4 and S 626.6 until the movement covers crossing.

Short approach circuit to Hecksher Drive, SOA 632.0 - Trains will not exceed 10 miles per hour between SOA 631.9 and SOA 632.1 until the movement covers crossing

Aracruz - Crews spotting cars cannot hold to auto racks

Milldale Junction, S 630.3 – All trains must approach the switch prepared to STOP short of the switch because the switch may be left lined as previously used.

NOTES

NOTES

LAKELAND SUBDIVISION - LK SOUTH LAKELAND TO SOUTH END MANGO

| AUTHORIZED SPEED | | MILE POST | STATION | TRACK DIAGRAM | | AUTH FOR MOVE | TWC | | NOTES | |
|------------------|-------------|-----------|------------------------|---------------|------------|-------------------|---------|-------------------|-------|--|
| | | | | ↓ SOUTH ↓ | | | | | | |
| P | F | | | VITIS SD | CARTERS SD | | | | | |
| 79 | 60 | A 851.8 | S. LAKELAND | | | CPS-261 | 1 | 2 | 1 | |
| | | | 2.8 | | | 261 | | | | |
| | | A 854.6 | N. WYE WINSTON | | 1 | 2 | CPS-261 | | | |
| | | A 854.7 | S. WYE WINSTON | | | | | | | |
| | | | 1.5 | | | | 261 | DTC BLOCK WINSTON | | |
| | | A 856.2 | S.E. WINSTON SDG. | | | | CPS-261 | | | |
| | | | 3.9 | | | | ABS-261 | | | |
| | | A 860.1 | PLANT CITY HOLDOUT | | | | CPS-261 | | | |
| | | A 861.1 | PLANT CITY RR CROSSING | | | | | | | |
| | | A 861.8 | | | | | 261 | | | |
| A 862.1 | N.E. CHERRY | | | | CPS-261 | DTC BLOCK WINSTON | | | | |
| A 862.6 | | | | | 261 | | | | | |
| A 863.7 | S.E. CHERRY | | | | CPS-261 | | | | | |
| A 864.9 | | | | | ABS-261 | DTC BLOCK MANGO | | | | |
| A 871.9 | | | | | | | | | | |
| A 872.3 | N.E. MANGO | | | | CPS-261 | | | | | |
| A 872.5 | | | | | 261 | | | | | |
| A 873.7 | S.E. MANGO | | | | CPS-261 | | | | | |
| | | | | | | | | | | |
| | | | | | | | | | | |

S. LAKELAND TO SOUTH END MANGO 21.9 MILES

STATION PAGE NOTES

- NOTE 1:** 10 MPH on the South Freight Lead.
NOTE 2: 10 MPH on the north leg of the Winston Wye MP AY 855.4 to MP AY 855.6.
NOTE 3: Remotely controlled railroad crossing at grade, Rule 226-B(3).

LAKELAND SUBDIVISION – LK WINSTON TO PRAIRIE

| AUTHORIZED SPEED | MILE POST | STATION | TRACK DIAGRAM | | AUTH FOR MOVE | TWC | NOTES | |
|------------------|-----------|---------------------------|-------------------|-------------|---------------|----------------------------------|--------------------------|---|
| | | | ↓ | ↓ | | | | |
| 35 | | | MANGO TO LAKELAND | | | DTC BLOCK GAY | 1 2 | |
| | AY 855.4 | WINSTON WYE | | | CPS-261 | | | |
| | | | | | 261 | | | |
| | AY 855.9 | N.E. WINSTON | 0.5 | | | CPS-261 | DTC BLOCK GAY | |
| | | | 2.9 | | | 193 YARD LIMITS BV MAIN | | 3 |
| | AY 858.8 | S.E. WINSTON | | | | CPS-261 | | |
| | | | 2.8 | | | ABS-261 | | |
| | AY 861.6 | TANCREDE | | | | CPS-261 | DTC BLOCK TANCREDE | |
| | | | 2.1 | | | 261 | | |
| | | | | | | | | |
| 35 | AY 863.7 | N.E. PRAIRIE (CP NB ONLY) | | | CPS-261 | | | |
| | | | BONE VALLEY | SUBDIVISION | | | | |

WINSTON TO PRAIRIE 8.3 MILES

STATION PAGE NOTES

- NOTE 1:** 10 MPH on the north leg of the wye, MP AY 855.4 to MP AY 855.6.
- NOTE 2:** Signal System Suspension – Gay DTC Block includes both legs of Winston Wye, crossovers, BV Main and Long Lead to MP AY 855.9 N.E. Winston.
- NOTE 3:** BV Main Yard Limits – Permission from BB Dispatcher.

LAKELAND SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

All employees are prohibited from riding equipment except on a locomotive, shoving platform (caboose) or a car equipped with a riding platform that has a safety rail positioned between you and the end of equipment;

Winston Yard - All tracks between MP AY 855.8 south of Old Tampa Highway to the overhead bypass on the south end of Winston Yard, MP AY 858.8.

2. INSTRUCTIONS RELATING TO SAFETY RULES

When in doubt take the safe course.

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

NONE

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

NONE

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

Six-axle Locomotive Restrictions

Item 1 – MP A 853.7 Max Pac
Item 2 – MP A 854.0 Publix Lead
Item 3 – MP A 855.3 Kraft Spur
Item 4 – MP A 857.0 County Line Industrial
Item 5 – MP A 860.2 Rinker
Item 6 – MP A 862.8 Barry Yard Lead

7. MISCELLANEOUS

1. City Ordinance Instructions

- a) **Lakeland** – Within city limits, standing trains, engines or cars may not block a street crossing, nor cause a crossing to be blocked by operation of protective devices, for more than 5 minutes. A minimum of 5 minutes must be allowed between movements over crossings unless all vehicular traffic has cleared since the previous movement. Moving trains must not block crossings for more than 5 minutes where the length of the train (excluding the engine and caboose) is 65 cars or less; 10 minutes, 66 to 100 cars; or 15 minutes, more than 100 cars.

- b) **Plant City** – No street or road crossing will be blocked for more than 5 minutes without clearing for vehicular traffic for a period not less than 5 minutes, or until all waiting vehicular traffic has cleared the crossing.

2. Instructions for spotting the car shop at Winston Yard.

- A. Spotting cars with cars hanging out of south end shops.
- 1) Before coupling, tie the hand brake on the first car hanging out of the shops to be coupled to (south car).
 - 2) Do not shove cars after coupling.
- B. Spotting cars with no cars hanging out of the shops.
- 1) Spot cars one car length from the concrete, at the south end of the shop building.
 - 2) Do not shove cars into shop!

Item 1 – Engine Servicing Tracks:

The following tracks, located at the south end of Winston Yard, are now designated as Engine Servicing Tracks.

1. Pan Track
2. Pit Track
3. Chippy Track
4. Old Chippy Track (south end only, now the stub ended on the north end).
5. Wrecker Track (now the stub ended on the north end).
6. Cab Track (now the stub ended on the north end).

Item 2 – Derails:

Derails are located at the following locations:

1. Both ends of Pan Track (electrically operated).
2. Both ends of Pit Track (electrically operated).
3. Both ends of Chippy Track (hand operated).
4. **NEW DERAILER at International Paper**, MP A 859.9. International Paper has installed a derailer at least 50 ft. away from the building rail door. The derailer should be unlocked and removed by Team Members of International Paper only. Do not approach the rail door with cars unless clearance has been received that the derailer has been disengaged.

All derails within Winston Service Center will be operated by mechanical employees only.

REMOTE CONTROL LOCOMOTIVE OPERATIONS

NOTES

Item 1 – Remote Control Operation at Winston Yard

- A Remote control locomotive (RCL) operation is established at Winston Yard RCL operation and special instructions are stated in a separate general bulletin. Remote control zones, when activated may be utilized in conjunction with RCL operation.
- B Remote control Zones (RCZ) are established in Winston Yard and RCZ are in place as follows:
1. From the Dirt Road crossing north end of Winston on #7 lead northward for approximately 4,005 FT. to the signal at the north end of the long lead at Winston.

Item 2 – Instructions for train, engine, or on-track equipment movements arriving Winston Yard.

- A All movement inbound to Winston Yard will not pass the following locations without contacting the yardmaster at Winston:
- Southward signals at north end Winston Yard – not including movements to or from the BV main line.
 - Northward signals at South end of Winston Yard – not including movements to or from the BV main line.

NOTES

MIAMI SUBDIVISION - MI

| AUTHORIZED SPEED | | MILE POST | STATION | TRACK DIAGRAM | | AUTH FOR MOVE | TWC | NOTES |
|------------------|-------|-----------|-----------------|---------------|----------------|---------------|---------------------|-------|
| | | | | ↓ | ↓ | | | |
| P | F | | | AUBURNDALE SD | | CPS-261 | | |
| 79 | 60 | SX 956.4 | S.E. DELTA | 6.9 | | ABS-261 | DTC BLOCK DYER | |
| | | SX 963.3 | N.E. DYER | 0.8 | CSDG 4,022 FT. | CPS-261 | | |
| | | SX 964.1 | S.E. DYER | 2.5 | | ABS-261 | | |
| | | SX 966.7 | GATOR | | MISSION SPUR | CPS-261 | | |
| 79 | 60 | | | | | | | |
| 55 | 55 | | | 0.4 | 1 2 | ABS-261 | DTC BLOCK GATOR | |
| | | SX 968.7 | CORAL | | | CPS-261 | | |
| 45 | 45 | SX 969.6 | | 1.2 | | ABS-261 | DTC BLOCK WEST PALM | |
| 20 | 20 | SX 969.8 | N.E. WEST PALM | 0.4 | | CPS-261 | | |
| | | SX 970.2 | S.E. WEST PALM | | | ABS-261 | | |
| 30 | 25 | SX 970.4 | | | | CPS-261 | | |
| 79 | 60 | SX 972.7 | SEABOARD | | | ABS-261 | DTC BLOCK BLOSSOM | |
| 79 | 60 | SX 973.3 | WEST PALM BEACH | 4.9 | SUMMIT DD | ABS-261 | | |
| | | SX 974.4 | | | 1 2 | CPS-261 | | |
| 65 | 60 | SX 974.8 | | | | ABS-261 | | |
| 79 | 60 | SX 975.1 | | | | CPS-261 | | |
| NO. 1 | NO. 2 | | | | | | | |
| P | F | P | F | | | | | |
| 30 | 25 | 79 | 60 | SX 977.1 | ORANGE BLOSSOM | | | |
| 79 | 60 | SX 981.2 | | | | ABS-261 | DTC BLOCK METEOR | |
| 70 | 60 | SX 982.5 | | | | CPS-261 | | |
| | | SX 982.8 | COCONUT | | | ABS-261 | | |
| 75 | 60 | SX 986.6 | | | | CPS-261 | | |
| 40 | 40 | SX 987.5 | | | | ABS-261 | | |
| 79 | 60 | SX 988.5 | CLUNE | | | ABS-261 | DTC BLOCK METEOR | |
| 79 | 60 | | | | | CPS-261 | | |
| | | SX 991.1 | METEOR | | | ABS-261 | | |
| 79 | 60 | SX 991.4 | | | | CPS-261 | | |
| 70 | 60 | SX 991.2 | | | YAMATO DD | ABS-261 | DTC BLOCK METEOR | |
| | | SX 992.2 | | | | CPS-261 | | |
| 79 | 60 | SX 992.4 | YAMATO | | | ABS-261 | | |
| | | SX 993.2 | PINEAPPLE | | | ABS-261 | | |
| 70 | 60 | SX 994.2 | | | 1 2 | CPS-261 | DTC BLOCK PARKER | |

MIAMI SUBDIVISION - MI

| AUTHORIZED SPEED | | | | MILE POST | STATION | TRACK DIAGRAM | | AUTH FOR MOVE | TWC | NOTES |
|------------------|-----------|-------------|-----------------|----------------------|---------|---------------|----------------|---------------------|------------------|-------|
| | | | | | | ↓ | ↓ | | | |
| | | | | | | SOUTH | 1 2 | | | |
| 70 | 60 | | | SX 994.7 | | | | | DTC BLOCK PARKER | |
| 79 | SX 996.2 | RANKIN | | | | CPS-261 | | | | |
| | | | | | | ABS-261 | | | | |
| | SX 999.1 | PARKER | | | | CPS-261 | | | | |
| | | | | | | ABS-261 | | | | |
| | SX 1005.5 | CYPRESS | | | | CPS-261 | | | | |
| | | | | | | ABS-261 | | DTC BLOCK MANATEE | | |
| | SX 1008.5 | MANATEE | | | | CPS-261 | | | | |
| 79 | SX 1009.1 | | OAKLAND PARK DD | | | ABS-261 | | | | |
| 70 | SX 1010.2 | | | | | | | | | |
| | | | | | | | | DTC BLOCK DANIA | | |
| 70 | SX 1010.6 | | | | | ABS-261 | | | | |
| 79 | SX 1011.5 | S.E. CARMEN | | | | CPS-261 | | | | |
| 79 | 60 | SX 1011.6 | | | | ABS-261 | | DTC BLOCK DANIA | | |
| 45 | 45 | SX 1013.2 | FT. LAUDERDALE | | | | | | | |
| | | SX 1013.9 | | S. FORK NEW RIVER DB | | | | | | |
| | | SX 1014.0 | | | | | | | | |
| 60 | 60 | SX 1014.4 | N.E. DANIA | | | CPS-261 | | DTC BLOCK DANIA | | |
| | | | | | | ABS-261 | | | | |
| | | SX 1017.1 | S.E. DANIA | | | CPS-261 | | DTC BLOCK HOLLYWOOD | | |
| | | | | | | | | | | |
| 60 | 60 | SX 1019.0 | | | | ABS-261 | | DTC BLOCK HOLLYWOOD | | |
| 45 | 45 | SX 1019.3 | N.E. HOLLYWOOD | | | CPS-261 | | | | |
| | | | | | | ABS-261 | CSDG 1,990 FT. | | | |
| | | SX 1019.8 | S.E. HOLLYWOOD | | | CPS-261 | | | | |
| 45 | 45 | SX 1021.6 | | | | ABS-261 | | DTC BLOCK HOLLYWOOD | | |
| 79 | 60 | SX 1022.8 | | | | | | | | |
| 70 | | SX 1023.2 | | | | | | | | |
| 79 | | | | | | ABS-261 | | | | |
| | 60 | SX 1024.7 | PLANTATION | | | CPS-261 | | DTC BLOCK HOLLYWOOD | | |
| NO. 1 | NO. 2 | | | | | | | | | |
| P | F | P | F | | | | FREIGHT LEAD | ABS-261 | | |
| 70 | 60 | 79 | 60 | SX 1025.4 | HARDY | | | CPS-261 | DTC BLOCK GLADES | |
| | | | | | | | | ABS-261 | | |
| | | SX 1026.3 | GOLDEN GLADES | | | CPS-261 | | | | |
| 70 | 60 | 79 | 60 | SX 1026.7 | | | | ABS-261 | | |
| 60 | 60 | | | | | | | | | |

MIAMI SUBDIVISION - MI

| AUTHORIZED SPEED | | MILE POST | STATION | TRACK DIAGRAM | | AUTH FOR MOVE | TWC | NOTES |
|------------------|----|-----------|-------------------------|---------------|---|---------------|-------------------|-------|
| | | | | ↓ | ↓ | | | |
| 60 | 60 | SX 1026.8 | | | | ABS-261 | DTC BLOCK GLADES | |
| 60 | 60 | SX 1027.4 | | | | | | |
| 45 | 45 | SX 1028.9 | | | | | | |
| 60 | 60 | SX 1031.6 | TOMPKINS | | | CPS-261 | DTC BLOCK HIALEAH | 1 |
| | | | | | | | | |
| | | | | | | | | |
| 60 | 60 | SX 1033.9 | 79 TH STREET | | | CPS-261 | DTC BLOCK IRIS | 2 |
| 45 | 45 | SX 1034.2 | IRIS | | | | | |
| 40 | 40 | SX 1034.3 | | | | | | |
| 45 | 45 | SX 1034.5 | 71 ST STREET | | | CPS-261 | DTC BLOCK MIAMI | |
| | | | | | | | | |
| | | | | | | | | |
| | | SX 1036.0 | 46 TH STREET | | | CPS-261 | DTC BLOCK AIRPORT | |
| | | SX 1036.7 | | | | | | |
| | | SX 1036.7 | MIAMI CANAL | | | | | |
| | | SX 1036.8 | | | | 261 | DTC BLOCK AIRPORT | |
| | | | | | | | | |
| | | | | | | | | |
| 45 | 45 | SX 1037.1 | 25 TH STREET | | | CPS-261 | DTC BLOCK AIRPORT | |
| 20 | 20 | | | | | | | |
| | | | | | | | | |
| 20 | 20 | SX 1037.5 | MIAMI AIRPORT | | | CPS-261 | DTC BLOCK AIRPORT | |
| | | | | | | | | |
| | | | | | | | | |

S.E. DELTA TO MIAMI AIRPORT 93.5 MILES

STATION PAGE NOTES

- NOTE 1:** Amtrak Lead - Hialeah Yard
 The Amtrak Lead track extends from the dual controlled power switches at Thompkins, MP SX 1031.5 to the passenger station in the Loop Track area (approximately 2.1 miles) and is located east of the yard and shop facilities. Operating Rules ABS/CPS are in effect between MP SX 1031.6 and MP SX 1033.1 on Amtrak Lead. This territory is under control of the BA dispatcher in Jacksonville. That portion of the track between MP SX 1033.1 to the end of the track, approximately MP SX 1033.7, is governed by Rule 96.
- NOTE 2:** FEC Railroad crossing at grade, Rule 226-B(3)

MIAMI SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

EXCEPTED TRACK

The Hialeah Rail Industry tracks, the Hialeah East Industry tracks (not to include the east rail), the Hialeah West Rail Industry tracks, 30 feet or more from the main track, and all the downtown Hialeah tracks between MP SXD 1036.5 and MP SXD 1040.0, are declared "Excepted Track."

SPEEDS

1. The Amtrak Hialeah Coach Yard is designated as a locomotive servicing track and the car shop repair track area. Train speed within this area must not exceed 5 MPH.
2. Downtown Track, MP SXD 1036.5 and MP SXD 1040.0, 10 MPH.
3. Do not exceed 10 MPH on the Hordis Brothers Lead between MP SX 1026.8 and MP SX 1027.4.
4. Do not exceed 10 MPH on the Plantation Freight Lead only, between the NAS at SX 1024.8 and the SX 1024.7

RADIO

1. All trains entering Hialeah Terminal must change radio to channel 32 after train clears main line.
2. Outbound trains operating in Hialeah Terminal must remain on channel 32 until the head end of train is at the departure signal and train is ready to depart.
3. The following radio/communication instructions apply to all construction activities on the Miami Subdivision. These instructions specifically apply, but are not limited to, the trains, the employee in charge (EIC), point of contact (POC), and all employees affected and involved in the conduct of a 707.

EIC/Train radio transmission release through a 707:

(Engineer initials), (train identification), (engine number), train message _____ may move through (employee in charge) work limits at the maximum speed permitted for your train.

EIC/POC radio conversation procedures:

EIC alerts POC by name of the approach of a train. Each POC acknowledges receipt of the train approach alert from the EIC. Each POC contacts and alerts all of their assigned parties, notifying them to stand down and position themselves a minimum of 30 FT. away from the track when feasible.

After a POC has confirmed that all of his responsible parties are in the clear and stood down, the POC responds back to the EIC "(EIC name), this is (POC name), we are stood down". The EIC then confirms this by repeating back the information by POC name. EIC records on his flagging form that each of his POC's are stood down and accounted for, then the EIC releases the train through his 707 limits and records the release time on the flagging form.

When the train has passed the POC, the POC then calls the EIC and identifies by engine number that the train has passed and requests permission to resume work. The EIC then can give permission and record resumed time on the flagging form.

POC/Employees

POC is responsible for all of his parties assigned to him for protection. Only after confirming that the parties that he/she is assigned to protect are accounted for an stood down, is the POC allowed to report back to the EIC for release of the train. POC will remain stood down until the passage of the train. POC is required to record on the appropriate POC form the engine number of the passing train and communicate that engine number to the EIC when requesting to resume or return to work. Only after obtaining the EIC's permission to return to work is the POC allowed to instruct his/her parties to resume the work.

The use of the term "stood down" means that all personnel and equipment are clear of the tracks, have stopped activity and positioned themselves 30 FT. away from the outside rail when feasible to observe the passing train.

NOTE: Does not apply when using the orange construction fence. Refer to the Miami Subdivision Special Instructions under Instructions Relating to Safety Rules, part 2, item 4 concerning terms and conditions for continued work when the orange construction fence is erect and functionally in place.

JUNCTIONS, DRAWBRIDGES

Drawbridges

1. **South Fork New River, MP SX 1013.9** – Attended around the clock. Trains stopped by signals governing movement will not proceed until a proceed signal is received from the bridge tender, given with a green flag by day and a green light by night.
2. **Miami Canal, MP SX 1036.8 (Unattended)** – Trains stopped by a signal governing movement will not proceed until the bridge is lined for rail movement, a member of the crew must ascertain that the drawspan and lift rails are in the proper position before movement is allowed to proceed.

ROAD CROSSINGS AT GRADE

Providing Crossing Protection

- a) All trains must ring the bell continuously from MP SX 963.1, Haverhill Road, through MP SX 964, Military Trail.
- b) **West Palm Beach** – All movements made over road crossings, other than on main track or designated sidings, within the city limits, MP SX 967.1 to MP SX 974.6, must be protected by a flagman until an engine or car completely occupies the crossing, unless the crossing is protected by an automatic grade crossing

warning device. Except in emergency, road crossings at grade within the city limits shall not be blocked except by the continuous passage of a train. The only exception to this is the 15th Street crossing which may be blocked for a reasonable time to perform necessary switching during the period 1130 to 1330 and 2300 to 0700. Any crossing that is blocked must be cleared by the quickest means possible to allow passage of an emergency vehicle.

- c) All movement made over Northwest 15th Street at Pompano Beach, MP SX 1003.3, on Spur Track only must be protected by a flagman until the engine or car completely occupies the crossing.
- d) **Broward County** – Between MP SX 997.5 and MP SX 1022.3, except by passage of the train, engine or cars in a continuous movement, or in case of emergency, a train, engine or cars must not obstruct any street crossing in excess of 5 minutes, except between the hours of 0100 and 0600. Sufficient time between each movement over the crossing must be allowed to avoid an accumulation of vehicular traffic. There are no exceptions when switching, loading or unloading of persons or material from train, engines or cars.

Radio Trigger Restart

Australian Ave., MP SX 966.76, 45th St., MP SX 967.1, Lake Worth Rd. MP SX 976.74, 6th Ave. MP SX 977.94, Atlantic Ave. MP SX 987.65, Yamato Rd. MP SX 992.4, Hillsboro Blvd. MP SX 998.2, Sample Rd. MP SX 1001.3, NW 33rd St. MP SX 1001.6, Cypress Creek Road MP SX 1006.3, Griffin Rd./Frontage Rd., MP SX 1016.2, and Hollywood Blvd. MP SX 1019.9. The above mentioned crossings are now equipped with Radio Trigger Restart Capabilities. The instructions on how to operate this feature are as follows:

Atlantic Avenue (Delray Beach Station)

For northbound movement crossing Atlantic Ave. on NO. 1 main track within 1 minute of leaving the station the engineer must depress 241* on channel 66. For northbound movement crossing Atlantic Ave. on No. 2 main track within 1 minute of leaving the station the engineer must depress 242* on channel 66.

45th St. (Mangonia Station)

For southbound movements, upon leaving the station, the engineer must depress 021* while on Channel 66. This will allow the gates to activate at 45th St. if there is no movement toward the crossing within 1 minute, the crossing must be re-keyed.

Yamato Rd. (Boca Raton Station)

For southbound movements, within 1 minute of leaving the station, the engineer must depress 271* while on Channel 66. For movement crossing Yamato Rd on No. 2 main track within 1 minute of leaving the station the engineer must depress 272* on channel 66. This will allow the gates to activate at Yamato Rd and Atlantic Ave. if they have already cleared up. If there is no movement toward the crossing within 1 minute, the crossing must be re-keyed.

6th Avenue (Lake Worth Station)

For southbound movement crossing 6th Street on No. 1 main track within 1 minute of leaving the station the engineer must depress 201* on channel 66. For southbound movement crossing 6th Street on No. 2 main track within 1 minute of leaving the station the engineer must depress 202* on channel 66. This will allow the gates to activate at 6th Avenue if they have already cleared up. If there is no movement toward the crossing within 1 minute, the crossing must be re-keyed.

Australian Ave. (Mangonia Park Station)

For southbound movement crossing Australian Ave. on No. 1 main track within 1 minute of leaving the station the engineer must depress 011* on channel 66. For southbound movement crossing Australian Ave. on No. 2 main track within 1 minute of leaving the station the engineer must depress 012* on channel 66. This will allow the gates to activate at Australian Ave. if they have already cleared up. If there is no movement toward the crossing within 1 minute, the crossing must be re-keyed.

Lakeworth Road (Lakeworth Station)

For northbound movement crossing Lakeworth Road on No. 1 main track within 1 minute of leaving the station the engineer must depress 191* on channel 66. For northbound movement crossing lakeworth Road on No. 2 main track within 1 minute of leaving the station the engineer must depress 192* on channel 66. This will allow the gates to activate at Lakeworth Road if they have already cleared up. If there is no movement toward the crossing within 1 minute, the crossing must be re-keyed. The following road crossing warning devices have been upgraded to constant warning:

1. Lakeworth Road MP SX 976.7
2. 7th Avenue MP SX 976.2
3. 17th Avenue MP SX 975.4
4. Forrest Hill Blvd. MP SX 974.1
5. Summit Blvd. MP SX 973.3

Hillsboro Blvd. (Deerfield Station)

For northbound movements on No. 1 Main, within 1 minute of leaving the station, the engineer must depress 311* on channel 66. For northbound movements on No. 2 Main, within 1 minute of leaving the station, the engineer must depress 312* on Channel 66. This will allow the gates to activate at Hillsboro Rd if they have already cleared up. If there is no movement toward the crossing within 1 minute, the crossing must be re-keyed.

Sample Road (Pompano Station)

For southbound movements on No. 1 Main, within 1 minute of leaving the station, the engineer must depress 71 on Channel 66. For northbound movements on number two (2) Main, within 1 minute of leaving the station, the engineer must depress 72 on Channel 66. This will allow the gates to activate at Sample Rd. if they have already cleared up. If there is no movement toward the crossing within 1 minute, the crossing must be re-keyed.

N.W. 33RD St. (Pompano Station)

For southbound movements on No. one (1) Main, within 1 minute of leaving the station, the engineer must depress 341* on Channel 66. For southbound movements on No. 2 Main, within 1 minute of leaving the station, the engineer must depress 342* on Channel 66. This will allow the gates to activate at NW 33rd St., if they have already cleared up. If there is no movement toward the crossing within 1 minute, the crossing must be re-keyed.

Cypress Creek Rd. (Cypress Creek Station)

For northbound movement on No. 1 Main within 1 minute of leaving the station, the engineer must depress 21 on Channel 66. For northbound movement on No. 2 Main within 1 minute of leaving the station, the engineer must depress 22 on Channel 66. This will allow the gates to activate at Cypress Creek Rd., if they have already cleared up. If there is no movement toward the crossing within 1 minute, the crossing must be re-keyed.

Griffin Rd./Frontage Rd. (Ft. Lauderdale Airport Station)

For northbound movements on No. 1 Main, within 1 minute of leaving the station the engineer must depress 491* on Channel 66. For northbound movements on No. 2 Main, within 1 minute of leaving the station the engineer must depress 492* on Channel 66. This will allow the gates to activate at Griffin Rd./Frontage Rd., if they have already cleared up. If there is no movement toward the crossing within 1 minute, the crossing must be re-keyed.

Hollywood Blvd. (Hollywood)

For southbound movements within 1 minute of leaving the station, the engineer must depress 46 while on Channel 66. This will allow the gates to activate at Hollywood Blvd., if they have already cleared up. If there is no train movement toward the crossing within 1 minute, the crossing must be re-keyed.

SWITCHING

BIDS Terminal – During normal switching hours, hazardous materials will not be transferred in the terminal. At other than normal switching hours, the facility will be blue flagged. If a switch is required, at other than normal switching hours, a BIDS Terminal Supervisor will meet the rail switch crew, remove blue flags and will verify terminal activity and that all hazardous material transfers are shut down.

The following terminal has been designated as a terminal transferring hazardous materials and listed below is the switching window at this location:

| BIDS Terminal Switching Windows | | |
|--|-----------------|-------------------------------------|
| Subdivision | Location | (CSX Time) Between Hours |
| Miami | Ft. Lauderdale | 1800 and 0600 Daily |

SWITCHES

- 1) The switch on the Main Line, New Dania Team Track, MP SX 1014.86, is now a clearing electric lock switch.
- 2) At Hialeah Terminal, all switches equipped with locks must be left locked at all times unless the switch is actually in use.

The circle switches must be left lined and locked in the normal position at all times when not in use. The two Amtrak Crossing switches going into the Amtrak Station must be left locked at all times. The switches on the Coach Yard Lead must be locked at all times when not actually in use. They must always be locked during meal periods and during shift changes. Any crew finding a switch unlocked or left improperly lined must report it immediately.

- 3) The hand-operated crossover located at milepost SX 1003.3 is now in service. The crossover is a hand-operated electro-lock connecting mainline tracks 1 and 2. The crossover operation is restricted to a maximum of 10 mph and is to be used for freight switching movements only.

USE OF SPECIFIED TRACKS

The following tracks are designated as track other than main track and trains will be governed by Rule 96, not exceeding 10 MPH:

Downtown Spur Tracks: The track between MP SXD 1036.5 and MP SXD 1040.0 (formerly main track). Movements will be made with permission of the Hialeah yardmaster.

2. INSTRUCTIONS RELATING TO SAFETY RULES

1. Close Clearance

- a) Look out for a close clearance at Deerfield Beach, between MP SX 998.2 and MP SX 998.4 account a permanent fence has been installed. Close clearance signs will be posted at this location.
- b) Look out for close clearance at Cypress Creek Tri-Rail Station, MP 1006.4 account a permanent fence has been installed. Close clearance signs will be posted at this location.
- c) Look out for close clearance at Griffin Road Tri-Rail station, MP SX 1016.3, account a permanent fence has been installed. Close clearance signs will be posted at this location.
- d) Look out for close clearance between MP SX 1016.3 and MP SX 1016.7, at the new Ft. Lauderdale Airport Tri-Rail station, account of a fence dividing the Main track and side track.
- e) Look out for close clearance at Opa-locka Tri-Rail station at MP SX 1030.0, account permanent fence installed. Close clearance signs will be posted at this location.
- f) Look out for close clearance at Magnolia Park Tri-Rail Station, MP SX 965.8, account permanent fence installed. Close clearance signs will be posted at this location.
- g) Look out for close clearance at Lake Worth Tri-Rail Station, MP 976.85, account permanent fence installed. Close clearance signs will be posted at this location.
- h) Look out for close clearance at Boynton Beach Tri-Rail Station, MP SX 981.258, account permanent fence installed. Close clearance signs will be posted at this location.

- i) **Hialeah** – When an Amtrak road locomotive must be used to switch Amtrak equipment, due to unavailability of a suitable switch engine, trainmen will not be required to ride the side of the Amtrak road locomotive. Instead, trainmen will stay on the ground and position themselves to protect the move. This will provide a safer environment for our trainmen engaged in such activities.
- j) **Hordis Brothers Lead** – Between MP SX 1026.8 and MP SX 1027.4 close clearance signs have been displayed on both ends of track regarding retaining wall, drainage ditch, fences, and buildings.

2. Flagging Policy

Flagging policy will be in effect that enables construction activity protected by a 707 to continue while trains are passing simultaneously provided that:

- Item 1 – All men and equipment are a minimum of 7 FT. away from the nearest rail.
- Item 2 – All potential fouling equipment and activities are secured from fouling the track.
- Item 3 – An orange construction fence is erected and functionally in place.
- Item 4 – No construction activity is allowed to take place towards the rail between MP SX 964 add SX 1035.

Any concerns observed by trains or personnel that may violate these listed provisions to allow construction activities to continue concurrently with the passing of trains must be reported immediately to the 'employee in charge' for investigation.

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

NONE

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

NONE

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

NONE

7. MISCELLANEOUS

- 1. **Mission Spur** – The south track breaking off the stem of wye, MP SX 966.0, commonly referred to as FEC Track, will be left clear east of fouling the point for the crossover to FEC Railroad, Lewis Terminal Lead, account track is used jointly by CSX and FEC.

- 2. All trains will sound the engine horn in accordance with CSX Operating Rule 14(L) beginning at a point approximately 800 feet from Boynton Creek Canal, MP SX 982.2.
- 3. A state directed whistle and horn ban is in effect daily for all trains, between the hours of 2200 and 0600 hours, at McNab Rd. only, MP SX 1005.7.

That part of Operating Rule 13, Item No. 2 (the engine bell must be rung while approaching and passing public crossings at grade, and that part of Rule 14(L) the engine horn must be sounded approaching public crossings at grade will not be in effect for this location.

In cases of emergency or if the engineer determines that in the interest of safety the horn must be blown, he/she has the right to do so.

- 4. **Snake Creek Trestle** – Southward trains will sound the horn beginning in a slight curve at MP SX 1024.0, just north of the Snake Creek trestle and trains in both directions will sound their horn and ring the bell approaching this trestle, which is located near MP SX 1024.6.

- 5. **Amtrak Lead-Hialeah Yard** - All hand-throw switches for tracks breaking from the Amtrak Lead between MP SX 1033.1 and the passenger station must be left lined and locked for straightaway movements on the Amtrak Lead. The normal position for switches to the station tracks will be for movements to and from Track No. 2, except that passenger trains departing from another track may leave the switch to that track lined as used. A red octagonal "STOP" sign has been placed adjacent to the track leading from Coach yard to the Amtrak Lead. A crew member will precede movement beyond the "STOP" sign to determine that there is no conflicting movement on the Amtrak Lead. All movements from the car repair facility in Coach Yard Lead will stop before fouling the Amtrak Lead.

All crews switching Amtrak Coach Yard will apply one hand brake on all equipment left spotted.

- 6. **Procedure for Entering West Rail at 46th St., MP SX 1036.1:** To enter West Rail at MP SX 1036.1, the train or engine must STOP within 60 feet south of the northbound absolute signal at 46th St., MP SX 1036.1 and request permission from the dispatcher to enter the West Rail at this location. (southbound trains must cut their trains off clear of southbound absolute signal at MP SX 1035.9). After receiving permission from the dispatcher to operate the electric lock switch, a crew member must line the Main track switch (electric lock) towards West Rail and the other end of the crossover (hand-throw) for their movement to West Rail. After these two switches are lined, the northbound absolute signal, south of 46th St., MP SX 1036.1 should change to a "Restricting" signal. After working West Rail, any further movements on the Main track in a Northbound direction must be done as per Interlocking Rules.

7. Six-axle locomotives must not operate on the following leads:

- 1) Big Hole/Seaboard Warehouse Lead, MP SX 1035.1.
- 2) Republic/Sentry Lead, MP SX 1035.2.

8. The hand-operated crossover located at MP SX 1003.3 is now in service. The crossover is a hand-operated electric-lock connecting Mainline Tracks 1 and 2. The crossover operation is restricted to a maximum of 10 MPH and is to be used for freight switching movements only.

9. The NTR (old ramp runaround) switch, located at MP SX 1031.46 at Control Point "Thompkins" is now in service. This switch is a dual-control power switch with a signal indication for northbound moves, (right hand dwarf signal). Maximum Authorized Speed, for moves in and out of this switch, is 10 MPH.

As information, the length of available track between the clearance points, North end and South end is 3,200 feet.

REMOTE CONTROL LOCOMOTIVE OPERATIONS

1. Remote Control Operation at Hialeah Terminal

A Remote control locomotive (RCL) operation is established at Hialeah Terminal.

RCL operation and special instructions are stated in a separate general bulletin. Remote control zones, when activated, may be utilized in conjunction with RCL operation.

B Remote control zones (RCZ) are not established in Hialeah Terminal.

NOTES

NOTES

NAHUNTA SUBDIVISION - NH

| AUTHORIZED SPEED | | | MILE POST | STATION | TRACK DIAGRAM | | AUTH FOR MOVE | TWC | NOTES |
|------------------|-----|----|-----------|---------------|--|---|---|-------------------------|-------|
| P | I | F | | | SOUTH | SOUTH | | | |
| | | | | | SAVANNAH SUBDIVISION | AC DISP 14-5 RD 32 1-800-628-4720 | | | 1 |
| 79 | 70 | 60 | A 506.0 | OGEECHEE | #1 | #2 | ABS-261 CPS-261 | | |
| | | | | | | AC DISP 14-5 RD 32 1-800-628-4720 | ABS-261 CPS-261 | | |
| | | | A 510.0 | S. OGEECHEE | | | ABS-261 CPS-261 | | |
| | | | A 512.0 | | OGEECHEE DD | | ABS-261 | | |
| 79 | 70 | 60 | A 518.0 | LODGE | #1 | #2 | CPS-261 | | |
| No. 1 | | | No. 2 | | | | | | |
| P | I-F | P | I | F | | | | | 2 |
| 60 | 40 | 79 | 70 | 60 | A 522.0 | | ABS-261 | | |
| 60 | 40 | 79 | 70 | 60 | A 522.9 | | CPS-261 | | |
| P | I | F | | | | | | | |
| 79 | 70 | 60 | A 528.8 | WALTHOURVILLE | | | ABS-261 | | |
| | | | A 530.0 | | STORAGE TRACK 90 CARS FT. STEWART LEAD WALTHOURVILLE DD | | | | |
| 79 | 70 | 60 | A 533.4 | N. LUDOWICI | | | CPS-261 | | |
| No. 1 | | | No. 2 | | | | | | |
| P | I-F | P | I | F | | | | | |
| 79 | 60 | 79 | 70 | 60 | A 537.6 | #1 | #2 | ABS-261 | |
| | | | | | | | | | |
| 79 | 60 | 79 | 70 | 60 | A540.1 | LUDOWICI STORAGE | CPS-261 | | |
| P | I | F | | | | | | | |
| 79 | 70 | 60 | A 543.5 | | | | ABS-261 | | |
| | | | | | | | AC DISP 14-5 RD 32 1-800-628-4720 | | |
| | | | A 543.6 | DOCTORTOWN | | | CPS-261 | | |
| | | | | | | | | DTC BLOCK DOCTORTOWN | |
| 79 | 70 | 60 | A 548.0 | | | | ABS-261 | | |
| CITY ORDINANCE | | | | | | | | | |
| 50 | 50 | 50 | | | | | | | |
| 50 | 50 | 50 | A 548.6 | JESUP | JESUP SUB | | CPS-261 | | |
| No. 1 | | | No. 2 | | | | | | |
| | | | 50 | | | | | | |
| 30 | | | A 548.8 | | | | ABS-261 | | |
| 50 | | | | | | | | | |
| | | | A 549.0 | | | | | DTC BLOCK DOCTORTOWN | |
| P | I | F | | | | | | | |
| 79 | 70 | 60 | | | | | | | |

NAHUNTA SUBDIVISION - NH

| AUTHORIZED SPEED | | | MILE POST | STATION | TRACK DIAGRAM | | AUTH FOR MOVE | TWC | NOTES |
|------------------|-----------|-----------|-----------|---------------|-------------------|--|---------------|----------------------|-------|
| | | | | | SOUTH | | | | |
| P 79 | I 70 | F 60 | | | | | ABS-261 | DTC BLOCK DOCTORTOWN | 3 |
| | | | A 550.4 | S. JESUP | | | CPS-261 | | |
| | | | A 551.1 | JESUP | JESUP DD | | ABS-261 | DTC BLOCK SHEPARD | |
| | | | A 557.6 | N. BROADHURST | | | CPS-261 | | |
| | | | | | | SSDG 10,785 FT. 30 MPH | ABS-261 | DTC BLOCK BROADHURST | |
| | | | A 559.9 | S. BROADHURST | | | CPS-261 | | |
| | | | | | | | ABS-261 | | |
| | | | A 565.2 | N. HORTENSE | | | CPS-261 | | |
| | | | | | | SSDG 9,896 FT. 25 MPH | ABS-261 | | |
| | | | A 567.3 | S. HORTENSE | | | CPS-261 | | |
| 79 | 70 | 60 | A 572.0 | RAYBON | RAYBON DD | | ABS-261 | DTC BLOCK HORTENSE | |
| 60 | 40 | 40 | A 576.6 | NAHUNTA | WAYCROSS | BRUNSWICK | CPS-261 | | |
| 79 | 70 | 60 | | | CSX BRUNSWICK SUB | REMOTE CONTROLLED | ABS-261 | | |
| | | | A 576.8 | N. NAHUNTA | | | CPS-261 | | |
| | | | | | | SSDG 10,965 FT. 25 MPH | ABS-261 | DTC BLOCK NAHUNTA | |
| | | | A 579.0 | S. NAHUNTA | | | CPS-261 | | |
| | | | | | | | ABS-261 | | |
| | | | A 587.9 | N. WINOKUR | | | CPS-261 | | |
| | | | | | | SSDG 9,568 FT. 30 MPH | ABS-261 | DTC BLOCK WINOKUR | |
| | | | A 589.9 | S. WINOKUR | | | CPS-261 | | |
| | | | A 592.0 | | NEWELL | (1)HBD-DED | ABS-261 | | |
| | | | A 598.4 | BURCH | #1 | #2 AGM | CPS-261 | | |
| | | | | | JESUP SUB | PACKAGING INT'L. PAPER NORTH WYE | ABS-261 | DTC BLOCK BURCH | |
| | | | A 602.2 | FOLKSTON | TO WAYCROSS | | CPS-261 | | |
| CITY ORDINANCE | | | A 602.5 | | FOLKSTON STORAGE | | ABS-261 | DTC BLOCK FOLKSTON | |
| 50 | 50 | 50 | | | | | | | |
| 50 | 50 | 50 | A 602.7 | | | | | | |
| 79 | 70 | 60 | A 608.5 | BOULOGNE | | | CPS-261 | | |
| | | | A 610.6 | | HILLIARD STORAGE | BOULOGNE DD | ABS-261 | DTC BLOCK HILLIARD | |
| | | | A 617.2 | S. HILLIARD | | | CPS-261 | | |
| 79 | 70 | 60 | | | | #1 #2 | ABS-261 | DTC BLOCK CALLAHAN | |

NAHUNTA SUBDIVISION - NH

| AUTHORIZED SPEED | | | MILE POST | STATION | TRACK DIAGRAM | | AUTHORITY FOR MOVE | TWC | NOTES |
|--|----|----|-----------|----------------|-------------------------|-----------------|--------------------|----------------------------|-------|
| P | I | F | | | ↓ | ↓ | | | |
| 79 | 70 | 60 | A 624.0 | CALLAHAN | | ↘ | CPS-261 | 265- DTC BLOCK CALLAHAN | |
| | | | A 624.1 | | | | | DTC BLOCK DINSMORE | |
| | | | A 624.3 | | CALLAHAN SUB TO BALDWIN | - - - | | | |
| 79 | 70 | 60 | A 624.4 | | | | ABS-261 | | |
| 60 | 55 | 55 | | | | | | | |
| 60 | 55 | 55 | A 624.6 | S. CALLAHAN | | ↘ | CPS-261 | | |
| 79 | 70 | 60 | | | | | | | |
| | | | A 628.5 | | RATLIFF DD | | ABS-261 | | |
| | | | | | | CALAHAN STORAGE | | | |
| 79 | 70 | 60 | A 635.2 | DINSMORE (SAS) | | ↘ | CPS-261 | | |
| | | | | | JACKSONVILLE | | TERMINAL SUB. | | |
| | | | | | DUVAL RAMP | - - - | | | |
| 129.2 MILES OGEECHEE TO DINSMORE | | | | | | | | | |
| STATION PAGE NOTES | | | | | | | | | |
| <p>NOTE 1: P – Passenger, I – Intermodal, F – Freight. Speed listed apply to the No. 1 and No. 2 Main unless otherwise specified.</p> <p>NOTE 2: Close clearance exists at Shaker, Martin, Marietta, will not clear man on car.</p> <p>NOTE 3: Speeds designated at MP 576.6, Nahunta, apply over railroad crossing at grade. Brunswick Subdivision crossing, Rule 226-B (3) applies.</p> <p>NOTE 4: Close clearance exists at AGM, will not clear man on side of car inside building.</p> <p>NOTE 5: Close clearance International Paper, will not clear man on side of car at chip loading chute.</p> | | | | | | | | | |

NAHUNTA SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

SPEEDS

Do not exceed 10 MPH on any tracks other than main tracks, signaled sidings and controlled sidings.

RAILROAD CROSSINGS AT GRADE

| Location | Railroad | Protection | Rule |
|----------|----------|---------------------|----------|
| Nahunta | CSX | Remotely Controlled | 226-B(3) |

ROAD CROSSINGS AT GRADE

Northbound trains on #2 track who do not have a signal to proceed at Dinsmore must stop short of the approach circuit to Trout River Blvd. The approach circuit start is located at MP A 636.1 just south of I-295 overpass.

HANDBRAKES

Operating Rule 103-D concerning handbrakes is modified at Folkston, GA whereby the minimum requirements for cars left standing on a track is 5 handbrakes. These can be applied to either end of the train to hold cars. This only applies to cars left on main track.

Trains working Liberty Cement in McIntosh, GA, at MP A 522.0, due to the flat grade, will be allowed to secure the unattended train with two handbrakes.

2. INSTRUCTIONS RELATING TO SAFETY RULES

Close Clearance – Refer to station page notes 4 and 5.

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

NONE

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

NONE

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

NONE

7. MISCELLANEOUS

1. **McIntosh** – When switching Martin Marietta or Liberty Concrete at McIntosh, the engineer must operate from the north end of the locomotive consist when making a northward move.
2. **Folkston** – The wye switch is locked and tagged by the Road Way Department. This track can only be used by permission of the Road Way Department.

NOTES

P&A SUBDIVISION - P5

| AUTHORIZED SPEED | | MILE POST | STATION | TRACK DIAGRAM | | AUTH FOR MOVE | TWC | NOTES |
|------------------|----|-----------|-------------------------|--------------------------------|--------------------------------|-----------------------|----------------------------|-------|
| | | | | ↓ | ↓ | | | |
| P | F | SP 842.5 | | TALLAHASSEE SUB | | 193 YARD LIMITS | | |
| 59 | 49 | | | AB DISP 8-66 1-800-628-4719 | | | | |
| 20 | 20 | K 811.5 | CHATTAHOOCHEE | 2.9 | AB DISP 84-7 1-800-628-4719 | 193 YARD LIMITS | | 1 |
| | | K 810.7 | | | DB | | | |
| | | K 809.7 | | | APALACHICOLA RIV | | | |
| | | 809.0 | | | GULF POWER | | | |
| | | 808.6 | BOYKIN | | 60 CARS | | | |
| | | 808.1 | | | | | | |
| 20 | 20 | 808.0 | DTC BLOCK SIGN | | | | | |
| 59 | 49 | K 805.9 | | | | TWC-DTC | DTC BLOCK BOYKIN | |
| | | K 805.0 | DTC BLOCK SIGN | | | | | |
| | | K 803.8 | | 22.7 | GRAND RIDGE DD | | DTC BLOCK SNEADS | |
| | | K 803.3 | | | NEIL LAND. TBR. | | | |
| | | K 801.5 | GRAND RIDGE | | 12 CARS | | | |
| | | K 800.0 | GRAND RIDGE | | | | | |
| | | K 796.7 | DTC BLOCK SIGN | | 20 CARS | | | |
| | | K 796.6 | CYPRESS | | | | DTC BLOCK CYPRESS | |
| 59 | | K 789.0 | | | | | | |
| 50 | | K 788.0 | | | LOUISIANA PACIFIC | | | |
| 59 | | K 785.9 | DTC BLOCK SIGN | | | | | |
| | | K 784.7 | MARIANNA FAIRGROUNDS | | SO. STATES (4 CARS) | | | |
| | | K 783.8 | | | ALPHA FARM CO OP | | DCT BLOCK MARIANA | |
| | | K 781.9 | LIME ROCK | 9.2 | LIME ROCK DD | | | |
| 59 | | K 777.7 | | | | | | |
| | | K 777.4 | DTC BLOCK SIGN | | IND. TRACKS | | | |
| | | K 776.7 | COTTONDALE | | 30 CARS | | | |
| | | K 776.5 | | | BAYL | | DTC BLOCK COTTONDALE | |
| 50 | | K 776.3 | | | | | | |
| | | K 769.2 | DTC BLOCK SIGN | 9.5 | | | DTC BLOCK DAVIS | |
| 59 | 49 | K 767.3 | DTC BLOCK SIGN | | CHIPLEY | | | |
| | | K 767.2 | CHIPLEY | | 10,640 FT. | | | |
| | | K 766.1 | | | | | DTC BLOCK CHIPLEY | |
| | | K 763.2 | HULAW | | HULAW DD | | | |
| | | K 759.0 | DTC BLOCK SIGN | | 20 CARS | | | |
| | | K 758.0 | BONIFAY | | | | | |
| 59 | | K 752.3 | | | | | | |
| | | K 751.9 | | | | | DTC BLOCK BONIFAY | |
| | | K 750.0 | CARYVILLE | | | | | |
| | | K 749.9 | | | 10 CARS | | | |
| 55 | 49 | K 747.8 | | | | TWC-DTC | | |
| | 45 | | | | | | | |

P&A SUBDIVISION - P5

| AUTHORIZED SPEED | | MILE POST | STATION | TRACK DIAGRAM | | AUTH FOR MOVE | TWC | NOTES |
|------------------|----|-----------|-----------------------------|---------------|---------------------------|---------------|-------------------------|---------------------------|
| P | F | | | SOUTH | SOUTH | | | |
| 55 | 45 | K 747.7 | DTC BLOCK SIGN WESTVILLE | 30 CARS. | WESTVILLE DD | TWC-DTC | DTC BLOCK BONIFAY | 3 |
| 45 | 45 | | | | | | K 747.6 | |
| 45 | 40 | K 747.1 | WESTVILLE | WESTVILLE DD | DTC BLOCK WESTVILLE | | | |
| 55 | 45 | K 746.1 | | | | WESTVILLE | WESTVILLE DD | |
| 50 | 45 | K 744.3 | WESTVILLE | WESTVILLE DD | DTC BLOCK WESTVILLE | | | |
| 45 | 45 | K 744.1 | | | | WESTVILLE | WESTVILLE DD | |
| 59 | 49 | K 742.9 | WESTVILLE | WESTVILLE DD | DTC BLOCK WESTVILLE | | | |
| 45 | 45 | K 741.1 | | | | WESTVILLE | WESTVILLE DD | |
| 59 | 49 | K 735.0 | WESTVILLE | WESTVILLE DD | DTC BLOCK WESTVILLE | | | |
| 40 | 40 | K 730.8 | | | | WESTVILLE | WESTVILLE DD | |
| 30 | 30 | K 730.0 | WESTVILLE | WESTVILLE DD | DTC BLOCK WESTVILLE | | | |
| 59 | 49 | K 729.8 | | | | WESTVILLE | WESTVILLE DD | |
| 40 | 40 | K 729.7 | WESTVILLE | WESTVILLE DD | DTC BLOCK WESTVILLE | | | |
| 59 | 49 | K 729.1 | | | | WESTVILLE | WESTVILLE DD | |
| 40 | 40 | K 722.6 | WESTVILLE | WESTVILLE DD | DTC BLOCK WESTVILLE | | | |
| 59 | 49 | K 719.7 | | | | WESTVILLE | WESTVILLE DD | |
| 40 | 40 | K 718.8 | WESTVILLE | WESTVILLE DD | DTC BLOCK WESTVILLE | | | |
| 59 | 49 | K 718.1 | | | | WESTVILLE | WESTVILLE DD | |
| 40 | 40 | K 716.5 | WESTVILLE | WESTVILLE DD | DTC BLOCK WESTVILLE | | | |
| 59 | 49 | K 714.0 | | | | WESTVILLE | WESTVILLE DD | |
| 40 | 40 | K 713.2 | WESTVILLE | WESTVILLE DD | DTC BLOCK WESTVILLE | | | |
| 59 | 49 | K 713.0 | | | | WESTVILLE | WESTVILLE DD | DTC BLOCK WESTVILLE |
| 45 | 40 | K 706.8 | WESTVILLE | WESTVILLE DD | DTC BLOCK WESTVILLE | | | |
| 40 | 40 | K 703.5 | | | | WESTVILLE | WESTVILLE DD | DTC BLOCK WESTVILLE |
| 55 | 40 | K 703.2 | WESTVILLE | WESTVILLE DD | DTC BLOCK WESTVILLE | | | |
| 30 | 30 | K 703.0 | | | | WESTVILLE | WESTVILLE DD | DTC BLOCK WESTVILLE |
| 35 | 30 | K 701.2 | WESTVILLE | WESTVILLE DD | DTC BLOCK WESTVILLE | | | |
| 40 | 30 | K 700.8 | | | | WESTVILLE | WESTVILLE DD | DTC BLOCK WESTVILLE |
| 35 | 30 | K 700.3 | WESTVILLE | WESTVILLE DD | DTC BLOCK WESTVILLE | | | |
| 40 | 30 | K 700.0 | | | | WESTVILLE | WESTVILLE DD | DTC BLOCK WESTVILLE |
| 35 | 30 | K 699.5 | WESTVILLE | WESTVILLE DD | DTC BLOCK WESTVILLE | | | |
| 40 | 35 | K 698.5 | | | | WESTVILLE | WESTVILLE DD | DTC BLOCK WESTVILLE |
| 35 | 35 | K 698.5 | WESTVILLE | WESTVILLE DD | DTC BLOCK WESTVILLE | | | |

P&A SUBDIVISION - P5

| AUTHORIZED SPEED | | MILE POST | STATION | TRACK DIAGRAM | | AUTH TO MOVE | TWC | NOTES |
|------------------|----|-----------|----------------|---------------|-------------------------|------------------|---------------------|-------|
| P | F | | | ↓ | ↓ | | | |
| 40 | 35 | K 696.5 | | | | TWC-DTC | DTC BLOCK CRESTVIEW | |
| 55 | 45 | K 696.0 | DTC BLOCK SIGN | | | | | |
| | | K 694.5 | | | | | | |
| 50 | 45 | K 692.6 | | | | | DTC BLOCK GALLIVER | |
| 59 | 49 | K 691.6 | GALLIVER | 10.4 | 30 CARS | | | |
| | | K 691.5 | | | | | | |
| | | K 682.9 | DTC BLOCK SIGN | | | | | |
| | | K 681.2 | FLORIDALE | | FLORIDALE 10,850 FT. | | DTC BLOCK BERG | |
| | | K 680.8 | | | | | | |
| | | K 680.9 | DTC BLOCK SIGN | | | | | |
| | | K 680.0 | HAROLD | | | | | |
| | | K 677.4 | | | HAROLD DD | | | |
| 59 | 49 | K 671.2 | | | 30 CARS | | | |
| 45 | 30 | K 670.6 | | | | | | |
| 30 | 25 | K 670.5 | | 10.9 | DB | BLACKWATER RIVER | DTC BLOCK FLORIDALE | 4 |
| 50 | 49 | K 670.3 | MILTON | | | | | |
| | | K 670.1 | | | 30 CARS | | | |
| 59 | | K 668.6 | BAGDAD | 4.2 | BAGDAD DD | | | |
| | | K 667.3 | GAULT CITY | | | | DTC BLOCK GAULT | |
| | | K 667.0 | DTC BLOCK SIGN | | | | | |
| | | K 666.1 | AVALON | | AVALON. 9,000 FT | | | |
| | | K 665.2 | DTC BLOCK SIGN | 6.5 | | | | |
| | | K 663.8 | BAY CHEM | | | | | |
| | | K 663.3 | PACE | 2.8 | 30 CARS | | DTC BLOCK AVALON | |
| 59 | 49 | K 662.5 | | | | | | |
| 40 | 40 | K 662.0 | DTC BLOCK SIGN | | | | | |
| | | K 661.6 | | | G.E. | | | |
| 59 | 40 | K 659.5 | | | | | DTC BLOCK PACE | |
| | 30 | K 658.8 | | | | | | |
| 35 | 35 | K 658.6 | YNIESTRA | 4.7 | | 12 CARS | | |
| 40 | 40 | K 658.5 | DTC BLOCK SIGN | | | | | |
| | | K 657.7 | | | | | | |
| 35 | 35 | K 657.4 | | | | | | |
| 45 | 40 | K 656.7 | IVAN | | IVAN DD | | DTC BLOCK YNESTRA | |
| | | K 655.8 | | | | | | |
| 59 | 49 | K 653.4 | | | | | | |
| 55 | | K 652.1 | | | | | | |
| 59 | 49 | | | | | TWC-DTC | | |

P&A SUBDIVISION - P5

| AUTHORIZED SPEED | | MILE POST | STATION | TRACK DIAGRAM | | AUTH FOR MOVE | TWC | NOTES |
|------------------|----|--------------------------------------|--|------------------|---------------|------------------------------------|-----|-------|
| P | F | | | SOUTH | | | | |
| 59 | 49 | 652.0 | DTC BLOCK SIGN BEGIN YD LIMIT GOULDING YARD PENSACOLA END YD LIMIT | | TWC-DTC | 193 YARD LIMITS PENSACOLA | 2 | |
| 20 | 20 | 651.0 | | | | | | |
| 15 | 15 | K 650.6 | | | | | | |
| 20 | 20 | K 650.3 | | | | | | |
| 20 | 20 | K 650.2 | | | | | | |
| 20 | 20 | K 648.2 K 646.4 646.0 645.0 | | | | | | |
| | | | | P.D. SUBDIVISION | ATL. DIVISION | | | |

STATION PAGE NOTES

- NOTE 1:** Drawbridge is attended from 0800 to 1600 Monday through Friday, unattended at all other times.
- NOTE 2:** Operation is under supervision of the Yardmaster Pensacola. Permission must be obtained from the Yardmaster before entering main track between these limits or any intermediate point and must report to the Yardmaster when clear.
- NOTE 3:** Close clearance exists in Perdue Farms track will not clear man on side of car.
- NOTE 4:** Blackwater Drawbridge is attended from 0500-2100 daily.

P&A SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

SPRING SWITCHES

| Location | End Location | Normal Position |
|-------------------------|-----------------------------|-----------------------|
| Goulding | St. Johns Street | For Main Track (Note) |
| Pensacola (No. 1 Track) | North end at Jackson Street | For Main Track (Note) |

NOTE: Trailing point movements may be made through the spring switches at the following locations, regardless of how the switch is lined:

Spring switch at 00K646.4, St. Johns Street
 Spring switch at 00K650.2, Jackson Street

Operating Rule 104-K, section 2, color light signals, is amended to include the following paragraph:

“A lunar light indicates that the switch is properly lined for a reverse position.”

USE OF SPECIFIED TRACKS

- Trains will be governed by signal indications at the sidings at Avalon, Floridale, Sellers and Chipley. Trains exiting these sidings will not exceed 25 MPH.
- Trains will not exceed 10 MPH at the following locations: Tarragonna lead and Port tracks, Bay Chem wye, Bay Chemical spur, Mossey Head Wye, DeFuniak Springs tracks, Caryville Team, Bonifay Team, Cottondale and Bay Line interchange, Marianna tracks, Boykin Load and Back track, and all auxiliary and industry tracks.
- Trains will not exceed 10 MPH in Goulding Yard tracks.

Exceptions:

Trains will not exceed 15 MPH on the West track Goulding Yard through the spring switch at Jackson Street, MP 00K650.2 to and not including the crossovers at Fairfield, MP 00K648.1.

Trains will not exceed 15 MPH on No. 1 drill from (not including) the crossover to main track, Milepost 00K647.1 to and including the spring switch at St. John Street at MP 00K646.4.

Refer to operating Rule 46.

- Amtrak passenger trains are restricted to main line, west track, and No. 1 track at Goulding Yard.

DRAWBRIDGES

Trains must approach these drawbridges at a speed that will enable them to stop before reaching the draw span and will look for a stop signal at end of the draw.

Apalachicola River MP 00K809.7

The Apalachicola River Drawbridge will only be attended during the hours of 0800 to 1600 Monday through Friday before being relieved attendant will advise the train dispatcher when the bridge is lined and locked for train movement across the bridge. During unattended hours trains must approach this drawbridge prepare to stop and will stop unless notified by the train dispatcher via radio or telephone communication that the drawbridge is lined and locked for movement across the bridge.

In case of failure of communication, the conductor or engineer must know the drawbridge is in proper position before proceeding.

Blackwater River Milepost 00K670.5

Between the hours of 2100 and 0500, daily, this drawbridge is unattended and the drawbridge attendant will, before being relieved, advise the train dispatcher when the drawbridge is lined and locked for movement across the bridge. During these hours trains must approach this drawbridge prepared to stop and will stop unless notified by the train dispatcher by radio or telephone communication that the drawbridge is lined and locked for movement across bridge.

In case of failure of communication, the conductor or engineer must know the drawbridge is in proper position before proceeding.

When notified by radio communication, by telephone or in person by the drawbridge attendant between the hours of 0500 and 2100 or the train dispatcher between the hours of 2100 and 0500 that the drawbridge is lined and locked for movement across the bridge, trains, may proceed at 30 MPH across this bridge.

RAILROAD CROSSINGS AT GRADE

| Location | Railroad | Gates | 98 |
|------------|----------|-----------|----------|
| Cottondale | Bay Line | Automatic | 226-B(3) |

ROAD CROSSINGS AT GRADE

- Pensacola – It shall be the duty of each railroad company operating locomotives or trains within the city to properly flag the following designated street crossings., unless approved automatic signal devices are maintained at such crossings: Ninth Avenue, Fourteenth Avenue, Gadsden Street, Gonzales Street, Blount Street and Palafox Street. The flagman shall take his position in the middle of the street near the track along with the train, cars or locomotive is approaching, at a place where the track intersects the street or nearby said track, and shall carry in the daytime a flag, and at nighttime a lighted lantern which he shall move back and forth so as to give warning of the approach of such train

or locomotive as soon as it shall approach within 50 feet of such street.

2. Cottdale – 00K776.6, U.S. Highway 231 must not be blocked in excess of 5 minutes by a standing train.
3. The City of Cottdale, FL has adopted an ordinance requiring that the flow of vehicular traffic over U.S. Highway 231 must not be blocked in excess of 5 minutes by a standing train.

Violation of the above will subject any person to a maximum penalty of 60 days imprisonment or \$500.00 fine, or both. In the event mechanical trouble is experienced that prevents total compliance with this ordinance, arrangements must be made to open the crossing for passage of vehicular traffic and/or if the chief of police at Cottdale makes a request upon any crew member to open the crossing, this request must be responded to diplomatically and acted upon promptly, as well as, extending a proper explanation to the chief of police as to why the delay occurred.

4. Train crews working Cottdale, MP 00K777.0, Zion Street and the first road crossing south of the Bayline Crossing must not be blocked. Arrangements must be made to cut train off and when coupling back up to try brakes. Train will be clear of these crossings.
5. Due to possible rusty rails, train crews must STOP and flag 8th Street crossing, MP 00K729.5 and 7th Street crossing, MP 00K729.6, Defuniak Springs, in the siding only.
6. Trains will approach Pecan Street located in house track in Chipley, MP 00K767.4, not exceeding restricted speed prepared to stop until it is ascertained that the warning system is activated at least 20 seconds, due to rusty rails conditions in accordance with Rule 223.
7. All northbound trains on the P&A Subdivision must stop clear of the first crossing located at MP 00K784.3 (Penn Avenue) until train has the Cyprus DTC Block. This is to prevent any crossing in the town of Marianna from being blocked by a standing train.

SWITCHING

Six-axle diesel units must be kept off team, house and industrial tracks. If necessary to pick up and/or set off at any restricted track, the conductor will arrange to hold on to enough cars to avoid going beyond the clearance point with these engines.

All trains setting off locomotives or equipment at Pace, FL, MP 00K 664.0, on either the south or north wye must set all equipment clear of the stem of the wye behind the switch point derail protection.

SWITCHES

The following switches may be left as last used:

1. Crossover switches from the CSX Main Track to AN Main Track at the north end of AN Yard, Chattahoochee, FL.
2. AN Junction switch from the south end of the AN Yard to CSX Main Track, Chattahoochee, FL.

3. At Goulding yard, spring switches at Jackson Street and at Saint Johns Street may be left as last used. Also the crossovers on the north and south end of Goulding Yard may be left as last used.

SELF-RESTORING POWER-OPERATED SWITCHES

For the systems to function properly trains entering the siding must stop no more than 100 feet from the switch providing access to sidings, except at south end of Chipley Siding. (Trains operating at south end Chipley only, for movements to siding, approach the switch, stopping clear of Eighth Street Highway grade crossing but no more than 300 feet from the switch.

RADIO INSTRUCTIONS

Pensacola Yard channel is Channel 18.

All road trains will monitor Channel 84 between MP 00K808.1 and MP 00K 645.

All road trains will use Channel 66 instead of Channel 84 while occupying the Chattahoochee yard limits on the PA Subdivision.

2. INSTRUCTIONS RELATING TO SAFETY RULES

Close clearances

Perdue Farms will not clear man on side of car.

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

NONE

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

NONE

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

NONE

7. MISCELLANEOUS

1. **Pensacola** – Southbound trains arriving at Pensacola will not pass 14th Avenue without yarding instructions from yardmaster or train dispatcher.
2. **Goulding** – Northbound trains departing Goulding will be governed by instructions from the yardmaster or train dispatcher.
3. **Defuniak Springs** – The conveyor under shed at Showell Farms, will not clear a locomotive or a man on side of a car
4. Account close clearance, Pensacola yard tracks, employees must not ride a cut of cars into or out of an adjacent track, when cars are in one of the tracks outlined below:
 - a) Between No. 2 and No. 3, on the south end.
 - b) Between No. 6 and No. 7, on the south end.
 - c) Between No. 12 and No. 13, the full length of track.
 - d) Between No. 14 and No. 15, at the scales.
5. Cars will not be cut off in motion to a coupling on the lead or “around the horn” going to tracks 11 to 15 in Goulding Yard.
6. Do not walk on west side of House Track Cottondale, FL, MP 00K 776.7 on account of open pit conveyer under track, four car lengths from the derailer. Do not shove loaded cars or run engines over the pit.

When spotting loads, spot four cars only and spot these just clear of derailer.

7. Dragging Equipment Detector Instructions

Note: Reference to crew members on or near the rear of the train applies to employees when occupying the caboose of a freight train and to the flagman on passenger trains.

Trains passing dragging equipment detector locations may proceed providing voice train communications is received from detector location when rear of train passes stating CSX Railroad, MP and no defects. While train is passing detector locations and dragging equipment is located, the following will occur, 1000 cycle interrupted tone will be announced by radio for approximately 10 seconds for each dragging equipment detected, when the rear of the train passes the detector radio will announce CSX Railroad detector, MP, dragging equipment near axle, number, and total axle count. This detector is capable of detecting 3 dragging equipment indications. If there are more than 3 or a malfunction of the equipment in the detector, voice communication from the detector will announce a detector malfunction, check the entire train. Trains stopped by the detector for dragging equipment indication and an axle count is given must be checked 20 axles on each side of count given if no trouble is located near axle count announced. Trains stopped by the detector malfunction enunciation must check the entire train.

REMOTE CONTROL LOCOMOTIVE OPERATIONS

Item 1 – Remote Control Locomotive Operation at Pensacola Terminal

- a. Remote control locomotive (RCL) operation is established at Pensacola Terminal. RCL operation and special instructions are stated in a separate General Bulletin. Remote control zones, when activated, may be utilized in conjunction with RCL operation.
- b. Remote control zones (RCZ) are established at Pensacola and RCZ signs are in place as follows:
 1. South end – from 160 FT. south of the north cross over from No. 2 drill or No. 1 drill to 180 FT. north of the south switch No. 2 drill switch.
 2. North end – from 40 FT. north of the straight track switch to a point 200 FT. north of the Texar Overpass.

Item 2 – Instructions for Train, engine, or on-track equipment movements arriving Pensacola Terminal.

- a. All movements inbound to Pensacola Terminal will not pass the following locations without contacting the yardmaster at Pensacola;

North and south yard limit boards.

NOTES

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PALMETTO SUBDIVISION -PT

| AUTHORIZED SPEED | MILE POST | STATION | TRACK DIAGRAM | | AUTH FOR MOVE | TWC | NOTES |
|--------------------------------|-------------------------|----------------|--------------------------|--|---------------|------------------------------------|-------|
| | | | ↓ | ↓ | | | |
| | | | TAMPA TERM | | | | |
| 40 | AZA 885.0 | EAST TAMPA | | EAST TAMPA STORAGE TRACK 1,810 FT. | TWC-DTC | | |
| DB ONLY 20 | AZA 886.4 | | S. FREIGHT LEAD | | | DTC BLOCK BIG BEND | |
| 40 | AZA 886.5 | | ALAFIA RIVER | DB (1293) BB DISP 08-5 RD-66 1-800-445-5504 | | | |
| | AZA 890.1 | DTC BLOCK SIGN | 6,000 FT BIG BEN SPUR | | | DTC BLOCK RUSKIN | |
| | AZA 898.3 | RUSKIN | | RUSKIN STORAGE TRACK 2,758 FT. | | | |
| | AZA 898.5 | DTC BLOCK SIGN | | | | | |
| 40 DB ONLY 20 | AZA 898.7 | | | LITTLE MANATEE DB (1293) | | DTC BLOCK SUN CITY | |
| 40 | AZA 898.8 | | | | | | |
| | AZA 905.3 | | PORT MANATEE YARD | | | | |
| | AZA 907.0 | DTC BLOCK SIGN | | | | | |
| | AZA 910.0 | GILLETTE | VULCAN | | | | |
| 40 20 | AZA 914.0 | | | | | DTC BLOCK MANATEE | |
| | AZA 914.8 | PALMETTO | | PARRISH SPUR | | | 2 |
| | AZA 915.8 | | | BIG MANATEE DB (1293) | | | |
| | AZA 916.8 | DTC BLOCK SIGN | | | TWC-DTC | | |
| 20 10 | AZA 917.8 | BRADENTON | | GULLETT SIDING 5,200 FT. TROPICANA YARD | | 193 YARD LIMITS BRADENTON | 1 |
| 10 20 | (AZA 918.0) SW 873.8 | | | | | | |
| 20 | SW 875.0 | ONECO | | END OF TRACK | | | |
| EAST TAMPA TO ONECO 34.2 MILES | | | | | | | |

STATION PAGE NOTES

- NOTE 1:** Railroad crossing at grade-refer to Jacksonville Division Special Instructions Item 1-E. Normally clear for Palmetto Subdivision
- NOTE 2:** To contact Rockport Yardmaster from Bradenton, press "0" on the radio keypad while on Channel 66.

PALMETTO SUBDIVISION -PT

1. INSTRUCTIONS RELATING TO OPERATING RULES

SPEED

10 mph all tracks other than Main and signaled sidings including Big Bend Spur and Parrish Spur.

DRAWBRIDGES

Alafia River, MP AZ A886.4 – Attended. Look out for close clearance. The bridge over the Alafia River will not clear a person on the side of car.

Big Manatee River, MP AZA 915.8 – Attended (0600 hrs – 1400 hrs). Outside of assigned hours, the bridge is kept in the “Open” position. Trains stopped by a signal governing movement will not proceed until a signal is received from the bridge tender, given with green flag by day and green light by night.

Little Manatee River, MP AZA 898.8 – Unattended and normally lined for rail movement. Trains stopped by a signal governing movement will not proceed until a member of the crew ascertains that the drawspan and lift rails are in the proper position.

SWITCHES

1. A switch has been installed at Bradenton, Florida MP AZA 917.9. This switch is now the access from the mainline to Bradenton yard and has been installed on the G yard ladder.

HIGHWAY AND STREET CROSSINGS

1. Do not exceed 5 MPH on North Freight Lead, East Tampa, until the crossing gates at US 41, MP AZA 885.0 are activated and in the “Down” position.
2. **The truck crossing at Mosaic - Big Bend Terminal, MP AZA 890.0**, must be cut with at least one car length of clearance on both sides of the crossing.
3. Stop and flag crossing at Highway 41, Piney Point Lead, MP AZA 905.5, due to rusty rail.
4. The following road crossings are on the island circuit only West Access MP AZA 910.01, US 41 at Gillette MP AZA 910.02, and East Access MP AZA 910.09. This is the Gillette Spur and will not affect the mainline. This will require stopping and flagging the road crossing, due to activation failures, as per Operating Rule 100-J.
5. Stop and flag the crossing at 8th Avenue West in Palmetto at MP SW 871.3, account track conditions.
6. Stop and flag Highway 301, Palmetto, MP SW 869.4, due to rusty rail.
7. An island circuit has been installed on the railroad crossing at 10th Street and 3rd Avenue, MP SW 870.9. All trains must stop prior to this crossing until the warning signals are activated.

8. Stop and flag Gillette-Ellenton Road, MP SW 867.1, account the automatic flashing signals are not operating properly.

9. **At Highway 301, MP SW 860.2**, train movement must be stopped before crossing the highway. A crew member must manually operate the crossing signal lights and gates by using an “On/Off” switch located on the signal box. The switch must be turned off after the movement is made.

10. When switching or making movements within the Tropicana Plant, Bradenton, FL, all road crossings must be protected by a flagman. During the nighttime hours, this flagging protection should include fusees on the crossings.

11. The automatic crossing warning devices are installed at Tropicana Plant MP AZA 918.0, protecting the truck crossing over the six yard tracks, old main, and the scale track inside the plant have been put into service. The following will govern movement over this crossing:

A crew member must be on the lead end of cars or the engine being shoved, protecting movement toward the crossing, prepared to STOP, and must not foul the crossing until protection 3has been provided (gates must be completely down), before the train enters the crossing.

12. All trains using the Leeds Lumber lead must STOP and flag 9th Avenue Road located at MP SW 872.6.

2. INSTRUCTIONS RELATING TO SAFETY RULES

CLOSE CLEARANCE

1. When switching the Feed Mill/Syrup Track at Tropicana Products, Bradenton, FL, MP AZA 916.0, crews must not have any box cars in their train. This is due to substandard overhead clearance at this location.
2. **Alafia River, MP AZA 886.4** – Look out for close clearance. The bridge over the Alafia River will not clear a person on the side of car.

Parrish Spur – MP SW 869.7 – The walkway on the bridge at MP SW 869.7 is out of service. This does not affect the condition of the bridge itself, only the walkway.

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

NONE

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

NONE

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

Six-Axle Locomotive Restrictions

1. MP AZA910.1 Vulcan ICA Gillette
2. MP AZA910.1 Hendricks & Dail Inc.
3. MP AZA910.1 Lake Hill Supply
4. MP AZA911.7 Ferrell Gas

| Equipment Restrictions | | |
|--|--|--------------------|
| Location | Equipment | Restriction |
| Bridges at MP AZA 898.8 and MP AZA 915.8 | Cars with gross weight exceeding 263,000 lbs. | 15 MPH |
| Between MP AZA 907.0 and end of track | Cars with gross weight of 286,000 lbs. or more | 25 MPH |

7. MISCELLANEOUS

1. All trains enroute to Mosaic, East Tampa, must contact the Mosaic supervisor at East Tampa via Channel 66 or by Bell Telephone 813-671-6217 or by mobile access telephone or through the yardmaster at Rockport, before crossing Highway 41 or before moving engines and/or building a train already in the yard, for permission to enter the yard.
2. The railroad at Port Manatee, MP AZA 906.0, Palmetto Subdivision, has installed a derailer on their private track, which breaks off the yard used for interchange. The derailer is positioned two hundred sixty-nine (269) feet east of Piney Point Road Crossing and includes a blue flag marking when closed. The derailer will be closed and locked in the derailing position when the port railroad is not conducting operations/switching cars. If CSX needs to utilize their track inside the derailer, they must be contacted to remove the derailer by calling (941) 722-6621 and ask for Manatee Railroad. CSX crews are prohibited from removing or restoring this derailer.
3. Vulcan Industries at Gillette, FL, MP AZA 910.0 has installed a bar type gate over both tracks on the west end of their track, near the main switch. The gate is to be left in the closed position when tracks are not occupied.
4. **Bradenton Yard (Tropicana)** – Two derails have been installed in Bradenton Yard (Tropicana), MP AZA 918.0 at the following locations:
 - a) North end of the Sand Track.
 - b) North end of the Rail Dock lead.

Normal position for these two derails will be in the "Off" position.

When Tropicana personnel are working on or about equipment in the Glass Plant and/or Rail Dock, the derails will be in the "On" position and locked by a Tropicana Locking Device and that must not be removed, except by Tropicana personnel.

5. Big Bend –

- a) Do not shove empty cars from the Mosaic Dumper at Big Bend onto the Chemical track, Cars that have been dumped should be shoved onto the runaround track. It is permissible to use the Chemical track to switch bad orders out and double an outbound train out; however, a trainman must be on the rear of the movement when shoving toward the Chemical track.
 - b) When working at Big Bend, FL MP AZA 890, all CSXT Engines must be detached from any cars before allowing mine personnel to turn couplers.
 - c) The following procedure will be in effect when spotting the Big Bend Dumper, MP AZA 890.0:
 - 1) The train must STOP prior to engines reaching the car puller and retarders.
 - 2) A crew member must confirm visually that the dumper has ceased dumping and must have verbal permission from the terminal supervisor or Rockport yardmaster, who has secured permission from the supervisor to enter the dumper.
 - 3) After the above have been fully complied with, the train may enter the Big Bend Dumper with the locomotives, not exceeding 3 MPH. The engine brakes must not be used while in the Big Bend Dumper to spot or slow the train except when an emergency arises. After spotting the train, the engine brakes may be applied while the train brakes are being applied as prescribed by Train Handling Rules.
- 6. Parrish Spur** – CSX trains will not operate between Ellenton Jct. MP SW 869.1 and Willow on Saturday and Sunday. Monday through Friday, CSX Trains will operate between Ellenton Jct. MP SW 869.1 and Willow by permission from Florida Power & Light, obtained by the yardmaster at Rockport. Trains will operate per CSX Rule 96, not exceeding 10 MPH between Ellenton Jct. MP SW 869.1 and Willow.

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PLANT CITY SUBDIVISION - PL

| AUTHORIZED SPEED | MILE POST | STATION | TRACK DIAGRAM | | AUTH FOR MOVE | TWC | NOTES |
|----------------------------------|-----------|----------------|---------------|--|-------------------------|----------------------|-------|
| | | | ↓ | ↓ | | | |
| | | | YEOMAN SD | SOUTH | | | |
| 25 | | | | <div style="border: 1px solid black; padding: 2px; display: inline-block;"> BB DISP 08-5 RD-84 1-800-445-5504 </div> | ABS-261 | | 1 |
| | SV 822.8 | SANDLER JCT. | | | CPS-261 | DTC BLOCK SANDLER | |
| | | 0.3 | | LAKELAND SD | 261 | | |
| | SV 823.1 | PLANT CITY | | (X) (R) | CPS-261 | DTC BLOCK PLANT CITY | 2 |
| 25 | SV 823.7 | DTC BLOCK SIGN | 2.5 | YEOMAN SD | ABS-261 | DTC BLOCK PLANT CITY | |
| 40 | | | | CORONET STORAGE | TWC-DTC | DTC BLOCK CORONET | |
| | SV 825.6 | CORONET | | CORONET SPUR | | DTC BLOCK CORONET | 3 |
| | SV 829.0 | DTC BLOCK SIGN | 3.9 | HOPEWELL SPUR | | DTC BLOCK HOPEWELL | |
| | SV 829.5 | HOPEWELL | | | | DTC BLOCK HOPEWELL | |
| | SV 833.4 | DTC BLOCK SIGN | 4.7 | | TWC-DTC | | |
| 40 | SV 834.2 | WELCOME | | VALRICO SUBDIVISION | 193 YARD LIMITS WELCOME | | |
| 11.4 MILES PLANT CITY TO WELCOME | | | | | | | |

| STATION PAGE NOTES |
|---|
| NOTE 1: Plant City Railroad Crossings at Grade – Rule 226-B(3). |
| NOTE 2: 10 MPH on the Coronet Mine Spur. |
| NOTE 3: 10 MPH on the Hopewell Mine Spur. |

PLANT CITY SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

ROAD CROSSINGS AT GRADE

1. Plant City – No street or road crossing within city limits (north of MP SV 823.3) will be blocked for more than 5 minutes without clearing up for vehicular traffic for a period of not less than 5 minutes or until all waiting vehicular traffic has cleared the crossing.

USE OF SPECIFIED TRACKS

| Tracks | Instructions |
|--------------|--|
| Coronet Spur | Switches will be left lined and locked for straightaway movement. Do not exceed speed of 10 MPH. |

SWITCHING

The practice of 'kicking cars' with a conductor only assignment is prohibited on the Plant City Subdivision. Equipment is to be shoved to a joint or in the clear and appropriate handbrakes applied.

2. INSTRUCTIONS RELATING TO SAFETY RULES

When in doubt take the safe course.

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

NONE

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

NONE

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

NONE

7. MISCELLANEOUS

1. **Stock Lumber** – MP SV 823.4 - A derail has been installed at Stock Lumber, Plant City, Florida MP SV 823.4, one car length north of the concrete platform.

2. Close Clearances:

Due to close clearance, employees will not ride on the side of cars at the following locations:

- a) Loading Facility at Hopewell Mine Spur.
- b) Track servicing Food Lion at the gate and at the door.
- c) Coronet Mine, Track No. 1, due to an unloading ramp beside the track.
- d) Coronet Industries yard, as these tracks will not clear a person riding on the side of equipment.

NOTES

SANFORD SUBDIVISION – SF

| AUTHORIZED SPEED | | MILE POST | STATION | TRACK DIAGRAM | | AUTH FOR MOVE | TWC | NOTES |
|------------------|----|----------------|---------------------|--------------------------|--|----------------|---------------------------|-------|
| | | | | SOUTH | | | | |
| P | F | | | JACKSONVILLE TERMINAL | AZ DISP 94-8 RD-32 1-800-224-2598 | | | |
| 50 | 50 | A 648.2 | ST. JOHNS | SANFORD SUB | AA DISP 54-6 RD-32 1-800-628-4718 | ABS-261 | DTC BLOCK ST. JOHNS | |
| 50 | 50 | A 649.1 | | MCGIRTS CREEK DB | | | | |
| 45 | 25 | A 649.2 | | | | | | |
| 65 | 60 | A 651.1 | | TIMUQUANA DD | | | | |
| 70 | | A 650.6 | | | | | | |
| 70 | | 651.0 | | | | | | |
| 70 | | 651.9 | | | | | | |
| 79 | | 652.0 | | | | ABS-261 | | |
| | | A 652.9 | NORTH YUKON | | | CPS-261 | | |
| | | A 654 | YUKON | | SSDG 10,140 FT. | 261 | | |
| | | A 655.0 | SOUTH YUKON | | | CPS-261 | | |
| 79 | | A 655.2 | | | | ABS-261 | | |
| 70 | | A 656.9 | | | OFFICE CAR TRACK | | | |
| 70 | 60 | A 657.0 | | | | | | |
| 45 | 40 | A 657.2 | | | | | | |
| 60 | 60 | A 658.5 | | | | | | |
| 55 | 55 | A 660.2 | | | | | | |
| 65 | 60 | A 662.8 | | | | | | |
| 60 | | A 665.6 | | | | ABS-261 | | |
| | | A 665.8 | NORTH SOLITE | | | CPS-261 | | |
| 79 | | A 666.9 | SOLITE | | SSDG 10,180 FT. | 261 | DTC BLOCK ST. JOHNS | |
| | | A 667.8 | SOUTH SOLITE | | | CPS-261 | | |
| 79 | | A 670.2 | | SOLITE DD | | | | |
| 60 | | A 672.1 | | | DUROC | ABS-261 | DTC BLOCK SOLITE | |
| 79 | | A 673.0 | | | | | | |
| 79 | | A 680.6 | | TITAN SPUR | | | | |
| | | A 681.2 | N.WEST TOCOI | | | CPS-261 | | |
| | | A 682.2 | WEST TOCOI | | SSDG 10,182 FT. | 261 | DTC BLOCK BOSTWICK | |
| | | A 683.2 | S.WEST TOCOI | | | CPS-261 | | |
| 79 | 60 | A 688.6 | | PECAN DD | | ABS-261 | | |

SANFORD SUBDIVISION – SF

| AUTHORIZED SPEED | | MILE POST | STATION | TRACK DIAGRAM | | AUTH FOR MOVE | TWC | NOTES |
|------------------|----|-----------|---------------|-------------------|------------------|---------------|--------------------|-------|
| | | | | SOUTH | | | | |
| 79 | 60 | A 690.8 | BOSTWICK | SEMINOLE ELECTRIC | | CPS-261 | DTC BLOCK BOSTWICK | |
| 75 | 60 | A 690.9 | | | | ABS-261 | | |
| 45 | 45 | A 691.0 | | | | | DTC BLOCK PECAN | |
| 30 | 25 | A 693.6 | | | | | | |
| 75 | 60 | A 694.1 | | | RICE CREEK DB | | DTC BLOCK PALATKA | |
| 75 | 60 | A 694.2 | | | | | | |
| | | A 694.5 | PECAN | PECAN YARD | | ABS-261 | DTC BLOCK SEVILLE | |
| | | A 695.1 | N. PECAN | | | CPS-261 | | |
| | | A 695.4 | | SSDG 10,086 FT | | 261 | | |
| | | A 697.4 | S. PECAN | | | CPS-261 | | |
| 75 | 60 | A 697.5 | | | | | DTC BLOCK SEVILLE | |
| 30 | 25 | A 698.0 | PALATKA | | | ABS-261 | | |
| | | A 698.8 | | | | | DTC BLOCK SEVILLE | |
| 70 | 60 | A 699.7 | PALATKA HO NS | | | CPS-261 | | |
| 60 | | A 700.3 | | | | ABS-261 | DTC BLOCK SEVILLE | |
| 70 | | A 700.7 | | | | | | |
| 60 | 60 | A 702.4 | | | | | DTC BLOCK SEVILLE | |
| 45 | 25 | A 703.4 | | | | | | |
| 45 | 25 | A 703.4 | | | BUFFALO BLUFF DB | | DTC BLOCK SEVILLE | |
| 79 | 60 | A 703.6 | | | | ABS-261 | | |
| | | A 707.1 | N. SATSUMA | | | CPS-261 | DTC BLOCK SEVILLE | |
| | | A 708.1 | SATSUMA | | | 261 | | |
| | | A 709.0 | | | | | DTC BLOCK SEVILLE | |
| | | A 709.1 | S. SATSUMA | | | CPS-261 | | |
| 79 | | A 711.9 | | | SATSUMA DD | | DTC BLOCK SEVILLE | |
| 70 | | A 713.9 | | | | ABS-261 | | |
| 79 | | A 714.2 | | | | | DTC BLOCK SEVILLE | |
| | | A 715.7 | N. HUNTINGTON | | | CPS-261 | | |
| | | A 716.7 | HUNTINGTON | | | 261 | DTC BLOCK SEVILLE | |
| | | A 717.7 | S. HUNTINGTON | | | CPS-261 | | |
| 79 | | A 720.5 | | | | | DTC BLOCK SEVILLE | |
| 70 | 60 | A 722.2 | | | | ABS-261 | | |
| 60 | 50 | A 723.0 | | | | | DTC BLOCK SEVILLE | |
| 79 | 60 | | | | | | | |

SANFORD SUBDIVISION – SF

| AUTHORIZED SPEED | | MILE POST | STATION | TRACK DIAGRAM | | AUTH FOR MOVE | TWC | NOTES |
|------------------|----|--------------------|--------------------|-----------------|--------------------------|---------------|-------------------|-------|
| | | | | ↓ | ↓ | | | |
| P | F | | | | | ABS-261 | DTC BLOCK SEVILLE | |
| 79 | 60 | A 725.6 | N. SEVILLE | | | CPS-261 | | |
| | | A 726.6 | SEVILLE | | SSDG 10,183 FT. | 261 | | |
| 79 | | A 727.6 | S. SEVILLE | | | CPS-261 | | |
| | | A 731.6 | | | | ABS-261 | | |
| 65 | | A 732.0 | PIERSON | | | | DTC BLOCK PIERSON | |
| 79 | | A 732.2 | | | | | | |
| 75 | | A 733.4 | | | | | | |
| 79 | | A 734.0 | | | | | | |
| | | A 734.6 | | BARBERVILLE DD | | ABS-261 | | |
| | | A 736.9 | N. BARBERVILLE | | | CPS-261 | | |
| | | | | | SSDG 10,088 FT. | 261 | DTC BLOCK DELAND | |
| 79 | | A 737.9 | S. BARBERVILLE | | | CPS-261 | | |
| 75 | | A 741.4 | | | | ABS-261 | | |
| 79 | | A 742.0 | | | | | | |
| | | A 747.5 | N. DELAND | | | CPS-261 | | |
| | | | | SSDG 11,237 FT. | | 261 | | |
| | | A 749.6 | S. DELAND | | | CPS-261 | | |
| 79 | 60 | A 749.8 A 750.0 | DELAND | | 84 LUMBER DELAND SPUR | ABS-261 | | |
| 50 | 50 | A 751.1 | | | | | | |
| 79 | 60 | A 751.5 | | | | | | |
| 75 | | A 752.8 | | | | | | |
| 79 | | A 753.1 | | | | | | |
| 70 | | A 755.4 | | ORANGE CITY DD | | | | |
| 79 | | A 757.0 | | | | | | |
| | | A 757.2 | | | | ABS-261 | DTC BLOCK DELAND | |
| 65 | | A 759.8 | N. BENSON JUNCTION | | | CPS-261 | | |
| 65 | | A 760.1 A 760.8 | BENSON JUNCTION | | CSDG 10,207 FT. | 261 | DTC BLOCK SANFORD | |
| 60 | | A 761.5 | | | | | | |
| | | A 761.8 | S. BENSON JUNCTION | | | CPS-261 | | |
| 45 | 25 | A 763.1 | | LAKE MONROE DB | | ABS-261 | | |
| 60 | 60 | A 763.7 | | | | | | |

SANFORD SUBDIVISION - SF

| AUTHORIZED SPEED | | MILE POST | STATION | TRACK DIAGRAM | | AUTH FOR MOVE | TWC | NOTES |
|------------------|----|-----------|--------------------|------------------------------|--------------------------------|---------------|-----------------------|---------|
| | | | | ↓ | ↓ | | | |
| P | F | | | | | ABS-261 | | |
| 60 | 60 | A 763.8 | N. SANFORD | | | CPS-261 | DTC BLOCK SANFORD | |
| 30 | 25 | A 765.9 | SANFORD | RANDES YD CSDG 15,228 FT. | ALOMA SPUR | 261 | | |
| | | A 766.3 | | | | | | |
| 60 | 60 | A 766.8 | S. SANFORD | | AMTRAK | CPS-261 | | |
| 50 | 45 | A 772.0 | | | | | DTC BLOCK LONGWOOD | |
| 45 | 40 | A 773.1 | | | | | | |
| 70 | 60 | A 773.8 | | | | ABS-261 | | |
| 79 | | A 774.4 | | | | | | |
| 79 | | A 776.1 | | LONGWOOD DD | | | | |
| 79 | 60 | A 777.6 | NORTH LONGWOOD | | | CPS-261 | | |
| 60 | 50 | A 777.9 | | | CSDG 7,811 FT. | 261 | | |
| | | A 778.4 | LONGWOOD | | | | | |
| | | A 779.3 | SOUTH LONGWOOD | | | CPS-261 | | |
| 60 | | A 780.3 | | | | ABS-261 | DTC BLOCK WINTER PARK | |
| 50 | 50 | A 782.0 | | | | | | |
| 40 | 40 | A 784.3 | | | | | | |
| 35 | 35 | A 784.7 | | N.E. DOUBLE TRACK | | CPS-261 | | |
| 25 | 25 | A 785.6 | WINTER PARK | No. 1 | No. 2 | ABS-261 | DTC BLOCK ORLANDO | |
| | | A 790.0 | ORLANDO | FCEN RR | | | | |
| | | A 790.4 | | KALEY YARD | | | | ABS-261 |
| 25 | 25 | A 791.7 | | | S.E. DOUBLE TRACK | CPS-261 | | |
| 40 | 40 | A 791.8 | | | | ABS-261 | DTC BLOCK PINE CASTLE | |
| | | A 792.4 | | SOUTH ORLANDO | | CPS-261 | | |
| 40 | 40 | A 793.6 | | | | ABS-261 | | |
| 79 | 60 | A 794.6 | PINE CASTLE HO | | | CPS-261 | | |
| 60 | 45 | A 795.5 | | WEST YARD | | ABS-261 | | |
| 79 | 60 | A 796.7 | TOFC | | TOFC | CPS-261 | | |
| | | A 798.0 | N. TAFT | | | CPS-261 | | |
| | | A 798.4 | TAFT | | CSDG 6,989 FT. | 261 | DTC BLOCK TAFT | |
| 79 | | A 799.2 | S. TAFT | | | CPS-261 | | |
| | | A 799.3 | | REGENCY PK SPUR | | ABS-261 | | |
| 70 | | A 799.7 | STANTON CONNECTION | | STANTON SPUR TO OUC COAL PLANT | CPS-261 | | |
| 79 | 60 | A 801.0 | | STANTON DD | | ABS-261 | | 1 |

SANFORD SUBDIVISION – SF

| AUTHORIZED SPEED | | MILE POST | STATION | TRACK DIAGRAM | | DTC/DCS | AUTH FOR MOVE | NOTES |
|---|----|--------------------|---------------------|-----------------|-------------------|---------|--------------------------------|-------|
| | | | | ↓ | ↓ | | | |
| P | F | | | | | ABS-261 | | |
| 79 | 60 | A 803.3 | KISSIMMEE HO | | | CPS-261 | DTC BLOCK KISSIMMEE | |
| 65 | 60 | A 803.8 | | | | | | |
| 45 | | A 807.0 | | | | ABS-261 | | |
| 79 | 60 | A 808.8 | | | | | | |
| | | A 809.3 | N. KISSIMMEE | | | CPS-261 | DTC BLOCK POINCIANNA | |
| | | | | CSDG 8,099 FT | | 261 | | |
| | | A 810.8 | S. KISSIMMEE | | | CPS-261 | | |
| 70 | | A 812.3 | | | | ABS-261 | | |
| | | A 812.8 | | | | | DTC BLOCK POINCIANNA | |
| | | A 819.4 | LOUGHMAN HO | | | CPS-261 | | |
| | | A 819.8 A 822.9 | | DAVENPORT DD | SAND PIT | ABS-261 | | |
| | | A 823.8 | | | | | | |
| 79 | 60 | A 824.4 | N. DAVENPORT | | | CPS-261 | DTC BLOCK DAVENPORT | |
| | 50 | A 824.6 | | | CSDG 4,310 FT. | 261 | | |
| | | A 824.8 | DAVENPORT | | | | | |
| | | A 825.3 | S. DAVENPORT | | | CPS-261 | | |
| | 50 | A 825.8 | | | | ABS-261 | DTC BLOCK DAVENPORT | |
| 79 | 60 | A 828.0 | N. HAINES CITY | | | CPS-261 | | |
| | | A 829.1 | | CSDG 5,870 FT. | IND PARK | 261 | | |
| | | A 829.2 | S. HAINES CITY | | | CPS-261 | | |
| 79 | 60 | A 829.4 | | | | ABS-261 | DTC BLOCK HAINES CITY | |
| 40 | | A 830.0 | | | | | | |
| 79 | 60 | A 831.2 | | | | | | |
| 70 | | A 831.7 | | | | | | |
| 79 | 60 | A 835.8 | | | | | DTC BLOCK HAINES CITY | |
| 50 | | A 836.3 | LAKE ALFRED | | | | | |
| 79 | 60 | A 837.2 | | | | | | |
| 60 | 55 | A 838.4 | | | | | | |
| | 60 | A 839.3 | N. AUBURNDALE | | | ABS-261 | DTC BLOCK AUBURNDALE | |
| | | A 839.7 | AUBURNDALE | CSDG 4,887 FT. | | 261 | | |
| | | A 840.4 | S. AUBURNDALE | | | CPS-261 | | |
| | | | | | | ABS-261 | | |
| | 60 | A 840.7 | SAS AUBURNDALE INT. | END SANFORD SUB | BEGIN CARTERS SUB | CPS-261 | | |
| | | | | | --- | | | |
| 192.7 MILES ST. JOHNS TO AUBURNDALE | | | | | | | | |
| STATION PAGE NOTES | | | | | | | | |
| NOTE 1: See special instructions for method of operation. | | | | | | | | |

SANFORD SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

METHOD OF OPERATION - Stanton Spur

TWC-DTC BLOCK LIMITS

| Between Location /Milepost | Block Names |
|--------------------------------------|-------------|
| A 799.8 North leg of Wye and ALK 2.8 | Stanton |
| ALK 2.8 and ALK 17.0 | Orange |

EXCEPTED TRACKS

Aloma Spur between MP AU 769.1 and MP AU 778.5

JUNCTIONS, DRAWBRIDGES AND RAILROAD CROSSINGS AT GRADE

Rice Creek, MP A694.1– Attended, 0800 to 1600 daily. Outside of assigned hours of the bridge tender the bridge is lined for rail movement. Trains stopped by signal governing movement will not proceed until a proceed signal is received from the bridge tender, given with a green flag by day and a green light by night. When bridge tender is not on duty and the bridge is lined for rail movement a member of the crew must use designated walkway to ascertain that the drawspan and lift rails are in proper position before movement is allowed to proceed.

Attended around the clock:

McGirts Creek, MP A 649.1
Buffalo Bluff, MP A 703.4
Lake Monroe, MP A 763.1

Trains stopped by block signal will not proceed until a signal is received from the bridge tender, given with a green flag by day and a green light by night. When the bridge tender is not on duty and the bridge is lined for rail movement, a member of the crew must ascertain that the drawspan and lift rails are in the proper position before the movement is allowed to proceed.

ROAD CROSSINGS AT GRADE

(1) Providing Crossing Protection

Orlando Central Park Industrial Track – MP A 797.3 (Sexton Lead) Orlando Central Park industrial track; The following crossings at grade – Sandlake Road, 441 (Orange Blossom Trail), Titan Rolland Division Drive must be flagged due to rusty rail conditions.

Auburndale Siding (A 839.3 and A 840.2) – Due to rusty rail, trains should approach the grade crossing at controlled speed, prepared to provide flag protection over such crossings. This includes SR 559 crossing, located just south of the south switch, when approaching via the siding.

DeLand Spur – Between 0001 and 0600, all crossings within the city limits (Boundry Street to end of spur) must be flagged. Movements over Clara, Delaware and Florida Avenues, and Woodland Boulevard will be flagged at all hours.

Winter Park – Northward trains, after making a station STOP, will proceed under full control and will not occupy Canton-New York Avenue, second crossing north of the passenger station, until the gates are fully lowered.

Orlando – Approaches to Kaley Avenue crossing signals, MP A 791.8, on the Orlando siding have been removed and the short island circuit extending approximately 30 feet on each side of crossing remains. Approach this crossing prepared to stop short of the crossing until the crossing signals are activated and the gates are in "down" position.

Trains moving on tracks other than Sanford Subdivision main tracks will be preceded by a member of the crew over the following streets on Southside Spur in Orlando: Highland Ave., Ferris St. and Virginia Dr.

Kissimmee – The Flashing light signals where Standard Sand and Silica Company tracks cross Highway No. 92 at Davenport are manually operated. The control switch is located on the power pole in the southwest quadrant of the intersection. The lights must be turned on manually at least 20 seconds before a car or engine fouls the crossing and must be turned off after the crossing is cleared.

Movements over the intra-plant crossing in front of Suni-Citrus office, Haines City, will be flagged.

County Road 209-B at Solite – Must not block crossing for excessive period of time without prior arrangements to open the crossing as needed.

Trains will provide protection against vehicular traffic before moving over the highway or street crossings designated below:

| Location | Crossing |
|---------------------------------------|---|
| Aloma Spur | Park Ave Sanford Ave 9 th Street 20 th Street |
| MP A 797.3 Sexton Branch | Chancellor Drive |
| MP A 829.95 Freezer Point Lead (Only) | McKay Drive |
| MP A 824.6 in the siding only | Bargain Barn Road |
| MP A 828.95 in the siding only | 11 th Street |
| MP A 798.7 on Airport Spur | Orange Avenue and at Tradeport Drive |
| MP A 698.2 Old Palatka Yard Lead | Highway 1 |
| MP A 825.2 on the siding only | Magnolia Street |
| MP ASE751.4 on the Deland Spur | State Route 44 |

SWITCHING

Bostwick – The Seminole Electric Co. plant has one gate located 40 feet south of the south switch to the inside spur track from the Sanford Subdivision main track and a second gate 1,800 feet north of the dumper. Before passing these locations it must be known that these gates are open and secured.

Trains, after a job briefing with the plant personnel will dump the first 3 cars in train. After the positioning arm is fastened to the train and the plant personnel advise the train crew, the engine consist will cut off leaving the angle-cock closed. CSXT Air Brake and Train Handling Rule 5556-C, is modified accordingly.

SWITCHES

1. Taft –

- a) The normal position of the switch located at the stem of the Wye is lined and locked for movements on the north leg of the Wye. This switch must be left lined and locked in normal position after use.
- b) The normal position for the switch at the south end of the extension track at Taft will be lined and locked for movements to and from the south end of the ramp.

USE OF SPECIFIED TRACKS

| Location | Instructions |
|-------------------|---|
| Titan Spur | Switches will be left lined and locked for straight-away movement on this spur. Trains will operate under Rule 96 not exceeding 25 MPH. |
| DeLand Spur | Trains will operate under Rule 96 not exceeding 15 MPH. Switches will be left lined and locked for straight-away movement on this spur |
| Aloma Spur | Trains will operate between MP A 766.0 and MP AU 768.0 in accordance with Operating Rule 96. |
| Stanton Lead Spur | Trains will operate between MP A 800.0, south leg of wye and MP ALK 1.0 (OUC Lead) in accordance with Operating Rule 96. |

2. INSTRUCTIONS RELATING TO SAFETY RULES

When in doubt take the safe course.

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

NONE

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

NONE

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

| Location | Equipment | Restriction |
|---|---|---------------------|
| McGirts Creek Bridge MP A 649.1 to MP A 649.2 | Cars Exceeding 286,000 lbs. | 25 MPH |
| Rice Creek Bridge MP A 694.1 to MP A 694.2 | | |
| Buffalo Bluff Bridge MP A 703.1 to MP A 703.2 | | |
| Lake Monroe Bridge MP A 763.1 to MP A 763.2 | | |
| Deland Junction to Deland | Cars weighing above 220,000 lbs. 6-Axle Engines | 10 MPH |
| Haines City, Polk Fertilizer MP A 828.9, over drop pit | Engines | Must not operate |
| Conrad Yelvington at Orlando | 6-Axle Engines | |
| Aloma Spur | | |
| Regency Spur | | |
| Orlando Central Park at Orlando | | |
| T.D.S.I at Taft | | |

Bostwick – All locomotives in the series CSXT 600 through CSXT 699 and also CSXT 5000 through CSXT 5005 must not operate through coal dumper unless approved by plant personnel. For all other locomotives, conductor must ascertain with Seminole Electric Company that locomotives do not have clearance restrictions through dumper.

7. MISCELLANEOUS

- A. Trains operating without EOT/RDU devices or cabooses using the passing siding at Solite, MP A 666.9. Sanford Subdivision, must arrange to cut the crossing at Highway 209-B immediately. After meeting or passing trains are clear, vehicular traffic must be allowed to proceed before the crossing is coupled. After the crossing is coupled, the train must be moved completely clear of the crossing before the attending trainman walks to the engine.

B. City Ordinance Instructions

- 1) **Deland** – The engine horn must not be sounded within the city limits from 0001 to 0600 and with light intensity at other hours, except when necessary to prevent an accident. There is no restriction on sounding the bell.

- 2) **Pierson** – Street crossings in the corporate limits must not be blocked more than 10 minutes.
 - 3) **Palatka** – Street crossings in the corporate limits must not be blocked more than 10 minutes.
 - C. **Putnam County** – Road crossings must not be blocked continuously in excess of 15 minutes within the county limits between MP A 683.7 and MP A 723.0, except in case of emergency.
- 2. 15 MPH on all tracks within Seminole Electric Bostwick MP A 690.8
 - 3. Do not exceed the following speeds:
 - a. 5 MPH on Tower Track, Davenport Sand Pit.
 - b. 5 MPH on south leg of wye, Taft.

NOTES

- D. **Winter Park** – The center landing south of the passenger station, between New England and Lyman Avenues, must not be used for entraining and detraining of passengers.
- E. Through freight when moving within the confines of the TOFC facility at Taft will ring the bell continuously.
- F. If equipment is occupying the north siding at Sewell Plastics, which is worked from the service track at Taft, movement in the service track will not clear a man on the side of a car.
- G. Equipment other than engines, multi-levels and traffic consigned to ABC Liquor will not be placed in SCHUBERT track, Taft, Florida, unless otherwise instructed.
- H. **Davenport** – Trains switching the sand-pit must not take TOFC flat cars into any track except the east storage track.
- I. **Interchange Taft Florida** – The interchanging of cars with the Florida Central Railroad will be accomplished at Taft, Florida. The Florida Central Railroad must contact the train dispatcher in Jacksonville for permission to enter the main track at Robinson Street on the Sanford Subdivision in accordance with CSX Transportation Operating Rules.

In addition, the Florida Central Railroad must contact the CSX office at Taft, Florida to determine what tracks will be used to accomplish the interchange.

- J. Trains operating over the Orlando Utilities scales on the Stanton Spur must not exceed 5 MPH, loaded or empty.
- K. Do not exceed 10 MPH Stanton Lead Spur MP A 800.8 south leg of wye to MP ALK 0.5.
- L. Do not exceed 10 MPH Stanton Lead Spur MP A 799.9 north leg of wye to MP ALK 0.5.
- M. Northbound rock trains entering the Sanford Subdivision at Auburndale, MP A 840.7, must not make a reverse movement over the railroad crossing at grade unless the SAS at the railroad crossing is displaying a 'clear' indication and verbal permission has been received from the AA train dispatcher.

- 1. MP A 769.0 and MP A 770.0 are missing and there is only 749 feet between MP A 768.0 and MP A 771.0.

SAVANNAH SUBDIVISION (East Route) – BO

| AUTHORIZED SPEED | | | MILE POST | STATION | TRACK DIAGRAM | | AUTH FOR MOVE | TWC | NOTES | |
|------------------|---------|---------|-----------|----------------------|-----------------------|---------------------------------------|-----------------------------------|------------------|---------------------------------|---------------------------------|
| | | | | | SOUTH | | | | | |
| P | I | F | | | COLUMBIA SUB NS RR | CHARLESTON SD | ABS-261 | | | |
| 50 | 50 | 40 | A 490.4 | CENTRAL JCT. | ● | AC DISP 14 RD 32 1-800-628-4720 | NO. 2 | CPS-261 (193) | DTC BLOCK CLARK | |
| | | 50 | A 490.5 | BEGIN YD LIMIT | | | | | | |
| | | 50 | A 490.7 | N.E. PASSENGER STA. | | | | | | |
| | | 50 | A 491.4 | S. E. PASSENGER STA. | | | | | | |
| | | 40 | A 491.6 | ALABAMA JCT. | | | | | | |
| | | 50 | A 491.7 | | | | | | | |
| | | | A 493.0 | CLARK | | CLARK BLOCK COMPANY | ABS-261 CPS-261 | | | |
| 50 | 50 | 50 | A 493.5 | | | NO. 1 | NO. 2 | | | |
| 40 | | | A 493.9 | | | | | ABS-261 | | |
| 50 | | | A 494.5 | | | | | | | |
| 30 | | | A 494.8 | NORTH TOWER | | | | CPS-261 | DTC BLOCK FOREST RIVER | |
| P 79 | I 70 | F 60 | A 494.9 | | SOUTHOVER YARD | | HUNTER ARMY AIR FIELD | ABS-261 | 3 | |
| | | | A 496.0 | SOUTHOVER | | MO 1 | | | | |
| | | | A 497.3 | DA | | | | CPS-261 | | |
| | | | A 498.2 | | | NO. 1 | HUNTER ARMY AIR FIELD NO. 2 | ABS-261 | | DTC BLOCK FOREST RIVER |
| | | | A 499.3 | FOREST RIVER | | | | CPS-261 | | |
| | | | A 500.0 | END YD LIMIT | ▼ | | | ABS-261 (193) | | |
| | | | A 503.1 | BURROUGHS | | WEST RT. | | CPS-261 | | DTC BLOCK GATOR |
| | | | A 505.9 | | | NO. 1 | NO. 2 | ABS-261 | | |
| | | | A 506.0 | OGEECHEE | | | RICEBORO SPUR | CPS-261 | | |
| | | | | | | | | NAHUNTA SD | | |

15.6 MILES CENTRAL JCT. TO OGEECHEE

SAVANNAH SUBDIVISION (West Route) – BO

| AUTHORIZED SPEED | | | MILE POST | STATION | TRACK DIAGRAM | | AUTH FOR MOVE | TWC | NOTES |
|------------------|----|----|-----------|-------------------|-------------------------|------|---------------|--------------------|-------|
| | | | | | WEST | WEST | | | |
| P | I | F | S 499.9 | BEGIN YD LIMITS ● | EAST RT SAVANNAH SUB | | | | |
| 79 | 70 | 60 | | | | | | | |
| 20 | 20 | 20 | S 500.2 | TREMONT RD. | | | ABS-261 (193) | DTC BLOCK ANDERSON | |
| 45 | 45 | 45 | S 500.3 | | | | | | |
| | | | S 500.1 | NE SAVANNAH YARD | SAVANNAH RECYCLING | | CPS-261 | | 1 |
| | | | S 501.4 | MARTIN MARIETTA | | | ABS-261 | | 2 |
| | | | S 501.8 | SAVANNAH | | | | | |
| 45 | 45 | 45 | S 501.9 | | | | | | |
| 79 | 60 | 60 | | | | | ABS-261 | | |
| 70 | 60 | | S 503.9 | BLOSSOM | | | CPS-261 | | |
| 79 | 70 | | S 504.1 | END YD LIMITS ▼ | | | ABS-261 (193) | | |
| 79 | 70 | 60 | S 509.3 | | | | | | |
| 45 | 45 | 45 | S 509.6 | BURROUGHS | | | CPS-261 | DTC BLOCK ANDERSON | |
| 70 | 60 | 60 | | | EAST ROUTE SAVANNAH SUB | | ABS-261 | | |
| 70 | 60 | 60 | | | | | | | |

9.7 MILES SAVANNAH TO BURROUGHS

STATION PAGE NOTES

NOTE 1: Switch serving Savannah Recycling PM S 500.1 on west route is a non-clearing switch.

NOTE 2: Close clearance beside shaker at Martin Marietta will not clear man on side of car.

NOTE 3: Track MO 1 (West Track) at Southover Yard is a yard track only.

SAVANNAH SUBDIVISION SPECIAL INSTRUCTIONS – BO

1. INSTRUCTIONS RELATING TO OPERATING RULES

EXCEPTED TRACKS

The following are designated as excepted track:

Savannah Yard tracks 27 through 45.
 Transales lead.
 Savannah Yard Old Rip Track 2,3,4.
 Bradley siding from the north end main line switch to Bradley and Dixie Plywood

JUNCTIONS, DRAWBRIDGES AND RAILROAD CROSSINGS AT GRADE

| Railroad Crossings at Grade | | | |
|---|----------|---------------------|------------|
| Location | Railroad | Protection | Rule |
| Garden City | NS | STOP signs | 98-F |
| East Route | | | |
| Central Jct. MP A 490.4 | NS | Remotely Controlled | 226-B(3) |
| Alabama Jct., MP A 491.7 | GCCR | Remotely Controlled | 226-B(3) |
| Savannah, MP SH 512.4 (River Lead) (S and A) | NS | Automatic | 226-B(4) D |
| Savannah, MP SH 512.3 (River Lead) (Central of GA) | NS | Automatic | 226-B(4) D |
| Savannah (Wharf Lead) | NS | Stop Signs | 98-F |
| West Route | | | |
| Savannah Yd MP S 500.1 | GCCR | Remotely Controlled | 226-B(3) |

ROAD CROSSINGS AT GRADE

- Before entering the city limits of Savannah or Garden City, all southbound freight trains must contact the yardmaster to ascertain that the route is clear and that the signals are lined for their movement before fouling road crossings.

Movements will be governed as follows:

- Savannah** – Trains or cars must not obstruct any highway, street or lane for more than 10 minutes except in the case of emergency.
- Garden City** – Standing trains will not obstruct a street crossing in excess of 5 minutes. Trains will not obstruct a street crossing in excess of 10 minutes under any circumstance. Movements will not exceed 15 MPH until the train occupies all crossings, which it will cross on the Garden City Lead. The engine bell shall be sounded approaching street or highway crossings. The locomotive bell and horn will be sounded in compliance with Operating Rules 13 and 14 when operating in this area.

SWITCHING

- TRANSFLO** – During normal switching hours, hazardous materials will not be transferred in the terminal. Other than switching hours the facility will be blue flagged. If a switch is required other than switching hours a TRANSFLO supervisor will meet the rail switch crew, remove the blue flags and will verify terminal activity and that all hazardous material transfers are shut down.

The following terminals have been designated as terminals transferring hazardous materials and listed below are the switching windows at each location

| TRANSFLO Switching Windows | | |
|----------------------------|--------------|-----------------------------|
| Subdivision | Location | (CSX Time) Between Hours |
| Savannah | Savannah, GA | 0800 and 2200 Daily |

SWITCHES

Southover Yard – Switches on the north end of Southover Yard governing movement into and out of the diesel shop and the run-around track will be left in the normal position.

USE OF SPECIFIED TRACKS

TRACKS OTHER THAN MAIN OR SIGNALLED TRACKS

All Tracks, other than main, signaled tracks, Savannah Passenger Station, 10 MPH.

2. INSTRUCTIONS RELATING TO SAFETY RULES

When in doubt take the safe course.

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

NONE

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

NONE

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

| Location | Equipment | Restriction |
|---|----------------|------------------|
| Garden City Lead and Industries, Savannah River Lead and Industries, Liberty Street, Wharf Lead | 6-Axle Engines | Must not operate |
| Savannah Yard TRANSFLO Facility | 6-Axle Engines | Must not operate |

7. MISCELLANEOUS

- Trains and yard movements will not occupy THE Savannah River lead unless authorized by the yardmaster at Southover Yard.
- Train and yard movements will not proceed beyond Bay Street on the River lead unless authorized by the yardmaster at Southover Yard.
- Trains entering or operating in the Savannah State Docks Railroad receiving yard or Chatham Terminal yard will operate under CSX Rules not exceeding 10 MPH.
- Stopping trains with 80 feet or longer cars in Savannah Terminal:
 - When stopping trains with 80 feet or longer cars on other than the main track in Savannah Terminal the stop must be made using the stretch brake method using the automatic brake as described in Train Handling Rule 3.2.4.D. The brake cylinder pressure on the locomotive must be actuated off in order to prevent any undesirable slack action from occurring.
 - If terrain conditions prohibit stopping stretched, the independent brake will not be used to assist in the STOP, Rule 3.2.4 modified.
- A derail has been placed on the Team Track Southover yard, 1,015 feet from point of the switch. This derail will be left in the derail position.
- The Savannah Terminal T.A.P.S. team has identified the following areas in Southover Yard as no coupling zones:

North end of Southover Yard:
 Tracks 1 & 2
 Tracks 4 & 5
 Tracks 13 & 14
 Tracks 23 & the scale track

South end of Southover Yard:
 Tracks 1 & 2

These areas have been identified as high-risk bypass coupler derailment zones. If necessary to make a coupling in these areas, you will do so only with an engine. The "no coupling zone" will include the entire turnout area that would prevent couplers from lining up. The yardmaster at Savannah will monitor radio channels:

- 32 (Road) Road train channel for operation in Southover Yard.
- 66 (Yard) Road train channel for operation in Savannah Yard.

- 12 (Yard) Channel for operation at south end ladder job.
- 25 (Yard) Channel for north end ladder job.

- All movements inbound to Southover Yard will not pass the following locations without contacting the Yardmaster at Southover Yard:

Absolute signal at 'DA'
 MP A 497.3
 Absolute signal at New Crossover
 MP A 494.8
 Absolute signal on Liberty Street Lead
 MP ASO 494.9

- Operating Rule 103-D concerning handbrakes is modified at Savannah Terminal whereby the minimum requirements for cars left standing on a track is two (2) handbrakes must be applied to hold cars. This applies to yard tracks only.
- The Diesel Shop at Southover Yard is not considered an engine repair facility.
- When handling blocks of cars with thirty or more air must be applied to at least five cars next to engine.
- Foreign route Railroads operating on CSXT trackage will be governed by CSX Operating and Safety Rules and Special Instructions.

Foreign route Railroads operating within Savannah Terminal must have permission of the Yardmaster at Southover Yard to occupy CSXT trackage and must be governed by his instructions. This permission must be obtained prior to acceptance of any signal indication that permit entry to CSXT trackage.

All movements on Garden City Lead will be made on the authority of the Yardmaster at Southover Yard.

- CSXT trains and engines operating on Tracks S12 through S45 in and out of Rail Link (Old Savannah Yard) must contact the Rail Link Coordinator on CSXT channel 66 and be governed by his instructions for track to set off and pick up. CSXT trains and engines will be governed by all of CSXT Safety and Operating Rules while operating on Rail Link trackage.

Remote Control Locomotive Operation at Southover Yard, Savannah, GA.

- Item 1-a. Remote control locomotive (RCL) operation is established at Southover Yard. RCL operation and special instructions are stated in a separate General Bulletin. Remote control zones, when activated, may be utilized in conjunction with RCL operation.
- b. Remote control zones (RCZ) are established in Southover Yard and RCZ signs are in place as follows:
1. South end Southover Yard 2 Lead: 200 FT. north of the 1 and 2 lead switch to 50 FT. south of the 4½ switch (1st switch on 2 lead coming north).
 2. South end Southover Yard 3 Lead: 85 FT. north of No. 9 Lead crossing to 80 FT. south of the Water Tank Crossing (Road crossing at A24 switch).
 3. North end Southover Yard West Side Ladder: 250 FT. south of the Diesel Shop Switch to 10 FT. north of the A24 switch track.

Item 2-a. Instructions for train, engine, or on-track equipment movements arriving Southover Yard, Savannah, GA.

- b. All movements inbound to Southover Yard will not pass the following locations without contacting the yardmaster at Southover Yard:

Absolute signal at DA, MP A 497.3
Absolute signal at new crossover, MP A 494.8
Absolute signal at Liberty Street Lead, MP ASO 494.9

NOTES

NOTES

NOTES

TALLAHASSEE SUBDIVISION - TL

| AUTHORIZED SPEED | | MILE POST | STATION | TRACK DIAGRAM | | AUTH FOR MOVE | TWC | NOTES |
|------------------|---|----------------------------------|-------------------|--------------------------------------|---|---------------|------------------------------|-------|
| | | | | SOUTH | | | | |
| P | F | | | JAX TERM SD | | | | |
| 30 | | SP 652.4 SP 652.7 SP 652.8 | | | | | | |
| 45 | | SP 653.0 | N.E. WEST BALDWIN | AB DISP 08-2 66 1-800-628-4719 | CSDG 8,000 FT | CPS-261 | DTC BLOCK COY | |
| 79 | | SP 654.7 | S.E. WEST BALDWIN | | | | | |
| 60 | | 656 657 | | | | | | |
| 79 | | SP 656.4 | MATTOX | | | | | |
| 60 | | SP 660.2 | N. MACCLENNY | | | CPS-261 | DTC BLOCK MACCLENNY | 1 |
| 79 | | SP 660.8 | MACCLENNY | | CSDG 3,502 FT. 25 MPH | 261 | | |
| 60 | | SP 661.0 | S. MACCLENNY | | | CPS-261 | | |
| 79 | | SP 669.3 SP 669.9 | | SANDERSON PLASTICS | SANDERSON WIRE | ABS-261 | | |
| 60 | | SP 670.0 | N. SANDERSON | | | CPS-261 | DTC BLOCK SANDERSON | 2 |
| 79 | | | | | SSDG 8,139 FT. 25 MPH | 261 | | |
| 60 | | SP 670.1 | S. SANDERSON | | | CPS-261 | | |
| 79 | | SP 673.9 | | SANDERSON DD | | ABS-261 | | |
| 60 | | SP 680.3 | N. OLUSTEE | | | CPS-261 | DTC BLOCK SANDERSON | 2 |
| 79 | | SP 680.7 | OLUSTEE | | CSDG 3,441 FT. 10 MPH | 261 | | |
| 60 | | SP 681.0 | S. OLUSTEE | | | CPS-261 | | |
| 79 | | SP 689.3 SP 691.7 | | NS RR CROSSING | PCS (X) (A) | | | |
| 60 | | SP 691.6 | | | | ABS-261 | | |
| 79 | | SP 692.8 SP 693.0 SP 693.1 | | NS INTERCHANGE | | | | |
| 60 | | SP 693.5 | N.E. LAKE CITY | | | CPS-261 | DTC BLOCK LAKE CITY | |
| 79 | | SP 693.6 SP 694.3 SP 694.4 | LAKE CITY | LONG SIDING 1,500 FT | LAKE CITY IND PURINA CSDG 8,149 FT. 25 MPH | 261 | | |
| 60 | | SP 695.1 | S.E. LAKE CITY | | | CPS-261 | | |
| 79 | | SP 695.2 | | | | ABS-261 | | |
| 60 | | SP 697.5 | | LAKE CITY DD | | | | |
| 79 | | SP 703.5 | N.E. WELLBORN | | | CPS-261 | DTC BLOCK LAKE CITY | |
| 60 | | SP 703.4 SP 704.2 | WELLBORN | | CSDG 3,437 FT. 10 MPH | 261 | | |
| 79 | | SP 704.4 | S.E. WELLBORN | | | CPS-261 | | |
| 60 | | SP 709.1 SP 712.7 | | HOWLAND FEED | | ABS-261 | | |
| 79 | | SP 713.3 | N.E. LIVE OAK | | | CPS-261 | DTC BLOCK LIVE OAK | |
| 60 | | SP 713.9 | | | | 261 | | |
| 79 | | SP 715.3 | LIVE OAK | | CSDG 8,394 FT. 25 MPH | | | |
| 60 | | SP 715.0 | S.E. LIVE OAK | | | CPS-261 | | |
| 79 | | CITY ORDINANCE | | | | | | |
| 35 | | | | | | | | |

TALLAHASSEE SUBDIVISION – TL

| AUTHORIZED SPEED | | MILE POST | STATION | TRACK DIAGRAM | | AUTH FOR MOVE | TWC | NOTES |
|----------------------|----|--|---------------------|----------------------|---------------------------|----------------|--------------------------|--------|
| | | | | ↓ | ↓ | | | |
| P | F | | | | | ABS-261 | DTC BLOCK LIVE OAK | |
| CITY ORDINANCE 35 | | | | WEST LONG | | | | |
| CITY ORDINANCE 35 | | SP 716.1 | | GOLDKIST | | ABS-261 | | |
| 35 | | SP 716.5 | LOP&G | | LOP&G | CPS-261 | | |
| 35 | | SP 717.0 | | | | ABS-261 | | |
| 79 | 60 | SP 719.0 | | LIVER OAK DD | | | | |
| 79 | | SP 722.1 SP 727.2 | DICKERT | DICKERT HT | | | | |
| 60 | 55 | SP 727.5 | | | PROGRESS ENERGY | | | |
| 79 | | SP 728.8 | | | | ABS-261 | DTC BLOCK LIVE OAK | |
| 35 | | SP 734.6 | N.E. LEE | | | CPS-261 | | |
| 60 | | SP 735.5 | LEE | | CSDG 8,179 FT. 25 MPH | 261 | | 5 1 |
| 30 | | SP 736.1 | S.E. LEE | | | CPS-261 | | |
| 79 | | SP 736.2 SP 736.8 SP 738.5 | | MAYO FERT. LEE DD | CHERRY FARMS | ABS-261 | | |
| 60 | | SP 740.0 | | | | | DTC BLOCK | |
| 60 | | SP 741.2 | | | | | LEE | |
| 30 | | SP 743.3 | | | MADISON WOOD YARD | | | |
| 30 | | SP 743.5 | | | DIXIE PACKERS | | | |
| 30 | | SP 744.0 | | FARMERS CO-OP | | ABS-261 | | |
| 55 | | SP 744.6 | N.E. MADISON | | | CPS-261 | | |
| 70 | 50 | SP 744.7 SP 744.9 SP 745.6 SP 745.8 | MADISON | | | 261 | DTC BLOCK MADISON | |
| 60 | | SP 746.5 | S.E. MADISON | | SSDG 10,573 FT. 25 MPH | CPS-261 | | |
| 79 | | SP 749.8 | | | | ABS-261 | | |
| 60 | | SP 750.9 | | | | | | |
| 65 | | SP 751.5 | | | | | | |
| 70 | | SP 752.3 | | | | | | |
| 60 | | SP 752.9 | | | | | | |
| 70 | | SP 753.4 | | | | | | |
| 65 | | SP 754.8 | | | | | DTC BLOCK MADISON | |
| 70 | | | | | | ABS-261 | | |

TALLAHASSEE SUBDIVISION - TL

| AUTHORIZED SPEED | | MILE POST | STATION | TRACK DIAGRAM | | AUTH FOR MOVE | TWC | NOTES |
|------------------|----|----------------------|-----------------|--------------------------|--------------------------|---------------|----------------------|-------|
| | | | | ↓ | ↓ | | | |
| P | F | | | | SOUTH | | | |
| | | | | | | ABS-261 | DTC BLOCK MADISON | |
| 70 | 50 | SP 755.7 | N.E. GREENVILLE | | | CPS-261 | | |
| | | SP 756.2 SP 756.4 | GREENVILLE | | GREENVILLE FOREST PROD | 261 | DTC BLOCK GREENVILLE | |
| 70 | | SP 756.7 | | | CSDG 8,155 FT. 25 MPH | | | 1 |
| 65 | 50 | SP 757.1 | S.E. GREENVILLE | | | CPS-261 | | |
| 40 | 35 | | | | GREENVILLE HT | ABS-261 | | |
| 30 | 20 | SP 757.5 | | | | | | |
| | | SP 757.7 | | GFRR CROSSING (X) (A) | | | | 3 |
| 30 | 20 | SP 757.8 | | ----- | | | | |
| 79 | 60 | SP 760.0 SP 760.9 | | GREENVILLE DD | | | | |
| 79 | 60 | SP 763.1 | | | GA PACIFIC | | | |
| 79 | 60 | SP 763.2 | | | | ABS-261 | | |
| | | SP 764.3 | N.E. AUCILLA | | | CPS-261 | | |
| | | SP 764.6 | AUCILLA | CSDG 4,682 FT. 10 MPH | | 261 | | |
| | | SP 765.0 | S.E. AUCILLA | | | CPS-261 | | |
| 79 | 60 | SP 766.5 | | | | ABS-261 | | |
| 75 | 50 | SP 766.9 | | | | | | |
| 79 | 60 | SP 769.8 | | | | | | |
| 75 | 50 | SP 770.0 | | | | | DTC BLOCK GREENVILLE | |
| 79 | 60 | SP 770.7 | N.E. DRIFTON | | | CPS-261 | | |
| | | SP 770.8 | DRIFTON | | SSDG 8,393 FT. 25 MPH | 261 | DTC BLOCK DRIFTON | |
| 79 | 60 | SP 772.1 | | | | | | |
| 70 | 50 | SP 772.5 | S.E. DRIFTON | | | CPS-261 | | |
| | | SP 772.6 | | | | ABS-261 | | |
| 70 | 50 | SP 773.3 | | | | | | |
| 79 | 60 | SP 774.3 | | | | | | |
| 70 | 50 | SP 774.5 | | | | | | |
| 79 | 60 | SP 780.2 | | | | | | |
| | | SP 782.1 SP 783.6 | | LLOYD DD | | | DTC BLOCK DRIFTON | |
| 79 | 60 | | | LLOYD STG | | ABS-261 | | |

TALLAHASSEE SUBDIVISION - TL

| AUTHORIZED SPEED | | MILE POST | STATION | TRACK DIAGRAM | | AUTH FOR MOVE | TWC | NOTES |
|------------------|----|--|-------------------------|--------------------------|------------|----------------|-----------------------|-------|
| | | | | ↓ | ↓ | | | |
| 75 | 50 | | | | | ABS-261 | DTC BLOCK DRIFTON | |
| 79 | 60 | SP 784.0 | | | | | | |
| | | SP 787.2 | N.E. CHAIRES | | | CPS-261 | | |
| | | SP 787.9 | CHAIRES | SSDG 8,173 FT. 25 MPH | | 261 | DTC BLOCK CHAIRES | |
| | | SP 788.8 | S.E. CHAIRES | | | CPS-261 | | |
| 79 | 60 | SP 790.2 | | | | ABS-261 | | |
| 55 | 50 | 795 796 | | | | | | |
| 55 | 50 | SP 796.2 | | | | | | |
| 45 | | | | | | | | |
| | | SP 797.6 | | | | | | |
| 45 | 30 | SP 798.2 | | | | ABS-261 | | |
| 30 | 30 | SP 798.8 | ADAMS STREET | | | CPS-261 | | |
| | 20 | SP 799.3 | TALLAHASSEE | | | ABS-261 | | |
| 30 | | SP 799.4 SP 799.5 | | A YARD LEAD | | | | |
| 20 | | SP 799.6 | | | | CPS-261 | | |
| 35 | 20 | SP 799.8 | | SP 799.0 | 17,000 FT. | | | |
| 45 | 45 | SP 800.4 SP 800.6 | | | | ABS-261 | | |
| | | SP 801.5 | | | | | | |
| | | SP 802.0 | TALLAHASSEE YARD | | | CPS-261 | | |
| 45 | | SP 802.2 | | ROSE PRINTING | | | DTC BLOCK CHAIRES | |
| 49 | | SP 802.9 | | | | ABS-261 | | |
| | | SP803.0 | GF&A | BAINBRIDGE SUB | | CPS-261 | | |
| | | 804 805 | | | | TWC-DTC | | |
| | 45 | SP 805.3 | | | | | DTC BLOCK TALLAHASSEE | |
| | 40 | SP 805.7 | | | | | | |
| | 45 | SP 808.9 | | | | | | |
| | | SP 809.6 SP 809.7 SP 811.1 SP 811.4 SP 811.7 | MIDWAY | MIDWAY DD | | | | |
| 49 | 45 | SP 817.0 | DTC BLOCK SIGN | | | TWC-DTC | | |

TALLAHASSEE SUBDIVISION - TL

| AUTHORIZED SPEED | | MILE POST | STATION | TRACK DIAGRAM | | AUTH FOR MOVE | TWC | NOTES |
|--------------------------------------|----|-----------|---------------------------------|------------------|-------------|------------------------|------------------------|------------------|
| | | | | SOUTH | | | | |
| P | F | | | ↓ | | TWC-DTC | DTC BLOCK QUINCY | |
| 49 | 45 | SP 818.2 | | QUINCY MINE LEAD | | | | |
| 40 | 40 | SP 818.5 | | QUINCY MINE HT | | | | |
| 40 | 35 | SP 822.8 | | | | | | |
| 35 | | SP 823.0 | | | | | | |
| 30 | 25 | SP 823.4 | | | | | | |
| 30 | | SP 823.5 | | | | | | |
| 30 | 25 | SP 823.7 | | | | | | |
| 49 | | 49 | SP 824.0 | | | | | |
| 49 | 49 | SP 824.9 | DTC BLOCK SIGN | | HARBOR LITE | | DTC BLOCK QUINCY | |
| | | SP 825.6 | DOUGLAS CITY | | SS | | DTC BLOCK MITCHELL | |
| | | SP 826.4 | DTC BLOCK SIGN | | | OAKLAND CONCRETE | | |
| | | | | | | SS | | |
| 49 | 49 | SP 828.1 | | | | | | |
| | | SP 828.5 | | | GRETNA HT | | | |
| | | SP 828.7 | GRETNA | | | | | |
| | | SP 830.8 | | | GRETNA DD | | | DTC BLOCK GRETNA |
| | 49 | 831 | | | | | | |
| | 49 | 832 | | | | | | |
| | 49 | SP 832.1 | | | | | | |
| | 40 | SP 838.6 | DTC BLOCK SIGN YL CHATTAHOOCHEE | | | TWC-DTC | | |
| | 49 | SP 839.0 | | | | 193 YARD LIMITS CHTTEE | | |
| 49 | 49 | SP 840.0 | | | | | | |
| 20 | | SP 841.6 | | | | | | |
| 20 | | SP 841.9 | CHATTAHOOCHEE YARD | | | | | |
| 20 | | SP 842.5 | END OF TALLAHASSEE SUBDIVISION | CSX YARD | | | 193 YARD LIMITS CHTTEE | |
| 20 | | | | | | | | |
| 189.6 MILES BALDWIN TO CHATTAHOOCHEE | | | | | | | | |

STATION PAGE NOTES

- NOTE 1:** Maclenny, Lee and Greenville – train and engine service employees must contact the train dispatcher for authority to operate tail track switch in order to enter or depart the tail track.
- NOTE 2:** NS Railroad crossing, SP 691.7, electrically locked gates, Rule 98 applies.
- NOTE 3:** GFR automatic crossing, SP 757.7, Rule 226-B(3) applies.
- NOTE 4:** Rule 104 applies to spring switches.
- NOTE 5:** Refer to Special Instructions for Close Clearances.

TALLAHASSEE SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

EXCEPTED TRACKS

The ACL transfer tracks at Lake City.

Yard track No 5 – No. 7 in A yard, Tallahassee.

The Quincy Mine lead that turns off the Tallahassee Sub at MP SP 823 is designated excepted track from MP SPC 823.3 to MP SPC 824.9. MP SPC 823.3 is 100 feet south of the Roberts Street crossing. MP SPC 824.7 is the end of CSX ownership. All sidings and turnouts are included in the exception.

LOP&G - the track that turns out at MP SP 716.5 is now excepted track.

ROAD CROSSINGS AT GRADE

Sanderson, Florida – There is a County Ordinance at Sanderson, Florida, Baker County, prohibiting trains from blocking crossings in excess of 15 minutes, while stopped. If train will be stopped in excess of 15 minutes, crossing must be unblocked.

Crews must be prepared to stop and flag all crossings in Olustee Siding only and Aucilla Siding only, in the event the gates are not working account rusty rail conditions.

Tallahassee, Florida – Trains must not block the Lipona Road crossing, MP SP 801.3, between the hours of 0600-0800.

Baldwin, Florida – MP SP 653.04, US 301, must not be blocked by a standing train in excess of 5 minutes; in the event of a mechanical or other problem being experienced, arrangements must be made to open this crossing for vehicular traffic.

Lake City, Florida – Trains, engines or cars, not in motion, must not block any of the street, road or highway crossings from MP SP 690.4 and MP SP 694.0 in excess of 10 minutes, except in case of an emergency.

Live Oak, Florida – No street crossing within the city limits may be blocked by a train or cars in excess of 5 minutes. No crossing within the city may be blocked for any period of time between the hours of 0745 and 0815, Monday through Saturday, except continuous train movements through the city. It is unlawful for any train, equipment or cars to park or be left within 200 feet of any pedestrian or vehicle crossing in excess of 15 minutes.

Lee, Florida – Trains holding the main track or using the siding at Lee, FL., to meet or pass other trains, will flag any crossing with a trainman on the ground if the gates do not come up after being activated by their train, until opposing or passing train blocks crossing.

Madison, Florida – Country Club Drive – Trains, engines and cars must not obstruct crossing in excess of 15 minutes.

Quincy, Florida – Trains operating on the Quincy Mine lead must STOP at the edge of US-90 and verify the highway traffic signals are red for US-90 before proceeding. All movements over Highway 90 must be stopped within 15 feet to allow signals to turn red before entering crossing.

Chaires, Florida – Charles School House Crossing – At MP SP 787.7 trains, engines and cars must not obstruct crossing in excess of 15 minutes. Arrangements must be made to cut the crossing.

Chattahoochee, Florida – Trains, engines or cars must not obstruct any street crossing in excess of 5 minutes.

Aucilla, Florida – When moving in the siding, Aucilla, County Road 257 at MP SP 764.91 approach highway crossing at grade prepared to stop and must not enter crossing until signals have been activated at least 20 seconds or until flag protection has been provided.

SWITCHES

Chattahoochee, Florida – The following switches may be left as last used.

- a) The crossover switches from the CSX main track to the AN main track at the north end of the AN Yard;
- b) The AN junction switch from the south end the AN Yard to the CSX main track.

Switches Equipped with Foot Latches –The following locations are equipped with foot latch switches:

Southend Long Siding, Lake City, FL – MP SP 694.0
Columbia Grain – MP SP 700.5

These switches are identified by switch handles painted white.

2. INSTRUCTIONS RELATING TO SAFETY RULES

NONE

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

NOTES

CLOSE CLEARANCE

When switching Mayo Fertilizer MP SP 736.0 do not switch with any loaded pulpwood cars or wide loads due to close clearance.

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

For train handling purposes the following restrictions are placed in effect:

- a) Southward trains are restricted to a maximum of 11,000 tons south of Baldwin
- b) Northward trains are restricted to a maximum of 13,500 tons north of Tallahassee

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

| Location | Equipment | Restriction |
|------------------|----------------|------------------|
| Quincy Mine Spur | 6-Axle Engines | Must not operate |

7. MISCELLANEOUS

- 1. **Live Oak** - Due to the track conditions at the Farmers Co-op on the LOP&G, do not shove beyond the concrete platform north of the unloading pit. There is room to spot at the unloading pit and the customer will have to move cars from there.
- 2. **Live Oak** – Through trains required to set off or pick up for any reason, must leave their train outside the city limits and perform their work rather than pull their train down to the location where the work is to be performed.
- 3. **Live Oak** – A switch point derail has been installed at Howland Feed MP SP 712.7, the switch point derail is located 29 FT. south of the standard derail, both derails are locked in derailing position.
- 4. **Chattahoochee** – The former house track at Chattahoochee is designated as an engine track and a derailer is located 270 feet from the clearance point.
- 5. **Chattahoochee** - Passenger trains are prohibited from operating on any track other than the CSX main track at Chattahoochee.

NOTES

NOTES

NOTES

TAMPA TERMINAL SUBDIVISION - TP YN TO GARY

| AUTHORIZED SPEED | MILE POST | STATION | TRACK DIAGRAM | | AUTH FOR MOVE | TWC | NOTES | |
|----------------------|-----------|----------------------|-------------------------------------|--|---------------|-----|-------|---|
| | | | ↓ SOUTH ↓ | | | | | |
| | | | YEOMAN SD | | | | | |
| 10 | S 839.2 | YN | | | 96 | | 1 | |
| | S 840.9 | YEOMAN 1.7 2.3 | | | | | | 1 |
| 10 | S 843.2 | GARY | | | | 96 | | |
| | | | CLEARWATER SD HOOKERS PT. LEAD | | | | | |
| 4.0 MILES YN TO GARY | | | | | | | | |

STATION PAGE NOTES

NOTE 1: The track between MP S 839.2 and MP S 843.2 (this includes Old Main, West Main, East Main and Hookers Point Spur), is classified as track, other than main track, and trains will be governed by Rule 96, not exceeding 10 MPH. Movements will be made with permission of the Yeoman yardmaster. All movements made to the Clearwater Subdivision at Gary must be made by using the West Main.

TAMPA TERMINAL SUBDIVISION SPECIAL INSTRUCTIONS YN TO GARY

1. INSTRUCTIONS RELATING TO OPERATING RULES

HIGHWAY AND STREET CROSSINGS

Approach McCloskey Boulevard, MP S 843.2, Hookers Point Spur, under full control until it is seen that the gates are operating properly. The gates will not operate until the train is on the island circuit

SWITCHING

BIDS Terminal – During normal switching hours, hazardous material will be transferred in the terminal. At other than normal switching hours, the facility will be blue flagged. If a switch is required at other than normal switching hours, a BIDS Terminal supervisor will meet the rail switch crew, remove the blue flags and will verify terminal activity and that all hazardous material transfers are shut down.

The following terminal has been designated as a terminal transferring hazardous materials and listed below is the switching window at that location:

| Subdivision | Location | Between Hours (CSX TIME) |
|----------------|--------------------|--------------------------|
| Tampa Terminal | Hookers Point Spur | 1800 and 0700 Daily |

SWITCHES

Yeoman Crossover – Trains and engines using the north crossover from Yeoman yard. to Yeoman mainline will leave the crossover lined for Mainline movement.

USE OF SPECIFIED TRACKS

- Do not exceed walking speed (not in excess of 4 MPH) while moving over the scale track at CF Ammonia, Hookers Point, MP S 843.5.
- CF Industries, Hookers Point, MP S 844.0, has rubber matting installed between gauge of rail for environmental purposes. CSX train crews are prohibited from lining air in those tracks with rubber matting at this location. CF Industries will undertake this duty in the future. Exercise extreme care if it is necessary to cross tracks at this location.

2. INSTRUCTIONS RELATING TO SAFETY RULES

NONE

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

Coal trains with train line air dump cars - Conductors of coal trains, equipped with an air dump system for automatic unloading, must verify that the locomotive-to-auxiliary train line is properly positioned and the angle cocks are open for charging of the air dump system before departing Yeoman yard.

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING

NONE

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

NONE

7. MISCELLANEOUS

- Trains and yard switchers are exempt from “No Bill/No Pull” of hazmat cars from CF Ammonia Terminal at Hookers Point, MP S 844.0, as long as they have the shipping documents from the customer with complete hazmat information. All crews must also have in their possession a copy of the Emergency Response Guide and the Eastern Code Hazmat Rules. All trains with a consist listing must update same to reflect correct placement in the train.
- All movements inbound to Tampa Terminal will not pass the following location without contacting the Yardmaster at Yeoman:
YN – not including the Bypass track
AY – 50th Street son the A-line and S-line
TS – Entering Yeoman Yard, not including the Bypass track

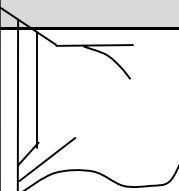
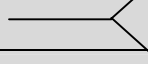
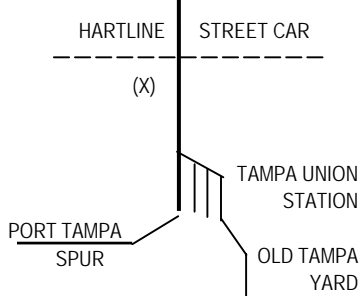
REMOTE CONTROL LOCOMOTIVE OPERATION

Item 1 – Remote Control Operation at Tampa Terminal

Remote control zone (RCZ) is established in Yeoman Yard and RCZ signs are in place as follows:

Between the south end of No. 2 Pocket Switch including No. 2 Pocket Switch to No. 3 Pocket Switch on the north switching lead at the south end of Yeoman Yard.

TAMPA TERMINAL SUBDIVISION - TP MANGO TO TAMPA

| AUTHORIZED SPEED | | MILE POST | STATION | TRACK DIAGRAM | | AUTH FOR MOVE | TWC | NOTES |
|--------------------------|----|---------------------|---------------------------------|--|--|---------------|-----------------------|-------|
| | | | | SOUTH | | | | |
| P | F | | | LAKELAND SUBDIVISION | | | | |
| 79 | 60 | A 873.7 | S.E. MANGO | | | CPS-261 | | |
| | | | | <div style="border: 1px solid black; padding: 2px; display: inline-block;">YEOMAN YARD RD-32 YD-12</div> | <div style="border: 1px solid black; padding: 2px; display: inline-block;">BB DISP 08-5 RD-32 1-800-445-5504</div> | ABS-261 | DTC BLOCK AY | |
| | 60 | A 876.8 | | 3.7 | | | | |
| 79 | 45 | A 877.0 | | | | | | |
| NB ONLY | 45 | A 877.1 | | | | | | 1 |
| 79 | | A 877.3 | AY | | | CPS-261 | | |
| | | | | 1.5 |  | 261 | DTC BLOCK UCETA | 2 |
| 79 | | A 878.8 | S.E. UCETA | | | CPS-261 | | |
| 45 | | SB ONLY A 879.6 | N. WYE NEVE | | NEVE SPUR | | | |
| | | NB ONLY A 880.08 | STEM OF WYE | |  | | | |
| | | | S. WYE NEVE | | | CPS-261 | | |
| 45 | 45 | A 880.3 | | 1.6 | | 261 | | 3 |
| 40 | 40 | A 880.4 | TN | | CLEARWATER SD (X) (R) | CPS-261 | | 4 |
| 45 | 45 | A 880.45 | DTC BLOCK SIGN | | | ABS-261 | DTC BLOCK UCETA | |
| 45 | 45 | A 881.3 | | 1.3 | | TWC-DTC | DTC BLOCK GRECO | |
| 25 | 25 | A 881.54 | DTC BLOCK SIGN | | HARTLINE | | | |
| | | A 881.56 | 14 TH STREET RR XING | | ----- (X) | ABS-261 | | 5 |
| | | A 881.58 | DTC BLOCK SIGN | | | | | |
| | | A 881.70 | DTC BLOCK SIGN TAMPA | |  | TWC-DTC | DTC BLOCK TUS | |
| | | | | | | 96 | | |
| 25 | 25 | | | | PORT TAMPA SPUR | 96 | | 6 |
| MANGO TO TAMPA 8.1 MILES | | | | | | | | |

STATION PAGE NOTES

NOTE 1: For northbound AMTRAK trains only, do not exceed 45 MPH between MP A 877.0 and MP A 877.1

NOTE 2: The following tracks at Uceta Yard, MP AZA 879.0 are declared "excepted track":

- A. Back Shop Lead, including Back Shop Nos. 1,2,3,4 and 5;
- B. Coach Yard Lead, including Coach Yard Nos. 1,2,3,4 and 5;
- C. Yard Tracks Nos. 4 through 8, and 19 through 20, including the leads on both ends.
- D. 5 MPH for all locomotives approaching the engine ready track.

NOTE 3: Neve Spur – Rules CPS/ABS 261 are in effect on both legs and stem of the Neve Wye, MP ARF 865.7, not exceeding 15 mph for passenger trains and 10 mph for freight trains. The track from, MP ARF 865.4, to the end of track is designated as EXCEPTED TRACK. Do not exceed 10 mph. Do not exceed 10 mph in siding.

NOTE 4: TN – The railroad crossing at grade, MP A 880.4 is remotely controlled, Rule 226-B(3).

NOTE 5: 14th Street – The railroad crossing at grade, MP A 881.56 is automatic, Rule 226-B(3).

NOTE 6: Port Tampa Spur – Between MP A 881.7 (Tampa Union Station switch) and Port Tampa MP A 890.0. This track is declared "Excepted Track," including all yard and industry tracks and the Rattlesnake Spur. This track is also classified as track, other than main track, and trains will be governed by Rule 96, not exceeding 10 MPH. Switches will be left lined and locked for straightaway movement on this spur.

TAMPA TERMINAL SUBDIVISION SPECIAL INSTRUCTIONS

MANGO TO TAMPA

1. INSTRUCTIONS RELATING TO OPERATING RULES

RAILROAD CROSSINGS AT GRADE

1. Trains operating over the railroad crossing at grade, MP A 881.56, which crosses the Hartline Street car route at 14th Street, must notify flagman in advance of their arrival on road channel 32 or by telephone at 813-247-1755 that they are approaching and will be fouling a crossing during the following hours of operation:

| Day of Week | Hours of Operation |
|-------------|--------------------------|
| Monday | 1030 to 2230 |
| Tuesday | 1030 to 2230 |
| Wednesday | 1030 to 2230 |
| Thursday | 1030 to 2230 |
| Friday | 1030 to 0230 on Saturday |
| Saturday | 0830 to 0230 on Sunday |
| Sunday | 1130 to 2030 |

DRAWBRIDGES

Hillsborough River, MP A 882.9 – Attended Sunday through Thursday 1600 until 2359. Outside of assigned hours of the bridge tender, the drawbridge will be left in the “Open” position. Trains will approach “STOP” signs, located approximately 100 feet from the end of approach structures, not exceeding 10 MPH, prepared to stop, and will stop before reaching the “STOP” sign, unless a proceed signal is received from the bridge tender, given with a green flag by day and a green light by night.

EXCEPTED TRACKS

The following tracks at Uceta Yard, MP AZA 879.0 are declared “excepted track”:

- A. Back Shop Lead, including Back Shop Nos. 1,2,3,4 and 5;
- B. Coach Yard Lead, including Coach Yard Nos. 1,2,3,4 and 5;
- C. Yard Tracks Nos. 4 through 8, and 19 through 20, including the leads on both ends.
- D. 5 MPH for all locomotives approaching the engine ready track. Signs are posted on the north and south ends of Engine Service Leads.

Neve Spur – The track from, MP ARF 865.4, to the end of track is designated as EXCEPTED TRACK. Do not exceed 10 mph. Do not exceed 10 mph in siding.

Port Tampa Spur – Between MP A 881.7 (Tampa Union Station switch) and Port Tampa MP A 890.0. This track is declared “Excepted Track,” including all yard and industry tracks and the Rattlesnake Spur. This track is also classified as track, other than main track, and trains will be governed by Rule 96, not exceeding 10 MPH. Switches will be left lined and locked for straightaway movement on this spur.

HIGHWAY AND STREET CROSSINGS

All trains must stop and flag the following crossings in downtown Tampa on Polk Street between MP A 882.2 and MP A 882.7 even though the crossing protection may be functioning:

| | |
|------------------|-----------------|
| Jefferson Street | Tampa Street |
| Pierce Street | Franklin Street |
| Morgan Street | Ashley Street |
| Florida Street | |

1. **Rusty Rail Conditions** – All trains must approach the following crossings prepared to STOP, until it is known that the crossing protection is working properly. If the protection does not work properly, the crossing must be flagged by a member of the train crew preceding the movement until the crossing is covered by the movement.

| Location | Milepost | Location | Milepost |
|------------------|----------|----------------|----------|
| Kennedy Blvd. | A 883.56 | Bay-to-Bay | A 885.73 |
| Cleveland St. | A 883.68 | Macdill | A 885.82 |
| Platt Street | A 883.85 | El Prado | A 886.38 |
| Swann Ave. | A 884.22 | Euclid | A 886.6 |
| Morrison Ave. | A 884.22 | Himes Ave. | A 886.82 |
| Howard Ave. | A 884.54 | Gandy Blvd. | A 887.78 |
| Waltrous Ave. | A 884.7 | Manhattan Ave. | A 888.55 |
| Mississippi Ave. | A 884.98 | Oklahoma Ave. | A 888.60 |

2. STOP and flag at the following locations:

| Location | Milepost |
|---|------------|
| Over Hanna Avenue | ARF 861.67 |
| Sabal Industrial Park Spur Crossing (This is for the industry spur only and does not affect Main track movement.) | A 875.9 |

3. All trains using the freight lead must STOP and flag the Orient Road crossing, MP A 877.0, due to the rusty rail. The main track not affected.
4. All trains must approach the following crossings on the Old Tampa Yard Spur, prepared to stop until it is known that the crossing protection is working properly. If the protection does not work properly, the crossing must be flagged by a member of the train crew preceding the movement until the crossing is covered by the movement.

S 845.0 – Twiggs Street, Kennedy Blvd, and Jackson Street
5. The following is the proper utilization of crossing radio control keydown feature:

Southbound Trains:

Jefferson Street, MP A 882.27 will automatically start for southbound moves and do not require a keydown code.

Pierce Street, MP A 882.33 – Train crews must have radios set to Road Channel 32. To activate the crossing, the train engineer must enter 111 Star (*) on his keypad. A white light mounted on the traffic light cantilever will

flash to indicate to the train crew that the crossing has been activated.

Morgan Street, MP A 882.36 – Train crews must have radios set to Road Channel 32. To activate the crossing, the train engineer must enter 111 Star(*) on the radio keypad. The White light mounted on the traffic light cantilever will flash to indicate to the train crew that the crossing has been activated.

Marion Street, MP A 882.44 – Train crews must have radios set to Road Channel 32. To activate the crossing, the train engineer must enter 222 Star (*) on the radio keypad. The white light mounted on the traffic light cantilever will illuminate steady light to indicate to the train crew that the crossing has been activated.

Florida Avenue, MP A 882.55 – Same as Marion Street, MP A 882.44.

Franklin Street, MP A 882.55 – Same as Marion Street, MP A 882.44.

Tampa Street, MP A 882.60 – Train crews must have radios set to road channel 32. To activate the crossing, the train engineer must enter 333 Star (*) on the radio keypad. The white light mounted on the traffic light cantilever will flash to indicate to the train crew that the crossing has been activated.

Ashley Street, MP A 882.66 – Train Crews must have radios set to Road Channel 32. To activate the road crossing, the train engineer must enter 333 Star (*) on the radio keypad. A blue light mounted on the signal bungalow will flash to indicate to the train crew that the crossing has been activated.

Northbound Trains:

Ashley Street, MP A 882.66 – will automatically start for northbound moves and does not require a keydown code.

Tampa Street, MP A 882.60 – Train crews must have radios set to the Road Channel 32. To activate the crossing, the train engineer must enter 333 Star (*) on the radio keypad. A white light mounted on the traffic light cantilever will flash to indicate to the train crew that the crossing has been activated.

Franklin Avenue, MP A 882.49 – Train crews must have radios set to Road Channel 32. To activate the crossing, the train engineer must enter 222 Star (*) on the radio Keypad. A white light mounted on the traffic light cantilever will flash to indicate to the train crew that the crossing has been activated.

Marion Street, MP A 882.44 – Train Crews Must have radios set to Road Channel 32. To activate the crossing, the train engineer must enter 222 Star (*) on the radio keypad. A white light mounted on the traffic light cantilever will illuminate a steady light to indicate to the train crew that the crossing has been activated.

Morgan Street, MP A 882.38 – Train crews must have radios set to Road Channel 32. To activate the crossing, the train engineer must enter 111 Star (*) on the keypad. A white light mounted on the traffic light cantilever will flash to indicate to the train crew that the crossing has been activated.

Pierce Street, MP A 882.33 – Train crews must have radios set to Road Channel 32. To activate crossing, the train engineer must enter 111 Star (*) on the radio keypad. A blue light mounted on the signal bungalow will flash to indicate to the train crew that the crossing has been activated.

2. INSTRUCTIONS RELATING TO SAFETY RULES

NONE

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

NONE

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING

NONE

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

EQUIPMENT RESTRICTIONS

Unless otherwise authorized by the Superintendent Operations, equipment is restricted in the use of tracks, bridges and trestles as follows:

| Location | Equipment | Restriction |
|--|---|------------------|
| Old Tampa Yard | Bi-Level Auto Racks | Must not operate |
| Bridge MP A 882.8 to MP A 882.9 (Port Tampa Spur) | Cars with gross weight exceeding 263,000 lbs. | 10 MPH |

7. MISCELLANEOUS

1. Amtrak Station Tracks 4 & 6, MP A 882.0, are out of service, account track conditions.
2. All movements inbound to Tampa Terminal will not pass the following location without contacting the Yardmaster at Yeoman:
YN – not including the Bypass track
AY – 50th Street son the A-line and S-line
TS – Entering Yeoman Yard, not including the Bypass track

REMOTE CONTROL LOCOMOTIVE OPERATION

Remote Control Operation at Tampa Terminal

Remote control zone (RCZ) is established in Yeoman Yard and RCZ signs are in place as follows:

Between the south end of No. 2 Pocket Switch including No. 2 Pocket Switch to No. 3 Pocket Switch on the north switching lead at the south end of Yeoman Yard

NOTES

NOTES

TAMPA TERMINAL SUBDIVISION - TP YN TO EAST TAMPA

| AUTHORIZED SPEED | | MILE POST | STATION | TRACK DIAGRAM | | AUTH FOR MOVE | TWC | NOTES |
|------------------|----|-----------|--------------------|---------------|-----------------------------|---------------|----------------------|-------|
| | | | | ↓ | ↓ | | | |
| P | F | | | YEOMAN | SUBDIVISION | | | |
| 40 | 40 | AZA 877.7 | YN | | | CPS-261 | DTC BLOCK YEOMAN | 1,2,3 |
| 35 | 35 | AZA 879.0 | YEOMAN | 1.3 | | ABS-261 | | |
| 25 | 25 | AZA 879.5 | | .8 | | | | |
| 40 | 40 | AZA 879.8 | TS | | ROCKPORT RD-66 YD-82 | CPS-261 | DTC BLOCK SUTTON | |
| | | | | 2.2 | | ABS-261 | | |
| | | AZA 880.7 | PALM RIVER HOLDOUT | | | CPS-261 | | |
| | | AZA 881.2 | | | GP STORAGE TRACK | ABS-261 | | |
| | | AZA 882.0 | N. SUTTON | | | CPS-261 | | |
| | | | | | | 261 | DTC BLOCK EAST TAMPA | |
| | | AZA 882.1 | STEM OF WYE | | | CPS-261 | | |
| | | | | | | 261 | | |
| | | AZA 882.2 | S. WYE | | | CPS-261 | | |
| | | AZA 882.6 | SUTTON | 2.4 | | ABS-261 | | |
| | | AZA 883.4 | S. SUTTON | | | CPS-261 | | |
| | | | | | | ABS-261 | | |
| 40 | 40 | AZA 885.0 | E. TAMPA | | FREIGHT LEAD PALMETTO | CPS-261 | | 4 |
| | | | | | SUBDIVISION | | | |

YN TO EAST TAMPA 7.3 MILES

STATION PAGE NOTES

- NOTE 1:** MP AZA 882.0 turnout, North and South legs of wye - 10 MPH.
NOTE 2: MP AZA 882.0 turnout to siding - 10 MPH.
NOTE 3: East Lead - MP AZA 882.0 - 10 MPH.
NOTE 4: MP AZA 885.0 turnout to Mosiac Lead (North Freight lead) - 10 MPH.

TAMPA TERMINAL SUBDIVISION – TP YN TO EAST TAMPA

1. INSTRUCTIONS RELATING TO OPERATING RULES

HIGHWAY AND STREET CROSSINGS

1. Do not exceed 5 MPH on the north freight lead, East Tampa, until crossing gates at US 41, MP AZA 885.0, are activated and in the "Down" position.
2. Due to excessive vehicular traffic, Port Sutton Road, on the east lead, Sutton, FL, MP AZA 883.0, crossing gates are on Island Circuit only. This crossing is on an Industrial Spur and will not affect the mainline.

SWITCHES

The switch serving the Georgia Pacific industry, MP AZA 881.19 is now a non-clearing switch.

2. INSTRUCTIONS RELATING TO SAFETY RULES

NONE

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

NONE

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

NONE

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

NONE

7. MISCELLANEOUS

1. City/County Ordinance Instructions

- a) **Hillsborough County** – Due to county ordinance, do not block U.S. Highway 41 at East Tampa more than 10 minutes. All trains entering East Tampa Yard with more than 70 cars should STOP clear of the crossing circuit on U.S. Highway 41, cut the train in half and yard the two sections separately.

2. Sutton -

- a) For all trains entering and yarding trains at Kinder-Morgan, Port Sutton, MP AZA 882.0, all cars and engines must be left within the yellow track clearance markers. Under no circumstances will it be permissible to foul the lead and jump the air to get a brake test.

3. Rockport –

- a) The following procedures will be in effect when spotting the Rockport CSX dumpers:
 - 1) The rear of the cut will be spotted at the dirt road crossing (known as 301) on the south end of the storage yard. The train crew member at the dumper will receive a verbal confirmation from the car dump operator that the dumper is clear and, in addition, will visually confirm that the operations have ceased, the dumper is clear and the dumper light is displaying green. Only at that time will the movement be allowed to continue.
 - 2) When swapping the "D" tracks at the Rockport dumpers, the tracks will be shoved in the clear a minimum of 2 car lengths.
 - 3) All trains departing Rockport Yard must stop until the gates on U.S. Highway 41 are down.
 - 4) All trains entering Rockport Yard must receive permission from the Rockport yardmaster to enter the yard, prior to passing the signal at the stem of the wye.
 - 5) All trains operating at Rockport, MP AZA 882.0 must ring the engine bell while in the vicinity of the pier and both CSX and Eastern (Lou) dumpers.
 - 6) Eastern Terminal (Lou Dumper)

The following procedures will be in effect when spotting the Eastern Terminal (Lou Dumper):

Trains must stop prior to engines reaching the Lou Dumper. After stopping, a crew member must visually observe that the dumper light is displaying green, the dumper has ceased dumping and must have verbal permission from the terminal supervisor or the Rockport yardmaster, who has secured permission from supervisor to enter the dumper. After the above has been fully complied with, the train may enter the Lou Dumper with the locomotives, not exceeding 3 MPH. The engine brakes must not be used while in the Lou Dumper to spot or slow the train except when an emergency arises. After spotting the

train, the engine brakes may be applied while the train brakes are being applied as prescribed by Train Handling Rules.

Before releasing the train to the Lou Dumper, a crew member will remove the EOT device from the rear of the train.

All trains either spotting or pulling cars from the Eastern Terminal dumper must operate on channel 82. The following procedure will be in effect when pulling cars (loaded or empties) from Eastern Terminal (Lou Dumper):

Communication must be established with the dumper foreman, who will in turn monitor Channel 82 on the CSXT radio. Prior to the engine passing the 301 crossing, a crew member must visually verify that the dumper light is displaying green, the dumper has ceased dumping and must have verbal permission from the dumper foreman. After this has been complied with, the train may couple to the cars and proceed to pull the cars off the dumper. Prior to entering the Lou Dumper to spot cars, a crew member must establish verbal communication with the dumper foreman, either in person or via a CSXT radio on Channel 82.

Eastern Terminal, MP AZA 882.0, has installed rubber matting between the gauge of rail for environmental protective reasons. Please exercise extreme caution when crossing the track in this vicinity.

7. Trains spotting the CSX dumpers and Eastern Terminal (Lou Dumper) at Rockport, will be required to have 5 cars of air on cuts of 50 cars or less, and 10 cars of air on cuts of more than 50 cars.
8. All northbound trains operating between Rockport and T.S. (Yeoman) will STOP clear of Washington Street, MP AZA 880.1, until they have a signal at T.S. to proceed.
9. All trains operating on the bypass track, Tampa Terminal Subdivision, will sound their horns when approaching the north end of the Yeoman Yard switching lead in the vicinity of the Orient Road Overpass, MP AZA 878.2.
10. All southbound trains required to stop on the by-pass at Yeoman Yard must STOP opposite/adjacent to track No. 30 instead of the Yeoman grade crossing area. It is felt the area adjacent to track No. 30 is safer for crew swapping. Train crews will, of course, be governed by instructions for the Yeoman yardmaster.
11. All northbound trains required to stop on the bypass to re-crew must STOP at the 78th Street crossing instead of the Yeoman yard office grade crossing area.

12. Yeoman Crossover – Trains and engines using the North crossing from Yeoman Yard. to Yeoman mainline will leave the crossover lined for mainline movement.
13. All movements inbound to Tampa Terminal will not pass the following location without contacting the Yardmaster at Yeoman:
YN – not including the Bypass track
AY – 50th Street on the A-line and S-line
TS – Entering Yeoman Yard, not including the Bypass track

REMOTE CONTROL LOCOMOTIVE OPERATION

Item 1 – Remote Control Operation at Tampa Terminal

Remote control zone (RCZ) is established in Yeoman Yard and RCZ signs are in place as follows:

Between the south end of No. 2 Pocket Switch including No. 2 Pocket Switch to No. 3 Pocket Switch on the north switching lead at the south end of Yeoman Yard

NOTES

THOMASVILLE SUBDIVISION - TH

| AUTHORIZED SPEED | MILE POST | STATION | TRACK DIAGRAM | | AUTH FOR MOVE | TWC | NOTES |
|------------------|----------------------------------|--|--------------------------|--------------------------------------|--------------------------------------|--------------------------|-------|
| | | | ↓ | ↓ | | | |
| 20 | AN 694.1 AN 693.5 | THOMASVILLE | | AC DISP 94-8 32 1-800-628-4720 | | | 1,3 |
| | AN 692.4 AN 692.3 | | DIAMOND HILL IND PARK | | 193 YARD LIMITS THOMASVILLE | | |
| | AN 691.6 | N. SWITCH PERRY WYE | METCALF SPUR | | | | |
| | AN 691.5 AN 691.4 AN 691.3 | S. SWITCH PERRY WYE THOMASVILLE YD LEAD | FLOWERS BAKERY | | | | |
| | AN 690.6 | | RAMP TRACK | | 193 YARD LIMITS THOMASVILLE | | 2 |
| | AN 689.6 AN 689.5 | | NATIONAL PIPE | COOLIDGE IND. SPUR | 193 YARD LIMITS THOMASVILLE | | |
| | AN 689.0 | YARD LIMITS DTC BLOCK SIGN | | | TWC-DTC | | |
| | AN 687.2 | | NEWARK ROCK PIT | | | DTC BLOCK NEWARK | |
| | AN 680.3 | | BOSTON DD | | | | |
| | AN 679.3 | DTC BLOCK SIGN BOSTON | | BOSTON SDG 7,512 FT. 10 MPH | | DTC BLOCK BOSTON | |
| | AN 679.1 AN 677.8 | | LEWIS FARMS | | | DTC BLOCK FOLEY | |
| | AN 668.7 | DTC BLOCK SIGN | | | | DTC BLOCK QUITMAN | |
| | AN 666.9 | DTC BLOCK SIGN | | QUITMAN 7,318 FT 10 MPH | | DTC BLOCK LANGSTON | |
| | AN 665.4 AN 665.1 | QUITMAN | | | | DTC BLOCK GRIFFIN | |
| | AN 661.5 | DTC BLOCK SIGN | 15.5 | FOLEY TRANSFER | | | |
| | AN 657.8 | DTC BLOCK SIGN | | LANE BOARD VALDOSTA DD | | DTC BLOCK VALDOSTA | |
| | AN 653.0 | DTC BLOCK SIGN | | | | | |
| | AN 650.4 | DTC BLOCK SIGN | | | | | |
| | AN 650.1 | | | ROUND TREE HOUSE TRACK | | | |
| | | | RICE IRON | CASH & CARRY | | | |
| 25 | AN 649.7 | | | | | | |
| 25 | AN 649.4 | | | | | | |
| | AN 649.8 AN 648.8 AN 648.7 | VALDOSTA | 15.0 | VR INTERCHANGE | | | |
| 25 | AN 648.6 | | NS (X) (A) ----- | NS TRANSFER | TWC-DTC | | 6 |

THOMASVILLE SUBDIVISION - TH

| AUTHORIZED SPEED | MILE POST | STATION | TRACK DIAGRAM | | AUTH FOR MOVE | TWC | NOTES |
|------------------|-----------|-----------------------|---------------|---------|----------------------|--------------------|-------|
| | | | ↓ | ↓ | | | |
| 25 | AN 648.3 | | | | TWC-DTC | DTC BLOCK VALDOSTA | 7 |
| | AN 647.8 | | | | | | |
| | AN 647.4 | | | | | | |
| 25 | AN 647.0 | | | | | | |
| 40 | AN 646.5 | | | | | | |
| | AN 646.1 | | | | | | |
| | AN 644.8 | DTC BLOCK SIGN | | | | | |
| | AN 637.9 | | | | | | |
| | AN 635.6 | DTC BLOCK SIGN NAYLOR | | | | | |
| | AN 634.8 | | | | | | |
| | AN 634.1 | DUPONT | | | | | |
| | AN 622.3 | | | | | | |
| | AN 622.0 | | | | | | |
| | AN 621.8 | DTC BLOCK SIGN | | | | | |
| | AN 620.1 | | | | | | |
| | AN 617.6 | | | | | | |
| | AN 616.7 | | | | | | |
| | AN 615.8 | | | | | | |
| | AN 615.6 | DTC BLOCK SIGN | | | | | |
| | AN 615.4 | | | | | | |
| | AN 613.8 | | | | | | |
| | AN 613.4 | | | | | | |
| | AN 611.5 | | | | | | |
| | AN 611.4 | | | | | | |
| | AN 610.8 | HOMERVILLE | | | | | |
| 40 | | | | TWC-DTC | DTC BLOCK HOMERVILLE | 4 | |

THOMASVILLE SUBDIVISION - TH

| AUTHORIZED SPEED | MILE POST | STATION | TRACK DIAGRAM | | AUTH FOR MOVE | TWC | NOTES |
|--|--|---------------------------|---------------------|--|--------------------------|----------------------|-------|
| | | | ↓ SOUTH ↓ | | | | |
| 40 | AN 603.9 | DTC BLOCK SIGN 10.3 | | | TWC-DTC | DTC BLOCK HOMERVILLE | 5 |
| 40 | AN 603.1 AN 602.1 AN 599.1 AN 597.4 | MANOR 8.2 | | | TWC-DTC | DTC BLOCK MANOR | |
| 25 | AN 594.9 | DTC BLOCK SIGN RUSKIN 2.1 | | | CPS-261 | | |
| 20 | AN 592.8 | W. WAYCROSS 5.0 | | | CPS-261 | | |
| 20 | AN 587.8 | E. WAYCROSS 5.0 | | | 193 YARD LIMITS WAYCROSS | | |
| | | | JESUP/FITZGERALD SD | | | | |
| 106.3 MILES THOMASVILLE TO E. WAYCROSS | | | | | | | |

STATION PAGE NOTES

- NOTE 1:** Cars with long pipe are prohibited on No. 5 crossover at Thomasville Yard.
- NOTE 2:** Trains operating between Thomasville and Metcalf , MP AND 691.6 and 702.5 will be governed by Rule 96.
- NOTE 3:** Method of operation on Coolidge Spur is Rule 96 – limits of Coolidge Spur are NMP ANK 690.7 to MP ANK 706.7.
- NOTE 4:** Movements on Dupont Storage Track over North Street MP AN 621.64 must be protected by flagman.
- NOTE 5:** Operation on the Thomasville Subdivision main track between MP AN 587.8 and MP AN 592.8 is under the authority of "A Tower" Operator, permission must be obtained before entering these yard limits.
- NOTE 6:** Automatic road crossing at grade, MP AN 647.4, governed by Rule 226-B(3).
- NOTE 7:** Automatic road crossing at grade, MP AN 648.7, governed by Rule 226-B(3).

THOMASVILLE SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

SPEEDS

Do not exceed 10 MPH on any tracks other than main tracks.

Authorized speeds for movement on the Coolidge Spur is Rule 46 with the following exceptions:

| Between/Location | MPH |
|----------------------------------|-----|
| ANK 691.6 and ANK 693.8 (SR 122) | 10 |
| ANK 693.8 and ANK 705.6 (Zoe St) | 25 |
| ANK 705.6 and ANK 706.7 | 10 |

Do not exceed 5 mph while operating six-axle engines on the Albany Wye and the Perry Wye in Thomasville Yard account of track conditions.

RAILROAD CROSSINGS AT GRADE

| Location | Railroad | Protection | Rule |
|-------------------------|----------|------------|----------|
| Valdosta MPAN 647.4 | NS | Automatic | 226-B(3) |
| Valdosta MP AN 648.7 | | | 226-B(3) |

ROAD CROSSINGS AT GRADE

| | |
|---|---|
| MP AND 692.1 US Highway 319 MP ANK 706.1 State Rd. 188 MP ANK 693.7 State Rd. 122 MP ANK 693.4 US Route 19 MP ANK 693.1 Pinetree Blvd. MP ANK 691.8 Smith Ave. MP AN 602.2 State Rd. 1709 | Due to rusty rail approach prepared to stop until it is determined that the warning devices are operating, in accordance with Rule 223. |
|---|---|

The following road crossings in Valdosta must not be blocked while setting off and picking up: St. Augustine Road, Clay Road, Industrial Road and Perimeter Road

SWITCHES

- Thomasville** – North switch to Albany Wye may be left as last used. Trains must approach this switch expecting same to be lined against their movement.
- Switches on the north end of Thomasville yard, after being used, must, unless otherwise instructed by the supervision at Thomasville, be restored to the position they were found in. The normal position for track No. 5 is lined for movements to track No. 5.
- A new South Main Track switch has been installed at MP AN 691.5 at Thomasville yard, and will be left as last used.

2. INSTRUCTIONS RELATING TO SAFETY RULES

NONE

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

NONE

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

NONE

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

Item 1 - Do not operate 6-axle engines at the following locations at Thomasville, GA:

- Southern States Industry track
- National Pipe and Plastic track
- From curve in Balfour lead (Spur 1) to Balfour Chip Mill
- Campbell Street Industrial Park
- Coolidge Industrial Spur
- South of the US 319 crossing on the Metcalf Spur.
- Florida Rock

Item 2 – All flat cars, loaded or empty, in excess in 80 FT. in length are prohibited from movement through No. 5 crossover at the south end of Thomasville Yard, MP AN 692.0.

7. MISCELLANEOUS

- Interchange between CSXT and AGLF at Thomasville, Georgia, may be accomplished on all tracks located within the Thomasville Yard. The daily interchange tracks will be designated by mutual agreement between CSXT and AGLF and will include necessary access trackage to the Thomasville Yard. AGLF has leased tracks No. 11 and 12 in the Thomasville Yard.
- Trains leaving the north end of the siding must know the gates across County Road 124, Quitman, GA., MP AN 666.9, are down before fouling the track or be protected by a flagman, as these signals are equipped with motion sensor devices and will not activate until movement is near the crossing.
- All trains located at Thomasville, will monitor radio channel 32 when no yardmaster or clerk is on duty at Thomasville.

Yardmaster/Clerk schedule

No yardmaster or clerks are on duty:

Thursday and Friday

1600 until 2359 on Saturday

And Sunday 1600 until 0800 Monday

THOMASVILLE SUBDIVISION / WAYCROSS TERMINAL

| AUTHORIZED SPEED | MILE POST | STATION | TRACK DIAGRAM | | AUTH FOR MOVE | TWC | NOTES |
|------------------|-----------|-------------------|---------------|---|-----------------------------------|-----------------------------------|-------|
| | | | ↓ | ↓ | | | |
| 49 | AN 594.9 | RUSKIN | ↓ SOUTH ↓ | | ABS-261 | | |
| 49 | AN 592.8 | WEST WAYCROSS | #1 MAIN | | CPS-261 | | |
| 20 | AN 591.0 | WAYCROSS | | | 193 YARD LIMITS WAYCROSS | | |
| | AN 590.0 | WAYCROSS | | | | | |
| | AN 588.0 | WAYCROSS | | | | 193 YARD LIMITS WAYCROSS | |
| 20 | AN 587.8 | E. WAYCROSS | | | | | |
| | | JESUP SUBDIVISION | | | | | |
| | | | | | | | |

THOMASVILLE SUBDIVISION / WAYCROSS TERMINAL SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

JUNCTIONS, DRAWBRIDGES AND RAILROAD CROSSINGS AT GRADE

Movements of trains over highways and street crossings designated below will be governed by the following instructions:

| HIGHWAY AND STREET CROSSINGS | |
|--|------------------|
| Station, Highway or Street | Instructions |
| Waycross US 1 North lead to Southeastern Brick: Blackshear Avenue lead North of Southeastern Brick | Must be flagged. |

A HUMP CREW GOING INTO BOWL TRACKS

When coupling cars, Hump Crews will be governed by the following instructions:

1. The hump crew will contact the bowl yardmaster and inform him/her of the track they will be occupying.
2. B tower yardmaster will acknowledge the hump crew.
3. B tower yardmaster informs B tower crews and instructs them not to operate on the track occupied by the hump crew.
4. The hump crew performs the work and reports to the B tower yardmaster when the work is completed and they are in the clear.

When rolling off tracks, A tower yardmaster will be governed by the following instructions:

1. The A tower yardmaster will contact the B tower yardmaster and inform him/her when and what track is to be rolled off.
2. The B tower yardmaster will then inform the Bowl crews.
3. The A tower yardmaster will report to the B tower yardmaster when the required work has been finished.

RADIO STATIONS AND INSTRUCTIONS

All road trains will monitor Channel 66 when within Yard Limits.

| Milepost Location | Hours of Operation | Channel Monitored | Type Station |
|-------------------|--------------------|-------------------|--------------|
| Dispatcher (AC) | Continuous | 14 (Tone 5) | Terminal |
| Dispatcher (AC) | | 94 (Tone 8) | Thomasville |
| Dispatcher (AK) | | 20 (Tone 6) | Terminal |

Note:

AC train dispatcher telephone No. is 1-800-628-4720.

AK train dispatcher telephone No. is 1-800-445-5508.

2. INSTRUCTIONS RELATING TO SAFETY RULES

When in doubt take the safe course.

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

NONE

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

NONE

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

CLEARANCE IMPLICATED SHIPMENTS

1. Employees in Waycross Terminal will be governed by the applicable Equipment Handling Rules when handling dimensional and clearance implicated shipments within Waycross Terminal.
2. The responsible contacts are the Hump Tower Trainmaster (ext. 4581) and the Hump Tower Operator (ext. 4559). The Trainmaster and Hump Operator will coordinate moves within the yard and contact the Appropriate Yardmaster(s) for further instructions. The Hump operator will govern all movements of these types of movements within the Terminal.
3. Before any Dimensional or Clearance implicated shipment can be moved, all employees concerned must conduct a proper job briefing and be aware that they are handling this type of equipment. A clear understanding is required by all involved in the move.
4. When a train is ready to depart the yard, it will be the responsibility of the Conductor to ensure proper documentation and clearance have been obtained prior to departure.

7. MISCELLANEOUS

CLOSE CLEARANCE

1. **Fuel Unloading Station** – Due to close clearances adjacent to fuel unloading station tracks U06 and U07 at Rice Yard, extreme caution must be exercised when spotting cars, as a man will not clear on the side of a car.
2. Due to close clearance between tracks B-48 and B-49 on the east end of the bowl, employees are prohibited from riding equipment on the south side of B-48 or the north side of B-49. Also, employees walking between those tracks must know that the way is clear.
3. Close clearance exist between S05, S06 and also between K01 and K02.

SWITCHES AND DERAILS

1. If a switch or derail is reported hard to operate, it will be taken out of service and tagged until repaired.
2. Trail through switches are located at various locations on the yard and are painted yellow. When trailing through these switches, at least 4 axles must pass through before making a reverse move, then the switch points must be observed, to ensure proper fit.

TUNNEL RESTRICTIONS

1. Train movement through the tunnel will be by direction of the yardmaster or clerk in tower A only. The yardmaster or clerk in tower A will be responsible to see that opposing rail movements do not occupy the tunnel track simultaneously. Movement through the tunnel will not exceed a speed of 10 mph.

A track circuit extending from the frog of T-10 west switch to the frog of T-21 switch sets traffic signals to STOP when the tunnel track is occupied between the circuits. Under no circumstances are engines or cars to be set out on the tunnel track. Rail movement must be made with a minimum of delay. Unless a rail movement can be made without stopping or awaiting movement on T-10 west or T-21, trains must not be permitted to enter the tunnel track.

Light engine movements through the tunnel must STOP prior to entering the tunnel, then proceed with caution looking out for vehicle and pedestrian traffic. The engine bell must be rung while going through the tunnel.

Vehicular traffic will be governed by traffic signals which, if there are no train movements in progress, will alternately display a green and red aspect.

The tunnel has an extreme height of 17 feet and width of 16 feet.

RICE YARD

1. **Waycross**, 30 mph over street crossings on the Jesup Sub. main track, Dewey Street and Lee Avenue.
2. **Waycross**, train movements use bell and horn over Jenkins, Brunel and Gilmore Streets with sufficient intensity to ensure the proper warning to pedestrian and vehicular traffic.
3. In order to minimize conflicting movements and excessive crossing blockage at Waycross, all northbound trains must contact A tower, Rice Yard for instructions before passing Sweat Street, regardless of the signal indications.
4. **Waycross**, trains will move at restricted speed on the old 97 Route between track No.1 at Jenkins Street and the B&W Freight lead. Permission must be obtained from the train dispatcher before operating the hand-operated switch on track No.1 or the electric-lock switch on the B&W Freight lead.
5. Train movements through all turnouts at Rice Yard are restricted to 10 MPH.
6. Rice Yard is composed of seven yards:
 - a) Receiving Yard, designated R yard, with 12 tracks.
 - b) Classification bowl, designated B yard with 64 tracks.
 - c) North Forwarding Yard, designated NF Yard, with 10 tracks.
 - d) South Forwarding Yard, designated SF Yard, with 4 tracks.
 - e) Local Yard, designated L yard, with 10 tracks.
 - f) Herco Yard, designated H yard, with 12 tracks.
 - g) Shop Yard, designated Q yard with 12 tracks.All tracks in these Yards are numbered from North to South.
7. Crews switching on the west end of H yard and the west end of F yard must be sure hand brakes are applied on the bottom of cuts in tracks to avoid cars rolling. Hand brakes must remain applied until the cars are moved from the track or trains are completed. Switchmen moving cars or doubling up trains must release the hand brakes.

RECEIVING YARD

Switches in R yard are pneumatic-operated dual control switches and are equipped with indicator lights which indicate green when lined for straight track and yellow when lined for diverging route.

Exceptions are:

1. West end:
 - a) Track R-01 is a hand operated switch and will be left as last used.
 - b) Crossover from H-19 to T-21. Both ends of this crossover are hand operated switches and must be left lined for straight-away movement when not in use.
 - c) X-01, set out track on C-01 (North Crest lead). This is a hand operated switch and must be left lined for C-01 when not in use.
 - d) X-02, set out track on C-02 (South Crest lead). This is a hand operated switch and must be left lined for C-02 when not in use. This switch is equipped with a target on both sides of C-02.
 - e) Switch to R-13 which springs from C-01 (North Crest lead) just west of the switch from North Crest lead to R-04. This is a hand operated switch and must be left lined for C-01 when not in use.
 - f) Brake sticks are located at: north side of T10 R-Yard Ladder Switch, west end of R02, west of R-Yard Ladder, between R06 and R07 and also between R10 and R11.
2. East end:
 - a) Crossover from T-20 to South Ladder.
 - b) Straight-away crossover from T-06 to South Ladder.
 - c) Straight-away crossover from R-12 to T-20.
 - d) Track R-01 has a crossover midway in the track going from R-01 to T-10. This crossover must be lined and locked in the normal position except when in use.

Movements must not be made over or through a pneumatic-operated dual control switch when the switch indicator is dark. If the switch indicator is dark, the movement must be stopped and the switch points examined. Any obstruction found behind the switch points must be removed with a stick or other object; never with the hands or any part of the body.

The control lever for operating the switch locally is located on the switch junction box adjacent to the switch and has three positions: "R", "L" and "A"; Right, Left and Automatic. To operate the switch remove the lock and open the hasp and then move the lever to the proper position, either "R" or "L" depending on the route to be used. If the points fit up properly for the route to be used, the movement may then be made over the switch. The selector lever must not be restored to automatic until the entire movement has cleared the switch.

Caution: Moving the selector lever from automatic position does not take the power off the switch. It will move rapidly and with great force to correspond to the position of the selector lever. Keep all parts of the body clear of these switches at all times.

Switch circuits, identified are by crossties painted yellow, which extend on each side of the switch, and it cannot be operated either locally or automatically when the circuit is occupied by a train, engine or cut of cars.

A tower will instruct approaching trains and yard cuts on which track to yard the train, route to be used and will monitor Channel 66. Unless otherwise instructed, crews yarding trains or cars in the receiving yard will clear the green zone on each end of the track.

Tracks in R yard are descending eastward. Crews of trains and engines yarding cars will tie two hand brakes on the head cars in the track; additionally, crews doubling over on either end of the R yard will tie two hand brakes on the head cars in the track involved, releasing the hand brakes tied on the cut coupling to, if necessary.

SHOP YARD

Track Q-12 is designated as locomotive heavy repair test track and is classified "3" and is a 40 MPH track.

Locomotive Service Center – Crews receiving permission to enter or depart Locomotive Service Center, eastward or westward, will stop prior to fouling the derailler and check the position of the derailler before continuing their movement over the derailler.

CREST

The Crest is equipped with 2 leads: C-01 (North Crest lead) and C-02 (South Crest lead). Both leads are equipped with dragging equipment detectors (DED); hump approach track circuits (HAT) and Hump Approach Track Circuits (HAT).

Dragging Equipment Detectors are activated automatically when operating in "Tower Automatic."

Unless dual yard mode has been selected by the yardmaster, fouling of the HAT circuit on one lead while humping is in progress on the other lead will cause the hump and cab signals automatically to go to STOP for the humping movement.

An red emergency stop button is provided in the hump building to enable the hump foreman to STOP the hump in emergency conditions.

The hump foreman will monitor Radio Channel 12.

Slack adjusters on the Crest are operated by portable controls carried by the hump foreman for the purpose of bunching slack in order to pull pins that may not want to release.

Wayside signals are located just west of the hump foreman buildings and for westward movements are located on the right side of the track they govern. These signals merely indicate a hump mode has been enabled by the computer and do not provide signal protection for a movement on the track they govern:

The indications are:

- Green..... Hump Fast
- Yellow Hump Slow
- Red Stop
- Red/Red..... Back Up
- Red/Yellow..... Trim

Trim repeater signals are located between the two leads just west of the master retarders. A trim clear indication on either of these signals merely indicates that the computer has allowed a trim mode for the lead or leads involved.

The trim repeater signal will display Red/Yellow trim clear on the north lead while at the same time the computer will permit humping from the north lead to the south half of the bowl.

It is also possible to have the south lead trim signal indicate trim clear while humping operations are in progress from the north lead to the north half of the bowl.

All trim movements must approach the scissors crossover prepared to STOP unless it is known the way is clear.

SCALES

Two electronic weigh-in motion scales are located just west of the crest. To prevent damage to these scales except in an emergency, movement over them will not exceed 10 MPH.

Additionally, it is not desired to stop the locomotive on the scales and then make an eastward move. The heavy surge created by the tractive effort on the ascending grade causes battering to the equipment. It is permissible to STOP and then make a westward movement allowing gravity to move the locomotive off the scales. Care should be exercised by the engineer while trimming to prevent damage as outlined above.

B YARD

1. All switches on east end of the bowl are pneumatic operated power switches, which are controlled by the A tower yardmaster.

All switches on the west end of the bowl are either hand operated, power or trail through, including crossovers, trimmer leads, etc.

Yard crews occupying one of the trimmer leads will be certain that the crossover switches on that lead are lined for straight track, while another movement is being made on the adjacent lead.

All tracks on west end of the bowl are protected by operable retarders, which have indicator lights that display lunar when closed and yellow when open. To enter the track, the switchman must obtain permission from the A tower yardmaster. A solid indication must be received before entering the track. If the indicator does not give a solid indication the yardmaster at A tower must be notified. If track block protection can be provided, be governed by the yardmaster's instructions.

Track B-64 in the bowl has been designated as the expedite track for light repairs by the Mechanical Department. This track is equipped with hand-operated derailleurs at both ends of the track.

Mechanical Department personnel will require that the yardmaster at A tower provide blackout protection in accordance with Operating Rule 26D prior to placing the derailer on the east end on B-64 and are required to advise A tower yardmaster when this derail has been removed from the rail, and the track may again be used.

2. Yardmaster at B tower will supervise the engines assigned at that point, the local yard and will direct the doubling of trains. He/she must work closely with the yardmaster at A tower to ensure the traffic for various routes is not delayed. The B tower yardmaster will ensure that industrial shop, local and bad order traffic is currently moved to the local yard.

The primary duty of engines assigned at B yard will be moving cuts from the bowl to outbound trains. Two handbrakes will be applied to cuts of cars placed in forwarding yard tracks.

Yard foremen working these assignments will be issued workorders by the B tower yardmaster. Such work orders must be verified and information entered into the computer by use of the conductors' workstation. Work stations are located on the west end of the North forwarding yard, in the crew room at B tower, and local yard shack.

Crews assigned at B yard will use Radio Channel 64.

Yard engines working in the vicinity of B tower will be permitted to extinguish engine headlights during clear weather conditions. However, number lights must be illuminated at all times and headlights displayed during adverse weather conditions. All other engines in Rice Yard must comply with Operating Rule 17 of the CSX Operating Rules Book at all times.

HUMPING OPERATIONS

The yardmaster at A Tower will direct the yarding of inbound trains, industrial cuts, rip and shop cuts, etc., and supervise the hump crews. It is his/her responsibility to ensure the proper yard mode, locomotive address, either hump lead or hump approach, signal and speed indications are used and that no conflicting movements are authorized.

The yardmaster at A tower will be responsible for seeing that all facing point movements over pneumatic switches normally under yard control are stopped promptly in the event of low air warning alarm given for that particular location as indicated by that warning alarm. He/she will also see that such movements are resumed once the low air situation is resolved.

Train crews are required to comply with the instructions given by the yardmaster and will bring their movement to a controlled stop when so directed.

Hump crew will ensure each train or cut of cars to be humped is coupled by stretching same prior to fouling either crest lead. A crew member will protect the movement from clearance points to the crest making sure the route is properly lined, that hand-operated switches on the route to be used are secured in the proper position.

When movements are made from the receiving yard to the crest by radio instructions there must be absolute compliance with Operating Rule 421.

Hump Crews will use Radio Channel 12.

During humping operations, hump foremen must check every 10th car as it approaches the crest, making certain the initial and number of the car agrees with the initial and number of the car actually occupying the crest by calling the number out to the A tower yardmaster.

NO HUMP CARS

1. The following cars cannot be humped:
 - a) Cars containing Class A explosives.
 - b) Wreckers or locomotive cranes.
 - c) Camp cars.
 - d) Pile drivers
 - e) Jordan ditchers.
 - f) Special equipment such as depressed flats where the car body is so low as to drag when going over.
 - g) Passenger cars, including instruction or safety cars.
 - h) Flat cars carrying placarded trailer or freight container.

Cars set out in either X-01 or X-02 must be secured by hand brakes. Employees must not ride free rolling cars down the crest, as an unexpected operation of the retarders could cause the employee to be thrown from the car.

Cars placarded Class "A" explosives must not be placed on any track in the bowl.

ESCAPE CROSSOVERS

The east switch of these crossovers from B-01 and B-64 intersecting track T-10-W and T-21 are protected by time locking (approximately 7 seconds). Short track circuits extend on either side of these switches. Train movements on track T-21 or T-10-W must not exceed 10 MPH in the vicinity of these switches to ensure the switch is locked and cannot be inadvertently operated under the train.

TRIMMER LEADS

There are four leads on the west end of the bowl approximately 60 car lengths long.

LOCOMOTIVE FACILITY INSTRUCTIONS

All on-track movements into or out of Waycross locomotive facilities will be under the control of the on-duty engine house foreman.

LOCOMOTIVE SPEED REGULATOR

Remote Signal Indicator: Mounted in Hump Engine control stand and is the Hump Signal Indicator and Speed Control Unit.

Hump Engine Console: Mounted on the engine control stand the two-position selector switch on back of the console should be positioned in the "ON" position for operation.

Tower Automatic: Upon receiving "Hump Slow" signal from A tower, place the mode switch, to auto position, "Tower Cab Signal" indicator should light, Reverser in direction of desired movement, throttle in No. 1 position, and depress the Tower pushbutton. The "Tower Auto" indicator should light and the locomotive latch up. The Speed Control unit controls speed, brakes, stop and go. The engineer must monitor the Speed Control unit for Signal changes and proper speed control.

On-Board Automatic: Place the Mode Switch in AUTO position, Reverser in direction of desired movement, throttle in No. 1 position, and depress the ONBOARD pushbutton. The "ONBOARD AUTO" indicator should light and the locomotive latch up. Select speed using the ONBOARD SPEED SELECT pushbuttons located on the right side of the console. The engineer must monitor the Speed Control unit for Signal changes and proper speed control.

When in either mode, the release of the engine brake allows the throttle to power up. The full application of the engine brake kills the throttle and power and stops the engine.

The engine may be operated manually to accomplish humping. However, in Tower Automatic, On-Board Automatic or Manual, commands must be received by the signal indicator or radio unless otherwise provided. When humping manually no automatic stops are provided.

ENGINE SHOVE LIGHT OPERATION

The Shove Indicator Cab Display is intended to be used to assist the locomotive engineer when spotting cars in the forwarding tracks. Two rows of indicator lights display the occupancy status of forwarding tracks F-01 through F-14 and track T-20. The top row of indicators displays the occupancy status of the 1,200 foot long approach circuit on each of the forwarding tracks. The bottom row indicates the occupancy status on each of the 300 foot long power tracks. An air charging connection is located at the point where the two track circuits meet. The desired result, when using the shove system, is for the lead end of the cut being shoved to stop at the air charging outlet. A description of the Shove System Operation is available and can be obtained from the on-duty manager at A tower.

RESTRICTED AREAS

Except for personnel assigned to the area, the following areas are restricted to all employees and visitors unless authorized by proper authority:

1. A Tower
 - Computer Rooms
 - Room 301
 - Room 401
 - Room 501
 - Mechanical Equipment Rooms
 - Janitor Rooms
 - Conference Room
 - File Rooms
 - Office Supply Room
2. B Tower
 - Mechanical Equipment Rooms
 - 3rd Floor
 - 4th Floor

NOTES

NOTES

VALRICO SUBDIVISION - VL

| AUTHORIZED SPEED | MILE POST | STATION | TRACK DIAGRAM | | AUTH FOR MOVE | TWC | NOTES | |
|---------------------|-----------------------|------------------------|--------------------|---|-----------------|---------------------|-------|------------------|
| | | | SOUTH | | | | | |
| | | | YEOMAN SUBDIVISION | | | | | |
| 40 | SZ 0.0 | VALRICO | | | TWC-DTC | DTC BLOCK ACCP | 1 | |
| | SZ 2.3 | | | BB DISP 08 T-5 RD-84 1-800-445-5504 | | | | |
| | SZ 5.2 | DTC BLOCK SIGN DURANT | | VALRICO DD | | | | DTC BLOCK ALAFIA |
| | SZ 11.8 (SV 834.2) | DTC BLOCK SIGN WELCOME | | MULBERRY YD RD-84 RD-66 | | TWC-DTC | | |
| 40 | | | | | | 193 YARD LIMITS | | |
| 35 | | | | | | | | |
| 35 | SV 835.8 | EDISON | | | | | | |
| 10 | SV 835.9 | | | | | | | |
| 35 | | | | | | | | |
| | SV 837.7 | N.E. NICHOLS | | | | | | |
| | SV 839.1 | S.E. NICHOLS | | | | | | |
| | SV 840.2 | N.E. IMC | | | | | | |
| | SV 841.3 | S.E. IMC | | | 193 YARD LIMITS | | | |
| 35 | | | | | CPS-261 | | | |
| 10 MPH OVER RR XING | SV 842.3 | | | BONE VALLEY (X) (R) | ABS-261 | DTC BLOCK IMC | | |
| | | | | | CPS-261 | | | |
| 35 | SV 842.8 | N. WYE S. MULBERRY | | ACHAN S.D. | ABS-261 | | | |
| | SV 843.1 | S. WYE S. MULBERRY | | | CPS-261 | | | |
| | | | | | | DTC BLOCK RIDGEWOOD | | |
| | | | | BONNIE SPUR | ABS-261 | | | |
| | SV 845.4 | RIDGEWOOD | | | CPS-261 | | | |
| | | | | | | | | |
| 35 | | | | RIDGEWOOD SIDING. 4,156 FT. | 193 YARD LIMITS | | | |
| | | | | | | | | |

VALRICO SUBDIVISION - VL

| AUTHORIZED SPEED | MILE POST | STATION | TRACK DIAGRAM | | AUTH FOR MOVE | TWC | NOTES |
|------------------|-----------|--------------------------|---------------|---|-----------------------|------------------------------|-------|
| | | | ↓ | ↓ | | | |
| 35 | SV 848.3 | | SOUTH | | | | |
| | | 4.7 | | | 193 YARD LIMITS | | |
| | SV 850.1 | DTC BLOCK SIGN BARTOW | | | TWC-DTC | | |
| | | 9.8 | | | | DTC BLOCK BARTOW | |
| | SVE 856.8 | DTC BLOCK SIGN | | | | | |
| | AX 873.1 | N.E. FT. MEADE | | | | DTC BLOCK FT. MEADE | |
| | | 1.9 | | | | | |
| | AX 875.0 | S.E. FT. MEADE | | | | | |
| | AX 876.1 | DTC BLOCK SIGN | 4.4 | | | | |
| 35 | | | | | TWC-DTC | DTC BLOCK TENCOR | |

VALRICO SUBDIVISION - VL

| AUTHORIZED SPEED | MILE POST | STATION | TRACK DIAGRAM | | AUTH FOR MOVE | TWC | NOTES |
|-----------------------------------|-----------|--------------------------|------------------------------------|--------------------------|-------------------|------------------------|-------|
| | | | ↓ | ↓ | | | |
| 35 | AX 879.4 | DTC BLOCK SIGN TENCOR | MULBERRY YARD RD-84 RD-66 | BB DISP 08-5 RD-84 | TWC-DTC | DTC BLOCK TENCOR | |
| 35 25 | | | 2.1 | TENCOR SPUR | S. FT. MEADE SPUR | TWC-DTC 96 | |
| | AX 881.5 | SOUTH FT MEADE | 1.2 | RUNAROUND TRACK | | | |
| 25 | AX 882.7 | BOWLING GREEN | END OF TRACK | | 96 | | |
| VALRICO TO BOWLING GREEN 47 MILES | | | | | | | |

STATION PAGE NOTES

NOTE 1: Remotely controlled, Rule 226-B(3).
 NOTE 2: 10 MPH on entire Bonnie Spur.

VALRICO SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

SPRING SWITCHES

Trailing point movements may be made through the spring switches at the following locations, regardless of how the switch is lined.

| Location | End Located | Normal Position | Speed |
|-----------------------------------|----------------|------------------------------------|-----------|
| North end IMC Siding, MP SV 840.2 | North | For Main Track | 15 MPH |
| Edison, MP SV 835.8 | Junction | For Valrico Subdivision Main Track | |
| Armour, MP SV 848.2 | N. End Storage | Main Track | |

NOTE 1: - Operating Rule 104-L Section 2, Color Light Signals, is amended to include the following paragraph:

A lunar light indicates that the switch is properly lined for a reverse position.

This rule change applies only to spring switches at the above locations.

YARD LIMITS

| Tracks | Instructions |
|---------------------------------|--|
| Between Welcome & Mulberry Yard | Operation is under supervision of the BB dispatcher at Jacksonville. Trains must secure permission from the dispatcher before entering main track at Welcome or Mulberry Yard, or at any intermediate point, and must report to the dispatcher when clear, all movements must be made in the direction in which the line segment is given. Trains may not make reverse dispatcher in order to protect Rule 704 working limits for Maintenance of Way employees. |
| Between Ridgewood and Bartow | Operation is under supervision of the BB dispatcher at Jacksonville. Trains must secure permission from the dispatcher before entering main track at Ridgewood or Bartow or at any intermediate point and must report to the dispatcher when clear. All movements must be made in the direction in which the line segment is given. Trains may not make reverse movements without permission of the Dispatcher in order to protect Rule 704 working limits for Maintenance of Way employees. |

JUNCTIONS, DRAWBRIDGES, AND RAILROAD CROSSINGS AT GRADE

ROAD CROSSINGS AT GRADE

SWITCHING

- The practice 'kicking cars' with a conductor only assignment is prohibited within the limits of the Valrico Subdivision. Equipment is to be shove to a joint and in the clear and appropriate handbrakes are applied.
- Do not kick cars at the following locations at Mulberry, Florida:
 - A Entire Dry Rock Yard
 - B All tracks north end of Prairie Yard
 - C North end of Prairie Yard tracks No. 5 and 6

SWITCHES

Switches at the intersection of the siding and the north and south legs of the wye, Mulberry Yard, SV 840.4, may be left as last used. Trains must approach these switches at restricted speed, expecting to find them lined in either position.

USE OF SPECIFIED TRACKS

| Tracks | Instructions |
|--------------------|---|
| Bonnie Spur | Trains will obtain permission from BB dispatcher before leaving the wye enroute to either point. Switches will be left lined and locked for straightaway movement on these spurs, not exceeding 10 MPH. |
| Edison-Welcome | Secondary track located on east side of and paralleling the main track extends from Welcome to Edison and may be used between these points only upon oral authority of the dispatcher. Secondary track opens the north end to the south leg of wye at Welcome and south into the Valrico Subdivision main track at MP SV 835.5, Edison. |
| Valrico Siding | Authority to enter the Valrico Siding on the Yeoman subdivision from the Valrico Siding on the Valrico subdivision must be obtained from the BB dispatcher. |
| Bowling Green Spur | The Bowling Green Spur, which extends between Tencor, MP AX 879.4 and Bowling Green, MP AX 882.8 is classified as track other than main track, and trains will be governed by Rule 96 not to exceed 25 mph. |

2. INSTRUCTIONS RELATING TO SAFETY RULES

Close Clearances

Due to close clearance, employees will not ride the side of cars at the following locations:

- a) **Nichols** – On the south end of the Wet Rock Empty Yard for approximately 400 feet between the Boulevard Lead and Track No. 1 on the south end.
- b) **Conserv** – On the north side of lead by the chain link fence gate posts.
- c) **Chem Lime** – MP SV 837.9, due to a car pulley on the east side next to the dumper building.
- d) **Armour** – Underneath the Loading Shed.

Employees are prohibited from riding equipment except on a locomotive, shoving platform (caboose), or a car equipped with a riding platform that has a safety rail position between you and the end of equipment at Mulberry Yard between the lead switch on the south end of Mulberry Yard to Prairie (including Dry Rock Yard) unless adjacent track is seen to be clear.

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

NONE

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

NONE

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

NONE

7. MISCELLANEOUS

Unless otherwise instructed, all crews terminating at Mulberry/Prairie, FL will remove EOT device and place in the EOT rack or other designated place as directed by trainmaster on duty. Devices will not be left on engines or equipment unless otherwise instructed.

Ridgewood – The Hookers Prairie Wet Rock shuttle train, enroute to Ridgewood to dump the train, must not occupy the dumper track at Ridgewood until Mosaic train crews are clear of this track. Communication is to be made using Channel 66 between CSX and Mosaic.

A chain has been installed and a gate will be installed on both ends of the "Shuttle" dumper at Ridgewood, MP SV 845.0. This is being done because larger holes have been cut in the grating between the tracks. The grating on the walkways outside of the track has not been changed.

Train crews will not use any device to assist in opening shuttle air hopper car doors at Mosaic Ridgewood Plant, MP SV 846.0.

Purina Mills – Mulberry – The flashing blue light located at the top left main door will indicate industry crews are working inside the plant. CSX crews will not switch the plant when the light is flashing until Purina Mills (813-425-5541) is notified, the area cleared and the light is turned off.

Armour – Tracks on the north end of Armour are out of service as follows:

- a) You must get permission from the foreman on duty at Armour, MP SV 848.3, before you pull any loads out of Armour (U.S. Agri-Chemical).
- b) CSX Train Crews are prohibited from entering the loading facility shed at No. 3 and No. 4 tracks at USS Agri-Chemicals, Armour, Florida, MP SV 849.0.

South Ft. Meade – All trains must move at a speed that will permit stopping within one-half the range of vision, not to exceed 10 MPH, while operating on South Ft. Meade Spur, which breaks off the main track at MP AX 881.5.

Two storage tracks at the Mosaic Complex, S. Ft. Meade, MP AX 881.5, have been placed in service.

These tracks will be used to interchange trains between CSX and Mosaic.

CSX crews will not pass the Mt. Pisgah Road crossing on South Ft. Meade Spur until Mosaic Load Out Supervisor have been contacted on Channel 84. After both parties have a clear understanding of each others location and movement to be made, the CSX train will proceed on to the storage tracks to swap trains. Storage tracks are identified from the main track as Tracks 1 and 2. Both storage tracks are equipped with a split-switch type derail at the Clearance point on the north end of the tracks. In addition, there is a split-type derail located on the main track south of the south end of the storage yard. These derails will be left in derailing positions by each party after use. In addition, crews will report clear of facility when departing.

NOTES

NOTES

NOTES

VITIS SUBDIVISION - VI

| AUTHORIZED SPEED | | | | MILE POST | STATION | TRACK DIAGRAM | | AUTH FOR MOVE | TWC | NOTES |
|------------------------------|-----------|-----------|-----------|-----------|----------------|---------------|--------------------------|--|---------|-------------------------|
| | | | | | | ↓ | ↓ | | | |
| P | | F | | | | SOUTH | | | | |
| | | | | | | WILDWOOD SD | | | | |
| 79 | | 60 | | AR 836.8 | VITIS JCT. | | | CPS-261 | | |
| 79 | | 60 | | AR 839.2 | | 8.9 | WILDWOOD SD | AA DISP 32-1 DADE CITY 1-800-628-4718 | ABS-261 | DTC BLOCK STOKES |
| 50 | | 50 | | AR 839.4 | | | WINSTON YARD CH-32 | AA DISP. 32-T-6 WINSTON 1-800-628-4718 | | |
| 79 | | 60 | | AR 845.7 | N.E. STOKES | | | | CPS-261 | |
| | | | | | | 2.3 | | SSDG 11,258 FT. 25 MPH | 261 | |
| | | | | AR 848.0 | S.E. STOKES | | | | CPS-261 | |
| 79 | | 60 | | AR 849.7 | | | DD(1) | | | DTC BLOCK GRIFFIN |
| 60 | | 60 | | AR 854.0 | | | BACK JCT. | | ABS-261 | |
| 60 | | 60 | | AR 855.8 | | 8.2 | | | | |
| 40 | | 40 | | | | | | | | |
| N. Leg | S. Leg | N. Leg | S. Leg | AR 856.2 | LAKELAND JCT. | | | | CPS-261 | 1 |
| 25 | 30 | 25 | 30 | | | .3 | | LAKELAND CONN. | 261 | |
| | | | | AR 856.5 | SOUTH LAKELAND | | LAKELAND S.D. | CARTER S.D. | CPS-261 | |
| 19.7 MILES VITIS TO LAKELAND | | | | | | | | | | |

STATION PAGE NOTES

NOTE 1: Limits of Griffin Block include both legs of the Wye at Lakeland.

VITIS SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

NOTES

NONE

2. INSTRUCTIONS RELATING TO SAFETY RULES

When in doubt take the safe course.

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

NONE

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

NONE

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

NONE

7. MISCELLANEOUS

NONE

NOTES

WEST COAST SUBDIVISION – WC

| AUTHORIZED SPEED | MILE POST | STATION | TRACK DIAGRAM | | AUTH FOR MOVE | TWC | NOTES |
|-----------------------|----------------------------------|----------------|--------------------------|--|------------------------------|----------------|--------------------|
| | | | ↓ | ↓ | | | |
| | | | BB DISP RD 32 94-3 | | | | |
| 10 | AR 716.8 | END OF TRACK | | | 193 YARD LIMITS HIGH SPRINGS | | |
| | AR 717.1 | 1.6 | | HIGH SPRINGS LEAD | | | |
| | AR 717.3 | DTC BLOCK SIGN | | | TWC-DTC | | |
| | 720.0 721.0 | 4.3 | | | | DTC BLOCK YOHO | |
| | AR 721.4 | CLARK | | BROOKER SD | | | |
| | AR 728.8 | DTC BLOCK SIGN | | | TWC-DTC | | |
| 10 | AR 729.9 | | | | 193 YARD | | |
| 40 | AR 730.0 AR 730.2 AR 730.3 | NEWBERRY | | | LIMITS NEWBERRY | | |
| | AR 731.8 | DTC BLOCK SIGN | 18.3 | FWC RR NEWBERRY SIDING 7,600 FT. | | | |
| | AR 735.6 | NEWBERRY | | NEWBERRY DD | TWC-DTC | | DTC BLOCK HODGSON |
| 40 | AR 740.6 | | | | | | |
| 35 OVER HIGHWAY 41 | AR 748.4 | | | | | | |
| 40 | AR 749.1 | HODGSON | | | | | DTC BLOCK HODGSON |
| | AR 750.2 | DTC BLOCK SIGN | 3.0 | HODGSON SIDING 9,743 FT. | | | |
| | AR 752.1 | WILLISTON | | | | | |
| 40 | AR 753.0 | | | | | | DTC BLOCK BLUE RUN |
| 25 | AR 759.6 | MORRISTON | | MORRISTON DD | | | |
| 25 | | | | | TWC-DTC | | |

WEST COAST SUBDIVISION – WC

| AUTHORIZED SPEED | MILE POST | STATION | TRACK DIAGRAM | | AUTH FOR MOVE | TWC | NOTES |
|--|-----------|-----------------------|---------------|---|---------------|----------------------------------|-------|
| | | | ↓ | ↓ | | | |
| 25 | AR 764.4 | ROMEO 12.3 | | | TWC-DTC | DTC BLOCK BLUE RUN | |
| | AR 774.6 | BLUE RUN 10.2 | | | | | |
| | AR 776.3 | DTC BLOCK SIGN 2.0 | | | | | |
| | AR 776.5 | | | | | | |
| | AR 776.6 | DUNNELLON 1.1 | | | | | |
| | AR 777.7 | GULF JUNCTION | | | | | |
| | AR 777.8 | | | | | | |
| | AR 778.0 | | | | | | |
| 25 | ARD 785.7 | DTC BLOCK SIGN 13.3 | | | TWC-DTC | DTC BLOCK GULF JUNCTION | |
| 15 | ARD 785.9 | | | | 96 | | |
| 25 | ARD 793.1 | RED LEVEL POWER PLANT | | | | | |
| 10 | | | | | | | |
| 10 | | | 96 | | | | |
| 76.3 MILES END OF TRACK TO RED LEVEL POWER PLANT | | | | | | | |

WEST COAST SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

SPEEDS

Do not exceed 10 MPH on any tracks other than Main tracks, signaled sidings and controlled sidings.

ROAD CROSSINGS AT GRADE

The blocking of crossings in Dunnellon must be kept to an absolute minimum. Trains should not be stopped so as to either block crossings or cause unnecessary operation of the crossing signals if this can be avoided.

The following highway road crossing at grade must be protected in accordance with Operating Rule 223 due to rusty rail conditions.

| Milepost | Crossing Name |
|----------|------------------------------------|
| AR 717.8 | County Road 340 |
| AR 720.5 | Northwest 142 nd Avenue |
| AR 724.7 | County Road 232 |
| AR 725.6 | Northwest 62 nd Avenue |
| AR 726.7 | Northwest 46 th Avenue |

Movement over all road crossing equipped with flashing lights on the West Coast Subdivision between MP AR 730.2 and MP AR 716.8 must be made in accordance with Operating Rule 223 due to rusty rail conditions.

SWITCHES

1. The two switches on the south leg of wye at Newberry located at MP AR 730.3, West Coast Subdivision, and MP SN 718.6 (formerly MP ASG 722.60), Brooker Subdivision, will be left lined for straightaway movements from Brooker to the West Coast Subdivision.
2. The Switch located at the north end of Newberry siding between the main and the siding MP AR 730.4 are located in the yard limits of Newberry may be left lined and locked as last used.

EXCEPTED TRACKS

All track between MP AR 716.8 and MP AR 729.9.

2. INSTRUCTIONS RELATING TO SAFETY RULES

NONE

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

NONE

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

NONE

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

NONE

7. MISCELLANEOUS

1. In order to accomplish the interchange of traffic at Newberry, the Florida West Coast RR is granted operating rights over CSX between MP AR 728.8 and MP AR 729.9, West Coast SD. CSX is granted operating rights over the Florida West Coast RR between MP ASG 720.61 and MP ASG 723.0 including the house track near MP ASG 720.7. Interchange will be accomplished utilizing double ended track, 3,313 feet in length, located on the east side of the West Coast SD main track and be known as the interchange track, and the Florida West Coast RR main track between MP ASG 731.0 and MP ASG 723.0.

Florida West Coast RR crews will obtain authority from the CSX train dispatcher before entering the CSX main track at Newberry.

2. Between Gulf Junction. and the Red Level Power Plant

- a) **Red Level** – Unless otherwise instructed, trains other than Crystal River unit coal trains will not move over the unloading pit on the loop track of the Florida Power plant.

It will be permissible to operate engines over the pit at a speed not exceeding 2 MPH with a member of the crew in a position to observe clearances and STOP the movement if necessary to avoid any damage, especially to the "third" rail located on west side of the track.

Red Level – A STOP sign has been placed in service, between the rail at MP ARD 785.7. (End of Gulf Junction DTC Block) and ARD 790.4.

This STOP sign is under the exclusive control of Florida Power, coal yard supervisor.

NOTES

CSX trains enroute to the power plant, will approach the location of this STOP sign, prepared to STOP short of the STOP sign, until it is seen to be in the normal position.

All delays in connection with the blue flag signal will be recorded on the conductor's Delay/Handle Report.

CSX Trains and Florida Power's engine will operate within this area.

A derail has been placed into operation at ARD 792.3 milepost and a gate at the ARD 792.4 milepost. These devices are on the lead going into the Red Level power plant and will be operated by Florida Power Corp. personnel only. Trains will approach the location of these devices prepared to STOP. Loaded coal trains weighing in should ascertain that these devices are in the off position and open before starting weighing, to prevent stopping of the train during the weigh in procedure.

Please be governed accordingly.

- b) **Red Level** – Do not exceed 5 MPH on the Main lead and side track between MP ARD 791.3 and ARD 791.5 on account of scales installed on the Main lead. All trains, both loaded and empty, will move over the scales on the Main lead unless otherwise instructed. A speed of 5 MPH must be maintained for the scales to weigh the cars properly. If the speed of the train reaches 6 MPH, a red light located on the scale house will be activated and a voice message will be transmitted indicating excessive speed and the train will have to be stopped and the cars re-weighed.
- c) During the time that unit coal trains are unloading at The Red Level power plant, a crew member must be in position at all times to observe the unloading pit. If the coal exceeds the top of the rail, the train must immediately be stopped until the level of coal runs down. Special care must be taken when unloading wet or frozen coal.
- d) All tracks located in High Springs yard limits are declared excepted track. Speed on these tracks is 10 MPH and not more than five 5 cars of hazardous material may be moved in any train.

NOTES

WILDWOOD SUBDIVISION - BL

| AUTHORIZED SPEED | | MILE POST | STATION | TRACK DIAGRAM | | AUTH FOR MOVE | TWC | NOTES |
|------------------|----|--------------------|-------------------------------|---------------|---------------------------|---------------|-----|----------------------|
| | | | | SOUTH | | | | |
| P | F | | | | ↓ | | | |
| 30 | | S 652.8 | JACKSONVILLE TERM. SD | | ↓ | | | |
| 30 | | S 653.0 | BALDWIN YARD | 3.0 | | ABS-261 | | DTC BLOCK AMERISTEEL |
| 70 | 60 | S 653.9 | | | | | | |
| 70 | 79 | | | | | | | |
| 79 | | S 655.8 S 656.0 | S. BALDWIN SE BALDWIN YARD | | | CPS-261 | | DTC BLOCK AMERISTEEL |
| 79 | | 656 657 | | 9.9 | | ABS-261 | | |
| 79 | | S 665.7 | HIGHLAND | | | CPS-261 | | |
| 79 | | S 669.3 | LAWTEY 1&2 | 12.7 | LAWTEY DD #1 | | | |
| 79 | | S 674.8 | | | | ABS-261 | | |
| 79 | | S 676.8 | STARKE HOLDOUT | | | CPS-261 | | |
| 79 | | S 678.4 | STARKE | | | ABS-261 | | |
| 79 | | S 679.0 | | | | | | |
| 79 | | S 679.1 | WANNEE JCT. | 1.7 | | CPS-261 | | |
| 79 | | | | | | | | |
| 79 | | S 680.1 | NEWMAN | 0.9 | BROOKER SUB | | | |
| 79 | | S 680.3 | NEWMAN | | NEWMAN DD | | | |
| 79 | | S 688.6 | NE WALDO SIDING | | | CPS-261 | | |
| 79 | | S 690.0 | WALDO | 9.0 | | ABS-261 | | |
| 79 | | S 690.2 | | | | | | |
| 79 | | S 690.6 | | | | | | |
| 79 | | S 690.7 | SE WALDO SIDING | 6.6 | | CPS-261 | | |
| 79 | | S 695.5 | NE ORANGE HEIGHTS | | | CPS-261 | | |
| 79 | | S 696.6 | ORANGE HEIGHTS | | SSDG 10,273 FT 30 MPH. | ABS-261 | | |
| 79 | | S 697.6 | SE ORANGE HEIGHTS | | | CPS-261 | | |
| 79 | | S 700.1 | CAMPVILLE | 6.7 | CAMPVILLE DD | | | |
| 79 | | | | | | ABS-261 | | |

AA DISP RD-66
54-8 WILDWOOD/N
54-1 SOUTH OF
WILDWOOD

CAMP BLANDING
S 679.7
WYE & LEAD
S 679.9

WEST NEWMAN

EAST NEWMAN

DTC BLOCK WALDO

DTC BLOCK ORANGE HEIGHTS

DTC BLOCK HAWTHORNE

WILDWOOD SUBDIVISION - BL

| AUTHORIZED SPEED | | MILE POST | STATION | TRACK DIAGRAM | | AUGH FOR MOVE | TWC | NOTES |
|------------------|----|-----------|----------------|---------------|----------------------------------|------------------------|-----------------------|-------|
| | | | | SOUTH | | | | |
| P | F | | | | | | | |
| 79 | 60 | S 702.3 | N E HAWTHORNE | | | CPS-261 | DTC BLOCK HAWTHORNE | |
| 79 | 60 | S 703.3 | HAWTHORNE | | HAWTHORNE SSDG 10,214 FT. 10 MPH | ABS-261 | DTC BLOCK LOCHLOOSA | |
| CITY ORDINANCE | | S 704.4 | S.E. HAWTHORNE | | | CPS-261 | | |
| 45 | | S 705.4 | | 9.0 | EDGAR SPUR | ABS-261 | | |
| 79 | 60 | S 709.5 | | | | | | |
| 70 | | S 710.7 | | | | | | |
| 79 | | S 711.3 | NE LOCHLOOSA | | | CPS-261 | | |
| | | S 712.3 | LOCHLOOSA | | CSDG 10,228 FT. 10 MPH | ABS-261 | | |
| 79 | | S 713.3 | SE LOCHLOOSA | | | CPS-261 | | |
| 75 | | S 717.6 | | | | | | |
| 79 | | S 717.9 | SPARR | 7.5 | SPARR DD | ABS-261 | | |
| | | S 718.6 | NE SPARR | | | CPS-261 | DTC | |
| | | S 719.8 | SPARR | | SSDG 11,708 FT. 30 MPH | ABS-261 | | |
| | | S 720.9 | S.E. SPARR | | | CPS-261 | | |
| 79 | | S 724.2 | | | | | | |
| 75 | | S 724.7 | | | | | BLOCK OCALA | |
| 79 | 60 | S 731.1 | | | | | | |
| 60 | 50 | S 731.7 | | | | ABS-261 | | |
| 70 | 60 | S 732.5 | N.E. OCALA | | | CPS-261 | DTC BLOCK SANTOS | |
| 70 | 60 | S 733.5 | | | SSDG 10,119 FT. 30 MPH | ABS-261 | | |
| | | S 733.9 | | | | | | |
| 60 | 60 | S 734.5 | S.E. OCALA | | | CPS-261 | | |
| CITY ORDINANCE | | S 734.7 | | 15.5 | EN RR | ABS-261 | | |
| 30 | | S 735.3 | OCALA | | FREIGHT LEAD | REMOTELY CONTROLLED | | |
| | | S 735.4 | NE SINGLETARY | | | CPS-261 | | |
| | | S 736.2 | SE SINGLETARY | | CSDG 3,869 FT. | ABS-261 | | |
| 55 | 50 | S 736.8 | | | | | DTC BLOCK SUMMERFIELD | |
| | | S 737.1 | OCALA | 8.2 | IND. PARK LEAD | OCALA DD | | |
| | | S 740.8 | | | | | | |
| 70 | 60 | S 742.6 | NE SANTOS | | | CPS-261 | | |
| | | S 743.5 | SANTOS | | | SSDG 10,218 FT. 30 MPH | ABS-261 | |
| 70 | | S 744.5 | SE SANTOS | | | CPS-261 | | |
| 79 | 60 | S 746.7 | | | | | DTC BLOCK SUMMERFIELD | |
| CITY ORDINANCE | | S 747.5 | | | | ABS-261 | | |
| 70 | 60 | | | | | | | |

WILDWOOD SUBDIVISION - BL

| AUTHORIZED SPEED | | MILE POST | STATION | TRACK DIAGRAM | | AUTH FOR MOVE | TWC | NOTES |
|------------------|---------|--------------------------------------|----------------|---------------------------|-----------|---------------|------------------------|-------|
| | | | | SOUTH | | | | |
| P 70 | F 60 | S 750.8 | 8.5 | | | | | |
| | | S751.0 | NE SUMMERFIELD | | / | CPS-261 | DTC BLOCK SUMTER | |
| 70 | | S 752.0 | SUMMERFIELD | CSDG 10,152 FT. 10 MPH | | ABS-261 | | |
| | | S 753.0 | SE SUMMERFIELD | | \ | CPS-261 | | |
| 79 | 60 | S 754.5 755.0 756.0 S 756.8 | 7.4 | | | ABS-261 | | |
| | | | OXFORD | | OXFORD DD | | | |

WILDWOOD SUBDIVISION - BL

| AUTHORIZED SPEED | | MILE POST | STATION | TRACK DIAGRAM | | AUTH FOR MOVE | TWC | NOTES |
|------------------------------|----|----------------|--------------|---------------|--------------------------|--|--------------------------|-------|
| | | | | SOUTH | | | | |
| P | F | | | | | ABS-261 | | |
| 79 | 60 | S 759.9 | N. WILDWOOD | | | CPS-261 | DTC BLOCK SUMTER | 1 |
| 65 | 60 | S 760.2 | | 1.8 | WILDWOOD YARD | ABS-261 | | |
| 20 | 20 | S 760.6 | | | | | | |
| | | S 761.5 | WILDWOOD | | | 10 MPH CPS-261 | | |
| 20 | 20 | S 761.6 | | | YELVINGTON LEAD NO. 1 | | | |
| 20 | 20 | S 762.0 | | | | | | |
| 79 | 60 | 764.0 765.0 | | 4.5 | | | | |
| 79 | 60 | S 766.1 | COLEMAN | | | CPS-261 | DTC BLOCK BUSHNELL | 2 |
| 45 MPH OVER ROAD CROSSING | | | | | | | | |
| 79 | 60 | S 767.8 | | | | ABS-261 | | |
| 70 | | S 768.0 | | | | | | |
| 79 | | S 768.2 | | 9.0 | ANDERSON COLUMBIA | | | |
| 55 | 60 | S 769.8 | | | | | | |
| 55 | 50 | | | | | | | |
| 79 | 60 | S 770.1 | | | | | | |
| | | S 771.3 | BUSHNELL | | BUSHNELL DD | ABS-261 | | |
| | | S 773.8 | NE BUSHNELL | | | CPS-261 | | |
| | | S 775.1 | BUSHNELL | | | | | |
| 79 | 60 | S 775.7 | | | | SSDG 10,904 FT. 30 MPH ABS-261 | | |
| CITY ORDINANCE | | | | | | | | |
| 55 | 50 | S 776.0 | SE BUSHNELL | | | CPS-261 | | |
| | | S 776.7 | | | | ABS-261 | | |
| 79 | 60 | S 782.5 | | | | | | |
| 60 | 55 | S 782.8 | | | | | | |
| 79 | 60 | S 784.7 | | | | | | |
| 75 | | S 784.9 | | | | | | |
| 79 | 60 | S 789.5 | | | | | | |
| 50 | 40 | S 789.7 | | | | | | |
| 60 | 60 | | | | | | | |
| | | S 790.5 | NE LACOOCHEE | | | ABS-261 CPS-261 | | |
| | | S 791.2 | LACOOCHEE | | | COLUMBIA GRAIN SSDG 7,423 FT. ABS-261 | | |
| 60 | 60 | S 791.9 | SE LACOOCHEE | | | CPS-261 | DTC BLOCK BUSHNELL | |
| | 60 | | | | | | DTC BLOCK DADE CITY | |
| | 55 | | | | | | | |

WILDWOOD SUBDIVISION - BL

| AUTHORIZED SPEED | | MILE POST | STATION | TRACK DIAGRAM | | AUTH FOR MOVE | TWC | NOTES |
|-------------------------|----|---|--------------|---------------|--------------|---------------------------|------------------------------|------------------------------|
| | | | | ↓ | ↓ | | | |
| P | F | S 792.6 AR 825.9 AR 827.1 AR 827.5 | DADE CITY | 6.8 | DADE CITY DD | ABS-261 | DTC BLOCK DADE CITY | 3 |
| 60 | 55 | | | | | ABS-261 | | |
| 79 | 60 | | | | | ABS-261 | | |
| 70 | 60 | | | | | ABS-261 | | |
| 79 | 60 | | | | | ABS-261 | | |
| 60 MPH OVER RD CROSSING | | AR 828.0 | NE DADE | | | CPS-261 | | |
| 79 | 60 | AR 828.3 AR 830.0 AR 830.2 | DADE CITY | | | SSDG 15,732 FT. 30 MPH | ABS-216 | |
| 50 | 50 | | | | | | | |
| 60 | 60 | AR 831.0 | SE DADE CITY | | | CPS-261 | | |
| 60 | 60 | 833.0 | 6.6 | | | | ABS-261 | |
| 50 | 45 | 833.8 | | | | | | |
| 79 | 60 | 834.0 | | | | | | |
| 79 | 60 | AR 834.1 | | | | | | |
| 65 | 60 | AR 834.3 | | | | | | |
| 79 | 60 | AR 834.7 | | | | ABS-261 | | |
| | | AR 834.9 | NE VITIS | | | CPS-261 | | |
| 60 | 60 | AR 835.1 | 3.9 | | | SSDG 9,786 FT. 30 MPH | ABS-261 | DTC BLOCK DADE CITY |
| 79 | 60 | AR 836.6 | | | | | | |
| | | AR 836.7 | SE VITIS | | | CPS-261 | | |
| 50 | 50 | ARF 836.8 | VITIS JCT. | | | ABS-261 | DTC BLOCK ZEPHYR | 4 |
| 40 | 40 | ARF 840.7 | ZEPHYRHILLS | | | CPS-261 | | |
| | | | | YEOMAN SD | | | | |

155.7 MILES BALDWIN YARD TO ZEPHYRHILLS

STATION PAGE NOTES

- NOTE 1: 10 mph moving between Main and No. 2 tracks from MP S 761.5 to MP S 761.6.
 NOTE 2: 45 MPH until head end of train covers crossing.
 NOTE 3: 60 MPH until head end of train covers crossing.
 NOTE 4: All trains will be reduced to permanent speed restriction of 40 MPH between Vitus and Zephyrhills, MP ARF 836.8 and ARF 840.7.

WILDWOOD SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

HAND BRAKES

While picking up or setting off at Wildwood, FL a minimum of 2 hand brakes may be applied to all cars left standing. Cars left unattended in the yard must comply with Operating Rule 103-D.

METHOD OF OPERATION

Edgar Spur – Rule 96

SPEEDS

Do not exceed 10 MPH on any tracks other than Main tracks, signaled sidings and controlled sidings.

| Railroad Crossings at Grade | | | |
|-----------------------------|----------|---------------------|----------|
| Location | Railroad | Protection | Rule |
| Ocala | FNRR | Remotely Controlled | 226-B(3) |

ROAD CROSSINGS AT GRADE

Blocking Crossings

Starke, FL – Trains performing switching at Starke, must avoid leaving cuts of cars on approach circuit that cause the gates and lights to operate and block traffic.

Northbound trains receiving hotbox indication on the defect detector at Newnan must immediately reduce speed to 10 MPH but not stop for inspection until the rear of the train clears State Route 16. If the defect detector gives dragging equipment indication the train must be stopped immediately.

Bushnell standing trains must not block Belt Avenue Road crossing at, MP S 775.7, without first contacting the train dispatcher. Trains waiting at Bushnell to be met or passed by another train must pull clear or stop short of this crossing whenever practicable.

Lacoochee, FL – Cummer Road near MP S 791.2 (Between siding switches) must not be blocked longer than 15 minutes.

Dade City – Trains must not block crossing longer than 15 minutes at AR 825.9.

Switching

North switch Conrad Yelvington

Trains will disregard Ocala defect detector while switching north switch Conrad Yelvington.

Account of close proximity to crossing at MP S 737.09 (SW 17th Street) while switching north switch Conrad Yelvington MP S 737.16 trains approaching crossing at grade must approach crossing prepared to stop and must not enter crossing until it has been activated at least 20 seconds or flag protection has been provided.

2. INSTRUCTIONS RELATING TO SAFETY RULES

Close Clearance

Look out for close clearance just inside derail at McFall Industrial Track at MP S 740.8.

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

NONE

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

NONE

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

NONE

7. MISCELLANEOUS

CITY ORDINANCE INSTRUCTIONS

1. **Ocala** – There is a city ordinance at Ocala, FL, prohibiting trains from blocking crossings in excess of 10 minutes, whether standing or moving.

Northbound trains receiving a hot box indication on the defect detector at Ocala must immediately reduce speed to 10 MPH but will not stop for inspection until the rear car of the train clears the south switch at the Ocala siding. If the defect detector gives a dragging equipment indication, the train must be stopped immediately.

2. Through freights operating through Wildwood Yard tracks must use track 6. It is permissible to use other tracks for short double over or to set off and pick up.

3. Loaded Crystal River and Hague coal trains will cut the air in on the dump hose line at the unloading facility. The dump hoses will be stored at the scale house at Crystal River and the gate entering the plant at Hague.

After unloading, the dump hose should be returned to the scale house at Crystal River and the gate at Hague.

If a dump hose is not available or if the dump hose is damaged and needs to be replaced, the crew should contact the dispatcher for instructions.

4. Edgar Spur trains and employees working the Clay Shed, in Edgar, FL MP AS 720.0 will not use more than two car lengths for derailer on the west end and two car lengths from the clearance point on the east end.
5. Movement on Camp Blanding lead will be governed by Rule 46, except for movement over trackage at the Dupont Plant at Trail Ridge and Camp Blanding which will be 10 MPH.

Florida Midland Railroad ownership begins at a point located 423 feet east of the stem of the wye switch near MP ST 762.1. However, to accomplish the exchange of traffic at Wildwood trackage between MP S 762.8 and MP ST 761.6, including both legs of wye, will be used jointly by CSX and Florida Midland Railroad crews. Trains will operate in accordance with Rule 96 within these limits. Additionally, Florida Midland Railroad Company will have trackage rights on the No. 2 Main Track of the Wildwood Subdivision between MP S 761.5 and MP S 762.0

Florida Midland crews will obtain authority from the train dispatcher before entering the No. 2 Main Track and will report clear to the train dispatcher upon completing operations and clearing the No. 2 Main Track.

6. A switch point derail has been installed at MP S 737.2 at north switch Conrad Yelvington. The switch point derail has been installed in the turnout between switch located at S 737.16 and the industry switch in Conrad Yelvington Yard.

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YEOMAN SUBDIVISION - YE

| AUTHORIZED SPEED | | MILE POST | STATION | TRACK DIAGRAM | | AUTH FOR MOVE | TWC | NOTES |
|------------------|----|-------------|----------------------|---------------|--|---------------|---------------------------------|-------|
| | | | | ↓ | ↓ | | | |
| P | F | (ARF 840.7) | | WILDWOOD | SUBDIVISION | ABS-261 | | |
| 50 | 50 | S 808.0 | ZEPHYRHILLS | 12.5 | <div style="border: 1px solid black; padding: 2px; width: fit-content; margin: 0 auto;"> BB DISP. 66-5 1-800-445-5504 </div> | CPS-261 | DTC BLOCK CENTRAL | |
| | | S 818.9 | | | CENTRAL MINE PLANT CITY DD | ABS-261 | | |
| | | S 820.5 | NORTH END PLANT CITY | | | CPS-261 | | |
| 50 | 50 | S 821.5 | | 1.5 | | 261 | | |
| 25 | 25 | S 822.1 | SOUTH END PLANT CITY | | | CPS-261 | | |
| | | | | 0.8 | | ABS-261 | | |
| | | S 822.8 | SANDLER JCT. | | | CPS-261 | | |
| | | | | | | 261 | | |
| | | S 823.1 | PLANT CITY | 0.4 | | CPS-261 | | |
| | | | | | LAKELAND SD | 261 | | |
| | | S 823.2 | LAKE WALES JCT. | | | CPS-261 | | |
| | | | | | (X) (R) | 261 | | |
| 25 | 25 | S 823.9 | | | | 261 | DTC BLOCK TURKEY CREEK | |
| 50 | 50 | | | 1.4 | MARKET TRACK | CPS-261 | | |
| | | S 824.6 | MARKET | | | ABS-261 | | |
| | | | | 7.0 | | CPS-261 | | |
| | | S 831.6 | N.E. VALRICO | | | 261 | | |
| | | S 832.0 | | .9 | VALRICO CSDG SIDING 4,075 FT. 25 MPH | CPS-261 | | |
| 50 | 50 | S 832.5 | S.E. VALRICO (JCT.) | | | 261 | DTC BLOCK BRANDON | |
| 40 | 40 | S 833.5 | | | | ABS-261 | | |
| 50 | 50 | S 834.0 | | 6.7 | | CPS-261 | | |
| 45 | 45 | S 835.0 | | | | ABS-261 | | |
| 50 | 50 | S 837.7 | | | | ABS-261 | | |
| | | S 838.5 | S. TAMPA | | <div style="border: 1px solid black; padding: 2px; width: fit-content; margin: 0 auto;"> YEOMAN 32 DISP. 08-05 </div> | CPS-261 | | |
| 50 | 50 | S 839.0 | | | TTI | ABS-261 | | |
| 40 | 40 | S 839.2 | YN | | TAMPA TERM. SD | CPS-261 | DTC BLOCK SOUTH TAMPA | |

31.2 MILES ZEPHYRHILLS TO YN

STATION PAGE NOTES

NOTE 1: Remotely controlled, Rule 226-B(3).
NOTE 2: Market Track stub end on south end.

YEOMAN SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

Road Crossings at Grade

Blocking Crossings

Plant City - No street or road crossing within city limits, MP S 821.2 - S 827.1 will be blocked for more than 5 minutes, without clearing up for vehicular traffic for a period of not less than 5 minutes, or until all waiting vehicular traffic has cleared the crossing.

EXCEPTED TRACK

The following track have been designated as EXCEPTED TRACKS

1) All the tracks in the Plant City Industrial Park Spur, MP S 826.1.

2. INSTRUCTIONS RELATING TO SAFETY RULES

NONE

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

NONE

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

NONE

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

NONE

7. MISCELLANEOUS

1. **Central** - Trains setting off on CF Industry (Central Plant) tracks must contact either the Central mine engine or the Central area 3 Foreman on Radio Channel 66. Conductors on trains setting off at Central must leave a list in the knuckle of the cars set off.

2. **Valrico Siding** - Signs showing "Begin TC" on the south side and "End TC" on the north side have been installed to the right of the siding (when proceeding north on the siding). Authority to enter the Valrico Siding on the Valrico Subdivision from the Valrico Siding on the Yeoman Subdivision must be obtained from the BB dispatcher.

3. A perimeter security beam system for Prosource One (Asgrow) on the Yeoman Subdivision, MP 819.5. has been installed. The following instructions for arming and disarming the security beam system must be complied with prior to spotting or pulling cars from either spur.

- 1) Prior to entering premises, security beams must be switched off to work either spur.
- 2) Control box and lock box with on/off key are located on the fence next to the North spur entry gate. Control box is secured with CSX switch lock.
- 3) Unlock gray key box, remove key and turn Beam switch off. Beam system control box is located on the fence next to lock box.
- 4) After completion of switching, turn system back on and replace key in lock box and lock it.
- 5) Failure to turn system off prior to entry, on either spur, will result in Beam being broken and alarm system activating.

NOTES

JACKSONVILLE DIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

A. Yard And Industrial Track Speeds

Unless otherwise specified by timetable or special instructions, speed is restricted to 10 MPH, on all yard and industrial spurs on the Jacksonville Division.

B. Train Dispatcher Console

Each train dispatcher console in Jacksonville CTDS is identified by a unique two-letter assignment. For example: AC, CN, SC

If in doubt as to the two-letter assignment, ask your supervisor.

C. Handbrakes

Operating Rule 103-D, concerning handbrakes, is modified at the following locations in yard tracks only, unless instructed otherwise by local supervision:

| Location | Minimum Number Required |
|---------------------------------|-------------------------|
| Baldwin Yard | 1 |
| Blount Island | 1 |
| Brunswick | 2 |
| Drew | 1 |
| Export Yard | 1 |
| Fernadina Sub | 2 |
| Fort Lauderdale Yard | 1 |
| Hialeah Yard | 1 |
| Jacksonville Terminal | 2 |
| Kingsland Sub | 2 |
| Mulberry / Prairie Yard | 1 |
| Palm Center | 1 |
| Pensacola / Goulding Yard | 3 |
| Rockport Yard | 1 |
| Savannah Terminal | 2 |
| Waycross Terminal | 2 |
| Waycross Terminal (Bowl Tracks) | 0 |
| Winston Yard | 2 |
| Yeoman | 1 |

D. Issue and Distribution of General Bulletins

This has reference to issuance of Jacksonville Division general bulletins on the South and North Districts with the subdivisions for each district as shown below.

| | |
|-------|--|
| North | Waycross Terminal Brunswick Callahan Fernandina Jesup Kingsland Nahunta Fitzgerald Jacksonville Terminal Savannah |
| South | Brooker Deerhaven Edgar Sanford West Coast Wildwood Jacksonville Terminal |
| West | Waycross Terminal Thomasville Dothan Bainbridge Jacksonville Terminal Tallahassee P&A |
| Tampa | Achan Auburndale Bone Valley Brewster Brooksville Carters CH Clearwater Homestead Lakeland Miami Palmetto Plant City Tampa Terminal Valrico Vitis Yeoman |

E. Railroad Crossing at Grade Protection by Gates and/or Derails

The following applies to railroad crossings at grade that have non-electrically locked gates and /or derails.

| Railroad Crossing At Grade Protection By Gates and/or Derails | |
|---|--|
| If | Then |
| (a) Protected by gates that are normally positioned against the intersecting line | Trains will approach the crossing prepared to stop short of the gate and crossing, until the gate is seen to be positioned against the intersecting line. |
| (b) Protected by gates that normally are positioned clear for movement on the intersecting line | Trains will stop short of the gate and crossing, and if no approaching or conflicting movement is observed a member of the crew will position the gate against the intersecting line. The movement may then proceed. |
| (c) The normal position of the gate is not designated | Trains will approach the crossing prepared to stop short of the gate and the crossing, unless the crossing is seen to be clear and the gate is positioned against the intersecting line. |
| (d) The normal position of the gate is not designated and the movement has cleared the crossing | The gate must be left in the position last used and secured properly. |
| (e) The normal position of the gate is designated in special instructions and the movement has cleared the crossing | The gate must be restored to normal position and secured properly. |

Some crossings are protected with derails and gate. At crossings so equipped, the instructions relating to the gate also apply to the derails.

At railroad crossings at grade protected by semaphore crossing signals that, normally, are positioned against movement on the intersecting line, trains will approach the crossing prepared to stop short of the crossing, unless the semaphore arm is inclined or a yellow light is displayed.

At railroad crossings at grade protected by semaphore crossing signals that, normally, are positioned clear for movement on the intersecting line, trains must stop clear of the crossing. If there is no approaching movement on the track(s) to be crossed, a crew member or other designated employee must change the signal display from semaphore arm in horizontal position or red light to inclined position or yellow light. The movement may then proceed. The signal must be returned to normal position after the movement has been completed.

The following applies to railroad crossings at grade that are protected by electrically locked derails or gates that, normally, are positioned against the intersecting line:

| Railroad Crossing At Grade Protection By Gates and/or Derails | | |
|--|--|---|
| When | And | Then |
| (a) An indication of Stop or Stop and Check is displayed | No conflicting movement is observed | A crew member must go to the crossing and check that the derails or gates are locked in normal position, and comply with any signal rules and give signal to proceed. |
| (b) The train movement is on the side of the crossing where derails or gates are located | After stopping short of the derail and/or gate | Be governed either by instructions posted at the crossing or by special instructions. |
| (c) Switching movements are made over such crossing | The signal does not clear for a reverse movement | The release located on the side of the signal may be operated by turning the knob all the way to the right, thereby clearing the signal for the reverse movement. |

Note: A prompt report must be made to the train dispatcher when it is necessary to use the release.

F Defect Detectors

All defect detectors on the Jacksonville Division are Type 1 with the following exceptions:

P&A Subdivision, MP OOK691.4 (Galliver)
P&A Subdivision, MP OOK668.6 (Bagdad)

These two detectors are dragging equipment only. Conditions for these detectors are the same as Type 1.

2. INSTRUCTIONS RELATING TO SAFETY RULES

Dramatic events in our recent past has raised everyone's awareness about security issues. This message is a reminder of some specific steps, in addition to the use of common sense and good judgment, which you can take to ensure the safety of our employees and the protection of company assets.

- Immediately report any suspicious activity to the CSX Dispatcher.
- Immediately notify the dispatcher of any unauthorized outside parties on the track or right of way. Be especially cautious around bridges and tunnels.

- Do not leave a portable company radio, switch keys or ID in a visible area, including visible areas in a locked vehicle. Any of these items can be used to gain access to or control of our operations. If any of these items are stolen, report the incident to your supervisor.
- Report any break ins of field offices or vehicles to the Police Communication Center.
- Use clear and precise speech when using the radio to communicate with trains, track gangs, or dispatchers. Operating Rule 411 must be followed.
- Do not permit any unauthorized person to board a locomotive; require employees who accompany train crews on the head end to show head end pass and company/photo ID to gain access.

3. INSTRUCTION RELATING TO COMPANY POLICIES AND PROCEDURES

HIGHWAY/RAIL CROSSING ACCIDENT REPORTING (INCLUDING AMTRAK)

1. Whenever a crossing accident occurs, the Chief Dispatcher must be notified as soon as possible.
2. Chief Dispatcher, after ascertaining the crews condition, will notify:
 - a. "CSXT Police Command Center", to coordinate efforts concerning local emergency services.
 - b. Road Foreman of Engines to obtain download of locomotives involved.
 - c. Officer in charge of territory.
3. Chief Dispatcher must ascertain that the conductor has the proper reporting forms available.
4. The conductor is responsible for completing and handling accident forms in the prescribed.

Manner prior to marking off duty unless relieved of this duty by an officer of the CSXT (Road Foreman/Trainmaster).

5. Types of required forms (All conductors must have the following forms available while on duty):
 - a. Grade crossing incident – Form HX-3 (Must be completed for every grade crossing incident).
 - b. Rail equipment incident – Form RE-2I and RE-2 (Must be completed for every rail equipment incident).
 - c. Personal injury report – Form PI-1 (Must be completed for each personal injury, including any non-railroad employees. (For example: Trespassers, persons involved in incident, etc.)
6. Conductor must ensure that these forms are delivered as soon as possible to an officer.

7. Upon receipt of completed forms, the officer will fax these forms to the General Manager's Office @ (904-245-2820) and mail the original reports to Safety Clerk in Jacksonville.

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

NONE

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

A. TRAIN HANDLING

When moving through crossovers, turnouts, or curves while yarding a train, the application of the locomotive brake during stopping or slow down procedure will not be permitted, except in case of emergency. If throttle modulation or dynamic brake will not satisfactorily control speed, the automatic brake will be used, keeping locomotive brakes actuated off.

Any train with a known train line initiated emergency ("snap shot") will STOP before entering the first yard switch and condition train brakes by making at least a fifteen pound brake pipe reduction.

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

A. Clearance Implicated Shipments

1. Procedures and guidelines covering the movement of Clearance Implicated Shipments are located in the Equipment Handling Rules.
2. Prior to a dimensional/restricted shipment being loaded on tracks adjacent to the main line or in terminal areas the Chief Train Dispatcher/Yardmaster must be notified.

B. CSX Train Documents

CSX Train Documentation will have codes and dimensions indicating the car is a clearance implicated shipment. Clearance instructions will be made part of the crews CSX Train Documentation. If the clearance instructions covering a clearance implicated shipment, is not received, the appropriate Transportation Department personnel must provide clearance instructions to the train crew prior to the train's departure.

Engineer, conductor and crew members must examine their CSX Train Documentation to determine all pertinent information concerning their train as per Train Handling Rules.

C. Double Stack and Multilevel Movements

Unless otherwise authorized by a Clearance Bureau Message or by the Director System Control, the maximum double stack and multi-level height permitted on the Jacksonville Division is 20'2". CSXT Train Documentation will list this equipment as restricted and will show applicable height dimensions.

| Double Stack and Multilevel Movements | | | | |
|---------------------------------------|--------------|-------------|-------|-------|
| Subdivisions | Double Stack | Multi-Level | | |
| Alchan | 20'2" | 20'2" | | |
| Auburndale | | | | |
| Bainbridge | 19'2" | 19'1" | | |
| Bone Valley | 20'2" | 20'2" | | |
| Brewster | | | | |
| Brooksville | | | | |
| Brunswick | | | | |
| CH | | | | |
| Callahan | | | | |
| Carters | | | | |
| Clearwater | | | | |
| Dothan | | | 19'2" | 19'1' |
| Fernandina | | | 20'2" | 20'2" |
| Fitzgerald | | | | |
| Jacksonville Terminal | | | | |
| Jesup | | | | |
| Kingsland | | | | |
| Lakeland | | | | |
| Miami | | | | |
| Nahunta | | | | |

| Double Stack and Multilevel Movements | | |
|---------------------------------------|--------------|-------------|
| Subdivisions | Double Stack | Multi-Level |
| Ocala | 20'2 » | 20'2 » |
| PA | | |
| Palmetto | | |
| Plant City | | |
| Sanford | | |
| Savannah | | |
| Tallahassee | | |
| Tampa Terminal | | |
| Thomasville | 19'2" | 19'1" |
| Valrico | 20'2" | 20'2" |
| Vitis | | |
| Wildwood | | |
| Yeoman | | |
| All Other Subdivisions | PROHIBITED | PROHIBITED |

D. Unit Coal Trains Equipped With Auxiliary Dump Systems

The trains listed below are equipped with an air dump system for automatic unloading and must be operated from the indicated unloading location with the locomotive main reservoir end cock closed and the locomotive-to-auxiliary train line hose removed. This will cause the rapid discharge system to become void of air and therefore eliminate any possibility of these cars dumping enroute. Upon arrival at the location to begin charging dumping system' the locomotive-to-auxiliary train line hose must be reapplied and the end cock on the locomotive opened to permit charging the system for unloading.

| NAME | Location to Begin Charging Dump System | Unloading Location |
|-------------|--|--------------------|
| Taft | Sanford, FL | Orlando, FL |
| Lakeland | Wildwood, FL | Lakeland, FL |
| Hague | Baldwin, "FL | Gainesville, FL |
| Tampa Elec. | Tampa, FL | Sutton, FL |
| Cry. Riv. | Red Level Jct. | Crystal Riv., FL |
| Brooksville | Tampa, FL | Brooksville, FL |

At the loading facility, after these trains have been loaded they must be inspected to determine:

- 1) The locomotive-to-auxiliary train line has been removed and,
- 2) All hoses are coupled and angle cocks properly positioned.

If for any reason it becomes necessary to charge the rapid discharge dumping system – extreme caution must be used.

When making an inspection of the train, all rapid discharge hoses must be checked to determine they are coupled and the angle cocks properly positioned. If the locomotive-to-auxiliary train line is missing during any segment of the trip, the train dispatcher must be notified immediately. If the cars are uncoupled and then re-coupled, the auxiliary dump hoses must be reconnected.

7. MISCELLANEOUS

A. RADIOS

1) Selecting Channel Numbers

Employees are required to monitor the radio channel designation assigned to the area in which they are working. If necessary to use another channel designation temporarily, they must immediately return to the assigned channel designation after transmission is completed.

Engineering production unit employee in charge will monitor the appropriate road radio channel designation number.

| AAR Radio Channel Usage | | | | |
|-------------------------|----|----|--------------------|-------------|
| Designation | TX | RX | User | Territory |
| Engineering | 45 | 45 | Engineering Forces | All regions |

2) Initiating a Radio Call-In

- a) After selecting the appropriate dispatcher channel, the following will govern the procedure for initiating a radio call-in.
- b) Within ten seconds after a call in has been performed, an answer back tone would be heard. Wait for the control station to answer the call. If the answer back tone is not heard, the caller should wait for one minute and try again.

3) Emergency Radio Call-In Procedure

a) When an emergency arises as defined in Operating Rule 415, the following procedure will be used to initiate an emergency Call-In to the train dispatcher.

- 1) Trackstar III radio set "DTMF-Tone" switch in "DTMF" position.
- 2) Press the "SELECT" button until the call number 9 is displayed.
- 3) Press the "SEND" button for two seconds and release.
- 4) Mobile radios equipped with "Touch Tone" Microphones, press the call number 9 button for two seconds and release.

b) An answer-back tone will not be heard.

c) During the next 20 seconds, the radio is directed to the train dispatcher" monitor speaker and the employee will immediately broadcast his emergency message in accordance with Operating Rule 415, identifying;

- 1) Transmitting unit (train identification or title and name),
- 2) Precise location,
- 3) Specific train dispatcher console (several may be coded in), and
- 4) Nature of the emergency.

d) When call number 9 has been transmitted, an emergency call indication will appear and remain on the train dispatcher's console until he acknowledges the call-in.

4) Locomotive Mobile Radio Access To Mechanical Desk

a) Train Handling Rules Requirement

- 1) Train handling Rule 2.1.1 requires the locomotive engineer to advise the train dispatcher when a locomotive develops problems that could affect the efficient operation of the train.
- 2) Details of the malfunction or failure must be properly reported on the locomotive work report (Form 5001 B).

b) Enhanced Locomotive/Train Safety And Efficiency

- 1) To improve locomotive/train safety and efficiency, mechanical department personnel will be available to locomotive engineer to advise the mechanical department directly, by radio or mobile access, of problems they are encountering.

c) Train Dispatcher/Mechanical Department Communication

- 1) A mobile telephone system ins in place on some locomotive radios. These radios are identified by three red dots on the radio "ID" face plate.

2) This mobile telephone system is a touch tone coded, mobile radio system which permits communications between the locomotive engineer and mechanical department personnel by radio.

3) If the locomotive radio is not equipped, the locomotive engineer will, as in the past, be able to contact the train dispatcher who will be able to connect the engineer with the mechanical department personnel via the road channel.

4) If the train dispatcher needs to end the conversation between the engineer and the mechanical department personnel he will directly notify the mechanical department personnel to end the current conversation. At that time the conversation between the locomotive engineer and the mechanical department personnel will end and may be continued at a later time.

d) Radio Rules Compliance

- 1) All applicable CSX radio rules will apply
- 2) Communication between the engineer and the mechanical department personnel must not be attempted on a moving train if it will impair the safety of the train.
- 3) The conductor will continue to monitor the road channel while the engineer is talking with the mechanical department personnel.

e) Mobile Units – To Telephone

1) From the directory below of base locations, find the frequency (TX/RX – 19/77, 16/88, 87/52 or 42/77) and the access disconnect code of the station you wish to use. Observe whether the base station is on the CSX network or is SDN.

- a) Select the desired radio channel (TX/RX – 19/77, 16/88, 87./52 or 42/77).
- b) Depress the access code for the desired base and wait for dial tone.
- c) If the base station is on the CSX network, dial the desired telephone number.
- d) If the base is SDN, dial 1-700 then the CSX network number.
- e) If the base is Non-SDN, you cannot make a call on the CSX network. However, you can call an 800 number.

f) Base Locations

(1) (SDN) denotes SDN PBX Location. SDN locations telephone number is: 1-700-381-5555

(2) (CSX) denotes CSX PBX Location. CSX (network) locations telephone is: 8-388-5555

| Locomotive Mobile Access | | | | |
|---------------------------------|-----------|-----------|------------|------------|
| Location | TX | RX | ACC | Dis |
| Waycross, GA (CSX) | 19 | 77 | 531" | 531# |
| Brunswick, GA (CSX) | 19 | 77 | 521" | 521# |

Jesup Subdivision**Locomotive Mobile Access**

| Location | TX | RX | ACC | Dis |
|--------------------|----|----|------|------|
| Jesup, GA (SDN) | 19 | 77 | 541" | 541# |
| Jesup, GA (SDN) | 19 | 77 | 542" | 542# |
| Waycross, GA (CSX) | 19 | 77 | 531" | 531# |
| Hilliard, FL (CSX) | 19 | 77 | 561" | 561# |
| Hilliard, FL (SDN) | 87 | 52 | 562" | 562# |

Sanford Subdivision**Locomotive Mobile Access**

| Location | TX | RX | ACC | Dis |
|------------------------|----|----|------|------|
| Jacksonville, FL (CSX) | 19 | 77 | 711" | 711# |
| Jacksonville, FL (CSX) | 16 | 88 | 705" | 705# |
| Solite, FL (SDN) | 87 | 52 | 706" | 706# |
| Boswick, FL (SDN) | 19 | 77 | 707" | 707# |
| Pierson, FL (SDN) | 19 | 77 | 707" | 707# |
| Orange City, FL (SDN) | 16 | 88 | 710" | 710# |
| Orlando, FL (CSX) | 19 | 77 | 841" | 841# |

Nahunta Subdivision**Locomotive Mobile Access**

| Location | TX | RX | ACC | DIS |
|-------------------------|----|----|------|------|
| Savannah, GA (CSX) | 19 | 77 | 511" | 511# |
| Savannah, GA (SDN) | 87 | 52 | 512" | 512# |
| Richmond Hill, GA (SDN) | 19 | 77 | 531" | 531# |
| Ludowici, GA (SDN) | 87 | 52 | 571" | 571# |
| Jesup, GA (CSX) | 19 | 77 | 541" | 541# |
| Jesup, GA (SDN) | 16 | 88 | 542" | 542# |
| Nahunta, GA (SDN) | 16 | 88 | 531" | 531# |
| Hilliard, FL (CSX) | 19 | 77 | 561" | 561# |
| Hilliard, FL (SDN) | 87 | 52 | 562" | 562# |
| Jacksonville, FL (CSX) | 19 | 77 | 711" | 711# |
| Jacksonville, FL (CSX) | 16 | 88 | 705" | 705# |

Wildwood Subdivision**Locomotive Mobile Access**

| Location | TX | RX | ACC | DIS |
|-----------------------|----|----|------|------|
| Highland, FL (SDN) | 16 | 88 | 704" | 704# |
| Hawthorne, FL (SDN) | 16 | 88 | 703" | 703# |
| Ocala, FL (SDN) | 16 | 88 | 702" | 702# |
| Wildwood, FL (SDN) | 16 | 88 | 701" | 701# |
| Bushnell, FL (SDN) | 16 | 88 | 829" | 829# |
| Dade City, FL (CSX) | 19 | 77 | 830" | 830# |
| Zephyrhills, FL (SDN) | 16 | 88 | 831" | 831# |

Auburndale Subdivision**Locomotive Mobile Access**

| Location | TX | RX | ACC | DIS |
|------------|----|----|------|------|
| Okeechobee | 19 | 77 | 106* | 106# |

Miami Subdivision**Locomotive Mobile Access**

| Location | TX | RX | ACC | DIS |
|---------------------------|----|----|------|------|
| West Palm Beach, FL (SDN) | 16 | 88 | 771 | 771 |
| Ft. Lauderdale, FL (SDN) | 16 | 88 | 751* | 751 |
| Hialeah, FL (CSX) | 19 | 77 | 741* | 741* |

Fitzgerald Subdivision**Locomotive Mobile Access**

| Location | TX | RX | ACC | Dis |
|----------------------|----|----|------|------|
| Senoia, GA (CSX) | 16 | 88 | 629" | 629# |
| Pine Mtn, GA (SDN) | 16 | 88 | 630" | 630# |
| Pine Mtn, GA (CSX) | 19 | 77 | 614" | 614# |
| Mauk, GA (SDN) | 16 | 88 | 624" | 624# |
| Dooling, GA (CSX) | 19 | 77 | 613" | 613# |
| Dooling, GA (SDN) | 16 | 88 | 623" | 623# |
| Hatley, GA (CSX) | 19 | 77 | 615" | 615# |
| Hatley, GA (SDN) | 16 | 88 | 625" | 625# |
| Fitzgerald, GA (SDN) | 16 | 88 | 622" | 622# |
| Bushnell, GA (CSX) | 16 | 88 | 631" | 631# |
| Bushnell, GA (SDN) | 16 | 88 | 631" | 631# |
| Sessoms, GA (SDN) | 16 | 88 | 641" | 641# |
| Waycross, GA (CSX) | 19 | 77 | 531" | 531# |
| Waycross, GA (SDN) | 16 | 88 | 532" | 532# |

Tampa Terminal Subdivision**Locomotive Mobile Access**

| Location | TX | RX | ACC | DIS |
|-----------------|----|----|------|------|
| Tampa, FL (CSX) | 19 | 77 | 811* | 811* |

Valrico Subdivision**Locomotive Mobile Access**

| Location | TX | RX | ACC | DIS |
|--------------------|----|----|------|------|
| Mulberry, FL (SDN) | 16 | 88 | 821* | 821# |

8. Coupling CSX Business Cars

The following procedure will govern:

The crew will close and lock the knuckle of the car to which a business car is to be coupled leaving the knuckle on the business car open. A red reflectorized tape has been applied to the lock lifter of all CSX business cars. After the coupling of a business car, the knuckle lock lifter should be inspected to determine if the red reflectorized tape is visible. If this tape is not visible, the knuckle is not properly locked.

9. Marker Lights On CSX Business Cars

CSX Business cars have been provided with one electrically equipped red light that will be placed in bracket at the center of the car on the roof overhang or observation platform. If the car is handled in reverse position, the light will be placed in a bracket provided in the tailgate.

The lights are equipped with an electric cord with a standard plug that may be plugged into a receptacle near the bracket at each end of the car when the light is to be lighted.

When a business car is removed from a train, the light must be returned to the special storage bracket on the vestibule end of the car. Special attention must be given to the light when any private car is handled.

Procedures When Working Around Amtrak Trains Equipped With Head-End Power

Head-end power engines and power cars furnish 480 volts of electricity and more than 1200 amps to the passenger cars. This electricity is transmitted between the engine and cars and between each car by 4 electrical cables. An additional cable, which resembles an engine jumper cable, carrying 64 volts for supplying various low-voltage requirements, is also connected between the equipment.

When it becomes necessary for an employee to go between this equipment or place any part of the body between such equipment, and there is any possibility of contacting these cables, the 480 volts of power **MUST BE TURNED OFF**. This is accomplished by an employee notifying the engineer or operator at the controls of the engine, that an employee is going between the equipment and that the 480 volts of power must be turned off. Confirmation that the power has been turned off must be obtained and power must not be restored until authorized by the employee who requested the power cutoff.

The preceding will apply when replacing air hoses, inspecting electrical cables, during all switching movements involving coupling and uncoupling of this type of equipment and any other time that railroad personnel are required to go between or reach between such equipment in performance of their duty.

Before switching this equipment at terminals where Mechanical Department employees are in charge of the train, the yard foreman will determine from a responsible Mechanical Department employee that the train has been conditioned for switching.

Additionally, when it becomes necessary to set out or pick up this equipment on line-of-road, the following procedure must be followed:

The 480 volts of power **MUST BE TURNED OFF** prior to any uncoupling. All 480 volt electrical cables must be unplugged from the red receptacles located on each side of the coupler. Each electrical cable unplugged must be looped back and plugged into the adjacent red receptacle (to prevent damage caused by dragging).

The electrical cable, which resembles an engine jumper cable, must be unplugged, looped back and plugged into the white dummy receptacle. Vestibule safety curtains must be unfastened. Cars may then be uncoupled. The above procedure should be followed in reverse order when picking up this equipment.

10. General Instructions

Extra Board Personnel – all extra board personnel at outlying points must contact the crew dispatcher at the completion of each tour of duty.

NOTES

11. Track Centers less than 13 Feet

Locations With Track Centers Less Than 13 Feet

The following are locations that have been identified on the Jacksonville Division which have track centers with less than 13 feet clearance. Account of close clearance at the following locations, employees are prohibited from riding the side of cars when cars are on adjacent tracks:

| Achan Subdivision | |
|-------------------------------|---|
| SVH 0.3 | Bradley New Yard between Tracks No.1 and No.2 |
| SVH 2.0 | 2 Mile Post Yard between Tracks No.1 through No.7 inclusive, |
| SVH3.0 | 3 Mile Post Yard between Tracks No.6 through No.9 inclusive, |
| SVN 853.0 | Rockland Yard between Tracks No.12 and No.13 |
| SVN 853.0 | Rockland Yard between Tracks No.14 and No.15 |
| Bone Valley | |
| AY 864.0 | Prairie Yard between Tracks No.10 and No.11 |
| AY 864.8 | Between Tracks No.1, No.2, and No.3 |
| AY 873.2 | Noralyn between Tracks No.1 through No.5 inclusive. |
| Brewster Subdivision | |
| SVC 842.6 | Between the main line and the Tampa Long Track. |
| SVC 843.2 | Between the main line and the pass Track. |
| SVC 843.3 | Between the main line and No.1 storage Track. |
| SVC 857.8 | Between the main line and the Fort Green Team Track. |
| SCV 865.5 | Between the main line and Ona Siding. |
| Brooksville Station | |
| SR 837.0 | Hillsboro Yard between Tracks No.2 and No.3. |
| Clearwater Subdivision | |
| ARE 896.5 | Between Tracks No.4, No.5, and No.6 |
| SY 854.0 | Drew Park between the Tampa Wholesale lead and No.1 Track. |
| Palmetto Subdivision | |
| AZA 886.0 | East Tampa Yard between Tracks No.2 through No.9 inclusive. |
| AZA 917.0 | Tropicana Yard between the Short Pocket and the Pocket Track. |
| AZA 917.0 | Tropicana Yard between the Middle Track and No.3G. |
| Valrico Subdivision | |
| SV 845.0 | Royster Yard between No.10, No.11, and No.12 Tracks. |
| SV 845.0 | Royster Yard between No.10 and the Lead Track. |
| SV 845.0 | Royster Yard between 'B' and 'C' Tracks. |
| SV 845.0 | Royster Yard between 'C' and No.16 Tracks. |
| SV 845.0 | Royster Yard between 'C' and No.17 Tracks. |
| SV 845.0 | Royster Yard between No.1 and the Sulphur Track. |
| SV 849.7 | Between the main line and Bartow Storage. |
| SV 848.0 | Armour Yard between No.1 and No.6 Tracks inclusive. |
| Yeoman Subdivision | |
| S 822.6 | Plant City Yard between No.4 and No.5. |
| S 824.0 | Between the main line and the Market Siding. |

| Tampa Terminal Subdivision | |
|-----------------------------------|---|
| AZA 882.0 | IMC Yard between Tracks No.2 through No.12 inclusive. |
| S 841.0 | Uceta Yard between No.21, No.22, and No.23 Tracks. |
| S 841.0 | Uceta Yard between No.3 through No.6 inclusive. |
| S 841.0 | Yeoman Yard between No.4 through No.12 inclusive. |
| S 841.0 | Yeoman Yard between No.15 through No.24 inclusive. |
| S844.0 | Hookers Point between the main line and McCloskey No.1. |

Train Length Restrictions

A. 9,000 feet maximum length restriction, including locomotives, is in effect except at the following locations:

1) Between Jacksonville-Baldwin and New Orleans

N – 8,000 FT.

S – 8,000 FT.

2) Between Waycross and Birmingham, via Manchester

N – 7,500 FT.

S – 9,000 FT.

3) Between Waycross and Thomasville (Spring Switch location)

N – 6,000 FT.

S – 7,500 FT.

4) Between Thomasville and Montgomery (Spring Switch location)

N - 6,500 FT.

S - 6,000 FT.

5) Between Waycross and Atlanta

N - 7500 FT.

S - 9000 FT.

NOTES

| LOCOMOTIVE DYNAMIC BRAKE AXLE COUNT | | | | | |
|-------------------------------------|------------------|---------------|-----------|------------------|---------------|
| NUMBERS | CLASS | DB AXLE VALUE | NUMBERS | CLASS | DB AXLE VALUE |
| 1-494 | CW44AC | 9 | 4776-4795 | SD70ACE | 8 |
| 495-599 | | | 5000-5016 | CW60AC or CW44-8 | 11 |
| 5101-5122 | | | 5500-5581 | B30-7 | 4 |
| 600-699 | SW60AC or CW44-8 | 11 | 5783-5805 | B36-7 | |
| 700-789 | SD70AC | 8 | 5806-5925 | B40-8 | 5 |
| 800-812 | SD80AC | 9 | 5930-5949 | | |
| 1006-1018 | MT-6 | 0 | 5950-5961 | GP40-2 | 4 |
| 1021-1068 | SWMATE | | 6000-6365 | | |
| 1084-1087 | SW 1500-1 | | 6388-6392 | | |
| 1100-1119 | SW1500 | | 6393-6399 | | |
| 1121-1128 | SW1001 | | 6400-6461 | | |
| 1130-1139 | MP15AC | | 6462-6499 | | |
| 1140-1149 | MP15 | | 6516-6634 | GP40 | |
| 1150-1194 | MP15AC | | 6666-6796 | | |
| 1200-1241 | MP15T | | 6798-6815 | | |
| 1500-1524 | GP15T | | 4 | 6826-6854 | |
| 1534-1563 | GP15-1 | 0 | 6897-6899 | GP60 | |
| 1999-2126 | GP38 | 4 | 6900-6947 | GP40-2 | |
| 2131-2179 | GP38 | | 7000-7094 | C30-7 | |
| 2200-2330 | RDMATE | | 7116-7126 | C36-7 | |
| 2401-2404 | SD20-2 | 0 | 7300-7396 | C40-8W | 7 |
| 2450-2454 | SD38-2 | | 7480-7488 | C39-8 | |
| 2455-2467 | SD38 | | 7489-7646 | C40-8 | |
| 2500-2555 | GP38-2 | 4 | 7650-7917 | CW40-8 | |
| 2556-2559 | GP38-2 | 0 | 8000-8132 | SD40-2 | 6 |
| 2560-2650 | GP38-2 | 4 | 8133-8162 | | |
| 2651-2814 | | | 8163-8211 | | |
| 3100-3109 | B23-7 | | 8212-8241 | | |
| 3117-3128 | | | 8242-8261 | | |
| 3131-3143 | | | 8301-8488 | | |
| 3175-3184 | | 8499-8676 | SD50 | | |
| 3185-3188 | B23-7R | 8700-8721 | SD60 | 7 | |
| 3292-3305 | U23B | 8722-8755 | SD60I | | |
| 4209-4246 | GP30M | 8756-8786 | SD60M | | |
| 4280-4299 | GP39 | 8787-8790 | SD60 | | |
| 4300-4319 | GP39-2 | 0 | 8800-8889 | SD40-2 | 6 |
| 4400-4452 | GP40-2 | | 8954-8976 | SD45-2 | |
| 4600-4621 | SD40 | 0 | 9000-9052 | CW44-9 | 7 |
| 4675-4699 | SD70M | 8 | 9700-9730 | GP40 | 0 |
| 4701-4755 | SD70AC | | 9992-9993 | F-40PH | 4 |

Effective April 1, 2004